



WASHINGTON COUNTY OREGON

September 18, 2009

TO : WCCC Transportation Advisory Committee
FROM : Andy Back, Principal Planner *Andy Back*
SUBJECT: **SPECIAL WCCC TAC MEETING**

DATE: Thursday September 24, 2009
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library – Community Room
12375 SW 5th St -- Beaverton

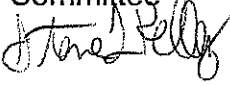
A G E N D A

- * 1. Transportation Development Tax Temporary Discount – Recalculation of Credits Recommendation Action
2. Regional Transportation Plan: Review Process and Schedule Discussion
3. Road Authority Issues Discussion
4. Updates: Information
 - ODOT
 - Metro
 - TriMet
5. Other Business

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday October 29, 2009**. If you have any questions, please call Blair Crumpacker at 503 846-3878.

* -- Material enclosed in packet

Memorandum

To: WCCC Transportation Advisory Committee
From: Steve L Kelley, Senior Planner 
Date: September 17, 2009
Re: Transportation Development Tax temporary discount – Credits

Recommendations:

- Forward a recommendation to the WCCC to not include a credit recalculation as part of the temporary discount ordinance.
- Forward a recommendation to the WCCC to recommend to the Board of County Commissioners that refunds of credits or off-sets used between July 1, 2009 and the effective date of the ordinance will not be allowed as part of the discount ordinance.

As discussed by the WCCC TAC at the May and June meetings, Washington County is moving forward with an ordinance to provide a temporary discount to the Transportation Development Tax as requested by the Portland Home Builders Association. One of the elements of the recommendation is to allow for the recalculation of certain residential TIF credits under the TDT provisions. Since that time, County staff has begun to review what the credit recalculations and procedures could mean in practice – and has developed certain reservations regarding these changes. Two major concerns have been discussed by Washington County staff.

1. TIF Credit Recalculation

A major reason for the credit provisions of the TDT ordinance was to provide an incentive for development to construct public improvements. Refunding and/or recalculating credits after the fact does not provide an incentive for more public improvements. The credits under discussion are for improvements that have already been made and were based on the rules that governed at the time. Under the current recommendation, only recalculation of residential credit would be allowed. In many cases the credit provisions of the TDT and TIF are very similar. In such cases, an allowed credit would NOT change significantly. The recalculation creates an expectation that additional credit would be available, when this may not be the case, and most credits would NOT be affected. Additional staff time could result in a fee being required to recalculate the credits.

The recalculation provision is extremely complex to administer. Most of the time staff will be able to administer it correctly, but given the combination of new rules and complexity of the provisions mistakes will occur. Most appeals of the TIF program over the last several years have been appeals of the amount of credit. In the past these appeals have not been limited to the credit provisions, and I would expect any appeal to include the entirety of the TDT program, as modified by this Ordinance. Such appeals have a high probability of being very complex and costly.

Washington County staff has worked through a practical example for credit recalculation, which is attached. In sum, Washington County staff believe that the effort required and uncertainty created by this change is disproportionate to the benefit it provides.

2. Credit and Off-set Refunds

The recommendation included allowing refunds of credits and off-sets, however this too becomes extremely complex. Attempting to refund credits or off-sets used between July 1, 2009 and December 1, 2009 could be

particularly problematic. The problem is that the jurisdiction may not know all the details of third party transactions which may or may not include credits. Developers often contract with builders, and these contracts may or may not stipulate specifics about the credits. If a credit is "owned" by the developer, and "used" by the builder, the jurisdiction can no longer assume that the credit belongs to the developer. There may or may not have been stipulations about the credit transaction between the builder and developer. While it is a simple matter to deduct the credit from the credit voucher, determining the "owner" of a credit or off-set being used in this circumstance may be difficult. Providing a refund of the credit or off-set to the correct party is difficult to ensure when the details of the third party transaction not have been recorded by the jurisdiction.

Staff recommends, refunds of credits or off-sets used between July 1, 2009 and the effective date of the temporary discount ordinance not be allowed. Refunds of cash payments would not be affected by this provision. Only refunds of cash payments would be allowed.

Attachments:

- June 1, 2009 Memorandum from the WCCC TAC to the WCCC regarding HBA request to adjust the Transportation Development Tax
- July 21, 2009 Notice of Hearing Date for Proposed Transportation Development Tax Temporary Discount
- August 14, 2009 Notice of Available Methodology for Proposed Transportation Development Tax Temporary Discount
- TDT Credit Recalculation Example
- DRAFT Ordinance 729, Exhibit A (language amending Ordinance 691-A) and Appendix A (temporary discount methodology).



Memorandum

To: Washington County Coordinating Committee
From: WCCC Transportation Advisory Committee
Date: June 1, 2009
Re: HBA request to adjust the Transportation Development Tax

At its Thursday May 21 and May 28 meetings, the WCCC TAC considered your recommendations related to requests by representatives of the homebuilding industry to defer the implementation of the Transportation Development Tax (TDT).

The WCCC TAC recommends that the WCCC forward the following recommendation to the Board of County Commissioners:

1. The WCCC should consider the preferred discount scenario described below to forward to the Board of County Commissioners' for further consideration.

PREFERRED TEMPORARY DISCOUNT

- 20% discount first year, retro-active for developments that pay between July 1, and the effective date.
- 10% discount continues July 1, 2010, but increases otherwise match the phase-in schedule.
- 5% discount begins July 1, 2011, but increases otherwise match the phase-in schedule.
- Discount is discontinued effective July 1, 2012.

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT until adoption (refund amount)*	TDT after adoption	TDT July 1, 2010	TDT July 1, 2011	TDT July 1, 2012
Single Family Residence (210)	/dwelling	\$3,600	\$4,599 (\$920)	\$3,679	\$5,226	\$6,665	\$8,225
Shopping Center (820)	/TSFGLA	\$4,155	\$5,734 (\$1,147)	\$4,587	\$6,828	\$8,968	\$11,293
Medical Clinic (630)	/TSFGFA	\$7,851	\$11,345 (\$2,269)	\$9,076	\$13,741	\$18,231	\$23,113
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,718 (\$344)	\$1,374	\$1,994	\$2,577	\$3,210
Office Building (710)	/TSFGFA	\$3,201	\$4,428 (\$886)	\$3,542	\$5,246	\$6,869	\$8,632

*Example: A developer pays the TDT on a Single Family Residence on July 15th, 2009 the charge would be \$4,599. After the adoption of the TDT discount (if approved in this form), the refund would be \$920.

2. The WCCC should meet and confirm their recommendation prior to the final Board of County Commissioners' hearing later this fall.

