

RESOLUTION NO. 6601

A RESOLUTION REVISING TRANSPORTATION SYSTEM DEVELOPMENT CHARGES FOR IMPACTS TO THE ALBANY TRANSPORTATION SYSTEM, REAFFIRMING THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6595 (A RESOLUTION REVISING THE PROJECT LIST FOR THE TRANSPORTATION SYSTEM DEVELOPMENT CHARGES, REAFFIRMING THE BASE FEE AND THE APPEAL FEE, AND REPEALING RESOLUTION NO. 6500).

WHEREAS, through the previous adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges, the Council of the City of Albany has duly declared its intent to comply with the provisions of ORS 223.207 through 223.208 and 223.297 through 223.314; and

WHEREAS, a methodology for the calculation of an improvement and reimbursement fee system development charge for the transportation system in Albany was originally adopted in 2011, and was modified and adopted in 2017 to reflect changes in the project list as specifically described in Resolution No. 6594; and

WHEREAS, the adopted methodology resulted in a maximum allowable fee of \$11,999; however, in the interest of promoting economic development, the City Council deemed it desirable to charge less than the legally allowable charges. The \$11,999 allowable fee is based on the project list in the 2010 Transportation System Plan and on February 2010 dollars, which if indexed to current rates, is equivalent to \$14,846 (using index ratio 10699/8647); and

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

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

WHEREAS, the *Engineering News-Record* (ENR) Construction Cost Index (Seattle) used in Resolution 6595 was 10582, and the April 2017 Seattle ENR Index to be applied for purposes of this Resolution is 10699 (Index Ratio = $10699/10582 = 1.0111$).

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 6595 is hereby repealed effective as of the effective date of this resolution; and

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

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

BE IT FURTHER RESOLVED that the Transportation System Development Charges herein established become effective **July 1, 2017**.

BASE FEE

The base unit for the transportation system development charge (SDC) improvement and reimbursement fee will be p.m. peak hour trip end as defined in the latest version of the Trip Generation manual by the Institute of Transportation Engineers (ITE).

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

| Base SDCi Fee | Base SDCr Fee | Total Base Fee for a Single Trip End |
|---|-------------------------------------|---|
| \$3,101.33 \$3,135.76 | \$533.11 \$539.03 | \$3,634.45 \$3,674.79 |

¹ Base Fees are adjusted for current ENR Index

CALCULATING THE SYSTEM DEVELOPMENT CHARGE

Residential, institutional, business and commercial, office, and industrial development SDC fees are computed by multiplying the base SDC fee by the associated basis for trip determination and by the associated p.m. peak hour trip end rate for the given land use. This calculated fee is further reduced to allow for a pass-by trip credit that varies by land use. Pass-by trip factors are eight percent (8%) for industrial and office (ITE Category 000-199 and 700-799), 20 percent (20%) for institutional (ITE Category 300-699), and 50 percent (50%) for business and commercial (ITE Category 800-999).

A sample SDC calculation for a single-family house (ITE Category 210) is shown below.

| SDC Calculation for a Single-family House (ITE Category 210) | | | | |
|---|----------------------------------|-----------------------------|--|--------------------------------------|
| | P.M. Peak Trip Rate ¹ | Pass-By Factor ² | 2017 Base Fee for a Single Trip Fee | SDC Fee |
| SDCi | 1.00 | 1.00 | \$3,101.33 \$3,135.76 | \$3,101 \$3,136 |
| SDCr | 1.00 | 1.00 | \$533.11 \$539.03 | \$ 533 \$539 |
| Total | | | \$3,634.45 3,674.79 | \$3,634 \$3,675 |

¹ P.M. Peak Trip Rate for given land uses are defined in the latest edition of the ITE manual

² Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University

³ Base Fee is adjusted for current ENR Index

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

| ITE Code | Description | Units | PM Peak Trips ¹ | Pass by Factor ² | 2017 Base Fee for a Single Trip Fee ³ | SDC Fee |
|----------|-----------------------------|----------|----------------------------|-----------------------------|--|-------------------------------------|
| 220 | 1 Apartment | 1 unit | 0.62 | 1.00 | \$3,634 \$3,675 | \$2,253 \$2,279 |
| 110 | Light Industrial | 1,000 sf | 0.97 | 0.92 | \$3,634 \$3,675 | \$3,243 \$3,280 |
| 140 | Manufacturing | 1,000 sf | 0.73 | 0.92 | \$3,634 \$3,675 | \$2,441 \$2,468 |
| 520 | Elementary School | 1,000 sf | 1.21 | 0.80 | \$3,634 \$3,675 | \$3,518 \$3,557 |
| 710 | General Office | 1,000 sf | 1.49 | 0.92 | \$3,634 \$3,675 | \$4,981 \$5,038 |
| 720 | Medical Office | 1,000 sf | 3.57 | 0.92 | \$3,634 \$3,675 | \$11,936 \$12,070 |
| 826 | Specialty Retail | 1,000 sf | 2.71 | 0.50 | \$3,634 \$3,675 | \$4,924 \$4,980 |
| 820 | Shopping Center | 1,000 sf | 3.71 | 0.50 | \$3,634 \$3,675 | \$6,741 \$6,817 |
| 862 | Home Improvement Superstore | 1,000 sf | 2.33 | 0.50 | \$3,634 \$3,675 | \$4,234 \$4,281 |
| 911 | Walk-In Bank | 1,000 sf | 12.13 | 0.50 | \$3,634 \$3,675 | \$22,040 \$22,289 |
| 931 | Quality Restaurant | 1,000 sf | 7.49 | 0.50 | \$3,634 \$3,675 | \$13,609 \$13,763 |
| 932 | High Turnover Restaurant | 1,000 sf | 9.85 | 0.50 | \$3,634 \$3,675 | \$17,897 \$18,099 |
| 934 | Fast Food W/Drive Thru | 1,000 sf | 32.65 | 0.50 | \$3,634 \$3,675 | \$59,325 \$59,994 |

¹ P.M. Peak Trip Rate for given land uses are defined in the latest edition of the ITE manual

² Data for pass-by trip reduction factors are taken from an analysis of traffic impact fees developed by Anthony Rufolo, Center for Urban Studies, Portland State University

³ Base Fee is adjusted for current ENR Index

SDC CREDITS

Pursuant to Albany Municipal Code Section 15.16.090, a credit against the transportation SDC fee shall be given in the following situations:

A. Credit for prior use:

Pursuant to AMC 15.16.090 (1), a credit against the reimbursement and improvement fee portions of the SDC shall be given in an amount of the SDC_i and SDC_r calculated for the existing use if it is less than the SDC_i and SDC_r calculated for the proposed use. If the change in use results in the SDC_i or SDC_r for the proposed use being less than the SDC_i or SDC_r for the existing use, no SDC_i or SDC_r shall be required for that fee portion; however, no refund or credit shall be given.

B. Credit for the cost of a qualified public improvement associated with the development:

Pursuant to AMC 15.16.090 (2), a credit against the improvement fee portion of the SDC shall be given for the cost of a qualified public improvement required as a condition of development approval. A qualified public improvement must also be identified in the funded section of the project list in “Exhibit A: SDC Eligible Projects Funded by the Adopted Fee Schedule” (see below). A funded project can be either wholly or partially funded with SDC_i fees. Projects can move between the funded and unfunded sections according to AMC 15.16.060 (3).

The credit shall not exceed the dollar amount (adjusted annually using ENR Seattle Construction Cost Index) in the SDC column in “Exhibit A” associated with a qualified improvement in the funded projects group. If the credit exceeds the amount of TSDC_i to be paid by the development, then the excess credit may be applied against transportation improvement fees that accrue in subsequent phases of the original development project. In summary, credits are possible only for projects identified in “Exhibit A” as having SDC funding and only to the extent that it is SDC funded.

On-site: A project that meets these qualification criteria and is located in whole or in part, on or contiguous to the property, and that is required to be built with greater capacity than is necessary for the particular development needs and exceeds the minimum standard facility size, will have reserve capacity. The applicant shall have the burden of demonstrating that a particular qualified transportation improvement will have a reserve capacity. The Highway Capacity Manual (HCM), or other City-approved traffic engineering methodology, shall be the approved method for calculating reserve capacity. The reserve capacity shall be expressed as a percent of the construction cost for said improvement. That portion of the construction cost that represents the reserve capacity, when multiplied by the percent of said project funded with the SDC_i fee as identified in “Exhibit A” will be the estimated credit. The actual credit will be the lower of the estimated credit and the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in “Exhibit A” associated with said project.

