



WASHINGTON COUNTY OREGON

March 19, 2010

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

DATE: Thursday March 25, 2010
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Conference Room
12375 SW Fifth Street -- Beaverton

AGENDA

- | | | | |
|---|----|--|-------------|
| * | 1. | Annual Traffic Impact Fee Adjustment | Action |
| * | 2. | Transportation Development Tax: Review of Temporary Discount | Information |
| * | 3. | Regional Transportation Plan Update: Status | Information |
| | 4. | TGM Grants: New Applications; Status of Existing Grants | Information |
| | 5. | TPAC Meeting | Information |
| | 6. | Updates:
-- ODOT
-- Metro
-- TriMet | Information |
| | 7. | Other Business | |

The next regular WCCC TAC meeting is scheduled for **1:30 PM Thursday April 29, 2010** in the Main Conference Room at the Beaverton Library. If you have any questions, please call Blair Crumpacker at 503 846-3878.


* -- Material enclosed in packet

** -- Materials to be provided prior to the meeting

Department of Land Use & Transportation • Long Range Planning Division
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412



Memorandum

To: WCCC Transportation Advisory Committee
From: Steve L Kelley, Transportation Planner 
Date: March 18, 2010
Re: TRAFFIC IMPACT FEE ANNUAL INCREASE

This year the Traffic Impact Fee (TIF) increase will apply only to those developments that are "grandfathered" under transition provisions of section 3.17.160 of the Transportation Development Tax. Certain developments during the transition period are not subject to the Transportation Development Tax and therefore must pay the TIF. The Transportation Development Tax (TDT) rates through June 30, 2013 have been established by the TDT Ordinance and are not affected by index calculations until July 1, 2013. The TDT index information for 2008 is attached under a separate cover.

The TIF provides for an adjustment of the rate schedule according to the fluctuation in construction costs. The TIF program provides for a six percent annual increase, unless the Board of County Commissioners first determines that the construction cost index is a more accurate estimate of the increase or decrease in construction costs. The construction cost index utilized by the TIF program is the percentage change in the ten-year moving average of the Oregon Composite Construction Cost Index computed and published by the Oregon Department of Transportation.

This index is currently unavailable from ODOT cost estimation staff beyond the second quarter of 2009. Washington County staff has been researching obtaining the necessary information from ODOT. The information will be provided at the meeting if it is made available. However, as of the date of this mailing the information is not available.

The TIF will automatically increase by six percent unless the board decides to use the Oregon Composite Construction Cost Index. Six percent is the maximum allowed by the ordinance. Following the six-percent (6.0%) annual increase would mean the TIF for a single-family home would increase from the current \$3,600 to \$3,810. A full rate increase history is included with this memo. The WCCC Transportation Advisory Committee ought to consider a recommendation to the WCCC policy group at the meeting.

The TIF increase only applies to developments that are "grandfathered" under the TDT transition rules. The TIF increase goes into effect on July 1, 2010.

