



## The Oregonian

### Beaverton plan sets fees to pay for roads

Hearing - Homeowners might be charged \$3 to \$4 a month for projects

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**DAVID R. ANDERSON**

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BEAVERTON – The City Council will move ahead with plans for two new fees to pay for road projects.

One would charge property owners a monthly fee based on the traffic their property generates; homeowners, for instance, would pay \$3 to \$4 a month. The second fee would be charged to developers on new construction and could tack nearly \$8,500 onto the cost of a new house.

The money would make up for decreases in state and federal funding at the same time that costs for asphalt, concrete and other construction materials are climbing. The city receives about \$4.2 million each year in state and county gas taxes and \$1.3 million in county traffic impact fees.

The street utility fee would be modeled on a fee charged in Eugene. Property owners would be charged a per-trip rate. A single-family house, for example, generates nearly 10 vehicle trips daily.

Other property owners, such as industrial and retail, would be divided into four categories, from low traffic generators, such as manufacturing, to high traffic generators, such as fast-food restaurants. Each category would be charged a rate multiplied by each 1,000 square feet of building. The city has not yet determined a rate for nonresidential owners.

If the city chose the low-end fee, at \$3 a month for a homeowner, that would generate about \$2.8 million a year. Owners of residential property would pay nearly \$1 million of that total, with other property owners paying nearly \$1.8 million.

At \$4 a month for a homeowner, the city would collect about \$3.7 million a year. Of that, \$1.3 million would come from residential properties and the rest from other property owners.

The council is also considering a system development charge to be assessed against new construction to handle future traffic growth. The fee would be similar to that assessed for sewer, water and parks.

To accommodate traffic from growth over the next 12 years, the city will need \$163 million in improvements for motor vehicles and \$169 million in bicycle and pedestrian improvements.

Consultant Don Ganer told the council Monday that a new house's share of transportation improvements comes to \$4,146 for motor vehicle improvements and \$4,308 for bicycle and pedestrian improvements. The council could decide to charge developers any amount up to those maximums.

Developers of other buildings could also be charged the fee. A new discount superstore with groceries, for example, could be assessed as much as \$26,455 for each 1,000 square feet of building area.

Washington County already collects a similar traffic impact fee and is considering placing an increase on the May ballot. However, the county fees cannot be used for bicycle and pedestrian improvements. The city

fee would be reduced by the amount of the county fee.

The council scheduled a public hearing for the development charge June 9.

David R. Anderson: 503-294-5199; davidanderson@ news.oregonian.com

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