

NOTICE OF PUBLIC MEETING
CITY OF ALBANY
CITY COUNCIL WORK SESSION
City Hall, Council Chambers
333 Broadalbin Street SW
Wednesday, February 2, 2011
6:00 p.m.

- 6:00 p.m. **CALL TO ORDER**
- 6:00 p.m. **ROLL CALL**
- 6:00 p.m. **PROPOSED TRANSPORTATION SYSTEM DEVELOPMENT CHARGE – Jeni Richardson**
- 7:00 p.m. **BUSINESS FROM THE PUBLIC**
- 7:05 p.m. **COUNCILOR COMMENTS**
- 7:15 p.m. **CITY MANAGER REPORT**
- 7:30 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 541-917-7500.



TO: Albany City Council

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

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

DATE: January 24, 2011, for the February 2, 2011, Special Council Work Session

SUBJECT: Proposed Transportation System Development Charge

RELATES TO STRATEGIC PLAN THEME: • Great Neighborhoods

Action Requested:

Review the attached documents supporting the proposed Transportation System Development Charge and provide direction to staff for next steps.

Background:

The Albany City Council recently adopted a new Transportation System Plan (TSP) to guide development and upgrades for Albany's road, bike, and pedestrian networks today through the year 2030. The TSP identifies \$242 million dollars worth of transportation projects inside the Albany city limits. About half of those projects will be needed to serve projected future development over the next 20 years.

In July 2010, Council reviewed the methodology which establishes the maximum transportation System Development Charges (TSDC) at \$10,423 per p.m. peak hour trip. Council also reviewed two TSDC fee levels that would move from the current fee of \$1,734 per single family home to \$3,000 either at once or over a five-year period. The two fee options were designed to fund all the near-term projects in the first 10 years. The ramped fee option responds to current slow development activity but would lose an estimated \$1 million in revenues in the first five years, which means certain projects on the list would not get done.

In January 2011, Council held a public hearing on the TSDC methodology and two TSDC fee options. After consideration of the public testimony, Council adopted the TSDC methodology but expressed concern about the two fee options due to the current economy and whether recovery will keep up with the proposed 5-year ramp assumptions. Options considered at this meeting included:

- Adopt the ramp fee structure and decide each year if the ramp should be implemented, changed, or delayed. Any change to the ramp fee schedule in the resolution would require modifications to the funded project list. During the first year of the ramped approach, the TSDC fee for a single family home would be the same as the current TSDC fee. Before implementing the next TSDC fee adjustment, Council would meet to discuss Albany's economic health. This meeting would occur a couple of months before July 2012, when Council annually considers adjusting SDCs based on the prior year's change in construction costs and other economic indicators.
- Adopt a flat fee structure that retains the current TSDC charged a single family home. Council would consider economic indicators and fee adjustments prior to July 2012.

Following discussion, staff was directed to develop a TSDC fee resolution that implements a flat TSDC that will be reviewed each year. The list of funded projects based on this fee structure will be developed using the project priorities established in the adopted Transportation System Plan.

Impacts of Change to Flat Fee:

Some of the impacts of changing from a ramped fee to a flat fee are described below and shown in the attached table (Attachment #1), followed by a revised TSDC fee resolution (Attachment #2).

- Less revenue coming in during the life of the TSP results in fewer funded projects. Fifteen projects (\$2.4 million) are delayed to future funded years. Thirty-four projects (\$11.1 million) are no longer on the funded list.
- Less money to spend on priority projects in both the short and long term. Projected revenue over the 20-year period drops by \$13.5 million.
- Dropped projects tended to be those likely to be developer initiated. Developers are not eligible for TSDC credits if the project is not on the funded list. In many cases, this would add and not reduce the burden on development. See attached letter received from one interested developer (Attachment #3).
- Annual discussions will be required of whether or not to increase the fee, by how much, and on what basis those decisions should be made. If fee adjustments are recommended, a decision of whether projects are added or deleted from the new funded list will also be required on an annual basis.

