

RESOLUTION NO. 942-R

**A RESOLUTION ESTABLISHING AND IMPOSING
TRANSPORTATION SYSTEM SYSTEM DEVELOPMENT
CHARGES AND ESTABLISHING ADMINISTRATIVE REVIEW
PROCEDURES.**

ARTICLE I

PURPOSE

SECTION 1. Purpose

A. The purpose of this Resolution is to provide a uniform framework for the imposition of a systems development charge for arterial and collector streets including, but not limited to, administrative review procedures, Systems Development Charge credits and identification of capacity increasing capital improvements which may be funded with Systems Development Charge revenues.

B. This Systems Development Charge is adopted to ensure that new development contributes to extra-capacity transportation improvements needed to accommodate additional traffic generated by such development.

SECTION 2. Definitions

A. "Building permit" means that permit issued by the city building official pursuant to the Uniform Building Code. In addition, building permit shall mean the mobile home placement permit issued by the director, or his representative, on a form approved by the Department of Commerce of the state and relating to the placement of mobile homes in the city. For those uses for which no building permit is provided, the final approval granted by the city approving the use shall be deemed a building permit for purposes of this ordinance.

B. "City Council" means the governing body of the City of Troutdale.

C. "Construction cost index" means an annual construction cost estimate based on a composite of the unit costs for specific construction components of all accepted construction contracts entered into by the Oregon Department of Transportation during a single year indexed to the quantity and total cost of such items for the years 1960-62 inclusive.

D. "Department" means the Community Development Department.

E. "Development" means construction of buildings, structures, or additions to buildings or structures.

F. "Director" means the director of the Community Development department.

G. "Extra-capacity facilities or improvements" means those transit, arterial and collector improvements that are necessary in the interest of public health, safety and welfare to increase traffic capacity to address new development. Such improvements include, but are not limited to, signalization, channelization, widening, drainage work, pedestrian safety, lighting, acquisition of right-of-way and necessary easements, street extensions, railroad crossing protective devices, bridges and bike paths.

H. "Fee" shall mean the systems development charge adopted herein.

I. "Occupancy permit" means the occupancy permit provided for in the Uniform Building Code.

J. "Owner" means the owner or owners of record title or; the purchaser or purchasers under a recorded sales agreement, and other persons having an interest of record in the described real property.

K. "Parcel of land" means a lot, parcel, block or other tract of land that is occupied or may be occupied by a structure or structures or other use, and that includes the yards and other open spaces required under the zoning, subdivision, or other development ordinances.

L. "Road" means a city street.

M. "Systems Development Charge" [SDC] An improvement fee or a fee collected at the time of increased usage of a capital improvement or at the time of issuance of a building permit. "Systems Development Charge" does not include fees assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land use decision.

ARTICLE II

ADMINISTRATION AND ADMINISTRATIVE REVIEW

SECTION 1.

The City Administrator shall employ a qualified person as Community Development Director. In addition to such other duties and responsibilities as may be assigned to this person, the Director shall be responsible for the administration of this resolution. The Director shall be responsible for developing administrative procedures for calculation and collection of fees.

- A. Discretionary decisions of the director shall be in writing and mailed by regular mail to the last known address of the applicant.
- B. Any person aggrieved by a discretionary decision of the director may appeal the decision to the Troutdale City Council. The appeal shall be in writing and must be filed with the director within ten [10] working days of the date the directors' decision was mailed.
- C. The appeal shall state all relevant facts, identify the applicable ordinance provisions and specify the type and amount of relief sought. The city shall be resolution establish a reasonable appeal fee.
- D. The appellant shall bear the burden of proving that an error was committed resulting in substantial prejudice.

ARTICLE III

METHODOLOGY

SECTION 1.

The purpose of this Article is to establish the methodology for the imposition of street system development charges. In developing the methodology, certain cost concepts are commonly included in the charge-setting process. The methodology basis for street system development charges is set forth in EXHIBIT A and is hereby incorporated herein.

SECTION 2.

In the event an identified land use does not have a basis for an SDC unit cost as presented in Table No. 3, the director shall either:

- A. Determine the P.M. peak hour trip factor based on the use listed in Table No. 2 most similar in traffic generation; or
- B. At the election [and expense] of the applicant, consider an actual P.M. peak-hour trip factor of a same or similar use verified by a registered traffic engineer. In the event actual trip generation is utilized, the director may make such adjustments as he deems applicable in consideration of location, size and other appropriate factors in determining the P.M. peak-hour trip factor.

SECTION 3.

The city annually shall review the SDC to determine whether additional revenues should be generated to provide extra-capacity improvements needed to address new development or to ensure that revenues do not exceed identified demands. In so doing, the city shall consider:

- A. Construction of facilities by federal, state or other revenue sources;
- B. Receipt of unanticipated funds from other sources for construction of facilities;
- C. New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- D. The fiscal impact of credits for eligible improvements.
- E. Upon completion of this review the city shall consider such amendments, including adjustment to the fee imposed herein, as are necessary to address changing conditions. Notwithstanding any other provision, the dollar amounts set forth as the cost per P.M. Peak-Hour Trip in Exhibit A in Section 2 of this Article shall on March 1 of each year be computed to increase automatically by the Engineering News Record Northwest [Seattle, WA.] construction cost index. Notwithstanding the foregoing, all calculations shall be carried out to the hundredths place. A final product ending in .49 or less shall be rounded down to the nearest dollar, .50 or more up to the next dollar.

ARTICLE IV

PAYMENT

SECTION 1.

The SDC hereby imposed as set forth in Exhibit "A" Table 3 is due and payable at the time of issuance of a building permit by the city. Except as otherwise provided in Ordinance No. 574-0, no building permit shall be issued for a development subject to the SDC unless the SDC is first paid in full.

ARTICLE V

CREDIT

SECTION 1.

As provided in Ordinance No. 574, an applicant for a building permit is eligible for credit against the SDC for constructing a qualified capital improvement.

ARTICLE VI

EXEMPTIONS

SECTION 1.

The following development is exempt from the SDC:

- A. Remodeling or replacement of any single-family structure [including mobile homes]:
- B. Multi-family structure remodeling or replacement except to the extent of addition of dwelling units;
- C. Remodeling or reconstructing of office, business and commercial, industrial or institutional structures except to the extent it generates additional vehicle traffic trips.

ARTICLE VII

DEDICATED FUND

SECTION 1.

The city shall maintain a dedicated fund entitled "Street Improvement Fund", herein "fund". All moneys derived from the SDC shall be placed in the fund. SDC revenue, including interest on the fund, shall be used for no purpose other than those activities described as, or for the benefit of, extra capacity facilities.