3. If a temporary discount is offered, the WCCC should reconsider the discount in April of 2010 (and at the same time of year in subsequent years as appropriate). The WCCC should consider appropriate data, like residential building permit activity, as part of the reconsideration.
4. The temporary TDT discount should include a provision that would provide a partial refund of revenue collected between July 1, 2009 and the effective date of the discount. The refund would be the absolute difference in rates and would not include interest. The refund would be issued within 90 days of the effective date of the ordinance, and would be structured such that it would not require a request.
5. Regarding grandfathering, the WCCC TAC does not recommend amending the transition provisions of the TDT for residential development. The reasons for this recommendation are:
 - a. The TDT will take effect with the existing transition language on July 1, 2009, and
 - b. Changing the transition language during the transition period may lead to confusion, and
 - c. Changing the language might affect some properties negatively, and
 - d. Most of the concern regarding the transition is the affect of the increased rates, and
 - e. The proposed temporary discount (recommendation 1 above) could be established with a similar outcome for the properties that would be affected by the revised transition provisions, particularly when combined with recommendation 6 below.
6. Regarding recommendation 5, the TDT ordinance should be amended to establish provisions that would allow existing TIF credits (that have not been used) issued to residential developments¹ since January 1, 2007 (as TIF credits) to be recalculated under the TDT rules (including credit for ROW and transferability). This would only be upon a written request because not all credits can be assured of increasing.
7. Regarding Home Builders Association Request C, Washington County staff will convene joint meeting(s) of the WCCC TAC and the Planning Directors. The topics of the meeting(s) will focus on what, if any, land uses should have TDT-related incentives for development. Examples of "types" of development to be discussed include: transit oriented development, affordable housing and industrial development. Lowering the TDT rates will be one of several "tools" to be examined as part of the discussion. After the meetings the WCCC TAC will forward the results and recommendations to the WCCC for further consideration.

Attached is a discussion of the various issues considered:

¹ Residential developments would be defined as developments that are excluded from the transition provisions only because residential development is excluded, these developments would otherwise be under TIF if residential was not excluded.

CHANGE

Any change or discount to the rates introduces an element of uncertainty to the TDT rates, which makes planning and programming of new development financing more unpredictable. Given that the Transportation Development Tax has yet to go into effect, any change at this point should be considered carefully against enacting the rules as previously decided.

REQUIREMENTS

County Counsel advised that any change in the effective date or methodology used to calculate the charge, would be considered a modification of the system development charge, and therefore would be subject to the Oregon SDC statutory notice requirements. The Oregon Revised Statutes state:

223.304

(6) Any local government that proposes to establish or modify a system development charge shall maintain a list of persons who have made a written request for notification prior to adoption or amendment of a methodology for any system development charge.

(7)(a) Written notice must be mailed to persons on the list at least 90 days prior to the first hearing to establish or modify a system development charge, and the methodology supporting the system development charge must be available at least 60 days prior to the first hearing.

Furthermore, the Washington County Charter requires at least 30 days before becoming effective.

CHAPTER V. BASIC PROCEDURES. Section 50. ORDINANCES.

(e) An ordinance, enacted by the Board in the exercise of its police powers and for the purpose of meeting an emergency, may take effect immediately upon being enacted or another date specified by the Board when an emergency is specified in the title and described in a section of the ordinance. Any other ordinance enacted by the Board shall take effect on the date specified by the Board but no earlier than the thirtieth day after being enacted.

Due to the above provisions, any ordinance adjusting the Transportation Development Tax rate schedule will require at least 120 days before it can become effective.

Given that July 1, 2009 is less than 120 days from today; adjustments to the effective date of the Transportation Development Tax ordinance are no longer timely.

Temporary Discount of the Transportation Development Tax

The following are issues that may be considered with a temporary discount of the Transportation Development Tax rates. An ordinance of the Board of County Commissioners would be developed to add a temporary discount multiplier to the TDT methodology. A revised temporary SDC methodology would be developed. All notice and other requirements of the SDC statute would be followed.

How does this relate to TIF?

A temporary discount of the TDT would not directly relate to the prior TIF rates whatsoever. Under staff proposal, this alternative is a reduction of the newly adopted TDT rates without trying to connect it to any rates prior to the TDT effective date.

How would this be applied?

The TDT rate table would be modified, and all the rates would be multiplied by the chosen discount multiplier. The resulting rate table would be a temporary modification, and all the rates would be multiplied by a discount multiplier. This temporary rate reduction would apply to all categories of development equally, including residential, commercial, industrial, and institutional. The discount multiplier would remain in effect throughout the entire discount period. The phase-in table and inflation index would remain unchanged.

Example: 10% Discount

Category	7/1/09 – 6/30/10 Rate		Discount Multiplier		Temporary Rate
Single Family Detached (210)	\$4,599	X	0.90	=	\$4,139

- 10% discount = \$460 per single family detached (\$4,139)
- 15% discount = \$690 per single family detached (\$3,909)
- 20% discount = \$920 per single family detached (\$3,679)

How much would this reduce TDT revenue countywide?

The U.S. Census Bureau maintains monthly records of reported privately-owned residential building permits by county. For Washington County during the period from April 2008 through March 2009, these records show that, countywide, a mean average of 102 permits were issued per month during that period.

Assuming the rate for the last 12 months continues:

- 102 single family detached permits x 10% discount (\$460) = \$46,920 / month or \$563,040 / year
- 102 single family detached permits x 15% discount (\$690) = \$70,380 / month or \$844,560 / year
- 102 single family detached permits x 20% discount (\$920) = \$93,840 / month or \$1,126,080 / year

If more residential building permits are issued, the affect on revenue would be greater.