Budget Impact:

No budget impact during discussion. The revenue received from TSDCs will vary based on the adopted fee schedule and development activity.

JMR:kw:prj

Attachments #1: Table of funded project changes

#2: TSDC Resolution

#3: Letter from developer

c: Janet Steele, Albany Chamber of Commerce

John Pascone, Albany Millersburg Economic Development

Jerry Running, Willamette Valley Homebuilders Association

RESOLUTION NO. _____

A RESOLUTION ESTABLISHING SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM, ESTABLISHING AN APPEAL FEE AND REPEALING RESOLUTION NO. 5806 (A RESOLUTION REVISING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, REAFFIRMING AN SDC CREDIT POLICY, REAFFIRMING AN APPEAL FEE AND REPEALING RESOLUTION NO. 5429).

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. 5972; and

WHEREAS, the adopted methodology resulted in a maximum allowable fee of \$10,423; 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) in February 2010, when the project list and costs within the Transportation System Plan were adopted, was 8647.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 5806 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.

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 is a combination of an improvement and a reimbursement base fee as shown below.

Base SDCi Fee	Base SDCr Fee	Total Base Fee for a Single Trip End
\$1,281.19	\$435.64	\$1,716.83

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% 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) 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 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 *Figure A: SDC Eligible Projects Funded by the Adopted Fee Schedule* (see below). 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).

The credit shall not exceed the dollar amount (adjusted annually using ENR Seattle Construction Cost Index) in the SDC column in *Figure 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 *Figure 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 *Figure 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 funded SDC column in *Figure 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 or the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in *Figure 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.

Figure A: SDC Eligible Projects Funded by the Adopted Fee Schedule

Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded.
 Year 11-20 funded projects are in column 8.

1	2	3	4	5	6	7	8
Project Number	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDC Eligible	TSDC Eligible & Funded Years 1-10	TSDC Eligible & Funded Years 11-20
B1	14th Avenue	short	100%	\$ 2,000	\$ 2,000	\$ 2,000	
B2	Waverly Drive	short	100%	\$ 5,000	\$ 5,000	\$ 5,000	
B3	Hill Street	long/dev	100%	\$ 743,000	\$ 743,000		
B4	24th Avenue	short	100%	\$ 5,000	\$ 5,000	\$ 5,000	
B5	Jackson Street	short	100%	\$ 674,000	\$ 110,000	\$ 110,000	
B6	Center Street	short	100%	\$ 6,000	\$ 6,000	\$ 6,000	
B7	US 20, North Albany	long/dev	100%	\$ 31,000	\$ 31,000		
B8	1st Avenue	long/dev	100%	\$ 43,000	\$ 43,000		
B9	2nd Avenue	long/dev	100%	\$ 43,000	\$ 43,000		
B10	Madison Street/7th Avenue	long/dev	100%	\$ 40,000	\$ 40,000		
B11	7th Avenue	long/dev	100%	\$ 95,000	\$ 95,000		
B12	Takena	long/dev	100%	\$ 53,000	\$ 53,000	\$ 53,000	
B13	Liberty/Lakewood	long/dev	100%	\$ 76,000	\$ 76,000		
B14	12th Avenue (West)	mid	100%	\$ 32,000	\$ 32,000		\$ 32,000
B15	Bain Street	long/dev	100%	\$ 49,000	\$ 49,000		
B16	South Shore Drive	long/dev	100%	\$ 33,000	\$ 33,000		
B17	Shortridge Street	long/dev	100%	\$ 27,000	\$ 27,000		
B18	24th Avenue	long/dev	100%	\$ 44,000	\$ 44,000		\$ 44,000
B19	38th Avenue and 39th Avenue	mid	100%	\$ 106,000	\$ 106,000		\$ 106,000
B20	Lyon Street	short	100%	\$ 2,000	\$ 2,000	\$ 2,000	
B21	Ellsworth Street	short	100%	\$ 4,000	\$ 4,000	\$ 4,000	
11	Main Street/Salem Avenue/3rd Avenue	short	100%	\$ 1,088,000	\$1,088,000	\$ 1,088,000	
12	Main Street/Santiam Avenue/4th Avenue	short	69%	\$ 255,000	\$ 175,950	\$ 175,950	
13	14th Avenue/Heritage Mall Access	short	100%	\$ 41,000	\$ 41,000	\$ 41,000	
14	14th Avenue/Clay Street	short	100%	\$ 10,000	\$ 10,000	\$ 10,000	
15	Waverly Avenue/14th Avenue	short	100%	\$ 41,000	\$ 41,000	\$ 41,000	
16	Waverly Avenue/Queen Avenue	long/dev	100%	\$ 72,000	\$ 72,000		
17	Waverly Avenue/Grand Prairie	long/dev	100%	\$ 175,000	\$ 175,000		
18	US 20/North Albany Road	short	13%	\$ 40,000	\$ 5,200	\$ 5,200	

