NOTICE OF PUBLIC MEETING

CITY OF ALBANY
CITY COUNCIL SPECIAL WORK SESSION
City Hall, Council Chambers
333 Broadalbin Street SW
Monday, July 19, 2010
4:00 p.m.

AGENDA

4:00 p.m. **CALL TO ORDER**

4:00 p.m. **ROLL CALL**

4:00 p.m. **BUSINESS FROM THE PUBLIC**

4:05 p.m. **TRANSPORTATION SYSTEM DEVELOPMENT CHARGE** – Jeni Richardson, Ron Irish
Action Requested: Continued discussion; direction.

5:50 p.m. **COUNCILOR COMMENTS**

5:55 p.m. **CITY MANAGER REPORT**

6:00 p.m. **ADJOURNMENT**

City of Albany Web site: www.cityofalbany.net

The location of the meeting/hearing is accessible to the disabled. If you have a disability that requires accommodation, advance notice is requested by notifying the Human Resources Director at 917-7500.

TO: Albany City Council

VIA: Wes Hare, City Manager
Diane Taniguchi-Dennis, P.E., Public Works Director

FROM: Jeni Richardson, P.E., Civil Engineer III
Ronald G. Irish, Transportation Systems Analyst

DATE: July 14, 2010, for the July 19, 2010, City Council Work Session

SUBJECT: Transportation Project Funding

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

For City Council review and direction to update the transportation system development charge.

Discussion:

Summary

A new Transportation System Development Charge (SDC) is needed to fund capacity-increasing transportation improvement projects. Staff has prepared three attachments for Council to review:

- Attachment A provides a basic overview of the State SDC laws and how they will be put into practice in Albany.
- Attachment B includes SDC Scenario 3 that ramps the SDC fee over a 5- year period from the existing $1,734 (per single family home) fee to $3,000, a discretionary fee level set to complete all low and medium priority projects in the first 10 years.
- Attachment C1, C2, and C3 include examples of the documents that would need to be adopted to implement a new TSDC.

Background

At the June 21, 2010, Council Work Session, two transportation system development charge (SDC) scenarios were presented to show which of the priority projects in the Transportation System Plan (TSP) can be built in the next ten years. One scenario builds several of the priority projects at the existing $1,734 SDC fee level and a second scenario builds all the short- and mid-term priority projects at a $3,000 SDC fee level. Also presented were a table that compares residential and non-residential SDC fees at each fee level and a table of SDC fees at other Oregon cities. Council asked for more time to review this information and scheduled this special Work Session to continue the conversation.

Based on Council's discussion and questions, staff developed a three-part packet to facilitate the continued discussion:

1. An overview of SDCs including SDC legal requirements, how SDCs are calculated, the mechanics of SDC credits, the impact on building permit activity, and how Albany's SDC compares to other Oregon communities. (See Attachment A)

2. A scenario that ramps the SDC fee from $1,734 (existing TSDC) to $3,000 over a 5-year period. Maintain all previous assumptions including a 5-year recovery of development

activity, a $300K SDCi reserve for high priority right-of-way purchases, an assumption that 10% of SDCi revenues won't be collected due to SDC credits, and that 50% of the SDCr revenues are reserved for capital expenditures outside the TSP. (See Attachment B)

3. An example of the documents that would need to be adopted to implement a new TSDC fee. We based the packet on the fee schedule in Scenario 3 and included a draft methodology (Attachment C1), a draft SDC fee resolution (Attachment C2), and a draft ordinance to modify Albany Municipal Code 15.16 (Attachment C3).

TSDC Scenario 3

The theoretical maximum transportation SDC, the TSDC assumed for Scenario 1 and 2 discussed at the June 21, 2010, Work Session, and the TSDC assumed for the new Scenario 3 are presented below.

Scenario	SDCi	SDCr	Total SDC	Comment
Maximum	$10,000	$440	$10,440	Theoretical SDC fee needed to recover the value of all SDC-eligible project costs
1	$1,294	$440	$1,734	Existing SDC fee level funds a portion of short- and mid-term projects
2	$2,560	$440	$3,000	SDC fee level to fund all of the short- & mid-term projects
3	$1,294 to $2,560	$440	$1,734 to $3,000	SDC fee remains static in year one and ramps to $3,000 over a 5 year period to fund all of the short- & mid-term projects

As you might expect, the Scenario 3 approach of ramping the TSDC fee over a 5-year period resulted in a reduction in SDC revenue collected when compared to Scenario 2. The difference was small enough, however, to still allow construction of all short- and mid-term projects within the 10-year timeframe. The primary difference with Scenario 3 was a reduction in the SDC reserve fund balance. The projects funded during the first ten years with Scenario 3 are shown in Attachment B.

Example TSDC Methodology and Fee Resolutions

Many of the projects in the recently adopted TSP cannot be funded with existing SDCs because they are not in the project list previously adopted in 1997. Therefore the 1997 SDC methodology should be updated to reflect the projects in the recently adopted TSP. Before a new TSDC methodology and fee schedule can be adopted, State law requires a public review and comment period. Before the public hearing notification is initiated, draft documents must be prepared. Draft documents can be found in Attachment C1, C2, and C3.

The SDC methodology (Attachment C1) describes how the maximum SDC improvement and reimbursement fee are calculated. The methodology and the full project list must be available for public review and a public hearing.

The SDC fee schedule (Attachment C2) describes the SDC fee approach identified for Albany based on Scenario 3. Since this approach would adopt an SDC that is below the maximum-allowable fee determined by the methodology, then a project list will be attached that identifies

the eligible projects that are funded by the reduced fee level. The project list attached to the example SDC fee schedule includes the short- and mid-term projects in the first 10-year timeframe for Scenario 3. Approximately $20 million SDCi funding is projected to be available to fund eligible projects over the second 10 year timeframe (years 10 – 20) and will need to be added to the "funded" project list prior to adoption. If future priorities change or a developer constructs a project that is not on the "funded" list, SDC law provides a mechanism for the City to swap eligible projects from "unfunded" to "funded" status so the new list represents community priorities.

Minor changes to Albany Municipal Code Title 15 (Attachment C3) are needed to remove language specific to the 1997 TSDC methodology and fee. Language in Oregon SDC statutes that allow qualified projects to be added to the SDC "funded" list will also be added to Title 15. A draft ordinance is in Attachment C.

Wrap Up

The following is a schedule that allows time for community outreach before the adoption hearing is scheduled. This schedule would allow the new TSDC to be effective on January 1, 2011.

Date	Action
Aug-Sept	Outreach to Chamber, Homebuilders, and community
Sept 1	Mail 90 day letter (on or before Sept 1st)
Oct 1	Methodology is ready for 60 days prior to public hearing
Dec 1	Public Hearing
Dec 6	Council Work Session (if needed) to revise methodology or fee
Dec 15	Adopt methodology and fee
Jan 1, 2011	New TSDC becomes effective

Budget Impact:

No budget impact during scenario review.

JMR:kw
Attachments: A – SDC Overview; Attachment B – TSDC Scenario 3; Attachment C1 – Example TSDC Methodology; Attachment C2 – Example TSDC Fee Resolution; Attachment C3 – Example AMC 15.16 modification Ordinance

ATTACHMENT A

SDC Overview

System Development Charges (SDC)

1. What is an "SDC"?

It is an abbreviation for the term "System Development Charge."

2. So, what does that mean?

System Development Charges (SDCs) are one-time charges assessed on new development (growth) to pay for the costs of expanding public facilities. Growth creates additional infrastructure demands; SDCs provide a mechanism to allow new growth in a community to pay for its share of infrastructure costs rather than existing taxpayers or utility ratepayers.

3. What kind of growth?

All kinds of growth that place a demand for expansion on the City's public facilities: residential, commercial, and industrial.

4. Why is that significant?

The idea behind SDCs is that long-time residents have "paid their way" through property taxes, utility rates, and other means for the systems that are already in place. If those systems need to be expanded to accommodate growth, it is not paid for at the expense of the existing population.

5. What do SDCs pay for?

State law authorizes SDCs collection for growth-related expansion of water, sewer, parks, transportation, and storm water management systems. In 2007, the Legislature prohibited the collection of SDCs for schools but allowed school districts to assess a "construction excise tax" in their place. The Albany School District collects such a tax on new development.

6. How much is the cost of new growth?

It varies among each community, which has its own unique characteristics. The City of Albany has adopted master plans outlining

the improvements needed to its water, sewer, parks and transportation systems. These master plans form the basis for the City's SDCs.

7. Do all forms of SDCs apply to Albany?

No. Albany has established SDCs for water, sewer, parks, and transportation, but not for storm water. Only residential development pays the Parks SDC.

8. How long have these existed?

Albany's authority to establish SDCs is contained in Chapter 15.16 of the Albany Municipal Code. The original water and sewer SDCs were established in 1991, parks SDC in 1993, and the transportation SDC in 1994.

9. Are there limits to what can be charged for an SDC?

Yes. State law has strict provisions that require a city to develop a formula, or "methodology", which takes into account the value of existing or planned capacity in the infrastructure system to serve new development. Oregon law allows that an SDC may include a reimbursement fee, an improvement fee, or a combination of the two.

The *reimbursement fee* is based on the value of available reserve capacity for capital improvements already constructed or under construction. The methodology must consider the cost of existing facilities, prior contributions by existing users, the value of unused capacity, grants, and other relevant factors.

The *improvement fee* is designed to recover all or a portion of the costs of planned capital improvements that add system capacity to serve future development. The methodology must be designed in a manner that SDCs will not exceed the growth-related costs from the capital project list.

10. How are SDCs calculated?

The Albany City Council has adopted resolutions that establish the methodology for calculating the SDCs. For the improvement fee, the resolutions include the project lists from the master plans, updated cost

estimates for each project, and an apportionment of the cost for each project to new growth. For the reimbursement fee, the resolutions include the existing system's facilities with available reserve capacity, minus the value of any grants, developer contributions, local improvement district revenues, and property tax-supported debt principal, and an apportionment of the value of each project that is available to serve future customers. The resolutions also describe how the SDCs are calculated and contain the SDC schedule.

Parks SDCs, which apply only to residential development, are a charge per square foot and an additional charge per bedroom. Water SDCs are based on the size of the water meter necessary for the home or business. Sewer SDCs are based on the number of plumbing fixtures at the home or business. Transportation SDCs are based on the amount of traffic generated, and are calculated in accordance with nationally recognized data published by the Institute of Transportation Engineers (ITE).

11. When are SDCs paid?

SDCs are generally due at the time a building permit is issued, along with any other associated fees owed to the City.

12. Is there an appeals process?

Yes. The methodology and SDC applied in a specific instance may be challenged. The appellant must submit a written statement proving that the determination being appealed is incorrect and what the correct determination should be. An appeal of an SDC based on an established methodology must be filed within fifteen (15) working days following the date the contested administrative decision was made.

13. Are payment arrangements possible?

Yes. In accordance with State law, Albany has provisions for a person to make payment arrangements for their SDCs with acceptable security, typically by a lien placed on the property.

14. How much will I need to pay for my SDC charges?

Adopted in July 2009, the SDCs for a single family dwelling total $7,677 according to the following SDC Cost Chart.

Utility	SDC
Parks[1]	$1,500
Sewer	$2,402
Storm	$0
Transportation	$1,734
Water[2]	$2,041
TOTAL	$7,677

[1] assumes a 3 bedroom, 1,500 square foot home
[2] assumes a ¾-inch water meter

15. Can I receive a credit against my SDC improvement fee for the construction of a qualified public improvement?

Yes. A "qualified public improvement" is a capital improvement that is required as a condition of development approval, identified in the capital plan and project list adopted in the methodology and either:

On-site: an improvement located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related; or

Off-site: an improvement not located on or continuous to property that is the subject of development approval.

This credit is only for the improvement fee charged for the type of improvement being constructed, and only for the cost of that portion of such improvement that exceeds the local government's minimum standard facility size or capacity needed to serve the particular development project or property.

The credit shall not exceed the improvement fee eligible amount for the associated project on the SDC funded projects list in the methodology. If the credit exceeds the amount of improvement fee to be paid by the development, the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development project.

16. Are there other opportunities to receive a credit against the SDC improvement fee?

Yes. State law allows a credit against the improvement fee portion of the SDC for a prior use at the subject site. The credit shall be in an amount of the calculated improvement fee for the existing use if it is less than the improvement fee calculated for the proposed use. If the change in use results in the improvement fee for the proposed use being less than the improvement fee for the existing use, no improvement fee shall be required; however, no refund or credit shall be given.

Other credits may be allowed as specified in each utility fee resolution. For example, a credit against the improvement fee portion of the transportation SDC may be possible under approved assurances that the development will materially reduce the number of trips estimated by ITE.

17. What can revenue from SDCs be used for?

Reimbursement fee revenue may be spent only on capital improvements associated with the system for which the particular SDC is assessed including expenditures relating to repayment of indebtedness.

