RESOLUTION NO. 6500

A RESOLUTION REVISING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM, REAFFIRMING THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6464 (A RESOLUTION REVISING THE PROJECT LIST FOR THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, REAFFIRMING THE BASE FEE AND THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6429).

WHEREAS, through the previous 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 was originally adopted in 2011, and was modified and adopted in 2013 and again in 2015 to reflect changes in the project list as specifically described in Resolution No. 6463; and

WHEREAS, the adopted methodology resulted in a maximum allowable fee of $11,848; however, in the interest of promoting economic development, the City Council deemed it desirable to charge less than the legally allowable charges. The $11,848 allowable fee is based on the project list in the 2010 Transportation System Plan and on February 2010 dollars, which if indexed to current rates, is equivalent to $14,499 (using index ratio 10582/10390); and

WHEREAS, Section 15.16.050(5) of Ordinance 5306 allows for the annual adjustment of the herein established fees in accordance with the change in the *Engineering News-Record* (ENR) Construction Cost Index (Seattle); and

WHEREAS, the Albany City Council deems it desirable to increase the existing fees to reflect inflation relative to the increase in the ENR Index; and

WHEREAS, the *Engineering News-Record* (ENR) Construction Cost Index (Seattle) used in Resolution 6464 was 10390, and the April 2016 Seattle ENR Index to be applied for purposes of this Resolution is 10582 (Index Ratio = 10582/10390 = 1.0185).

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 6464 is hereby repealed effective as of the effective date of the revised fees; and

BE IT FURTHER RESOLVED that Transportation System Development Charges are hereby amended as described herein; and

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

BE IT FURTHER RESOLVED that the Transportation System Development Charges herein established become effective **July 1, 2016**.

BASE FEE

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 adjusted base fee for a single trip is a combination of the adjusted improvement and reimbursement base fees as shown below.

Base SDCi Fee	Base SDCr Fee	Total Base Fee for a Single Trip End
~~$3,045.00~~ **$3,101.33**	~~$523.43~~ **$533.11**	~~$3,568.43~~ **$3,634.44**

[1] *Base Fees are adjusted for current ENR Index*

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 eight percent (8%) for industrial and office (ITE Category 000-199 and 700-799), 20 percent (20%) for institutional (ITE Category 300-699), and 50 percent (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]	2016 Base Fee for a Single Trip Fee	SDC Fee
SDCi	1.00	1.00	~~$3,045.00~~ **$3,101.33**	~~$3,045~~ **$3,101**
SDCr	1.00	1.00	~~$523.43~~ **$533.11**	~~$ 523~~ **$ 533**
Total			~~$3,568.43~~ **$3,634.00**	~~$3,568~~ **$3,634**

[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*

[3] *Base Fee is adjusted for current ENR Index*

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

ITE Code	Description	Units	PM Peak Trips[1]	Pass by Factor[2]	2016 Base Fee for a Single Trip Fee[3]	SDC Fee
220	1 Apartment	1 unit	0.62	1.00	~~$3,568.43~~ **$3,634.00**	~~$2,212~~ **$2,253**
110	Light Industrial	1,000 sf	0.97	0.92	~~$3,568.43~~ **$3,634.00**	~~$3,184~~ **$3,243**
140	Manufacturing	1,000 sf	0.73	0.92	~~$3,568.43~~ **$3,634.00**	~~$2,397~~ **$2,441**
520	Elementary School	1,000 sf	1.21	0.80	~~$3,568.43~~ **$3,634.00**	~~$3,454~~ **$3,518**
710	General Office	1,000 sf	1.49	0.92	~~$3,568.43~~ **$3,634.00**	~~$4,892~~ **$4,981**
720	Medical Office	1,000 sf	3.57	0.92	~~$3,568.43~~ **$3,634.00**	~~$11,720~~ **$11,936**
826	Specialty Retail	1,000 sf	2.71	0.50	~~$3,568.43~~ **$3,634.00**	~~$4,835~~ **$4,924**