1	2	3	4	5	6	7	8
Project Number	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDC Eligible	TSDC Eligible & Funded Years 1-10	TSDC Eligible & Funded Years 11-20
I9	US 20/Springhill Drive	short	23%	\$ 14,000	\$ 3,220	\$ 3,220	
I10	Knox Butte/Century Drive	short	0%	\$ 345,000	\$ 0	\$ 0	
I11	34th Avenue/Marion Street	mid	100%	\$ 345,000	\$ 345,000	\$ 345,000	
I12	US 20 (Lyon Street)/2nd Avenue	mid	16%	\$ 23,000	\$ 3,680		\$ 3,680
I13	US 20/Clay Street	mid	20%	\$ 185,000	\$ 37,000		\$ 37,000
I14	OR 99E/34th Avenue	long/dev	32%	\$ 192,000	\$ 61,440		
I15	34th Avenue/Hill Street	long/dev	100%	\$ 350,000	\$ 350,000		
I16	Ellingson Road/Columbus Street	long/dev	100%	\$ 345,000	\$ 345,000		
I17	Waverly Avenue/14th Avenue	long/dev	100%	\$ 77,000	\$ 77,000		
I18	Queen Avenue/Geary Street	long/dev	100%	\$ 1,901,000	\$ 1,901,000		
I19	Waverly Avenue/34th Avenue	long/dev	100%	\$ 42,000	\$ 42,000		
I20	US 20 (Ellsworth Street)/1st Avenue	mid	22%	\$ 18,000	\$ 3,960		\$ 3,960
I21	US 20 (Lyon Street)/1st Avenue	mid	23%	\$ 11,000	\$ 2,530		\$ 2,530
I22	US 20 (Lyon Street)/1st Avenue	mid	23%	\$ 10,000	\$ 2,300		\$ 2,300
I23	US 20 (Ellsworth Street)/2nd Avenue	mid	23%	\$ 17,000	\$ 3,910		\$ 3,910
I24	OR 99E/Waverly Avenue	long/dev	27%	\$ 959,000	\$ 258,930		
I25	US 20/Waverly Drive	long/dev	29%	\$ 853,000	\$ 247,370		
I26	US 20/Waverly Drive	long/dev	29%	\$ 240,000	\$ 69,600		
I27	OR 99E/Queen Avenue	long/dev	26%	\$ 894,000	\$ 232,440		
I28	OR 99E/34th Avenue	long/dev	32%	\$ 456,000	\$ 145,920		
I29	OR 99E/Killdeer Avenue	long/dev	28%	\$ 3,207,000	\$ 897,960		
I30	US 20/Timber Street	long/dev	44%	\$ 571,000	\$ 251,240		
I31	US 20/Timber Street	long/dev	44%	\$ 619,000	\$ 272,360		