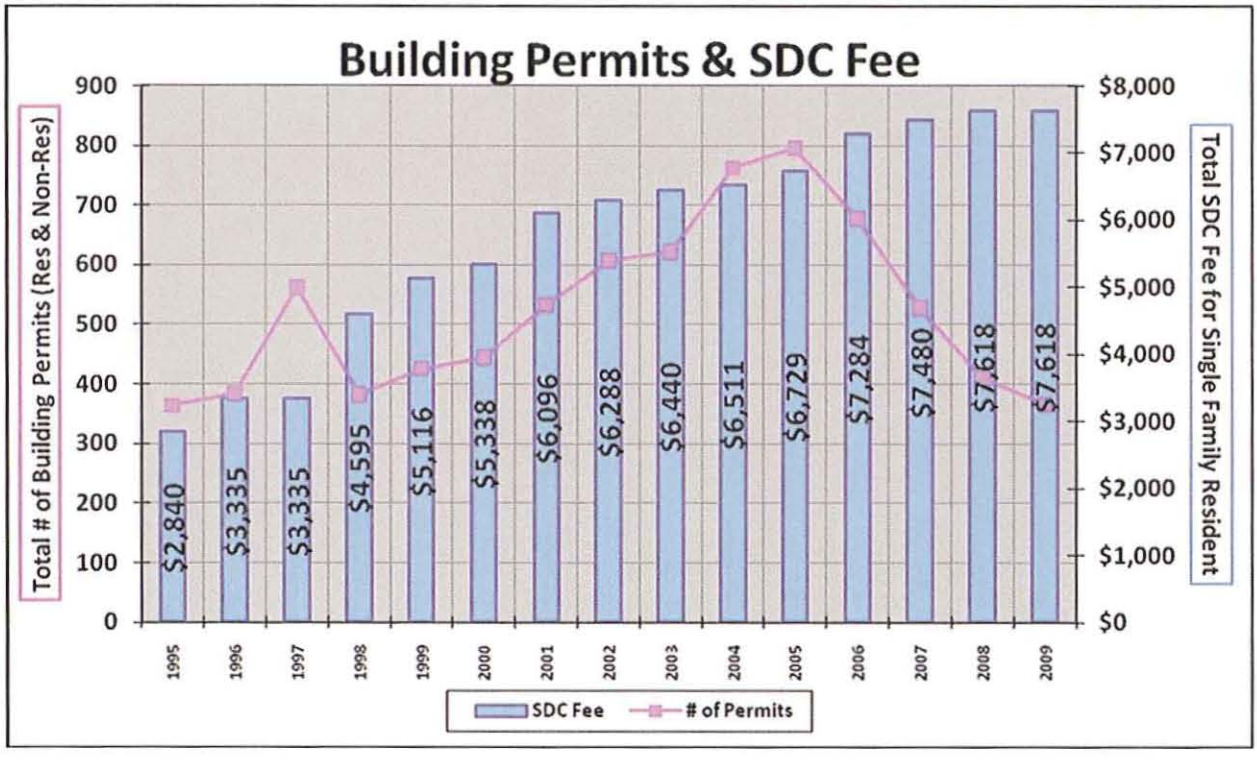
Improvement fee revenue may be spent only on capacity-increasing capital improvements on the project list (refer to each methodology), including expenditures relating to repayment of debt for such improvements.

By state law, revenue from SDCs may not be used to repair existing infrastructure or to otherwise address existing deficiencies. In addition, SDC expenditures are limited by type (water SDCs can't be used for sewer projects, sewer SDCs can't be used for water projects, etc.).

18. What can be said about the impact on building permit activity as SDC fees are adjusted?

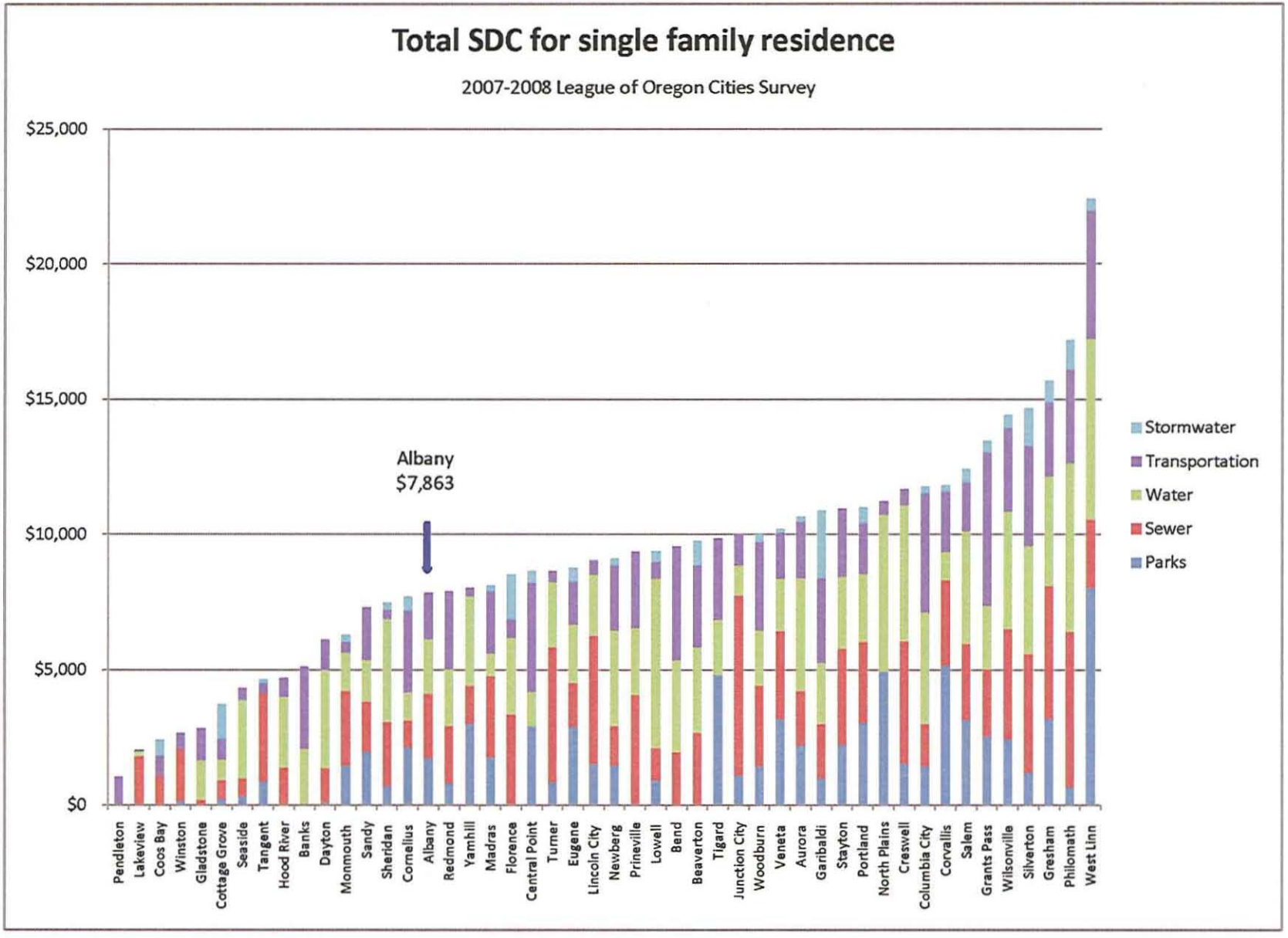
The chart below shows the number of Albany building permits issued each year and the total SDC fee charged a single family residence.

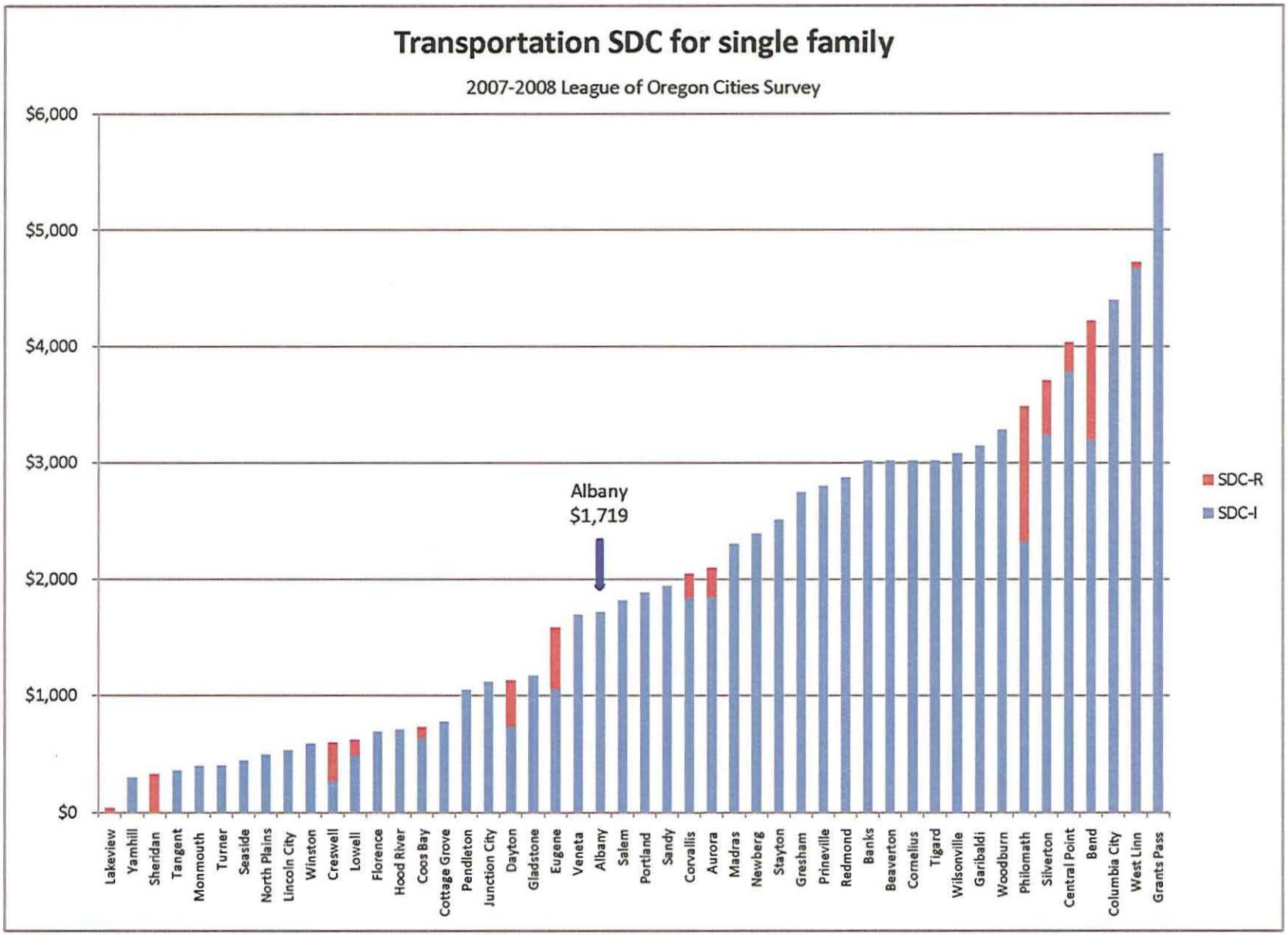
In general, the number of building permits kept pace with the changing SDC fee level with two exceptions. In 1997, the number of permits spiked as developers pushed for permit approval before a new transportation SDC fee was implemented. In 2006 to 2009, the number of permits dropped while the SDC fee was essentially held constant. Significant spikes in water and sewer SDCs occurred in July of 1999, 2001, and 2006.



19. How do Albany's SDCs compare to other Oregon communities?

The most recent SDC study with comparative cities was developed by the League of Oregon Cities (LOC) in 2007. The next two charts show Albany's placement in 2007 when comparing the total SDC fee and when comparing only the Transportation SDC to other communities.


Total SDC for single family residence
2007-2008 League of Oregon Cities Survey
$25,000
$20,000
$15,000
$10,000
$5,000
$0
Albany
$7,863
Stormwater
Transportation
Water
Sewer
Parks
Pendleton
Lakeview
Coos Bay
Winston
Gladstone
Cottage Grove
Seaside
Tangent
Hood River
Banks
Dayton
Monmouth
Sandy
Sheridan
Cornelius
Albany
Redmond
Yamhill
Madras
Florence
Central Point
Turner
Eugene
Lincoln City
Newberg
Prineville
Lowell
Bend
Beaverton
Tigard
Junction City
Woodburn
Veneta
Aurora
Garibaldi
Stayton
Portland
North Plains
Creswell
Columbia City
Corvallis
Salem
Grants Pass
Wilsonville
Silverton
Gresham
Philomath
West Linn


Transportation SDC for single family
2007-2008 League of Oregon Cities Survey
$6,000
$5,000
$4,000
$3,000
$2,000
$1,000
$0
Albany
$1,719
SDC-R
SDC-I
Lakeview
Yamhill
Sheridan
Tangent
Monmouth
Turner
Seaside
North Plains
Lincoln City
Winston
Creswell
Lowell
Florence
Hood River
Coos Bay
Cottage Grove
Pendleton
Junction City
Dayton
Gladstone
Eugene
Veneta
Albany
Salem
Portland
Sandy
Corvallis
Aurora
Madras
Newberg
Stayton
Gresham
Prineville
Redmond
Banks
Beaverton
Cornelius
Tigard
Wilsonville
Garibaldi
Woodburn
Philomath
Silverton
Central Point
Bend
Columbia City
West Linn
Grants Pass

ATTACHMENT B

TSDC Scenario 3

ATTACHMENT B

10 YEAR FINANCIAL PLAN
TSDC component of projects funded with TSDC Scenario 1, 2, & 3
Scenario 1 ($1,734), Scenario 2 ($3,000), Scenario 3 (fee ramps from $1,734 to $3,000)

➢ 39 TSP projects funded with all Scenarios

✓ 13 additional TSP projects funded with Scenario 2 & 3

❖ 7 priority right-of-way purchases (as available) using $300,000 reserved SDCi

○ 105 TSP projects not funded by 2020

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Used
➢ S4	OR 99E Speed Study	Studies	short	0%	$0	$0
➢ I33	Knox Butte/New North/South Collector	Intersection	long/dev	100%	$525,000	$0
➢ L30	Oak Street	Roadway Link	short	100%	$2,130,000	$2,130,000
➢ L58	Oak Street	Roadway Link	short	65%	$2,186,645	$1,588,000
➢ L15	New North/South Collector - LID	Roadway Link	short	100%	$2,548,000	$0
➢ L19	Somerset Avenue Extension - LID	Roadway Link	short	100%	$383,000	$0
➢ S5	Downtown STA	Studies	short	0%	$0	$0
➢ B1	14th Avenue	Bike	short	100%	$2,000	$2,000
➢ B2	Waverly Drive	Bike	short	100%	$5,000	$5,000
➢ B7	US 20, North Albany	Bike	long/dev	100%	$31,000	$31,000
➢ I2	Main Street/Santiam Avenue/4th Avenue	Intersection	short	69%	$255,000	$175,950
➢ P12	Gibson Hill Road	Pedestrian	short	70%	$1,034,000	$723,800
➢ S1	ADA Accessibility Audit	Studies	short	0%	$25,000	$0
➢ T1	ADA Accessibility Projects	Pedestrian	mid	70%	$430,000	$301,000
➢ B5	Jackson Street	Bike	short	100%	$674,000	$110,000
➢ B4	24th Avenue	Bike	short	100%	$5,000	$5,000
➢ B6	Center Street	Bike	short	100%	$6,000	$6,000
➢ B20	Lyon Street	Bike	short	100%	$2,000	$2,000
➢ B21	Ellsworth Street	Bike	short	100%	$4,000	$4,000
➢ I3	14th Avenue/Heritage Mall Access	Intersection	short	100%	$41,000	$41,000
➢ I4	14th Avenue/Clay Street	Intersection	short	100%	$10,000	$10,000
➢ I5	Waverly Avenue/14th Avenue	Intersection	short	100%	$41,000	$41,000
➢ I8	US 20/North Albany Road	Intersection	short	13%	$40,000	$5,200
➢ I9	US 20/Springhill Drive	Intersection	short	23%	$14,000	$3,220
➢ I11	34th Avenue/Marion Street	Intersection	mid	100%	$345,000	$345,000
➢ M1	Queen/Geary Periwinkle Path	MultiUse Path	short	70%	$46,000	$32,200
➢ I1	Main Street/Salem Avenue/3rd Avenue	Intersection	short	100%	$1,088,000	$1,088,000
➢ S3	Safety Audit	Studies	short	0%	$30,000	$0

