

**RESOLUTION NO. 1437**

**A RESOLUTION ADJUSTING THE RATE AND CAPITAL IMPROVEMENT PLAN FOR TRANSPORTATION SYSTEM DEVELOPMENT CHARGES AND RESCINDING RESOLUTION NO. 1375.**

**THE TROUTDALE CITY COUNCIL FINDS AS FOLLOWS:**

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.

Resolution No. 1375, which is currently in effect, adjusted the rate and capital improvement plan for the transportation system development charge.

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.

Staff has updated the Capital Improvement Plan for the transportation system, adjusted the cost estimates, and proposed a revision of the rate.

**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 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", Sixth 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", Sixth 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", Sixth 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 needed capacity-increasing capital improvements (less the beginning fund balance, cash on hand and projected interest income) 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 \$2,160,000, less cash on hand on June 30, 1998 of \$814,857, less projected interest earnings of \$150,000 and an estimated increase of 2,152 PM Peak Hour Trip Ends, the maximum allowable cost is \$554 per PM Peak Hour Trip End. The Council establishes the rate to be charged as \$554 per PM Peak Hour Trip End.

**Section 5. Effective Date.**

The effective date of this Resolution is July 1, 1999.

**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. 1375 is rescinded effective July 1, 1999.

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

  
Paul Thalhofer, Mayor

Dated: 5/28/99

  
Debbie Stickney, City Recorder

Adopted: 5/25/99

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# ATTACHMENT A

<b>TRANSPORTATION SYSTEM DEVELOPMENT CHARGE</b>		
<b>CAPITAL IMPROVEMENT PLAN</b>		
<b>PREPARED ON APRIL 19, 1999</b>		
<b>PROJECT DESCRIPTION</b>	<b>ESTIMATED COST</b>	<b>FUNDING YEAR</b>
IMPROVE SE DORA AVENUE FROM 3RD STREET TO 5TH STREET	185,000	1998-99
IMPROVE SE HARLOW AVENUE FROM 4TH STREET TO 5TH STREET	105,000	1998-99
INTERSECTION IMPROVEMENTS AT STARK STREET AND TROUTDALE ROAD	100,000	1999-00
EXTEND SW KENDALL AVENUE	120,000	1999-00
IMPROVE SW 7TH STREET FROM BUXTON AVENUE TO KINGS BYWAY	380,000	1999-00
CONSTRUCT PEDESTRIAN ACCESSWAYS, VARIOUS LOCATIONS	250,000	VARIES
IMPROVE SW 21ST STREET FROM HENSLEY ROAD TO TROUTDALE ROAD	220,000	2004-05
IMPROVE NW DUNBAR AVENUE	500,000	2013-14
IMPROVE NW 7TH STREET FROM DUNBAR AVENUE TO DEAD END	300,000	2013-14
<b>TOTAL</b>	<b>2,160,000</b>	

# ATTACHMENT B

TRANSPORTATION SYSTEM DEVELOPMENT CHARGE									
ESTIMATE OF P.M. PEAK HOUR TRIP ENDS									
PREPARED ON APRIL 19, 1999									
FISCAL YEAR	BEGINNING POPULATION	ENDING POPULATION	INCREASE IN POPULATION	INCREASE IN DWELLING UNITS		PM PEAK HOUR TRIP ENDS			
				SINGLE FAMILY	MULTI-FAMILY	SINGLE FAMILY	MULTI-FAMILY	OTHER	TOTAL
1998-99	14,040	14,256	216	58	15	59	7	40	106
1999-00	14,256	14,317	61	16	4	17	2	40	59
2000-01	14,317	14,385	68	18	5	18	2	40	61
2001-02	14,385	14,791	406	109	27	110	13	40	164
2002-03	14,791	15,207	416	112	28	113	14	40	167
2003-04	15,207	15,635	428	115	29	116	14	40	171
2004-05	15,635	15,962	327	88	22	89	11	40	140
2005-06	15,962	16,016	54	15	4	15	2	40	56
2006-07	16,016	16,416	400	108	27	109	13	40	162
2007-08	16,416	16,829	413	111	28	112	14	40	166
2008-09	16,829	17,250	421	113	28	115	14	40	168
2009-10	17,250	17,587	337	91	23	92	11	40	143
2010-11	17,587	17,692	105	28	7	29	3	40	72
2011-12	17,692	18,117	425	114	29	116	14	40	170
2012-13	18,117	18,552	435	117	29	118	14	40	173
2013-14	18,552	18,998	446	120	30	121	15	40	176
<b>TOTAL</b>			<b>4,958</b>	<b>1,335</b>	<b>334</b>	<b>1,349</b>	<b>164</b>	<b>640</b>	<b>2,152</b>
NOTES									
1. ASSUME 80% OF THE POPULATION INCREASE WILL LIVE IN SINGLE FAMILY HOMES AND 20% OF THE POPULATION INCREASE WILL LIVE IN MULTI-FAMILY HOMES.									
2. ASSUME 2.97 PERSONS PER HOUSEHOLD.									
3. ASSUME EACH SINGLE FAMILY HOME GENERATES 1.01 PM PEAK HOUR TRIP ENDS AND EACH MULTI-FAMILY HOME GENERATES 0.49 PM PEAK HOUR TRIP ENDS.									
4. ASSUME INDUSTRIAL AND COMMERCIAL DEVELOPMENT GENERATES 40 PM PEAK HOUR TRIP ENDS PER YEAR.									