I33	Knox Butte/New North/South Collector	long/dev	100%	\$ 525,000	\$ 0	\$ 0	
I34	Springhill Dr./Hickory St.	long/dev	100%	\$ 345,000	\$ 345,000		
I35	Gibson Hill Rd/Crocker Ln	mid	100%	\$ 345,000	\$ 345,000	\$ 345,000	
I36	Timber Street Extension/18th Avenue/Spicer Drive ROW	short	100%	\$ 650,000	\$ 650,000		\$ 650,000
I36	Timber Street Extension/18th Avenue/Spicer Drive	long/dev	100%	\$ 863,000	\$ 863,000		
I37	OR 99E / 29th Ave	long/dev	28%	\$ 106,000	\$ 29,680		
I38	Salem Avenue/Geary Street	long/dev	28%	\$ 845,000	\$ 236,600		
I39	OR 99E/Lyon Street	long/dev	16%	\$ 205,000	\$ 32,800		
I40	OR 99E/53rd Avenue	long/dev	38%	\$ 550,000	\$ 209,000		
L1	53rd Avenue Extension	long/dev	54%	\$ 17,986,000	\$ 9,712,440		
L2	Waverly Drive	long/dev	36%	\$ 1,394,000	\$ 501,840		
L3	Washington/Calapooia/1st/2nd	short	42%	\$ 100,000	\$ 42,000	\$ 42,000	
L4	Timber Street Extension ROW	short	100%	\$ 966,000	\$ 966,000		\$ 483,000
L4	Timber Street Extension	long/dev	100%	\$ 2,708,000	\$ 2,708,000		\$ 1,354,000
L5	Main Street - 7th Avenue - Hill Street	mid	64%	\$ 1,292,000	\$ 826,880		\$ 826,880
L6	North Albany Road	mid	29%	\$ 5,847,000	\$ 1,695,630	\$ 1,695,630	
L6	North Albany Road ROW	short	100%	\$ 19,000	\$ 19,000		\$ 19,000
L8	Lochner-Columbus Connector	long/dev	100%	\$ 2,742,000	\$ 2,742,000		
L9	Queen Avenue	long/dev	12%	\$ 0	\$ 0		
L10	New North Albany Connector	long/dev	100%	\$ 5,818,000	\$ 5,818,000		
L11	Spicer Drive Extension (West of Timber St.)	long/dev	100%	\$ 982,000	\$ 982,000		\$ 491,000
L12	Spicer Drive Extension (East of Timber St.)	long/dev	100%	\$ 1,666,000	\$ 1,666,000		
L13	Goldfish Farm Road Extension	long/dev	100%	\$ 1,013,000	\$ 1,013,000		