SECTION 2.

SDC revenues may be spent to provide new or expanded arterial and collector projects as shown in Exhibit A Table No. 1 including all related improvements necessary to meet adopted standards. In addition, the reasonable and customary costs of administering this SDC and projects funded hereunder, including repayment of debt, may be paid from SDC revenues.

ARTICLE VIII

REFUNDS

SECTION 1.

Refunds of SDCs may be made upon initiation of the Director or upon written application filed with the Director. Refunds shall only be allowed upon a finding by the director that there was

an actual clerical error in the calculation of the SDC. Refunds shall be allowed for failure to claim a credit provided the claim for refund is in writing and actually received by the city within thirty [30] days of the date of issuance of the building permit. No refund shall be granted for any reason other than those expressly provided for herein.

ARTICLE IX

COLLECTION

SECTION 1.

The SDC's are payable upon and as a condition of issuance of development or building permit pursuant to Ordinance 574-0 Article VII, Section 1.

SECTION 2.

For purposes of this section, delinquent party shall include any person controlling a delinquent corporate permittee and, conversely, any corporation controlled by a delinquent individual permittee.

SECTION 3.

The Street System Development Charge set forth in Exhibit "A" is hereby imposed to be effective March 1, 1992. Such charge shall be prorated on a daily factor until such charges are equal to total charge established in Exhibit "A" Table 3, no later than January 1, 1993. The SDC's hereby imposed shall include the financing costs of the City as reflected in Exhibit A, Table 3.

ARTICLE X

FISCAL ACCOUNTABILITY

SECTION 1.

Revenues received from street system development charges shall be deposited in a separate nonlapsing fund known as the Street Improvement Fund. Such revenues shall be expended and accounted for as required by ORS 223.297 to 223.314.

SECTION 2.

Fiscal year-end balances for the street improvement fund shall be used for no other purposes than those designated in the appropriate budget(s) established for that fund. Monies which have been transferred from other sources to meet temporary shortages shall be returned within the time frame set forth by city policy and state statutes. Monies transferred to other municipal accounts to meet temporary shortages shall be returned in accordance with state statutes and shall

not affect the future rates established for the maintenance and support of the street improvement fund.

ARTICLE XI

SEVERABILITY

SECTION 1.

The invalidity of any section, subsection, paragraph, sentence, or phrase of this resolution or the exhibit which is incorporated herein, shall not affect the validity of the remaining portions thereof.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 25th DAY OF FEBRUARY, 1992.

YEAS: 4

NAYS: 1 (Fowler)

ABSTAINED: 0



Sam K. Cox, Mayor

Dated:

February 26, 1992

ATTEST:


Valerie J. Raglione, CMC

City Recorder/f:\ordres\street.SDC

SYSTEM DEVELOPMENT CHARGES
PRORATED DAILY CHANGES

SEWER	\$1,250.00	INCREASE	\$3.418
STREETS	\$130.00	PER	\$1.3105
PARKS	\$0.00	DAY	\$1.222
WATER	N/A		N/A

	SEWER	STREETS	PARKS	
MAR 1	1	\$1,253.42	\$131.31	\$1.22
MAR 2	2	\$1,256.84	\$132.62	\$2.44
MAR 3	3	\$1,260.25	\$133.93	\$3.67
MAR 4	4	\$1,263.67	\$135.24	\$4.89
MAR 5	5	\$1,267.09	\$136.55	\$6.11
MAR 6	6	\$1,270.51	\$137.86	\$7.33
MAR 7	7	\$1,273.93	\$139.17	\$8.55
MAR 8	8	\$1,277.34	\$140.48	\$9.78
MAR 9	9	\$1,280.76	\$141.79	\$11.00
MAR 10	10	\$1,284.18	\$143.10	\$12.22
MAR 11	11	\$1,287.60	\$144.42	\$13.44
MAR 12	12	\$1,291.02	\$145.73	\$14.66
MAR 13	13	\$1,294.43	\$147.04	\$15.89
MAR 14	14	\$1,297.85	\$148.35	\$17.11
MAR 15	15	\$1,301.27	\$149.66	\$18.33
MAR 16	16	\$1,304.69	\$150.97	\$19.55
MAR 17	17	\$1,308.11	\$152.28	\$20.77
MAR 18	18	\$1,311.52	\$153.59	\$22.00
MAR 19	19	\$1,314.94	\$154.90	\$23.22
MAR 20	20	\$1,318.36	\$156.21	\$24.44
MAR 21	21	\$1,321.78	\$157.52	\$25.66
MAR 22	22	\$1,325.20	\$158.83	\$26.88
MAR 23	23	\$1,328.61	\$160.14	\$28.11
MAR 24	24	\$1,332.03	\$161.45	\$29.33
MAR 25	25	\$1,335.45	\$162.76	\$30.55
MAR 26	26	\$1,338.87	\$164.07	\$31.77
MAR 27	27	\$1,342.29	\$165.38	\$32.99
MAR 28	28	\$1,345.70	\$166.69	\$34.22
MAR 29	29	\$1,349.12	\$168.00	\$35.44
MAR 30	30	\$1,352.54	\$169.31	\$36.66
MAR 31	31	\$1,355.96	\$170.63	\$37.88

APR 1	32	\$1,359.38	\$171.94	\$39.10
APR 2	33	\$1,362.79	\$173.25	\$40.33
APR 3	34	\$1,366.21	\$174.56	\$41.55
APR 4	35	\$1,369.63	\$175.87	\$42.77
APR 5	36	\$1,373.05	\$177.18	\$43.99
APR 6	37	\$1,376.47	\$178.49	\$45.21
APR 7	38	\$1,379.88	\$179.80	\$46.44
APR 8	39	\$1,383.30	\$181.11	\$47.66
APR 9	40	\$1,386.72	\$182.42	\$48.88
APR 10	41	\$1,390.14	\$183.73	\$50.10
APR 11	42	\$1,393.56	\$185.04	\$51.32
APR 12	43	\$1,396.97	\$186.35	\$52.55
APR 13	44	\$1,400.39	\$187.66	\$53.77
APR 14	45	\$1,403.81	\$188.97	\$54.99
APR 15	46	\$1,407.23	\$190.28	\$56.21
APR 16	47	\$1,410.65	\$191.59	\$57.43
APR 17	48	\$1,414.06	\$192.90	\$58.66
APR 18	49	\$1,417.48	\$194.21	\$59.88
APR 19	50	\$1,420.90	\$195.52	\$61.10
APR 20	51	\$1,424.32	\$196.84	\$62.32
APR 21	52	\$1,427.74	\$198.15	\$63.54
APR 22	53	\$1,431.15	\$199.46	\$64.77
APR 23	54	\$1,434.57	\$200.77	\$65.99
APR 24	55	\$1,437.99	\$202.08	\$67.21
APR 25	56	\$1,441.41	\$203.39	\$68.43
APR 26	57	\$1,444.83	\$204.70	\$69.65
APR 27	58	\$1,448.24	\$206.01	\$70.88
APR 28	59	\$1,451.66	\$207.32	\$72.10
APR 29	60	\$1,455.08	\$208.63	\$73.32
APR 30	61	\$1,458.50	\$209.94	\$74.54