ATTACHMENT B

	Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Used
➢	S2	Hwy 20 Corridor and Downtown Refinement Plan	Studies	short	100%	$250,000	$250,000
➢	I21	US 20 (Lyon Street)/1st Avenue	Intersection	mid	23%	$11,000	$2,530
➢	L6	North Albany Road	Roadway Link	mid	29%	$5,847,000	$1,695,630
➢	B14	12th Avenue (West)	Bike	mid	100%	$32,000	$32,000
➢	B19	38th Avenue and 39th Avenue	Bike	mid	100%	$106,000	$106,000
➢	L59	Water Avenue	Roadway Link	short	50%	$4,070,000	$2,035,000
➢	M4	South Waterfront Trail	MultiUse Path	mid	70%	$76,000	$53,200
➢	L36	West Thornton Lake Drive, North Albany Road & North Albany Middle School	Roadway Link	long/dev	11%	$565,000	$565,000
➢	S10	Interstate 5 / US 20 (Santiam)	Studies	long/dev	100%	$100,000	$100,000
➢	S9	Interstate 5 / OR 99E / Knox Butte	Studies	long/dev	100%	$100,000	$100,000
➢	I10	Knox Butte/Century Drive	Intersection	short	0%	$345,000	$0
✓	L3	Washington/Calapooia/1st/2nd	Roadway Link	short	42%	$100,000	$42,000
✓	L5	Main Street - 7th Avenue - Hill Street	Roadway Link	mid	64%	$1,292,000	$826,880
✓	I13	US 20/Clay Street	Intersection	mid	20%	$185,000	$37,000
✓	M5	Albany-Corvallis Multiuse Path	MultiUse Path	mid	70%	$435,000	$304,500
✓	P6	Geary Street	Pedestrian	long/dev	70%	$791,000	$553,700
✓	I12	US 20 (Lyon Street)/2nd Avenue	Intersection	mid	16%	$23,000	$3,680
✓	I20	US 20 (Ellsworth Street)/1st Avenue	Intersection	mid	22%	$18,000	$3,960
✓	I22	US 20 (Lyon Street)/1st Avenue	Intersection	mid	23%	$10,000	$2,300
✓	I23	US 20 (Ellsworth Street)/2nd Avenue	Intersection	mid	23%	$17,000	$3,910
✓	M3	West Timber-Linn Trail	MultiUse Path	mid	70%	$161,000	$112,700
✓	P1	Springhill Drive	Pedestrian	mid	70%	$542,000	$379,400
✓	S6	Albany TSP MPO Update	Studies	mid	32%	$350,000	$112,000
✓	I35	Gibson Hill Rd/Crocker Ln	Intersection	mid	100%	$345,000	$345,000
❖	I36	Timber Street Extension/18th Avenue/Spicer Drive ROW	Intersection	short	100%	$650,000	
❖	L4	Timber Street Extension ROW	Roadway Link	short	100%	$966,000	
❖	L6	North Albany Road ROW	Roadway Link	short	100%	$19,000	
❖	L21	Knox Butte Road Widening ROW	Roadway Link	short	100%	$1,478,000	
❖	L22	Knox Butte Road Widening ROW	Roadway Link	short	100%	$31,000	
❖	L33	Three Lakes Road Realignment ROW	Roadway Link	short	59%	$750,000	
❖	L55	Three Lakes Road ROW	Roadway Link	short	42%	$287,000	
○	B3	Hill Street	Bike	long/dev	100%	$743,000	
○	B8	1st Avenue	Bike	long/dev	100%	$43,000	
○	B9	2nd Avenue	Bike	long/dev	100%	$43,000	

ATTACHMENT B

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Used
o B10	Madison Street/7th Avenue	Bike	long/dev	100%	$40,000	
o B11	7th Avenue	Bike	long/dev	100%	$95,000	
o B12	Takena	Bike	long/dev	100%	$53,000	
o B13	Liberty/Lakewood	Bike	long/dev	100%	$76,000	
o B15	Bain Street	Bike	long/dev	100%	$49,000	
o B16	South Shore Drive	Bike	long/dev	100%	$33,000	
o B17	Shortridge Street	Bike	long/dev	100%	$27,000	
o B18	24th Avenue	Bike	long/dev	100%	$44,000	
o I6	Waverly Avenue/Queen Avenue	Intersection	long/dev	100%	$72,000	
o I7	Waverly Avenue/Grand Prairie	Intersection	long/dev	100%	$175,000	
o I14	OR 99E/34th Avenue	Intersection	long/dev	32%	$192,000	
o I15	34th Avenue/Hill Street	Intersection	long/dev	100%	$350,000	
o I16	Ellingson Road/Columbus Street	Intersection	long/dev	100%	$345,000	
o I17	Waverly Avenue/14th Avenue	Intersection	long/dev	100%	$77,000	
o I18	Queen Avenue/Geary Street	Intersection	long/dev	100%	$1,901,000	
o I19	Waverly Avenue/34th Avenue	Intersection	long/dev	100%	$42,000	
o I24	OR 99E/Waverly Avenue	Intersection	long/dev	27%	$959,000	
o I25	US 20/Waverly Drive	Intersection	long/dev	29%	$853,000	
o I26	US 20/Waverly Drive	Intersection	long/dev	29%	$240,000	
o I27	OR 99E/Queen Avenue	Intersection	long/dev	26%	$894,000	
o I28	OR 99E/34th Avenue	Intersection	long/dev	32%	$456,000	
o I29	OR 99E/Killdeer Avenue	Intersection	long/dev	28%	$3,207,000	
o I30	US 20/Timber Street	Intersection	long/dev	44%	$571,000	
o I31	US 20/Timber Street	Intersection	long/dev	44%	$619,000	
o I34	Springhill Dr./Hickory St.	Intersection	long/dev	100%	$345,000	
o I36	Timber Street Extension/18th Avenue/Spicer Drive	Intersection	long/dev	100%	$863,000	
o I37	OR 99E / 29th Ave	Intersection	long/dev	28%	$106,000	
o I38	Salem Avenue/Geary Street	Intersection	long/dev	28%	$845,000	
o I39	OR 99E/Lyon Street	Intersection	long/dev	16%	$205,000	
o I40	OR 99E/53rd Avenue	Intersection	long/dev	38%	$550,000	
o M2	Oak Creek Trail	MultiUse Path	long/dev	70%	$2,645,000	
o M6	Albany-Corvallis Multiuse Path	MultiUse Path	long/dev	70%	$761,000	
o M7	East Timber-Linn Trail	MultiUse Path	long/dev	70%	$277,000	
o M8	Bain Street/Waverly Lake Trail	MultiUse Path	long/dev	70%	$153,000	
o M9	Lebanon Trail	MultiUse Path	long/dev	70%	$581,000	

ATTACHMENT B

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	
o M10	Periwinkle Trail Extension	MultiUse Path	long/dev	70%	$1,528,000	
o M11	East Albany Willamette River Bridge	MultiUse Path	long/dev	70%	$7,657,000	
o M12	99E/Oak Creek	MultiUse Path	long/dev	70%	$129,000	
o M13	US 20/99E Undercrossing	MultiUse Path	long/dev	70%	$1,500,000	
o P2	99E/24th Avenue	Pedestrian	long/dev	70%	$129,000	
o P3	Oregon 99E: Burkhart to Waverly	Pedestrian	long/dev	70%	$129,000	
o P4	Ferry Street	Pedestrian	long/dev	70%	$725,000	
o P5	Columbus Street	Pedestrian	long/dev	70%	$277,000	
o P7	Airport Road	Pedestrian	long/dev	70%	$485,000	
o P8	Killdeer Street	Pedestrian	long/dev	70%	$174,000	
o P9	Waverly Drive	Pedestrian	long/dev	70%	$88,000	
o P10	Albany-Santiam Canal Pedestrian Esplanade	Pedestrian	long/dev	70%	$1,232,000	
o P11	Thurston Street Canal Pedestrian Esplanade	Pedestrian	long/dev	70%	$1,863,000	
o L1	53rd Avenue Extension	Roadway Link	long/dev	54%	$17,986,000	
o L2	Waverly Drive	Roadway Link	long/dev	36%	$1,394,000	
o L4	Timber Street Extension	Roadway Link	long/dev	100%	$2,708,000	
o L8	Lochner-Columbus Connector	Roadway Link	long/dev	100%	$2,742,000	
o L9	Queen Avenue	Roadway Link	long/dev	12%	$0	
o L10	New North Albany Connector	Roadway Link	long/dev	100%	$5,818,000	
o L11	Spicer Drive Extension (West of Timber St.)	Roadway Link	long/dev	100%	$982,000	
o L12	Spicer Drive Extension (East of Timber St.)	Roadway Link	long/dev	100%	$1,666,000	
o L13	Goldfish Farm Road Extension	Roadway Link	long/dev	100%	$1,013,000	
o L14	Dogwood Avenue Extension	Roadway Link	long/dev	100%	$3,294,000	
o L15	New North/South Collector	Roadway Link	long/dev	100%	$4,949,000	
o L16	New East/West Collector	Roadway Link	long/dev	100%	$3,723,000	
o L17	Expo Parkway Extension (south of Dunlap)	Roadway Link	long/dev	100%	$996,000	
o L18	Timber Street Extension to Somerset Avenue	Roadway Link	long/dev	100%	$1,720,000	
o L19	Somerset Avenue Extension	Roadway Link	long/dev	100%	$1,270,000	
o L20	Santa Maria Avenue Extension	Roadway Link	long/dev	100%	$1,872,000	
o L21	Knox Butte Road Widening	Roadway Link	long/dev	60%	$3,169,000	
o L22	Knox Butte Road Widening	Roadway Link	long/dev	56%	$825,000	
o L23	Knox Butte Road Widening	Roadway Link	long/dev	52%	$1,256,000	
o L24	Knox Butte Road Widening	Roadway Link	long/dev	47%	$7,688,000	
o L25	Dunlap Avenue Extension	Roadway Link	long/dev	100%	$1,045,000	
o L26	Springhill Road Widening	Roadway Link	long/dev	61%	$3,406,000	

ATTACHMENT B

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	
o L27	US 20 Widening	Roadway Link	long/dev	18%	$8,351,000	
o L28	Ellingson Road Extension	Roadway Link	long/dev	61%	$4,430,000	
o L31	Fescue Street to Three Lakes Road Connector	Roadway Link	long/dev	100%	$886,000	
o L32	Fescue Street Extension	Roadway Link	long/dev	100%	$3,054,000	
o L33	Three Lakes Road Realignment	Roadway Link	long/dev	59%	$1,868,000	
o L34	Looney Lane Extension	Roadway Link	long/dev	100%	$914,000	
o L35	Albany Avenue Widening	Roadway Link	long/dev	26%	$1,177,000	
o L37	Springhill Drive	Roadway Link	long/dev	18%	$4,158,000	
o L38	Scenic Drive	Roadway Link	long/dev	10%	$6,842,000	
o L39	Century Drive	Roadway Link	long/dev	52%	$3,199,000	
o L40	Gibson Hill Road	Roadway Link	long/dev	6%	$3,816,000	
o L41	Skyline Drive	Roadway Link	long/dev	0%	$1,523,000	
o L42	Crocker Lane	Roadway Link	long/dev	30%	$4,529,000	
o L43	Valley View Drive	Roadway Link	long/dev	40%	$3,695,000	
o L44	West Thornton Lake Drive	Roadway Link	long/dev	11%	$6,097,000	
o L45	Allen Lane	Roadway Link	long/dev	56%	$2,689,000	
o L46	Columbus Street	Roadway Link	long/dev	49%	$2,727,000	
o L47	Grand Prairie Road	Roadway Link	long/dev	53%	$2,260,000	
o L48	Spicer Drive	Roadway Link	long/dev	32%	$868,000	
o L49	Scravel Hill Road	Roadway Link	long/dev	21%	$9,699,000	
o L50	Quarry Road	Roadway Link	long/dev	21%	$3,493,000	
o L51	Spicer Road	Roadway Link	long/dev	54%	$676,000	
o L52	Goldfish Farm Road	Roadway Link	long/dev	82%	$4,444,000	
o L53	Ellingson Road	Roadway Link	long/dev	49%	$5,847,000	
o L54	Lochner Road	Roadway Link	long/dev	44%	$5,756,000	
o L55	Three Lakes Road	Roadway Link	long/dev	42%	$4,569,000	
o L56	US 20 - East of I-5	Roadway Link	long/dev	44%	$2,068,000	
o L57	Santa Maria Avenue	Roadway Link	long/dev	91%	$694,000	
o L60	US 20 Superelevation and Widening	Roadway Link	long/dev	22%	$3,122,000	
o L61	Three Lakes Road	Roadway Link	long/dev	0%	$1,879,000	
o S7	Major Corridors	Studies	long/dev	0%	$0	
o S8	Wayfinding	Studies	long/dev	0%	$25,000	

ATTACHMENT C-1

---

(1) TSDC Methodology Resolution

(2) Transportation SDC Methodology
(Exhibit A)

RESOLUTION NO. _____

A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVEOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM AND REPEALING RESOLUTION 3825 (A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM IN ALBANY).

WHEREAS, through the historic adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Council of the City of Albany has duly declared its intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, alternative system development charges (SDC) methodologies that are consistent with Oregon SDC law and current industry practices were evaluated and a methodology that is a combination of reimbursement and improvement fees that results in a maximum allowable SDC of $10,439 based on 2010 dollars was developed; and

WHEREAS, a methodology for the calculation of system development charges for the transportation system is specifically described in Exhibit 'A': *Transportation SDC Methodology* (attached hereto), and

WHEREAS, the methodology has been available to the public for comment for the period of time required by state statute and presented the methodology to the public at a Town Hall meeting held on (date).

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the attached methodology specifically described in Exhibit 'A' is hereby adopted; and

BE IT FURTHER RESOLVED that Resolution No. __3825___ is hereby repealed.

