AGENDA
VENETA CITY COUNCIL WORK SESSION
MONDAY, MAY 11, 2020 – 5:30 P.M.
Veneta Administrative Center, 88184 8th Street, Veneta, Oregon

1. CALL TO ORDER

2. TRANSPORTATION SYSTEM DEVELOPMENT CHARGES

a. SDC 101 (pgs. 3-4)
b. Fees (pgs. 5-7)
c. Comparison (pgs. 9-11)
d. Project Funding (pgs. 13-14)
e. Project List (pgs. 15-17)

3. ADJOURN

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VENETA CITY COUNCIL
WORK SESSION MEMO

Title/Topic: **Transportation System Development Charges – "SDC 101"**

Meeting Date: May 11, 2020
Department: Community Development

Staff Contact: Evan MacKenzie
Email: emackenzie@ci.veneta.or.us
Telephone Number: 541-935-2191

ISSUE STATEMENT
Staff is bringing the Council information to consider regarding future adoption of updated Transportation SDC fees.

What is a System Development Charge?
A system development charge (SDC) is a one-time fee imposed on new or some types of re-development at the time of development. The fee is intended to recover a fair share of the costs of existing and planned facilities that provide capacity to serve new growth. Different cities grow in different ways, so no two cities will assess the same fees.

SDCs pay for the costs of expanding public facilities. Growth creates additional infrastructure demands; SDCs provide a mechanism to allow new growth in a community to pay for its share of infrastructure costs rather than existing taxpayers or utility ratepayers. The idea behind SDCs is that long-time residents have "paid their way" through property taxes, utility rates, and other means for the systems that are already in place. If those systems need to be expanded to accommodate growth, it is not paid for at the expense of the existing population.

Oregon Revised Statute (ORS) 223.297 - 223.314 defines SDCs and specifies how they shall be calculated, applied, and accounted for by local government. By statute, an SDC is the sum of two components:

- A reimbursement fee, designed to recover costs associated with capital improvements already constructed or under construction, and
- An improvement fee, designed to recover costs associated with capital improvements to be constructed in the future.

SDCs are intended to recover the extra capacity cost of public infrastructure. Reimbursement and improvement fee calculations do not include the cost of a "local equivalent" facility. For example, Transportation SDC fees are only designed to cover the additional cost to construct collector and arterial streets, above that required to construct local streets to meet existing demand.

SDC Fee Eligibility - what SDCs can and can't be used for.
SDCs can only be used for system-wide capacity expansion due to growth. A new street inside a new subdivision will not qualify. Generally, any new street classified as a Local Street will not qualify but

Collectors and Arterials can. Sometimes an intersection that does not have the capacity for new traffic will qualify even if the cross streets don't, usually due to an increase in left turn movements. SDCs cannot be used to maintain existing facilities whether or not such maintenance is associated with expansion. A new center turn lane or additional travel lanes on a primary thoroughfare to accommodate city-wide growth can qualify but SDCs can only be used to fund that portion of the project, not the whole thing.

Some projects may not be fully attributable to an increase in trip generation. These projects may serve an existing public need, such as eliminating a gap in system connectivity. For these projects it is possible to attribute a percentage of need to capacity expansion, and to fund that portion of costs through SDCs. If a new road will likely serve 500 existing peak hour trips and 50 "expansion" trips, SDCs could only be used for the additional capacity (costs) associated with those 50 new trips.

SDCs and Marginal Cost

SDCs are an excellent example of the economic term Marginal Cost, which is the additional cost to produce an extra unit of a given item or service. For a simple explanation of marginal cost, it might be easier to turn to water treatment. Let's say you have a water treatment plant that has a fixed capacity to supply water for 1,000 homes (sound familiar?). Today you only have 600 homes, so you have extra capacity and are doing great. Over the course of several years, 399 new homes are built. No problem, your existing plant can handle them. The marginal cost to provide water for each of those homes is almost zero, because their water rates will pay to treat the additional demand, which the existing facility can meet.

After that 399th home is built a project comes in that will add ten homes all at once. In order to accommodate those new homes, you'll have to build a new water treatment plant at a cost of $3 million. Is it fair to make those last nine homes pay that entire $3 million when each of the previous 399 homes also contributed to the need for that new plant? Or is it more fair to spread that cost over all 409 new homes, collecting a little from each as they get built? Alternately, you could charge each home in the City a flat fee and slowly build a fund to build the new plant. But is it fair to make those existing 600 homeowners pay for additional capacity for others when they already have enough for their needs? Or do you quit accepting building permits when you hit 400 homes? It's a question of equity and each community has their own answers.

Key Facts about SDCs:

- SDCs are one-time charges, not ongoing rates or taxes.
- SDCs are used to fund additional capacity needed to serve growth.
- SDCs do not fund ongoing system maintenance.
- SDCs include future and existing cost components.
- SDCs are intended to recover a fair share of the cost of existing and planned facilities needed to serve new growth.
- Reimbursement fee revenue may be spent only on capital improvements associated with the system for which the particular SDC is assessed including expenditures relating to repayment of indebtedness.
- Improvement fee revenue may be spent only on capacity-increasing capital improvements on the project list (refer to each methodology), including expenditures relating to repayment of debt for such improvements.
- By state law, revenue from SDCs may not be used to repair existing infrastructure or to otherwise address existing deficiencies. In addition, SDC expenditures are limited by type (water SDCs can't be used for sewer projects, sewer SDCs can't be used for water projects, etc.).

