

RESOLUTION NO. 1252

A RESOLUTION ADJUSTING THE RATE AND CAPITAL IMPROVEMENT PLAN FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND RESCINDING RESOLUTION NO. 1188.

WHEREAS, Section 12.02.020 of the Troutdale Municipal Code establishes system development charges to impose an equitable share of the public costs of capital improvements upon those developments that create the need for, or increase the demands on, capital improvements; and

WHEREAS, Resolution No. 1188 established the transportation system development charge rate currently in effect; and

WHEREAS, Section 12.02.030 of the Troutdale Municipal Code requires staff to annually review the rate based on changes in construction costs and bring such changes to the Council for consideration; and

WHEREAS, staff has updated the Capital Improvement Plan for the transportation system and adjusted the cost estimates based upon the Construction Cost Index as published in the January 15, 1996 edition of Engineering News Record.

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 demand on existing transportation facilities to pay an equitable share of the cost of those improvements. 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, excavating, 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 constructed after the date the system development charge was initially 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, including costs of financing, over a designated period, as reflected in the Capital Improvement Plan provided as Attachment A, 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, as reflected in the estimate provided as Attachment B. This allows determination of a unit cost of system capacity. 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. 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.
- C. 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.

- D. The maximum allowable cost per PM Peak Hour Trip End shall be computed by dividing the total cost of capacity increasing capital improvements (including financing costs) needed over a designated period by the estimated number of PM Peak Hour Trip Ends to be added to the system over that same period. The Council may choose to impose a cost per PM Peak Hour Trip End less than the maximum allowable cost.

Section 4. Cost.

Based upon an estimated cost of capacity-increasing capital improvements (including financing) of \$1,413,400, less a projected ending balance on June 30, 1996 of \$400,000, and an estimated increase of 1,726 PM Peak Hour Trip Ends, the maximum allowable cost is \$587 per PM Peak Hour Trip End. The Council establishes the rate to be charged as \$587 per PM Peak Hour Trip End.

Section 5. Effective Date.

The effective date of this Resolution is July 1, 1996.

Section 6. Distribution of Funds.

The system development funds collected under authority of this Resolution shall be deposited in the Street Improvement Fund. These funds may only be expended for accomplishing the capacity-enhancing transportation projects as set forth in the Capital Improvement Plan in Attachment A, 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.

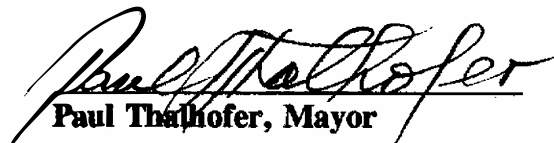
Section 8. Administration.

The Director shall be responsible for the administration of this Resolution.


Section 9. Previous Resolutions Rescinded.

Resolution No. 1188 is rescinded effective July 1, 1996.

YEAS:	<u>7</u>
NAYS:	<u>0</u>
ABSTAINED:	<u>0</u>


Paul Thalhofer, Mayor

Dated: 5/30/96


George Martinez, City Recorder
Adopted: 5-28-96

ATTACHMENT A

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE		
CAPITAL IMPROVEMENT PLAN		
PREPARED ON APRIL 22, 1996		
PROJECT DESCRIPTION	ESTIMATED COST	FUNDING YEAR
IMPROVE SW 2ND STREET FROM BUXTON AVENUE TO KENDALL AVENUE	60,000	1996-97
IMPROVE SW KENDALL AVENUE FROM 2ND STREET TO COLUMBIA	55,000	1996-97
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	200,000	1996-97
CONSTRUCT AN ENTRANCE ROAD TO COLUMBIA PARK	130,000	1996-97
CITY PORTION OF ISTE A PROJECT (SIDEWALK FROM KIBLING TO COMMUNITY PAR	30,000	1996-97
IMPROVE SW 18TH WAY	45,900	1997-98
IMPROVE SW 7TH STREET FROM BUXTON AVENUE TO KINGS BYWAY	40,800	1997-98
IMPROVE SE DORA AVENUE FROM 3RD STREET TO 5TH STREET	153,000	1999-00
IMPROVE SE HARLOW AVENUE FROM 4TH STREET TO 5TH STREET	86,700	2000-01
IMPROVE JACKSON PARK ROAD	306,000	2003-04
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	306,000	2005-06
TOTAL	1,413,400	

ATTACHMENT B

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE									
ESTIMATE OF P.M. PEAK HOUR TRIP ENDS									
PREPARED ON APRIL 22, 1996									
DATE:	BEGINNING	ENDING	INCREASE IN	INCREASE IN DWELLINGS		PM PEAK HOUR TRIP ENDS			
JUNE 30,	POPULATION	POPULATION	POPULATION	SINGLE FAMILY	MULTI-FAMILY	SINGLE FAMILY	MULTI-FAMILY	OTHER	TOTAL
1996	11,780	12,160	380	89	42	90	21	40	151
1997	12,160	12,540	380	89	42	90	21	40	151
1998	12,540	12,920	380	89	42	90	21	40	151
1999	12,920	13,300	380	89	42	90	21	40	151
2000	13,300	13,800	500	118	56	119	27	40	186
2001	13,800	14,300	500	118	56	119	27	40	186
2002	14,300	14,800	500	118	56	119	27	40	186
2003	14,800	15,300	500	118	56	119	27	40	186
2004	15,300	15,800	500	118	56	119	27	40	186
2005	15,800	16,320	520	122	58	124	28	40	192
2006	16,320								
TOTAL			4,540	1,068	504	1,079	247	400	1,726

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.