RESOLUTION NO. 7275

A RESOLUTION ADOPTING A METHODOLOGY FOR THE DEVELOPMENT OF SYSTEM DEVELOPMENT CHARGES FOR THE STORM DRAINAGE SYSTEM

WHEREAS, through the previous adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Albany City Council has declared its intent to comply with the provisions of Oregon Revised Statutes (ORS) 223.297 through 223.316; and

WHEREAS, the methodology for calculation of system development charges (SDC) for the storm drainage system is specifically described in the attached *Methodology Report – Stormwater System Development Charges*; and

WHEREAS, the proposed methodology establishes a combined reimbursement and improvement fee and defines a maximum allowable SDC; and

WHEREAS, a notification of a new methodology was sent to interested parties 90 days prior to the November 8, 2023, adoption hearing, with the methodology available for review 60 days prior as required in ORS 223.304(7)(a).

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the attached Storm Drainage System Development Charge methodology is hereby adopted as of the effective date of this resolution; and

BE IT FURTHER RESOLVED that the Storm Drainage System Development Charge methodology established by this resolution shall be effective January 1, 2024.

DATED THIS 8TH DAY OF NOVEMBER 2023.

Mayor

ATTEST:

Allison Liesse
City Clerk

Draft Methodology Report

Stormwater System Development Charges

Prepared for City of Albany

September 8, 2023

GALARDI ROTHSTEIN GROUP

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Section 1 Introduction

Oregon legislation establishes guidelines for the calculation of system development charges (SDCs). Within these guidelines, local governments have some latitude in selecting technical approaches and establishing policies related to the development and administration of SDCs. A discussion of this legislation follows, along with the recommended methodology for calculating stormwater SDCs for the City of Albany ("City"), in accordance with state law and industry standard practices.

SDC Legislation in Oregon

In the 1989 Oregon state legislative session, a bill was passed that created a uniform framework for the imposition of SDCs statewide. This legislation (Oregon Revised Statute [ORS] 223.297-223.316), which became effective on July 1, 1991, (with subsequent amendments), authorizes local governments to assess SDCs for the following types of capital improvements:

- Drainage and flood control
- Water supply, treatment, and distribution
- Wastewater collection, transmission, treatment, and disposal
- Transportation
- Parks and recreation

The legislation provides guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues and expenditures, and the adoption of administrative review procedures.

SDC Structure

SDCs can be developed around two concepts: (1) a reimbursement fee, and (2) an improvement fee, or a combination of the two. The **reimbursement fee** is based on the costs of capital improvements *already constructed or under construction*. The legislation requires the reimbursement fee to be established or modified by an ordinance or resolution setting forth the methodology used to calculate the charge. This methodology must consider the cost of existing facilities, prior contributions by existing users, gifts or grants from federal or state government or private persons, the value of unused capacity available for future system users, rate-making principles employed to finance the capital improvements, and other relevant factors. The objective of the methodology must be that future system users contribute no more than an equitable share of the capital costs of *existing* facilities. Use of reimbursement fee revenues are restricted only to capital expenditures for the specific system which they are assessed, including debt service.

The methodology for establishing or modifying an **improvement fee** must be specified in an ordinance or resolution that demonstrates consideration of the *projected costs of capital improvements identified in an adopted plan and list*, that are needed to increase capacity in the

system to meet the demands of new or expanded development. Use of revenues generated through improvement fees are dedicated to capacity-increasing capital improvements or the repayment of debt on such improvements. An increase in capacity is established if an improvement increases the level of service provided by existing facilities or provides new facilities.

In many systems, growth needs will be met through a combination of existing available capacity and future capacity-enhancing improvements. Therefore, the law provides for a **combined fee** (reimbursement plus improvement component).

Credits

The legislation requires that a credit be provided against the improvement fee for the construction of "qualified public improvements "by a developer or other private party. 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.