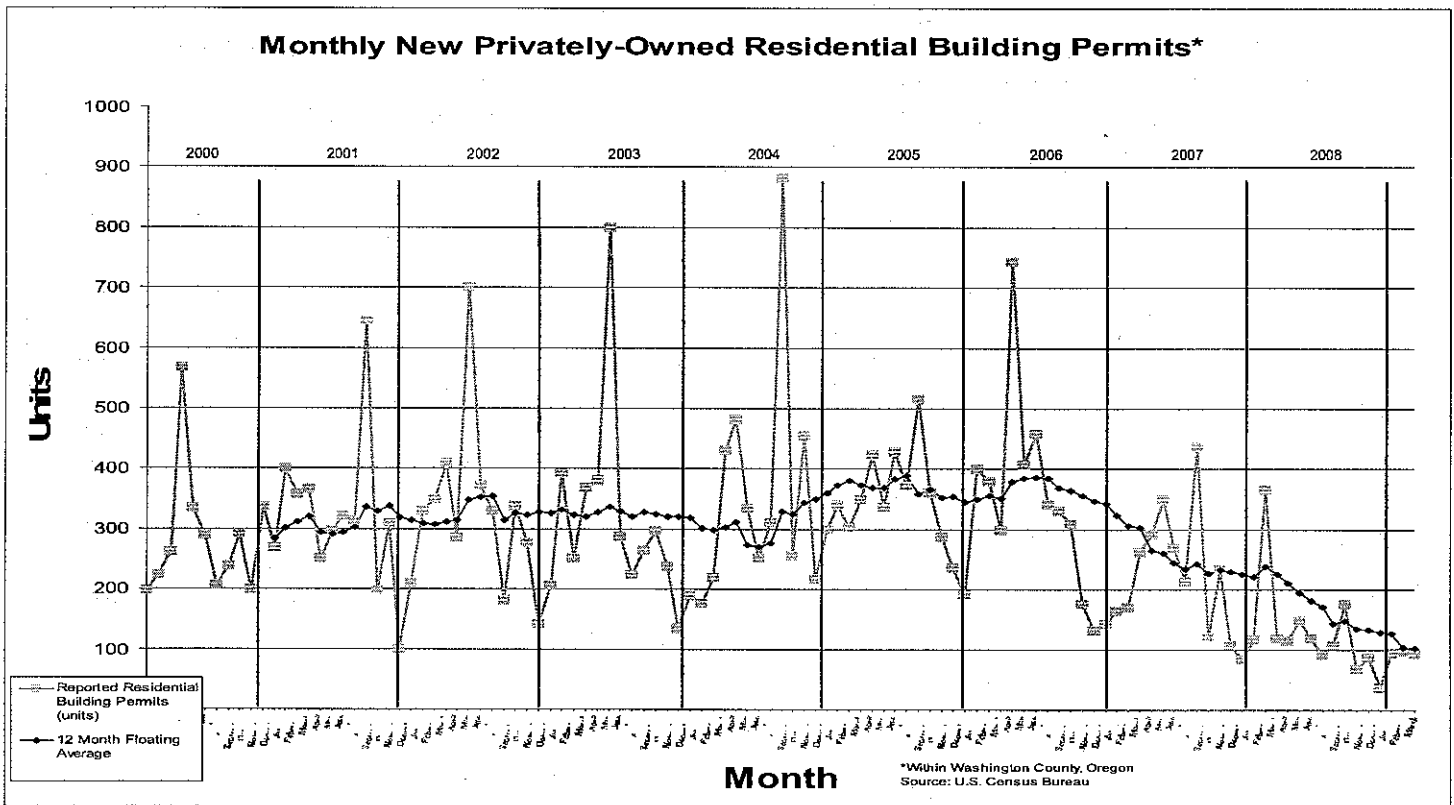
In addition, all commercial, industrial, and institutional revenue would be reduced along with residential. The impact of this additional reduction is difficult to estimate. Non-residential TIF revenue has varied significantly on an annual basis. Since 2000 the percentage of total TIF revenue that non-residential has accounted for has ranged between 30 and 65 percent of total cash receipts. The TDT rate structure is different than the TIF rate structure, and it is anticipated that non-residential may pay a higher percentage over time. How that will play out during the first few years of the TDT has yet to be determined. Given the range of 30% to 65% that would mean a 10% rate reduction would mean an additional \$168,875 to \$365,896 in lost revenue countywide (in 2008 a 10% reduction would have been about \$272,000 countywide) Please note that a 20% discount would double this impact.

How much would this increase building?

The demand for new buildings is separate from the fees. The HBA letter identifies concerns regarding the current inventory of existing plats. This current inventory is not being built due to the economic conditions. The existing inventory of plats would likely be the first to be constructed as the economic conditions improve – unless variables change the situation these plats face over time. The HBA is concerned that the TDT will make building the existing inventory difficult as the economic conditions improve. A temporary reduction in the TDT fees could marginally help address this concern. But clearly, the TDT rate has a very small impact on overall building activity.

What mechanism to use for monitoring a temporary discount?

If this is to be a temporary discount, some mechanism should be in place to identify when the discount should be discontinued. There are numerous mechanisms that could be used. The U.S. Census Bureau maintains monthly records of reported privately-owned residential building permits by county. On the chart below the orange line tracks the reported units by month from January 2000 through March 2009. The darker dotted line tracks the 12 month rolling average of the same data.



Continuing to track this data may help determine when the economy has recovered from the current down cycle and building activity has resumed. Noting the above chart, the darker dotted line (12 month rolling average of residential building permits in units) dropped below 200 units per month in May of 2008. Prior to that building activity had exceeded an annualized average of 200 units per month since at least January 2001 (data prior to that is unavailable). This is one possible index to track. The TDT vote took place in November 2008, and voters may have been considering the prior month (October 2008) when deciding how to vote. The 12 month rolling average of reported residential building permits in October 2008 was 134.

The current rate system is structured to increase only on July 1 of each year. The WCCC could structure a discount to be reviewed each Spring and tied to the annual increase of the TDT phase-in

schedule. This review could include tracking the number of residential build permits reported, as collected by the U.S. Census Bureau as well as other economic information.

Jump in rates once the discount is discontinued

Any discount without reconfiguring the phase-in schedule could result in a larger jump in rates once the discount is discontinued. The WCCC TAC believes the TDT rate in July 1, 2012 should not be modified.

Building permits between July 1 and the effective date of this ordinance

It would be possible to craft the change in methodology to be retroactive for TDT paid between July 1, and the effective date. This would result in a partial refund of difference between the rate paid and the discounted rate. Administration of the refund could have a number of issues. The current refund language of the TDT may need to be amended.

Temporary Discount:

The Transportation Advisory Committee proposed the following preferred temporary discount:

PREFERRED TEMPORARY DISCOUNT

- 20% discount first year, retro-active for developments that pay between July 1, and the effective date.
- 10% discount continues July 1, 2010, but increases otherwise match the phase-in schedule.
- 5% discount begins July 1, 2011, but increases otherwise match the phase-in schedule.
- Discount is discontinued effective July 1, 2012.

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT until adoption (refund amount)*	TDT after adoption	TDT July 1, 2010	TDT July 1, 2011	TDT July 1, 2012
Single Family Residence (210)	/dwelling	\$3,600	\$4,599 (\$920)	\$3,679	\$5,226	\$6,665	\$8,225
Shopping Center (820)	/TSFGLA	\$4,155	\$5,734 (\$1,147)	\$4,587	\$6,828	\$8,968	\$11,293
Medical Clinic (630)	/TSFGFA	\$7,851	\$11,345 (\$2,269)	\$9,076	\$13,741	\$18,231	\$23,113
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,718 (\$344)	\$1,374	\$1,994	\$2,577	\$3,210
Office Building (710)	/TSFGFA	\$3,201	\$4,428 (\$886)	\$3,542	\$5,246	\$6,869	\$8,632

*Example: A developer pays the TDT on a Single Family Residence on July 15th, 2009 the charge would be \$4,599. After the adoption of the TDT discount (if approved in this form), the refund would be \$920.