1	2	3	4	5	6	7	8
Project Number	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDC Eligible	TSDC Eligible & Funded Years 1-10	TSDC Eligible & Funded Years 11-20
L14	Dogwood Avenue Extension	long/dev	100%	\$ 3,294,000	\$3,294,000		
L15	New North/South Collector - LID	short	100%	\$ 2,548,000	\$ 0	\$ 0	
L15	New North/South Collector	long/dev	100%	\$ 4,949,000	\$4,949,000		
L16	New East/West Collector	long/dev	100%	\$ 3,723,000	\$3,723,000		
L17	Expo Parkway Extension (south of Dunlap)	long/dev	100%	\$ 996,000	\$ 996,000		
L18	Timber St Extension to Somerset Avenue	long/dev	100%	\$ 1,720,000	\$1,720,000		
L19	Somerset Avenue Extension - LID	short	100%	\$ 383,000	\$ 0	\$ 0	
L19	Somerset Avenue Extension	long/dev	100%	\$ 1,270,000	\$1,270,000		
L20	Santa Maria Avenue Extension	long/dev	100%	\$ 1,872,000	\$1,872,000		
L21	Knox Butte Road Widening ROW	short	100%	\$ 1,478,000	\$1,478,000		\$ 1,478,000
L21	Knox Butte Road Widening	long/dev	60%	\$ 3,169,000	\$1,901,000		\$ 1,901,000
L22	Knox Butte Road Widening ROW	short	100%	\$ 31,000	\$ 31,000		
L22	Knox Butte Road Widening	long/dev	56%	\$ 825,000	\$ 462,000		
L23	Knox Butte Road Widening	long/dev	52%	\$ 1,256,000	\$ 653,120		
L24	Knox Butte Road Widening	long/dev	47%	\$ 7,688,000	\$3,613,360		
L25	Dunlap Avenue Extension	long/dev	100%	\$ 1,045,000	\$1,045,000		
L26	Springhill Road Widening	long/dev	61%	\$ 3,406,000	\$2,077,660		
L27	US 20 Widening	long/dev	18%	\$ 8,351,000	\$1,503,180		
L28	Ellingson Road Extension	long/dev	61%	\$ 4,430,000	\$2,702,300		
L30	Oak Street	short	100%	\$ 2,130,000	\$2,130,000	\$ 2,130,000	
L31	Fescue Street to Three Lakes Road Connector	long/dev	100%	\$ 886,000	\$ 886,000		
L32	Fescue Street Extension	long/dev	100%	\$ 3,054,000	\$3,054,000		
L33	Three Lakes Road Realignment ROW	short	59%	\$ 750,000	\$ 442,500		
L33	Three Lakes Road Realignment	long/dev	59%	\$ 1,868,000	\$1,102,120		
L34	Looney Lane Extension	long/dev	100%	\$ 914,000	\$ 914,000		
L35	Albany Avenue Widening	long/dev	26%	\$ 1,177,000	\$ 306,020		\$ 306,020
L36	W Thornton Lk Dr, N Albany Rd & N Alb Middle School	long/dev	11%	\$ 565,000	\$ 565,000		\$ 565,000
L37	Springhill Drive	long/dev	18%	\$ 4,158,000	\$ 748,440		
L38	Scenic Drive	long/dev	10%	\$ 6,842,000	\$ 684,200		
L39	Century Drive	long/dev	52%	\$ 3,199,000	\$1,663,480		
L40	Gibson Hill Road	long/dev	6%	\$ 3,816,000	\$ 228,960		
L41	Skyline Drive	long/dev	0%	\$ 1,523,000	\$ 0		
L42	Crocker Lane	long/dev	30%	\$ 4,529,000	\$1,358,700		
L43	Valley View Drive	long/dev	40%	\$ 3,695,000	\$1,478,000		
L44	West Thornton Lake Drive	long/dev	11%	\$ 6,097,000	\$ 670,670		
L45	Allen Lane	long/dev	56%	\$ 2,689,000	\$1,505,840		
L46	Columbus Street	long/dev	49%	\$ 2,727,000	\$1,336,230		
L47	Grand Prairie Road	long/dev	53%	\$ 2,260,000	\$1,197,800		
L48	Spicer Drive	long/dev	32%	\$ 868,000	\$ 277,760		
L49	Scravel Hill Road	long/dev	21%	\$ 9,699,000	\$2,036,790		
L50	Quarry Road	long/dev	21%	\$ 3,493,000	\$ 733,530		
L51	Spicer Road	long/dev	54%	\$ 676,000	\$ 365,040		
L52	Goldfish Farm Road	long/dev	82%	\$ 4,444,000	\$3,644,080		
L53	Ellingson Road	long/dev	49%	\$ 5,847,000	\$2,865,030		
L54	Lochner Road	long/dev	44%	\$ 5,756,000	\$2,532,640		
L55	Three Lakes Road ROW	short	42%	\$ 287,000	\$ 120,540		\$ 120,540

