

RESOLUTION NO. 1141

A RESOLUTION ESTABLISHING THE METHODOLOGY AND RATES FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND REPEALING RESOLUTIONS 942, 1016, AND 1085.

WHEREAS, the Council recognizes the need to fund capacity-enhancing transportation improvements for City streets and participate in funding capacity-enhancing transportation improvements for regional streets; and

WHEREAS, the Capital Improvement Plan for City streets has now been updated; and

WHEREAS, a Capital Improvement Plan for regional streets has been developed in a cooperative effort by Multnomah County and the Cities of Fairview, Gresham, Troutdale and Wood Village; and

WHEREAS, Chapter 12.02 of the Troutdale Municipal Code establishes system development charges for the street system and provides that the methodology used to establish the charge and the amount of the charge are to be set by resolution of the Council.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THAT:

Section 1. Purpose. The purpose of the transportation system development charge is to require developments that create the need for transportation facilities or increase the demands on existing transportation facilities to pay a portion of the cost of capital improvements for transportation. System development charges for transportation shall be improvement fees rather than reimbursement fees.

Section 2. Definitions. Unless the context suggests otherwise, for this resolution these terms and phrases mean as follows:

Capital Improvement. The construction of, or an addition to, facilities or assets used for transportation.

Development. Any man-made change to improved or unimproved real property, including but not limited to construction, installation, or alteration of a building or other structure; condominium conversion; land division; establishment or termination of a right of access; storage on real property, tree cutting; drilling and site alteration such as that due to land surface mining, dredging, grading, paving, excavation, or clearing.

Director. The Public Works Director of the City of Troutdale or his/her designee.

Improvement Fee. A fee for costs associated with capital improvements to be constructed after the date the fee initially is adopted.

Pass By Trips. Traffic already "passing by" the development.

PM Peak Hour Trip Ends. The average vehicle trip ends on a weekday in the peak hour of adjacent street traffic for one hour between 4 and 6 p.m. as determined in the Institute of Transportation Engineers' "Trip Generation Manual", Fifth Edition. For residential land uses, it will be based on the number of dwelling units. For other land uses, it will be based on the number of square feet unless the Director determines otherwise.

Section 3. Methodology.

- A. The methodology used to establish the improvement fees is based on the estimated cost of projected capital improvements needed to increase the capacity of the transportation system, as reflected in the Capital Improvement Plans provided as Attachments A and B, and the impact the development has on the transportation system as measured in PM Peak Hour Trip Ends for the particular land use development as identified in the Institute of Transportation Engineers' "Trip Generation Manual", Fifth Edition. Where an appropriate number of PM Peak Hour Trip Ends for a particular development can not be determined from the manual, the Director shall make a determination as to the number of PM Peak Hour Trip Ends.
- B. The computation of projected Trip Ends for City street improvements is shown in Attachment C. The projected cash flow for City street improvements is shown in Attachment D.
- C. A reduction is authorized for pass-by trips for land use codes in the 800-series and 900-series of the Institute of Transportation Engineers' "Trip Generation Manual", Fifth Edition. The amount of the reduction shall be 60% for development less than 50,000 square feet and 40% for development equal to or greater than 50,000 square feet.
- D. The formula for computing the System Development Charge shall be as follows:

$$\text{System Development Charge} = T \times (1-R) \times C$$

where

- T = Average PM Peak Hour Trip Ends for the development
- R = Reduction for pass-by trips, if appropriate, expressed as a fraction
- C = Cost per PM Peak Hour Trip End.

Section 4. Cost. The cost per PM Peak Hour Trip End is \$1190 for the City's contribution to the regional street improvements and \$581 for the City street improvements, for a total cost per PM Peak Hour Trip End of \$1771.

Section 5. Effective Date. The effective date of this system development charge is January 1, 1995.

Section 6. Distribution of Funds.

- A. The portion of the system development charge collected for the regional streets shall be deposited separately in the Regional Transportation Fund and paid to the jurisdiction improving the street when that jurisdiction certifies that it is ready to execute a project in conformance with the priority established by the East Multnomah County Transportation Committee. These funds may only be expended for accomplishing the improvements to the regional streets as set forth in the Capital Improvement Plan in Attachment A, which may be amended from time to time by resolution of the Council. The City will retain all interest earned on the regional transportation system development charge to offset the cost of administration. Any interest earned shall be deposited in the General Fund.
- B. The portion of the system development charge collected for City street improvements shall be deposited in the Street Improvement Fund. These funds may only be expended for accomplishing the improvements to the City streets as set forth in the Capital Improvement Plan in Attachment B, which may be amended from time to time by resolution of the Council.

Section 7. Applicability of Troutdale Municipal Code. The provisions of Chapter 12.02 of the Troutdale Municipal Code govern exemptions, credits, collection, appeals, and other matters pertaining to the charge established in this resolution.

Section 8. Previous Resolutions Repealed. Resolutions 942, 1016, and 1085 are repealed effective December 31, 1994.