NO CHANGE

This table is included for reference purposes

Land Use Category (ITE Code)	Unit	TIF July 1, 2009	TDT July 1, 2009	TDT July 1, 2010	TDT July 1, 2011	TDT July 1, 2012
Single Family Residence (210)	/dwelling	\$3,600	4,599	\$5,807	\$7,016	\$8,225
Shopping Center (820)	/TSFGLA	\$4,155	\$5,734	\$7,587	\$9,440	\$11,293
Medical Clinic (630)	/TSFGFA	\$7,851	\$11,345	\$15,268	\$19,190	\$23,113
Manufacturing Building (140)	/TSFGFA	\$1,332	\$1,718	\$2,215	\$2,713	\$3,210
Office Building (710)	/TSFGFA	\$3,201	\$4,428	\$5,829	\$7,230	\$8,632



WASHINGTON COUNTY OREGON

July 21, 2009

To: Interested Parties

From: Kathy Lehtola, Director

Subject: **Hearing Date for Proposed Transportation Development Tax Temporary Discount**

Pursuant to Oregon Revised Statutes Chapter 223.304(6) and (7), Washington County is providing notice to interested parties that the Washington County Board of Commissioners (Board) will soon consider adopting a revision to the Transportation Development Tax system development charge (SDC) methodology. This methodology adjustment could affect development on all properties within Washington County, including urban unincorporated, within cities, and rural areas.

The purpose of the proposed SDC methodology adjustment is to provide a temporary reduction in the development tax within Washington County due to the current economic situation. The Board will consider the proposed SDC methodology adjustment at their regularly scheduled public hearing on **October 20, 2009**. This public hearing will be held in the Shirley Huffman Auditorium in the Public Services Building at 155 North First Avenue, Hillsboro Oregon.

Public testimony about the proposed transportation SDC methodology adjustment may be submitted in writing prior to or at the hearing. Oral testimony may also be provided at the hearing. Written testimony may be mailed or faxed to the Board in advance of the hearing in care of the Long Range Planning Division at the address and fax number shown on the bottom of this page. **At this time, we are unable to accept e-mail as public testimony.**

If you have any questions about the proposed Transportation Development Tax temporary discount, please contact Steve L Kelley at 503-846-3519, or see a memorandum explaining the proposed reduction at:
<http://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/transportation-development-tax.cfm>


C:\work\TDT\modify\notice 7_21.doc



WASHINGTON COUNTY OREGON

August 14, 2009

To: Interested Parties

From: 
Kathy Lehtola, Director

Subject: **Notice of Available Methodology for Proposed Transportation Development Tax Temporary Discount**

The Washington County Board of Commissioners will soon consider adopting a Temporary Discount for the Transportation Development Tax. This methodology adjustment could affect development on all properties within Washington County, including urban unincorporated, within cities, and rural areas. The purpose of the proposed Temporary Discount is to provide a temporary reduction in the Transportation Development Tax within Washington County due to the current economic situation.

The Board will consider the proposed methodology adjustment at their regularly scheduled public hearing on **October 20, 2009**. This public hearing will be held in the Shirley Huffman Auditorium in the Public Services Building at 155 North First Avenue, Hillsboro Oregon. Public testimony about the proposed Transportation Development Tax Temporary Discount may be submitted in writing prior to or at the hearing. Oral testimony may also be provided at the hearing. Written testimony may be mailed or faxed to the Board in advance of the hearing in care of the Long Range Planning Division at the address and fax number shown on the bottom of this page. **We are unable to accept e-mail as public testimony.**

If you have any questions about the proposed Transportation Development Tax Temporary Discount, please contact Steve L Kelley at 503-846-3519. A memorandum explaining the proposed reduction, and a copy of the methodology, are available on-line at:

www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/transportation-development-tax.cfm

C:\work\TDT\modify\notice 8_14.doc

Arbor Lakes Subdivision Springville Rd Improvements

This project is located on the north side of Springville Rd west of Kaiser Rd.

In 2008 we granted TIF credit to this project. We analyzed the constructed improvements for eligibility, quantities and whether the unit costs were reasonable.

As an exercise, we have evaluated this project following the TDT ordinance. In addition to the TIF criteria, we looked for any improvements which exceed the county's standard requirements for the road classification. We found none. Therefore, the TDT credit is equal to the TIF credit.

The road section is included in both the TIF Base Report and the TDT Capital Improvements Project List. The roadway was constructed biased to the north of the right-of-way to compensate for the narrower right-of-way and to accommodate a future capital improvement project. The functional classification of this section of road is A-4, a 5-lane arterial road in the county's transportation plan requiring a 49' half right-of-way. Due to past development activity under an earlier iteration of the transportation plan, the south half of the right-of-way was dedicated to the C-3, 3-lane collector road, functional classification, resulting in a 37' half right-of-way. The Arbor Lakes project did not dedicate additional right-of-way to provide the full 98' of right-of-way. If they had dedicated the additional right-of-way, the TDT credit exercise would have included the right-of-way width in excess of the transportation plan's specification. The project did receive credit for the extra pavement width which resulted from the decision to offset the roadway within the right-of-way, to accommodate a future capital improvement project.