VENETA CITY COUNCIL
WORK SESSION MEMO

Title/Topic: **Transportation System Development Charges - Fees**

Meeting Date: May 11, 2020
Department: Community Development

Staff Contact: Evan MacKenzie
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Telephone Number: 541-935-2191

ISSUE STATEMENT
Staff is bringing the Council information to consider regarding future adoption of updated Transportation SDC fees.

BACKGROUND
Staff has been asked to prepare materials for the Council to consider in regards to the recently completed study on our Transportation SDCs. Our consultant, Doug Gabbard of FCS Group, provided the Council with an informational presentation at the March 23 meeting. After the presentation, Council requested staff return to discuss the matter further in a City Council work session.

The March 23 agenda packet (including FCS presentation) is available online here:
https://www.venetaoregon.gov/sites/default/files/fileattachments/city_council/meeting/6001/march_23_2020_city_council_packet.pdf

The fee recommended by FCS is based on a project list with a construction value of $13.6 million, which results in a fee of $13,163 per PM peak hour trip end. This fee assumes that the City will grow by 1,100 PM peak hour vehicle trips, and that every single project on the list will be constructed.

It is possible that neither of our projected outcomes will occur; we may not grow, and we likely will not build every single project on the list. It is also possible that the City will see the projected growth but due to costs exceeding projections, inadequate right-of-way, failure to reach agreements with partner jurisdictions or other reasons we will not construct every single project on the improvement list.

If we do not see ourselves constructing every single capacity expansion project, there is room to reduce the fee. A copy of the project list is included in the FCS report and is also attached to this memo. Staff suggests the Council consider which projects are more or less likely to be constructed, due to unlikely growth outcomes, questionable need, inability to obtain funding, or other reasons. If any projects rise to the top of the list, removing them would allow us to lower our total project cost and reduce the fee.

Plain Talk – it's all about DELAY

As growth occurs, congestion increases. It's inevitable. The question that SDCs attempt to answer is how much congestion the City is comfortable with after that growth occurs.

As discussed in other memos, and previously before Council, there are two "pain thresholds" to contend with in our transportation system. The first is congestion, and how much **delay** we are willing to tolerate. The second is paying to mitigate it, and our tolerance for the financial pain associated with that.

If we are comfortable with our current level of congestion that means our peak periods probably do not result in much delay to drivers. In transportation parlance, that's often referred to as **Level of Service (LOS)**. Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst. An F rating usually means the facility in question is at or past failure, which often equates to drivers (especially left turns) not getting through an intersection in one cycle. In many jurisdictions, an F or a D rating will merit an upgrade in functionality/capacity. Some jurisdictions are comfortable with a facility "failing" if the peak period is not too long, as the cost to mitigate may be extremely high. Note that LOS only refers to motor vehicles and not other road users.

In Veneta's case, we have two peak periods: 1) the morning commute inbound to Eugene; and 2) the afternoon commute outbound from Eugene. In most cases and places, the afternoon peak period is the higher of the two, and is usually between 4:30 and 5:30 p.m. The rest of the day, and on weekends, our system works just fine. So we are really only talking about accommodating drivers for maybe one hour of the day, and perhaps only half an hour.

Do we design a transportation system to meet the needs of our average traffic load, or our peak load? If we design it for peak periods, we have a system that is operating at only perhaps 20% capacity for the rest of the day. Is that efficient? Is it worth it? In most jurisdictions in this country, transportation decisions are based entirely on this single half-hour or hour period.

Delays are almost always associated with the wait times for left turns. There will be delays at intersections for through traffic and right turns, but because they are not associated with crossing against oncoming traffic they tend to be limited in both frequency and duration. It's the left turns that kill us, always in terms of delay and sometimes literally.

Reducing delays at left turns is critical to reducing system-wide delay, or maintaining the same level of delay as we grow. The cost to maintain the same level of delay during growth can be significant because it often involves getting more space for left turn traffic, either through dedicated left turn lanes or center turn lanes, which require extra pavement and sometimes additional right-of-way. The time cost of that delay is usually measured in seconds, but sometimes minutes. The question for our council, and our citizens as well, is "How much are we willing to spend to maintain the same level of delay?" Hundreds of thousands of dollars? Millions? To save 10-30 seconds on someone's homebound commute trip? Or, do we accept that delay will happen, and agree that the investment necessary to maintain the same level of delay is too high, and we allow some additional delay to occur?

There has been increasing discussion in recent years about the inadequacies of relying on LOS, and specifically maintaining a certain minimum LOS, as the ONLY measure of transportation system functionality. For one, because it typically only accounts for the PM peak. For two, because relying on that metric is outrageously expensive if the desire is to retain a high LOS during peak periods. And third, because maintaining a high LOS for motor vehicles is often at odds with pedestrian and bicycle

transportation and safety and even livability in general. Every street in every city would have to be six lanes wide, and every intersection would have to have multiple left turn lanes. We haven't the space for that, and we certainly don't have the money to build or maintain it.