Attachments

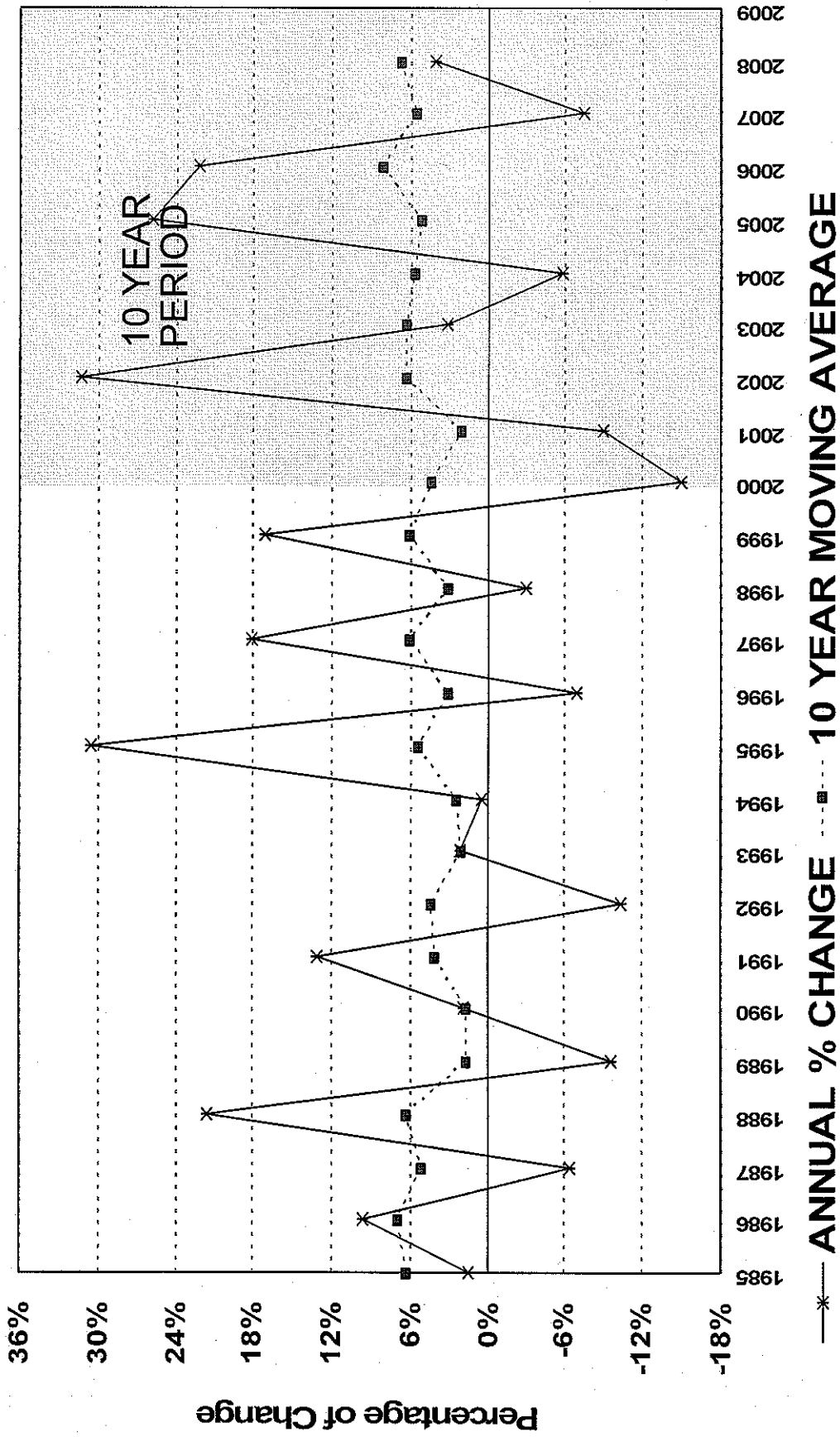
HISTORICAL CHANGES IN TIF RATES

OVERALL RATE CHANGES				
Construction Year	Annual Change	10 Year Change	TIF Rate Increase	Fiscal Year
1990	1.9%	1.6%	2.0%	1991/92
1991	13.0%	4.1%	6.0%	1992/93
1992	-10.4%	4.3%	4.3%	1993/94
1993	2.2%	2.0%	2.0%	1994/95
1994	0.5%	2.4%	2.4%	1995/96
1995	30.5%	5.3%	6.0%	1996/97
1996	-6.5%	3.7%	6.0%	1997/98
1997	17.5%	6.1%	6.0%	1998/99
1998	-6.3%	3.3%	6.0%	1999/00
1999	17.1%	6.0%	6.0%	2000/01
2000	-15.0%	4.3%	6.0%	2001/02
2001	-9.0%	2.0%	6.0%	2002/03
2002	31.2%	6.2%	6.0%	2003/04
2003	3.1%	6.2%	6.0%	2004/05
2004	-5.8%	5.6%	6.0%	2005/06
2005	25.7%	5.1%	6.0%	2006/07
2006	22.2%	8.0%	6.0%	2007/08
2007	-7.5%	5.5%	6.0%	2008/09
2008	4.10%	6.6%	6.0%	2009/10
2009				2010/11