TIF CREDIT ANALYSIS FOR: ARBOR LAKES/OAKS SPRINGVILLE RD IMPROVEMENTS

DATE: 08/20/09

CDA # 03-174

ESTIMATE PERFORMED BY: NR

TIME: 11:20 AM

ITEM		REQUESTED	APPROVED	UNIT	REQUESTED	APPROVED	
<u>NO</u>	<u>DESCRIPTION</u>	<u>UNITS</u>	<u>QUANTITY</u>	<u>QUANTITY</u>	<u>PRICE</u>	<u>CREDIT</u>	
						<u>CREDIT</u>	
1	SAWCUT EXISTING AC	LF	1,582.00	1,582.00	\$1.00	\$1,582.00	\$1,582.00
2	INSTALL 10" BASE ROCK (1-1/2"-0")	SY	5,110.00	5,110.00	\$8.40	\$42,924.00	\$42,924.00
3	INSTALL 2" FINISH ROCK (3/4"-0"), INCLUDING REFINISH OF REMOVAL AREA	SY	4,753.00	4,753.00	\$2.50	\$11,882.50	\$11,882.50
4	CONSTRUCT 2-FT WIDE ROCK SHOULDER	SY	205.00	205.00	\$11.40	\$2,337.00	\$2,337.00
5	3" BASE LIFT AC PAVING	SY	4,572.00	4,572.00	\$11.18	\$51,114.96	\$51,114.96
6	2.5" TOP LIFT AC PAVING	SY	4,572.00	4,572.00	\$9.17	\$41,925.24	\$41,925.24
7	2.5" OVERLAY	SY	2,337.00	0.00	\$9.35	\$21,850.95	\$0.00
8	15' SIDEWALK BARRICADE	EA	2.00	0.00	\$630.00	\$1,260.00	\$0.00
9	INSTALL CURB & GUTTER	LF	1,455.00	1,455.00	\$9.60	\$13,968.00	\$13,968.00
10	INSTALL 6" EXTRA BASF ROCK	SY	1,410.00	1,410.00	\$6.10	\$8,601.00	\$8,601.00
11	SOFT SPOT EXCAVATION	CY	134.00	134.00	\$43.60	\$5,842.40	\$5,842.40
12	CONSTRUCT 4' SIDEWALK	SF	6,065.00	0.00	\$3.70	\$22,440.50	\$0.00
13	CONSTRUCT 6" CONCRETE DRIVEWAY	SF	110.00	0.00	\$5.90	\$649.00	\$0.00
14	INSTALL 3" AC TEMP SIDEWALK	SY	18.00	0.00	\$25.50	\$459.00	\$0.00
15	REMOVE EXISTING STRIPING	LF	5,253.00	5,253.00	\$1.20	\$6,303.60	\$6,303.60
16	INSTALL 4" WHITE FOG LINE	LF	4,000.00	4,000.00	\$0.62	\$2,480.00	\$2,480.00
17	INSTALL 4" DBL YELLOW CENTERLINE WITH MARKERS	LF	493.00	493.00	\$1.25	\$616.25	\$616.25
18	INSTALL LEFT TURN ARROW	EA	4.00	4.00	\$180.00	\$720.00	\$720.00
19	INSTALL NO PARKING SIGN W/TOW AWAY	EA	11.00	0.00	\$178.00	\$1,958.00	\$0.00
20	INSTALL SPEED LIMIT SIGN	EA	2.00	0.00	\$175.00	\$350.00	\$0.00
21	INSTALL ARROW SIGN	EA	1.00	0.00	\$190.00	\$190.00	\$0.00
22	4" DBL YELLOW MEDIAN STRIPE	LF	1,385.00	1,385.00	\$1.25	\$1,731.25	\$1,731.25

23	4" YELLOW TWO WAY LF LEFT TURN STRIPE	700.00	700.00	\$1.25	\$875.00	\$875.00
24	8" WHITE TURN LANE LF	350.00	350.00	\$2.45	\$857.50	\$857.50
25	BLACK VINYL FENCE LF AT TOP OF	230.00	0.00	\$24.25	\$5,577.50	\$0.00
26	III TRAFFIC WALL PLASTIC POST- TRAFFIC DELINEATORS TM570	EA 11.00	0.00	\$41.00	\$451.00	\$0.00
27	REINSTALL EXISTING EA SIGN	1.00	0.00	\$116.00	\$116.00	\$0.00
28	INSTALL 10' EA SIDEWALK BARRICADE	2.00	0.00	\$480.00	\$960.00	\$0.00
29	INSTALL SF III TRAFFIC WALL	3,903.00	3,903.00	\$44.17	\$172,395.51	\$172,395.51
30	18" ODOT LF GUARDRAIL TYPE RD400	710.00	0.00	\$49.25	\$34,967.50	\$0.00
31	STREETLIGHTS EA	10.00	0.00	\$2,210.00	\$22,100.00	\$0.00
32	NO PARKING SIGN EA WITH TOW-AWAY	9.00	0.00	\$178.00	\$1,602.00	\$0.00
33	TRAFFIC CONTROL LS	1.00	1.00	\$12,772.00	\$12,772.00	\$12,772.00
34	MOBILIZATION LS	1.00	1.00	\$5,500.00	\$3,816.00	\$5,500.00
35	EROSION CONTROL LS	1.00	0.00	\$6,829.00	\$4,738.00	\$0.00
36	CLEARING & LS GRUBBING	1.00	1.00	\$23,336.00	\$16,190.00	\$23,336.00
37	STRIP & OFFHAUL LS	1.00	1.00	\$29,646.00	\$20,567.00	\$29,646.00
38	EXCAVATION LS	1.00	1.00	\$29,240.00	\$20,286.00	\$29,240.00
39	EMBANKMENT LS	1.00	1.00	\$14,700.00	\$10,198.00	\$14,700.00
40	GRIND EXISTING AC LS	1.00	0.00	\$19,047.00	\$13,214.00	\$0.00
41		0.00	0.00		\$0.00	\$0.00
42		0.00	0.00		\$0.00	\$0.00
43		0.00	0.00		\$0.00	\$0.00
34		0.00	0.00		\$0.00	\$0.00
35		0.00	0.00		\$0.00	\$0.00
TOTAL CONSTRUCTION CREDITS					\$582,868.66	\$481,350.21
SURVEYING, ENGINEERING & INSPECTION, 13.5%					<u>\$78,687.27</u>	<u>\$64,982.28</u>
TOTAL TIF CREDIT					<u>\$661,555.93</u>	<u>\$546,332.49</u>

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22

IN THE BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

ORDINANCE 729 (An Ordinance Amending
(Ordinance 691-A, Providing for a
(Temporary Discount to the
(Transportation Development Tax, and
(Declaring an Effective Date.

The Board of County Commissioners of Washington County, Oregon, ordains:

SECTION 1. PURPOSE AND FINDINGS

- A. Ordinance 691-A, the Countywide Transportation Development Tax (TDT) was enacted by the voters in November, 2008, and took effect July 1, 2009. The TDT amended Washington County Code Chapter 3.17, the Transportation Impact Fee, adopted a new methodology, capital improvement plan, and administrative provisions.
- B. Since the TDT was approved by the voters, economic conditions have changed, and it is appropriate to adopt a temporary discount to the TDT in light of these conditions, and subject to further action of the Board, including termination of the discount as provided in Attachment A hereto.
- C. As a further incentive to development during the economic downturn, the Board desires to allow for certain existing Traffic Impact Fee (TIF) credits to be recalculated under the TDT.
- D. It is necessary and desirable to enact minor housekeeping changes to the TDT that

1 do not increase the level of the tax or reduce exemptions from the tax.

2 SECTION 2. ENACTMENT

3 The Board, having received the recommendation of the Washington County Coordinating
4 Committee, and the Department of Land Use and Transportation, conducted a public hearing on
5 this proposed Ordinance, and being fully informed thereon, hereby adopts the amendments to the
6 Transportation Development Tax, Ordinance 691-A-Engrossed set forth in Exhibit 'A' hereto,
7 and incorporated by this reference herein. New matter is underlined.

