

ALBANY CITY COUNCIL AGENDA

Monday, June 09, 2025

4:00 p.m.

Council Chambers, City Hall
333 Broadalbin Street SW

Watch on YouTube: <https://www.youtube.com/user/cityofalbany>

Please help us get Albany's work done.

Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. Call to order and roll call
2. Public Comment
3. Street Maintenance Funding Opinion Research – Staci Belcastro [Pages 2-48]
Information
4. Stormwater In-Lieu-of-Franchise Fee– Robert Emmons [Pages 49-51]
Information
5. Storm Drainage SDC Phase-In Step – Robert Emmons [Pages 52-54]
Information
7. Business from the council
8. City manager report
9. **Recess to Executive Session** to consider matters relating to the safety of the governing body and of public body staff and volunteers and the security of public body facilities and meeting spaces in accordance with ORS 192.660 (2)(O).
10. **Reconvene**
11. Adjournment
This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at: cityrecorder@albanyoregon.gov.

Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.

albanyoregon.gov





TO: Albany City Council

VIA: Peter Troedsson, City Manager
Chris Bailey, Public Works Director

FROM: Staci Belcastro, P.E., City Engineer

DATE: May 5, 2025, for the June 9, 2025, City Council Work Session

A handwritten signature in blue ink, likely belonging to Staci Belcastro.

SUBJECT: Street Maintenance Funding Opinion Research

Purpose:

Receive presentation on consultant work completed to conduct public opinion research exploring support for funding mechanisms for street maintenance.

Background/Discussion:

This is the eleventh in a series of presentations staff initiated at the August 7, 2023, council work session to discuss pavement management, and how public works maintains streets in Albany. If council would like to review the information that has been presented in this series, the staff memos and presentations can be found on the city's website <https://albanyoregon.gov/streets/meetings>.

For today's presentation, council will hear from John Horvich Senior Vice President with DHM Research on the results of a survey they conducted in Albany between March 26 and April 3 of this year to help understand the communities support for two funding mechanisms: a gas tax and a street maintenance fee. Consor and DHM have worked extensively in Oregon to help local agencies understand community views on a variety of topics including transportation funding. Council first heard from Consor and DHM last year when staff hired them to conduct public opinion research on transportation funding in Albany. Consor and DHM provided a recap of this work at the April 7, 2025, work session. They also provided information during their presentation on two focus groups that were held this year on March 1. Information from the public opinion work completed last year and from the recent focus groups was used to develop the community wide survey of 300 likely voters in Albany. The results from this community-wide survey are included in the Transportation Funding Survey included as Attachment 1.

The survey results will provide the framework to develop an effective public education strategy staff can use to discuss pavement management, and how Albany maintains streets with available funding, with the community. Staff are initiating the public education campaign in May, and will discuss the results with council at the June 23, 2025, work session. At the June 23 meeting, staff will also provide council with options to consider should they direct staff to move forward with putting a gas tax on the ballot for the November 2025 election.

Strategic Plan Impact:

Meets two objectives under Goal 2: Provide an efficient transportation system with safe streets and alternative modes of transportation, found under the Great Neighborhood theme in the city's adopted strategic plan.

- Utilize available street funding to maintain arterial and collector streets to a minimum Pavement Condition Index (PCI) score of 60, indicating fair or better condition. Address local street needs as funding allows.
- Seek additional sources of funding for street maintenance.

Budget/Staff Impact:

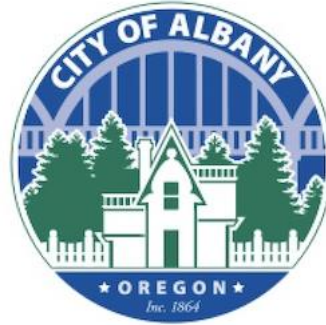
None at this time.

Staff Recommendation:

1. Receive presentation from Consor North America, Inc., and DHM Research and discuss information.

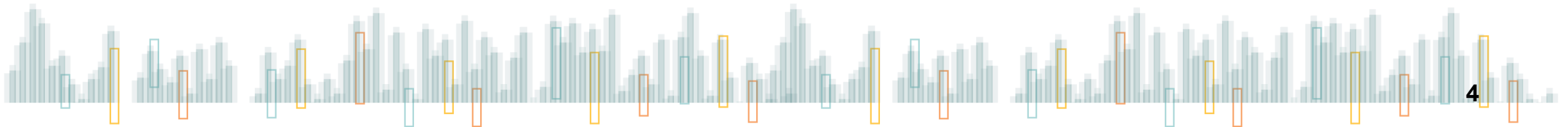
Attachments:

1. Transportation Funding Survey
- c: Kristin Preston, Operations Manager (via email)
Robb Romeo, Transportation Manager (via email)
Rob Emmons, Assistant City Engineer (via email)



City of Albany Transportation Funding Survey

April 2025



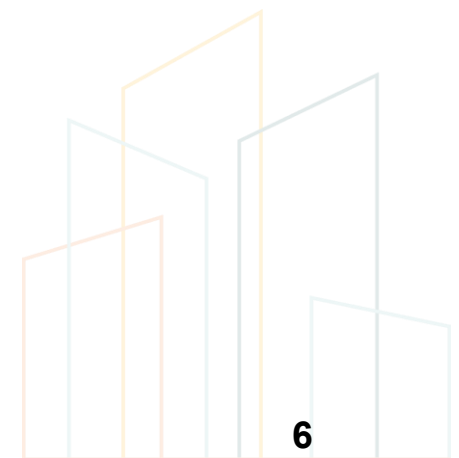
Research purpose

- Assess support for various street maintenance funding mechanisms, including:
 - A gas tax
 - A street maintenance fee
- Identify funding mechanism priorities and features



Methodology

- Hybrid (phone and text-to-online) survey of N=300 Albany voters
- Conducted March 26 - April 3, 2025; 16 minutes to complete
- Quotas were set by age, gender, political party, and ward to ensure a representative sample
- Margin of error $\pm 5.7\%$
- Due to rounding, some totals may differ by ± 1 from the sum of separate responses



Key takeaways: Funding mechanisms

- **Road conditions and transportation continue to be a top-of-mind issue for Albany voters.** Concern for homelessness has decreased since 2024, and concern for affordable housing, education, and government management has increased, mirroring statewide trends.
- **Information and messaging help garner support for the gas tax.** Initially, the gas tax does not meet majority support. However, after information and messaging, support for the gas tax raises 10 points and surpasses the threshold needed to pass (51%).
 - Biggest increases in support are among those ages 18-29 (+18 pts), women (+14 pts), and those earning \$100k or more per year (+14 pts).
- **Information and messaging have little impact on support for the street maintenance fee.** Initial support for the street maintenance fee is low and rises 5 points to 34% after message testing. This nearly matches support from the 2024 survey (35%), meaning overall support for this type of funding mechanism has not changed over time.
 - Again, age saw the most movement after message testing: those 18-29 and 65+ increased in support by 11-19 points, whereas those ages 45-64 decreased in support by 6 points.

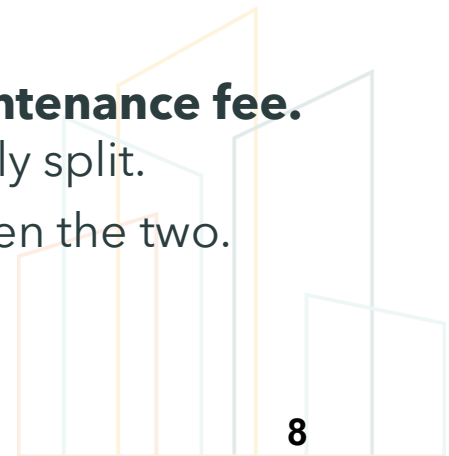
Key takeaways: Funding mechanism options

Gas Tax

- **Of the two gas tax options tested, a plurality prefer the 10-cent gas tax that raises \$4 million annually,** versus the more modest 5-cent gas tax that raises \$2 million annually.
 - The 10-cent option is preferred by both strong supporters (78%) and swing voters (50%) of the gas tax.
- **Most Albany voters prefer to end the gas tax in 5 years unless it is renewed by voters.** About 2 in 3 (65%) prefer this option versus making the gas tax permanent.

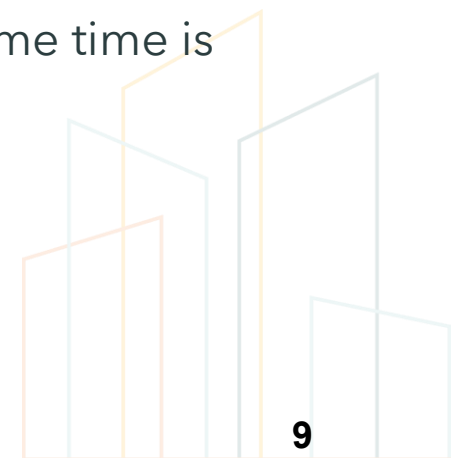
Street Maintenance Fee

- **Voters are ambivalent about how much they are willing to pay for a street maintenance fee.** A plurality prefer the \$3 monthly fee over the \$6 monthly fee, but voters are relatively split.
 - Strong supporters of the fee prefer the higher fee; swing voters are split between the two.
- **A majority prefer that low-income residents be charged reduced fees.**



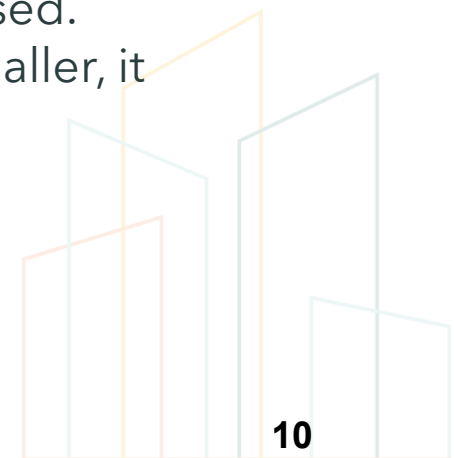
Key takeaways: Communication

- **A majority find most gas tax messages convincing.** The message “A 10 cent gas tax will cost the average driver \$65 per year” performed the best both overall (58%) and among swing voters (76%). “Gas taxes are used in other cities” performed the worst both overall (49%) and among swing voters (59%).
- **Most Albany voters did not find street maintenance fee messaging convincing.** The value statement that the street maintenance fee is a fair way to pay because everyone shares in the cost slightly outperformed all others, but no statement was liked by a majority. The argument to combine the street maintenance fee with the gas tax for balanced funding was the least convincing (38%). As was mentioned in the March 2025 focus groups, Albany residents are resistant to new taxes, so messaging that highlights multiple taxes or fees at the same time is unlikely to sway voters.



Key takeaways: Overall funding support

- **A majority are willing to increase taxes and fees but are split on how much to increase them.** About 1 in 4 prefer to increase taxes and fees to fund the city's street maintenance needs fully, while slightly more prefer to only fund the city's needs partially.
- **Almost half say that requiring the city to produce a public plan and annual report makes them more supportive of additional funding.** This includes about 70% of swing voters and 40% of those 45-64 (those most likely to be strongly opposed).
- **Age saw the biggest shifts in support among both mechanisms, and shifts in age corresponded to shifts in other demographic categories.** Those 18-29 and 65+ were consistently the most supportive and those 45-64 were consistently the most opposed.
 - Based on historical voter turnout, DHM estimates that as the electorate gets smaller, it becomes much more partisan and older.



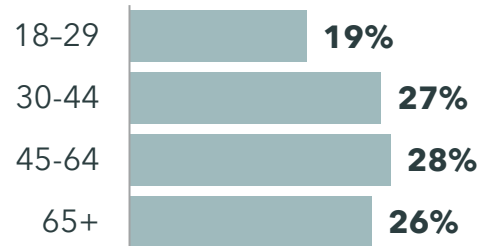
Demographics



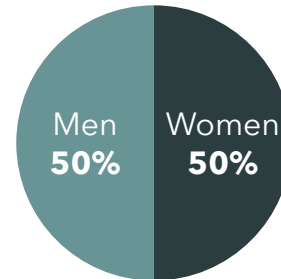
Demographic breakdown of survey respondents

N=300 Voters in the City of Albany

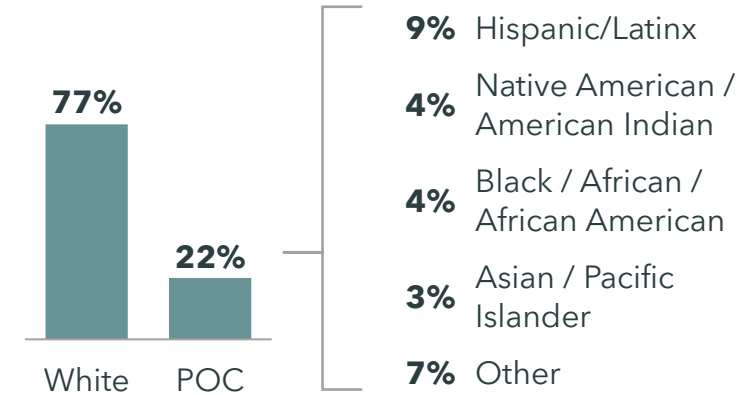
AGE



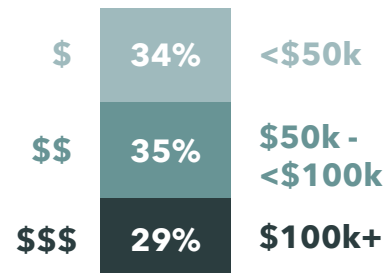
GENDER



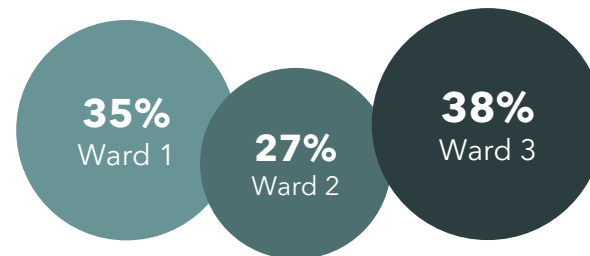
RACE / ETHNICITY



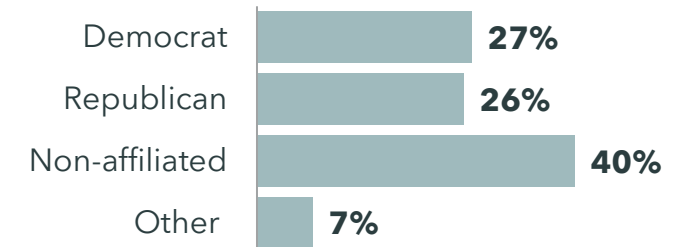
INCOME



WARD



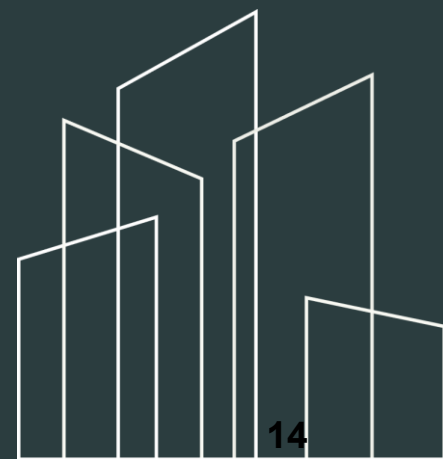
PARTY AFFILIATION



As the electorate gets smaller, it becomes more partisan and significantly older.