MAY 1	62	\$1,461.92	\$211.25	\$75.76
MAY 2	63	\$1,465.33	\$212.56	\$76.99
MAY 3	64	\$1,468.75	\$213.87	\$78.21
MAY 4	65	\$1,472.17	\$215.18	\$79.43
MAY 5	66	\$1,475.59	\$216.49	\$80.65
MAY 6	67	\$1,479.01	\$217.80	\$81.87
MAY 7	68	\$1,482.42	\$219.11	\$83.10
MAY 8	69	\$1,485.84	\$220.42	\$84.32
MAY 9	70	\$1,489.26	\$221.73	\$85.54
MAY 10	71	\$1,492.68	\$223.05	\$86.76
MAY 11	72	\$1,496.10	\$224.36	\$87.98
MAY 12	73	\$1,499.51	\$225.67	\$89.21
MAY 13	74	\$1,502.93	\$226.98	\$90.43
MAY 14	75	\$1,506.35	\$228.29	\$91.65
MAY 15	76	\$1,509.77	\$229.60	\$92.87
MAY 16	77	\$1,513.19	\$230.91	\$94.09
MAY 17	78	\$1,516.60	\$232.22	\$95.32
MAY 18	79	\$1,520.02	\$233.53	\$96.54
MAY 19	80	\$1,523.44	\$234.84	\$97.76
MAY 20	81	\$1,526.86	\$236.15	\$98.98
MAY 21	82	\$1,530.28	\$237.46	\$100.20
MAY 22	83	\$1,533.69	\$238.77	\$101.43
MAY 23	84	\$1,537.11	\$240.08	\$102.65
MAY 24	85	\$1,540.53	\$241.39	\$103.87
MAY 25	86	\$1,543.95	\$242.70	\$105.09
MAY 26	87	\$1,547.37	\$244.01	\$106.31
MAY 27	88	\$1,550.78	\$245.32	\$107.54
MAY 28	89	\$1,554.20	\$246.63	\$108.76
MAY 29	90	\$1,557.62	\$247.94	\$109.98
MAY 30	91	\$1,561.04	\$249.26	\$111.20
MAY 31	92	\$1,564.46	\$250.57	\$112.42

JUN 1	93	\$1,567.87	\$251.88	\$113.65
JUN 2	94	\$1,571.29	\$253.19	\$114.87
JUN 3	95	\$1,574.71	\$254.50	\$116.09
JUN 4	96	\$1,578.13	\$255.81	\$117.31
JUN 5	97	\$1,581.55	\$257.12	\$118.53
JUN 6	98	\$1,584.96	\$258.43	\$119.76
JUN 7	99	\$1,588.38	\$259.74	\$120.98
JUN 8	100	\$1,591.80	\$261.05	\$122.20
JUN 9	101	\$1,595.22	\$262.36	\$123.42
JUN 10	102	\$1,598.64	\$263.67	\$124.64
JUN 11	102	\$1,602.05	\$264.98	\$125.87
JUN 12	103	\$1,605.47	\$266.29	\$127.09
JUN 13	105	\$1,608.89	\$267.60	\$128.31
JUN 14	106	\$1,612.31	\$268.91	\$129.53
JUN 15	107	\$1,615.73	\$270.22	\$130.75
JUN 16	108	\$1,619.14	\$271.53	\$131.98
JUN 17	109	\$1,622.56	\$272.84	\$133.20
JUN 18	110	\$1,625.98	\$274.15	\$134.42
JUN 19	111	\$1,629.40	\$275.47	\$135.64
JUN 20	112	\$1,632.82	\$276.78	\$136.86
JUN 21	113	\$1,636.23	\$278.09	\$138.09
JUN 22	114	\$1,639.65	\$279.40	\$139.31
JUN 23	115	\$1,643.07	\$280.71	\$140.53
JUN 24	116	\$1,646.49	\$282.02	\$141.75
JUN 25	117	\$1,649.91	\$283.33	\$142.97
JUN 26	118	\$1,653.32	\$284.64	\$144.20
JUN 27	119	\$1,656.74	\$285.95	\$145.42
JUN 28	120	\$1,660.16	\$287.26	\$146.64
JUN 29	121	\$1,663.58	\$288.57	\$147.86
JUN 30	122	\$1,667.00	\$289.88	\$149.08

JUL 1	123	\$1,670.41	\$291.19	\$150.31
JUL 2	124	\$1,673.83	\$292.50	\$151.53
JUL 3	125	\$1,677.25	\$293.81	\$152.75
JUL 4	126	\$1,680.67	\$295.12	\$153.97
JUL 5	127	\$1,684.09	\$296.43	\$155.19
JUL 6	128	\$1,687.50	\$297.74	\$156.42
JUL 7	129	\$1,690.92	\$299.05	\$157.64
JUL 8	130	\$1,694.34	\$300.36	\$158.86
JUL 9	131	\$1,697.76	\$301.68	\$160.08
JUL 10	132	\$1,701.18	\$302.99	\$161.30
JUL 11	133	\$1,704.59	\$304.30	\$162.53
JUL 12	134	\$1,708.01	\$305.61	\$163.75
JUL 13	135	\$1,711.43	\$306.92	\$164.97
JUL 14	136	\$1,714.85	\$308.23	\$166.19
JUL 15	137	\$1,718.27	\$309.54	\$167.41
JUL 16	138	\$1,721.68	\$310.85	\$168.64
JUL 17	139	\$1,725.10	\$312.16	\$169.86
JUL 18	140	\$1,728.52	\$313.47	\$171.08
JUL 19	141	\$1,731.94	\$314.78	\$172.30
JUL 20	142	\$1,735.36	\$316.09	\$173.52
JUL 21	143	\$1,738.77	\$317.40	\$174.75
JUL 22	144	\$1,742.19	\$318.71	\$175.97
JUL 23	145	\$1,745.61	\$320.02	\$177.19
JUL 24	146	\$1,749.03	\$321.33	\$178.41
JUL 25	147	\$1,752.45	\$322.64	\$179.63
JUL 26	148	\$1,755.86	\$323.95	\$180.86
JUL 27	149	\$1,759.28	\$325.26	\$182.08
JUL 28	150	\$1,762.70	\$326.57	\$183.30
JUL 29	151	\$1,766.12	\$327.89	\$184.52
JUL 30	152	\$1,769.54	\$329.20	\$185.74
JUL 31	153	\$1,772.95	\$330.51	\$186.97