ADOPTED BY THE COMMON COUNCIL OF THE CITY OF TROUTDALE THIS 22ND DAY OF NOVEMBER, 1994.

YEAS: 3
NAYS: 2
ABSTAINED: 0


Paul Thalhofer, Mayor

DATED: 11-23-94

ATTEST:


George Martinez
City Recorder

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Attachment A

REGIONAL TRANSPORTATION CAPITAL IMPROVEMENTS		
PROJECT #	PROJECT DESCRIPTION	COST
1	RECONFIGURE INTERCHANGE ON 181ST AT I84	3,209,010
2	WIDEN 181ST BETWEEN I84 AND HALSEY STREET	708,121
4	WIDEN POWELL BOULEVARD BETWEEN GRESHAM CITY LIMITS AND EASTMAN	7,299,427
7	ADD EASTBOUND AND SOUTHBOUND RIGHT TURN LANES ON 162ND AT STARK	259,930
9	UPGRADE SIGNAL AT 181ST AND SAN RAFAEL, REMOVE CROSSWALK ON N. LEG	3,209
10	ADD TURN LANES AND UPGRADE SIGNAL ON 181ST AT HALSEY STREET	599,015
11	ADD TURN LANES ON 181ST AT GLISAN	441,774
12	ADD TURN LANE AND UPGRADE SIGNAL ON 181ST AT BURNSIDE	220,352
13	ADD TURN LANES ON 181ST AT STARK	711,330
14	ADD SOUTHBOUND RIGHT TURN LANE ON 182ND AT DIVISION	257,790
15	REALIGN 185TH TO EAST, GRADE SEPARATE RAILROAD, ALIGN WITH SANDY	1,910,430
16	ADD TURN LANE ON 202ND AT POWELL	57,762
17	ADD EASTBOUND AND WESTBOUND LEFT TURN LANES ON 223RD AT HALSEY	65,250
18	ADD SOUTHBOUND THROUGH LANE ON 223RD AT GLISAN	218,213
19	WIDEN ROBERTS AND PROVIDE FREE RIGHT TURN TO REGNER	42,787
20	ADD EASTBOUND RIGHT TURN LANE ON BURNSIDE AT DIVISION	128,360
21	MODIFY TRAFFIC SIGNAL, RESTRIPE NORTH LEG, 242ND AT STARK	3,209
22	INSTALL TRAFFIC SIGNAL AT 242ND AND PALMQUIST	147,614
23	ADD TURN LANES ON 257TH AT STARK	603,294
24	INSTALL TRAFFIC SIGNAL AT 257TH AND POWELL VALLEY	147,614
25	REALIGN INTERSECTION AT 262ND AND ORIENT	641,802
26	CONDUCT AN AREAWIDE SIGNAL SYSTEM STUDY	427,868
27	TRAFFIC IMPACT FEE STUDY AND UPDATES	257,790
28	OTHER TRANSPORTATION MODES	918,846
	TOTAL	19,280,799
1. BASED UPON THE ABOVE COST ESTIMATES AND A PROJECTED INCREASE OF 16,196 PM PEAK HOUR TRIP ENDS, THE RATE IS \$1190 PER PM PEAK HOUR TRIP END.		
2. THE PROJECT LIST AND PROJECTED NUMBER OF PM PEAK HOUR TRIP ENDS IS TAKEN FROM "TRAFFIC PLAN AND IMPACT FEE STUDY" BY DKS ASSOCIATES, NOVEMBER, 1993.		
3. THE ABOVE COSTS ARE BASED ON A CONSTRUCTION COST INDEX OF 5630.25 FOR THE CITY OF SEATTLE FOR JANUARY, 1994, AS PUBLISHED IN THE JANUARY 10, 1994 EDITION OF ENGINEERING NEWS RECORD.		

Attachment B

CITY OF TROUTDALE		
SYSTEM DEVELOPMENT CHARGE ANALYSIS		
TRANSPORTATION CAPITAL IMPROVEMENTS		
PROJECT DESCRIPTION	COST	FUNDING YEAR
IMPROVE SE 4TH STREET FROM BUXTON AVENUE TO SANDY AVENUE	188,000	1994-95
IMPROVE SE DORA AVENUE FROM 2ND STREET TO 3RD STREET	45,000	1994-95
IMPROVE SE 2ND STREET FROM BUXTON AVENUE TO DORA AVENUE	62,000	1994-95
IMPROVE SW 2ND STREET FROM BUXTON AVENUE TO KENDALL AVENUE	52,000	1995-96
IMPROVE SW KENDALL AVENUE FROM 2ND STREET TO COLUMBIA	48,000	1995-96
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	285,000	1997-98
CONSTRUCT AN ENTRANCE ROAD TO COLUMBIA PARK	125,000	1999-00
IMPROVE SW 18TH WAY	45,000	1999-00
IMPROVE SE DORA AVENUE FROM 3RD STREET TO 5TH STREET	150,000	2000-01
IMPROVE SE HARLOW AVENUE FROM 4TH STREET TO 5TH STREET	85,000	2001-02
IMPROVE JACKSON PARK ROAD	275,000	2004-05
IMPROVE SW 7TH STREET FROM BUXTON AVENUE TO KINGS BYWAY	40,000	2005-06
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	300,000	2006-07

