

RESOLUTION NO. 2016-07

A RESOLUTION ADOPTING A TRANSPORTATION FACILITIES PLAN AND SYSTEM DEVELOPMENT CHARGE FOR THE CITY'S TRANSPORTATION SYSTEM

The Banks City Council makes the following findings:

WHEREAS, pursuant to the authority and requirements of ORS 223.297 to 223.314, the City Council adopted Ordinance No. 12-19-3-95 (passed December 19, 1995) which was codified as Chapter 33 of the Banks Code Ordinances (BCO) and created a program, system and process for imposing, collecting and expending System Development Charges (SDC); and

WHEREAS, BCO Chapter 33 authorizes the City of Banks to adopt and impose and expend system development charges for public water, waste water, stormwater drainage, transportation, and parks and recreation systems; and

WHEREAS, the City prepared a February 2016 Transportation System Development Charge Methodology Report (the "SDC Report"), attached to this Resolution as Exhibit A, and incorporated herein by this reference, as the guiding document for formulating a transportation system development charge as authorized by state law. The SDC Report contains a Transportation Capital Project List for three scenarios (A, B and C) and an SDC methodology for each for purposes of calculating a transportation SDC; and

WHEREAS, the City Council determined that the most reasonable capital project list and the one that produced the most reasonable SDC methodology was Scenario B, the Capital Project List for which is attached hereto as Exhibit B, and incorporated herein by this reference; and

WHEREAS, the Scenario B SDC methodology calculates the SDC rate based on the Scenario B Capital Project's List selected by the City Council; and

WHEREAS, pursuant to ORS 223.304, the methodology was available for public inspection for more than 60 days prior to the first public hearing on the matter, and written notice of the proposed transportation SDC methodology was sent to people who requested such notice at least 90 days prior to the first public hearing; and

WHEREAS, the City Council scheduled, noticed and held a public hearing on the new transportation SDC rate and supporting documentation and accepted public testimony on the proposed new transportation SDC rates during a public hearing at its regular meeting on April 12, 2016; and

NOW THEREFORE, based on the foregoing findings, the Banks City Council resolves as follows:

SECTION 1. Transportation System Development Charge Methodology Report. The City of Banks Transportation System Development Charge Methodology Report (February 2016, prepared by FSC Group), attached as Exhibit A and incorporated herein by this reference, is hereby adopted as the guiding planning document for transportation system facilities planning in the City to be funded by its Transportation System Charge program.

SECTION 2. Transportation Capital Improvement Plan. The City of Banks Transportation Capital Project List (projects from Scenario B of Transportation System Development Charge Methodology Report), attached to this Resolution as Exhibit B and incorporated herein by this reference, is hereby adopted as the Banks Transportation System Capital Improvements Plan. The capital improvement plan adopted herein may be modified from time to time by resolution of the City Council.

SECTION 3. System Development Charge Methodology. The Council adopts Scenario B from the February 2016 Transportation System Development Charge Methodology Report (Exhibit A) as the transportation system development charge methodology, to wit:

Scenario B is based on a \$45,727,222 in capacity costs of transportation projects less TDT fund balances and future projected TDT revenue, leaving \$20,419,168 in net SDC eligible costs. This net improvement fee cost basis is divided by either ADPT or PMPHT to arrive at the SDC improvement fee of \$600 per ADPT or the equivalent of \$6,630 per PMPHT. The projected \$1,959,089 in compliance costs results in an additional \$58 per ADPT or \$627 per PMPHT. The total improvement fee and compliance fee equates to \$657 per ADPT or \$7,156 per PMPHT.

Scenario B - Modified Project List

Improvement Charge	Person Trip Calculation		P.M. Peak Trip Calculation	
Capacity Expanding CIP	\$45,727,22	2	\$45,727,22	2
Less: TDT Fund Balance	(\$436,141)		(\$436,141)	
Less: TDT Revenue	(\$24,871,91	3)	(\$24,871,91	3)
Net Improvement Fee Eligibility	\$20,419,16	8	\$20,419,16	8
Trip Growth	34,053	Person Trip	3,127	P.M. Peak Trip
Improvement Charge	\$600	per Person Trip	\$6,530	per P.M. Peak Trip
Compliance Charge				
Costs of Compliance	\$1,959,089		\$1,959,089	
Trip Growth	34,053	Person Trip	3,127	P.M. Peak Trip
Compliance Charge	\$58	per Person Trip	\$627	per P.M. Peak Trip
Total System Development Charge				
Improvement Charge	\$600	per Person Trip	\$6,530	per P.M. Peak Trip
Compliance Charge	\$58	per Person Trip	\$627	per P.M. Peak Trip
Total SDC	\$657	per Person Trip	\$7,156	per P.M. Peak Trip

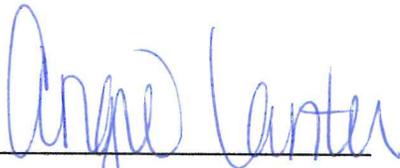
SECTION 4. Delayed Effective Date. This resolution shall take effect 30 days after adoption by the City Council.

APPROVED AND ADOPTED 12th day of April 2016. **EFFECTIVE** on May 12th, 2016.



Peter C. Edison, Mayor

ATTEST:



Angie Lanter, City Recorder