AUG 1	154	\$1,776.37	\$331.82	\$188.19
AUG 2	155	\$1,779.79	\$333.13	\$189.41
AUG 3	156	\$1,783.21	\$334.44	\$190.63
AUG 4	157	\$1,786.63	\$335.75	\$191.85
AUG 5	158	\$1,790.04	\$337.06	\$193.08
AUG 6	159	\$1,793.46	\$338.37	\$194.30
AUG 7	160	\$1,796.88	\$339.68	\$195.52
AUG 8	161	\$1,800.30	\$340.99	\$196.74
AUG 9	162	\$1,803.72	\$342.30	\$197.96
AUG 10	163	\$1,807.13	\$343.61	\$199.19
AUG 11	164	\$1,810.55	\$344.92	\$200.41
AUG 12	165	\$1,813.97	\$346.23	\$201.63
AUG 13	166	\$1,817.39	\$347.54	\$202.85
AUG 14	167	\$1,820.81	\$348.85	\$204.07
AUG 15	168	\$1,824.22	\$350.16	\$205.30
AUG 16	169	\$1,827.64	\$351.47	\$206.52
AUG 17	170	\$1,831.06	\$352.78	\$207.74
AUG 18	171	\$1,834.48	\$354.10	\$208.96
AUG 19	172	\$1,837.90	\$355.41	\$210.18
AUG 20	173	\$1,841.31	\$356.72	\$211.41
AUG 21	174	\$1,844.73	\$358.03	\$212.63
AUG 22	175	\$1,848.15	\$359.34	\$213.85
AUG 23	176	\$1,851.57	\$360.65	\$215.07
AUG 24	177	\$1,854.99	\$361.96	\$216.29
AUG 25	178	\$1,858.40	\$363.27	\$217.52
AUG 26	179	\$1,861.82	\$364.58	\$218.74
AUG 27	180	\$1,865.24	\$365.89	\$219.96
AUG 28	181	\$1,868.66	\$367.20	\$221.18
AUG 29	182	\$1,872.08	\$368.51	\$222.40
AUG 30	183	\$1,875.49	\$369.82	\$223.63
AUG 31	184	\$1,878.91	\$371.13	\$224.85

SEP 1	185	\$1,882.33	\$372.44	\$226.07
SEP 2	186	\$1,885.75	\$373.75	\$227.29
SEP 3	187	\$1,889.17	\$375.06	\$228.51
SEP 4	188	\$1,892.58	\$376.37	\$229.74
SEP 5	189	\$1,896.00	\$377.68	\$230.96
SEP 6	190	\$1,899.42	\$378.99	\$232.18
SEP 7	191	\$1,902.84	\$380.31	\$233.40
SEP 8	192	\$1,906.26	\$381.62	\$234.62
SEP 9	193	\$1,909.67	\$382.93	\$235.85
SEP 10	194	\$1,913.09	\$384.24	\$237.07
SEP 11	195	\$1,916.51	\$385.55	\$238.29
SEP 12	196	\$1,919.93	\$386.86	\$239.51
SEP 13	197	\$1,923.35	\$388.17	\$240.73
SEP 14	198	\$1,926.76	\$389.48	\$241.96
SEP 15	199	\$1,930.18	\$390.79	\$243.18
SEP 16	200	\$1,933.60	\$392.10	\$244.40
SEP 17	201	\$1,937.02	\$393.41	\$245.62
SEP 18	202	\$1,940.44	\$394.72	\$246.84
SEP 19	203	\$1,943.85	\$396.03	\$248.07
SEP 20	204	\$1,947.27	\$397.34	\$249.29
SEP 21	205	\$1,950.69	\$398.65	\$250.51
SEP 22	206	\$1,954.11	\$399.96	\$251.73
SEP 23	207	\$1,957.53	\$401.27	\$252.95
SEP 24	208	\$1,960.94	\$402.58	\$254.18
SEP 25	209	\$1,964.36	\$403.89	\$255.40
SEP 26	210	\$1,967.78	\$405.20	\$256.62
SEP 27	211	\$1,971.20	\$406.52	\$257.84
SEP 28	212	\$1,974.62	\$407.83	\$259.06
SEP 29	213	\$1,978.03	\$409.14	\$260.29
SEP 30	214	\$1,981.45	\$410.45	\$261.51

OCT 1	215	\$1,984.87	\$411.76	\$262.73
OCT 2	216	\$1,988.29	\$413.07	\$263.95
OCT 3	217	\$1,991.71	\$414.38	\$265.17
COT 4	218	\$1,995.12	\$415.69	\$266.40
OCT 5	219	\$1,998.54	\$417.00	\$267.62
OCT 6	220	\$2,001.96	\$418.31	\$268.84
OCT 7	221	\$2,005.38	\$419.62	\$270.06
OCT 8	222	\$2,008.80	\$420.93	\$271.28
OCT 9	223	\$2,012.21	\$422.24	\$272.51
OCT 10	224	\$2,015.63	\$423.55	\$273.73
OCT 11	225	\$2,019.05	\$424.86	\$274.95
OCT 12	226	\$2,022.47	\$426.17	\$276.17
OCT 13	227	\$2,025.89	\$427.48	\$277.39
OCT 14	228	\$2,029.30	\$428.79	\$278.62
OCT 15	229	\$2,032.72	\$430.10	\$279.84
OCT 16	230	\$2,036.14	\$431.41	\$281.06
OCT 17	231	\$2,039.56	\$432.73	\$282.28
OCT 18	232	\$2,042.98	\$434.04	\$283.50
OCT 19	233	\$2,046.39	\$435.35	\$284.73
OCT 20	234	\$2,049.81	\$436.66	\$285.95
OCT 21	235	\$2,053.23	\$437.97	\$287.17
OCT 22	236	\$2,056.65	\$439.28	\$288.39
OCT 23	237	\$2,060.07	\$440.59	\$289.61
OCT 24	238	\$2,063.48	\$441.90	\$290.84
OCT 25	239	\$2,066.90	\$443.21	\$292.06
OCT 26	240	\$2,070.32	\$444.52	\$293.28
OCT 27	241	\$2,073.74	\$445.83	\$294.50
OCT 28	242	\$2,077.16	\$447.14	\$295.72
OCT 29	243	\$2,080.57	\$448.45	\$296.95
OCT 30	244	\$2,083.99	\$449.76	\$298.17
OCT 31	245	\$2,087.41	\$451.07	\$299.39