820	Shopping Center	1,000 sf	3.71	0.50	~~$3,568.43~~ **$3,634.00**	~~$6,619~~ **$6,741**
862	Home Improvement Superstore	1,000 sf	2.33	0.50	~~$3,568.43~~ **$3,634.00**	~~$4,157~~ **$4,234**
911	Walk-In Bank	1,000 sf	12.13	0.50	~~$3,568.43~~ **$3,634.00**	~~$21,643~~ **$22,040**
931	Quality Restaurant	1,000 sf	7.49	0.50	~~$3,568.43~~ **$3,634.00**	~~$13,364~~ **$13,609**
932	High Turnover Restaurant	1,000 sf	9.85	0.50	~~$3,568.43~~ **$3,634.00**	~~$17,575~~ **$17,897**
934	Fast Food W/Drive Thru	1,000 sf	32.65	0.50	~~$3,568.43~~ **$3,634.00**	~~$58,255~~ **$58,325**

[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*

[3] *Base Fee is adjusted for current ENR Index*

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: SDCi Eligible Projects Funded by the Adopted Fee Schedule

Costs are based on the *Engineering News Record* (ENR) Construction Cost Index (Seattle) in February 2010 of 8647.

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 #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi 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		$743,000
B4	24th Avenue	short	100%	$5,000	$5,000	$5,000	
B5	Jackson Street	short	100%	$674,000	$674,000	$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	
I1	Main Street/Salem Avenue/3rd Avenue	short	100%	$1,088,000	$1,088,000	$1,088,000	
I2	Main Street/Santiam Avenue/4th Avenue	short	69%	$255,000	$175,950	$175,950	
I3	14th Avenue/Heritage Mall Access	short	100%	$41,000	$41,000	$23,000	
I4	14th Avenue/Clay Street	short	100%	$10,000	$10,000	$7,000	
I5	Waverly Avenue/14th Avenue	short	100%	$41,000	$41,000	$23,000	
I6	Waverly Avenue/Queen Avenue	long/dev	100%	$72,000	$72,000		
I7	Waverly Avenue/Grand Prairie	long/dev	100%	$175,000	$175,000		
I8	US 20/North Albany Road	short	13%	$40,000	$5,200	$5,200	
I9	US 20/Springhill Drive	short	23%	$14,000	$3,220	$3,220	
I10	Knox Butte/Century Drive	short	0%	$345,000	$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		$61,440
I15	34th Avenue/Hill Street	long/dev	100%	$350,000	$350,000		$350,000
I16	Ellingson Road/Columbus Street	long/dev	100%	$500,000	$500,000		$250,000
I17	Waverly Avenue/14th Avenue	long/dev	100%	$77,000	$77,000		$77,000
I18	Queen Avenue/Geary Street	long/dev	100%	$1,901,000	$1,901,000		$950,500
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	

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
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		$258,930
I25	US 20/Waverly Drive	long/dev	29%	$853,000	$247,370		$247,370
I26	US 20/Waverly Drive	long/dev	29%	$240,000	$69,600		$69,600
I27	OR 99E/Queen Avenue	long/dev	26%	$894,000	$232,440		$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		$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	$525,000		
I34	Springhill Dr./Hickory St.	long/dev	100%	$345,000	$345,000		$172,500
I35	Gibson Hill Rd/Crocker Ln	mid	100%	$345,000	$345,000	$345,000	
I36	Timber St Extension/18th Ave/Spicer Dr ROW	short	100%	$650,000	$650,000		$325,000
I36	Timber Str. Extension/18th Ave/Spicer Dr	long/dev	100%	$863,000	$863,000		$441,000
I37	OR 99E / 29th Ave	long/dev	28%	$106,000	$29,680		
I38	Salem Avenue/Geary Street	long/dev	28%	$845,000	$236,600		$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		
I41	Ellingson Road / Lochner Road	long/dev	100%	$500,000	$500,000		$250,000
I42	53rd Avenue Extension / Industrial Property Access	long/dev	100%	$500,000	$500,000		
I43	Clover Ridge Road / Knox Butte	long/dev	100%	$350,000	$350,000		
I44	Goldfish Farm Road / Knox Butte	long/dev	100%	$350,000	$350,000		
L1	53rd Avenue Extension	long/dev	54%	$18,600,000	$10,044,000		
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		$677,000
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
L9	Queen Avenue	long/dev	12%	$0	$0		
L10	New North Albany Connector *Funding is for 15% construction west of Crocker ($145/lf) and 40% construction east of Crocker*	long/dev	100%	$5,818,000	$5,818,000		$1,154,053
L11	Spicer Drive Extension (West of Timber St.)	long/dev	100%	$982,000	$982,000		$245,000
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		$253,350
L14	Dogwood Avenue Extension	long/dev	100%	$3,294,000	$3,294,000		$0
L15	New North/South Collector – LID Knox Butte to Somerset	short	100%	$2,548,000	$2,548,000		
L15	New North/South Collector – Knox Butte to US 20 (Santiam)	long/dev	100%	$3,662,000	$3,662,000		$549,300
L16	New East/West Collector	long/dev	100%	$3,723,000	$3,723,000		$558,450
L17	Expo Parkway Extension (south of Dunlap)	long/dev	100%	$996,000	$996,000		$149,400
L18	Timber St Extension to Somerset Avenue	long/dev	100%	$1,720,000	$1,720,000		$258,000