8 SECTION 3. ADOPTION OF APPENDIX

9 Appendix A, "Transportation Development Tax Temporary Discount Methodology
10 Report", dated October 20, 2009; attached hereto and incorporated herein, is hereby adopted.

11 SECTION 4. PRIOR ORDINANCE PROVISIONS

12 All other provisions of the Transportation Development Tax that have been adopted by prior
13 ordinance, which are not expressly amended or repealed herein, shall remain in full force and effect.

14
15 SECTION 5. SEVERANCE

16 If any portion of this Ordinance, including its Exhibits and Appendices, shall for any
17 reason be declared invalid or unconstitutional by an authority of competent jurisdiction, the
18 remainder shall not be affected thereby and shall remain in full force and effect, and any
19 provision of a prior Ordinance amended or repealed by the stricken portion of this Ordinance
20 shall be revived and again be considered in full force and effect.

21 SECTION 6. IMPLEMENTATION

22 The Office of County Counsel is authorized to prepare documents to reflect the changes

1 adopted under this Ordinance, including deleting and adding textual material, renumbering pages
2 or sections, and making any technical changes not affecting the substance of these amendments
3 as necessary to codify this Ordinance into the Washington County Code.
4

5 **SECTION 7. EFFECTIVE DATE**

6 This Ordinance shall take effect at 12:01 a.m., December 1, 2009.

7 Enacted this _____ day of _____, 2009, being the _____ reading
8 and the _____ public hearing before the Board of County Commissioners of Washington
9 County, Oregon.

10
11 BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY, OREGON

12
13 _____
CHAIRMAN

14
15 _____
RECORDING SECRETARY

16 **READING**

16 **PUBLIC HEARING**

17 First _____
18 Second _____
19 Third _____
20 Fourth _____
Fifth _____
Sixth _____

21 VOTE: *Aye:* _____

Nay: _____

22 Recording Secretary: _____ Date: _____

Exhibit A to Ordinance 729

Exhibit A to Ordinance 691-A is hereby modified as follows:

1. Section 3.17.080 is amended to add:

"K. TIF credits shall be valid to satisfy TDT obligations, subject to the original credit expiration date."

2. Add Section 3.17.115 to read as follows:

"3.17.115 Refunds—Temporary Discount.

A. Refunds of the TDT under this section may be made upon initiation of the Director or upon written application filed with the Director. When an applicant has paid the TDT as prescribed in ordinance 691-A between July 1, 2009, and the effective date of this Ordinance, the applicant shall be eligible for a refund of the difference between the amount paid, and the amount that would have been charged pursuant to Appendix A hereto for the subject development.

B. No refund shall be issued for amounts incurred but not yet paid based on a deferral or Bancroft agreement. TDTs subject to deferral or Bancroft agreement shall be recalculated based on the applicable discount rate.

C. Refunds under this section shall not include the amount of any TDT obligation that was satisfied by redemption of TIF or TDT credits. No interest shall accrue on refunds. The jurisdiction may charge a fee for calculating and processing a refund or recalculation. No refund shall be due under this section for any application received after March 31, 2010."

3. Add Section 3.17.170 to read as follows:

"3.17.170 TDT Temporary Discount

A. The TDT rates established in Ordinance 691-A-Engrossed, and set forth in Appendix B thereto, while remaining in full force and effect, shall be subject to a temporary discount as provided in Appendix A hereto, provided however:

No later than April 30 of each year from 2010 through 2012, the Board of Commissioners shall hold a public hearing to determine whether the TDT discount provided in this Ordinance shall be continued or terminated. In making its determination, the Board shall consider the recommendation of the Washington County Coordinating Committee (WCCC), then-existing economic conditions and the public interest. The Board shall have full policy discretion to make this determination, regardless of the extent of economic recovery, if any.

If the Board determines that the TDT discount shall be terminated, it shall so declare by order, and the TDT discount under this Ordinance shall be terminated effective July 1 of that year. If the Board determines that the TDT discount shall be continued, it shall so declare by order, and the TDT discount shall be continued, effective July 1 for the next fiscal year. The County shall provide a copy of the Board's order to all cities that collect the TDT.

B. During the discount period, TDT shall be calculated as provided under Ordinance 691-A, but subject to the temporary rate discount set forth in Appendix A, pages 4 and 5, "Discount Schedule".

C. In no event shall a discount be granted for any TDT due or paid on or after July 1, 2012, except for amounts paid under a Bancroft agreement executed before that date. On or after that date, or such earlier date as the Board terminates the discount under this section, the TDT shall be determined under Ordinance 691-A, without regard to any discount under this Ordinance."

4. Add Section 3.17.180 as follows:

"3.17.180 TIF Credit Recalculation

A. An applicant issued TIF credits between January 1, 2007 and July 1, 2009 for a residential development not subject to the transition provisions of Ordinance 691-A, section 3.17.160C(1) may request recalculation of existing TIF credits according to the rules and procedures of the TDT under Ordinance 691-A. The city or county may charge an administrative fee for the cost of analysis and review of a TIF credit recalculation. If the jurisdiction approves the recalculation, it shall note the increased credit on the voucher, and provide a copy to the applicant.

B. A request for TIF credit recalculation shall be in writing and shall be made no later than March 31, 2010. Credit recalculation under this section shall not be the basis for a TIF or TDT refund, and shall not extend the expiration date of the credit."

APPENDIX A

WASHINGTON COUNTY

**Transportation Development Tax
Temporary Discount Methodology Report**

WASHINGTON COUNTY

Transportation Development Tax Temporary Discount Methodology Report

1.0 BACKGROUND AND INTRODUCTION

Ordinance 691-A enacted the Transportation Development Tax (TDT), was adopted by the voters of Washington County in November, 2008, and took effect July 1, 2009. Due to economic conditions, the Board of Commissioners considered a temporary discount to the TDT. Because the TDT is adopted as a countywide tax and a System Development Charge (SDC) under ORS Chapter 223, a modification to the charge requires a modification to the methodology.

2.0 TDT METHODOLOGY AND TEMPORARY DISCOUNT METHODOLOGY

The TDT methodology, consisting of Appendix A to Ordinance 691-A, is hereby incorporated by reference. The TDT methodology is hereby amended to add the following:

Temporary Discount Schedule

The discount schedule applies temporary discounts to reduce the TDT rates during the phase-in period, subject to Board approval in this Ordinance. The following is a summary of the discount schedule:

- 20% discount for the first year, between July 1, 2009 and June 30, 2010; retro-active for developments that pay the full TDT between July 1, 2009, and the effective date of this Ordinance.
- 10% discount between July 1, 2010 and June 30, 2011.
- 5% discount between July 1, 2011, and June 30, 2012.
- Discount is discontinued effective July 1, 2012.