NOV 1	246	\$2,090.83	\$452.38	\$300.61
NOV 2	247	\$2,094.25	\$453.69	\$301.83
NOV 3	248	\$2,097.66	\$455.00	\$303.06
NOV 4	249	\$2,101.08	\$456.31	\$304.28
NOV 5	250	\$2,104.50	\$457.62	\$305.50
NOV 6	251	\$2,107.92	\$458.94	\$306.72
NOV 7	252	\$2,111.34	\$460.25	\$307.94
NOV 8	253	\$2,114.75	\$461.56	\$309.17
NOV 9	254	\$2,118.17	\$462.87	\$310.39
NOV 10	255	\$2,121.59	\$464.18	\$311.61
NOV 11	256	\$2,125.01	\$465.49	\$312.83
NOV 12	257	\$2,128.43	\$466.80	\$314.05
NOV 13	258	\$2,131.84	\$468.11	\$315.28
NOV 14	259	\$2,135.26	\$469.42	\$316.50
NOV 15	260	\$2,138.68	\$470.73	\$317.72
NOV 16	261	\$2,142.10	\$472.04	\$318.94
NOV 17	262	\$2,145.52	\$473.35	\$320.16
NOV 18	263	\$2,148.93	\$474.66	\$321.39
NOV 19	264	\$2,152.35	\$475.97	\$322.61
NOV 20	265	\$2,155.77	\$477.28	\$323.83
NOV 21	266	\$2,159.19	\$478.59	\$325.05
NOV 22	267	\$2,162.61	\$479.90	\$326.27
NOV 23	268	\$2,166.02	\$481.21	\$327.50
NOV 24	269	\$2,169.44	\$482.52	\$328.72
NOV 25	270	\$2,172.86	\$483.83	\$329.94
NOV 26	271	\$2,176.28	\$485.15	\$331.16
NOV 27	272	\$2,179.70	\$486.46	\$332.38
NOV 28	273	\$2,183.11	\$487.77	\$333.61
NOV 29	274	\$2,186.53	\$489.08	\$334.83
NOV 30	275	\$2,189.95	\$490.39	\$336.05

DEC 1	276	\$2,193.37	\$491.70	\$337.27
DEC 2	277	\$2,196.79	\$493.01	\$338.49
DEC 3	278	\$2,200.20	\$494.32	\$339.72
DEC 4	279	\$2,203.62	\$495.63	\$340.94
DEC 5	280	\$2,207.04	\$496.94	\$342.16
DEC 6	281	\$2,210.46	\$498.25	\$343.38
DEC 7	282	\$2,213.88	\$499.56	\$344.60
DEC 8	283	\$2,217.29	\$500.87	\$345.83
DEC 9	284	\$2,220.71	\$502.18	\$347.05
DEC 10	285	\$2,224.13	\$503.49	\$348.27
DEC 11	286	\$2,227.55	\$504.80	\$349.49
DEC 12	287	\$2,230.97	\$506.11	\$350.71
DEC 13	288	\$2,234.38	\$507.42	\$351.94
DEC 14	289	\$2,237.80	\$508.73	\$353.16
DEC 15	290	\$2,241.22	\$510.04	\$354.38
DEC 16	291	\$2,244.64	\$511.36	\$355.60
DEC 17	292	\$2,248.06	\$512.67	\$356.82
DEC 18	293	\$2,251.47	\$513.98	\$358.05
DEC 19	294	\$2,254.89	\$515.29	\$359.27
DEC 20	295	\$2,258.31	\$516.60	\$360.49
DEC 21	296	\$2,261.73	\$517.91	\$361.71
DEC 22	297	\$2,265.15	\$519.22	\$362.93
DEC 23	298	\$2,268.56	\$520.53	\$364.16
DEC 24	299	\$2,271.98	\$521.84	\$365.38
DEC 25	300	\$2,275.40	\$523.15	\$366.60
DEC 26	301	\$2,278.82	\$524.46	\$367.82
DEC 27	302	\$2,282.24	\$525.77	\$369.04
DEC 28	303	\$2,285.65	\$527.08	\$370.27
DEC 29	304	\$2,289.07	\$528.39	\$371.49
DEC 30	305	\$2,292.49	\$529.70	\$372.71
DEC 31	306	\$2,295.91	\$531.01	\$373.93

CITY OF TROUTDALE

**TRANSPORTATION
SYSTEM SDC STUDY**

FEBRUARY 1992

*Prepared by:
Public Financial Management, Inc.*

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INTRODUCTION AND SCOPE

In early 1991, Public Financial Management, Inc. (PFM), was retained by the City of Troutdale (the City) to conduct an analysis of system development charges (SDCs) that are authorized under state law for various public facilities. These public facilities include:

- Water
- Sewer
- Transportation
- Parks
- Storm Drainage

In conducting this analysis, PFM's primary focus has been to develop and document a SDC methodology that is consistent with state law and that helps ensure equity between current and future users.

STATUTORY REQUIREMENTS

The Oregon legislature in its 1989 legislative session passed into law requirements for the establishment of system development charges collected in the state by local governments. Specific elements of the law (Oregon Revised Statutes Chapter 223.297 through 223.314) include:

1. Preparing the system development charge based on a reimbursement for the costs associated with capital improvements already constructed or under construction, the costs of capital improvements to be constructed, or a combination of a capital improvement costs.
2. Making the methodology for establishing the system development charge available for public inspection.
3. Limiting the use of monies received from system development charges to capacity increasing capital improvements associated with the systems for which they are assessed, including the repayment of debt issued to finance such improvements.
4. Preparing a capital improvements plan which sets forth improvements to be funded with the system development charges, including their estimated cost and timing.
5. Depositing system development charges into a separate account and providing an annual accounting showing the receipt of revenues and the projects that were funded.

The effective date of the legislation is July 1, 1991. The results of PFM's analysis will enable the City to update existing SDCs and implement new charges that comply with state law.