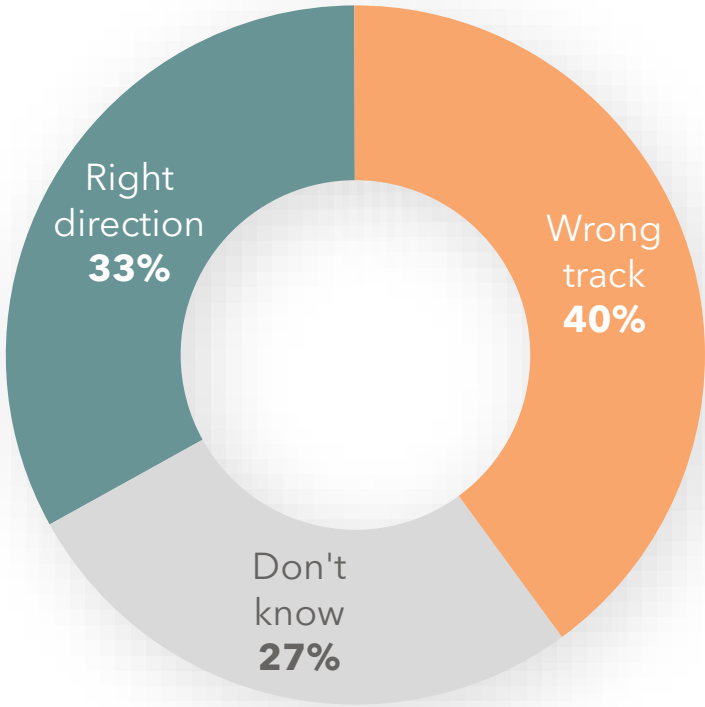
		Estimated Vote Share*		
	All registered voters	2026 General	2026 Primary	2025 Nov. Special
Democrat	27%	35%	37%	41%
Republican	26%	35%	41%	38%
NAV/Other	47%	30%	22%	20%
18-29	19%	14%	8%	8%
30-44	27%	24%	16%	18%
45-64	28%	31%	30%	29%
65+	26%	32%	45%	46%

Community mood

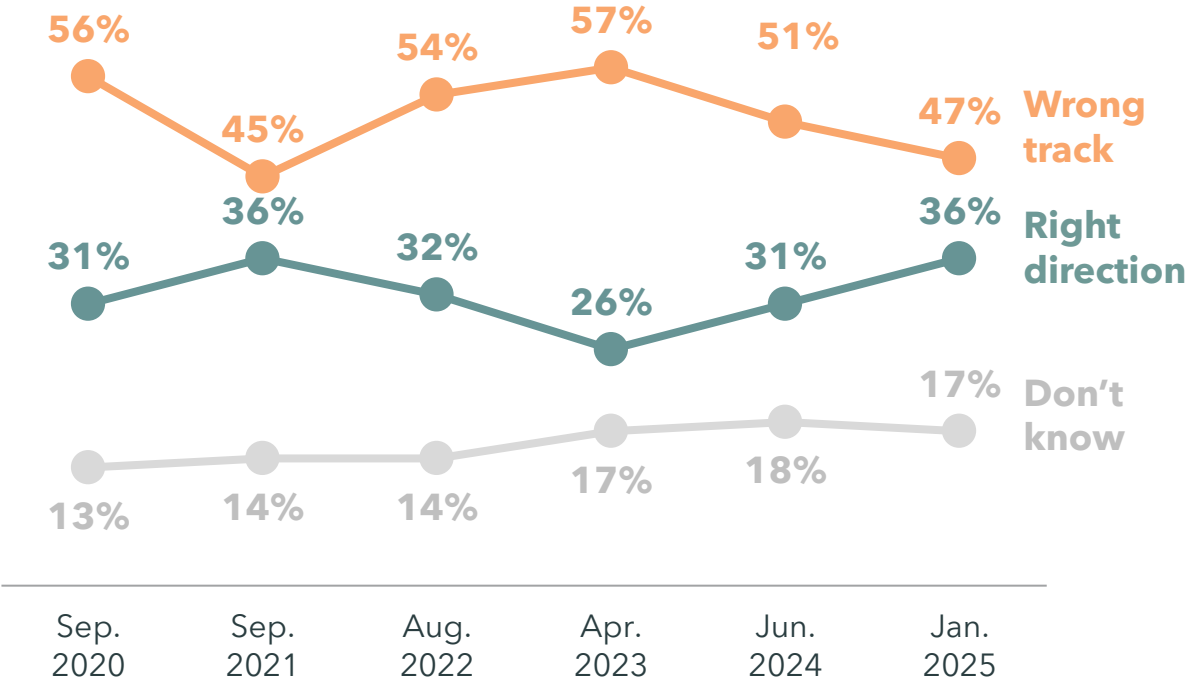


Albany voters are slightly more pessimistic than optimistic about the direction of the City, on par with state-wide trends.

Albany Voters' Opinions on the Direction of the City



Oregonians' Opinions on the Direction of the State

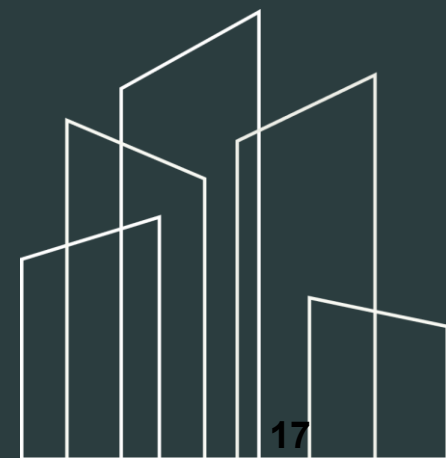


Homelessness and roads remain top issues for Albany voters, though they have decreased in concern since 2024.

What do you think is the most important problem facing Albany today?

2024	2025		Change
31%	22%	Homelessness	-9
29%	21%	Road conditions/transportation	-8
10%	16%	Affordable housing / Rent	+6
8%	12%	Education / Schools	+4
3%	9%	City government / Management	+6
5%	8%	Economy / Jobs	+3
7%	5%	Drugs / Drug treatment	-2
--	4%	Political division / Polarization	+4
5%	4%	Cost of living	-1
1%	4%	Taxes / Tax rates	+3

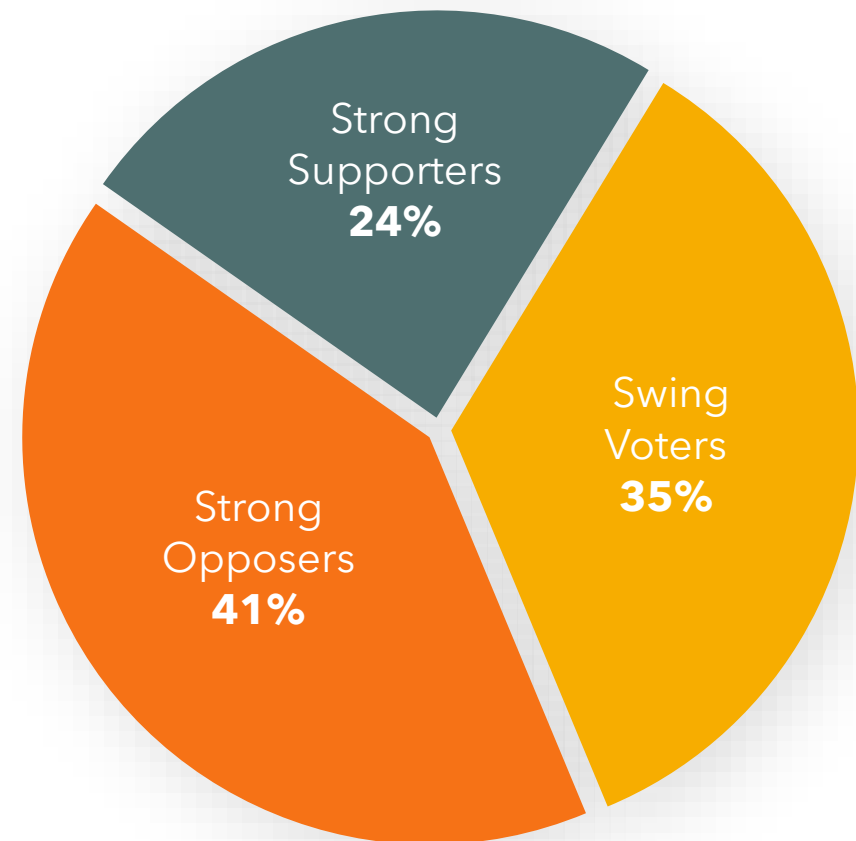
Gas Tax



Voter Profiles: Gas Tax

Definitions based on the initial ballot test for the gas tax:

- **Strong Supporters:** Those who say “Yes, certain” to supporting the gas tax
- **Swing Voters:** Those who “lean yes”, “lean no,” or say “don’t know” about the gas tax
- **Strong Opposers:** Those who say “No, certain” to supporting the gas tax



Voter Profiles: Gas Tax

Response category	Total	AGE				PARTY		
		18-29	30-44	45-54	65+	Dem	Rep	NAV/ Other
Strong Supporters	24%	23%	20%	20%	33%	35%	14%	23%
Swing	35%	54%	31%	29%	31%	47%	24%	33%
Strong Opposers	41%	23%	49%	52%	36%	17%	60%	44%

Strong supporters are more likely to be older and Democrat

Swing voters are more likely to be younger and Democrat

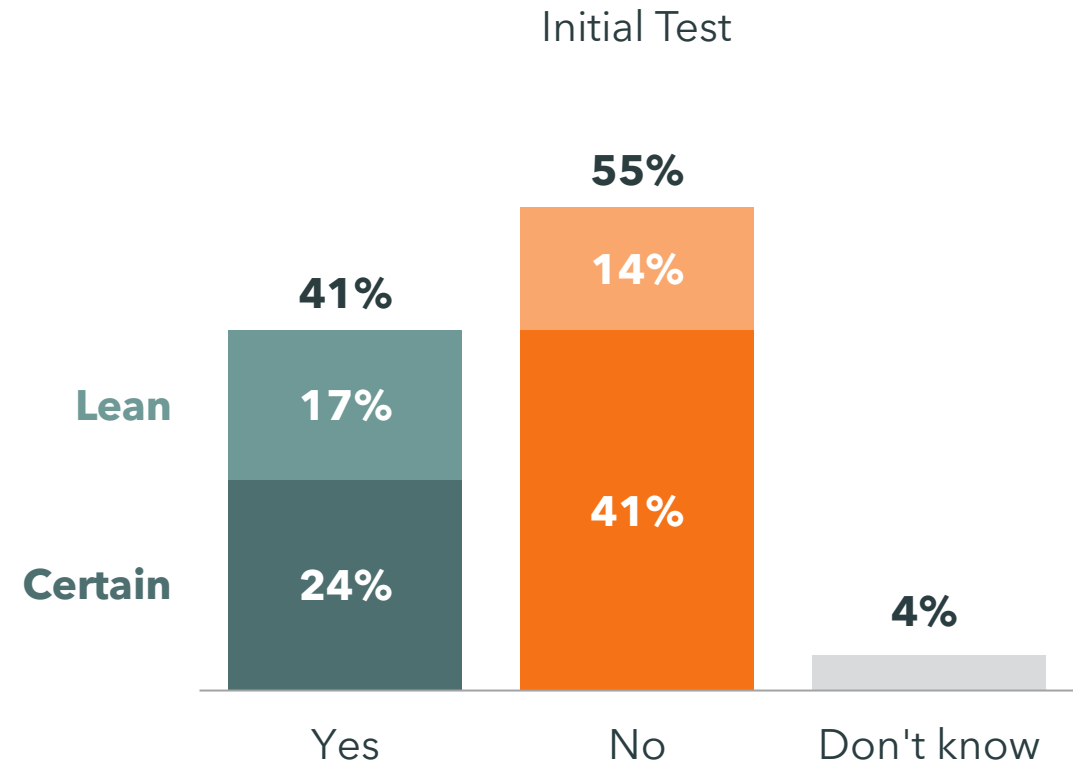
Strong opposers are more likely to be middle aged and Republican

Initially, 41% of voters support the gas tax.

