

RESOLUTION NO. 635

A RESOLUTION ESTABLISHING THE METHODOLOGY AND RATES FOR A TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

WHEREAS, the Stayton City Council developed a transportation master plan dated July 1997, that contains a list of capital improvements needed to meet current and future transportation demands; and,

WHEREAS, ORS 223.297 provides a framework for imposing a transportation systems development charge; and,

WHEREAS, Section (5) of ORS 223.304 provides for a notification and a public hearing of the City of Stayton's intent to impose a transportation systems development charge; and,

WHEREAS, the Stayton City Council has determined that the methodology and rates hereinafter specified and established are just, reasonable and necessary; and,

WHEREAS, the Stayton City Council did prepare methodology and rates dated 15 October 1998 that was published and distributed to interested parties 45 days in advance of a public hearing held at a regular City Council meeting on 16 November 1998; and,

WHEREAS, Section 26 (4) of Chapter 459 of Oregon Laws 1991 requires that a governing body, when adopting a resolution imposing new rates, may include a provision classifying said rates as subject to or not subject to the limitations set in Section 11 (b), Article XI of the Oregon Constitution;

NOW THEREFORE:

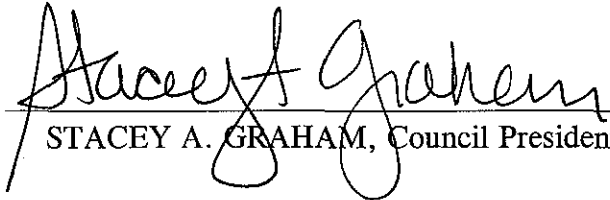
BE IT RESOLVED that the transportation system development charges' rates and the methodology for transportation system development charges for the City of Stayton as set forth in Exhibit "A" attached and made a part of this Resolution be and hereby is adopted, establishing the transportation systems development charges and the methodology therefor, effective immediately.

BE IT FURTHER RESOLVED that the Stayton City Council hereby classifies the

charges imposed herein as not being subject to the limitations imposed by Section 11 (b), Article XI of the Oregon Constitution and that the City Recorder is hereby directed to publish notice in accordance with Section 26 (8) of Chapter 459 of Oregon Laws 1991.

APPROVED BY THE STAYTON CITY COUNCIL this 7th day of December 1998.

Date: 12/17/98

By: 
STACEY A. GRAHAM, Council President

ATTEST

Date: 12-8-98

By: 
THOMAS L. BARTHEL, City Administrator

Exhibit "A"

**Transportation Systems Development Charge
Stayton, Oregon**

Raymond J. Bartlett
Economic & Financial Analysis
1331 SW Broadway
Portland, Oregon 97201

(503)228-3225

October 15, 1998

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CAPITAL IMPROVEMENTS LIST

Table 1 shows the list of capital improvements from the *Stayton Transportation System Plan*, prepared by Kittelson & Associates, July 1997. Table 1 lists each capital improvement by name, type of improvement, estimated cost, funding source, City's SDC share, who benefits, and the SDC eligible amount.

The first two columns are self explanatory. EFA updated the project costs from June 1996 to August 1998. The Transportation Plan used 1996 cost data.

The funding sources are categorized by whom likely will pay for them: the State of Oregon, local improvement districts (LID), Other sources (such as the County), and the City itself. Those projects to be funded by the City are further categorized by beneficiaries of the project: existing development or future development. For example, the sixth project on the list, intersection signalization on Wilco Road will cost about \$451,100 of which 100 percent will be the City's responsibility. Since the signal will serve existing traffic (55 percent) and future traffic (45 percent), only 45 percent of the cost is allocated to the SDC, \$202,995.

Two other City projects, payment improvements on Ida Street between Wilco Road and Evergreen, and between 1st Avenue and 7th Avenue benefit only existing development. None of these costs are allocated to the SDC. The cost allocations among the other SDC-qualified projects are between 10 percent and 80 percent of total project costs. These cost allocations are based on consideration of and number of developed and vacant acres served by the roadway and on zoning and housing densities.

The SDC eligible project costs amounts to \$13,821,025 or about 25 percent of the total cost of all planned projects, \$55,342,100.

