

RESOLUTION NO. 1300

A RESOLUTION ADJUSTING THE RATE AND CAPITAL IMPROVEMENT PLAN FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND RESCINDING RESOLUTION NO. 1252.

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. 1252, which is currently in effect, adjusted the methodology and rate for the transportation system development charge; and

WHEREAS, Section 12.02.030 of the Troutdale Municipal Code requires staff to annually review the rate and bring proposed 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 6, 1997 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, including finance charges, of capacity-increasing capital improvements (less cash on hand) 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 \$1,496,600, less cash on hand on June 30, 1996 of \$528,981, and an estimated increase of 1,663 PM Peak Hour Trip Ends, the maximum allowable cost is \$582 per PM Peak Hour Trip End. The Council

establishes the rate to be charged as \$582 per PM Peak Hour Trip End.

Section 5. Effective Date.

The effective date of this Resolution is April 1, 1997.

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 Resolution Rescinded.

Resolution No. 1252 is rescinded effective April 1, 1997.

YEAS:	<u>6</u>
NAYS:	<u>0</u>
ABSTAINED:	<u>0</u>


Paul Thalhofel, Mayor

Dated: 3-18-97


George Martin, City Recorder
Adopted: 3-11-97

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ATTACHMENT A

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE		
CAPITAL IMPROVEMENT PLAN		
PREPARED ON FEBRUARY 4, 1997		
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
CONSTRUCT AN ENTRANCE ROAD TO COLUMBIA PARK	130,000	1997-98
CITY PORTION OF ISTE A PROJECT (SIDEWALK FROM KIBLING TO COMMUNITY PARK)	30,000	1997-98
IMPROVE SW 18TH WAY	46,700	1997-98
IMPROVE NW DUNBAR AVENUE	200,000	1997-98
IMPROVE SW 7TH STREET FROM BUXTON AVENUE TO KINGS BYWAY	41,500	1997-98
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	175,000	1997-98
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	203,400	1998-99
IMPROVE SE DORA AVENUE FROM 3RD STREET TO 5TH STREET	155,600	1999-00
IMPROVE SE HARLOW AVENUE FROM 4TH STREET TO 5TH STREET	88,200	1999-00
IMPROVE JACKSON PARK ROAD	311,200	2001-02
TOTAL	1,496,600	

ATTACHMENT B

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE									
ESTIMATE OF P.M. PEAK HOUR TRIP ENDS									
PREPARED ON FEBRUARY 4, 1997									
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	12,750	13,668	918	216	102	218	50	40	308
1997	13,668	14,652	984	232	109	234	54	40	327
1998	14,652	15,707	1,055	248	117	251	57	40	348
1999	15,707	16,838	1,131	266	126	269	62	40	370
2000	16,838	17,225	387	91	43	92	21	40	153
2001	17,225	17,621	396	93	44	94	22	40	156
2002	17,621								
TOTAL									1,663
NOTES									
1. 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.									
2. ASSUME 1.01 TRIP ENDS PER SINGLE FAMILY HOME AND 0.49 TRIP ENDS PER MULTI-FAMILY HOME.									
3. ASSUME FORTY TRIP ENDS GENERATED BY COMMERCIAL AND INDUSTRIAL DEVELOPMENT ANNUALLY.									