Update and Review

The methodology for establishing or modifying improvement or reimbursement fees shall be available for public inspection. The local government must maintain a list of persons who have made a written request for notification prior to the adoption or amendment of such fees. The legislation includes provisions regarding notification of hearings and filing for reviews. "Periodic application of an adopted specific cost index or... modification to any of the factors related to the rate that are incorporated in the established methodology" are not considered "modifications" to the SDC methodology. As such, the local government is not required to adhere to the notification provisions under these circumstances. The criteria for making adjustments to the SDC rate, which do not constitute a change in the methodology, are further defined as follows:

- "Factors related to the rate" are limited to changes to costs in materials, labor, or real property as applied to projects in the required project list.
- The cost index must consider average change in costs in materials, labor, or real property and must be an index published for purposes other than SDC rate setting.

The notification requirements for changes to the fees that *do* represent a modification to the methodology are 90-day written notice prior to first public hearing, with the SDC methodology available for review 60 days prior to public hearing.

Other Provisions

Other provisions of the legislation require:

- Preparation of a capital improvement program or comparable plan (prior to the establishment of an SDC), that includes a list of the improvements that the jurisdiction

intends to fund in whole or in part with SDC revenues and the estimated timing, cost, and eligible portion of each improvement.

- Deposit of SDC revenues into dedicated accounts and annual accounting of revenues and expenditures, including a list of the amount spent on each project funded, in whole or in part, by SDC revenues.
- Posting of information related to SDCs on the local government's website.
- Creation of an administrative appeals procedure, in accordance with the legislation, whereby a citizen or other interested party may challenge the expenditure of SDC revenues.

The methodology presented in the following section has been prepared in accordance with Oregon SDC requirements.

Section 2 Stormwater SDC Methodology

The general methodology for developing stormwater system development charges ("SDCs") begins with an analysis of system planning and design criteria to determine growth's capacity needs, and how they will be met through existing system available capacity and future capacity expansion. Then, the existing and future facilities needed to serve growth over the planning period are valued to determine the "cost basis" for the SDCs. The cost basis is then spread over the total growth capacity needs to determine the system wide unit costs of capacity. The final step is to determine the SDC schedule, which identifies how different developments will be charged, based on their estimated capacity requirements.

Determine Capacity Needs

The amount of impervious surface area is the most common method of measuring the volume of runoff, or demand, placed on a stormwater system by its users. Impervious areas are hard surfaces including (but not limited to) rooftops, driveways, walkways, parking lots, and concrete surface, asphalt paving, or compacted gravel that cause more runoff from an area than existed prior to the development. The greater the amount of impervious area on a lot, the greater the amount of runoff generated from that lot.

While several other factors can influence the amount of runoff, the amount of impervious surface area is generally considered the primary determinant of the volume of runoff and the primary cause of any increase in the rate of runoff. For this reason, impervious area is the most common billing method used in communities around the country for charging for stormwater service and SDCs.

System-wide capacity required by growth is measured by the additional impervious surface area anticipated in the service area through buildout based on the Stormwater Infrastructure Assessment & Preliminary CIP Recommendations report (September 30, 2019), prepared by Cardno. Existing and projected future system impervious area is presented in **Table 2-1**.

Table 2-1 Current and Projected Impervious Area

Capacity Parameter	Current	Buildout[1]	Growth	Growth Share of Future
Impervious Area (SQ FT)	180,338,400	311,889,600	131,551,200	42%

[1]Source: Assessment & Preliminary CIP Recommendations (September 30, 2019), Table 2-4.

Develop Cost Basis

The stormwater SDC methodology is based on a combined reimbursement and improvement fee structure. As discussed in Section 1, the reimbursement fee is intended to recover the costs associated with available capacity in the existing system; the improvement fee is based on the costs of future capacity-increasing improvements needed to address the impacts of growth.

Reimbursement Fee

The reimbursement fee is based on the inflation-adjusted acquisition cost of capital improvements previously constructed or under construction. **Table 2-2** shows the total acquisition cost and inflated cost for the existing stormwater system. Of the total $68.5 million inflation-adjusted cost, approximately $26.6 million was funded by the City and the remaining $41.9 million was funded by developers and local assessments.