IMPACTS ON THE CITY

The City has a long-standing practice of collecting SDCs from new connections to its water and sewer systems. These charges have enabled the City to help fund expansion of and improvements to its water and sewer systems, and to increase the equity of its cost recovery system. Expanding SDCs to include transportation, parks, and storm drainage will augment the City's ability to fund the expansion of these facilities to meet current and future growth needs.

REPORT FORMAT

The next section of this report provides a discussion of the methodology that PFM has utilized to calculate the transportation SDC. Following the methodology discussion is a summary of capital costs, capacity units, and charges for the City's transportation system. Following the discussion of the transportation SDC is a summary of SDC implementation issues that the City will need to address.

ACKNOWLEDGEMENTS

Development of the transportation SDC presented in this report represent a collaborative effort between PFM and City staff. Throughout the course of this study PFM has worked closely with public works, planning, finance, and administrative staff to develop cost and demographic data, review alternative methodologies, discuss implementation issues, and review initial findings and recommendations. PFM appreciates the assistance and efforts of all City staff that have been involved in this project.

PROPOSED METHODOLOGY

In developing a methodology for determining an SDC, many factors are involved and the selected approach can choose to incorporate some or all of the "cost concepts" that are commonly considered in the charge-setting process. Factors that are typically considered in arriving at a SDC methodology include:

1. Historical cost of capital facilities.
2. Inclusion or exclusion of accumulated "accounting" depreciation.
3. Adjustments to historical cost to reflect price changes since the date of acquisition or construction.
4. Interest costs or opportunity costs incurred by the utility since facilities have been built or acquired.
5. Customer contributions, grants, etc.
6. Outstanding long-term debt.
7. Cost of future facilities as expressed in nominal or real dollars, inclusive or exclusive of expected financing costs.

PFM has considered all of these concepts and the requirements of state law in developing the water SDC for the City. The methodology utilized by PFM is based on the cost of capacity-increasing capital improvements that the City expects to incur over a specified planning period, either 20 or 30 years. As such, the methodology represents an "improvement fee" as described in state law in determining the system development charge. The major steps involved in calculating the proposed system development charge include:

1. Determining the improvement fee cost basis.
2. Estimating the future capacity of the system.
3. Calculating the system development charge per equivalent unit of demand or usage.

Based on the approach outlined above, a system development charge can be determined based on the estimated average cost of system capacity. The following sections of this report will discuss in detail the specific cost and demand elements associated with the transportation system, along with the resulting charge.

TRANSPORTATION SYSTEM SDC

The City does not currently collect a system development charge for transportation facilities. The methodology that PFM has used to develop the recommended transportation SDC is based on land use information and trip generation factors and is similar to the methodology that has been adopted by other communities in the state. The cost basis for the SDC represents an improvement fee under state law.

IMPROVEMENT FEE COST BASIS

Future Capital Costs

The City's public works engineers have prepared a capital improvements program for the transportation system that will provide sufficient capacity to meet the demand requirements of the City's planned population growth through 2010, the last year of the Metro's regional transportation population and employment forecast. These capital improvement costs have been adopted by the City as part of its public facilities plan. Table 1 summarizes capacity-increasing transportation system capital costs that the City expects to incur during the forecast period. Transportation system capital improvements include the construction and widening of road segments within the City and the installation of traffic signals and related control devices. These capital improvements are for those portions of the road system owned by the City. They do not include improvements on County or State roads located within the City. Transportation system capital costs, in current dollars, total \$3,182,000 over the forecast period.

Future Financing Costs

In addition to the actual costs of construction, PFM has prepared an estimate of financing costs that would be incurred costs in conjunction with the transportation capital improvements if SDC revenues during a given year are insufficient to fully fund capital outlays. For analysis purposes PFM developed a forecast model for the City's transportation system for the period 1992-2010. During this period capital improvement cash flow requirements were compared with annual transportation SDC revenues that were expected to be collected. If revenues were less than expenditures it was assumed that the City would borrow for the difference and that the additional financing costs would be included in the SDC cost basis. The following assumptions were used to calculate estimated financing costs:

- Issuance costs equal 2 percent of the borrowed amount.
- Interest rate on borrowed funds equals 7.5 percent.
- Amortization period equals 10 years.

A summary of the financing cost cashflow analysis is shown in the Appendix to this report. Based on the timing of transportation system capital expenditures and growth in

TABLE 1
CITY OF TROUTDALE
SYSTEM DEVELOPMENT CHARGE ANALYSIS
TRANSPORTATION CAPITAL IMPROVEMENTS

ITEM	SCHEDULED CONSTRUCTION	AMOUNT
School Access	1990	\$57,000
Downtown Roads	1991-92	210,000
4th Connector	1994	80,000
8th Avenue	1991	120,000
Cherry Park Signal	1991	25,000
Columbia Highway	1992	150,000
Hensley Road Extension	1994	250,000
Hensley Road/257th Signal	1996	85,000
Stark Street	1994	375,000
Troutdale Rd. Widening	1998	350,000
SB Road	1994	250,000
Strebin/SB Ln. Connect	2000	650,000
Stark/Troutdale Rd. Signal	1994	95,000
Troutdale Rd. Improvements	1995	250,000
Downtown Business Dist.	1991	155,000
6th & 7th Street Improvements	1994	<u>80,000</u>
Total Capital Costs		\$3,182,000
Financing Costs		<u>661,461</u>
Total Costs		\$3,843,461

Source: City of Troutdale and Public Financial Management, Inc.

system connections over the forecast period, the City could expect to incur an additional \$661,461 in financing costs. Combined improvement fee costs would then total \$3,843,461.

SYSTEM CAPACITY

An important aspect in computing a system development charge is the determination of system capacity and the units of service that such capacity will provide. For transportation systems land use designations and the population densities and employment activities they allow are critical inputs in determining traffic generation, system capacity, and unit demand and system usage. Because the City has not recently completed a formal transportation plan, PFM has developed an estimate of system capacity by applying standard trip generation factors to population and employment data prepared by Metro for the traffic zone that largely encompasses the City, with additional refinements by City planning staff.

The population, housing, and employment forecast utilized by PFM to measure system capacity is shown in Table 2. For purposes of estimating system design capacity, forecast growth in housing units (single-family and multi-family) and employment were combined with standard p.m. peak-hour trip factors as established by the Institute of Transportation Engineers (ITE). Because transportation improvements are often designed to meet p.m. peak-hour traffic demand, this trip factor was used in determining capacity needs over the forecast period.

