RESOLUTION NO. 6220

A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM AND REPEALING RESOLUTION 5972 (A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF A SYSTEM DEVELOPMENT CHARGE FOR THE TRANSPORTATION SYSTEM AND REPEALING RESOLUTION 3825).

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 system development charge (SDC) methodology that is consistent with Oregon SDC law and current industry practices and that is a combination of reimbursement and improvement fees that results in a maximum allowable SDC of ~~$10,423~~ **$11,950** based on February 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 transportation project list modifications incorporated into the methodology improvement fee project list were presented at public meetings to adopt the South Albany Area Plan (SAAP) since early 2012, including public hearings in November and December 2012, and adopted into the Transportation System Plan and the Albany Comprehensive Plan on February 13, 2013; and

WHEREAS, the total project cost for project M5, the Albany-Corvallis Multiuse Path has been modified to reflect a revised estimate generated by Benton County as part of an ODOT grant application; and

WHEREAS, the methodology has been available to the public for comment for the period of time required by state statute, presented at a public hearing on the 22nd day of May 2013, and parties were given an opportunity to be heard and the Council being fully informed.

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BE IT FURTHER RESOLVED that Resolution No. 5972 is hereby repealed.

DATED AND EFFECTIVE THIS 22ND DAY OF MAY 2013.

ATTEST:

SEAL OF THE CITY OF ALBANY

City Clerk

Mayor

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 the Albany City Council and community stakeholders 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.

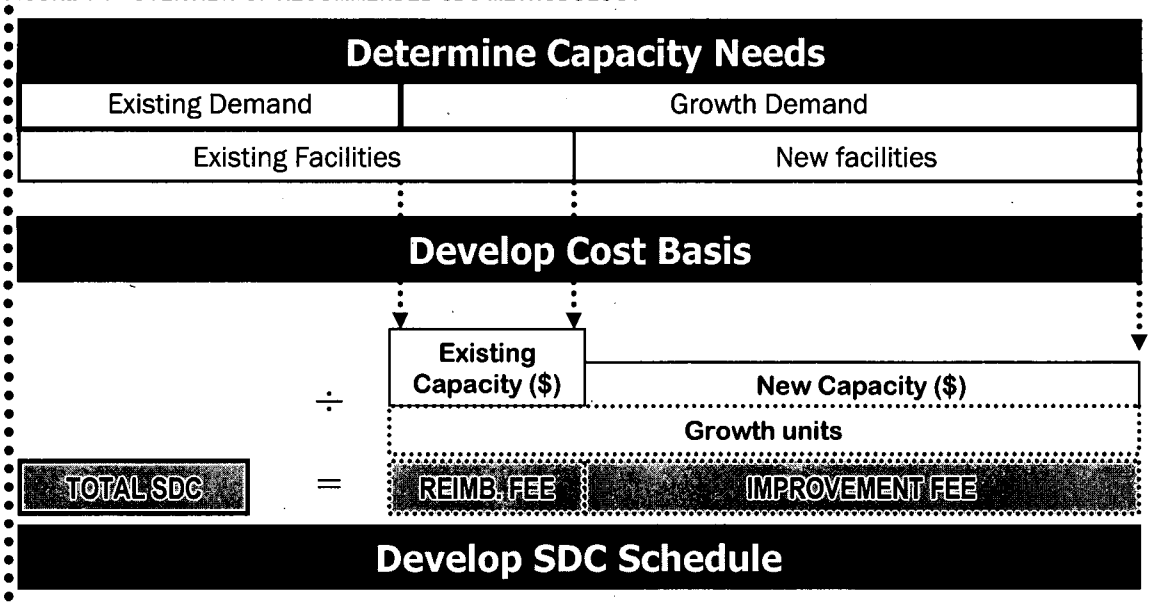
In addition to these policy statements, there may be other policies relating to the implementation of the SDC fees included in the Albany Municipal Code and/or other City rules and regulations.

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 ratio of future and existing entering vehicle volumes at the intersections, as determined by the City's travel demand model.

New roadways and extensions driven by future development capacity requirements are allocated 100 percent 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 travel demand 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 (1,000's)

The existing and future miles of bike and pedestrian facilities are shown in Table 2-3. 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 2-3

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 2-4. Growth during the planning period is estimated to be 16,190.

Table 2-4

Population Growth

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

Table 2-5 presents the existing and planned LOS for bike and pedestrian facilities, based on the existing and planned future facilities presented in Table 2-3 divided by the existing and projected 2030 population presented in Table 2-4.

Table 2-5

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 2-5) by the population of each group (from Table 2-4). 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 2-6, based on the LOS and population information shown in Tables 2-5 and 2-4. The additional need for facilities by the existing population is equal to the total inventory needed less the existing inventory (from table 2-3). As Table 2-6 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 2-6

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 2-7. 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 2-7