We are essentially making our transportation decisions based on a single half-hour of motor vehicle traffic in a 24-hour day. We spend almost all our capacity dollars to support only 1/48th of a day, on only five out of the seven days in a week. There are 17,520 half-hour periods in a year, and we base most of our transportation decisions on only 260 of them (that's less than 1.5%).

In response, a new system that measures Multimodal Level of Service (MMLOS) has been developed. MMLOS looks at transportation not just from a motor vehicle operator's perspective but from the perspective of a complete transportation system. This system includes all users – pedestrians, bicyclists, people in wheelchairs, and yes motor vehicles too. ODOT even recommends it. This effort coincides with earlier efforts to develop "Complete Streets" that meet the needs of all users, including "vulnerable users" who are simply trying to walk along or cross a street and arrive at their destination alive.

If we decide that some level of delay beyond what we already have is acceptable, and we focus our energy (and dollars) on projects where inaction might result in a high risk of injury or death, we can whittle down our project list and charge a lower SDC. It might take ten seconds longer to get somewhere by car, but it could save us a lot of money and significantly reduce our new development fees, not to mention our long-term maintenance costs. Depending on how and where we focus our dollars, it might even make Veneta a nicer, and safer, place to live.

Other considerations
On September 26, 2011, the City Council passed resolution 1067 to provide a temporary 50% reduction in the City's transportation SDC for all new non-residential development. Although the resolution was temporary, it has been renewed several times. Will this policy continue to apply to the new fees? Has the Council considered what happens if a site develops with a commercial use that receives a reduction but then converts to another use that would not have received that benefit? Does the discount allow us to reassess for a change of use and bill the full amount?

When are SDCs paid?
SDCs are generally due at the time a building permit is applied for, along with any other associated fees owed to the City. Veneta does not currently have a program in place to defer payment of SDC fees until a later date. Some jurisdictions allow developers to defer fees until a Certificate of Occupancy is granted, or some other predetermined time, which can reduce the developer's carrying costs. There are pros and cons to deferral, the primary con being a risk that the developer will not follow through on payment. There are ways the City can minimize risk of nonpayment, but none offer a 100% guarantee. One option is to prohibit connection to the City's water and sewer system, which should limit a project's impact on public infrastructure. With the imposition of higher fees, the City Council may wish to explore deferral further.

RELATED CITY POLICIES

One outcome not discussed in this project is outreach to the general public to inform them of the staggering costs of constructing and maintaining our transportation system, and public infrastructure in general. Regardless of what fee is ultimately adopted, this effort can be used as a tool to demonstrate to our constituents what we do and why we are asking them to contribute.

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VENETA CITY COUNCIL
WORK SESSION MEMO

Title/Topic: **Transportation System Development Charges – Comparisons to other cities**

Meeting Date: May 11, 2020
Department: Community Development

Staff Contact: Evan MacKenzie
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Telephone Number: 541-935-2191

A central question regarding establishment of, or updates to, SDCs is "Why it is difficult to compare System Development Charges (SDCs) across jurisdictions?"

No two cities are alike, especially when it comes to SDCs.
There is no apples to apples comparison. Apples to watermelon maybe.

Existing conditions vary. Some of us have extra capacity on our existing transportation systems, while some of us don't. Maybe we have extra capacity, but it's not where we need it.

Some cities have a small population base while others have a much larger base. But because SDCs are only paid by new development, cities that are growing slowly (by numbers, not necessarily by percentage points) will experience slow growth in trip generation and will take in new funds at a much slower rate than those growing quickly and seeing a rapid rise in trip generation.

Some of us are "bedroom communities" with a low jobs/housing ratio, while others are employment centers with a high jobs/housing ratio and will see vehicle trips increase faster than population. As a result, we will not all experience trip generation increases at the same rate as population growth.

Date of implementation varies. Some of us have been assessing SDCs for many years, while others only recently started assessing them, leaving little time to build up a reserve to fund projects.

Not all projects can be directly or even indirectly attributed to capacity expansion. As a result, not all projects listed in the local TSP or CIP are eligible for SDC funding. Cities may have a long list of projects that are simply connecting gaps or maintenance of the existing system, which are not eligible for SDC funding.

And last but not least, not all jurisdictions fund road improvements, especially capacity expansion, the same. Those with low (or no) SDCs may have a transportation fee built into their existing fee structure, which places a larger share of the burden of expanding the system on existing taxpayers. These cities will generally have a lower percentage of their capacity expansion list funded by SDCs, and will thus have a

lower fee. They may also be relying on (or hoping for) State, Federal or other grants to fund expansion projects rather than funding them locally.

For these and other reasons, it is impossible to make an apples-to apples comparison of SDCs across even two jurisdictions, much less multiple jurisdictions. Our elected leaders are forced to make a difficult decision balancing unpredictable future growth, how we will accommodate that growth, the cost of accommodating that growth, and how we will fund it. Every jurisdiction will reach its own conclusions regarding the best balance for local needs and funding abilities.

The fee recommended by FCS is based on a project list with a construction value of $13.6 million, which results in a fee of $13,163 per PM peak hour trip end. This fee assumes that the City will grow by 1,100 PM peak hour vehicle trips, and that every single project on the list will be constructed. It is possible that neither of which will happen. It is also possible that the City will see the projected growth but due to costs exceeding projections or other reasons we will not construct every single project on the improvement list. If we do not see ourselves constructing every single capacity expansion project, there is room to reduce the fee.