Table 11 displays the discount schedule for the adopted TDT Rates. Columns 1 through 3 restate the ITE land use codes and categories. Column 4 restates the TDT rates from Table 10 for 7/1/2009 through 6/30/2010, prior to the discount. Column 5 displays the discount rates through 6/30/2010 after the discount of 20% is applied. Column 6 restates the TDT from Table 10 for 7/1/2010 through 6/30/2011 prior to the discount. Column 7 displays the discount rates for 7/1/2010 through 6/30/2011 after the 10% discount is applied. Column 8 restates the TDT from Table 10 for 7/1/2011 through 6/30/2012 prior to the discount. Column 9 displays the discount rates for 7/1/2011 through 6/30/2012 after the 5% discount is applied. Column 10 restates the TDT from Table 10 for 7/1/2012 through 6/30/2013.

The discount schedule accounts for the automatic increases of TDT annually during the phase in period. The following formulas were used to calculate the rates shown in table 11.

Rates through 6/30/2010, Discount (20%)

TDT 7/1/2009 Rate	*	0.8	=	Discount 11/20/2009 – 6/30/2010 Rate
-------------------------	---	-----	---	---

Rates 7/1/2010 through 6/30/2011, Discount (10%)

TDT 7/1/2010 Rate	*	0.9	=	Discount 7/1/2010 – 6/30/2011 Rate
-------------------------	---	-----	---	--

Rates 7/1/2011 through 6/30/2012, Discount (5%)

TDT 7/1/2011 Rate	*	0.95	=	Discount 7/1/2011 – 6/30/2012 Rate
-------------------------	---	------	---	--

TABLE 11
DISCOUNT SCHEDULE

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Land Use Category	ITE Code	Unit*	Rates through 6/30/2010 TDT Prior to Discount	With 20% Discount	Rates 7/1/2010 - 6/30/2011 TDT Prior to Discount	With 10% Discount	Rates 7/1/2011 - 6/30/2012 TDT Prior to Discount	With 5% Discount	Rates 7/1/2012 - 6/30/2013
Residential									
Single Family Detached	210	/dwelling unit	\$4,599	\$3,679	\$5,807	\$5,227	\$7,016	\$6,665	\$8,225
Apartment	220	/dwelling unit	\$2,896	\$2,317	\$3,724	\$3,352	\$4,553	\$4,325	\$5,381
Residential Condominium/Townhouse	230	/dwelling unit	\$2,717	\$2,174	\$3,451	\$3,106	\$4,185	\$3,976	\$4,919
Manufactured Housing (in Park)	240	/dwelling unit	\$2,252	\$1,801	\$2,873	\$2,586	\$3,494	\$3,320	\$4,116
Assisted Living	254	/bed	\$1,474	\$1,180	\$1,830	\$1,647	\$2,186	\$2,077	\$2,542
Continuing Care Retirement	255	/unit	\$1,482	\$1,185	\$1,845	\$1,660	\$2,208	\$2,097	\$2,571
Recreational									
Park	411	/acre	\$732	\$585	\$948	\$853	\$1,163	\$1,105	\$1,379
Golf Course	430	/hole	\$7,129	\$5,703	\$9,625	\$8,663	\$12,122	\$11,516	\$14,619
Golf Driving Range	432	/tee	\$6,366	\$5,093	\$8,099	\$7,289	\$9,833	\$9,342	\$11,567
Multipurpose Recreational/Arcade	435	/T.S.F.G.F.A.	\$1,256	\$1,005	\$1,696	\$1,526	\$2,136	\$2,029	\$2,575
Bowling Alley	437	/lane	\$408	\$327	\$551	\$496	\$694	\$659	\$837
Multiplex Movie Theater	445	/screen	\$60,422	\$48,337	\$78,784	\$70,906	\$97,146	\$92,289	\$115,509
Health/Fitness Club	492	/T.S.F.G.F.A.	\$3,950	\$3,160	\$5,333	\$4,800	\$6,716	\$6,380	\$8,099
Recreation/Community Center	495	/T.S.F.G.F.A.	\$4,658	\$3,726	\$6,289	\$5,660	\$7,921	\$7,524	\$9,552
Institutional/Medical									
Elementary School (Public)	520	/student	\$208	\$166	\$271	\$244	\$333	\$317	\$396
Middle/Junior High School (Public)	522	/student	\$222	\$177	\$298	\$268	\$374	\$355	\$450
High School (Public)	530	/student	\$302	\$241	\$407	\$367	\$513	\$487	\$619
Private School (K-12)	536	/student	\$224	\$179	\$302	\$272	\$380	\$361	\$458
Junior College	540	/student	\$326	\$261	\$433	\$389	\$540	\$513	\$647
University/College	550	/student	\$523	\$418	\$706	\$636	\$889	\$845	\$1,073
Church	560	/T.S.F.G.F.A.	\$1,982	\$1,586	\$2,457	\$2,211	\$2,931	\$2,785	\$3,406
Day Care Center/Preschool	565	/student	\$632	\$506	\$844	\$760	\$1,056	\$1,004	\$1,269
Library	590	/T.S.F.G.F.A.	\$8,199	\$6,559	\$10,793	\$9,714	\$13,387	\$12,717	\$15,980
Hospital	610	/bed	\$1,579	\$1,264	\$2,133	\$1,919	\$2,686	\$2,551	\$3,239
Nursing Home	620	/bed	\$543	\$435	\$733	\$660	\$924	\$877	\$1,114
Clinic	630	/T.S.F.G.F.A.	\$11,345	\$9,076	\$15,268	\$13,741	\$19,190	\$18,231	\$23,113
Commercial/Services									
Hotel/Motel	310	/room	\$1,138	\$911	\$1,537	\$1,383	\$1,935	\$1,839	\$2,334
Building Materials/Lumber	812	/T.S.F.G.F.A.	\$4,003	\$3,202	\$5,405	\$4,865	\$6,807	\$6,467	\$8,209
Free-Standing Discount Superstore with Groceries	813	/T.S.F.G.F.A.	\$8,396	\$6,717	\$10,828	\$9,745	\$13,261	\$12,597	\$15,693
Specialty Retail Center	814	/T.S.F.G.L.A.	\$5,322	\$4,257	\$7,186	\$6,467	\$9,050	\$8,597	\$10,913
Free-Standing Discount Store without Groceries	815	/T.S.F.G.F.A.	\$8,683	\$6,946	\$11,402	\$10,261	\$14,121	\$13,415	\$16,840
Hardware/Paint Store	816	/T.S.F.G.F.A.	\$6,818	\$5,454	\$9,112	\$8,201	\$11,407	\$10,837	\$13,702
Nursery/Garden Center	817	/T.S.F.G.F.A.	\$4,732	\$3,785	\$6,389	\$5,750	\$8,046	\$7,644	\$9,704
Shopping Center	820	/T.S.F.G.L.A.	\$5,734	\$4,587	\$7,587	\$6,828	\$9,440	\$8,968	\$11,293
Factory Outlet Center	823	/T.S.F.G.F.A.	\$5,126	\$4,100	\$6,370	\$5,733	\$7,614	\$7,234	\$8,859
New Car Sales	841	/T.S.F.G.F.A.	\$6,209	\$4,967	\$8,379	\$7,541	\$10,549	\$10,021	\$12,719
Automobile Parts Sales	843	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Tire Superstore	849	/T.S.F.G.F.A.	\$5,317	\$4,253	\$6,752	\$6,077	\$8,188	\$7,778	\$9,623
Supermarket	850	/T.S.F.G.F.A.	\$12,067	\$9,654	\$15,634	\$14,070	\$19,201	\$18,241	\$22,768
Convenience Market (24-hour)	851	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Convenience Market with Fuel Pump	853	/V.F.P.	\$12,815	\$10,252	\$17,131	\$15,418	\$21,446	\$20,374	\$25,761
Wholesale Market	860	/T.S.F.G.F.A.	\$4,230	\$3,384	\$5,003	\$4,503	\$5,776	\$5,487	\$6,548
Discount Club	861	/T.S.F.G.F.A.	\$10,795	\$8,636	\$13,089	\$11,780	\$15,384	\$14,615	\$17,678
Home Improvement Superstore	862	/T.S.F.G.F.A.	\$3,597	\$2,878	\$4,593	\$4,134	\$5,589	\$5,310	\$6,586
Electronics Superstore	863	/T.S.F.G.F.A.	\$5,188	\$4,151	\$6,496	\$5,846	\$7,803	\$7,413	\$9,111
Office Supply Superstore	867	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Pharmacy/Drugstore without Drive-Thru Window	880	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Pharmacy/Drugstore with Drive-Thru Window	881	/T.S.F.G.F.A.	\$5,973	\$4,779	\$8,065	\$7,259	\$10,157	\$9,650	\$12,249
Furniture Store	890	/T.S.F.G.F.A.	\$998	\$799	\$1,181	\$1,063	\$1,363	\$1,295	\$1,545
Bank/Savings: Walk-in	911	/T.S.F.G.F.A.	\$12,715	\$10,172	\$16,930	\$15,237	\$21,145	\$20,088	\$25,360
Bank/Savings: Drive-in	912	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828