Table 1: Transportation Capital Improvements List and Cost Allocation

Project Name	Project Imprvmt.	1996 \$'s		1998 \$'s		Funding Sources				SDC	Who Benefits		SDC	Eligible
		1996 \$'s	1998 \$'s	State	Federal	LID	Other	City	Share		Existing	Future		
Cascade Hwy/Hwy 22 Ramps	Intersection Signalization	580,000	608,400	x										
1st Ave. - Regis St to Shaff Road	Pavement Rcnst./Rehab.	600,000	629,400			x						55%	45%	283,230
1st Ave. - Santiam Bridge to Water St.	Pavement Rcnst./Rehab.	200,000	209,800			x	x					0%	100%	75,000
1st Ave. - Washington St. to Regis	Intersection Signalization	430,000	451,100	Cmpltd										
Washington St. 1st Ave.	Intersection Improvement	425,000	445,800			x						55%	45%	75,000
Wilco Road - Golf Club Road/Shaff Road	Intersection Signalization	430,000	451,100			x						55%	45%	202,995
Virginia St. - 1st Ave. to 7th Ave.	Pavement Rcnst./Rehab.	270,000	283,200			x								
Virginia St. - 1st Ave. to 7th Ave.	Pavement Rcnst./Rehab.	270,000	283,200			x								
Burnett St. - 1st Ave. to 7th Ave.	Pavement Rcnst./Rehab.	270,000	283,200			x								
5th Ave. - Salem Ditch to Washington St.	Pavement Rcnst./Rehab.	175,000	183,600			x								
4th Ave. - Washington St. to Hollister St.	Pavement Rcnst./Rehab.	210,000	220,300			x								
Scenic View Drive - Santiam St. to South of Pine St.	Pavement Rcnst./Rehab.	95,000	99,700			x								
Cherry Ave. - Ida St. to High St.	Pavement Rcnst./Rehab.	40,000	42,000			x								
Birch Ave. - Ida St. to High St.	Pavement Rcnst./Rehab.	40,000	42,000			x								
Alder Ave. - Ida St. to High St.	Pavement Rcnst./Rehab.	40,000	42,000			x								
Evergreen Ave. - Water St. to Ida St.	Pavement Rcnst./Rehab.	75,000	78,700			x								
High St. - Cherry Ave. to 1st Ave.	Pavement Rcnst./Rehab.	135,000	141,600			x								
Washington St.	Pedestrian Bicycle Imprvmt.	1,111,000	1,165,500			x						65%	35%	407,925
Shaff Road/Fern Ridge Road - Wilco Road to Hwy 22	Street Widening	3,880,000	4,070,300			x						0%	100%	4,070,300
Hollister St. - 1st Ave. to 3rd Ave.	Street Widening	125,000	131,100			x						50%	50%	65,550
Ida St.	Pedestrian Bicycle Imprvmt.	495,000	519,300			x						90%	10%	51,930
Ida St. - Wilco Road to Evergreen Ave.	Pavement Imprvmt.	470,000	493,000			x						0%	0%	0
Ida St. - 1st Ave. to 7th Ave.	Pavement Imprvmt.	125,000	131,100			x						0%	0%	0
Marion St. - 1st Ave. to 3rd Ave.	Pavement Imprvmt.	190,000	199,300			x								
Fir St. - 1st Ave. to 3rd Ave.	Pavement Imprvmt.	65,000	68,200			x								
2nd Ave. - Water St. to Washington St.	Pavement Imprvmt.	205,000	215,100			x								
2nd Ave. - Hollister St. to Cedar St.	Pavement Imprvmt.	90,000	94,400			x						75%	25%	23,600
Santiam St.	Pedestrian Bicycle Imprvmt.	950,000	996,600			x						20%	80%	797,280
Wilco Road - Golf Club Road widening to three lanes	Capacity Imprvmts	5,605,000	5,879,800			x						55%	45%	2,663,805
1st Ave./Ida St.	Intersection Signalization	425,000	445,800			x						55%	45%	201,967
3rd Ave./Washington St.	Intersection Signalization	425,000	445,800			x						35%	65%	289,770
Wilco Road - Ida St./Washington St.	Intersection Improvement	425,000	445,800			x						55%	45%	201,967