Off-site: A project that meets these qualification criteria that is not located on or contiguous to property (an off-site improvement) is qualified for a SDC_i credit. The credit shall be the lower of the actual construction cost or the dollar amount (adjusted using ENR Seattle Construction Cost Index) in the funded SDC column in “Exhibit A” associated with said project.

C. Credit for reducing the number of trip ends the development will generate using automobiles:

Transit or Pedestrian: A credit against the improvement fee portion of the SDC shall be possible if the development is in an established transit or pedestrian district or if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of trip ends the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied.

The reduced SDC will be calculated based upon the number of trip ends the development will generate with the trip end reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

D. Credit for reducing the number of peak hour trips the development will generate using automobiles:

Off-peak Work Hours: A credit against the improvement fee portion of the SDC shall be possible if a program to be instituted in connection with the development is determined by the City Engineer to materially reduce the number of peak hour trips the development will generate using automobiles and the extent of improvements necessary to serve the development, and that the reduction will continue for at least 10 years after the development is occupied. The reduced SDC will be calculated based upon the number of trip ends the development will generate with the peak hour trip reduction program in effect. Before granting the credit, the City shall receive assurances that will bind the owner and the owner's successors to perform the program for the time required.

APPEAL PROCEDURE AND FEE

Pursuant to Albany Municipal Code Section 15.16.100(5), an appeal fee of \$100 per appeal is hereby established.

Appeal submittal by parties appealing their calculated fee (AMC Section 15.16.100(3)) shall:

- a) Conform to AMC Section 15.16.100 procedures;
- b) Use standard study methodology and data collection forms and procedures for conducting a local trip generation study described in Albany's adopted "Traffic Impact Study Guidelines" and the ITE Trip Generation Manual; and
- c) Be prepared by or under the direct supervision of a Professional Civil or Transportation Engineer currently licensed to practice within the State of Oregon, and with special training and experience in transportation engineering and planning. The engineer shall certify the document by providing a signature and seal of approval.

Exhibit A: SDCi Eligible Projects Funded by the Adopted Fee Schedule

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

Year 1-10 funded projects are in column 7. All short- and mid-term projects are funded.

Year 11-20 funded projects are in column 8.