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 2-3

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 2-6, 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~~ **$58,393,000**	~~$44,679,000~~ **$58,393,000**	100%
INTERSECTIONS - DEVELOPMENT DRIVEN	~~$7,215,000~~ **$8,370,000**	~~$7,215,000~~ **$8,370,000**	100%
OTHER INTERSECTION IMPROVEMENTS	$10,615,000	$3,183,090	30%
URBAN UPGRADE	~~$89,364,000~~ **$93,700,000**	~~$31,191,600~~ **$33,190,540**	35%
EXISTING ROADWAY CAPACITY IMPROVEMENTS	~~$63,462,000~~ **$65,386,000**	~~$29,992,560~~ **$30,123,320**	46%
BIKE LANES, SHARROWS, BOULEVARDS	$2,113,000	$2,113,000	100%
SIDEWALKS, ESPLANADES & MULTI-USE PATHS	~~$23,848,000~~ **$27,550,000**	~~$16,693,600~~ **$19,285,000**	70%
STUDIES & POLICIES	$880,000	$562,000	64%
Total	~~$242,176,000~~ **$267,007,000**	~~$134,629,850~~ **$155,219,950**	~~56%~~ **58%**

As shown in Table 3-2, the total improvement costs are estimated to be ~~$242.2~~ **$267** million, of which, ~~$134.6~~ **$155** million (~~56~~ **58** 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 ~~$10,423~~ **$11,950**, as shown in Table 4-1, and is comprised of the following components:

$440 (reimbursement fee) + ~~$9,983~~ **$11,510** (improvement fee)

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

	Improvement	Reimbursement	Combined
Cost Basis (1)	~~$134,629,850~~ **$155,219,950**	$5,934,945	~~$140,780,233~~ **$161,154,895**
Growth Trip Ends (2)	13,486	13,486	
SDC per Trip End	~~$9,983~~ **$11,510**	$440	~~$10,423~~ **$11,950**

(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 ~~$10,527~~ **$12,069**, including SDCi of ~~$10,083~~ **$11,625** 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	~~$10,083~~ **$11,625**	$444	~~$10,527~~ **$12,069**
220	apartment	1 unit	0.62	1.00	~~$6,189~~ **$7,136**	$273	~~$6,462~~ **$7,409**
140	manufacturing	1000 sf	0.73	0.92	~~$6,705~~ **$7,730**	$296	~~$7,000~~ **$8,026**
710	general office	1000 sf	1.49	0.92	~~$13,685~~ **$15,778**	$603	~~$14,288~~ **$16,381**
820	shopping center	1000 sf	3.73	0.50	~~$18,618~~ **$21,466**	$821	~~$19,439~~ **$22,287**
931	quality restaurant	1000 sf	7.49	0.50	~~$37,386~~ **$43,105**	$1,648	~~$39,034~~ **$44,753**

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

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	$674,000
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~~ **$500,000**	~~$345,000~~ **$500,000**
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	$525,000
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
I41	**Ellingson Road / Lochner Road**	**Intersection**	**long/dev**	**100%**	**$500,000**	**$500,000**
I42	**53rd Avenue Extension / Industrial Property Access**	**Intersection**	**long/dev**	**100%**	**$500,000**	**$500,000**
L1	53rd Avenue Extension	Roadway Link	long/dev	54%	~~$17,986,000~~ **$18,600,000**	~~$9,712,440~~ **$10,044,100**
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

Appendix Table 2 Improvement Fee Project List

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
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
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~~ **$0**	~~$2,742,000~~ **$0**
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	Roadway Link	long/dev	100%	$7,497,000	$7,497,000
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	Roadway Link	long/dev	100%	$1,653,000	$1,653,000
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	$1,901,400
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~~ **$5,740,000**	~~$2,702,300~~ **$3,501,400**
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

Appendix Table 2 Improvement Fee Project List

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
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	$62,150
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~~ **$4,549,000**	~~$1,336,230~~ **$2,229,010**
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~~ **$5,847,000**	~~$2,865,030~~ **$2,865,030**
L54	Lochner Road	Roadway Link	long/dev	44%	~~$5,756,000~~ **$8,270,000**	~~$2,532,640~~ **$3,638,800**
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%	$2,187,000	$1,421,550
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
L62	**Oak Creek Parkway**	**Roadway Link**	**long/dev**	**100%**	**$16,456,000**	**$16,456,000**
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~~ **$0**	~~$1,851,500~~ **$0**

Appendix Table 2 Improvement Fee Project List

Project #	Project	Classification	TSP Priority	Growth Percentage	Total Project Cost (2010 $)	TSDC Eligible
M2a	**Oak Creek Trail (south of Oak Creek)**	**MultiUse Path**	**long/dev**	**70%**	**$2,680,000**	**$1,876,000**
M2b	**Oak Creek Trail (north of Oak Creek)**	**MultiUse Path**	**long/dev**	**70%**	**$1,787,000**	**$1,250,900**
M2c	**Oak Creek Crossing Trails**	**MultiUse Path**	**long/dev**	**70%**	**$838,000**	**$586,600**
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~~ **$1,477,000**	~~$304,500~~ **$1,033,900**
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
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

Appendix Table 2 Improvement Fee Project List

S10	Interstate 5 / US 20 (Santiam)	Studies	long/dev	100%	$100,000	$100,000
Project #	**Project**	**Classification**	**TSP Priority**	**Growth Percentage**	**Total Project Cost (2010 $)**	**TSDC Eligible**
T1	ADA Accessibility Projects	Pedestrian	mid	70%	$430,000	$301,000
					~~$242,176,000~~	~~$134,629,850~~
	TOTALS				**$267,007,000**	**$155,219,950**
						~~$134,629,850~~
	Improvement SDC Cost Basis					**$155,219,950**