The City of Albany may place the following measure on the ballot in the November 2025 election.

Shall Albany adopt a five year, 10 cent per gallon gas tax dedicated to street repair and maintenance?

If the election were today, would you vote YES to support this measure or NO to oppose it?



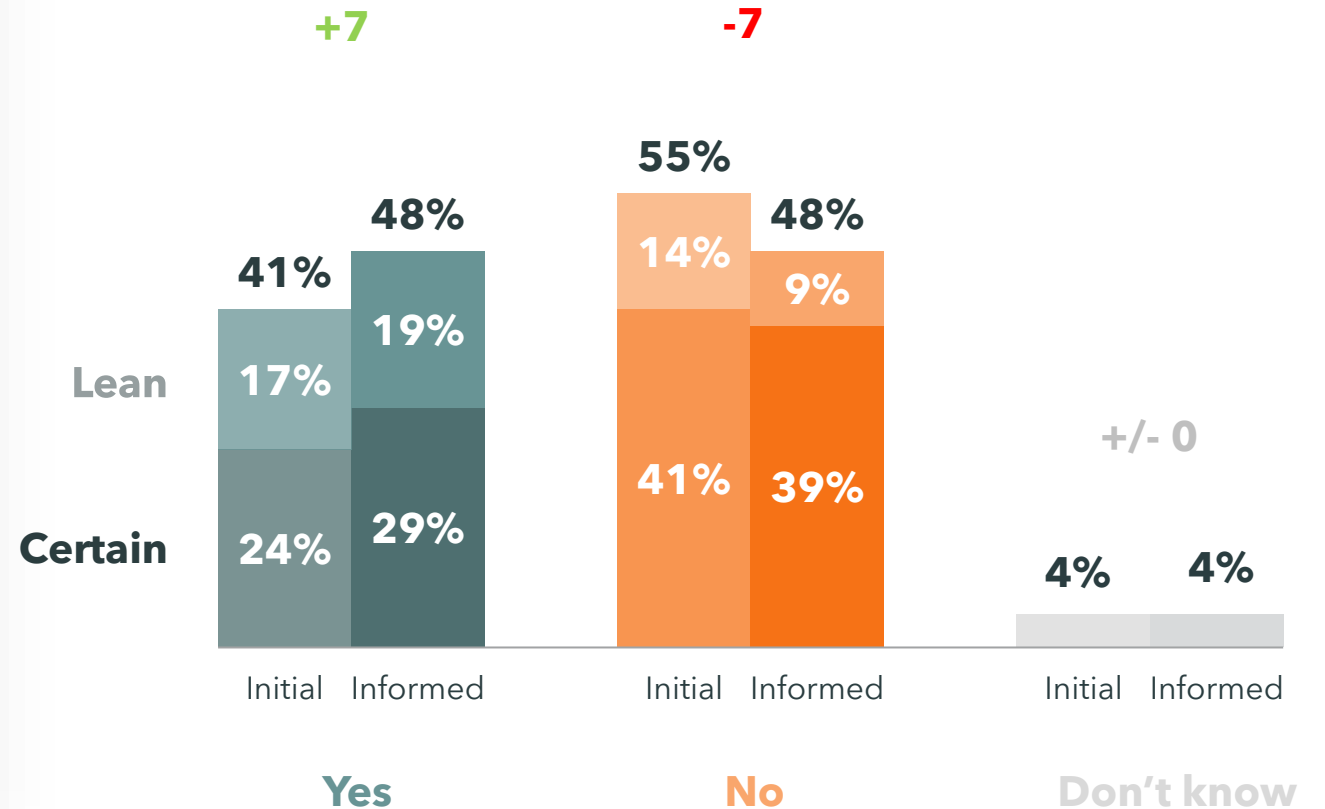
With additional information, support increases but stays below 50%.

Albany does not currently have a gas tax. Almost all of Albany's share of local property taxes is used to fund local police and fire services.

The majority of the city's funding for road repair and maintenance comes from its share of the state and federal gas taxes, which have not increased in years. Due to declining state and federal gas tax revenue, and increasing construction costs, Albany has not been able to maintain city streets to a level the community expects.

This new gas tax would create a temporary program dedicated to street maintenance and repair in Albany. It is estimated to raise \$4 million per year. The gas tax will expire in 5 years unless it is renewed by voters.

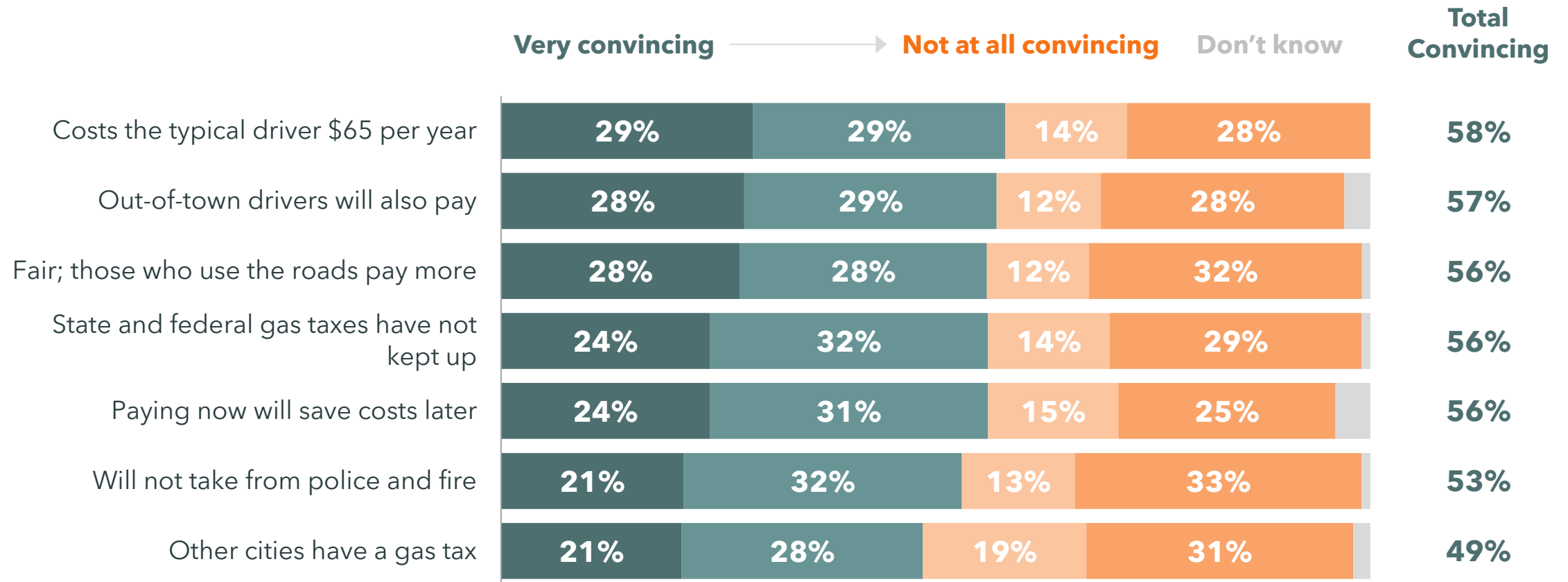
Albany has 190 miles of city streets, and more than 60 miles are rated in poor condition. Revenue from the gas tax would be used to bring as many city streets as possible to at least fair condition.



Gas Tax Messages

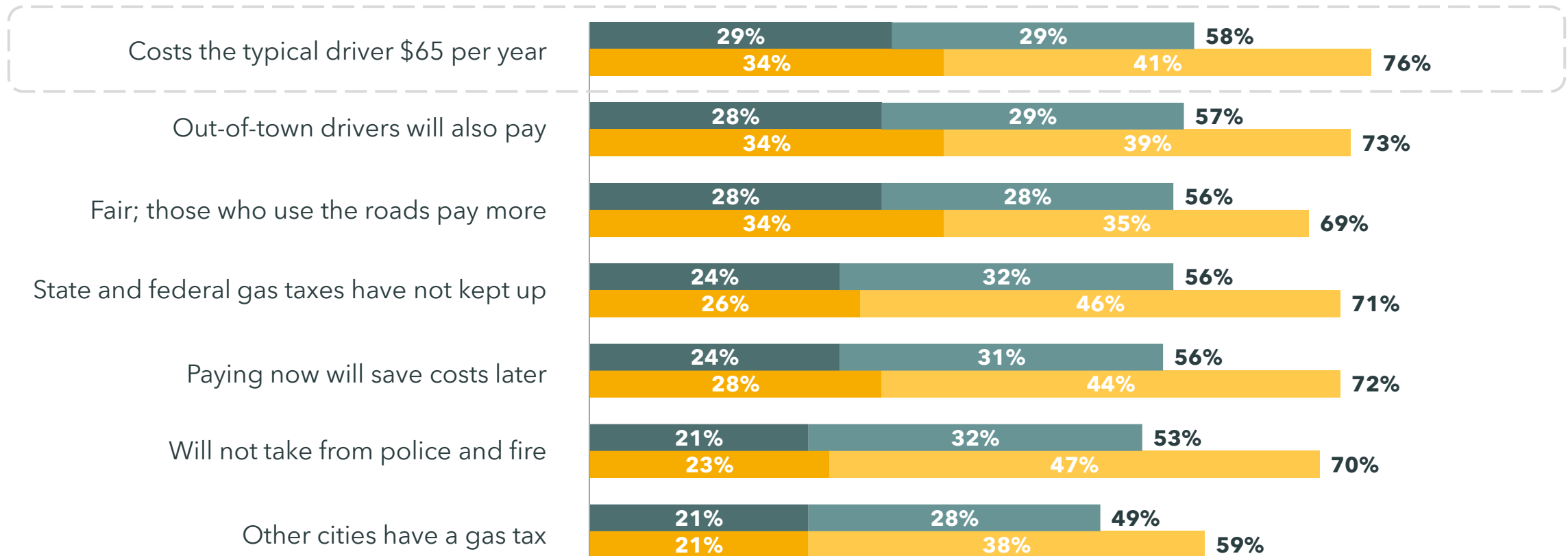
Costs the typical driver \$65 per year	A 10-cent gas tax would cost the typical driver about \$65 per year. This is a good value that ensures Albany can keep its streets in good condition.
Out-of-town drivers will also pay	Many drivers stop in Albany to fill up when traveling along I-5 and Highway 20. These out-of-town drivers pay the gas tax, which helps keep taxes lower for Albany residents.
Fair; those who use the roads more pay more	A gas tax is fair because drivers who use the roads more use more gas. This ensures that those who use Albany streets the most pay their fair share to maintain them.
State and federal gas taxes have not kept up	Most of Albany's existing transportation funding comes from its share of state and federal gas taxes. These taxes have not increased in many years, while construction costs have increased significantly. Albany needs a dedicated local funding source to make up for this shortfall.
Paying now will save costs later	Engineering studies show every dollar invested in timely street maintenance saves \$7 to \$12 dollars in cost to rebuild or replace a street.
Will not take from police and fire	Albany's largest funding source is property taxes, which mostly pay for police and fire protection. A gas tax is necessary to fix city streets while also protecting vital public safety services.
Other cities have a gas tax	Local gas taxes are used in cities across Oregon because they are simple to administer and raise needed revenue. More than 30 Oregon cities, including Coburg, Eugene, and Springfield, already have a gas tax.

A majority find most messages convincing. Messaging highlighting average cost to the typical driver and that out-of-town drivers will also pay are most convincing.



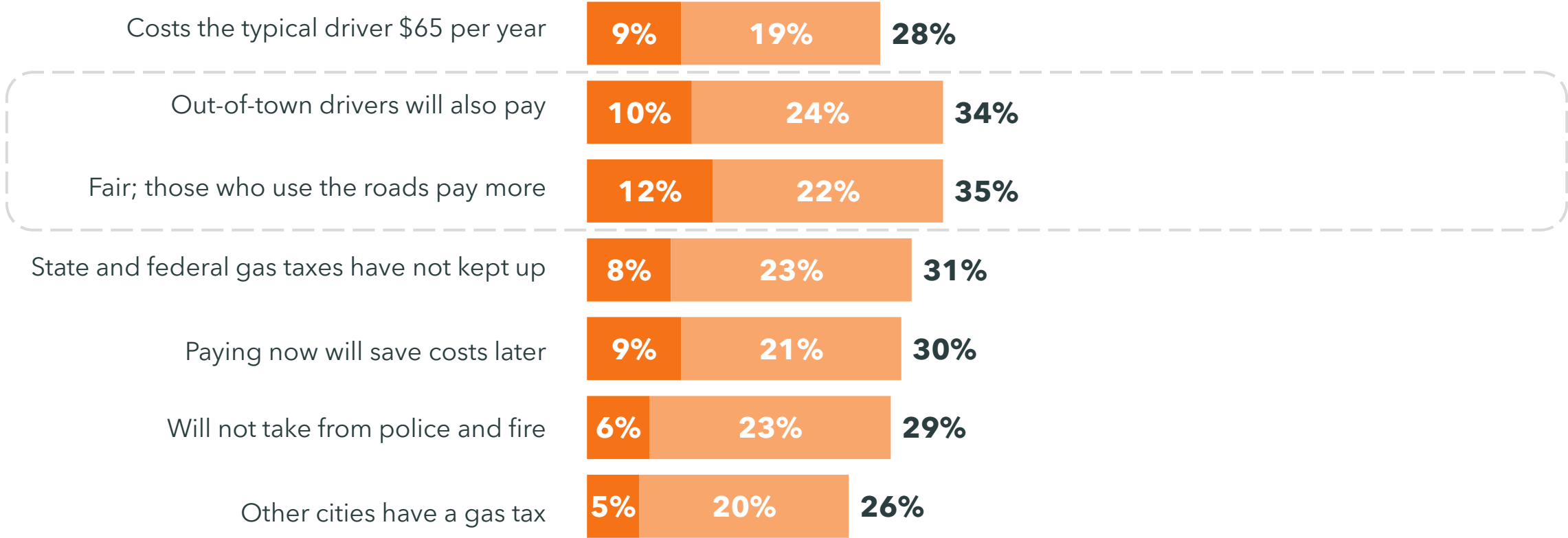
Swing voters are more likely to find all messages convincing and find the average cost to the typical driver most convincing.