Attachment C

CITY OF TROUTDALE								
TRANSPORTATION SYSTEM DEVELOPMENT CHARGE TRIP ENDS DATA								
DATE:	ESTIMATED	INCREASE IN DWELLINGS		ESTIMATED INCREASE IN PM PEAK HOUR TRIP ENDS				
JUNE 30,	POPULATION	SINGLE FAMILY	MULTI-FAMILY	SINGLE FAMILY	MULTI-FAMILY	OTHER	TOTAL	CUM TOTAL
1993	9,410							
1994	10,400							
1995	11,400							
1996	11,780	89	42	90	27	40	157	157
1997	12,160	89	42	90	27	40	157	314
1998	12,540	89	42	90	27	40	157	471
1999	12,920	89	42	90	27	40	157	628
2000	13,300	89	42	90	27	40	157	785
2001	13,800	118	56	119	35	40	194	978
2002	14,300	118	56	119	35	40	194	1172
2003	14,800	118	56	119	35	40	194	1366
2004	15,300	118	56	119	35	40	194	1560
2005	15,800	118	56	119	35	40	194	1754
2006	16,320	122	58	124	36	40	200	1954
2007	16,840	122	58	124	36	40	200	2154
2008	17,360	122	58	124	36	40	200	2354
2009	17,880	122	58	124	36	40	200	2554
2010	18,400	122	58	124	36	40	200	2754
NOTES								
1. POPULATION ESTIMATES HAVE BEEN INTERPOLATED BASED ON FORECAST VALUES FOR 1995, 2000, 2005, AND 2010 AS SHOWN IN "WATER MASTER PLAN FOR TROUTDALE", FEBRUARY 1993, PREPARED BY ECONOMIC AND ENGINEERING SERVICES.								
2. IT IS ASSUMED THAT 80% OF THE POPULATION INCREASE WILL LIVE IN SINGLE FAMILY HOMES WITH 3.4 OCCUPANTS PER HOME AND 20% OF THE POPULATION INCREASE WILL LIVE IN MULTI-FAMILY HOMES WITH 1.8 OCCUPANTS PER HOME.								
3. BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS' "TRIP GENERATION MANUAL", FIFTH EDITION, ASSUME 1.01 PM PEAK HOUR TRIP ENDS PER SINGLE FAMILY DWELLING AND 0.63 PM PEAK HOUR TRIP ENDS PER MULTI-FAMILY DWELLING UNIT.								
4. BASED ON "CITY OF TROUTDALE TRANSPORTATION SYSTEM SDC STUDY", FEBRUARY 1992, AS PREPARED BY PUBLIC FINANCIAL MANAGEMENT, INC., ASSUME 40 ADDITIONAL ANNUAL PM PEAK HOUR TRIP ENDS GENERATED BY COMMERCIAL AND INDUSTRIAL DEVELOPMENT AFTER PASS-BY TRIPS ARE DEDUCTED.								

Attachment D

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE				
CASH FLOW				
CITY STREET IMPROVEMENTS ONLY				
FISCAL YEAR	BEGINNING BALANCE	SDC INCOME	IMPROVEMENT COSTS	ENDING BALANCE
1994-95	230,000	148,130	185,558	192,572
1995-96	192,572	91,217	112,545	171,244
1996-97	171,244	91,217	5,976	256,485
1997-98	256,485	91,217	290,976	56,726
1998-99	56,726	91,217	5,976	141,967
1999-00	141,967	91,217	175,976	57,208
2000-01	57,208	112,714	150,275	19,647
2001-02	19,647	112,714	85,275	47,086
2002-03	47,086	112,714	275	159,525
2003-04	159,525	112,714	275	271,964
2004-05	271,964	112,714	275,138	109,540
2005-06	109,540	116,200	40,000	185,740
2006-07	185,740	116,200	300,000	1,940
NOTES				
1. THE ABOVE DATA FOR FY 1994-95 IS TAKEN FROM THE APPROVED FY 1994-95 BUDGET. THE IMPROVEMENT COSTS WERE REDUCED BY THE AMOUNT OF THE ANTICIPATED COMMUNITY DEVELOPMENT BLOCK GRANT.				
2. FOR FY 1995-96 AND BEYOND, THE SDC INCOME IS BASED ON AN SDC RATE OF \$581 PER PM PEAK HOUR TRIP END. THE ESTIMATED NUMBER OF TRIP ENDS IS TAKEN FROM ATTACHMENT C.				
3. IMPROVEMENT COSTS INCLUDE DEBT PAYMENTS AND LID PAYMENTS FOR WHICH THE STREET IMPROVEMENT FUND IS OBLIGATED.				