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------|---------------------------|--------------|-------------------|------------------------------|----------------|------------------------------------|-------------------------------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible | TSDCi Eligible & Funded Years 1-10 | TSDCi Eligible & Funded Years 11-20 |
| B1 | 14th Avenue | short | 100% | \$2,000 | \$2,000 | \$2,000 | |
| B2 | Waverly Drive | short | 100% | \$5,000 | \$5,000 | \$5,000 | |
| B3 | Hill Street | long/dev | 100% | \$743,000 | \$743,000 | | \$743,000 |
| B4 | 24th Avenue | short | 100% | \$5,000 | \$5,000 | \$5,000 | |
| B5 | Jackson Street | short | 100% | \$674,000 | \$674,000 | \$110,000 | |
| B6 | Center Street | short | 100% | \$6,000 | \$6,000 | \$6,000 | |
| B7 | US 20, North Albany | long/dev | 100% | \$31,000 | \$31,000 | | |
| B8 | 1st Avenue | long/dev | 100% | \$43,000 | \$43,000 | | |
| B9 | 2nd Avenue | long/dev | 100% | \$43,000 | \$43,000 | | |
| B10 | Madison Street/7th Avenue | long/dev | 100% | \$40,000 | \$40,000 | | |
| B11 | 7th Avenue | long/dev | 100% | \$95,000 | \$95,000 | | |
| B12 | Takena | long/dev | 100% | \$53,000 | \$53,000 | | \$53,000 |
| B13 | Liberty/Lakewood | long/dev | 100% | \$76,000 | \$76,000 | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------|--|--------------|-------------------|------------------------------|----------------|------------------------------------|-------------------------------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible | TSDCi Eligible & Funded Years 1-10 | TSDCi Eligible & Funded Years 11-20 |
| B14 | 12th Avenue (West) | mid | 100% | \$32,000 | \$32,000 | \$32,000 | |
| B15 | Bain Street | long/dev | 100% | \$49,000 | \$49,000 | | |
| B16 | South Shore Drive | long/dev | 100% | \$33,000 | \$33,000 | | |
| B17 | Shortridge Street | long/dev | 100% | \$27,000 | \$27,000 | | |
| B18 | 24th Avenue | long/dev | 100% | \$44,000 | \$44,000 | | \$44,000 |
| B19 | 38th Avenue and 39th Avenue | mid | 100% | \$106,000 | \$106,000 | \$106,000 | |
| B20 | Lyon Street | short | 100% | \$2,000 | \$2,000 | \$2,000 | |
| B21 | Ellsworth Street | short | 100% | \$4,000 | \$4,000 | \$4,000 | |
| I1 | Main Street/Salem Avenue/3rd Avenue | short | 100% | \$1,088,000 | \$1,088,000 | \$1,088,000 | |
| I2 | Main Street/Santiam Avenue/4th Avenue | short | 69% | \$255,000 | \$175,950 | \$175,950 | |
| I3 | 14th Avenue/Heritage Mall Access | short | 100% | \$41,000 | \$41,000 | \$23,000 | |
| I4 | 14th Avenue/Clay Street | short | 100% | \$10,000 | \$10,000 | \$7,000 | |
| I5 | Waverly Avenue/14th Avenue | short | 100% | \$41,000 | \$41,000 | \$23,000 | |
| I6 | Waverly Avenue/Queen Avenue | long/dev | 100% | \$72,000 | \$72,000 | | |
| I7 | Waverly Avenue/Grand Prairie | long/dev | 100% | \$175,000 | \$175,000 | | |
| I8 | US 20/North Albany Road | short | 13% | \$40,000 | \$5,200 | \$5,200 | |
| I9 | US 20/Springhill Drive | short | 23% | \$14,000 | \$3,220 | \$3,220 | |
| I10 | Knox Butte/Century Drive | short | 0% | \$345,000 | \$0 | | |
| I11 | 34th Avenue/Marion Street | mid | 100% | \$345,000 | \$345,000 | \$345,000 | |
| I12 | US 20 (Lyon Street)/2nd Avenue | mid | 16% | \$23,000 | \$3,680 | \$3,680 | |
| I13 | US 20/Clay Street | mid | 20% | \$185,000 | \$37,000 | \$37,000 | |