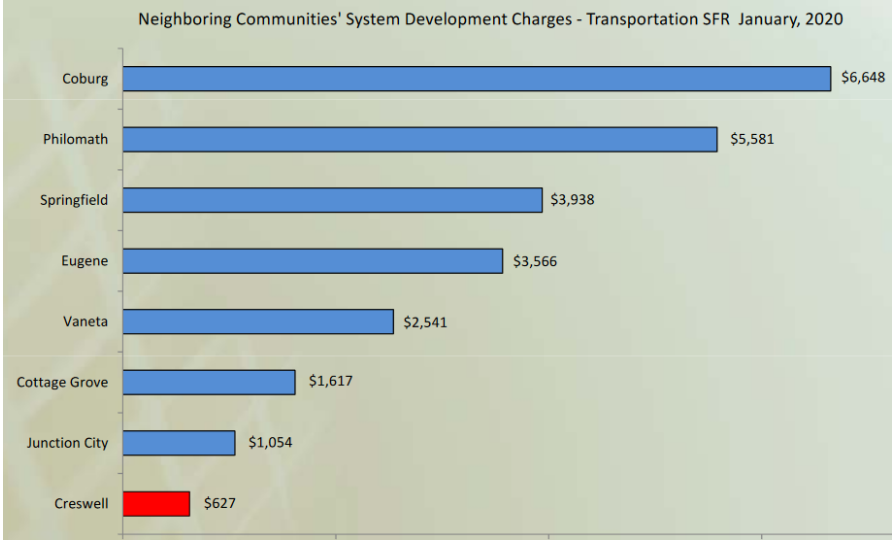
Level of Service
Our existing conditions vary, as does our tolerance for pain (congestion). Some of us have free flowing conditions at all hours of the day, and may only suffer a "rush minute" rather than a rush hour if we experience congestion during peak travel periods at all. Some of us are willing to put up with a little (or a lot) of congestion, while others want enough capacity to move traffic freely at all times. Pain tolerance also applies to our willingness to part with money to fix identified problems, or even to agree on what the problems are.

Level of Service (LOS) is the tool we use to measure delay. The most common source of delay is left turns in intersections. A drop in LOS below a certain threshold is what will trigger the need to mitigate delay or expand capacity. Cities with a low tolerance for congestion and delay desire a high LOS, which will require a lot more system capacity and thus higher costs. But there are alternatives. More jurisdictions are considering Multimodal Level of Service (MMLOS) rather than only motor vehicle throughput. A system that moves motorists quickly through its network may not function well for pedestrians and bicyclists.

Comparing to Coburg:
Coburg's population is less than 1,200. Coburg relied on Average Daily Trips (ADT) rather than peak hour trips to make their growth estimates, so before we even attempt a comparison it will not be direct. Coburg's 2018 total trip count will increase 20%. Coburg's project list includes 14 projects with total costs of $13.2 million. Of this, only $2.1 million (<16%) is shown as eligible for SDCs. Compare this to Veneta's SDC-eligible list of $13.6 million and it's easy to see that we have a lot more capacity-enhancing projects to fund than they do. It's also easy to understand why their SDC fee for a single family residential home is $6,648 versus our (recommended) $13,163.

Comparing to Creswell:
Creswell's population is close to 5,300, which is a much better comparison to Veneta. Creswell is a similar distance from Eugene, which likely serves as the employment base for both cities. Creswell currently has the lowest transportation SDC in the region, but is in the middle of a study to update their fees. The image on the next page shows transportation SDCs in Eugene metro area communities as presented to Creswell's Planning Commission on April 16 (Veneta staff did not produce this data and cannot speak to its accuracy).

If Creswell is in the midst of an update as we are, we can assume that the project list and numbers they are relying on for their current fees are quite out of date.



Creswell's consultant is recommending a Transportation SDC increase from the current $627 for a new SF-detached to $3,749. Creswell's current PM peak trip count is 11,830 with a year 2040 projection of 17,400, a growth of 5,570 trips (47%). Creswell's project list includes 35 projects with total costs of $79,959,000. Of this, $16,544,654 (<21%) is eligible for SDCs. Creswell's project list cost is similar to ours but it is based on a trip count increase that is five times ours, which means their SDC costs are spread out over more trips, at significantly less cost per trip.

Staff attempted to research other jurisdictions in our area, but was not able to find complete information online and did not receive responses to inquiries from every agency queried. The results of this research are below.