Table 3 summarizes forecast p.m. peak-hour trips by major land use category. In estimating peak hour trips, it is necessary to adjust for linked or pass-by trips on the road network. For example, it is not unusual for people to make one or more stops on their way home from work during the peak-hour period. These stops, or trip ends, in effect are not new trips but are linked with a single trip. By adjusting for linked trips, based on a standard adjustment factor that has been used by traffic engineers in other Oregon cities, total trips are not overstated. As Table 3 shows, p.m. peak-hour trips total 7,282 over the forecast period. Of this amount, 1,289 represent linked trips. Net p.m. peak-hour trips that are forecast to be added to the City's road system over the planning period total 5,993.

CALCULATING THE SYSTEM DEVELOPMENT CHARGE

After the cost basis and capacity units have been developed, the City's transportation system development charge can be calculated based on the following formula:

$$\frac{\text{Future Improvement Costs} + \text{Financing Costs}}{\text{P.M. Peak-Hour Trips}}$$

Based on this approach the transportation SDC per p.m. peak-hour trip would total \$531 if financing costs are excluded from the cost basis. With financing costs, the SDC per p.m. peak-hour trip equals \$641. Table 4 provides a schedule of transportation SDCs

TABLE 2
CITY OF TROUTDALE
TRANSPORTATION SYSTEM DEVELOPMENT CHARGES
FORECAST OF DEMOGRAPHIC DATA (1)

YEAR	POPULATION	HOUSING UNITS		EMPLOYMENT		
		SINGLE-FAMILY	MULTI-FAMILY	RETAIL	OTHER	TOTAL
1987	5,224	1,488	433	57	656	713
1988	5,543	1,671	489	97	677	774
1989	5,863	1,853	545	137	707	844
1990	7,852	2,063	446	177	742	919
1991	8,137	2,139	446	274	758	1,032
1992	8,931	2,331	508	287	774	1,061
1993	10,029	2,538	672	342	790	1,132
1994	11,174	2,741	854	359	806	1,165
1995	11,887	2,948	880	378	823	1,201
1996	12,624	3,151	920	398	840	1,238
1997	13,342	3,358	950	419	857	1,276
1998	14,045	3,561	980	441	875	1,316
1999	14,757	3,768	1,010	464	893	1,357
2000	15,595	3,971	1,090	488	911	1,399
2001	16,303	4,178	1,120	513	929	1,442
2002	17,034	4,385	1,160	539	966	1,505
2003	17,770	4,592	1,202	566	985	1,551
2004	18,495	4,799	1,242	594	1,004	1,598
2005	19,273	5,007	1,300	622	1,023	1,645
2006	20,004	5,214	1,344	651	1,043	1,694
2007	20,741	5,421	1,388	680	1,063	1,743
2008	21,444	5,628	1,424	710	1,083	1,793
2009	22,149	5,836	1,460	740	1,104	1,844
2010	22,836	6,043	1,492	771	1,125	1,896

Notes:

(1) Values shown in this table have been interpolated based on forecast values for 1987, 1995, and 2010.

Source: Metropolitan Service District forecast for RTZ 319, Metro's Regional Forecast, and the Department of Community Development for the City of Troutdale.

TABLE 3
 CITY OF TROUTDALE
 CALCULATION OF FORECAST P.M. PEAK-HOUR TRIPS

LAND USE CATEGORIES	TRIP BASIS	FORECAST GROWTH	P.M. PEAK-HOUR TRIP FACTORS	FORECAST P.M. PEAK-HOUR TRIPS	ADJUSTMENT FOR EXISTING TRIPS	TOTAL P.M. PEAK-HOUR TRIPS
Single-family	Dwelling Units	3,904	1.09/D.U.	4,255		4,255
Multi-family	Dwelling Units	1,046	0.77/D.U.	805		805
Retail/Commercial	Employees	497	3.99/Emp.	1,983	(1,289)	694
Other	Employees	367	.65/Emp.	239		239
Totals				7,282	(1,289)	5,993

Source: City of Troutdale and Public Financial Management, Inc.

TABLE 4
CITY OF TROUTDALE
TRANSPORTATION SYSTEM DEVELOPMENT CHARGES BY LAND USE TYPE

LAND USE CATEGORIES	WITHOUT FINANCING COSTS		WITH FINANCING COSTS	
	AMOUNT	UNIT	AMOUNT	UNIT
Single-family	\$579	Dwelling Unit	\$699	Dwelling Unit
Multi-family	409	Dwelling Unit	494	Dwelling Unit
Retail/Commercial	742	Employee	895	Employee
Other	345	Employee	417	Employee

Source: Public Financial Mangement, Inc.

for both cost basis options by land use category. For residential land uses, the SDC is based on the p.m. peak-hour unit cost multiplied by the appropriate peak-hour trip rate. For business related land uses, the charge is assessed based on the number of employees, the corresponding p.m. peak-hour trip rate, and the appropriate unit cost factor. The actual charge collected from a new development would be based on the City's calculation of actual p.m. peak-hour trips based on the size and nature of the development and the appropriate trip generation factor that can be derived from the ITE trip generation manual.

IMPLEMENTATION OF SYSTEM DEVELOPMENT CHARGES

As the City moves forward with the implementation of its transportation system development charge it needs to recognize that certain procedures must be followed in conjunction with the imposition and collection of such charges. Key elements of the state law authorizing and regulating the collection of SDCs include the uses of SDC monies and accounting for their annual receipt and expenditure. This section of the report outlines the reporting requirements that the City will need to follow in order to fully comply with SDC statutory provisions.

ACCOUNTING REQUIREMENTS

ORS 223.311 requires that SDCs be deposited in accounts designated for such monies, and an annual accounting be provided showing revenues collected and projects that were funded. The City will need to create accounts for the deposit of SDC monies. Although the statutes are unclear as to whether creation of a single account for all SDCs would satisfy this requirement, it may make sense to establish a unique account for each separate SDC adopted by the City.

SDC UPDATE PROCESS

The transportation SDCs presented in this report are based on the City's adopted capital facilities plans and population and employment projections that are consistent with adopted land use plans. Adopted SDCs will need to be updated by the City at the time it updates or revises its capital and land use plans. Furthermore, capital costs are based on current cost estimates that have not been adjusted to reflect inflation that may occur over the forecast period. Consequently, the City may want to index the transportation SDC to reflect price changes in the Portland area.

Transportation SDC options that include financing costs have been prepared based on the estimated timing of expenditures and the City's need to finance facilities. If a park SDC option that includes financing costs is implemented, the City may want to update the charge periodically to reflect actual borrowing costs and/or changes in project timing or future borrowing costs.