DATED AND EFFECTIVE THIS (date of the month) DAY OF (month) 2010.

ATTEST:

_____
Mayor

_____
City Clerk

SECTION 1

Introduction

Background

The City of Albany (the City) initiated a process to update system development charges (SDCs) for the transportation system, in conjunction with adoption of the Transportation System Plan (TSP) in February 2010. This report describes the updated SDC methodology and calculations for the City's transportation system. The revised methodology and calculations are consistent with the framework set forth by Oregon SDC legislation (ORS 223.297-314). In Albany, the authority to impose SDCs is contained in Chapter 15.16 of the Albany Municipal Code (AMC).

Oregon SDC Law

Oregon Revised Statutes 223.297-223.314 authorize local governments to assess SDCs for the following types of capital improvements:

- Drainage and flood control (i.e., storm water)
- Water supply, treatment, and distribution
- Wastewater collection, transmission, treatment, and disposal
- Transportation
- Parks and recreation

In addition to specifying the infrastructure systems for which SDCs may be assessed, the SDC legislation provides guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues, and the adoption of administrative review procedures. A summary of key provisions is provided below.

SDC Structure

Oregon law allows that an SDC may include a reimbursement fee, an improvement fee, or a combination of the two.

Reimbursement Fee

The reimbursement fee is based on the value of available reserve capacity associated with capital improvements already constructed or under construction. The methodology used to calculate the reimbursement fee must consider the cost of existing facilities, prior contributions by existing users, the value of unused capacity, grants, and other relevant factors. The objective of the reimbursement fee methodology is to require new users to contribute an equitable share of the capital costs of existing facilities. When new users connect, they pay for their share of the available reserve capacity through the SDC reimbursement fee, and the money received can be used to retire existing debt or to fund other capital needs.

Improvement Fee

The improvement fee is designed to recover all or a portion of the costs of planned capital improvements that add system capacity to serve future customers. Revenues generated through the improvement fees are dedicated to funding capacity-increasing capital improvements or the repayment of debt on such improvements.

Credits

The legislation requires that a credit be provided against the improvement fee for the construction of "qualified public improvements." Qualified public improvements are improvements that are required as a condition of development approval, identified in the system's capital improvement program, and either (1) not located on or contiguous to the property being developed, or (2) located in whole or in part, on or contiguous to, property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

Albany's SDC Methodology and Policy Framework

In Albany, development of the transportation SDC methodology was guided by Albany City Council and community through numerous public meetings. The 2010 Transportation System Plan provided the project list used to guide financial and policy decisions during the development of the SDC methodology.

SDC Policies

In order to provide equitable and consistent application of the proposed SDCs, the following statements represent the City's most significant policies relating to the implementation and application of SDC fees to customers in Albany:

1. No new development that adds trips to the City transportation system can occur unless the corresponding transportation SDC has been paid or the installment payment method has been applied for and approved.
2. To ensure equity, no exception to the payment of the required SDC fees will be allowed for non-profit organizations, low-income development, public facilities, or other customers adding trips to the transportation system.
3. An SDC shall apply to the particular lot or tract for which it is issued. Any changes of use which add additional trips to the transportation system shall cause an additional SDC to be paid.
4. Because the transportation SDC is closely related to the cost of construction of the capital improvements, the SDC shall be adjusted on the first day of July of each calendar year. The adjustment shall be based upon the Seattle Construction Cost Index published by the Engineering News Record (ENR) by calculating the percentage increase/decrease in the index for the period since the last adjustment and then applying that percentage to the figures used to calculate the SDC.

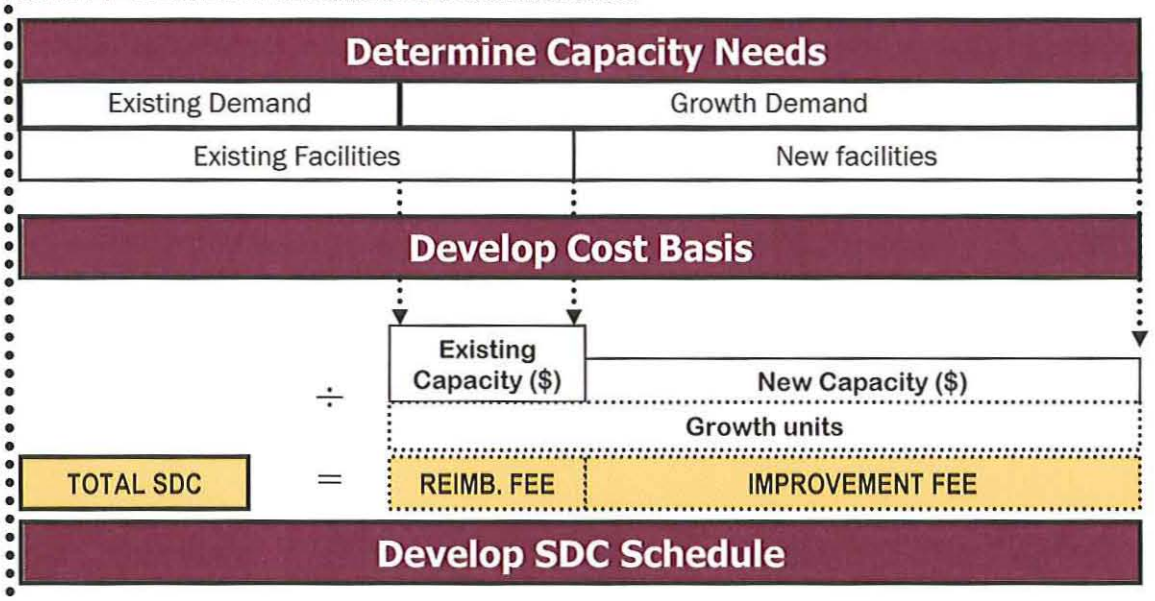
In addition to these policy statements, there may be other policies relating to the implementation of the SDC fees included in the Albany Municipal Code and/or other City rules and regulations.

Overview of Methodology

The recommended SDC methodology is based on a combined reimbursement and improvement structure. This structure, which is shown graphically in Figure 1-1, consists of the following three elements:

- Determine capacity needs
- Develop cost basis
- Develop SDC schedule

FIGURE 1-1—OVERVIEW OF RECOMMENDED SDC METHODOLOGY



The reimbursement fee is based on the value of available capacity in the system that will serve growth. The improvement fee is based on future capital costs associated with providing growth's additional capacity needs (above what is already available in the system). Together, the reimbursement and improvement fees recover costs equal to growth's capacity needs.

The value of existing system available capacity is added to the cost of future improvements needed for growth to determine the SDC cost basis. The cost basis is then divided by the forecast growth units (trips) to determine the system-wide unit cost of capacity ($/trip). Finally, the SDCs for individual developments are determined by applying the unit costs to the individual development's estimated capacity requirements (trips per unit of development).

SECTION 2

Determine Capacity Needs

Oregon SDC law requires explicit analysis of growth capacity requirements, and demonstration of how those capacity needs will be met through existing and future facilities. This section describes the approach to determining growth capacity needs for different types of improvements.

System-Wide Growth Capacity Requirements

Like most infrastructure systems, roadway systems are designed to accommodate peak rates of use, which typically occur during the weekday afternoon period between the hours of 4 and 6 p.m. (the "PM peak"). Therefore, roadway system capacity is typically measured by trip generation and mobility standards during the PM peak.

The travel demand model used to identify transportation improvement needs in the 2010 Transportation System Plan relied upon weekday PM peak hour trip data. The travel demand model for the City has 20,558 existing trips that travel within or through the Albany Urban Growth Boundary (UGB) area. The existing model includes internal-internal trips, internal-external, external-internal trips, and external-external trips. Each type of trip has two ends, so total existing trip ends are 41,116. Table 2-1 identifies the total number of trip ends for each type of trip under existing conditions and projected 2030 conditions.

Table 2-1

Model Vehicle Trip Ends and Percent Growth

	Internal-Internal	Internal-External & External-Internal	External-External	Total Trip Ends	Net of External-External
Existing Trip Ends	15,622	14,156	11,338	41,116	29,778
Projected Trip Ends	22,006	21,258	17,272	60,536	43,264
Growth Trip Ends	**6,384**	**7,102**	**5,934**	**19,420**	**13,486**

As shown in Table 2-1, the travel demand model has 60,536 weekday PM peak hour trip ends of which approximately 32 percent (19,420) are growth-related trips. External-external or "through" trips have neither an origin nor a destination in the City; when external-external trips are removed from total trip ends, the net is 13,486 growth trips.

Project Cost Allocations

The system-wide growth in trips will be accommodated by existing roadway reserve capacity, as well as planned future capacity expansion. Capacity expansion comes in the form of both new facilities and expansion of existing facilities (roadways and intersections).

A key component of the SDC methodology is allocation of existing facility and planned future facility costs to growth, in proportion to estimated capacity requirements. Table 2-1 presented the system-wide capacity requirements of growth; however, for purposes of determining potential SDC-eligibility, individual projects are analyzed to determine the portion of costs needed for future growth requirements versus existing development deficiencies. The cost allocation approaches that form the basis of this methodology are described below. The SDC statutes require that improvement SDC revenues be spent only on the portion of project costs related to future growth. Therefore, the project cost allocations, establish the maximum potential SDC-eligibility for each project. The City may elect to reduce the resulting SDC by funding few projects, or smaller portion of project costs from SDCs.

Roadway and Intersection Facilities

The roadway and intersection cost allocation basis by project type is summarized in Table 2-2, and described in subsections below.

Table 2-2
Summary of Project Cost Allocations

Project Type	SDC-eligible	Basis
Existing road improvements Existing intersection improvements Urban upgrades Existing facilities with recent improvements	varies by project	Growth based on share of 2030 trip volume
New roadways or extensions New intersection improvements Right of way associated with existing roadway expansion	100%	No existing deficiency; new capacity needed entirely for growth

Future Improvements (Improvement Fee)

For expansion/upgrade of existing facilities (i.e., roadway capacity projects, urban upgrades, and non-development driven intersection improvements), trip generation data by roadway link (from the City's travel demand model) were used to quantify growth's utilization of future roadway and intersection capacity. Growth capacity utilization is estimated based on the growth in trips over the planning period, as a percentage of total future trips for individual roadway links.

For state-owned roadway facilities, the percentage of 'through trips' (external-external trips) are removed to reduce the SDC-eligible share to trips associated with local growth only. For projects where additional right of way is needed to expand roadway capacity exclusively for growth (i.e., existing mobility standards are being met), the right of way costs are allocated 100 percent to new development.

For intersection projects, growth capacity is based on the average trip generation for each of the legs of the intersections, as determined by the City's travel demand model

New roadways and extensions driven by future development capacity requirements are allocated 100percent to growth, since the capacity is needed entirely for new development. Similarly, traffic signals that are not needed to meet existing mobility standards, but are needed once the growth trips are added to the intersection, are assumed to be 100 percent growth-related, since there is no existing deficiency.

Existing Facilities (Reimbursement Fee)

For recently constructed facilities, the traffic model was used to determine new development's share of the future 2030 traffic volumes on each roadway segment and intersection, similar to the analysis used to determine growth's share of the future project improvements.

Bike and Pedestrian Capacity Analysis

Unlike roadway and intersection projects, trip data for bike and pedestrian improvements is not available. Therefore, growth capacity needs for bike and pedestrian facilities are evaluated based on the planned level of service (LOS) basis. The planned LOS is defined as the quantity of future facilities per 1,000 population served.

The following equation shows the calculation of the planned LOS:

$$\frac{Existing Q + Planned Q}{Future Population Served} = Planned LOS$$

Where:

Q = quantity (miles of bike or pedestrian facilities), and
Future Population Served (within the UGB) = 63.820 (1,000s)

The existing and future miles of bike and pedestrian facilities are shown in Table 2-2. As indicated, the total future miles of bikeways are 87, including the 55 miles existing. Existing and future miles of pedestrian facilities are 57 and 95, respectively.

Table 2-2

Existing and Future Bike and Pedestrian Facilities

		Existing	Future (Total)	New
Bicycle Facilities	Bike Lanes	55	78	23
	Bike Boulevard	0	6	6
	Sharrows	0	2	2
Bicycle Facility TOTALS		**55**	**87**	**32**
Pedestrian Facilities	Sidewalks on Arterials and Collectors	46	71	25
	Pedestrian Esplanades	0	2	2
	Multi-Use Path	11	22	11
Pedestrian Facility TOTALS		**57**	**95**	**38**

Population for existing and 2030 conditions is presented in Table 2-3. Growth during the planning period is estimated to be 16,190.

Table 2-3

Population Growth

	Existing	Year 2030	Population Growth
Population	47,630	63,820	16,190

Table 2-4 presents the existing and planned LOS for bike and pedestrian facilities, based on the existing and planned future facilities presented in Table 2-2 divided by the existing and projected 2030 population presented in Table 2-3.

Table 2-4

Existing and Planned LOS (miles per 1,000 population)

	Existing LOS	Planned LOS
Bike	1.15473	1.35786
Pedestrian	1.19672	1.48126

The capacity requirements, or number of facility miles, needed for the existing population and for the growth population are estimated by multiplying the planned (future) LOS for each facility type (from Table 2-4) by the population of each group (from Table 2-3). The need for the existing population is equal to the planned LOS multiplied by the existing population (47,630). Existing users' needs are assumed to be met first by the existing inventory of facilities; any shortfall is assumed to come from planned improvements. The total capacity need required by growth is equal to the product of the planned LOS and the projected increase in population over the planning period (16,190).

Total capacity needs for the existing and growth populations are shown in Table 2-5, based on the LOS and population information shown in Tables 2-4 and 2-3. The additional need for facilities by the existing population is equal to the total inventory needed less the existing inventory (from table 2-2). As Table 2-5 indicates, the total additional need (i.e. current deficit) for bikeways is 10 miles, and for pedestrian paths is 14 miles. These deficits, along with growth's capacity needs will be met through the planned improvements.

Table 2-5

Existing and Growth Capacity Needs for Bike and Pedestrian Facilities

	Existing Population Need	Existing Inventory	Existing Need from Improvements	Growth Need
Bike	65	55	10	22
Pedestrian	71	57	14	24

Improvements to the bike and pedestrian systems come from two categories of projects; 1) urban upgrades and 2) bike and pedestrian projects, as shown in Table 2-6. Of the total 32 miles of bikeways, and 38 miles of pedestrian ways added, 20 miles are associated with urban upgrades, and the remaining (12 miles of bike and 18 miles of pedestrian) are associated with new bike and pedestrian projects.