Transportation SDC Comparison

City	Population				Peak-Hour Trips				SDC-eligible build out budget	Cost per trip in SDC study	SF-D SDC (Current or Proposed)
	Current	Projected	# increase	% increase	Current	Projected	# increase	% increase			
Veneta	4,800	6,591	1,791	137.3%	2,700	3,800	1,100	140.7%	$14,070,592	$13,163	$13,031
Creswell	5,410	7,573	2,163	140.0%	11,830	17,400	5,570	147.1%	$16,544,644	$3,749	$3,749
Cottage Grove	9,920	11,677	1,757	117.7%			7,481	#DIV/0!	$11,095,350	$1,483	$1,975
Junction City	6,075	9,080	3,005	149.5%			0	#DIV/0!			$1,054
Coburg	1,195	1,660	465	138.9%	19,161	23,997	4,836	125.2%	$168,775		$419
Eugene	177,332	219,060	41,728	123.5%	156,949	197,918	40,972	126.1%	$92,871,000	$2,776	$2,042
Springfield	70,278	75,579	5,301	107.5%	657,472	818,488	161,016	124.5%	$52,075,064	$397	$3,750
Madras	6,265	15,011	8,746	239.6%	9,100	21,805	12,705	239.6%	$32,460,283	$2,555	$3,837
West Linn	26,000			0.0%	11,963	15,105	3,142	126.3%	$32,237,657	$580	$9,208
Oregon City	34,610			0.0%	37,226	54,461	17,235	146.3%	$209,158,753	$10,512	$8,481

Notes:

Information was pulled from multiple sources and should not be relied upon as an apples-to-apples comparison.

Build-out budget is based on SDC-eligible (capacity-expanding) projects, not ALL transportation projects.

Some projects may include both maintenance/upgrades of existing capacity (not eligible for SDCs) and new capacity.

Current population figures are mostly from PSU PRC 2017; others may reflect different base years

Population growth forecasts are from PSU PRC 2044 estimate; others may represent different end years

Coburg trip count is for Average daily trips, not peak hour trips

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VENETA CITY COUNCIL
WORK SESSION MEMO

Title/Topic: **Transportation System Development Charges – Project Funding**

Meeting Date: May 11, 2020
Department: Community Development

Staff Contact: Evan MacKenzie
Email: emackenzie@ci.veneta.or.us
Telephone Number: 541-935-2191

ISSUE STATEMENT
Staff is bringing the Council information to consider regarding future adoption of updated Transportation SDC fees. This memo concerns anticipated revenues through the Planning Period ending in 2040.

BACKGROUND
City staff assembled a $146.6 million list of transportation improvements that have been identified over the last 20+ years by citizen advisory groups and system studies. A little over $14 million of that cost is eligible to be paid for by SDCs. The resulting Transportation SDC fee recommended by FCS based on that project list is $13,163 per PM peak-hour-trip-end. Veneta's current Transportation SDC is $2,496 per equivalent-dwelling-unit (roughly the same as PM-peak-hour-trip-end for a single-family residence).

However, based on revenue assumptions made in the Transportation System Plan (TSP), the City anticipates to receive $30.3 million in transportation funding over the next 20 years, with less than $11.5 million available for all projects in the City's TSP. If revenues match expectations, we will be $18.5 million short to construct all anticipated projects.

City of Veneta Transportation System Plan

Table 11. Summary of Funding Expectations and Restrictions (2017 dollars)

REVENUE SOURCE	FUNDING RESTRICTIONS	ESTIMATED THROUGH 2040	ASSUMED OPERATIONS & MAINTENANCE ALLOCATION	AVAILABLE AMOUNT FOR TSP PROJECTS
Franchise Fees	Unrestricted	$2,564,500	$2,564,500	$0
Street Utility Fees	Operations and Maintenance	$2,392,000	$2,392,000	$0
Local Fuel Tax	Unrestricted	$3,208,500	$3,208,500	$0
System Development Charges (SDC)	Capacity-adding Projects	$3,860,500	$0	$3,860,500
State Highway Fund	1% for bike/ped projects; remainder is unrestricted	$8,544,500	$7,824,626	$719,874

REVENUE SOURCE	FUNDING RESTRICTIONS	ESTIMATED THROUGH 2040	ASSUMED OPERATIONS & MAINTENANCE ALLOCATION	AVAILABLE AMOUNT FOR TSP PROJECTS
Additional State Highway Fund Revenue Provided by HB 2017	Unrestricted	$1,138,400	$694,424	$443,976
Urban Renewal District	Restricted to projects within the Urban Renewal District boundary	$2,000,000	$0	$2,000,000
Miscellaneous Revenue (e.g. License and Permits, Transfers In, Interest Income)	Unrestricted	$1,759,500	$1,759,500	$0
ODOT STIP Enhance Funding	Projects that benefit a state highway	$4,431,000	$0	$4,431,000
Total		$30,398,900	$18,443,550	$11,455,350

While the City intends to build all the projects listed in the SDC methodology during the planning period, we could adjust our Transportation SDC to fit the expected funding for the next 20 years. For example, if we decided to target the $3,860,500 in Transportation SDC funding we expect to see over the next 20 years, the Transportation SDC would be roughly $3,650 per PM peak hour vehicle trip end, or $3,613 for a single-family residence.

Another option would be to prioritize the project list based on the amount of funding expected over the next 20 years. For example, creating a shorter list of projects that would fit the expected funding amounts of $3,860,500 for SDC eligible projects, $4,431,000 for ODOT STIP Enhance Funding, etc. This option would limit our flexibility if a developer's project makes a City project not on the shortened priority list timelier. In that case, Transportation SDC's could not be used on the project because it was not on the prioritized list.