Table 2-2 Reimbursement Fee Cost Basis

Description	Acquisition Cost	Inflated Cost[1]	CIP Adjustments[2]	Net Value	Growth Share %	Growth Share $
Storm Drains						
City-Funded	$7,322,454	$26,598,240	$2,084,009	$24,514,231	42%	$10,339,801
Developer/ Assessments	$16,349,511	$41,871,391	na	$41,871,391	0%	--
Total	**$23,671,965**	**$68,469,631**	**$2,084,009**	**$66,385,622**	16%	**$10,339,801**

[1]Reflects Engineering News Record Construction Cost Index for Seattle April 2023 (15,031).

[2]Assets replaced by capital improvement plan (CIP) projects.

The City-funded cost is reduced by $2.1 million, for assets to be replaced by capital improvement plan (CIP) projects. The remaining City-funded system asset value (estimated to be $24.5 million) will serve both existing and future development through buildout, of which growth is estimated to represent 42 percent of future system impact. The reimbursement fee cost basis is $10.3 million.

Improvement Fee Cost Basis

Table A-1 in the appendix shows the capital project list that forms the basis of improvement fee cost basis. For purposes of the SDC analysis, costs from the 2021 Stormwater Master Plan have been escalated to April 2023 values based on the Engineering News Record (ENR) Construction Cost Index (CCI) for Seattle (index = 15,031).

The cost basis includes stand-alone stormwater projects in each of the City's drainage basins, as well as projects to be constructed as part of road improvements identified in the Transportation System Plan (TSP). Each improvement was reviewed to determine the portion of costs that expand capacity for growth versus remedy an existing deficiency. An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities.

Many improvements provide capacity for growth and for existing customers (through upgraded or replaced facilities). New system facilities needed to expand capacity or extend the system to new growth areas are allocated 100 percent to growth. A portion of the TSP project costs are anticipated to be funded directly by developers as part of individual development projects. The SDC eligible cost for those projects is net of the developer funding.

As shown in Table A-1, the total project costs (based on April 2023 costs) are projected to be $170 million, of which the total growth share is $91.4 million (54 percent). Direct developer contributions are estimated to be $34.8 million, so the net improvement fee cost basis is $57.5 million.

Unit Costs

System-wide unit costs of capacity are determined by dividing the reimbursement fee and improvement fee cost bases by the aggregate growth-related capacity requirements from Table 2-1. **Table 2-3** shows these calculations.

Table 2-3 Unit Cost Calculations

Item	Value
Cost Basis	
Reimbursement	$10,339,801
Improvement	$57,511,863
Growth Capacity (SQ FT IA)	131,551,200
Unit cost ($/SQ FT IA)	
Reimbursement	$0.0786
Improvement	$0.4372
SDC for Typical Residential Unit (3,200 SQ FT IA)	
Reimbursement Fee per EDU	$251.52
Improvement Fee per EDU	$1,398.98
Total SDC for Typical Residential Unit	$1,650.50

SQ FT IA = Square feet impervious area

Table 2-3 also shows the calculated stormwater SDCs per for a typical single family residential unit (with 3,200 square feet of impervious area) based on the updated unit costs. The total SDC for a typical residential unit is $1,650. The SDCs for all development types will be based on the unit costs and the measured impervious are for the development.

Future Project List and SDC Schedule Adjustments

In accordance with Oregon statutes (223.304(8)), the SDC unit costs shown in Table 2-3 and adopted by resolution may be adjusted periodically based on a published inflationary index. Specifically, the City intends to use the Engineering News Record Construction Cost Index for Seattle as the basis for adjusting the SDCs. The SDCs shown in this report are based on the April 2023 index of 15,031.

Furthermore, as provided in ORS 223.309, after the City adopts the project list shown in Table A-1 by resolution, modifications to the list may be made at any time. However, if a change in the project list results in an increase to the SDCs, the City must provide notification to interested parties and if requested, provide additional review opportunities for the updated SDCs.