Table 2-6

Existing and Growth Allocation

	Additions from Urban Upgrades (miles)	Additions from Bike/Ped Projects (miles)	Total miles Added (1)	Urban Upgrade Existing Allocation (miles) (2)	Urban Upgrade Growth Allocation (miles) (2)	Bike/ Ped Project Existing Allocation (miles)	Bike/ Ped Project Growth Allocation (miles/%)
Bike	20	12	32	13	7	0	12 (100%)
Pedestrian	20	18	38	13	7	1	17 (94%)

1) From Table 2-2

2) Based on average of all urban upgrade projects: 65% existing and 35% growth (see Table 3-2 in following section)

The costs of the bike and pedestrian improvements associated with the urban upgrade projects are not itemized separately from the other street improvement costs; therefore, all costs are allocated based on traffic volumes, as described previously. Based on the project list from the adopted TSP, and data from the travel demand model, overall, existing and new development are allocated 65 percent and 35 percent of urban upgrade project costs, respectively. Applying these percentages to the mileage from urban upgrades, results in an allocation of 13 miles for existing and 7 miles for growth.

As indicated in Table 2-5, the existing deficiencies for bike and pedestrian facilities are 10 miles and 14 miles, respectively. For bike improvements, the existing development allocation from urban upgrades (13 miles) is sufficient to address the existing deficiency; therefore, 100 percent of additional bike improvements are allocated to growth. For pedestrian facilities, an existing deficiency of 1 mile remains to be met from the other pedestrian projects. Based on a total of 18 miles of additional pedestrian projects, the maximum growth allocation is 17 miles (94 percent).

Studies

Cost allocations for studies vary based on the type of study. The TSP is allocated in proportion to total future trip generation (growth is 32 percent). Capacity-related projects are allocated 100 percent to growth (e.g., Knox Butte and Santiam studies), and safety and accessibility audits are 0 percent SDC-eligible.

SECTION 3

Cost Basis

The cost basis represents the total costs needed to meet the demands of growth through 2030, as determined by the project cost allocation analysis described in Section 2.

Reimbursement Fee

The SDCr is calculated based on the inflated book value of reserve capacity from arterial and collector street improvements built with city funds (exclusive of grants and developer contributions) since 1997. Specific projects included in the reimbursement fee cost basis are shown in Appendix Table 1. As shown in Table 3-1, the total value of the reimbursement projects is $18.3 million, of which $5.9 million is allocated to growth, based on the capacity analysis described in Section 2.

Table 3-1
Reimbursement Fee Cost Basis

		Growth	
	Total	$	%
Roadways	$14,994,052	$4,965,607	33%
Intersections	$2,644,003	$621,929	24%
Sidewalk Improvements	$88,829	$62,180	70%
TSP	$570,456	$285,228	50%
Total	**$18,297,340**	**$5,934,945**	**32%**

Improvement Fee

Table 3-2 summarizes the improvement fee cost basis. The improvement fee cost basis reflects allocation of individual projects from the SDC project list; detailed information on the SDC project costs and allocations is provided in Appendix Table 2. Project costs include construction costs and right-of-way (ROW) acquisition, and allocation percentages reflect the approaches described in Section 2 for each project type[1].

Table 3-2
Improvement Fee Cost Basis

	Total	Growth $	Growth %
NEW ROADWAYS & EXTENSIONS	$44,679,000	$44,679,000	100%
INTERSECTIONS - DEVELOPMENT DRIVEN	$7,215,000	$7,215,000	100%
OTHER INTERSECTION IMPROVEMENTS	$10,615,000	$3,193,366	30%
URBAN UPGRADE	$89,364,000	$31,349,981	35%
EXISTING ROADWAY CAPACITY IMPROVEMENTS	$63,462,000	$29,098,198	46%
BIKE LANES, SHARROWS, BOULEVARDS	$2,113,000	$2,113,000	100%
SIDEWALKS, ESPLANADES & MULTI-USE PATHS	$23,848,000	$16,634,744	70%
STUDIES & POLICIES	$880,000	$562,000	64%
Total	$242,176,000	$134,845,288	56%

As shown in Table 3-2, the total improvement costs are estimated to be $242.2 million, of which, $134.8 million (56 percent) is allocated to growth.

[1] Section 2 identifies the maximum allocation of pedestrian improvements that are not part of urban upgrades (sidewalks, esplanades, and multiuse path) as 94%; however, the adopted TSP included these projects as 70% funded from SDCs based on the draft TSP analysis; therefore, these projects are assumed to remain at the lower SDC funding.

SECTION 4

SDC Schedule

The transportation SDC for an individual development is based on the total cost per trip (including the reimbursement and improvement fees) and the number of trips attributable to a particular development.

Maximum-Allowable Unit Costs ($/Trip)

Based on the approaches outlined in Sections 2 and 3, the maximum-allowable cost per trip is equal to $10,439, as shown in Table 4-1, and is comprised of the following components:

$440 (reimbursement fee) + $9,999 (improvement fee)

Table 4-1
Maximum Allowable Transportation Unit Costs of Capacity ($/Trip)

	Improvement	Reimbursement	Combined
Cost Basis (1)	$134,845,288	$5,934,945	$140,780,233
Growth Trip Ends (2)	13,486	13,486	
SDC per Trip End	**$9,999**	**$440**	**$10,439**

(1) From Table 3-1 and 3-2
(2) From Table 2-1

Oregon SDC law requires that the methodology demonstrate that the combined SDC charge is not based on providing the same capacity through the reimbursement and improvement fee components. The Albany SDC methodology accomplishes this requirement. Specifically, the methodology determines total growth capacity requirements and the portion of capacity to be met through existing system available capacity and future capacity expansion. Furthermore, when calculating the individual reimbursement and improvement unit costs, the cost bases are divided by the *total* projected growth units for the planning period. Therefore, the combined fee represents a weighted average cost of existing and available capacity.

Trip Generation Rates

The standard practice in the transportation industry is to use Institute of Transportation Engineers (ITE) trip generation rates to determine the SDCs for *individual* developments. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses. Trip rates for common land use types, from the current volume of the ITE manual, are provided in Table 4-2.

Table 4-2
Trip Rates for Sample Development Types

ITE Code	Description	Units	PM peak trips
210	1 single family	1 dwelling unit	1.01
220	1 apartment	1 unit	0.62
140	Manufacturing	1000 sf	0.73
710	general office	1000 sf	1.49
820	shopping center	1000 sf	3.73
931	quality restaurant	1000 sf	7.49

Pass-By Trip Adjustments

Pass-by trip adjustments are applied to the ITE trip rates for certain land use types. Pass-by trips refer to trips that occur when a motorist is already on the roadway, as in the case of a traveler stopping by a fast-food restaurant on the way home from work. In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new trip on the roadway. Such trip adjustments, also referred to as linked trips or trip chaining, differ by land use and are studied and reported by the ITE.

Table 4-3
Pass-by Trip Adjustments for Sample Development Types

ITE Code	Description	Pass by Factor
210	1 single family	1.00
220	1 apartment	1.00
140	Manufacturing	0.92
710	general office	0.92
820	shopping center	0.50
931	quality restaurant	0.50

Sample SDCs

The transportation SDC for an individual development is based on the cost per trip (including the reimbursement and improvement fees) and the number of trips attributable to a particular development, where the number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Pass-By Adjustment X Development Units

Example SDCs for sample development types are shown in **Table 4-4**. The maximum allowable SDC for a single family dwelling unit is $10,543, including SDCi of $10,099 and a SDCr of $444.

Table 4-4
Sample SDC based on Maximum-Allowable Unit Costs

					Cost per Unit		
ITE Code	Description	Units	PM peak trips	Pass by Factor	"I"	"R"	Combined
210	single family	1 unit	1.01	1.00	$10,099	$444	$10,543
220	apartment	1 unit	0.62	1.00	$6,199	$273	$6,472
140	manufacturing	1000 sf	0.73	0.92	$6,715	$296	$7,011
710	general office	1000 sf	1.49	0.92	$13,707	$603	$14,310
820	shopping center	1000 sf	3.73	0.50	$18,648	$821	$19,469
931	quality restaurant	1000 sf	7.49	0.50	$37,446	$1,648	$39,094

SECTION 5

Implementation Considerations

Adoption of Reduced Fee Level

The SDCs presented in Section 4, represent the maximum-allowable SDCs that the City may charge based on the methodology described in this report, and the SDC Project List. The City may choose to adopt reduced fee levels to balance community interest and objectives.

Impact on Credits for Qualified Public Improvements

As indicated in Section 1, Oregon SDC statutes require that the City provide credits against the improvement fees for construction of "qualified public improvements." If the City adopts an SDC that is below the maximum-allowable, as determined by the methodology and Project List, then the credit need only apply to projects that are funded by the reduced fee level.

SDC Assessment

Exceptional Users

By necessity, an SDC calculation methodology must employ a variety of assumptions about the nature of demands placed by future system users, the costs and timing of growth-related capital improvements, and system capacity use. There are limits to how precise these assumptions may be because of data limitations. For most new developments, the margin of error in predicting system impact is within an acceptable range. However, it is possible that one or a few exceptional prospective users alone may have sufficient impact on future system use and capital improvements to invalidate certain basic assumptions of a particular SDC calculation.

It is recommended that for developments determined during staff review, to exhibit trip characteristics significantly different from those on which the existing rate is based, the City Traffic Engineer will assign a trip rate based on the best available information at the time of actual SDC calculations.

Alternative Trip Generation Calculation

The City's local land use code contains provisions to require a Traffic Impact Analysis (TIA) to be submitted and approved for certain types of developments. Developments that must comply with the TIA requirements are provided with an opportunity to combine that process with a request for an optional alternate trip rate calculation. The data requirements for each process are similar, and taking this into account helps facilitate the establishment of data needed for the alternate trip rate calculation earlier in the development planning process.

Annual Inflationary Adjustments

Per the City's current SDC policy, the transportation SDCs should continue to be adjusted based on an inflationary index. The City uses the Engineering News Record Construction Cost index for Seattle as the basis for adjusting all of its SDCs.

Appendix Table 1 - Reimbursement Fee Project List

Facility	Volume		Growth	$	
	Total	Growth	%	Total	Growth
Roadways					
34th Ave: Hwy 99 to Marion	1,582	627	40%	$2,680,516	$1,062,379
34th Ave: Marion to Waverly	1,456	588	40%	$884,577	$357,233
Clover Ridge Rd: Knox Butte to Summerset	595	356	60%	$22,998	$13,760
Elm St: Queen to 24th	464	103	22%	$370,957	$82,346
Geary (10th/17th), 14th (Geary/Clay) & Clay (Santiam/14th)	3,413	486	14%	$831,198	$118,360
Grand Prairie: Waverly to I-5	1,220	603	49%	$153,378	$75,809
Hill St: 9th to Queen	849	132	16%	$1,434,791	$223,077
Marion: 13th to 24th	557	258	46%	$1,431,601	$663,112
Marion: 24th to 34th	388	93	24%	$922,109	$221,021
Marion: 34th to Railroad	322	203	63%	$288,102	$181,630
N. Albany Rd: Hickory to Hwy 20	1,068	49	5%	$1,258,259	$57,729
Pacific and 9th: Geary to Jackson	4,789	1149	24%	$249,557	$59,875
Queen: Marion to Main	1,254	309	25%	$885,260	$218,138
Salem Rd: Chicago to Albany Ave	936	69	7%	$451,320	$33,270
Salem: Lake to city limits	734	54	7%	$1,087,715	$80,023
Santiam: Cleveland to Main	1,737	1260	73%	$1,098,882	$797,117
Waverly: Grand Prairie to 36th Ave	2,103	840	40%	$369,819	$147,717
Timber St: Hwy 20 to Three Lakes			100%	$408,704	$408,704
Timber/Knox Butte Property Acquisition			100%	$164,308	$164,308
TSP			50%	$570,456	$285,228
Sidewalk Improvements			70%	$88,829	$62,180
COMPLETED INTERSECTION PROJECTS					
Intersection 14th & Clay	1,393	188	13%	$130,402	$17,599
Intersection Goldfish Farm Rd & Hwy 20	2,106	951	45%	$136,245	$61,524
				$109,440	$55,845
Intersection: 99E / Hwy 20 / 9th (underpass)	2,025	325	16%	$278,533	$44,703
Intersection: Killdeer & Hwy 99	3,575	1190	33%	$223,974	$74,554
Intersection: N. Albany Rd roundabout	1,146	226	20%	$1,036,098	$204,326
Intersection: N.Albany Rd & Hickory	1,217	52	4%	$205,029	$8,760
Intersection: N. Albany Rd & W. Thornton Lake Dr			29%	$524,282	$154,618
				$18,297,340	$5,934,945
Reimbursement SDC Cost Basis					$5,934,945

Appendix Table 2 Improvement Fee Project List

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
B1	14th Avenue	Bike	short	100%	$2,000	$2,000
B2	Waverly Drive	Bike	short	100%	$5,000	$5,000
B3	Hill Street	Bike	long/dev	100%	$743,000	$743,000
B4	24th Avenue	Bike	short	100%	$5,000	$5,000
B5	Jackson Street	Bike	short	100%	$674,000	$110,000
B6	Center Street	Bike	short	100%	$6,000	$6,000
B7	US 20, North Albany	Bike	long/dev	100%	$31,000	$31,000
B8	1st Avenue	Bike	long/dev	100%	$43,000	$43,000
B9	2nd Avenue	Bike	long/dev	100%	$43,000	$43,000
B10	Madison Street/7th Avenue	Bike	long/dev	100%	$40,000	$40,000
B11	7th Avenue	Bike	long/dev	100%	$95,000	$95,000
B12	Takena	Bike	long/dev	100%	$53,000	$53,000
B13	Liberty/Lakewood	Bike	long/dev	100%	$76,000	$76,000
B14	12th Avenue (West)	Bike	mid	100%	$32,000	$32,000
B15	Bain Street	Bike	long/dev	100%	$49,000	$49,000
B16	South Shore Drive	Bike	long/dev	100%	$33,000	$33,000
B17	Shortridge Street	Bike	long/dev	100%	$27,000	$27,000
B18	24th Avenue	Bike	long/dev	100%	$44,000	$44,000
B19	38th Avenue and 39th Avenue	Bike	mid	100%	$106,000	$106,000
B20	Lyon Street	Bike	short	100%	$2,000	$2,000
B21	Ellsworth Street	Bike	short	100%	$4,000	$4,000
I1	Main Street/Salem Avenue/3rd Avenue	Intersection	short	100%	$1,088,000	$1,088,000
I2	Main Street/Santiam Avenue/4th Avenue	Intersection	short	69%	$255,000	$175,950
I3	14th Avenue/Heritage Mall Access	Intersection	short	100%	$41,000	$41,000
I4	14th Avenue/Clay Street	Intersection	short	100%	$10,000	$10,000
I5	Waverly Avenue/14th Avenue	Intersection	short	100%	$41,000	$41,000
I6	Waverly Avenue/Queen Avenue	Intersection	long/dev	100%	$72,000	$72,000
I7	Waverly Avenue/Grand Prairie	Intersection	long/dev	100%	$175,000	$175,000
I8	US 20/North Albany Road	Intersection	short	13%	$40,000	$5,200
I9	US 20/Springhill Drive	Intersection	short	23%	$14,000	$3,220
I10	Knox Butte/Century Drive	Intersection	short	0%	$345,000	$0
I11	34th Avenue/Marion Street	Intersection	mid	100%	$345,000	$345,000