1	2	3	4	5	6	7	8
Project Number	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 \$)	TSDC Eligible	TSDC Eligible & Funded Years 1-10	TSDC Eligible & Funded Years 11-20
L55	Three Lakes Road	long/dev	42%	\$ 4,569,000	\$1,918,980		
L56	US 20 - East of I-5	long/dev	44%	\$ 2,068,000	\$ 909,920		
L57	Santa Maria Avenue	long/dev	91%	\$ 694,000	\$ 631,540		
L58	Oak Street	short	65%	\$ 2,186,645	\$1,588,000	\$ 1,588,000	
L59	Water Avenue	short	50%	\$ 4,070,000	\$2,035,000	\$ 2,035,000	
L60	US 20 Superelevation and Widening	long/dev	22%	\$ 3,122,000	\$ 686,840		
L61	Three Lakes Road	long/dev	0%	\$ 1,879,000	\$ 0		
M1	Queen/Geary Periwinkle Path	short	70%	\$ 46,000	\$ 32,200		\$ 32,200
M2	Oak Creek Trail	long/dev	70%	\$ 2,645,000	\$1,851,500		
M3	West Timber-Linn Trail	mid	70%	\$ 161,000	\$ 112,700	\$ 112,700	
M4	South Waterfront Trail	mid	70%	\$ 76,000	\$ 53,200	\$ 53,200	
M5	Albany-Corvallis Multiuse Path	mid	70%	\$ 435,000	\$ 304,500	\$ 304,500	
M6	Albany-Corvallis Multiuse Path	long/dev	70%	\$ 761,000	\$ 532,700		
M7	East Timber-Linn Trail	long/dev	70%	\$ 277,000	\$ 193,900		
M8	Bain Street/Waverly Lake Trail	long/dev	70%	\$ 153,000	\$ 107,100		
M9	Lebanon Trail	long/dev	70%	\$ 581,000	\$ 406,700		
M10	Periwinkle Trail Extension	long/dev	70%	\$ 1,528,000	\$1,069,600		
M11	East Albany Willamette River Bridge	long/dev	70%	\$ 7,657,000	\$5,359,900		
M12	99E/Oak Creek	long/dev	70%	\$ 129,000	\$ 90,300		
M13	US 20/99E Undercrossing	long/dev	70%	\$ 1,500,000	\$1,050,000		
P1	Springhill Drive	mid	70%	\$ 542,000	\$ 379,400		\$ 379,400
P2	99E/24th Avenue	long/dev	70%	\$ 129,000	\$ 90,300		
P3	Oregon 99E: Burkhart to Waverly	long/dev	70%	\$ 129,000	\$ 90,300		
P4	Ferry Street	long/dev	70%	\$ 725,000	\$ 507,500		
P5	Columbus Street	long/dev	70%	\$ 277,000	\$ 193,900		
P6	Geary Street	long/dev	70%	\$ 791,000	\$ 553,700	\$ 553,700	
P7	Airport Road	long/dev	70%	\$ 485,000	\$ 339,500		
P8	Killdeer Street	long/dev	70%	\$ 174,000	\$ 121,800		
P9	Waverly Drive	long/dev	70%	\$ 88,000	\$ 61,600		
P10	Albany-Santiam Canal Pedestrian Esplanade	long/dev	70%	\$ 1,232,000	\$ 862,400		
P11	Thurston Street Canal Pedestrian Esplanade	long/dev	70%	\$ 1,863,000	\$1,304,100		
P12	Gibson Hill Road	short	70%	\$ 1,034,000	\$ 723,800	\$ 723,800	
S1	ADA Accessibility Audit	short	0%	\$ 25,000	\$ 0	\$ 0	
S2	Hwy 20 Corridor and Downtown Refinement Plan	short	100%	\$ 250,000	\$ 250,000	\$ 250,000	
S3	Safety Audit	short	0%	\$ 30,000	\$ 0	\$ 0	
S4	OR 99E Speed Study	short	0%	\$ 0	\$ 0	\$ 0	
S5	Downtown STA	short	0%	\$ 0	\$ 0	\$ 0	
S6	Albany TSP MPO Update	mid	32%	\$ 350,000	\$ 112,000		\$ 112,000
S7	Major Corridors	long/dev	0%	\$ 0	\$ 0		
S8	Wayfinding	long/dev	0%	\$ 25,000	\$ 0		
S9	Interstate 5 / OR 99E / Knox Butte	long/dev	100%	\$ 100,000	\$ 100,000	\$ 100,000	
S10	Interstate 5 / US 20 (Santiam)	long/dev	100%	\$ 100,000	\$ 100,000	\$ 100,000	
T1	ADA Accessibility Projects	mid	70%	\$ 430,000	\$ 301,000	\$ 301,000	
TOTALS				\$ 242 M	\$ 131 M	\$ 12 M	\$ 9 M