Future updates to the SDCs for inflation do not require revision to this Methodology Report (dated September 8, 2023).

Appendix

Table A-1 Stormwater Capital Project List (Improvement Fee Cost Basis)

Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
BT-001	Burkhart Creek Bridges - Clover Ridge Road & Knox Butte Apartments	Low	$2,032,700	$2,378,606	$0	22%	$533,481
BT-002	Burkhart Creek New Pipes - Earl Ave, Century Drive, & Eleanor Dr	Low	$289,963	$339,306	$0	0%	$0
BT-003	Edgewater Dr & Breezy Way - Dunlap Ave to Clover Ridge Rd	High	$329,085	$385,086	$0	0%	$0
BT-004	Hummingbird Street, Windy Avenue, & Clover Ridge Road	High	$195,642	$228,935	$0	0%	$0
BT-005	Somerset Drive - Cameron Street to Fairmont Drive	Low	$250,870	$293,561	$0	0%	$0
BT-006	Truax Creek New Pipes - Bernard Ave, Century Dr, Dian Ave, & David Ave	Low	$1,769,557	$2,070,684	$0	0%	$0
BT-007	Truax Creek New Pipes - Santa Maria Ave and Charlotte St	Low	$554,029	$648,309	$0	0%	$0
BT-008	Willamette Avenue - Empire Court to Timber Street	High	$327,068	$382,725	$0	0%	$0
BT-009	Windy Avenue - Stormy Street to Breezy Way	High	$432,662	$506,288	$0	0%	$0
BT-010	Burkhart Creek Bridge - Bob Barker Trucking	High	$759,900	$889,213	$0	0%	$0
CC-001	Airport Road	High	$283,493	$331,735	$0	0%	$0
CC-002	Columbus Street - 4th Avenue to Salem Avenue	High	$498,486	$583,314	$0	69%	$403,445
CC-003	Cox Creek New Pipes - Center Street	High	$383,783	$449,092	$0	5%	$23,158
CC-004	Heatherdale Mobile Home Park	High	$1,492,921	$1,746,973	$0	43%	$759,528
CC-005	South Shore Drive - Locust Place to Bain Street	High	$421,986	$493,796	$0	67%	$331,205
CC-006	Waverly Drive - 9th Avenue to Highway 20	Low	$58,778	$68,780	$0	0%	$0
CC-007	Albany Municipal Airport	High	$421,389	$493,097	$0	0%	$0
CC-008	Cox Creek - Albany Airport Bypass	High	$4,672,960	$5,468,162	$0	0%	$0

