RESOLUTION NO. 1175

A RESOLUTION RECONFIRMING THE METHODOLOGY AND REVISING THE RATES FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND REPEALING RESOLUTIONS 1141 AND 1165.

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, and Troutdale; 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 COUNCIL OF THE CITY OF TROUTDALE

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 Traffic 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.

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:

System Development Charge = T x (1-R) x 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.

A. Regional. With $19,280,799 in projected improvement costs and with 16,196 projected additional P.M. Peak Hour Trips in the region, the maximum allowable regional cost would be $1,190 per P.M. Peak Hour Trip End. However, the Council establishes the cost to be $609 per P.M. Peak Hour Trip End.

B. Local. With $1,680,000 in projected improvement costs, $230,000 in beginning balance, and 2,495 projected additional P.M. Peak Hour Trips in the City, the maximum allowable local costs would be $581 per P.M. Peak Hour Trip End. The Council establishes the cost to be $581 per P.M. Peak Hour Trip End.

C. Total. The total Transportation System Develolpment Charge is, therefore, $1,190 per P.M. Peak Hour Trip End.

Section 5. Effective Date. The effective date of this change is June 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 charges 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 local 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 1141 and 1165 are repealed effective June 1, 1995.

YEAS: 7
NAYS: 0
ABSTAINED: 0

Paul Thalhofer, Mayor

Dated: MAY 25, 1995

George Martinez, City Recorder

Adopted: 5-23-95

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 MAXIMUM ALLOWABLE 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

STREET SYSTEM DEVELOPMENT CHARGE CAPITAL IMPROVEMENT PLAN AS OF FEBRUARY 15 , 1995		
PROJECT DESCRIPTION	COST	FUNDING YEAR
IMPROVE SW STURGES DRIVE	80,000	1994-95
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	160,000	1997-98
CONSTRUCT AN ENTRANCE ROAD TO COLUMBIA PARK	125,000	1998-99
IMPROVE SW 18TH WAY	45,000	1999-00
IMPROVE SW 7TH STREET FROM BUXTON AVENUE TO KINGS BYWAY	40,000	1999-00
IMPROVE SE DORA AVENUE FROM 3RD STREET TO 5TH STREET	150,000	2001-02
IMPROVE SE HARLOW AVENUE FROM 4TH STREET TO 5TH STREET	85,000	2002-03
IMPROVE JACKSON PARK ROAD	300,000	2004-05
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	300,000	2007-08
TOTAL	1,680,000	

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE
ESTIMATED ADDITIONAL P.M. PEAK HOUR TRIP ENDS
AS OF MAY 10, 1995

DATE:	ESTIMATED	INCREASE IN DWELLINGS		PM PEAK HOUR TRIP ENDS			
JUNE 30,	POPULATION	SINGLE FAMILY	MULTI-FAMILY	SINGLE FAMILY	MULTI-FAMILY	OTHER	TOTAL
1994	10,495						
1995	11,400	160	66	162	32	40	234
1996	11,780	89	42	90	21	40	151
1997	12,160	89	42	90	21	40	151
1998	12,540	89	42	90	21	40	151
1999	12,920	89	42	90	21	40	151
2000	13,300	89	42	90	21	40	151
2001	13,800	118	56	119	27	40	186
2002	14,300	118	56	119	27	40	186
2003	14,800	118	56	119	27	40	186
2004	15,300	118	56	119	27	40	186
2005	15,800	118	56	119	27	40	186
2006	16,320	122	58	124	28	40	192
2007	16,840	122	58	124	28	40	192
2008	17,360	122	58	124	28	40	192
TOTAL							2495

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. ASSUME 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. ASSUME 1.01 TRIP ENDS PER SINGLE FAMILY HOME AND 0.49 TRIP ENDS PER MULTI-FAMILY HOME.

4. ASSUME FORTY TRIP ENDS GENERATED BY COMMERCIAL AND INDUSTRIAL DEVELOPMENT ANNUALLY.