

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

In the Matter of Adopting a Transportation)
Impact Fee Systems Development Charge.)

RESOLUTION

94-204

WHEREAS, a substantial amount of the region's future residential, commercial, and industrial growth is planned to occur in East Multnomah County; and

WHEREAS, additional urban growth and development in East Multnomah County will result in additional traffic demands on the regional transportation system, requiring capacity improvements on street facilities to improve them to planned urban standards in coordination with future growth; and

WHEREAS, expected street capacity deficiencies resulting from planned urban growth have been identified in the Trafficway Plan and Impact Fee Study, November 1993 (DKS Associates); and

WHEREAS, revenue to improve East Multnomah County transportation facilities is limited such that the identified capital requirement to fund necessary street improvements has not been programmed in the County Transportation Capital Improvement Program; and

WHEREAS, a traffic impact fee is a systems development charge available to local governments to finance transportation needs directly resulting from future growth as provided by ORS 223.297; and

WHEREAS, the basis for the East Multnomah County Traffic Impact Fee is established in the Traffic Plan and Impact Fee Study which relates land uses and trip generation per land use, to additional future travel demands and transportation system deficiencies, with a pro rata cost per future land use to arrive at a fee structure that meets the rational nexus test required of systems development charges; and

WHEREAS, the network of arterial and collector streets in East Multnomah County are the regional transportation system that provides for the essential access and mobility needs of area residents and businesses; and

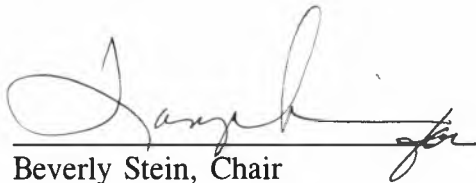
WHEREAS, Multnomah County adopted Ordinance No. 802 which established a traffic impact fee systems development charge program based on Oregon State law; and

NOW, THEREFORE, BE IT RESOLVED, that a traffic impact fee systems development charge be established based upon the fee structure and application methodology, attached hereto as Exhibit "A" and incorporated by reference, to be applied to new development and which will provide revenue to resolve transportation system capacity needs resulting from new development as identified in Exhibit "B" attached hereto and incorporated by reference, such fees to be collected in coordination with the granting of county permits and held in a separate account entitled the Regional Transportation Fund until a transportation project is identified for funding by the East Multnomah County Transportation Committee at which time the funds shall be transferred to the owner of the street facility for explicit use in improving the street as specified. The County will retain all interest earned on the regional transportation system development charges to offset the cost of administration. Any interest earned shall be deposited in the Road Fund. The effective date of this system development charge is October 15, 1994.

Adopted this 20th day of October, 1994.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON


Beverly Stein, Chair

APPROVED AS TO FORM:

LAURENCE KRESSEL, COUNTY COUNCIL
FOR MULTNOMAH COUNTY, OREGON

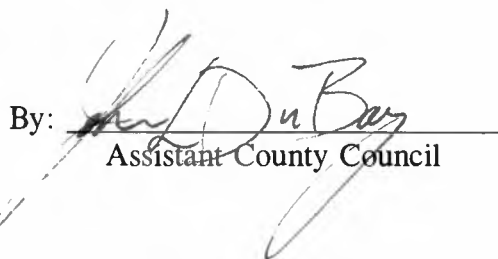
By: 
Assistant County Council

EXHIBIT A. TRAFFIC IMPACT FEE STRUCTURE AND APPLICATION METHODOLOGY

Trip generation rates link land use types with vehicle use and travel behavior, as parameters to determine street deficiencies by levels of service. Trip generation rates specified in the following table were taken from the Institute of Traffic Engineer's research as published in Trip Generation - 5th Edition, 1991, and adjusted for travel characteristics in East Multnomah County.

Trip Generation Rates: PM Peak Hour

Category	PM Trip End Rates			Per Unit
	In	Out	Total	
Housing/Residential:				
Single Family	0.660	0.350	1.01	Dwelling Unit
Multi Family	0.390	0.210	0.60	Dwelling Unit
Industrial/Office/Commercial				
Warehouse/Manufacturing	0.175	0.325	0.50	KSF
Light Industrial	0.150	0.850	1.00	KSF
General Office > = 50 KSF	0.306	1.494	1.80	KSF
General Office < 50 KSF	0.410	1.990	2.40	KSF
Public/Government Office	0.900	2.100	3.00	KSF
Medical Office/Uses	0.690	3.390	4.08	KSF
Large Retail > 100 KSF	0.835	0.835	1.67	KSF*
Medium Retail 10-100 KSF	1.335	1.335	2.67	KSF*
Small Retail < 10 KSF	2.500	2.500	5.00	KSF*
High Generating Retail	13.335	13.335	26.67	KSF*
Other Uses				
Community Service	0.270	0.330	0.60	KSF
Hotel/Motel	0.330	0.270	0.60	Room
Schools	0.030	0.070	0.10	Student
Park and Ride Lots	0.120	0.560	0.68	Space

* Retail PM peak hour trip end rates have been adjusted to reflect reductions due to pass-by trips.