% **Very** / **Somewhat** convincing:
Total vs Gas Tax Swing Voters

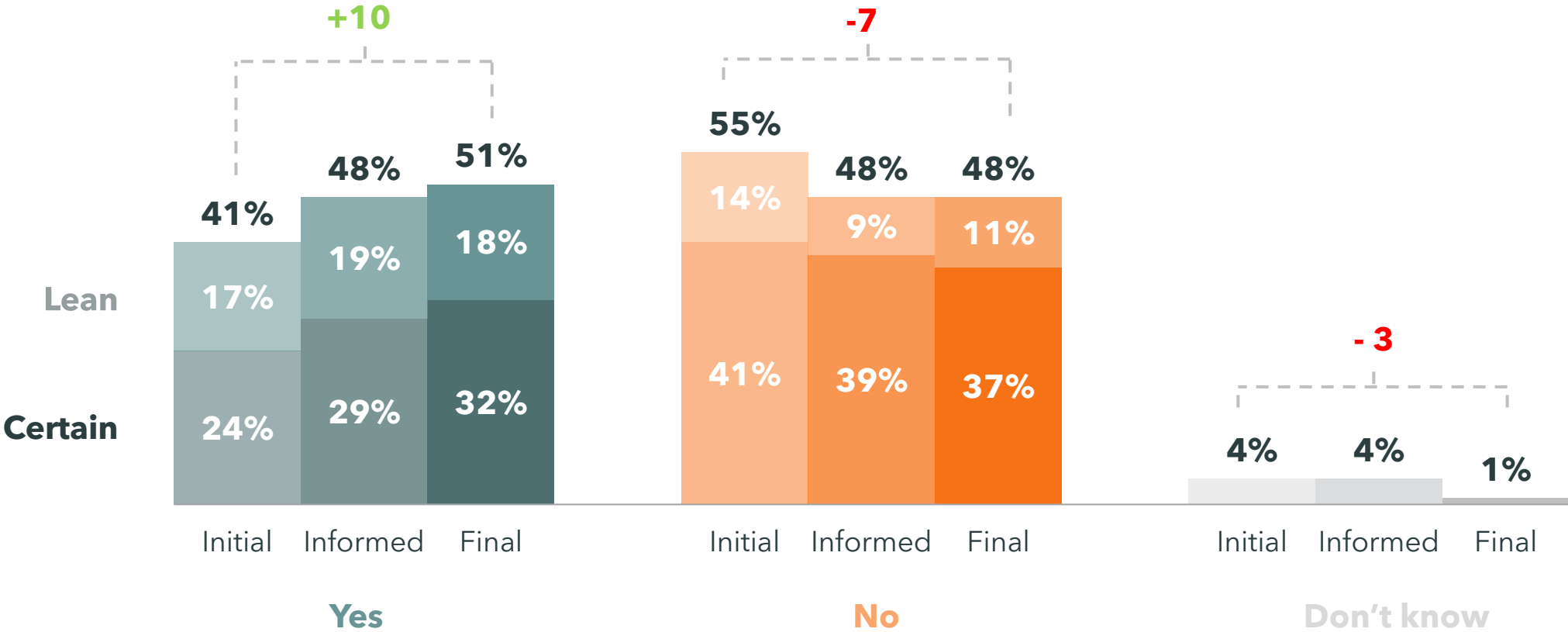


Those opposed to the gas tax find the value statement of fairness the most convincing, followed closely by out-of-town drivers also pay.

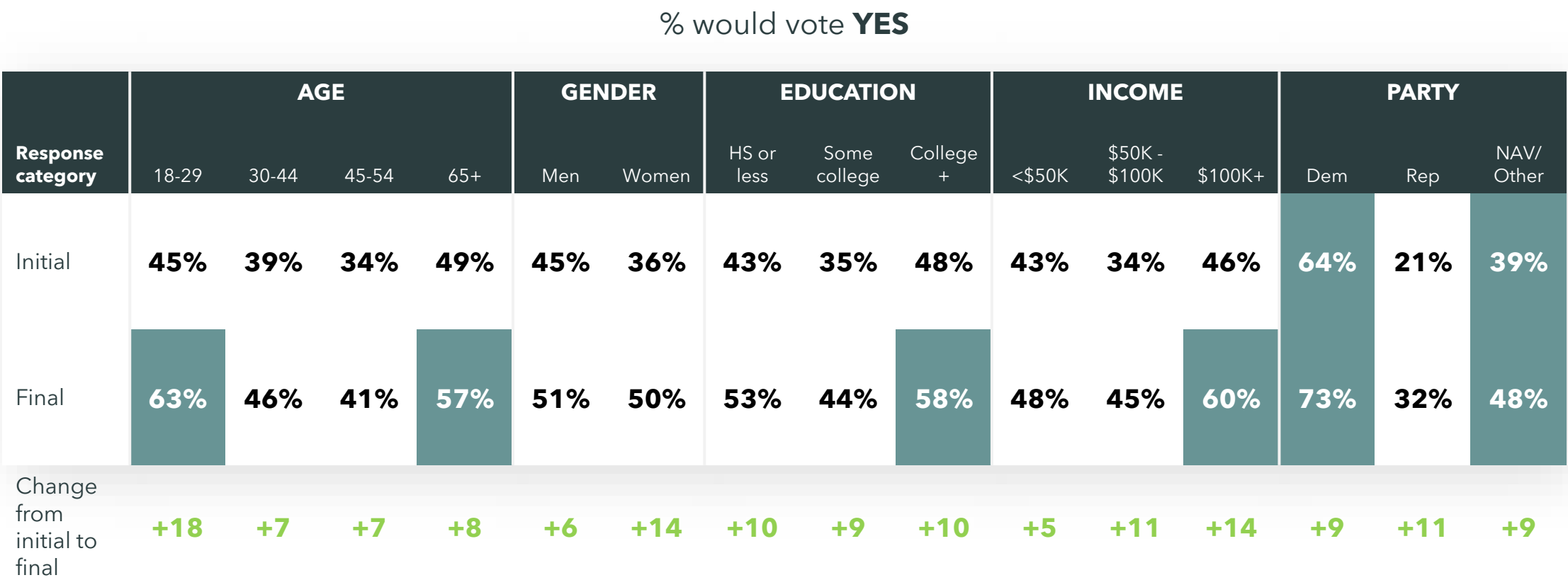
% **Very** / **Somewhat convincing:**
Total No to Gas Tax



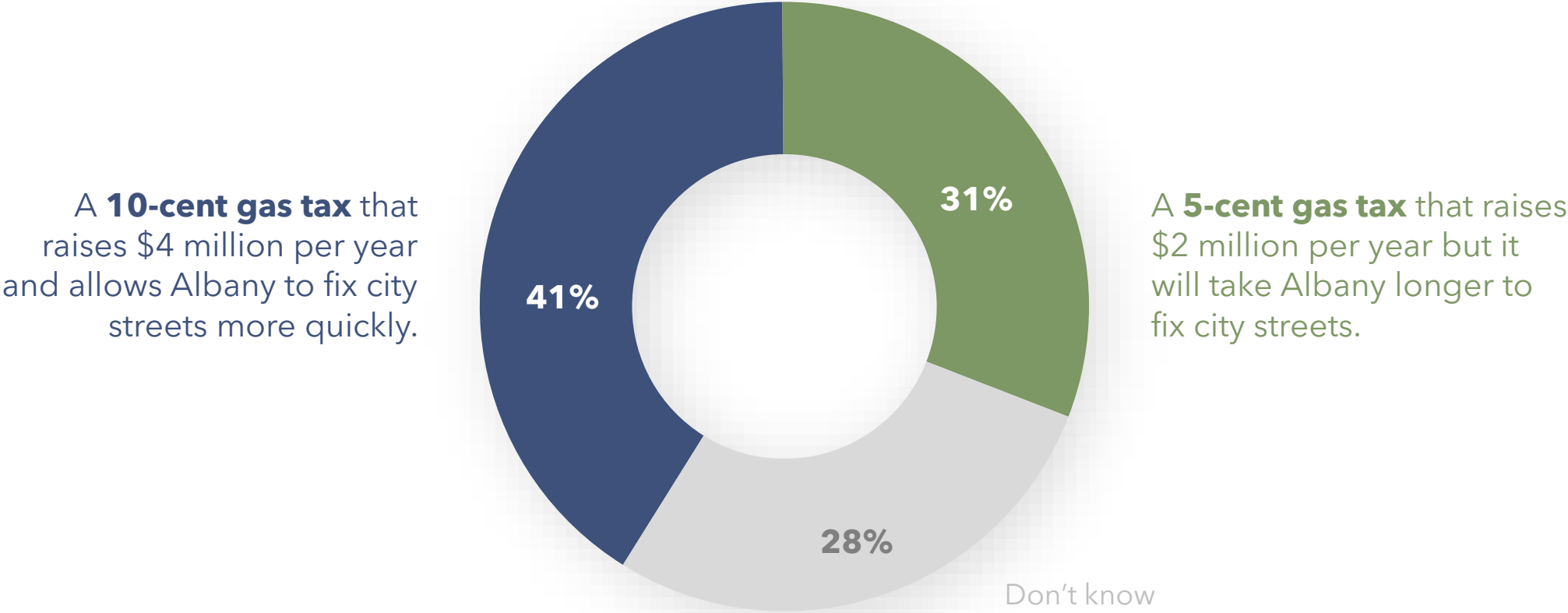
After messaging, support increases further to 51%, with strong support nearly matching strong opposition.



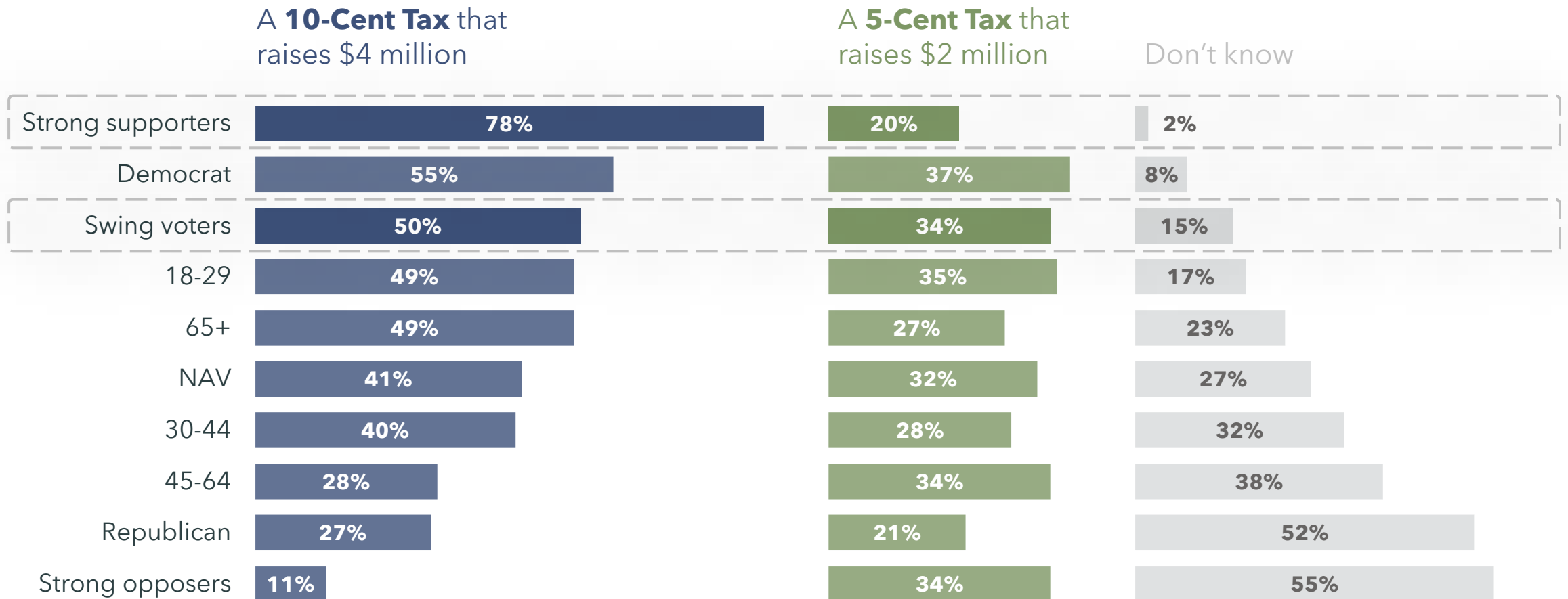
Voters ages 18-29, women, high-income earners, People of Color, and Republicans show the biggest increases in support.