| I14 | OR 99E/34th Avenue | long/dev | 32% | \$192,000 | \$61,440 | | \$61,440 |
| I15 | 34th Avenue/Hill Street | long/dev | 100% | \$350,000 | \$350,000 | | \$350,000 |
| I16 | Ellingson Road/Columbus Street | long/dev | 100% | \$500,000 | \$500,000 | | \$250,000 |
| I17 | Waverly Avenue/14th Avenue | long/dev | 100% | \$77,000 | \$77,000 | | \$77,000 |
| I18 | Queen Avenue/Geary Street | long/dev | 100% | \$1,901,000 | \$1,901,000 | | \$950,500 |
| I19 | Waverly Avenue/34th Avenue | long/dev | 100% | \$42,000 | \$42,000 | | |
| I20 | US 20 (Ellsworth Street)/1st Avenue | mid | 22% | \$18,000 | \$3,960 | \$3,960 | |
| I21 | US 20 (Lyon Street)/1st Avenue | mid | 23% | \$80,000 | \$18,400 | \$18,400 | |
| I22 | US 20 (Lyon Street)/1st Avenue | mid | 23% | \$10,000 | \$2,300 | \$2,300 | |
| I23 | US 20 (Ellsworth Street)/2nd Avenue | mid | 23% | \$17,000 | \$3,910 | \$3,910 | |
| I24 | OR 99E/Waverly Avenue | long/dev | 27% | \$959,000 | \$258,930 | | \$258,930 |
| I25 | US 20/Waverly Drive | long/dev | 29% | \$853,000 | \$247,370 | | \$247,370 |
| I26 | US 20/Waverly Drive | long/dev | 29% | \$240,000 | \$69,600 | | \$69,600 |
| I27 | OR 99E/Queen Avenue | long/dev | 26% | \$894,000 | \$232,440 | | \$232,440 |
| I28 | OR 99E/34th Avenue | long/dev | 32% | \$456,000 | \$145,920 | | |
| I29 | OR 99E/Killdeer Avenue | long/dev | 28% | \$3,207,000 | \$897,960 | | |
| I30 | US 20/Timber Street | long/dev | 44% | \$571,000 | \$251,240 | | \$251,240 |
| I31 | US 20/Timber Street | long/dev | 44% | \$619,000 | \$272,360 | | |
| I33 | Knox Butte/New North/South Collector | long/dev | 100% | \$525,000 | \$525,000 | | |
| I34 | Springhill Dr./Hickory St. | long/dev | 100% | \$345,000 | \$345,000 | | \$172,500 |
| I35 | Gibson Hill Rd/Crocker Ln | mid | 100% | \$1,200,000 | \$1,200,000 | \$1,200,000 | |
| I36 | Timber St Extension/18th Ave/Spicer Dr ROW | short | 100% | \$650,000 | \$650,000 | | \$325,000 |
| I36 | Timber Str. Extension/18th Ave/Spicer Dr | long/dev | 100% | \$863,000 | \$863,000 | | \$441,000 |
| I37 | OR 99E / 29th Ave | long/dev | 28% | \$106,000 | \$29,680 | | |
| I38 | Salem Avenue/Geary Street | long/dev | 28% | \$845,000 | \$236,600 | | \$236,600 |
| I39 | OR 99E/Lyon Street | long/dev | 16% | \$205,000 | \$32,800 | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------|--|--------------|-------------------|------------------------------|----------------|------------------------------------|-------------------------------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible | TSDCi Eligible & Funded Years 1-10 | TSDCi Eligible & Funded Years 11-20 |
| I40 | OR 99E/53rd Avenue | long/dev | 38% | \$550,000 | \$209,000 | | |
| I41 | Ellingson Road / Lochner Road | long/dev | 100% | \$500,000 | \$500,000 | | \$250,000 |
| I42 | 53 rd Avenue Extension / Industrial Property Access | long/dev | 100% | \$500,000 | \$500,000 | | |
| I43 | Clover Ridge Road / Knox Butte | long/dev | 100% | \$350,000 | \$350,000 | | |
| I44 | Goldfish Farm Road / Knox Butte | long/dev | 100% | \$350,000 | \$350,000 | | |
| L1 | 53rd Avenue Extension | long/dev | 54% | \$18,600,000 | \$10,044,000 | | |
| L2 | Waverly Drive | long/dev | 36% | \$1,394,000 | \$501,840 | | |
| L3 | Washington/Calapooia/1st/2nd | short | 42% | \$100,000 | \$42,000 | \$42,000 | |