DATED THIS <<DAY>> DAY OF <<MONTH>> 2011, TO BE EFFECTIVE <<DATE>>, 2011.

Mayor

ATTEST:

City Clerk

January 26, 2011

Mayor and City Councilors
City of Albany
C/O Jeni Richardson
333 Broadalbin Street SW
Albany, OR 97321

Re: Transportation SDC – Project list

Mayor Konopa and Councilors,

We are the owner of 183 acres located on the corner of SE Columbus & Ellingson in South Albany. This site is currently approved for a 429 lot subdivision as part of file number SD-14-05.

We have been closely following the City's proposal for a revised transportation SDC methodology, updated implementing language and increased fee. We understand the methodology and updated language were adopted by the City Council on January 12, 2011, but the fee increase has not yet been adopted. We also understand that for informational purposes staff was directed to create a revised project list that reflected no fee increase from the current set amount of \$1734.

In principal we agree with the building community's opinion that a fee increase would be detrimental to potential growth in the City given the current economic climate. However, we are greatly concerned with the removal of development driven projects from the funded section of the project list.

Three of the projects included on the revised list presented at your January 12th hearing were located adjacent to our project site. These projects are as follows:

Project Number	Project Description	Funding History
I16	Intersection of Ellingson & Columbus	\$345,000 - Included on currently adopted project list and proposed revised list as 100% creditable
L46	Columbus Street	\$2.727 M - Not included on currently adopted project list, Included on proposed revised list as 49% creditable
L53	Ellingson Roadway Improvements	\$5.847 M - Not included on currently adopted project list, Included on proposed revised list as 49% creditable

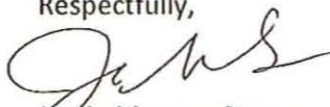
Project I16 is of the greatest concern to us at this time. This project was identified as a long term priority based both on capacity and safety concerns when the new TSP was adopted in 2010. The project is shown as 100% creditable in both the TSP and the proposed revised ramped fee list, but may not be shown as funded on the revised list to be presented at your February 2nd special work session.

We formally request that Council include project I16 as fully-creditable on any adopted project list. This improvement is necessary to remedy capacity and safety concerns identified within the TSP that may become intensified without signalization. This project would benefit the entire Oak Creek Refinement Plan along with supporting future development of the entire South Albany area. We would also like to request that projects L46 and L53 remain on the list as partially funded, as these projects would also go a long way towards accommodating the future growth associated with the Oak Creek Refinement Plan.

In addition to supporting the Oak Creek Refinement Plan, efforts made by Council to retain development driven projects on the funded list would send a message of support to the building community.


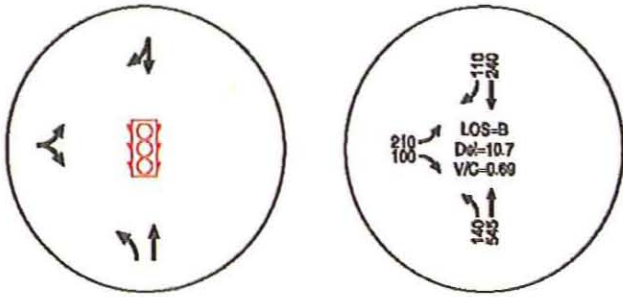
In the event that the Council finds it necessary to increase the transportation SDC fee, we feel that a delayed ramped approach, as proposed in the resolution presented at your January 12th hearing, would be the most appropriate method. This method would allow flexibility in responding to economic conditions, while still allowing the City to plan for long-term growth.