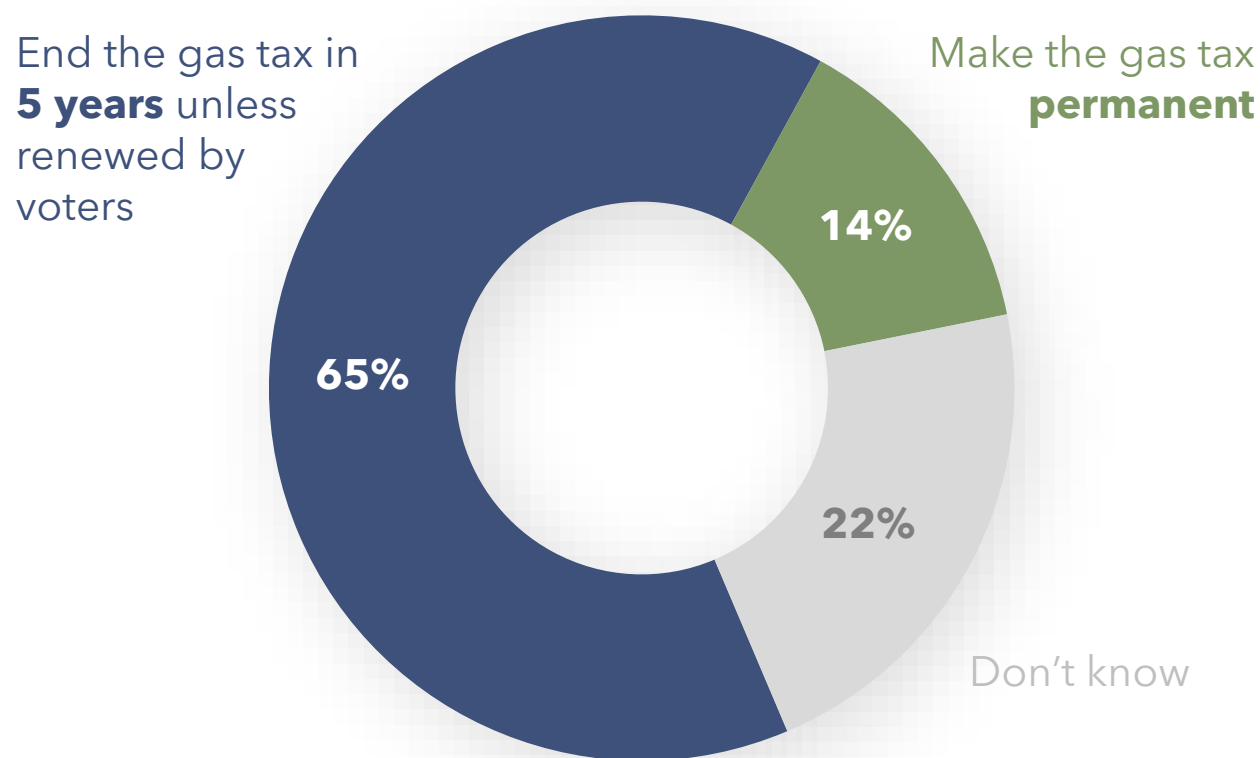
A plurality prefer a 10-cent tax that raises \$4 million and allows the city to fix streets more quickly.



Strong supporters and swing voters are more likely to prefer the 10-cent option.



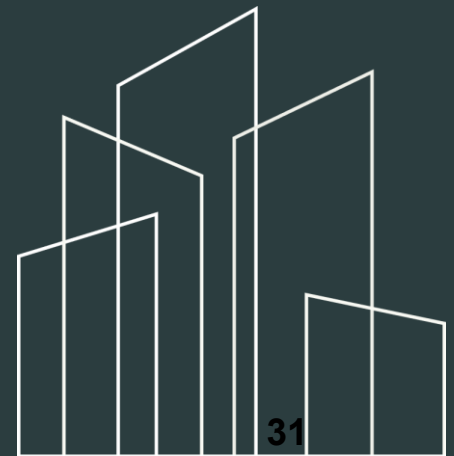
Most voters prefer the gas tax to end in 5 years unless renewed by voters. Swing voters are most likely to prefer this option.



*% total who prefer to **end the gas tax in 5 years unless renewed***



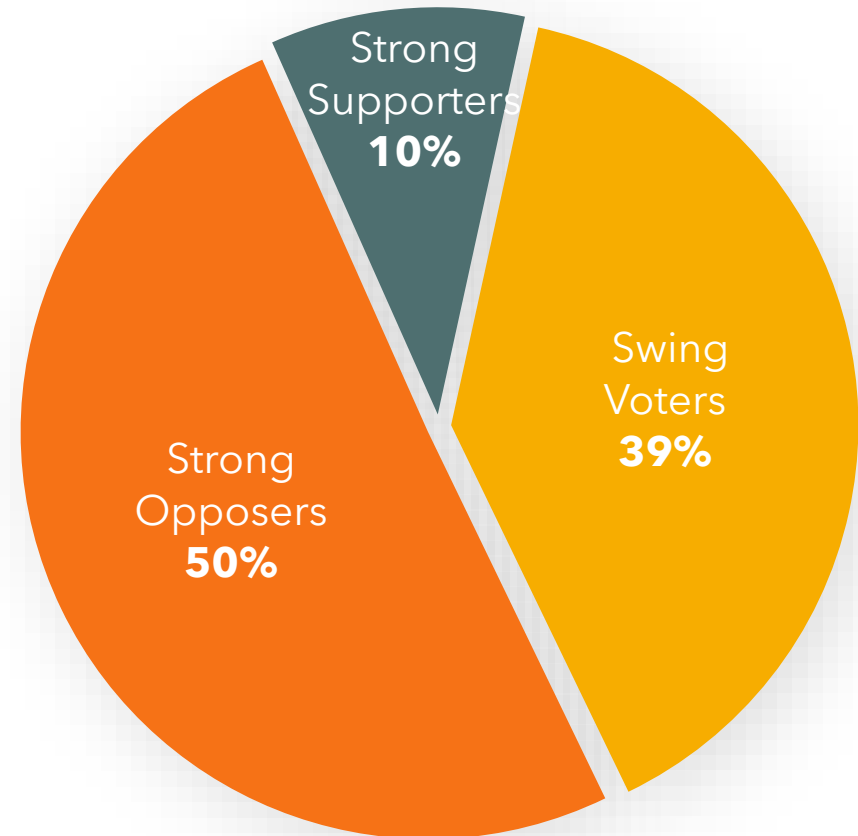
Street Maintenance Fee



Voter Profiles: Street Maintenance Fee

Definitions based on the initial ballot test for the SMF:

- **Strong Supporters:** Those who “strongly support” the street maintenance fee
- **Swing Voters:** Those who “somewhat support,” “somewhat oppose”, or say “don’t know” about the street maintenance fee
- **Strong Opposers:** Those who “strongly oppose” the street maintenance fee



Voter Profiles: Street Maintenance Fee

Response category	Total	AGE				PARTY		
		18-29	30-44	45-54	65+	Dem	Rep	NAV/ Other
Strong Supporters	10%	9%	9%	11%	13%	14%	6%	11%
Swing	39%	63%	33%	29%	40%	59%	26%	36%
Strong Opposers	50%	28%	58%	61%	47%	27%	68%	54%

Swing voters are more likely to be younger and Democrat

Strong opposers are more likely to be middle aged and Republican

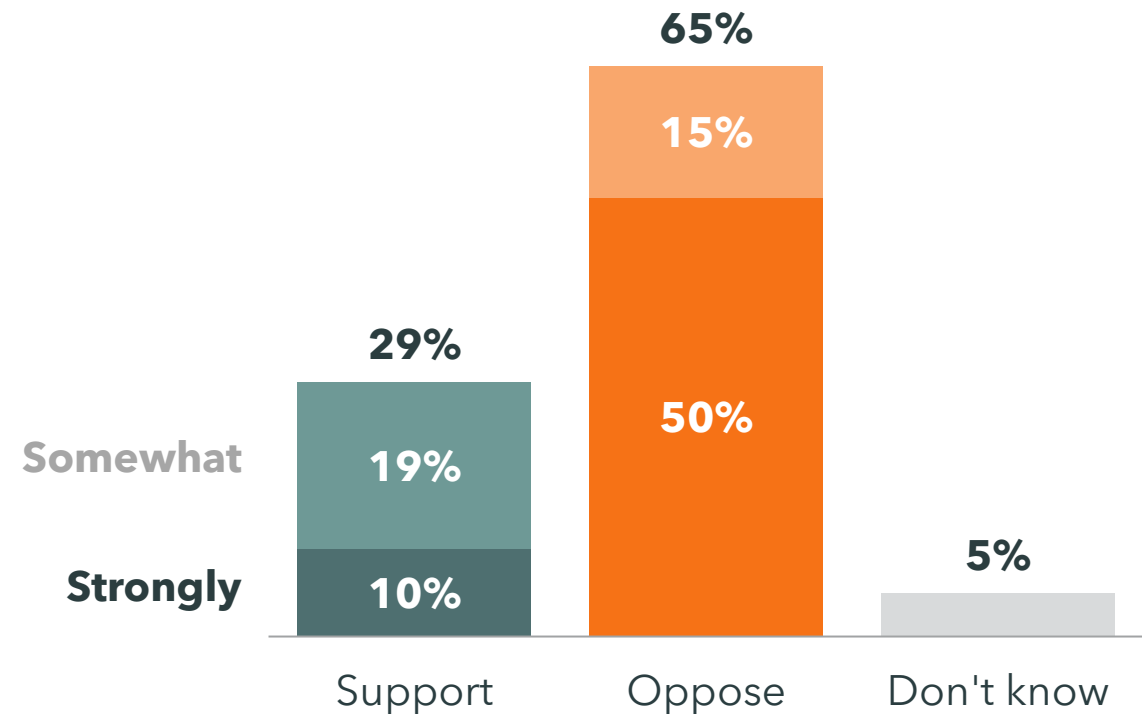
Initially, just 29% support the street maintenance fee.

Albany does not currently have a gas tax. Almost all of Albany's share of local property taxes is used to fund local police and fire services.

The majority of the city's funding for road repair and maintenance comes from its share of the state and federal gas taxes, which have not increased in years. Due to declining state and federal gas tax revenue, and increasing construction costs, Albany has not been able to maintain city streets to a level the community expects.

This new gas tax would create a temporary program dedicated to street maintenance and repair in Albany. It is estimated to raise \$4 million per year. The gas tax will expire in 5 years unless it is renewed by voters.

Albany has 190 miles of city streets, and more than 60 miles are rated in poor condition. Revenue from the gas tax would be used to bring as many city streets as possible to at least fair condition.



Street Maintenance Fee Messages

Fair; everyone shares in the cost

Street maintenance fees are a fair way to pay since everyone shares in the cost. We all benefit from the city streets, and we all have a responsibility to help pay for their upkeep.

Provide predictable and stable funding

Street maintenance fees generate predictable and stable funding. This would help Albany with long-term planning and complete maintenance projects on a predictable schedule.

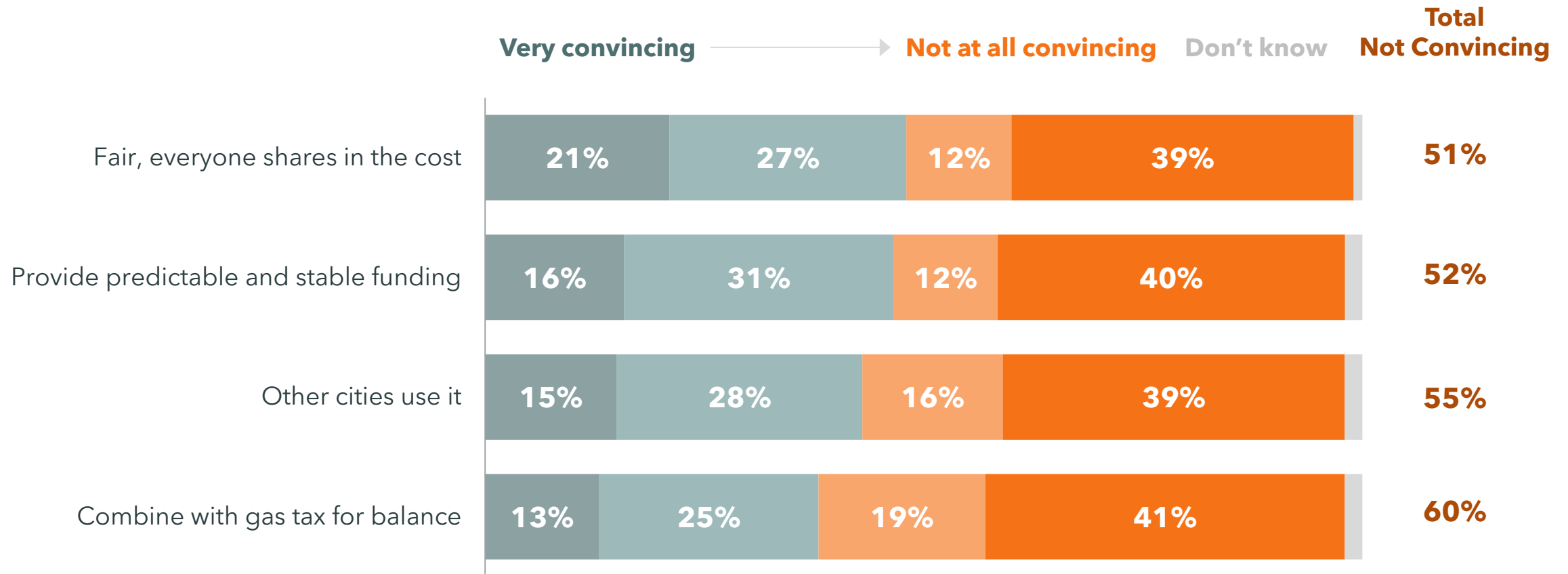
Other cities use it

Street maintenance fees are one of the most used sources of street funding by Oregon cities, including Corvallis, Canby, and Hillsboro, because they are simple for the city to administer and easy for residents to pay.