TRIP GENERATION RATES AND SDC

Stayton, Oregon
Raymond J. Bartlett, Economic & Financial Analysis

Item	4.90%		Totals	
	Cost	Value	Cost	Value
1st Av - Hollister St.	Intersection Signalization	285,000	304,200	299,000
10th Av. - Santiam St to Fern Ridge Road	Street Widening	1,765,000	1,851,500	
Cedar St - West Scenic Drive to East Scenic Drive	Pavement Imprvmt.	75,000	78,700	
Elwood St - 3rd Ave. to 6th Ave.	Pavement Imprvmt.	100,000	104,900	
Maple St - West of Evergreen Ave. to Evergreen Ave.	Pavement Imprvmt.	55,000	57,700	
Myrtle Ave. - Ida St. to Washington St.	Pavement Imprvmt.	85,000	89,200	
Fern Ave. - Ida St. to High St.	Pavement Imprvmt.	25,000	26,200	
Water St. - 1st Ave. to 3rd Ave.	Pavement Imprvmt.	65,000	68,200	
6th Ave. - Marion St. to Washington St.	Pavement Imprvmt.	90,000	94,400	
Jefferson St - 10th Ave. to Santiam St.	Roadway Widening & Extnsn.	465,000	487,800	
Pathways: Salem Ditch/N. Santiam River/Stayton Ditch	Off-Street Pathways	4,860,000	5,098,300	
Added Paratransit Service	Transit Service	975,000	1,022,800	
Intercity Bus Service	Transit Service	878,000	921,100	
Added Paratransit Service	Transit Service	1,725,000	1,809,600	
Intercity Bus Service	Transit Service	1,456,000	1,527,400	
Paving Unimproved Roadways		275,000	288,500	
High St - Gardner Ave. to Evergreen Ave.	Paving Unimproved Roadways	405,000	424,900	
Robidoux St - 6th Ave. to Hollister St.	Paving Unimproved Roadways	275,000	288,500	
Jefferson St - 15th Ave. to East of 15th Ave.	Paving Unimproved Roadways	340,000	356,700	
Water St - Evergreen Ave. to West of Evergreen Ave.	Paving Unimproved Roadways	155,000	162,600	
Darby St - Fern Ave. to East of Fern Ave.	Paving Unimproved Roadways	105,000	110,100	
Fern Ave. - Darby St. to Locust St.	Paving Unimproved Roadways	95,000	99,700	
Water St - West of Holly Ave. to East of Holly Ave.	Paving Unimproved Roadways	95,000	99,700	
King Ave. - Ida St. to South of Ida St.	Paving Unimproved Roadways	110,000	115,400	
5th Ave. - Robidoux St. to Hollister St.	Paving Unimproved Roadways	95,000	99,700	
Street Widening		1,130,000	1,185,400	
Virginia St - 9th Ave. to 10th Ave.	Local Street Extensions	110,000	115,400	
6th Ave. - Regis St. to Kathy St.	Local Street Extensions	130,000	136,400	
10th Ave. - Jefferson St. to Virginia St.	Local Street Extensions	350,000	367,200	
15th Ave. - Jefferson St. to Santiam	Local Street Extensions	220,000	230,800	
Highland Drive - North of Pine St. to Fern Ridge Road	Local Street Extensions	750,000	786,800	
Development Related Collector Roadways	Additional Collector Roadways	16,320,000	17,120,300	
Totals		\$52,755,000	\$55,342,100	

Note: From June 1996 through August 1998, the construction cost index increased

13,821,025

Transportation SDC

Table 2 shows the amount of existing and future traffic volumes in the City. The traffic counts are based on the afternoon (between 5 p.m. and 6 p.m.) peak hour of traffic (the number of PM Peak-Hour Trips).

Table 2: PM Peak-Hour Trips in 1996 and 2017

	1996	2017	Trips	New % Change
Trips within Stayton	1,274	3,547	2,273	178%
Trip origins or destinations outside Stayton	2,387	3,293	906	38%
Trips passing through Stayton	1,964	3,852	1,888	96%
Total Trips	5,625	10,692	5,067	90%

The number of peak-hour trips was used in the Transportation Plan to determine the number, size, and location of roadway improvements shown in Table 1. The number of PM Peak-Hour Trips will increase by 5,067 between 1997 and 2017. EFA uses this figure to calculate the SDC per PM Peak Hour Trip in Table 3.

SDC IMPLEMENTATION

Table 3 shows the total SDC eligible project costs divided by the increase in new trips. This cost represents the cost a new development that adds one new peak hour trip to the roadways. To apply this methodology, the City will have to determine how many PM peak hour trips a particular development will add to the roadways. As its primary guide, the City will use the *Trip Generation Manual* published by ITE to determine the number of trips.

Table 3: Calculation of SDC per PM Peak-Hour Trip

SDC Qualified Public Improvements, 1998's	\$13,821,025
Total New PM Peak-Hour Trips	5,067
SDC/PM Peak-Hour Trip	\$2,728

For a single family house the average number of PM peak-hour trips is about 1.01, therefore the SDC is \$2,755 (\$2,728/PM peak-hour trip x 1.01 PM peak hour trip). The SDC for a service station that produces 20 PM peak-hour trips would be \$54,560 (\$2,728/PM peak hour trip x 20 PM peak hour trip).

CREDIT POLICY

The Oregon SDC law requires the City to grant a credit against the transportation SDC if a particular development makes improvements to the roadway system and if the improvement meets three conditions:

First, the improvement must be on the list of capital improvements (Table 1) and identified as an SDC eligible project. If a project proposed for credit by a developer is not on the list then the project does NOT qualify for a credit. The City Council may amend the list of capital improvements by resolution.

Second, the city must require the public improvement to be built as a condition of development approval. That is, the city must specifically state to the developer (preferably in writing) that unless the developer builds the improvement, the city will deny the proposed development permits to build.

Third, the public improvement (or portions of it) must either be off-site of the proposed development, or on-site but with excess capacity. For example, a 4-lane arterial that cuts through the middle of the proposed development would be designed to carry the trips generated by it plus future developments that may occur later. That portion that serves future, off-site developments can be credited against the SDC.

Also, the law states, “When the construction of a qualified public improvement gives rise to a credit amount greater than the improvement fee . . . , the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development.” The City will allow this transfer of excess credit amounts.

The law goes on to allow for the transfer of credits to other developments and to give credit for projects not on the list of capital improvements. The City will not allow the transfer either of the credits among different developments or for projects not on the list of capital improvements.