CHANGES BY LAND USE CATEGORY						
Fiscal Year	Residential	Business & Commercial	Office	Industrial	Institutional	Transit
1990/91	\$135	\$34	\$124	\$130	\$56	\$10
1991/92	\$138	\$35	\$126	\$133	\$57	\$10
1992/93	\$146	\$37	\$134	\$141	\$61	\$11
1993/94	\$152	\$38	\$140	\$147	\$63	\$11
1994/95	\$155	\$39	\$143	\$150	\$64	\$12
1995/96	\$159	\$40	\$146	\$153	\$66	\$12
1996/97	\$169	\$42	\$155	\$162	\$70	\$12
1997/98	\$179	\$45	\$164	\$172	\$74	\$13
1998/99	\$189	\$48	\$174	\$182	\$79	\$14
1999/00	\$201	\$51	\$184	\$193	\$83	\$15
2000/01	\$213	\$54	\$195	\$205	\$88	\$16
2001/02	\$226	\$54	\$207	\$217	\$94	\$17
2002/03	\$239	\$60	\$220	\$230	\$99	\$18
2003/04	\$253	\$64	\$233	\$244	\$105	\$19
2004/05	\$269	\$68	\$247	\$259	\$111	\$20
2005/06	\$285	\$72	\$262	\$274	\$118	\$21
2006/07	\$302	\$76	\$277	\$291	\$125	\$22
2007/08	\$320	\$81	\$294	\$308	\$132	\$24
2008/09	\$339	\$85	\$312	\$327	\$141	\$25
2009/10	\$360	\$91	\$330	\$346	\$149	\$27
2010/11*	\$381	\$96	\$350	\$367	\$158	\$28

*Assumes 6% increase

HIGHWAY CONSTRUCTION COST TRENDS



Source: Oregon Highway Division, 2009
http://www.oregon.gov/ODOT/HWY/ESTIMATING/cost_trends.shtml



Memorandum

To: WCCC Transportation Advisory Committee
From: Steve L Kelley, Transportation Planner *Steve Kelley*
Date: March 17, 2010
Re: Transportation Development Tax, temporary discount review

At the March 1, WCCC meeting there was some discussion of what action the Board of County Commissioners would need to take with regard to the Transportation Development Tax (TDT) temporary discount. One of the questions involved what would happen to the temporary discount if the Board of County Commissioners did not take an action. Since Ordinance 729 says that the Board of County Commissioners shall review the recommendation of the WCCC and take an action, it was not clear if the discount would remain or sunset if no action was taken.

County Counsel responded as follows:

The revised rate schedule is adopted in Ordinance 729, and the only mechanism to change it is for the Board to adopt an order terminating the discount. If the Board did not perform their legal obligation, the applicable rate in the Ordinance 729 schedule would apply.

This means if the Board of County Commissioners does not take action, the rates established by Ordinance 729 (the TDT discount) would continue to apply. Regardless, the Board of County Commissioners does intend to perform their review, and would like a recommendation from the WCCC.

At the March 1, WCCC meeting, no recommendation was made. The WCCC members expressed an interest in reviewing the temporary discount with members of their City Councils. We plan to place this on the April 5, WCCC agenda as an action item. If Washington County staff can assist or provide any additional information for these discussions please let us know.



WASHINGTON COUNTY

OREGON

March 19, 2010

TO : WCCC Transportation Advisory Committee

FROM : Andy Back, Principal Planner *AB*

SUBJECT: Regional Transportation Plan Update: Status

Recent Regional Transportation Plan discussion has focused on the roles, rules and responsibilities for local governments in RTP implementation. These are contained in a draft of a functional plan that has been under review by a TPAC/MTAC work group and TPAC itself for the past couple of months.

Metro expects to distribute a public review draft on Monday, March 22 to kick off the 45-day public comment period. We will forward it to our WCCC TAC distribution list when we receive it.