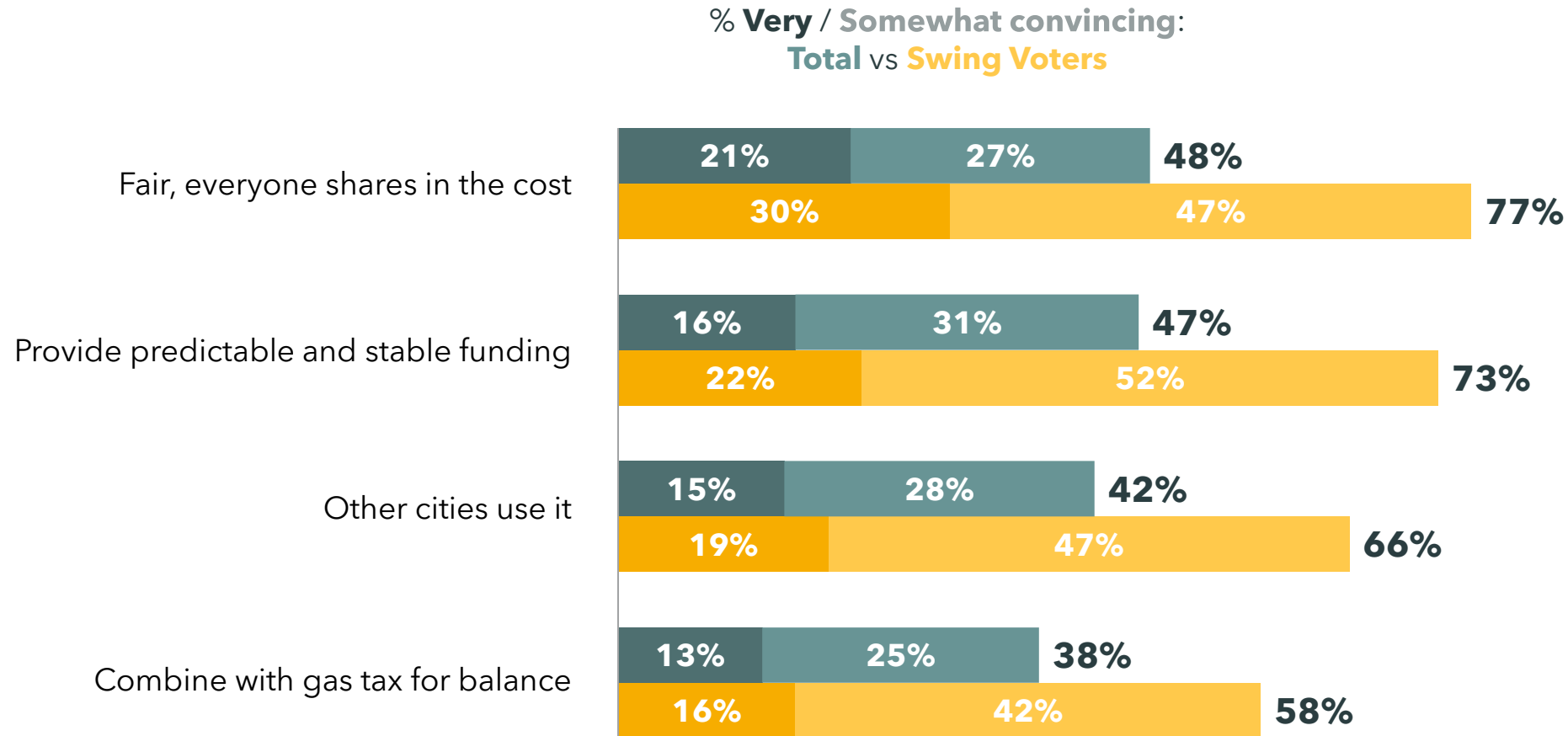
Combine with gas tax for balance

A gas tax alone cannot fund Albany's street maintenance needs. Combining a gas tax and street maintenance fee would create balanced and predictable revenue and fairly share the cost of street maintenance.

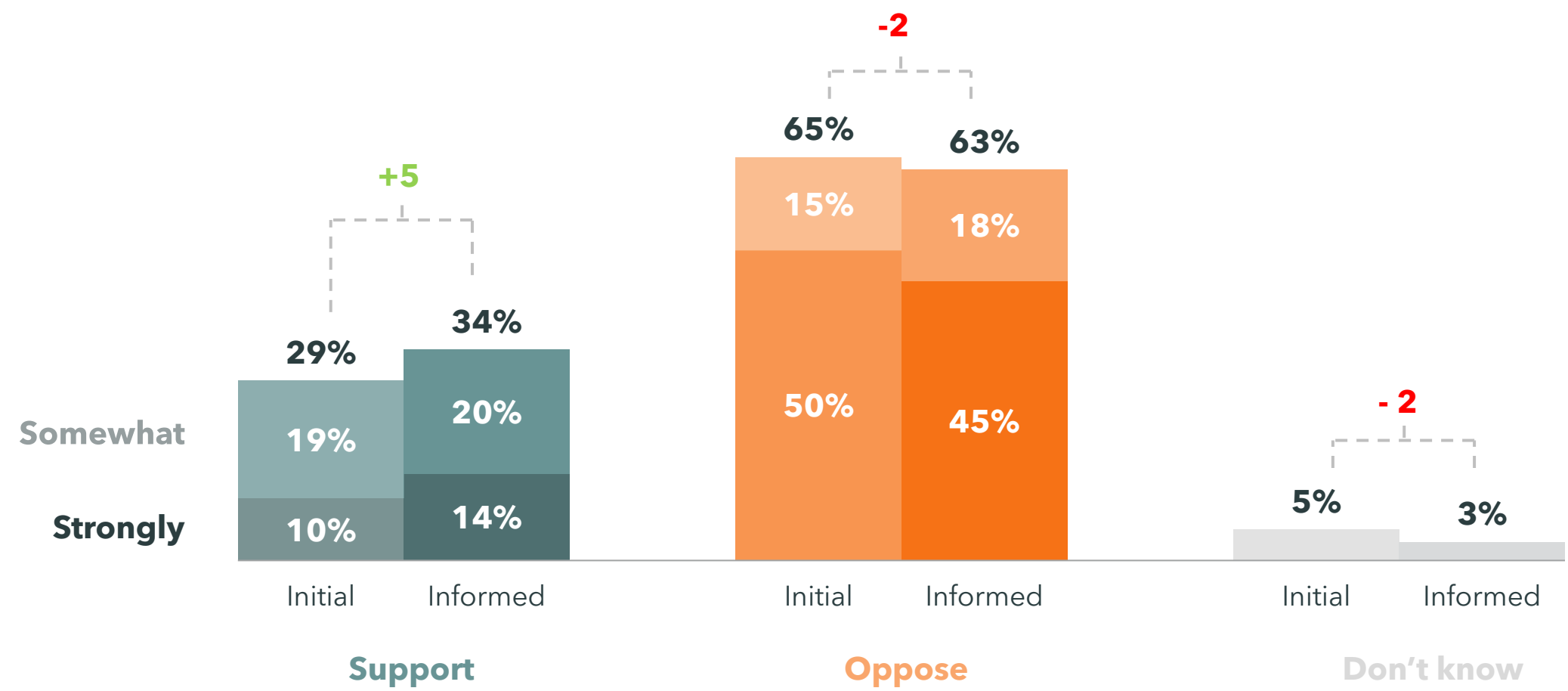
Voters are not convinced by these messages. The best message regards fairness and ensuring everyone pays.



Swing voters are more likely to find these messages convincing.



After messaging, support increases to just 34%.



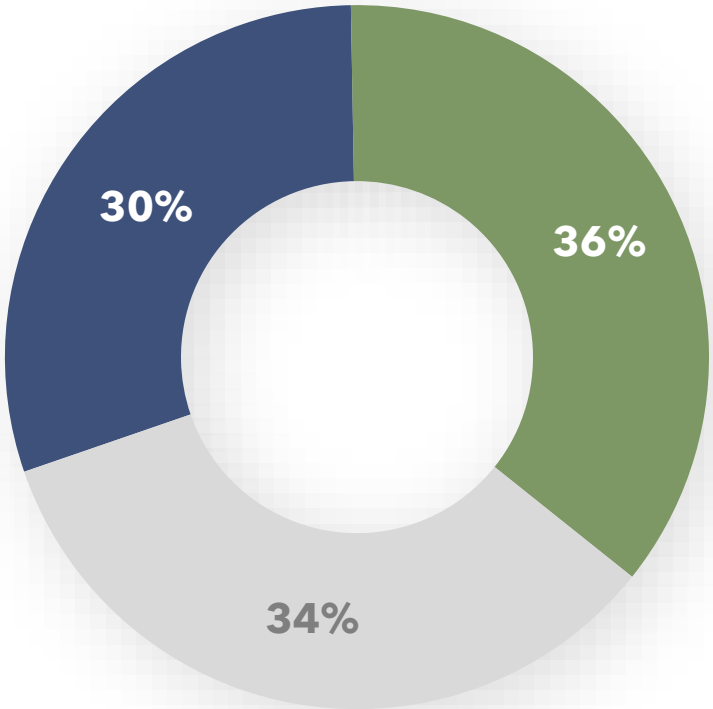
Most groups do not have majority support, though 18-29 and 65+ show the biggest increases in support.

% Support

Response category	AGE				GENDER		EDUCATION			INCOME			PARTY		
	18-29	30-44	45-54	65+	Men	Women	HS or less	Some college	College +	<\$50K	\$50K - \$100K	\$100K+	Dem	Rep	NAV/ Other
Initial	33%	22%	29%	34%	30%	29%	25%	27%	38%	25%	27%	39%	45%	19%	26%
Informed	52%	23%	23%	45%	35%	34%	31%	32%	43%	33%	35%	36%	48%	24%	32%
Change from initial to informed	+19	+1	-6	+11	+5	+5	+6	+5	+5	+8	+8	-3	+3	+5	+6

Voters are split on how much the street maintenance fee should cost and raise.

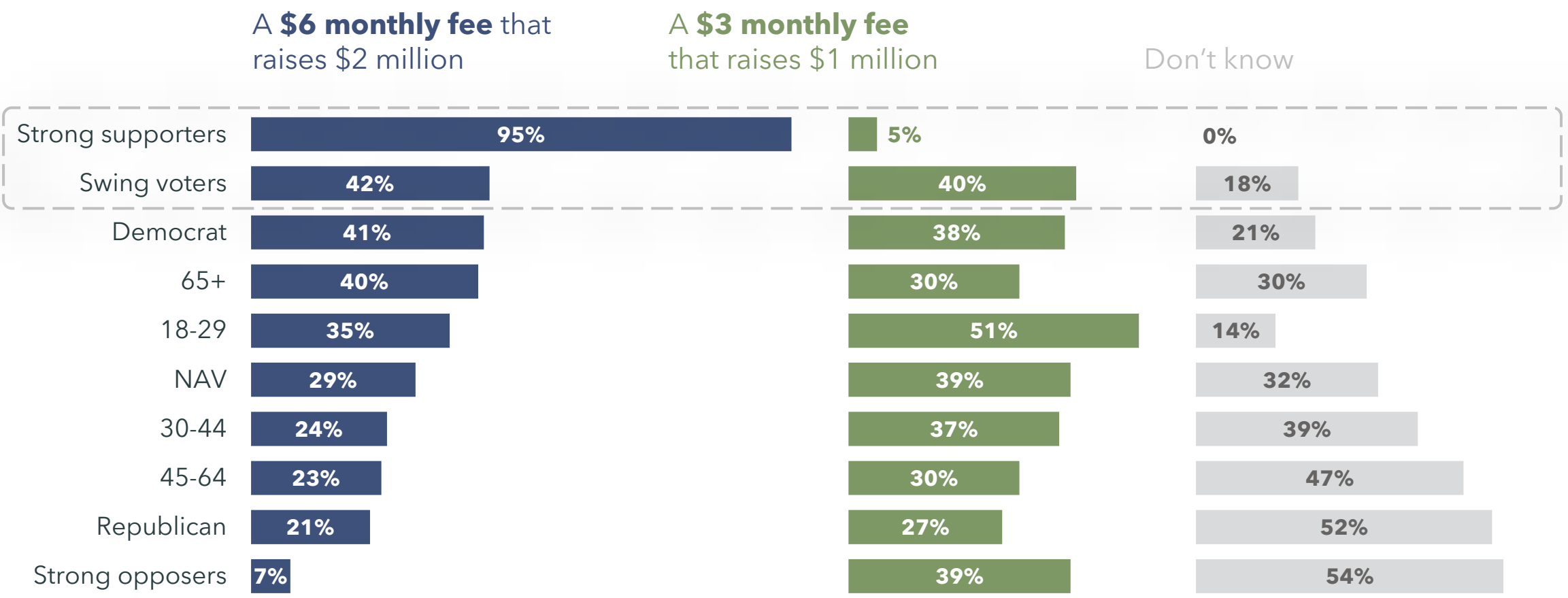
A **\$6 monthly fee** that raises \$2 million annually allows Albany to fix city streets more quickly.