City of Veneta

Improvement Cost Basis

Improvement Fee Cost Basis

		Type	Primary Funding Source	Priority	Original Cost Est.	2019 Costs*	SDC Eligibility %	Outside Funding Source	SDC Eligible Costs	Source
Int2	**OR 126/Huston Road Intersection Improvements**	Capacity Improvement	ODOT/City	High	$ 1,024,000	$ 1,088,142	29%	$ 979,328	$ 108,814	Project Team
Int7	**Jeans Road/Territorial Highway Intersection Improvement**	Capacity Improvement	ODOT*/City	Medium	5,944,000	6,316,323	29%	$ -	1,828,409	Veneta 1998 TSP
NR1	**Broadway Avenue Extension**	New Roadway	Developer/City	Low	4,628,000	4,917,891	100%	$ -	4,917,891	Veneta 1998 TSP
NR2	**Broadway Avenue Extension**	New Roadway	Developer/City	Low	2,892,000	3,073,150	100%	$ -	3,073,150	Veneta 1998 TSP
NR3	**Broadway Avenue Extension**	New Roadway	Developer/City	Low	5,206,000	5,532,096	100%	$ -	5,532,096	Veneta 1998 TSP
NR4	**Trinity Street Extension**	New Roadway	Developer/City	Low	10,220,000	10,860,164	100%	$ 10,860,164	-	Veneta 1998 TSP
NR5	**E. Hunter Road Extension**	New Roadway	Developer/City	Low	3,856,000	4,097,534	100%	$ -	4,097,534	Veneta 1998 TSP
NR6	**Cheney Drive Extension**	New Roadway	Developer/City	Low	5,206,000	5,532,096	100%	$ -	5,532,096	Veneta 1998 TSP
NR7	**8th Street Extension**	New Roadway	Developer/City	Low	2,121,000	2,253,856	100%	$ -	2,253,856	Veneta 1998 TSP
NR8	**Perkins Road Extension**	New Roadway	Developer/City	Low	11,184,000	11,884,548	100%	$ -	11,884,548	Veneta 1998 TSP
NR9	**New N/S Roadway**	New Roadway	Developer/City	Low	12,741,000	13,539,076	100%	$ -	13,539,076	Veneta 1998 TSP
NR10	**Jeans Road/Territorial Highway Realignment**	Capacity Improvement	ODOT*/City	HIgh	5,150,000	5,472,588	29%	$ -	1,584,170	Veneta 1998 TSP
O3	**Downtown Parking Study**	Study	City	Low	100,000	106,264	0%	$ -	-	Project Team
O6	**Mobility Hub Study**	Study	City	Low	100,000	106,264	0%	$ -	-	Project Team
Up7	**Territorial Highway Access Management**	TSM	Developer/City	Medium	48,000	51,007	0%	$ -	-	TAC and CAC
UP14	**E. Hunter Road Extension**	Full Street Upgrade	Developer/City	Low	2,643,000	2,808,553	29%	$ -	813,002	Veneta 1998 TSP
S1	**Territorial Highway School Zone**	Safety Improvement	ODOT*/City	Low	144,000	153,020	0%	$ -	-	Project Team/Public Comment
S2	**OR 126 Safety Improvements**	Safety Improvement	ODOT	Low	55,900	59,401	0%	$ 59,401	-	Lane County TSP (#78)
CR9	**Territorial Highway Rail Crossing**	Rail Crossing	ODOT*/City	High	109,000	115,828	29%	$ -	33,529	Project Team
CR10	**Huston Road Rail Crossing**	Rail Crossing	City	Medium	1,044,000	1,109,394	29%	$ -	321,141	Project Team
Int1	**8th Street/Bolton Hill Road Intersection Improvement**	Safety Improvement	City	Low	37,000	39,318	0%	$ -	-	Veneta 1998 TSP
Int3	**Territorial Highway/Broadway Avenue Intersection Imp.**	Safety Improvement	ODOT*/City	Medium	639,000	679,026	0%	$ -	-	Veneta 1998 TSP/Project Team
Int4	**Territorial Highway Fire Station Access Improvements**	Safety Improvement	ODOT*/City	Low	144,000	153,020	0%	$ -	-	Project Team/Public Comment
Int6	**Bolton Hilll Road/Territorial Highway Intersection Imp.**	Safety Improvement	ODOT*/City	Medium	639,000	679,026	0%	$ -	-	Veneta 1998 TSP/Lane County TSP (#142)
O1	**Venetage Gateway Treatments**	Safety Improvement	ODOT/City	Medium	40,000	42,506	0%	$ -	-	Project Team/Veneta by Design/Public Comment
O2	**Neighborhood Traffic Calming Program**	Program	City	Medium	50,000	53,132	0%	$ -	-	Tecnhical Dvisory and Citizen Advisory Committee/Public Comment
O4	**Safe Routes to School Plan**	Study	City	Medium	75,000	79,698	0%	$ -	-	Project Team
O5	**OR 126 Refinement Plan**	Study	ODOT/City	High	150,000	159,396	0%	$ -	-	Project Team
B1	**Cheney Drive Shared Roadway**	Bike Facilities	City	Low	17,000	18,065	29%	$ -	5,229	Veneta 1998 TSP