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
I12	US 20 (Lyon Street)/2nd Avenue	Intersection	mid	16%	$23,000	$3,680
I13	US 20/Clay Street	Intersection	mid	20%	$185,000	$37,000
I14	OR 99E/34th Avenue	Intersection	long/dev	32%	$192,000	$61,440
I15	34th Avenue/Hill Street	Intersection	long/dev	100%	$350,000	$350,000
I16	Ellingson Road/Columbus Street	Intersection	long/dev	100%	$345,000	$345,000
I17	Waverly Avenue/14th Avenue	Intersection	long/dev	100%	$77,000	$77,000
I18	Queen Avenue/Geary Street	Intersection	long/dev	100%	$1,901,000	$1,901,000
I19	Waverly Avenue/34th Avenue	Intersection	long/dev	100%	$42,000	$42,000
I20	US 20 (Ellsworth Street)/1st Avenue	Intersection	mid	22%	$18,000	$3,960
I21	US 20 (Lyon Street)/1st Avenue	Intersection	mid	23%	$11,000	$2,530
I22	US 20 (Lyon Street)/1st Avenue	Intersection	mid	23%	$10,000	$2,300
I23	US 20 (Ellsworth Street)/2nd Avenue	Intersection	mid	23%	$17,000	$3,910
I24	OR 99E/Waverly Avenue	Intersection	long/dev	27%	$959,000	$258,930
I25	US 20/Waverly Drive	Intersection	long/dev	29%	$853,000	$247,370
I26	US 20/Waverly Drive	Intersection	long/dev	29%	$240,000	$69,600
I27	OR 99E/Queen Avenue	Intersection	long/dev	26%	$894,000	$232,440
I28	OR 99E/34th Avenue	Intersection	long/dev	32%	$456,000	$145,920
I29	OR 99E/Killdeer Avenue	Intersection	long/dev	28%	$3,207,000	$897,960
I30	US 20/Timber Street	Intersection	long/dev	44%	$571,000	$251,240
I31	US 20/Timber Street	Intersection	long/dev	44%	$619,000	$272,360
I33	Knox Butte/New North/South Collector	Intersection	long/dev	100%	$525,000	$0
I34	Springhill Dr./Hickory St.	Intersection	long/dev	100%	$345,000	$345,000
I35	Gibson Hill Rd/Crocker Ln	Intersection	mid	100%	$345,000	$345,000
I36	Timber Street Extension/18th Avenue/Spicer Drive ROW	Intersection	short	100%	$650,000	$650,000
I36	Timber Street Extension/18th Avenue/Spicer Drive	Intersection	long/dev	100%	$863,000	$863,000
I37	OR 99E / 29th Ave	Intersection	long/dev	28%	$106,000	$29,680
I38	Salem Avenue/Geary Street	Intersection	long/dev	28%	$845,000	$236,600
I39	OR 99E/Lyon Street	Intersection	long/dev	16%	$205,000	$32,800
I40	OR 99E/53rd Avenue	Intersection	long/dev	38%	$550,000	$209,000
L1	53rd Avenue Extension	Roadway Link	long/dev	54%	$17,986,000	$9,712,440
L2	Waverly Drive	Roadway Link	long/dev	36%	$1,394,000	$501,840
L3	Washington/Calapooia/1st/2nd	Roadway Link	short	42%	$100,000	$42,000
L4	Timber Street Extension ROW	Roadway Link	short	100%	$966,000	$966,000
L4	Timber Street Extension	Roadway Link	long/dev	100%	$2,708,000	$2,708,000
L5	Main Street - 7th Avenue - Hill Street	Roadway Link	mid	64%	$1,292,000	$826,880

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
L6	North Albany Road	Roadway Link	mid	29%	$5,847,000	$1,695,630
L6	North Albany Road ROW	Roadway Link	short	100%	$19,000	$19,000
L8	Lochner-Columbus Connector	Roadway Link	long/dev	100%	$2,742,000	$2,742,000
L9	Queen Avenue	Roadway Link	long/dev	12%	$0	$0
L10	New North Albany Connector	Roadway Link	long/dev	100%	$5,818,000	$5,818,000
L11	Spicer Drive Extension (West of Timber St.)	Roadway Link	long/dev	100%	$982,000	$982,000
L12	Spicer Drive Extension (East of Timber St.)	Roadway Link	long/dev	100%	$1,666,000	$1,666,000
L13	Goldfish Farm Road Extension	Roadway Link	long/dev	100%	$1,013,000	$1,013,000
L14	Dogwood Avenue Extension	Roadway Link	long/dev	100%	$3,294,000	$3,294,000
L15	New North/South Collector - LID	Roadway Link	short	100%	$2,548,000	$0
L15	New North/South Collector	Roadway Link	long/dev	100%	$4,949,000	$4,949,000
L16	New East/West Collector	Roadway Link	long/dev	100%	$3,723,000	$3,723,000
L17	Expo Parkway Extension (south of Dunlap)	Roadway Link	long/dev	100%	$996,000	$996,000
L18	Timber Street Extension to Somerset Avenue	Roadway Link	long/dev	100%	$1,720,000	$1,720,000
L19	Somerset Avenue Extension - LID	Roadway Link	short	100%	$383,000	$0
L19	Somerset Avenue Extension	Roadway Link	long/dev	100%	$1,270,000	$1,270,000
L20	Santa Maria Avenue Extension	Roadway Link	long/dev	100%	$1,872,000	$1,872,000
L21	Knox Butte Road Widening ROW	Roadway Link	short	100%	$1,478,000	$1,478,000
L21	Knox Butte Road Widening	Roadway Link	long/dev	60%	$3,169,000	$1,901,000
L22	Knox Butte Road Widening ROW	Roadway Link	short	100%	$31,000	$31,000
L22	Knox Butte Road Widening	Roadway Link	long/dev	56%	$825,000	$462,000
L23	Knox Butte Road Widening	Roadway Link	long/dev	52%	$1,256,000	$653,120
L24	Knox Butte Road Widening	Roadway Link	long/dev	47%	$7,688,000	$3,613,360
L25	Dunlap Avenue Extension	Roadway Link	long/dev	100%	$1,045,000	$1,045,000
L26	Springhill Road Widening	Roadway Link	long/dev	61%	$3,406,000	$2,077,660
L27	US 20 Widening	Roadway Link	long/dev	18%	$8,351,000	$1,503,180
L28	Ellingson Road Extension	Roadway Link	long/dev	61%	$4,430,000	$2,702,300
L30	Oak Street	Roadway Link	short	100%	$2,130,000	$2,130,000
L31	Fescue Street to Three Lakes Road Connector	Roadway Link	long/dev	100%	$886,000	$886,000
L32	Fescue Street Extension	Roadway Link	long/dev	100%	$3,054,000	$3,054,000
L33	Three Lakes Road Realignment ROW	Roadway Link	short	59%	$750,000	$442,500
L33	Three Lakes Road Realignment	Roadway Link	long/dev	59%	$1,868,000	$1,102,120
L34	Looney Lane Extension	Roadway Link	long/dev	100%	$914,000	$914,000
L35	Albany Avenue Widening	Roadway Link	long/dev	26%	$1,177,000	$306,020

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
L36	West Thornton Lake Drive, North Albany Road & North Albany Middle School	Roadway Link	long/dev	11%	$565,000	$565,000
L37	Springhill Drive	Roadway Link	long/dev	18%	$4,158,000	$748,440
L38	Scenic Drive	Roadway Link	long/dev	10%	$6,842,000	$684,200
L39	Century Drive	Roadway Link	long/dev	52%	$3,199,000	$1,663,480
L40	Gibson Hill Road	Roadway Link	long/dev	6%	$3,816,000	$228,960
L41	Skyline Drive	Roadway Link	long/dev	0%	$1,523,000	$0
L42	Crocker Lane	Roadway Link	long/dev	30%	$4,529,000	$1,358,700
L43	Valley View Drive	Roadway Link	long/dev	40%	$3,695,000	$1,478,000
L44	West Thornton Lake Drive	Roadway Link	long/dev	11%	$6,097,000	$670,670
L45	Allen Lane	Roadway Link	long/dev	56%	$2,689,000	$1,505,840
L46	Columbus Street	Roadway Link	long/dev	49%	$2,727,000	$1,336,230
L47	Grand Prairie Road	Roadway Link	long/dev	53%	$2,260,000	$1,197,800
L48	Spicer Drive	Roadway Link	long/dev	32%	$868,000	$277,760
L49	Scravel Hill Road	Roadway Link	long/dev	21%	$9,699,000	$2,036,790
L50	Quarry Road	Roadway Link	long/dev	21%	$3,493,000	$733,530
L51	Spicer Road	Roadway Link	long/dev	54%	$676,000	$365,040
L52	Goldfish Farm Road	Roadway Link	long/dev	82%	$4,444,000	$3,644,080
L53	Ellingson Road	Roadway Link	long/dev	49%	$5,847,000	$2,865,030
L54	Lochner Road	Roadway Link	long/dev	44%	$5,756,000	$2,532,640
L55	Three Lakes Road ROW	Roadway Link	short	42%	$287,000	$120,540
L55	Three Lakes Road	Roadway Link	long/dev	42%	$4,569,000	$1,918,980
L56	US 20 - East of I-5	Roadway Link	long/dev	44%	$2,068,000	$909,920
L57	Santa Maria Avenue	Roadway Link	long/dev	91%	$694,000	$631,540
L58	Oak Street	Roadway Link	short	65%	$2,186,645	$1,588,000
L59	Water Avenue	Roadway Link	short	50%	$4,070,000	$2,035,000
L60	US 20 Superelevation and Widening	Roadway Link	long/dev	22%	$3,122,000	$686,840
L61	Three Lakes Road	Roadway Link	long/dev	0%	$1,879,000	$0
M1	Queen/Geary Periwinkle Path	MultiUse Path	short	70%	$46,000	$32,200
M2	Oak Creek Trail	MultiUse Path	long/dev	70%	$2,645,000	$1,851,500
M3	West Timber-Linn Trail	MultiUse Path	mid	70%	$161,000	$112,700
M4	South Waterfront Trail	MultiUse Path	mid	70%	$76,000	$53,200
M5	Albany-Corvallis Multiuse Path	MultiUse Path	mid	70%	$435,000	$304,500
M6	Albany-Corvallis Multiuse Path	MultiUse Path	long/dev	70%	$761,000	$532,700
M7	East Timber-Linn Trail	MultiUse Path	long/dev	70%	$277,000	$193,900

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
M8	Bain Street/Waverly Lake Trail	MultiUse Path	long/dev	70%	$153,000	$107,100
M9	Lebanon Trail	MultiUse Path	long/dev	70%	$581,000	$406,700
M10	Periwinkle Trail Extension	MultiUse Path	long/dev	70%	$1,528,000	$1,069,600
M11	East Albany Willamette River Bridge	MultiUse Path	long/dev	70%	$7,657,000	$5,359,900
M12	99E/Oak Creek	MultiUse Path	long/dev	70%	$129,000	$90,300
M13	US 20/99E Undercrossing	MultiUse Path	long/dev	70%	$1,500,000	$1,050,000
P1	Springhill Drive	Pedestrian	mid	70%	$542,000	$379,400
P2	99E/24th Avenue	Pedestrian	long/dev	70%	$129,000	$90,300
P3	Oregon 99E: Burkhart to Waverly	Pedestrian	long/dev	70%	$129,000	$90,300
P4	Ferry Street	Pedestrian	long/dev	70%	$725,000	$507,500
P5	Columbus Street	Pedestrian	long/dev	70%	$277,000	$193,900
P6	Geary Street	Pedestrian	long/dev	70%	$791,000	$553,700
P7	Airport Road	Pedestrian	long/dev	70%	$485,000	$339,500
P8	Killdeer Street	Pedestrian	long/dev	70%	$174,000	$121,800
P9	Waverly Drive	Pedestrian	long/dev	70%	$88,000	$61,600
P10	Albany-Santiam Canal Pedestrian Esplanade	Pedestrian	long/dev	70%	$1,232,000	$862,400
P11	Thurston Street Canal Pedestrian Esplanade	Pedestrian	long/dev	70%	$1,863,000	$1,304,100
P12	Gibson Hill Road	Pedestrian	short	70%	$1,034,000	$723,800
S1	ADA Accessibility Audit	Studies	short	0%	$25,000	$0
S2	Hwy 20 Corridor and Downtown Refinement Plan	Studies	short	100%	$250,000	$250,000
S3	Safety Audit	Studies	short	0%	$30,000	$0
S4	OR 99E Speed Study	Studies	short	0%	$0	$0
S5	Downtown STA	Studies	short	0%	$0	$0
S6	Albany TSP MPO Update	Studies	mid	32%	$350,000	$112,000
S7	Major Corridors	Studies	long/dev	0%	$0	$0
S8	Wayfinding	Studies	long/dev	0%	$25,000	$0
S9	Interstate 5 / OR 99E / Knox Butte	Studies	long/dev	100%	$100,000	$100,000
S10	Interstate 5 / US 20 (Santiam)	Studies	long/dev	100%	$100,000	$100,000
T1	ADA Accessibility Projects	Pedestrian	mid	70%	$430,000	$301,000

ATTACHMENT C-2

---

(1) SDC Fee Resolution

(2) SDC Project List (Exhibit A)

RESOLUTION NO. _____

A RESOLUTION ESTABLISHING SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM, ESTABLISHING AN APPEAL FEE AND REPEALING RESOLUTION NO. 3826 (A RESOLUTION ESTABLISHING SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM AND ESTABLISHING AN APPEAL FEE AND REPEALING RESOLUTION NO. 3424).