1	2	3	4	5	6	7	8
Project #	Project	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDCi Eligible	TSDCi Eligible & Funded Years 1-10	TSDCi Eligible & Funded Years 11-20
L19	Somerset Avenue Extension - LID	short	100%	$383,000	$383,000		
L19	Somerset Avenue Extension – wetlands to Charlotte	long/dev	100%	$483,000	$483,000		$332,270
L20	Santa Maria Avenue Extension	long/dev	100%	$1,872,000	$1,872,000		$280,800
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	$1,901,400		$1,901,400
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		$156,750
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%	$5,740,000	$3,501,400		
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		$132,900
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		$137,100
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	$62,150	$62,150	
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		$228,960
L41	Skyline Drive	long/dev	0%	$1,523,000	$0		
L42-a	Crocker Lane North (LID)	short	30%	$1,721,000	$516,300	$417,000	
L42-b	Crocker Lane South	long/dev	30%	$2,808,000	$842,400		
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%	$4,549,000	$2,229,010		$1,137,250
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 *Funding is for 24ft of right-of-way (3 to 5 lanes) at $6/s.f. and 25% construction*	long/dev	49%	$5,847,000	$2,865,030		$1,979,250
L54-a	Lochner Road – North	short	44%	$3,722,000	$1,637,680	$1,007,475	
L54-b	Lochner Road - South	long/dev	44%	$4,548,000	$2,001,120		$1,137,125
L55	Three Lakes Road ROW	short	42%	$287,000	$120,540		$120,540
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		

1	2	3	4	5	6	7	8
Project #	**Project**	**TSP Priority**	**Growth Percentage**	**Total Project Cost (2010 $)**	**TSDCi Eligible**	**TSDCi Eligible & Funded Years 1-10**	**TSDCi Eligible & Funded Years 11-20**
L57	Santa Maria Avenue	long/dev	91%	$694,000	$631,540		
L58	Oak Street	short	65%	$2,187,000	$1,421,550	$1,421,550	
L59	Water Avenue	short	50%	$4,070,000	$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		
L62	Oak Creek Parkway *Funding is for 25% construction west of Columbus*	long/dev	100%	$16,456,000	$16,456,000		$1,812,719
M1	Queen/Geary Periwinkle Path	short	70%	$46,000	$32,200	$32,200	
M2-a	Oak Creek Loop Trail (south of Oak Creek)	long/dev	70%	$2,680,000	$1,876,000	$200,000	
M2-b	Oak Creek Loop Trail (north of Oak Creek)	long/dev	70%	$1,787,000	$1,250,900		
M2-c	Oak Creek Crossing Trails	long/dev	70%	$838,000	$586,600		
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%	$1,477,000	$1,033,900	$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		$193,900
M8	Bain Street/Waverly Lake Trail	long/dev	70%	$153,000	$107,100		$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		
S2	Hwy 20 Corridor & Downtown Refinement Plan	short	100%	$250,000	$250,000	$250,000	
S3	Safety Audit	short	0%	$30,000	$0		
S4	OR 99E Speed Study	short	0%	$0	$0		
S5	Downtown STA	short	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			$266 M	$154 M	$13.5 M	$20.5 M

DATED THIS 8TH DAY OF JUNE 2016.

Mayor

ATTEST:

City Clerk