B2	**Jeans Road Bike Lane Upgrade**	Bike Lanes	Developer/City	Medium	26,000	27,629	29%	$ -	7,998	Project Team
B3	**Territorial Highway Buffered Bike Lanes**	Bike Lanes	ODOT*/City	Medium	3,227,000	3,429,134	29%	$ -	992,644	Project Team
B4	**W. Broadway Bicycle Improvements**	Bike Lanes	City	Medium	13,000	13,814	29%	$ -	3,999	Project Team
B5	**W. Broadway Bike Lanes**	Bike Lanes	City	Low	5,000	5,313	29%	$ -	1,538	Project Team
B6	**Hope Lane Bike Lanes**	Bike Lanes	Developer/City	Low	5,000	5,313	29%	$ -	1,538	Project Team
B7	**Cornerstone Drive Bike Lanes**	Bike Lanes	Developer/City	Medium	191,000	202,964	29%	$ -	58,753	Project Team
B8	**Hunter Road Bike Lanes**	Bike Lanes	City	Medium	758,000	805,480	29%	$ -	233,165	Project Team
B9	**8th Street Bike Lanes**	Bike Lanes	City	Medium	5,000	5,313	29%	$ -	1,538	Project Team
B10	**Perkins Road Bike Lanes**	Bike Lanes	City	Medium	5,000	5,313	29%	$ -	1,538	Project Team
CR3	**Territorial Highway/Perkins Road Ped. Crossing Imp.**	Ped. Crossing Imp.	ODOT*/City	Medium	284,000	301,789	29%	$ -	87,360	Project Team/Safe Routes to School Project List 2006
CR5	**Territorial Highway/Fern Ridge Library Ped. Crossing Imp.**	Ped. Crossing Imp.	ODOT*/City	Medium	219,000	232,718	29%	$ -	67,366	Project Team/Safe Routes to School Project List 2006
CR6	**Territorial Highway/McCuthceon Street Crossing Imp.**	Ped. Crossing Imp.	ODOT*/City	High	107,000	113,702	29%	$ -	32,914	Project Team/Safe Routes to School Project List 2006
CR7	**Territorial Highway/Blek Drive Ped. Crossing**	Ped. Crossing Imp.	ODOT*/City	Medium	219,000	232,718	29%	$ -	67,366	Project Team/Safe Routes to School Project List 2006/Public Comment
CR8	**Perkins Road/Oak Island Drive Ped. Crossing**	Ped. Crossing Imp.	City	High	82,000	87,136	29%	$ -	25,224	Project Team/Public Comment
CR11	**E Hunter Road Ped. Crossing Imp.**	Ped. Crossing Imp.	City	High	184,000	195,525	29%	$ -	56,599	Safe Routes to School Project List 2006
SUP1	**Elmira-Veneta Multi-Use Path Study - Phase 1**	Shared-use Path	ODOT*/City	High	105,000	111,577	29%	$ -	32,299	Lane County TSP (#144a)
SUP2	**Territorial Highway Multi-Use Path**	Shared-use Path	ODOT*/City	High	203,300	216,034	29%	$ -	62,536	Lane County TSP (#144b)
SUP3	**Huston Road to Broway Avenue/City Park Shared Use Path**	Shared-use Path	City	Medium	2,072,000	2,201,787	29%	$ -	637,359	Veneta 1998 TSP
SUP4	**Veneta Elementary School to Hunter Road Share-Use Path**	Shared-use Path	City	Medium	587,000	623,769	29%	$ -	180,565	Safe Routes to School Project List 2006
SUP6	**Territorial Highway to 7th Street Shared-Use Path**	Shared-use Path	City	Medium	978,000	1,039,260	29%	$ -	300,839	Veneta 1998 TSP
SUP7	**City Park to OR 126 Shared-Use Path**	Shared-use Path	City	Medium	1,195,000	1,269,853	29%	$ -	367,589	Veneta 1998 TSP
SUP8	**Territorial Highway to Corky Lane Shared-Use Path**	Shared-use Path	City	Medium	587,000	623,769	29%	$ -	180,565	Veneta 1998 TSP
SUP9	**Corky Lane to E. Hunter Road Shared-Use Path**	Shared-use Path	City	Medium	704,000	748,097	29%	$ -	216,555	Veneta 1998 TSP
SUP10	**Sup9 to South UGB Shared-Use Path**	Shared-use Path	City	Medium	978,000	1,039,260	29%	$ -	300,839	Veneta 1998 TSP
SUP11	**Cottage Court to E. Bolton Road Shared-Use Path**	Shared-use Path	City	Medium	547,000	581,263	29%	$ -	168,260	Veneta 1998 TSP
SUP12	**Sun Ridge Way to Cheney Drive Shared-Use Path**	Shared-use Path	City/Developer	Medium	810,000	860,737	29%	$ -	249,161	Development Master Plan
SUP13	**Cheney Drive Shared-Use Path**	Shared-use Path	City/Developer	Medium	425,000	451,621	29%	$ -	130,732	Development Master Plan
SUP14	**Cheney Drive to Sun Ridge Way Shared-Use Path**	Shared-use Path	City/Developer	Medium	230,000	244,407	29%	$ -	70,749	Development Master Plan