WHEREAS, through the historic adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Council of the City of Albany has duly declared its intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, a methodology for the calculation of an improvement and reimbursement fee system development charge for the transportation system in Albany has been developed as specifically described in Resolution No. ____; and

WHEREAS, the adopted methodology resulted in a maximum allowable fee of $10,439; however in the interest of promoting economic development, the City Council deemed it desirable to charge less than the legally allowable charges; and

WHEREAS, the *Engineering News Record* (ENR) Construction Cost Index (Seattle) at the time of this Resolution is _____.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 3826 is hereby repealed; and

BE IT FURTHER RESOLVED that an improvement fee and a reimbursement fee transportation system development charge for Albany hereby be established as described herein; and

BE IT FURTHER RESOLVED that an appeal fee is hereby established as described herein; and

BE IT FURTHER RESOLVED that the transportation system development charge improvement fee and reimbursement fee established by this resolution shall be effective (date).

BASE FEE ESTABLISHED

The base unit for the transportation system development charge (SDC) improvement and reimbursement fee will be p.m. peak hour trip end as defined in the latest version of the Trip Generation manual by the Institute of Transportation Engineers (ITE). The base fee for a single trip end ramps up from $1,716.83 to $2,970.30 over a 5-year period to account for anticipated slow recovery of development activity. The base fee for a single trip is a combination of an improvement and a reimbursement base fee as shown below.

Year	Base SDCi Fee	Base SDCr Fee	Total Base Fee for a single trip end
1	$1,281.19	$435.64	$1,716.83
2	$1,595.05	$435.64	$2,030.69
3	$1,907.92	$435.64	$2,343.56
4	$2,220.79	$435.64	$2,656.43
5	$2,534.65	$435.64	$2,970.29

CALCULATING THE SYSTEM DEVELOPMENT CHARGE

Residential, institutional, business and commercial, office, and industrial development SDC fees are computed by multiplying the base SDC fee by the associated basis for trip determination and by the associated p.m. peak hour trip end rate for the given land use. This calculated fee is further reduced to allow for a pass-by trip credit that varies by land use. Pass-by trip factors are 8% for industrial and office (ITE Category 000-199 and 700-799), 20 percent for institutional (ITE Category 300-699), and 50% for business and commercial (ITE Category 800-999).

A sample SDC calculation for a single family house (ITE Category 210) for the first year is shown below.

SDC Calculation for a Single Family House (ITE Category 210)				
	P.M. Peak Trip Rate[1]	Pass-By Factor[2]	Base Fee for a single trip fee	SDC Fee
SDCi	1.01	1.00	$1,281.19	$1,294
SDCr	1.01	1.00	$ 435.64	$ 440
Total			$1,716.83	$1,734

[1] P.M. Peak Trip Rate for given land uses are defined in the latest edition of the ITE manual

[2] Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University

A sample SDC calculation for other land uses for the first year is shown below.

ITE Code	Description	units	PM peak trips	Pass by Factor	Base Fee for a Single Trip Fee	SDC Fee
220	1 apartment	1 unit	0.62	1.00	$1,716.83	$1,064
110	Light industrial	1000 sf	0.91	0.92	$1,716.83	$1,437
140	manufacturing	1000 sf	0.73	0.92	$1,716.83	$1,153
520	elementary school	1000 sf	1.21	0.80	$1,716.83	$1,662
710	general office	1000 sf	1.49	0.92	$1,716.83	$2,353
720	medical office	1000 sf	3.46	0.92	$1,716.83	$5,465
814	specialty retail	1000 sf	2.71	0.50	$1,716.83	$2,326
820	shopping center	1000 sf	3.73	0.50	$1,716.83	$3,202
862	home improvement superstore	1000 sf	2.37	0.50	$1,716.83	$2,034
911	walk-in bank	1000 sf	12.13	0.50	$1,716.83	$10,413
931	quality restaurant	1000 sf	7.49	0.50	$1,716.83	$6,430
932	high turnover restaurant	1000 sf	11.15	0.50	$1,716.83	$9,571
934	fast food w/drive thru	1000 sf	33.84	0.50	$1,716.83	$29,049

SDC CREDITS

Pursuant to Albany Municipal Code Section 15.16.090, a credit against the transportation SDC fee shall be given in the following situations:

A. Credit for prior use

Pursuant to AMC 15.16.090 (1), a credit against the reimbursement and improvement fee portions of the SDC shall be given in an amount of the SDCi and SDCr calculated for the existing use if it is less than the SDCi and SDCr calculated for the proposed use. If the change in use results in the SDCi or SDCr for the proposed use being less than the SDCi or SDCr for the existing use, no SDCi or SDCr shall be required for that fee portion; however, no refund or credit shall be given.

B. Credit for the cost of a qualified public improvement associated with the development

Pursuant to AMC 15.16.090 (2), a credit against the improvement fee portion of the SDC shall be given for the cost of a qualified public improvement required as a condition of development approval. A qualified public improvement must also be identified in the funded section of the project list in *Exhibit A: SDC Eligible Projects Funded by the Adopted Fee Schedule* (attached hereto). A funded project can be either wholly or partially funded with SDCi fees. Projects can move between the funded and unfunded sections according to AMC 15.16.060 (3) policy adopted with Ordinance _____.

The credit shall not exceed the dollar amount (adjusted annually using ENR Seattle Construction Cost Index) in the SDC column in Exhibit 'A' associated with a qualified improvement in the funded projects group. If the credit exceeds the amount of TSDCi to be paid by the development, then the excess credit may be applied against transportation improvement fees that accrue in subsequent phases of the original development project. In summary, credits are possible only for projects identified in Exhibit 'A' as having SDC funding and only to the extent that it is SDC funded.

On-site: A project that meets these qualification criteria and is located in whole or in part, on or contiguous to the property, and that is required to be built with greater capacity than is necessary for the particular development needs and exceeds the minimum standard facility size, will have reserve capacity. The applicant shall have the burden of demonstrating that a particular qualified transportation improvement will have a reserve capacity. The Highway Capacity manual (HCM), or other City-approved traffic engineering methodology, shall be the approved method for calculating reserve capacity. The reserve capacity shall be expressed as a percent of the construction cost for said improvement. That portion of the construction cost that represents the reserve capacity, when multiplied by the percent of said project funded with the SDCi fee as identified in Exhibit 'A' will be the estimated credit. The actual credit will be the lower of the estimated credit and the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the SDC column in Exhibit 'A' associated with said project.

Off-site: A project that meets these qualification criteria that is not located on or contiguous to property (an off-site improvement) is qualified for a SDCi credit. The credit shall be the lower of the actual construction cost of the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the SDC column in Exhibit 'A' associated with said project.

C. Credit for reducing the number of trip ends the development will generate using automobiles

Transit or Pedestrian: A credit against the improvement fee portion of the SDC shall be possible if the development is in an established transit or pedestrian district or if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of trip ends the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied.

The reduced SDC will be calculated based upon the number of trip ends the development will generate with the trip end reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

D. Credit for reducing the number of peak hour trips the development will generate using automobiles

Off-peak Work Hours: A credit against the improvement fee portion of the SDC shall be possible if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of peak hour trips the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied. The reduced SDC will be calculated based upon the number of trip ends the development will generate with the peak hour trip reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

APPEAL PROCEDURE AND FEE

Pursuant to Albany Municipal Code Section 15.16.100(5), an appeal fee of $100 per appeal is hereby established.

Appeal submittal by parties appealing their calculated fee (AMC Section 15.16.100(3)) shall:

a) Conform to AMC Section 15.16.100 procedures;
b) Use standard study methodology and data collection forms and procedures for conducting a local trip generation study described in Albany's adopted "Traffic Impact Study Guidelines" and the ITE Trip Generation Manual; and
c) Be prepared by or under the direct supervision of a Professional Civil or Transportation Engineer currently licensed to practice within the State of Oregon, and with special training and experience in transportation engineering and planning. The engineer shall certify the document by providing a signature and seal of approval.

DATED AND EFFECTIVE THIS (date of the month) DAY OF (month) 2010.

ATTEST:

_____
Mayor

_____
City Clerk

Exhibit A: *SDC Eligible Projects Funded by the Adopted Fee Schedule*

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible	TSDC Eligible Funded
B1	14th Avenue	Bike	short	100%	$2,000	$2,000	$2,000
B2	Waverly Drive	Bike	short	100%	$5,000	$5,000	$5,000
B3	Hill Street	Bike	long/dev	100%	$743,000	$743,000	
B4	24th Avenue	Bike	short	100%	$5,000	$5,000	$5,000
B5	Jackson Street	Bike	short	100%	$674,000	$110,000	$110,000
B6	Center Street	Bike	short	100%	$6,000	$6,000	$6,000
B7	US 20, North Albany	Bike	long/dev	100%	$31,000	$31,000	$31,000
B8	1st Avenue	Bike	long/dev	100%	$43,000	$43,000	
B9	2nd Avenue	Bike	long/dev	100%	$43,000	$43,000	
B10	Madison Street/7th Avenue	Bike	long/dev	100%	$40,000	$40,000	
B11	7th Avenue	Bike	long/dev	100%	$95,000	$95,000	
B12	Takena	Bike	long/dev	100%	$53,000	$53,000	
B13	Liberty/Lakewood	Bike	long/dev	100%	$76,000	$76,000	
B14	12th Avenue (West)	Bike	mid	100%	$32,000	$32,000	$32,000
B15	Bain Street	Bike	long/dev	100%	$49,000	$49,000	
B16	South Shore Drive	Bike	long/dev	100%	$33,000	$33,000	
B17	Shortridge Street	Bike	long/dev	100%	$27,000	$27,000	
B18	24th Avenue	Bike	long/dev	100%	$44,000	$44,000	
B19	38th Avenue and 39th Avenue	Bike	mid	100%	$106,000	$106,000	$106,000
B20	Lyon Street	Bike	short	100%	$2,000	$2,000	$2,000
B21	Ellsworth Street	Bike	short	100%	$4,000	$4,000	$4,000
I1	Main Street/Salem Avenue/3rd Avenue	Intersection	short	100%	$1,088,000	$1,088,000	$1,088,000
I2	Main Street/Santiam Avenue/4th Avenue	Intersection	short	69%	$255,000	$175,950	$175,950
I3	14th Avenue/Heritage Mall Access	Intersection	short	100%	$41,000	$41,000	$41,000
I4	14th Avenue/Clay Street	Intersection	short	100%	$10,000	$10,000	$10,000
I5	Waverly Avenue/14th Avenue	Intersection	short	100%	$41,000	$41,000	$41,000
I6	Waverly Avenue/Queen Avenue	Intersection	long/dev	100%	$72,000	$72,000	
I7	Waverly Avenue/Grand Prairie	Intersection	long/dev	100%	$175,000	$175,000	
I8	US 20/North Albany Road	Intersection	short	13%	$40,000	$5,200	$5,200
I9	US 20/Springhill Drive	Intersection	short	23%	$14,000	$3,220	$3,220
I10	Knox Butte/Century Drive	Intersection	short	0%	$345,000	$0	$0
I11	34th Avenue/Marion Street	Intersection	mid	100%	$345,000	$345,000	$345,000

Exhibit A: *SDC Eligible Projects Funded by the Adopted Fee Schedule*

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible	TSDC Eligible Funded
I12	US 20 (Lyon Street)/2nd Avenue	Intersection	mid	16%	$23,000	$3,680	$3,680
I13	US 20/Clay Street	Intersection	mid	20%	$185,000	$37,000	$37,000
I14	OR 99E/34th Avenue	Intersection	long/dev	32%	$192,000	$61,440	
I15	34th Avenue/Hill Street	Intersection	long/dev	100%	$350,000	$350,000	
I16	Ellingson Road/Columbus Street	Intersection	long/dev	100%	$345,000	$345,000	
I17	Waverly Avenue/14th Avenue	Intersection	long/dev	100%	$77,000	$77,000	
I18	Queen Avenue/Geary Street	Intersection	long/dev	100%	$1,901,000	$1,901,000	
I19	Waverly Avenue/34th Avenue	Intersection	long/dev	100%	$42,000	$42,000	
I20	US 20 (Ellsworth Street)/1st Avenue	Intersection	mid	22%	$18,000	$3,960	$3,960
I21	US 20 (Lyon Street)/1st Avenue	Intersection	mid	23%	$11,000	$2,530	$2,530
I22	US 20 (Lyon Street)/1st Avenue	Intersection	mid	23%	$10,000	$2,300	$2,300
I23	US 20 (Ellsworth Street)/2nd Avenue	Intersection	mid	23%	$17,000	$3,910	$3,910
I24	OR 99E/Waverly Avenue	Intersection	long/dev	27%	$959,000	$258,930	
I25	US 20/Waverly Drive	Intersection	long/dev	29%	$853,000	$247,370	
I26	US 20/Waverly Drive	Intersection	long/dev	29%	$240,000	$69,600	
I27	OR 99E/Queen Avenue	Intersection	long/dev	26%	$894,000	$232,440	
I28	OR 99E/34th Avenue	Intersection	long/dev	32%	$456,000	$145,920	
I29	OR 99E/Killdeer Avenue	Intersection	long/dev	28%	$3,207,000	$897,960	
I30	US 20/Timber Street	Intersection	long/dev	44%	$571,000	$251,240	
I31	US 20/Timber Street	Intersection	long/dev	44%	$619,000	$272,360	
I33	Knox Butte/New North/South Collector	Intersection	long/dev	100%	$525,000	$0	$0
I34	Springhill Dr./Hickory St.	Intersection	long/dev	100%	$345,000	$345,000	
I35	Gibson Hill Rd/Crocker Ln	Intersection	mid	100%	$345,000	$345,000	$345,000
I36	Timber Street Extension/18th Avenue/Spicer Drive ROW	Intersection	short	100%	$650,000	$650,000	
I36	Timber Street Extension/18th Avenue/Spicer Drive	Intersection	long/dev	100%	$863,000	$863,000	
I37	OR 99E / 29th Ave	Intersection	long/dev	28%	$106,000	$29,680	
I38	Salem Avenue/Geary Street	Intersection	long/dev	28%	$845,000	$236,600	
I39	OR 99E/Lyon Street	Intersection	long/dev	16%	$205,000	$32,800	
I40	OR 99E/53rd Avenue	Intersection	long/dev	38%	$550,000	$209,000	
L1	53rd Avenue Extension	Roadway Link	long/dev	54%	$17,986,000	$9,712,440	
L2	Waverly Drive	Roadway Link	long/dev	36%	$1,394,000	$501,840	
L3	Washington/Calapooia/1st/2nd	Roadway Link	short	42%	$100,000	$42,000	$42,000
L4	Timber Street Extension ROW	Roadway Link	short	100%	$966,000	$966,000	