| L4 | Timber Street Extension ROW | short | 100% | \$966,000 | \$966,000 | | \$483,000 |
| L4 | Timber Street Extension | long/dev | 100% | \$2,708,000 | \$2,708,000 | | \$677,000 |
| L5 | Main Street - 7th Avenue - Hill Street | mid | 64% | \$1,292,000 | \$826,880 | \$385,260 | |
| L6 | North Albany Road | mid | 29% | \$5,847,000 | \$1,695,630 | \$1,695,630 | |
| L6 | North Albany Road ROW | short | 100% | \$19,000 | \$19,000 | | \$19,000 |
| L9 | Queen Avenue | long/dev | 12% | \$0 | \$0 | | |
| L10 | New North Albany Connector <i>Funding is for 15% construction west of Crocker (\$145/lf) and 40% construction east of Crocker</i> | long/dev | 100% | \$5,818,000 | \$5,818,000 | | \$1,154,053 |
| L11 | Spicer Drive Extension (West of Timber St.) | long/dev | 100% | \$982,000 | \$982,000 | | \$245,000 |
| L12 | Spicer Drive Extension (East of Timber St.) | long/dev | 100% | \$1,666,000 | \$1,666,000 | | |
| L13 | Goldfish Farm Road Extension | long/dev | 100% | \$1,013,000 | \$1,013,000 | | \$253,350 |
| L14 | Dogwood Avenue Extension | long/dev | 100% | \$3,294,000 | \$3,294,000 | | \$0 |
| L15 | New North/South Collector – LID Knox Butte to Somerset | short | 100% | \$2,548,000 | \$2,548,000 | | |
| L15 | New North/South Collector – Knox Butte to US 20 (Santiam) | long/dev | 100% | \$3,662,000 | \$3,662,000 | | \$549,300 |
| L16 | New East/West Collector | long/dev | 100% | \$3,723,000 | \$3,723,000 | | \$0 |
| L17 | Expo Parkway Extension (south of Dunlap) | long/dev | 100% | \$996,000 | \$996,000 | | \$149,400 |
| L18 | Timber St Extension to Somerset Avenue | long/dev | 100% | \$1,720,000 | \$1,720,000 | | \$258,000 |
| L19A | Somerset Avenue Extension - LID | short | 100% | \$383,000 | \$383,000 | | |
| L19B | Somerset Avenue Extension – wetlands to Charlotte | long/dev | 100% | \$483,000 | \$483,000 | | \$332,270 |
| L19C | Somerset Avenue Extension – Timber Ridge Road to NE +/- 950 feet | long/dev | 35% | \$1,170,000 | \$1,170,000 | | \$410,000 |
| L20 | Santa Maria Avenue Extension | long/dev | 100% | \$1,872,000 | \$1,872,000 | | \$0 |
| L21 | Knox Butte Road Widening ROW | short | 100% | \$1,478,000 | \$1,478,000 | | \$1,478,000 |
| L21 | Knox Butte Road Widening | long/dev | 60% | \$3,169,000 | \$1,901,400 | | \$1,901,400 |
| L22 | Knox Butte Road Widening ROW | short | 100% | \$31,000 | \$31,000 | | |
| L22 | Knox Butte Road Widening | long/dev | 56% | \$825,000 | \$462,000 | | |
| L23 | Knox Butte Road Widening | long/dev | 52% | \$1,256,000 | \$653,120 | | |
| L24 | Knox Butte Road Widening | long/dev | 47% | \$7,688,000 | \$3,613,360 | | |
| L25 | Dunlap Avenue Extension | long/dev | 100% | \$1,045,000 | \$1,045,000 | | \$156,750 |
| L26 | Springhill Road Widening | long/dev | 61% | \$3,406,000 | \$2,077,660 | | |
| L27 | US 20 Widening | long/dev | 18% | \$8,351,000 | \$1,503,180 | | |
| L28 | Ellingson Road Extension | long/dev | 61% | \$5,740,000 | \$3,501,400 | | |
| L30 | Oak Street | short | 100% | \$2,130,000 | \$2,130,000 | \$2,130,000 | |
| L31 | Fescue Street to Three Lakes Road Connector | long/dev | 100% | \$886,000 | \$886,000 | | \$132,900 |
| L32 | Fescue Street Extension | long/dev | 100% | \$3,054,000 | \$3,054,000 | | |
| L33 | Three Lakes Road Realignment ROW | short | 59% | \$750,000 | \$442,500 | | |