The Traffic Impact Fee is structured as an areawide fee, encompassing transportation infrastructure and future transportation needs located in the urban service areas of the cities of: Fairview, Wood Village, Troutdale, and Gresham.

The transportation systems development charge is calculated by the following formula.

Transportation System Charge

The transportation system development charge is based on the estimated PM peak hour trips generated by the development as identified in the Institute of Transportation Engineers "Trip Generation Manual, 5th Edition" (or as amended or updated). A copy of the Trip Generation manual is located at the County Transportation Division.

$$\text{System Development Charge} = T \times (1-R) \times C$$

Where:

T = Average PM peak hour trip ends for each use, estimated by the 5th (or current) edition of the ITE Trip Generation Manual. Computed by taking size of development times PM peak hour trip generation rate.

R = Reduction for pass-by trips for ITE land use codes in the 800s and 900s (60% for uses < 50,000 square feet and 40% for uses > = 50,000 square feet). Expressed as a fraction 0.60 or 0.40.

C = Cost per PM peak hour trip end. One PM peak hour trip = \$1,190 system development charge.

Inflation indexing: 1994 ENR construction cost index was 5,630.25.

EXHIBIT: B

REGIONAL TRANSPORTATION CAPITAL IMPROVEMENTS			
PROJECT #	PROJECT DESCRIPTION	COST	
1	RECONFIGURE INTERCHANGE ON 181ST AT I84	3,209,010	
2	WIDEN 181ST BETWEEN I84 AND HALSEY STREET	708,121	
4	WIDEN POWELL BOULEVARD BETWEEN GRESHAM CITY LIMITS AND EASTMAN	7,299,427	
7	ADD EASTBOUND AND SOUTHBOUND RIGHT TURN LANES ON 162ND AT STARK	259,930	
9	UPGRADE SIGNAL AT 181ST AND SAN RAFAEL, REMOVE CROSSWALK ON N. LEG	3,209	
10	ADD TURN LANES AND UPGRADE SIGNAL ON 181ST AT HALSEY STREET	599,015	
11	ADD TURN LANES ON 181ST AT GLISAN	441,774	
12	ADD TURN LANE AND UPGRADE SIGNAL ON 181ST AT BURNSIDE	220,352	
13	ADD TURN LANES ON 181ST AT STARK	711,330	
14	ADD SOUTHBOUND RIGHT TURN LANE ON 182ND AT DIVISION	257,790	
15	REALIGN 185TH TO EAST, GRADE SEPARATE RAILROAD, ALIGN WITH SANDY	1,910,430	
16	ADD TURN LANE ON 202ND AT POWELL	57,762	
17	ADD EASTBOUND AND WESTBOUND LEFT TURN LANES ON 223RD AT HALSEY	65,250	
18	ADD SOUTHBOUND THROUGH LANE ON 223RD AT GLISAN	218,213	
19	WIDEN ROBERTS AND PROVIDE FREE RIGHT TURN TO REGNER	42,787	
20	ADD EASTBOUND RIGHT TURN LANE ON BURNSIDE AT DIVISION	128,360	
21	MODIFY TRAFFIC SIGNAL, RESTRIPE NORTH LEG, 242ND AT STARK	3,209	
22	INSTALL TRAFFIC SIGNAL AT 242ND AND PALMQUIST	147,614	
23	ADD TURN LANES ON 257TH AT STARK	603,294	
24	INSTALL TRAFFIC SIGNAL AT 257TH AND POWELL VALLEY	147,614	
25	REALIGN INTERSECTION AT 262ND AND ORIENT	641,802	
26	CONDUCT AN AREAWIDE SIGNAL SYSTEM STUDY	427,868	
27	TRAFFIC IMPACT FEE STUDY AND UPDATES	257,790	
28	OTHER TRANSPORTATION MODES	918,846	
		19,280,799	
1. BASED UPON THE ABOVE COST ESTIMATES AND A PROJECTED INCREASE OF 16,196 PM PEAK HOUR TRIP			
ENDS, THE RATE IS \$1190 PER PM PEAK HOUR TRIP END.			
2. THE PROJECT LIST AND PROJECTED NUMBER OF PM PEAK HOUR TRIP ENDS IS TAKEN FROM "TRAFFIC			
PLAN AND IMPACT FEE STUDY" BY DKS ASSOCIATES, NOVEMBER, 1993.			
3. THE ABOVE COSTS ARE BASED ON A CONSTRUCTION COST INDEX OF 5630.25 FOR THE CITY OF SEATTLE			
FOR JANUARY, 1994, AS PUBLISHED IN THE JANUARY 10, 1994 EDITION OF ENGINEERING NEWS RECORD.			