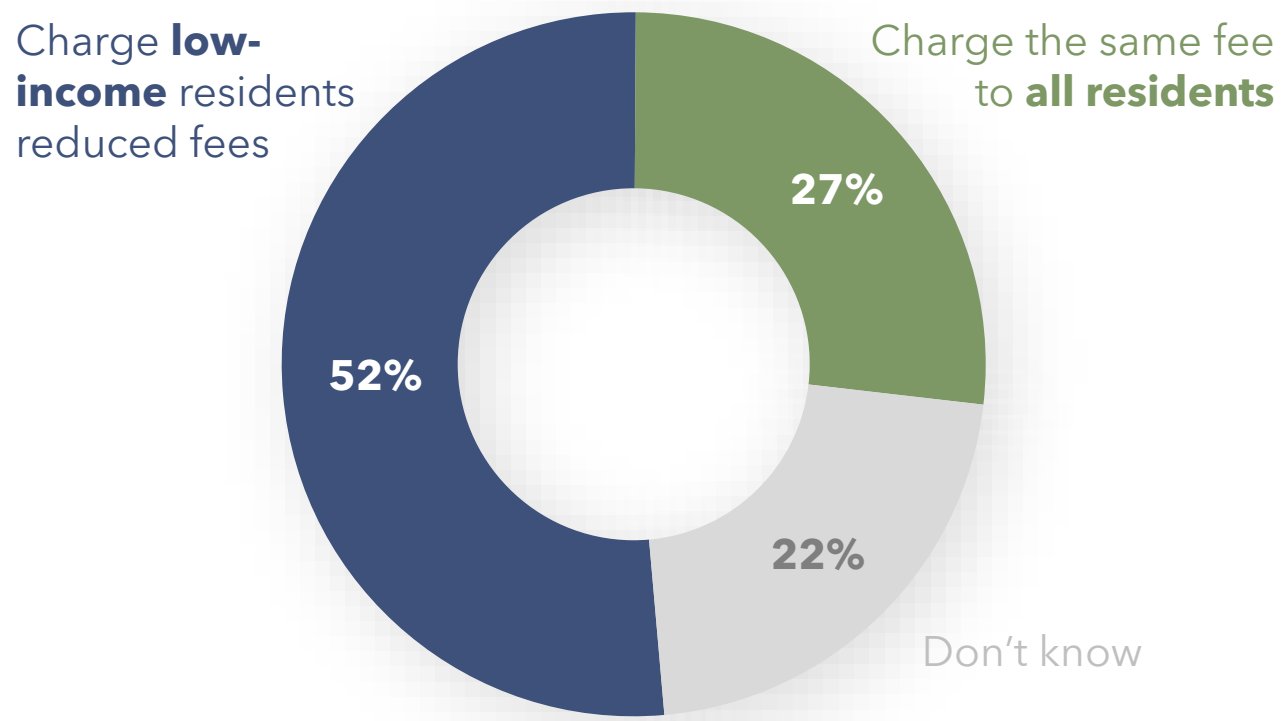
A **\$3 monthly fee** that raises \$1 million annually but it will take Albany longer to fix city streets.

Don't know

Strong supporters are most likely to prefer the \$6 monthly fee. Swing voters are relatively split between the two options.



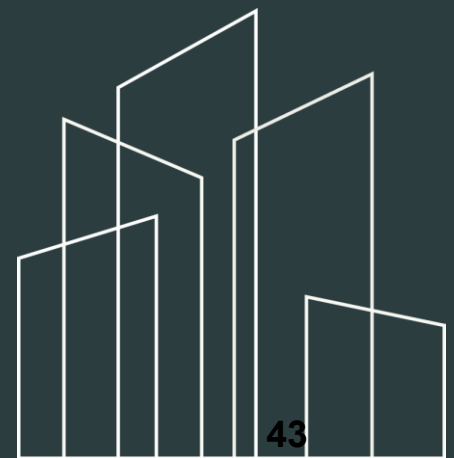
A majority prefer to charge low-income residents reduced fees. Swing voters are most likely to prefer this option.



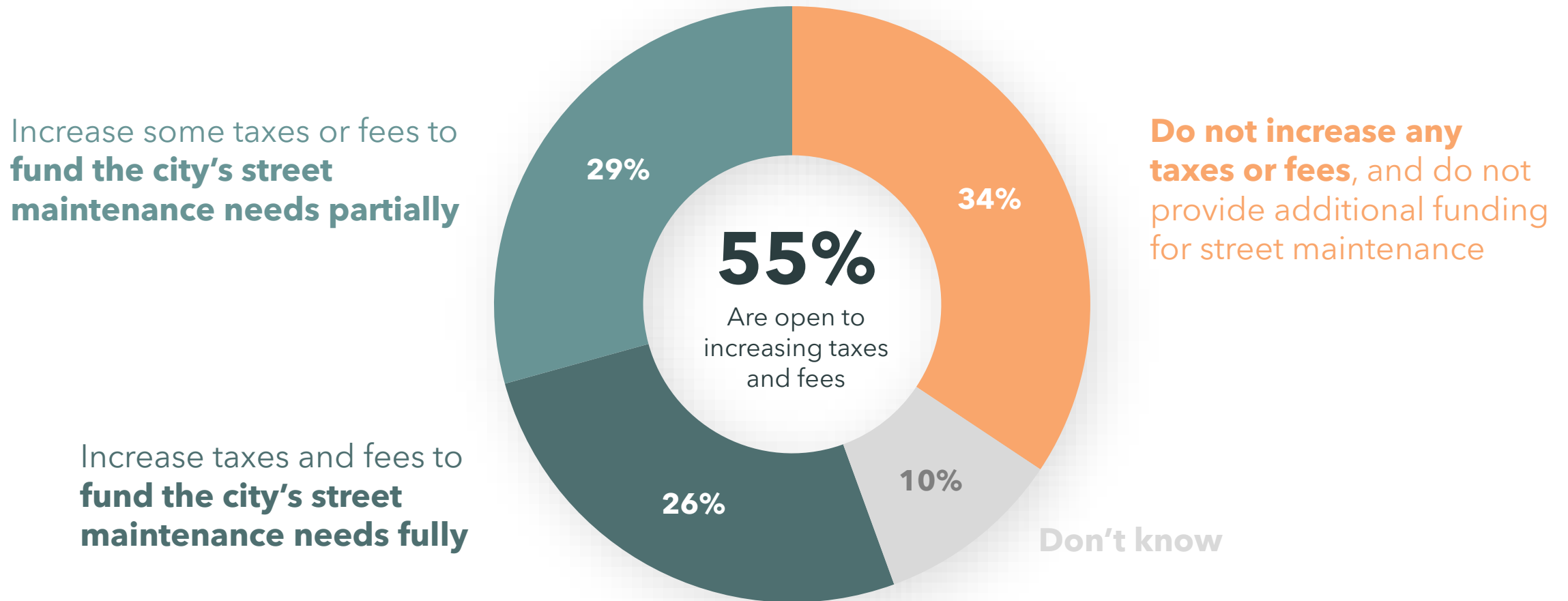
*% total who prefer to **charge low-income residents reduced fees***



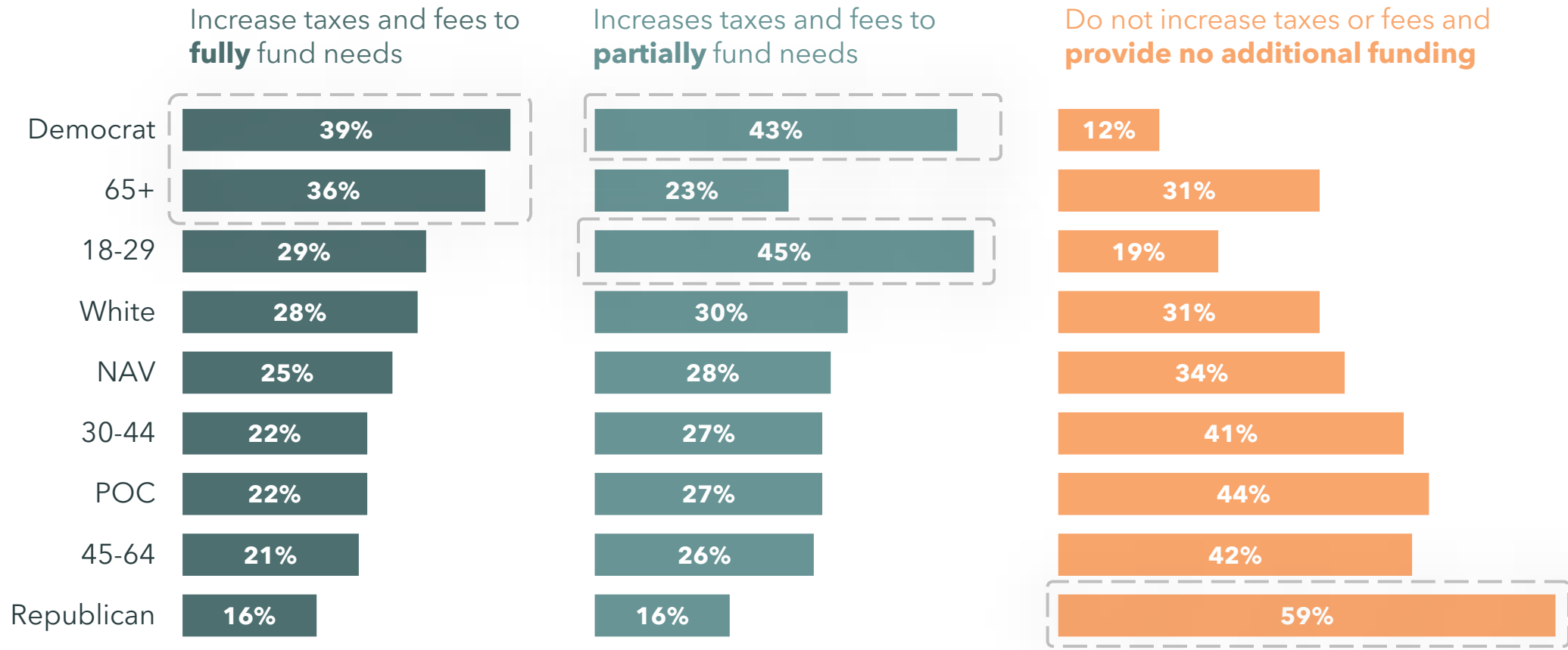
Overall Funding Support



Most voters are open to increasing taxes and fees but are split on whether to fully or partially fund the city's street maintenance needs.

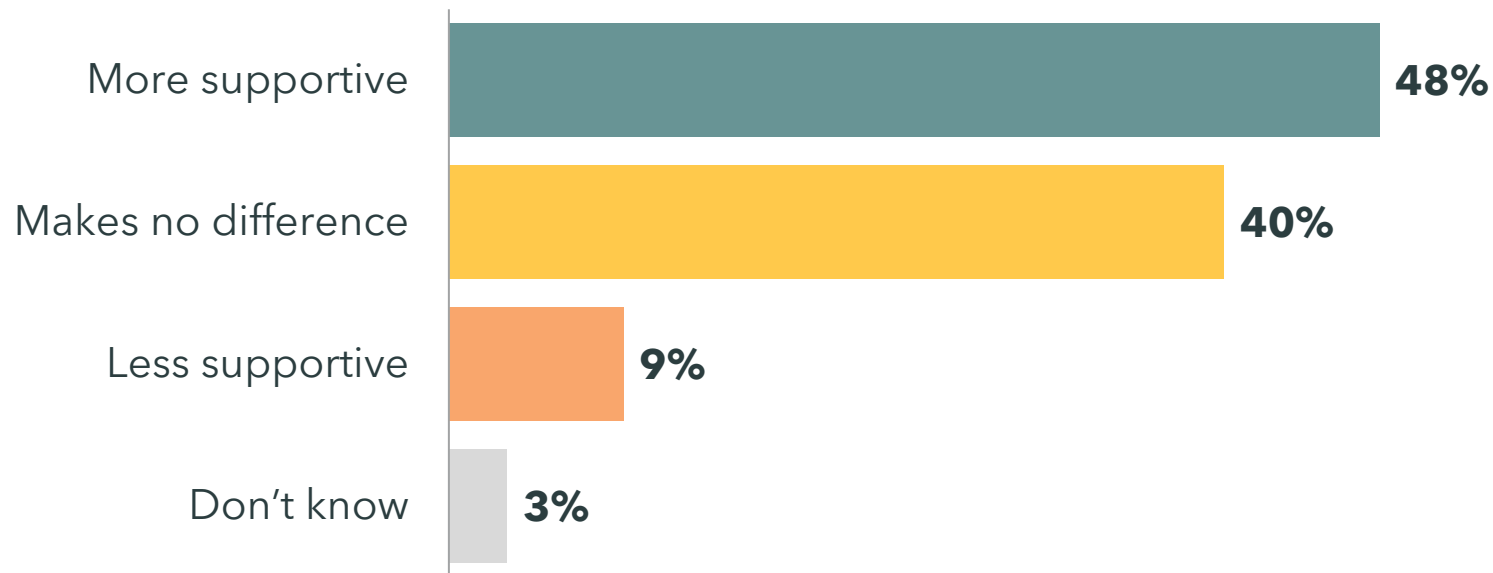


Openness to increasing taxes and fees to fund the city's street maintenance needs varies by party, age, and race.