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Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
CC-009	Highway 99E - Burkhart Street to Cox Creek	High	$320,775	$375,362	$0	100%	$375,362
CC-010	Fescue Street SE	High	$203,957	$238,665	$0	100%	$238,665
CC-011	S Commercial Way SE	Low	$92,460	$108,194	$0	100%	$108,194
CC-012	Goldfish Farm Road - Mackinaw Ave to Maple Leaf Ave	Low	$391,267	$457,849	$0	100%	$457,849
NA-001	23rd Street & Broadway Street	High	$934,897	$1,093,989	$0	0%	$0
NA-002	Cluster Oak Avenue - East of Oak Glen Street	High	$319,735	$374,145	$0	0%	$0
NA-003	Dover Lane, Grandview Dr, 19th Avenue, & Whitmore Ave	High	$1,063,026	$1,243,922	$0	5%	$60,060
NA-005	North Albany New Pipes - 13th Ave, Cloverdale Drive, Springwood Ave, & Dogwood Ln	High	$2,576,936	$3,015,456	$0	0%	$0
NA-006	North Albany New Pipes - Fairway Drive & Cloverdale Dr	Low	$732,517	$857,170	$0	0%	$0
NA-007	North Albany New Pipes - South Nebergall Loop	Low	$1,231,957	$1,441,600	$0	0%	$0
NA-008	Penny Lane - South of Gibson Hill Road	Low	$106,578	$124,714	$0	0%	$0
NA-009	Ravenwood Drive - South of Dover Lane	High	$299,150	$350,057	$0	55%	$193,071
NA-010	Riverview Heights Park	High	$274,013	$320,642	$0	62%	$198,226
NA-012	Violet Avenue - Broadway Street to 21st Street	High	$631,577	$739,053	$0	0%	$0
NA-013	White Oak Avenue & Brianna Street	High	$279,568	$327,142	$0	0%	$0
NA-016	Gibson Hill Road - Pulver Lane to Thorn Drive	High	$125,756	$147,156	$0	0%	$0
NA-018	Hickory Street - North Albany Road to Highway 20	High	$398,661	$466,502	$0	100%	$466,502
NA-020	Red Oak Street - San Pedro Avenue to White Oak Ave	High	$68,522	$80,182	$0	100%	$80,182
NA-021	Scenic Drive - 23rd Avenue to Dover Lane	Low	$213,696	$250,061	$0	0%	$0
NA-024	Thorn Drive	High	$55,568	$65,024	$0	100%	$65,024
NA-025	West Thornton Lake Drive to Thornton Lake	High	$550,234	$643,868	$0	100%	$643,868
NA-026	North Albany Local Street System Plan	Low	$1,081,788	$1,265,877	$953,789	100%	$312,088
OC-001	36th Avenue - Highway 99E to Oak Creek	Low	$505,474	$591,491	$0	0%	$0
OC-002	37th Avenue - Highway 99E to Oak Creek	Low	$419,766	$491,198	$0	6%	$30,139

Table A-1 Stormwater Capital Project List (Improvement Fee Cost Basis)

Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
OC-003	39th Avenue - 37th Ave to Oak Creek	High	$225,575	$263,961	$0	1%	$2,162
OC-004	Drew Place - Bethel Loop to Oak Creek	High	$220,529	$258,057	$0	21%	$53,190
OC-005	Elm St & Umatilla Street Bridge - 22nd Avenue to Cathey Crk	High	$1,208,030	$1,413,602	$0	0%	$0
OC-006	Ferry Street - 30th Avenue to 34th Ave	High	$729,344	$853,457	$0	61%	$520,244
OC-007	Highway 99E - 29th Avenue to Cathey Creek	High	$501,347	$586,662	$0	0%	$0
OC-008	Liberty Street - Lakewood Drive to Park Place	High	$151,998	$177,864	$0	0%	$0
OC-009	Liberty Street & 24th Avenue - 24th Avenue to Cathey Creek	High	$543,067	$635,481	$0	0%	$15
OC-010	Marion Street - 38th Avenue to 34th Avenue	High	$204,072	$238,799	$0	0%	$0
OC-011	Takena Street & Liberty St - Lakewood Drive to Cathey Crk	High	$1,516,541	$1,774,612	$0	13%	$226,377
OC-012	Columbus Street Detention - 48th Avenue to Oak Creek	High	$998,136	$1,167,990	$0	23%	$272,107
OC-019	Oak Creek New Pipes - 40th Avenue to Oak Creek	Low	$2,468,646	$2,888,738	$0	100%	$2,888,738
CAI-PC-A	Central Albany Imp - Periwinkle Crk Basin: A - Geary St Trunk	High	$12,661,919	$14,816,609	$0	74%	$10,971,394
CAI-PC-B	Central Albany Imp. - Periwinkle Crk Basin: B - 19th Ave & Hill St	High	$1,670,976	$1,955,328	$0	0%	$0
CAI-PC-C	Central Albany Imp. - Periwinkle Crk Basin: C - Oak St, 38th Ave to 28th Ave	High	$1,777,386	$2,079,845	$0	0%	$0
CAI-PC-D	Central Albany Imp - Periwinkle Crk Basin: D - 28th Ave, Thurston St to Oak St	High	$1,346,367	$1,575,479	$0	0%	$0
CAI-PC-E	Central Albany Imp - Periwinkle Crk Basin: E - 38th Ave, Hill St, & Tudor Way	High	$2,204,154	$2,579,237	$0	22%	$575,834
CAI-PC-F	Central Albany Imp - Periwinkle Crk Basin: F - Madison St, 36th Ave to 28th Ave	High	$1,400,120	$1,638,380	$0	8%	$136,285
PC-001	12th Ave SE Neighborhood	Low	$363,146	$424,943	$0	0%	$0
PC-002	20th Avenue	Low	$236,862	$277,169	$0	0%	$0
PC-003	21st Avenue & Periwinkle Creek	High	$148,416	$173,672	$0	0%	$0
PC-004	22nd Avenue & 21st Place	High	$296,279	$346,697	$0	0%	$0