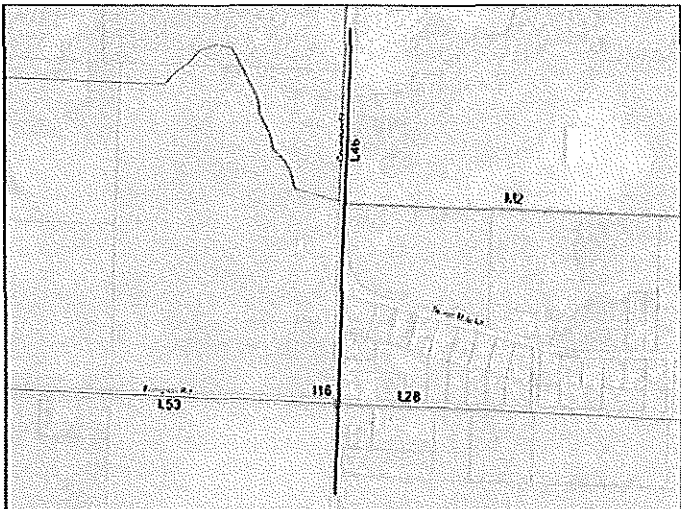
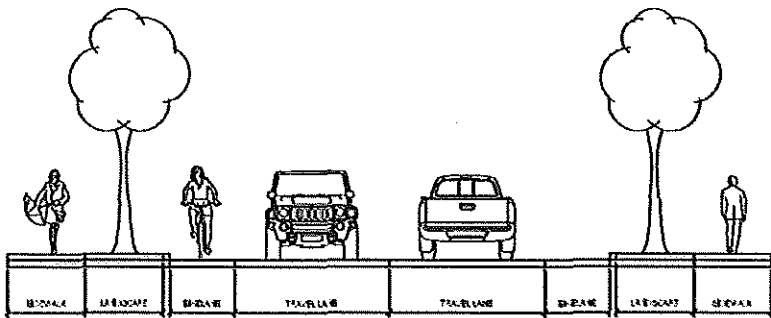
Respectfully,



Jamie Morgan-Stasny
Metropolitan Land Group

Attachments: City of Albany Transportation Plan- Appendix E, p. 37, 104 & 111

Project #: I16	Ellingson Road/Columbus Street				
Description: Install a new traffic signal					
Category: Intersection Control Change		Classification: Principal Arterial / Minor Arterial		Agency Coordination: Linn County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$345,000	\$0	\$0	\$345,000	100%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input checked="" type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input type="checkbox"/>	Livability <input type="checkbox"/>
Project Location:			Related Projects: L28, L46, L53		
					
Illustrative Section:					
					

Project #: L46		Columbus Street			
Description: Add sidewalk, curb, and gutter from Waverly Drive to urban growth boundary, west side of roadway only.					
Category: Urban Upgrade		Classification: Minor Arterial		Agency Coordination: Linn County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$2,687,000	\$40,000	\$0	\$2,727,000	49%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L28, L53, I16, M2		
					
Illustrative Section:					
					

Project #: L53		Ellingson Road			
Description: Add sidewalk, curb, gutter, and bike lanes from 53rd Avenue Extension to Columbus Street. Construct with three travel lanes but future right-of-way for five-lanes. The cost estimate assumes ROW is available for the three-lane section but purchased for the five-lane section.					
Category: Urban Upgrade		Classification: Principal Arterial		Agency Coordination: Linn County	Time Frame: Long-term
Project Costs:	Const./Eng.	ROW	Other	Total Cost	SDC Eligible:
	\$5,157,000	\$690,000	\$0	\$5,847,000	49%
Project Goals Met:					
Efficiency <input type="checkbox"/>	Capacity <input type="checkbox"/>	Safety <input checked="" type="checkbox"/>	Transit <input type="checkbox"/>	Ped/Bike <input checked="" type="checkbox"/>	Livability <input checked="" type="checkbox"/>
Project Location:			Related Projects: L1, L28, L46, L54, I16		
Illustrative Section:					