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Improvement Fee Cost Basis		Type	Primary Funding Source	Priority	Original Cost Est.	2019 Costs*	SDC Eligibility %	Outside Funding Source	SDC Eligible Costs	Source
SUP15	**8th Street to Sun Ridge Way Shared-Use Path**	Shared-use Path	City/Developer	Medium	75,000	79,698	29%	$ -	23,070	Development Master Plan
SUP16	**8th Street to Hawk View Drive Shared-Use Path**	Shared-use Path	City/Developer	Medium	335,000	355,984	29%	$ -	103,048	Development Master Plan
SUP17	**Greenbrier Court to Hawk View Drive Shared-Use Path**	Shared-use Path	City/Developer	Medium	335,000	355,984	29%	$ -	103,048	Development Master Plan
SW7	**Pine Street Sidewalk Infill**	Sidewalk Gap Infill	City	Medium	137,000	145,581	29%	$ -	42,142	Project Team
SW8	**Jeans Road Sidewalk Infill**	Sidewalk Gap Infill	Developer/City	Medium	1,339,000	1,422,873	29%	$ -	411,884	Project Team
SW9	**Hunter Road Sidewalks**	Sidewalk Gap Infill	City	High	173,000	183,836	29%	$ -	53,216	Project Team
SW10	**Hunter Road Sidewalks**	Sidewalk Gap Infill	City	High	33,000	35,067	29%	$ -	10,151	Project Team
SW11	**Hope Lane Sidewalks**	Sidewalk Gap Infill	Developer/City	Low	559,000	594,015	29%	$ -	171,952	Veneta 1998 TSP
Up1	**8th Street Urban Upgrade**	Full Street Upgrade	City	Medium	4,230,000	4,494,960	29%	$ -	1,301,173	Veneta 1998 TSP
Up2	**Perkins Road Urban Upgrade**	Full Street Upgrade	City	Low	3,646,000	3,874,380	29%	$ -	1,121,531	Veneta 1998 TSP
Up3	**E. Bolton Road Urban Upgrade**	Full Street Upgrade	City	Low	2,809,000	2,984,951	29%	$ -	864,065	Veneta 1998 TSP
Up4	**Huston Road Urban Upgrade**	Full Street Upgrade	City	Low	5,444,000	5,785,003	29%	$ -	1,674,606	Veneta 1998 TSP
Up5	**E. Hunter Road Urban Upgrade**	Full Street Upgrade	City	High	3,553,000	3,775,554	29%	$ -	1,092,924	Veneta 1998 TSP/Safe Routes to School Project List 2006
Up6	**E. Hunter Road Urban Upgrade**	Full Street Upgrade	Developer/City	Medium	6,092,000	6,473,593	29%	$ -	1,873,935	Veneta 1998 TSP
Up8	**OR 126 Improvements**	Full Street Upgrade	ODOT	Low	19,289,000	20,497,232	29%	$ 20,497,232	-	Project Team
Up9	**E. Bolton Road Urban Upgrade**	Full Street Upgrade	City	Low	2,061,000	2,190,098	29%	$ -	633,976	Veneta 1998 TSP
Up10	**Sertic Road Urban Upgrade**	Full Street Upgrade	City	Low	1,662,000	1,766,105	29%	$ -	511,241	Project Team
Up11	**Sertic Road Urban Upgrade**	Full Street Upgrade	City	Low	4,452,000	4,730,866	29%	$ -	1,369,461	Project Team
Up12	**Bolton Hill Road Upgrade**	Full Street Upgrade	Lane County	Low	4,856,000	5,160,172	29%	$ 5,160,172	-	Project Team
PB1	**E. Bolton Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	13,000	13,814	0%	$ -	-	Project Team
PB2	**E. Bolton Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	17,000	18,065	0%	$ -	-	Project Team
PB5	**8th Street Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	26,000	27,629	0%	$ -	-	Project Team
PB6	**Hunter Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	20,000	21,253	0%	$ -	-	Project Team
PB7	**E Hunter Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	22,000	23,378	0%	$ -	-	Project Team
PB8	**E Hunter Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	37,000	39,318	0%	$ -	-	Project Team
PB9	**Huston Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	31,000	32,942	0%	$ -	-	Project Team
PB10	**Perkins Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Medium	26,000	27,629	0%	$ -	-	Project Team
PB11	**Sertic Road Interim Improvements**	Interim Bicycle and Ped. Imp.	City	Low	11,000	11,689	0%	$ -	-	Project Team
T1	**Senior & Disabled Shuttle Service**	Transit Improvement	City	Medium	294,000	312,416	0%	$ -	-	Project Team
T2	**Bus Stop Amenities**	Transit Improvement	City/Lane Transit District	Low	99,000	105,201	29%	$ -	30,453	Project Team
T3	**Transit Informational Program**	Transit Improvement	City/Lane Transit District	Medium	10,000	10,626	0%	$ -	-	Public Comment
T5	**Huston Road Transit Stop**	Transit Improvement	City/Lane Transit District	Low	60,000	63,758	29%	$ -	18,456	Lane County TSP(#77g)/Fern Ridge Corridor Plan
Int10	**OR 126/Huston Road Transit Improvements**	Transit Improvement	ODOT/City/Lane Transit District	Low	86,000	91,387	29%	$ -	26,454	Lane County TSP(#77g)/Fern Ridge Corridor Plan
				Total	$ 152,790,200	$ 162,360,734		$ 37,556,298	**$ 71,498,912**	