LEGISLATIVE CHANGES

Because the SDC legislation is very new and is just now taking effect, changes in the law could occur in the future that may impact the methodology proposed by PFM and outlined in this report. Furthermore, implementation of Ballot Measure No. 5 may also have some impacts on the City's SDCs, although this appears unlikely at this time. Given these factors, the City should monitor the legal and legislative environment for developments which may affect its SDCs, and make any changes that may be required to maintain compliance.

**APPENDIX:
SDC CASHFLOW ANALYSIS**

**CITY OF TROUTDALE
SYSTEM DEVELOPMENT CHARGE ANALYSIS--INCLUDING ESTIMATED FINANCING COSTS
STREET FUND IMPROVEMENTS FOR IMPROVEMENT FEE COST BASIS**

Year	Annual CIP Outlays	Projected SDC Revenues	Annual Surplus/(Deficit)	Interim Balance	Cash Funding	Borrowing	Balance	Financing Cost	Total Cost	Annual Debt Service	Net User Charge Reqmts.
1992	\$717,000	\$202,514	(\$514,486)	(\$514,486)	\$202,514	\$514,486	\$0	\$250,345	\$967,345	\$76,483	\$76,483
1993	0	202,514	202,514	202,514	0	0	202,514	0	0	76,483	(126,030)
1994	1,130,000	202,514	(927,486)	(724,973)	405,027	724,973	0	352,765	1,482,765	184,257	386,770
1995	250,000	202,514	(47,486)	(47,486)	202,514	47,486	0	23,107	273,107	191,316	191,316
1996	85,000	202,514	117,514	117,514	85,000	0	117,514	0	85,000	191,316	73,803
1997	0	202,514	202,514	320,027	0	0	320,027	0	0	191,316	(11,197)
1998	350,000	202,514	(147,486)	172,541	350,000	0	172,541	0	350,000	191,316	338,803
1999	0	202,514	202,514	375,054	0	0	375,054	0	0	191,316	(11,197)
2000	650,000	202,514	(447,486)	(72,432)	577,568	72,432	0	35,245	685,245	202,084	577,138
2001	0	202,514	202,514	202,514	0	0	202,514	0	0	202,084	(430)
2002	0	202,514	202,514	405,027	0	0	405,027	0	0	125,601	(76,913)
2003	0	202,514	202,514	607,541	0	0	607,541	0	0	125,601	(76,913)
2004	0	202,514	202,514	810,054	0	0	810,054	0	0	17,827	(184,686)
2005	0	202,514	202,514	1,012,568	0	0	1,012,568	0	0	10,768	(191,746)
2006	0	202,514	202,514	1,215,081	0	0	1,215,081	0	0	10,768	(191,746)
2007	0	202,514	202,514	1,417,595	0	0	1,417,595	0	0	10,768	(191,746)
2008	0	202,514	202,514	1,620,108	0	0	1,620,108	0	0	10,768	(191,746)
2009	0	202,514	202,514	1,822,622	0	0	1,822,622	0	0	10,768	(191,746)
2010	0	202,514	202,514	2,025,135	0	0	2,025,135	0	0	0	(202,514)
Totals	\$3,182,000	\$3,847,757			\$1,822,622	\$1,359,378	\$2,025,135	\$661,461	\$3,843,461	\$2,020,840	(\$4,295)

Future Capacity Costs	\$3,182,000	Connections Per Year	315
Projected Financing Costs	\$661,461	Initial SDC per ERU	\$642
TOTAL COSTS	\$3,843,461		
Projected P.M. Peak Hour Trips	5,993		
Required SDC With Financing Costs	\$641		

CITY OF TROUTDALE

SYSTEM DEVELOPMENT CHARGE ANALYSIS--EXCLUDING ESTIMATED FINANCING COSTS

STREET FUND IMPROVEMENTS FOR IMPROVEMENT FEE COST BASIS

Year	Annual CIP Outlays	Projected SDC Revenues	Annual Surplus/(Deficit)	Interim Balance	Cash Funding	Borrowing	Balance	Financing Cost	Total Cost	Annual Debt Service	Net User Charge Reqmts.
1992	\$717,000	\$167,499	(\$549,501)	(\$549,501)	\$717,000	\$0	(\$549,501)	\$0	\$717,000	\$0	\$549,501
1993	0	167,499	167,499	(382,001)	0	0	(382,001)	0	0	0	(167,499)
1994	1,130,000	167,499	(962,501)	(1,344,502)	1,130,000	0	(1,344,502)	0	1,130,000	0	962,501
1995	250,000	167,499	(82,501)	(1,427,002)	250,000	0	(1,427,002)	0	250,000	0	82,501
1996	85,000	167,499	82,499	(1,344,503)	85,000	0	(1,344,503)	0	85,000	0	(82,499)
1997	0	167,499	167,499	(1,177,003)	0	0	(1,177,003)	0	0	0	(167,499)
1998	350,000	167,499	(182,501)	(1,359,504)	350,000	0	(1,359,504)	0	350,000	0	182,501
1999	0	167,499	167,499	(1,192,004)	0	0	(1,192,004)	0	0	0	(167,499)
2000	650,000	167,499	(482,501)	(1,674,505)	650,000	0	(1,674,505)	0	650,000	0	482,501
2001	0	167,499	167,499	(1,507,005)	0	0	(1,507,005)	0	0	0	(167,499)
2002	0	167,499	167,499	(1,339,506)	0	0	(1,339,506)	0	0	0	(167,499)
2003	0	167,499	167,499	(1,172,006)	0	0	(1,172,006)	0	0	0	(167,499)
2004	0	167,499	167,499	(1,004,507)	0	0	(1,004,507)	0	0	0	(167,499)
2005	0	167,499	167,499	(837,007)	0	0	(837,007)	0	0	0	(167,499)
2006	0	167,499	167,499	(669,508)	0	0	(669,508)	0	0	0	(167,499)
2007	0	167,499	167,499	(502,008)	0	0	(502,008)	0	0	0	(167,499)
2008	0	167,499	167,499	(334,509)	0	0	(334,509)	0	0	0	(167,499)
2009	0	167,499	167,499	(167,009)	0	0	(167,009)	0	0	0	(167,499)
2010	0	167,499	167,499	490	0	0	490	0	0	0	(167,499)
Totals	\$3,182,000	\$3,182,490			\$3,182,000	\$0	(\$549,010)	\$0	\$3,182,000	\$0	(\$490)

Future Capacity Costs \$3,182,000
 Projected Financing Costs \$0
TOTAL COSTS \$3,182,000
 Projected P.M. Peak Hour Trips 5,993
 Required SDC Without Financing Costs \$531

Connections Per Year 315
 Initial SDC per ERU \$531