Table A-1 Stormwater Capital Project List (Improvement Fee Cost Basis)

Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
PC-005	7th Avenue - Main Street SE to Periwinkle Creek	Low	$544,761	$637,463	$0	0%	$0
PC-006	Bain Street - 28th Avenue to Westcott Avenue	Low	$177,724	$207,967	$0	0%	$0
PC-007	Columbus Street & Grand Prairie Road	Low	$1,801,666	$2,108,257	$0	0%	$0
PC-008	East Mountain View Drive	High	$215,662	$252,361	$0	55%	$137,755
PC-009	Geary Street - South of Queen Avenue	High	$159,280	$186,385	$0	0%	$0
PC-011	Lexington Street & Collingwood St - 29th Ave to 24th Ave	High	$842,876	$986,309	$0	0%	$0
PC-012	Main St SE - 6th Ave SE to 7th Ave SE	High	$99,979	$116,993	$0	0%	$0
PC-013	Oxford Ave	High	$241,035	$282,052	$0	0%	$0
PC-014	Periwinkle Creek - I5 Drainage through Edgewood Mobile Home Park	High	$628,753	$735,748	$0	0%	$0
PC-015	Periwinkle Creek New Pipes - Lehigh Way	Low	$346,783	$405,795	$0	0%	$0
PC-016	Queen Avenue & Tudor Way - Hill Street to Periwinkle Creek	High	$912,628	$1,067,931	$0	0%	$0
PC-017	SE Geary Street & Grand Prairie Road	High	$1,041,979	$1,219,294	$0	0%	$0
PC-018	Tudor Way SE & 27th Ave SE	High	$119,566	$139,913	$0	0%	$0
PC-019	20th Avenue - Lockwood Place to Breakwood Circuit	High	$99,193	$116,073	$0	0%	$0
PC-021	32nd Avenue East of Ermine Street	Low	$104,343	$122,099	$0	0%	$0
PC-023	Periwinkle Creek - Three Lakes Road SE	High	$1,605,400	$1,878,592	$0	35%	$666,880
PC-024	Highway 99E & Highway 20	Low	$88,354	$103,389	$0	0%	$0
PC-026	Waverly Drive - 14th Avenue to Queen Avenue	Low	$366,734	$429,141	$0	79%	$336,948
PC-027	Grand Prairie Rd ODOT Pond Outfall	Low	$20,821	$24,364	$0	100%	$24,364
PC-028	Chicago Street - 31st Avenue to 34th Avenue	Low	$229,635	$268,712	$0	0%	$0
CAI-WR-A	Central Albany Imp - Willamette River Basin: A - Trunk Line Ext. & Imp.	High	$11,157,129	$13,055,748	$0	61%	$7,923,042
CAI-WR-B	Central Albany Imp - Willamette River Basin: B - Industrial Way, Thurston Street, Jackson Street, & 13th Avenue	High	$1,692,879	$1,980,958	$0	2%	$45,366

Table A-1 Stormwater Capital Project List (Improvement Fee Cost Basis)

Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
CAI-WR-C	Central Albany Improvements - Willamette River Basin: C - Howard Drive, 15th Avenue, & 14th Avenue	High	$385,719	$451,357	$0	0%	$0
CAI-WR-D	Central Albany Improvements - Willamette River Basin: D - Industrial Way, Southwest of Howard Drive	High	$203,403	$238,016	$0	0%	$0
CAI-WR-E	Central Albany Improvements - Willamette River Basin: E - Jackson Street, 35th Avenue to 28th Avenue	High	$971,291	$1,136,576	$0	2%	$22,087
CAI-WR-F	Central Albany Improvements - Willamette River Basin: F - 29th Avenue & Thurston Street	High	$329,936	$386,082	$0	0%	$0
CAI-WR-G	Central Albany Improvements - Willamette River Basin: G - Thurston Street, 22nd Avenue to 28th Avenue	High	$900,453	$1,053,684	$0	0%	$0
WR-001	12th Avenue - Takena Street to Broadway Street	High	$832,708	$974,411	$0	51%	$494,072
WR-002	3rd Street & 1st Street - Madison Street to Thurston Street	High	$540,600	$632,594	$0	0%	$0
WR-003	9th Avenue - West of Madison Street	High	$79,616	$93,164	$0	0%	$0
WR-004	Broadway Street New Pipe - North of 25th Avenue	High	$281,714	$329,654	$0	42%	$138,926
WR-005	Ferry Street - Trunk Line Pipe Connection	High	$332,114	$388,630	$0	12%	$47,897
WR-006	Front Avenue - Alco Street to Geary Street	High	$230,285	$269,473	$0	8%	$20,810
WR-007	Hill Street - 4th Avenue to Willamette River	High	$1,080,005	$1,263,790	$0	0%	$0
WR-008	Lyon Street & 19th Avenue	Low	$290,053	$339,412	$0	74%	$250,266
WR-009	Queen Ave & Elm St. - Maple St & Lawnridge St to 14th Ave	Low	$1,442,860	$1,688,393	$0	0%	$0
WR-010	Queen Avenue & Jackson St. - Jefferson St. to Industrial Way	High	$1,349,578	$1,579,237	$0	22%	$352,209
WR-011	Washington Street - 22nd Avenue to 9th Avenue	High	$3,300,780	$3,862,477	$0	4%	$166,423
WR-012	Willamette River New Pipes - Columbus Street & Front Ave	Low	$260,066	$304,322	$0	0%	$0
WR-013	Baker Street	Low	$84,107	$98,420	$0	0%	$0
TSP-L1	TSP Project L1 - 53rd Avenue Extension	Low	$1,813,084	$2,121,618	$1,923,228	100%	$198,390
TSP-L4	TSP Project L4 - Timber Street Extension	Low	$553,587	$647,791	$496,569	100%	$151,223
TSP-L8	TSP Project L8 - Lochner-Columbus Connector	Low	$1,175,027	$1,374,982	$1,124,548	100%	$250,435

Table A-1 Stormwater Capital Project List (Improvement Fee Cost Basis)

Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
TSP-L10	TSP Project L10 - New North Albany Connector	Low	$620,684	$726,306	$643,835	100%	$82,472
TSP-L13	TSP Project L13 - Goldfish Farm Road Extension	Low	$220,068	$257,517	$226,347	100%	$31,170
TSP-L14	TSP Project L14 - Dogwood Avenue Extension	Low	$5,788,997	$6,774,116	$1,023,952	100%	$5,750,164
TSP-L15	TSP Project L15 - New North/South Collector	Low	$6,736,756	$7,883,156	$864,239	100%	$7,018,917
TSP-L16	TSP Project L16 - New East/West Collector	Low	$3,740,723	$4,377,285	$1,141,623	100%	$3,235,662
TSP-L18	TSP Project L18 - Timber Street Extension to Somerset Ave	Low	$2,184,870	$2,556,671	$937,546	100%	$1,619,125
TSP-L19	TSP Project L19 - Somerset Avenue Extension	Low	$2,059,641	$2,410,132	$361,863	100%	$2,048,269
TSP-L20	TSP Project L20 - Santa Maria Avenue Extension	Low	$368,096	$430,735	$374,747	100%	$55,988
TSP-L22	TSP Project L22 - Knox Butte Road Widening	Low	$504,140	$589,930	$464,919	100%	$125,011
TSP-L23	TSP Project L23 - Knox Butte Road Widening	Low	$172,841	$202,254	$177,773	100%	$24,481
TSP-L24	TSP Project L24 - Knox Butte Road Widening	Low	$3,173,647	$3,713,709	$2,369,330	100%	$1,344,379
TSP-L25	TSP Project L25 - Dunlap Avenue Extension	Low	$334,118	$390,975	$387,167	100%	$3,808
TSP-L28	TSP Project L28 - Ellingson Road Extension	Low	$1,085,264	$1,269,944	$1,249,621	100%	$20,323
TSP-L31	TSP Project L31 - Fescue St to Three Lakes Road Connector	Low	$277,016	$324,156	$225,430	100%	$98,726
TSP-L32	TSP Project L32 - Fescue Street Extension	Low	$1,509,654	$1,766,553	$1,144,657	100%	$621,897
TSP-L34	TSP Project L34 - Looney Lane Extension	Low	$246,593	$288,556	$288,556	100%	$0
TSP-L37	TSP Project L37 - Springhill Drive	Low	$1,517,087	$1,775,251	$1,707,265	100%	$67,986
TSP-L38	TSP Project L38 - Scenic Drive	High	$1,970,639	$2,305,984	$1,942,968	100%	$363,016
TSP-L41	TSP Project L41 - Skyline Drive	Low	$493,321	$577,270	$549,201	100%	$28,069
TSP-L42	TSP Project L42 - Crocker Lane	Low	$1,580,176	$1,849,076	$1,695,642	39%	$0
TSP-L43	TSP Project L43 - Valley View Drive	Low	$1,042,125	$1,219,464	$1,219,464	100%	$0
TSP-L44	TSP Project L44 - West Thornton Lake Drive	Low	$1,652,575	$1,933,795	$1,571,940	100%	$361,855
TSP-L45	TSP Project L45 - Allen Lane	Low	$1,093,897	$1,280,046	$785,542	100%	$494,505
TSP-L46	TSP Project L46 - Columbus Street	Low	$816,851	$955,855	$864,721	100%	$91,135
TSP-L47	TSP Project L47 - Grand Prairie Road	Low	$724,986	$848,358	$848,358	100%	$0

Table A-1 Stormwater Capital Project List (Improvement Fee Cost Basis)

Project No.	Project Type	Priority High (1-10 YR) Low (11-Buildout)	Project Cost	Inflated Cost	Est. Developer $	% Growth	$ SDC (Growth – Developer)
TSP-L49	TSP Project L49 - Scravel Hill Road	Low	$1,446,735	$1,692,927	$1,609,894	100%	$83,033
TSP-L50	TSP Project L50 - Quarry Road	Low	$588,340	$688,458	$560,258	100%	$128,201
TSP-L52	TSP Project L52 - Goldfish Farm Road	Low	$844,104	$987,746	$981,766	100%	$5,980
TSP-L53	TSP Project L53 - Ellingson Lane	Low	$838,144	$980,772	$855,923	100%	$124,849
TSP-L54	TSP Project L54 - Lochner Road	Low	$2,286,952	$2,676,125	$1,707,034	100%	$969,090
TSP-L55	TSP Project L55 - Three Lakes Road	Low	$1,044,878	$1,222,686	$938,331	100%	$284,354
TSP-L57	TSP Project L57 - Santa Maria Avenue	Low	$534,641	$625,621	$357,330	100%	$268,291
TSP-L61	TSP Project L61 - Three Lakes Road	Low	$201,804	$236,145	$228,524	100%	$7,621
	TOTAL		**$145,461,396**	**$170,214,694**	**$34,803,899**	**54%**	**$57,511,863**