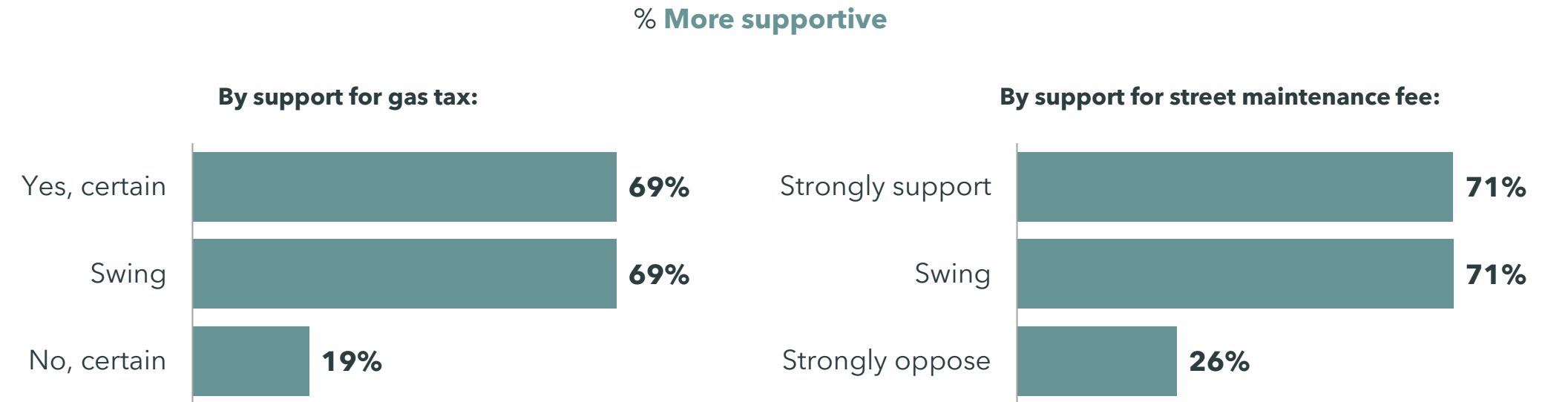
Nearly half say knowing that the city will provide a public plan and annual report on street maintenance makes them more supportive of additional funding.

If Albany increases taxes and fees to pay for street maintenance and repair, the city will require a public plan showing which streets will be fixed and an annual report on how the funds are being spent. Does knowing this make you more supportive of additional funding, less supportive of additional funding, or does it make no difference?



About 7 in 10 strong supporters and swing voters say they would be more supportive of additional funding.

If Albany increases taxes and fees to pay for street maintenance and repair, the city will require a public plan showing which streets will be fixed and an annual report on how the funds are being spent. Does knowing this make you more supportive of additional funding, less supportive of additional funding, or does it make no difference?



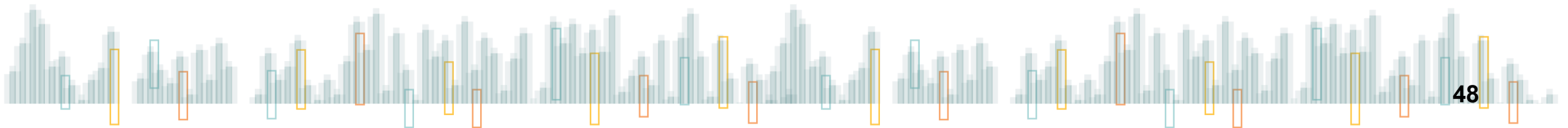


John Horvick

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TO: Albany City Council

VIA: Peter Troedsson, City Manager
Chris Bailey, Public Works Director

FROM: Robert Emmons, PE, Assistant City Engineer

DATE: May 30, 2025, for the June 9, 2025, City Council Work Session

A handwritten signature in blue ink, likely of Robert Emmons, the Assistant City Engineer.

SUBJECT: Stormwater In-Lieu-of-Franchise Fee

Purpose:

The stormwater utility was established in 2017 and to date, does not have an in-lieu-of franchise fee (ILFF) established. Staff is proposing the establishment of an ILFF for the stormwater utility to match the ILFF for the water and wastewater utilities.

Background/Discussion:

All private utility companies pay the City of Albany a franchise fee or privilege tax for their use and impact on City owned right-of-way. The utility companies include power, communication, and solid waste providers. The fee charged to these private utility companies is outlined in their separate franchise agreements and are set at seven percent of their gross revenues.

In 1999, city council elected to charge city owned water and wastewater utilities a franchise fee as well. The fee is currently set at seven percent to match the private utility franchise. The fee is termed an “in-lieu-of” franchise fee (ILFF) since there is no formal written franchise agreement as there is for the private utility companies. To match the water and wastewater ILFF, the revenue from the proposed stormwater ILFF is proposed to be deposited into the street utility fund to help offset the stormwater system impact on the transportation system (street) right-of-way.

Strategic Plan Impact:

Establishing a stormwater ILFF will help promote an Effective Government.

Budget/Staff Impact:

The proposed stormwater ILFF will generate approximately \$340,000 deposited into the street utility fund. There is no proposed impact to staffing levels.

Staff Recommendation:

Staff recommends establishing a stormwater ILFF by the adoption of an ordinance (Attachment 1) at the June 11, 2025, city council meeting.

Attachments:

1. Ordinance



ORDINANCE NO. _____

AN ORDINANCE AMENDING ALBANY MUNICIPAL CODE TITLE 12.30, STORMWATER UTILITY, BY ADDING A NEW SECTION 12.30.050, IN-LIEU-OF-FRANCHISE FEE AND DECLARING AN EMERGENCY.

WHEREAS, the City of Albany collects franchise fees from private franchise utilities for their use of, and impact on, the public right-of-way; and

WHEREAS, the stormwater utility, similar to city-owned sewer and water systems, has the use of the City owned right-of-way; and

WHEREAS, on June 9, 1999, the City Council adopted Ordinances 5404 and 5405 establishing sewer and water system in-lieu-of franchise fees (ILFF); and

WHEREAS, the City Council has determined it is appropriate to establish a stormwater utility ILFF and charge the same seven percent rate it charges to other franchise utilities; and

WHEREAS, the revenue generated from the stormwater utility ILFF shall be deposited into the Street Fund; and

WHEREAS, the City of Albany fiscal year begins on July 1 of each year and an effective date less than 30 days after approval is necessary to facilitate the timely completion of important city business.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: Chapter 12.30, Stormwater Utility, of the Albany Municipal Code is hereby amended as follows:

Chapter 12.30 STORMWATER UTILITY

Sections:

- [12.30.010](#) Stormwater utility.
- [12.30.020](#) Stormwater fund.
- [12.30.030](#) Adjustments, back-billing, and refunds.
- [12.30.040](#) System development charges.
- [12.30.050](#) **In-Lieu-of Franchise Fee.**

12.30.010 Stormwater utility.

There is created and established a stormwater utility with the assets, authority, and responsibility for administration, planning, design, construction, maintenance, and operation of stormwater conveyances and facilities. Additional specific mandates, authority, and delegations may occur, from time to time, by appropriate City Council actions. All references to “the utility” in this title refer to the stormwater utility. The administration of the utility shall be as set forth herein. (Ord. 5876 § 3, 2016).

12.30.020 Stormwater fund.

The stormwater fund is created and established.

(1) Service Charge Imposed. A stormwater service charge shall be imposed on all persons or premises that contribute to the stormwater system or that otherwise use or benefit from the stormwater system, and said persons shall be responsible for paying the stormwater service charge. All monies received from stormwater service charges shall be deposited into the stormwater fund.

(2) Service Charge Rates Set by Council Resolution. Stormwater service charge rates will be set by Council resolution. The stormwater service charge shall be developed and implemented such that it is not a tax subject to the property tax limitation of Article XI, Section 11b of the Oregon Constitution. The Director **50**

shall recommend adjustments to the stormwater service charge rates to the City Council as it becomes necessary. The City Council shall consider such recommendations and may approve or further adjust the stormwater service charges as the Council deems necessary to meet policy objectives, to meet the utility's revenue requirements, or to meet the overall financial needs of the utility.

(3) Customer Classification. Customer account classification and other stormwater charge-related calculations shall be determined by the Director or the duly authorized representative. Any appeal of the Director's determination shall be made in writing to the Director in accordance with Council policy. Any request for review of the Director's appeal determination shall be made in writing to the City Manager. The City Manager's determination will be final. (Ord. 5876 § 3, 2016).

12.30.030 Adjustments, back-billing, and refunds.

The utility may make adjustments, back-bill, pay refunds, or waive fees and charges in accordance with City Council policy. If no Council policy exists, the utility may make adjustments where it is deemed necessary on a case-by-case basis as determined by the Director for the proper conduct of the business of the Utility. A full explanation of the reason for the adjustment or refund must be filed with the office records and, subject to Oregon public records law, will be made available upon request. Refunds are to be made to the party that made the payment. (Ord. 5876 § 3, 2016).

12.30.040 System development charges.

When adopted in accordance with Chapter [15.16](#) AMC, all monies received from stormwater system development charges shall be deposited into the stormwater fund. Such funds shall be accounted for separately from those received from stormwater service charges. (Ord. 5876 § 3, 2016).

12.30.050 In-Lieu-of Franchise Fee.

As compensation for the use of City-owned rights-of-way, the stormwater fund shall pay to the street fund an in-lieu-of franchise fee in the amount of seven percent of the stormwater user receipts. This fee shall be applied to stormwater system rate revenues.

Section 2: Emergency Clause. In as much as this ordinance is necessary for the immediate preservation of the public peace, health, and safety of the city of Albany, or to facilitate the prompt and timely completion of important City business, an emergency is hereby declared to exist; and this Ordinance shall take effect and be in full force and effect on July 1, 2025 if signed by the Mayor.

Section 3:

This Ordinance shall be effective July 1, 2025.

Passed by the Council: _____

Approved by the Mayor: _____

Effective Date: _____

Mayor

ATTEST:

City Recorder



TO: Albany City Council

VIA: Peter Troedsson, City Manager
Chris Bailey, Public Works Director

FROM: Robert Emmons, PE, Assistant City Engineer

DATE: May 30, 2025, for the June 9, 2025, City Council Work Session

A handwritten signature in blue ink, likely of Robert Emmons, the Assistant City Engineer.

SUBJECT: Storm Drainage SDC Phase-In Step

Purpose:

This agenda item discusses enacting the second phase-in step for the storm drainage System Development Charge (SDC).

Background/Discussion:

On November 8, 2023, city council adopted a new storm drainage SDC. The new SDC represented an addition to the SDCs charged to new development. To help ease the burden of the new storm drainage SDC charge, council decided to phase-in the storm drainage SDC in five (5) equal steps. The first step occurred when the fee took effect on January 1, 2024. Each year council will have the option to either keep the current phase-in step or to adopt the next subsequent step.

Strategic Plan Impact:

Initiating the second phase-in step of the Storm Drainage SDC will help promote an Effective Government.

Budget/Staff Impact:

If the second phase-in step is adopted, there will be an increase in storm drainage SDC revenue commensurate with the amount of development which takes place. There is no staff impact.

Staff Recommendation:

Staff recommends initiating the second phase-in step. If council recommends moving forward, a resolution (Attachment 1) adopting the second phase-in step will be considered at the June 11, 2025, city council meeting.

Attachments:

1. Resolution



RESOLUTION NO. _____

A RESOLUTION REVISING STORM DRAINAGE SYSTEM DEVELOPMENT CHARGES, ESTABLISHING AN APPEAL FEE, AND REPEALING RESOLUTION 7329

WHEREAS, through the previous adoption of ordinances establishing and amending Albany Municipal Code 15.16 regarding system development charges (SDC), the Albany City Council has declared its intent to comply with the provisions of ORS 223.297 through 223.316; and

WHEREAS, a methodology for the calculation of an improvement and reimbursement SDC fee for the storm drainage system in Albany has been developed as specifically described in the Stormwater SDC methodology report dated September 8, 2023, and adopted via resolution on November 8, 2023; and

WHEREAS, the adopted methodology resulted in a maximum allowable fee of \$0.5158 per square foot of impervious area when indexed to the Engineering News Record (ENR) Seattle Construction Cost Index (CCI) for April 2023 (15,031.28), and if indexed to most recent city adopted ENR CCI index of April 2024 is equivalent to \$0.5316 per square foot of impervious area (using index ratio 15,492.56/15,031.28); and

WHEREAS, the storm drainage SDC represents an increase to the overall SDC charges for development and, therefore, is proposed to be phased in by five equal steps; and

WHEREAS, the council deemed it desirable to establish the first phase-in step effective January 2024; and

WHEREAS, the council deems it desirable to establish the second phase-in step.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that Resolution No. 7329 is hereby repealed as of the effective date of the revised charges; and

BE IT FURTHER RESOLVED that an improvement fee and a reimbursement fee storm drainage system development charge for Albany hereby be revised to include the second phase-in step as shown in Exhibit A; and

BE IT FURTHER RESOLVED that the effective date of these charges shall be **July 1, 2025**.

DATED THIS 11TH DAY OF JUNE 2025.

ATTEST:

Mayor

City Recorder

EXHIBIT A

STORM DRAINAGE SYSTEM DEVELOPMENT CHARGE

The Storm Drainage system development charge (SDC) is assessed to development for the creation of additional impervious area.

Storm Drainage SDC by square foot of impervious area (\$/SF of Imp. Area):

Storm Drainage SDC**	SDC Reimbursement* \$/SF or Imp. Area	SDC Improvement* \$/SF or Imp. Area	SDC Total* \$/SF or Imp. Area
Second of Five Phase-In Steps	\$0.02 (\$0.0324) \$0.03	\$0.09 (\$0.1802) \$0.18	\$0.11 (\$0.2127) \$0.21

* Indexed to April 2024 ENR CCI Seattle (15,492.56)

**Numbers in parentheses are used for tracking accuracy. The fees used to calculate the fees charged are shown in bold and rounded to the nearest penny.

SDC IMPROVEMENT FEE CREDIT

Pursuant to Albany Municipal Code (AMC) Section 15.16.090 (2), a credit against the storm drainage SDC-I fee shall be given for the cost of a qualified public water improvement required as a condition of development approval and identified in the Stormwater SDC Methodology (Adopted November 2023) as a project to be wholly or partially funded with storm drainage SDC-I fees.

APPEAL FEE

Pursuant to AMC 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 conform to AMC Section 15.16.100 procedure.