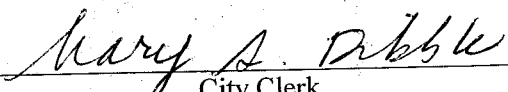
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----------|--|--------------|-------------------|------------------------------|----------------|------------------------------------|-------------------------------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible | TSDCi Eligible & Funded Years 1-10 | TSDCi Eligible & Funded Years 11-20 |
| L33 | Three Lakes Road Realignment | long/dev | 59% | \$1,868,000 | \$1,102,120 | | |
| L34 | Looney Lane Extension | long/dev | 100% | \$914,000 | \$914,000 | | \$137,100 |
| L35 | Albany Avenue Widening | long/dev | 26% | \$1,177,000 | \$306,020 | \$306,020 | |
| L36 | W Thornton Lk Dr, N Albany Rd & N Alb Middle School | long/dev | 11% | \$565,000 | \$62,150 | \$62,150 | |
| L37 | Springhill Drive | long/dev | 18% | \$4,158,000 | \$748,440 | | |
| L38 | Scenic Drive | long/dev | 10% | \$6,842,000 | \$684,200 | | |
| L39 | Century Drive | long/dev | 52% | \$3,199,000 | \$1,663,480 | | |
| L40 | Gibson Hill Road | long/dev | 6% | \$3,816,000 | \$228,960 | | \$228,960 |
| L41 | Skyline Drive | long/dev | 0% | \$1,523,000 | \$0 | | |
| L42-a | Crocker Lane North (LID) | short | 30% | \$1,721,000 | \$516,300 | \$417,000 | |
| L42-b | Crocker Lane South | long/dev | 30% | \$2,808,000 | \$842,400 | | |
| L43 | Valley View Drive | long/dev | 40% | \$3,695,000 | \$1,478,000 | | |
| L44 | West Thornton Lake Drive | long/dev | 11% | \$6,097,000 | \$670,670 | | |
| L45 | Allen Lane | long/dev | 56% | \$2,689,000 | \$1,505,840 | | |
| L46 | Columbus Street | long/dev | 49% | \$4,549,000 | \$2,229,010 | | \$1,137,250 |
| L47 | Grand Prairie Road | long/dev | 53% | \$2,260,000 | \$1,197,800 | | |
| L48 | Spicer Drive | long/dev | 32% | \$868,000 | \$277,760 | | |
| L49 | Scravel Hill Road | long/dev | 21% | \$9,699,000 | \$2,036,790 | | |
| L50 | Quarry Road | long/dev | 21% | \$3,493,000 | \$733,530 | | |
| L51 | Spicer Road | long/dev | 54% | \$676,000 | \$365,040 | | |
| L52 | Goldfish Farm Road | long/dev | 82% | \$4,444,000 | \$3,644,080 | | |
| L53 | Ellingson Road <i>Funding is for 24ft of right-of-way (3 to 5 lanes) at \$6/s.f. and 25% construction</i> | long/dev | 49% | \$5,847,000 | \$2,865,030 | | \$1,979,250 |
| L54-a | Lochner Road – North | short | 44% | \$3,722,000 | \$1,637,680 | \$1,007,475 | |
| L54-b | Lochner Road - South | long/dev | 44% | \$4,548,000 | \$2,001,120 | | \$1,137,125 |
| L55 | Three Lakes Road ROW | short | 42% | \$287,000 | \$120,540 | | \$120,540 |
| L55 | Three Lakes Road | long/dev | 42% | \$4,569,000 | \$1,918,980 | | |
| L56 | US 20 - East of I-5 | long/dev | 44% | \$2,068,000 | \$909,920 | | |
| L57 | Santa Maria Avenue | long/dev | 91% | \$694,000 | \$631,540 | | |
| L58 | Oak Street | short | 65% | \$2,187,000 | \$1,421,550 | \$1,421,550 | |
| L59 | Water Avenue | short | 50% | \$4,070,000 | \$2,035,000 | | |
| L60 | US 20 Superelevation and Widening | long/dev | 22% | \$3,122,000 | \$686,840 | | |
| L61 | Three Lakes Road | long/dev | 0% | \$1,879,000 | \$0 | | |
| L62 | Oak Creek Parkway <i>Funding is for 25% construction west of Columbus</i> | long/dev | 100% | \$16,456,000 | \$16,456,000 | | \$1,812,719 |
| M1 | Queen/Geary Periwinkle Path | short | 70% | \$46,000 | \$32,200 | \$32,200 | |
| M2-a | Oak Creek Loop Trail (south of Oak Creek) | long/dev | 70% | \$2,680,000 | \$1,876,000 | \$200,000 | |
| M2-b | Oak Creek Loop Trail (north of Oak Creek) | long/dev | 70% | \$1,787,000 | \$1,250,900 | | |
| M2-c | Oak Creek Crossing Trails | long/dev | 70% | \$838,000 | \$586,600 | | |
| M3 | West Timber-Linn Trail | mid | 70% | \$161,000 | \$112,700 | \$112,700 | |
| M4 | South Waterfront Trail | mid | 70% | \$76,000 | \$53,200 | \$53,200 | |
| M5 | Albany-Corvallis Multiuse Path | mid | 70% | \$1,477,000 | \$1,033,900 | \$304,500 | |
| M6 | Albany-Corvallis Multiuse Path | long/dev | 70% | \$761,000 | \$532,700 | | |
| M7 | East Timber-Linn Trail | long/dev | 70% | \$277,000 | \$193,900 | | \$193,900 |
| M8 | Bain Street/Waverly Lake Trail | long/dev | 70% | \$153,000 | \$107,100 | | \$107,100 |
| M9 | Lebanon Trail | long/dev | 70% | \$581,000 | \$406,700 | | |