TABLE 11
DISCOUNT SCHEDULE

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
			Rates through 6/30/2010		Rates 7/1/2010 - 6/30/2011		Rates 7/1/2011 - 6/30/2012		
Land Use Category	ITE Code	Unit*	TDT Prior to Discount	With 20% Discount	TDT Prior to Discount	With 10% Discount	TDT Prior to Discount	With 5% Discount	Rates 7/1/2012 - 6/30/2013
Quality Restaurant (not a chain)	931	/T.S.F.G.F.A.	\$12,183	\$9,747	\$16,239	\$14,615	\$20,295	\$19,280	\$24,351
High Turnover, Sit-Down Restaurant (chain or stand alone)	932	/T.S.F.G.F.A.	\$11,482	\$9,185	\$14,464	\$13,017	\$17,446	\$16,573	\$20,427
Fast Food Restaurant (No Drive-Thru)	933	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Fast Food Restaurant (With Drive-Thru)	934	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Drive-Thru Restaurant (No Seating)	935	/T.S.F.G.F.A.	\$13,082	\$10,466	\$17,664	\$15,897	\$22,246	\$21,133	\$26,828
Drinking Place/Bar	936	/T.S.F.G.F.A.	\$11,583	\$9,266	\$15,037	\$13,534	\$18,492	\$17,568	\$21,947
Quick Lubrication Vehicle Shop	941	/Service Stall	\$11,066	\$8,853	\$13,632	\$12,269	\$16,198	\$15,388	\$18,764
Automobile Care Center	942	/T.S.F.G.L.A.	\$6,217	\$4,973	\$8,394	\$7,554	\$10,571	\$10,043	\$12,748
Gasoline/Service Station (no Market or Car Wash)	944	/V.F.P.	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097
Gasoline/Service Station (with Market and Car Wash)	946	/V.F.P.	\$10,399	\$8,319	\$12,298	\$11,068	\$14,197	\$13,488	\$16,097
Office									
General Office Building	710	/T.S.F.G.F.A.	\$4,428	\$3,542	\$5,829	\$5,246	\$7,230	\$6,869	\$8,632
Medical-Dental Office Building	720	/T.S.F.G.F.A.	\$15,307	\$12,246	\$19,954	\$17,958	\$24,600	\$23,370	\$29,246
Government Office Building	730	/T.S.F.G.F.A.	\$30,447	\$24,358	\$39,388	\$35,449	\$48,329	\$45,912	\$57,270
U.S. Post Office	732	/T.S.F.G.F.A.	\$38,661	\$30,929	\$50,247	\$45,222	\$61,833	\$58,741	\$73,419
Office Park	750	/T.S.F.G.F.A.	\$6,670	\$5,336	\$8,252	\$7,426	\$9,833	\$9,341	\$11,414
Port/Industrial									
Truck Terminal	030	/T.S.F.G.F.A.	\$2,140	\$1,712	\$2,889	\$2,600	\$3,639	\$3,457	\$4,388
General Light Industrial	110	/T.S.F.G.F.A.	\$3,116	\$2,493	\$4,022	\$3,620	\$4,929	\$4,682	\$5,835
General Heavy Industrial	120	/T.S.F.G.F.A.	\$671	\$536	\$866	\$779	\$1,061	\$1,008	\$1,256
Manufacturing	140	/T.S.F.G.F.A.	\$1,718	\$1,374	\$2,215	\$1,994	\$2,713	\$2,577	\$3,210
Warehouse	150	/T.S.F.G.F.A.	\$2,190	\$1,752	\$2,834	\$2,550	\$3,477	\$3,303	\$4,120
Mini-Warehouse	151	/T.S.F.G.F.A.	\$1,155	\$924	\$1,482	\$1,334	\$1,810	\$1,719	\$2,137
Utilities	170	/T.S.F.G.F.A.	\$3,044	\$2,435	\$3,878	\$3,490	\$4,712	\$4,476	\$5,546

* Abbreviations used in the "Unit" column:

T.S.F.G.F.A. = Thousand Square Feet Gross Floor Area

T.S.F.G.L.A. = Thousand Square Feet Gross Leaseable Area

V.F.P. = Vehicle Fueling Position