Exhibit A: *SDC Eligible Projects Funded by the Adopted Fee Schedule*

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible	TSDC Eligible Funded
L4	Timber Street Extension	Roadway Link	long/dev	100%	$2,708,000	$2,708,000	
L5	Main Street - 7th Avenue - Hill Street	Roadway Link	mid	64%	$1,292,000	$826,880	$826,880
L6	North Albany Road	Roadway Link	mid	29%	$5,847,000	$1,695,630	$1,695,630
L6	North Albany Road ROW	Roadway Link	short	100%	$19,000	$19,000	
L8	Lochner-Columbus Connector	Roadway Link	long/dev	100%	$2,742,000	$2,742,000	
L9	Queen Avenue	Roadway Link	long/dev	12%	$0	$0	
L10	New North Albany Connector	Roadway Link	long/dev	100%	$5,818,000	$5,818,000	
L11	Spicer Drive Extension (West of Timber St.)	Roadway Link	long/dev	100%	$982,000	$982,000	
L12	Spicer Drive Extension (East of Timber St.)	Roadway Link	long/dev	100%	$1,666,000	$1,666,000	
L13	Goldfish Farm Road Extension	Roadway Link	long/dev	100%	$1,013,000	$1,013,000	
L14	Dogwood Avenue Extension	Roadway Link	long/dev	100%	$3,294,000	$3,294,000	
L15	New North/South Collector - LID	Roadway Link	short	100%	$2,548,000	$0	$0
L15	New North/South Collector	Roadway Link	long/dev	100%	$4,949,000	$4,949,000	
L16	New East/West Collector	Roadway Link	long/dev	100%	$3,723,000	$3,723,000	
L17	Expo Parkway Extension (south of Dunlap)	Roadway Link	long/dev	100%	$996,000	$996,000	
L18	Timber Street Extension to Somerset Avenue	Roadway Link	long/dev	100%	$1,720,000	$1,720,000	
L19	Somerset Avenue Extension - LID	Roadway Link	short	100%	$383,000	$0	$0
L19	Somerset Avenue Extension	Roadway Link	long/dev	100%	$1,270,000	$1,270,000	
L20	Santa Maria Avenue Extension	Roadway Link	long/dev	100%	$1,872,000	$1,872,000	
L21	Knox Butte Road Widening ROW	Roadway Link	short	100%	$1,478,000	$1,478,000	
L21	Knox Butte Road Widening	Roadway Link	long/dev	60%	$3,169,000	$1,901,000	
L22	Knox Butte Road Widening ROW	Roadway Link	short	100%	$31,000	$31,000	
L22	Knox Butte Road Widening	Roadway Link	long/dev	56%	$825,000	$462,000	
L23	Knox Butte Road Widening	Roadway Link	long/dev	52%	$1,256,000	$653,120	
L24	Knox Butte Road Widening	Roadway Link	long/dev	47%	$7,688,000	$3,613,360	
L25	Dunlap Avenue Extension	Roadway Link	long/dev	100%	$1,045,000	$1,045,000	
L26	Springhill Road Widening	Roadway Link	long/dev	61%	$3,406,000	$2,077,660	
L27	US 20 Widening	Roadway Link	long/dev	18%	$8,351,000	$1,503,180	
L28	Ellingson Road Extension	Roadway Link	long/dev	61%	$4,430,000	$2,702,300	
L30	Oak Street	Roadway Link	short	100%	$2,130,000	$2,130,000	$2,130,000
L31	Fescue Street to Three Lakes Road Connector	Roadway Link	long/dev	100%	$886,000	$886,000	
L32	Fescue Street Extension	Roadway Link	long/dev	100%	$3,054,000	$3,054,000	
L33	Three Lakes Road Realignment ROW	Roadway Link	short	59%	$750,000	$442,500	
L33	Three Lakes Road Realignment	Roadway Link	long/dev	59%	$1,868,000	$1,102,120	
L34	Looney Lane Extension	Roadway Link	long/dev	100%	$914,000	$914,000	

Exhibit A: *SDC Eligible Projects Funded by the Adopted Fee Schedule*

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible	TSDC Eligible Funded
L35	Albany Avenue Widening	Roadway Link	long/dev	26%	$1,177,000	$306,020	
L36	West Thornton Lake Drive, North Albany Road & North Albany Middle School	Roadway Link	long/dev	11%	$565,000	$565,000	$565,000
L37	Springhill Drive	Roadway Link	long/dev	18%	$4,158,000	$748,440	
L38	Scenic Drive	Roadway Link	long/dev	10%	$6,842,000	$684,200	
L39	Century Drive	Roadway Link	long/dev	52%	$3,199,000	$1,663,480	
L40	Gibson Hill Road	Roadway Link	long/dev	6%	$3,816,000	$228,960	
L41	Skyline Drive	Roadway Link	long/dev	0%	$1,523,000	$0	
L42	Crocker Lane	Roadway Link	long/dev	30%	$4,529,000	$1,358,700	
L43	Valley View Drive	Roadway Link	long/dev	40%	$3,695,000	$1,478,000	
L44	West Thornton Lake Drive	Roadway Link	long/dev	11%	$6,097,000	$670,670	
L45	Allen Lane	Roadway Link	long/dev	56%	$2,689,000	$1,505,840	
L46	Columbus Street	Roadway Link	long/dev	49%	$2,727,000	$1,336,230	
L47	Grand Prairie Road	Roadway Link	long/dev	53%	$2,260,000	$1,197,800	
L48	Spicer Drive	Roadway Link	long/dev	32%	$868,000	$277,760	
L49	Scravel Hill Road	Roadway Link	long/dev	21%	$9,699,000	$2,036,790	
L50	Quarry Road	Roadway Link	long/dev	21%	$3,493,000	$733,530	
L51	Spicer Road	Roadway Link	long/dev	54%	$676,000	$365,040	
L52	Goldfish Farm Road	Roadway Link	long/dev	82%	$4,444,000	$3,644,080	
L53	Ellingson Road	Roadway Link	long/dev	49%	$5,847,000	$2,865,030	
L54	Lochner Road	Roadway Link	long/dev	44%	$5,756,000	$2,532,640	
L55	Three Lakes Road ROW	Roadway Link	short	42%	$287,000	$120,540	
L55	Three Lakes Road	Roadway Link	long/dev	42%	$4,569,000	$1,918,980	
L56	US 20 - East of I-5	Roadway Link	long/dev	44%	$2,068,000	$909,920	
L57	Santa Maria Avenue	Roadway Link	long/dev	91%	$694,000	$631,540	
L58	Oak Street	Roadway Link	short	65%	$2,186,645	$1,588,000	$1,588,000
L59	Water Avenue	Roadway Link	short	50%	$4,070,000	$2,035,000	$2,035,000
L60	US 20 Superelevation and Widening	Roadway Link	long/dev	22%	$3,122,000	$686,840	
L61	Three Lakes Road	Roadway Link	long/dev	0%	$1,879,000	$0	
M1	Queen/Geary Periwinkle Path	MultiUse Path	short	70%	$46,000	$32,200	$32,200
M2	Oak Creek Trail	MultiUse Path	long/dev	70%	$2,645,000	$1,851,500	
M3	West Timber-Linn Trail	MultiUse Path	mid	70%	$161,000	$112,700	$112,700
M4	South Waterfront Trail	MultiUse Path	mid	70%	$76,000	$53,200	$53,200
M5	Albany-Corvallis Multiuse Path	MultiUse Path	mid	70%	$435,000	$304,500	$304,500
M6	Albany-Corvallis Multiuse Path	MultiUse Path	long/dev	70%	$761,000	$532,700	

Exhibit A: *SDC Eligible Projects Funded by the Adopted Fee Schedule*

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible	TSDC Eligible Funded
M7	East Timber-Linn Trail	MultiUse Path	long/dev	70%	$277,000	$193,900	
M8	Bain Street/Waverly Lake Trail	MultiUse Path	long/dev	70%	$153,000	$107,100	
M9	Lebanon Trail	MultiUse Path	long/dev	70%	$581,000	$406,700	
M10	Periwinkle Trail Extension	MultiUse Path	long/dev	70%	$1,528,000	$1,069,600	
M11	East Albany Willamette River Bridge	MultiUse Path	long/dev	70%	$7,657,000	$5,359,900	
M12	99E/Oak Creek	MultiUse Path	long/dev	70%	$129,000	$90,300	
M13	US 20/99E Undercrossing	MultiUse Path	long/dev	70%	$1,500,000	$1,050,000	
P1	Springhill Drive	Pedestrian	mid	70%	$542,000	$379,400	$379,400
P2	99E/24th Avenue	Pedestrian	long/dev	70%	$129,000	$90,300	
P3	Oregon 99E: Burkhart to Waverly	Pedestrian	long/dev	70%	$129,000	$90,300	
P4	Ferry Street	Pedestrian	long/dev	70%	$725,000	$507,500	
P5	Columbus Street	Pedestrian	long/dev	70%	$277,000	$193,900	
P6	Geary Street	Pedestrian	long/dev	70%	$791,000	$553,700	$553,700
P7	Airport Road	Pedestrian	long/dev	70%	$485,000	$339,500	
P8	Killdeer Street	Pedestrian	long/dev	70%	$174,000	$121,800	
P9	Waverly Drive	Pedestrian	long/dev	70%	$88,000	$61,600	
P10	Albany-Santiam Canal Pedestrian Esplanade	Pedestrian	long/dev	70%	$1,232,000	$862,400	
P11	Thurston Street Canal Pedestrian Esplanade	Pedestrian	long/dev	70%	$1,863,000	$1,304,100	
P12	Gibson Hill Road	Pedestrian	short	70%	$1,034,000	$723,800	$723,800
S1	ADA Accessibility Audit	Studies	short	0%	$25,000	$0	$0
S2	Hwy 20 Corridor and Downtown Refinement Plan	Studies	short	100%	$250,000	$250,000	$250,000
S3	Safety Audit	Studies	short	0%	$30,000	$0	$0
S4	OR 99E Speed Study	Studies	short	0%	$0	$0	$0
S5	Downtown STA	Studies	short	0%	$0	$0	$0
S6	Albany TSP MPO Update	Studies	mid	32%	$350,000	$112,000	$112,000
S7	Major Corridors	Studies	long/dev	0%	$0	$0	
S8	Wayfinding	Studies	long/dev	0%	$25,000	$0	
S9	Interstate 5 / OR 99E / Knox Butte	Studies	long/dev	100%	$100,000	$100,000	$100,000
S10	Interstate 5 / US 20 (Santiam)	Studies	long/dev	100%	$100,000	$100,000	$100,000
T1	ADA Accessibility Projects	Pedestrian	mid	70%	$430,000	$301,000	$301,000

ATTACHMENT C-3

Changes to Albany Municipal Code 15.16

ORDINANCE NO. _____

AN ORDINANCE AMENDING ALBANY MUNICIPAL CODE TITLE 15 TO ADD NEW LANGUAGE FOR THE IMPLEMENTATION OF A CITYWIDE TRANSPORTATION SYSTEMS DEVELOPMENT CHARGE AND DECLARING AN EMERGENCY.

WHEREAS, the City of Albany is complying with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, the Council of the City of Albany has duly advertised and caused notices to be given as required by law and has had a public hearing concerning the establishment of System Development Charges; and

WHEREAS, the said hearing on the xx day of xx 2010 has been duly held and parties were given an opportunity to be heard and the Council being fully informed.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

15.16.060: Compliance with state law.

(1) The revenues received from the water system development charge shall be deposited to the water improvement fee and/or water reimbursement fee funds. The revenues from the sewer system development charge shall be deposited to the sewer improvement fee and/or reimbursement fee funds. The revenues from the transportation system development charge shall be deposited to the transportation improvement fee and/or reimbursement fee funds. These funds shall be budgeted and expended as provided by state law. The accounting of such revenues and expenditures required by state law shall be included in the City's annual financial audit required by ORS Chapter 294.

(2) The capital improvement plan(s) required by state law as the basis for expending revenues from the improvement fees portion of the systems development charge shall be the **project lists contained within the most recently adopted water, wastewater, stormwater, and transportation system plans or the project list referenced in the associated methodology.** ~~Albany/Millersburg Water System Plan by Brown and Caldwell, Consulting Engineers (1988), the Wastewater Facility Plan and the associated SDC-I Eligible Wastewater Collection and Treatment Projects List prepared by CH2M Hill (1998), and the Albany Transportation System Plan and the 20-Year Transportation Plan SDC-Funded Capacity Improvement List prepared by Kimley-Horn and Associates (1997).~~

(3) As provided by state law, the plan or list described in subsection (2) of this section may be modified at any time. If a system development charge will be increased by a proposed modification of the list to include a capacity increasing capital improvement:

(a) The City shall provide, at least 30 days prior to the adoption of the modification, notice of the proposed modification to the persons who have requested written notice described in AMC 15.16.100 (1).

(b) The City shall hold a public hearing if the City receives a written request for a hearing on the proposed modification within seven days of the date the proposed modification is scheduled for adoption. (Ord. 5456, 2000; Ord. 5306, 1997; Ord. 5157, 1994; Ord. 4966 § 6, 1991).

15.16.080: Exemptions.

~~All applications for a building permit that would intensify the use of the transportation network received prior to October 1, 1997, are exempt from the citywide transportation systems development charge imposed in AMC 15.16.050; provided, all fees and other City systems development charges and in-lieu-of fees (if applicable) have been paid, or the installment payment method has been applied for and~~

~~approved prior to January 1, 1998.~~ (Ord. 5315, 1997; Ord. 5306, 1997; Ord. 5157, 1994; Ord. 4966 § 8, 1991).

Emergency Clause

Inasmuch as this ordinance is necessary for the immediate preservation of the peace, health, and safety of the citizens of the City of Albany, an emergency is hereby declared to exist. This ordinance will be in full force and effect immediately upon its passage by the Council and approval by the Mayor.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

_____
Mayor

ATTEST:

_____
City Clerk