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---------------|--|--------------|-------------------|------------------------------|----------------|------------------------------------|-------------------------------------|
| Project # | Project | TSP Priority | Growth Percentage | Total Project Cost (2010 \$) | TSDCi Eligible | TSDCi Eligible & Funded Years 1-10 | TSDCi Eligible & Funded Years 11-20 |
| M10 | Periwinkle Trail Extension | long/dev | 70% | \$1,528,000 | \$1,069,600 | | |
| M11 | East Albany Willamette River Bridge | long/dev | 70% | \$7,657,000 | \$5,359,900 | | |
| M12 | 99E/Oak Creek | long/dev | 70% | \$129,000 | \$90,300 | | |
| M13 | US 20/99E Undercrossing | long/dev | 70% | \$1,500,000 | \$1,050,000 | | |
| P1 | Springhill Drive | mid | 70% | \$542,000 | \$379,400 | \$379,400 | |
| P2 | 99E/24th Avenue | long/dev | 70% | \$129,000 | \$90,300 | | |
| P3 | Oregon 99E: Burkhart to Waverly | long/dev | 70% | \$129,000 | \$90,300 | | |
| P4 | Ferry Street | long/dev | 70% | \$725,000 | \$507,500 | | |
| P5 | Columbus Street | long/dev | 70% | \$277,000 | \$193,900 | | |
| P6 | Geary Street | long/dev | 70% | \$791,000 | \$553,700 | \$553,700 | |
| P7 | Airport Road | long/dev | 70% | \$485,000 | \$339,500 | | |
| P8 | Killdeer Street | long/dev | 70% | \$174,000 | \$121,800 | | |
| P9 | Waverly Drive | long/dev | 70% | \$88,000 | \$61,600 | | |
| P10 | Albany-Santiam Canal Pedestrian Esplanade | long/dev | 70% | \$1,232,000 | \$862,400 | | |
| P11 | Thurston Street Canal Pedestrian Esplanade | long/dev | 70% | \$1,863,000 | \$1,304,100 | | |
| P12 | Gibson Hill Road | short | 70% | \$1,034,000 | \$723,800 | \$723,800 | |
| S1 | ADA Accessibility Audit | short | 0% | \$25,000 | \$0 | | |
| S2 | Hwy 20 Corridor & Downtown Refinement Plan | short | 100% | \$250,000 | \$250,000 | \$250,000 | |
| S3 | Safety Audit | short | 0% | \$30,000 | \$0 | | |
| S4 | OR 99E Speed Study | short | 0% | \$0 | \$0 | | |
| S5 | Downtown STA | short | 0% | \$0 | \$0 | | |
| S6 | Albany TSP MPO Update | mid | 32% | \$350,000 | \$112,000 | \$112,000 | |
| S7 | Major Corridors | long/dev | 0% | \$0 | \$0 | | |
| S8 | Wayfinding | long/dev | 0% | \$25,000 | \$0 | | |
| S9 | Interstate 5 / OR 99E / Knox Butte | long/dev | 100% | \$100,000 | \$100,000 | \$100,000 | |
| S10 | Interstate 5 / US 20 (Santiam) | long/dev | 100% | \$100,000 | \$100,000 | \$100,000 | |
| T1 | ADA Accessibility Projects | mid | 70% | \$430,000 | \$301,000 | \$301,000 | |
| TOTALS | | | | \$268 M | \$156 M | \$13.9 M | \$20.1 M |

DATED THIS 14TH DAY OF JUNE 2017.


 Mayor

ATTEST:


 City Clerk