

GU1



Street Maintenance Fee – Code Update

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Agenda

- History of the Street Maintenance Fee (SMF)
 - What it funds
- Why are we updating the SMF?
- Existing Methodology
- How is it changing?
 - Approach/philosophy and considerations
- Timeline
- Next Steps

 CITY OF Tigard

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History

- Street Maintenance Fee is billed through City's Utility Bill
- Generates approximately \$780,000/year
- Adopted in 2010 with fees associated with parking spots
 - Residential properties charged per unit (appx. \$7.50/month)
 - Non-residential based on parking spots
 - Religious institutions reduced by 50%
 - Gas Stations based on number of fueling positions

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Where do SMF dollars go?

Pavement Maintenance Program (PMP) ~160 miles excluding parts of Greenberg, 99W and Hall Blvd (ODOT)
(Rehab and preventative maintenance of our roadways)

- ~Rehab
- ~Crack Seal with Slurry
- ~Chip Seal



Slurry Seal

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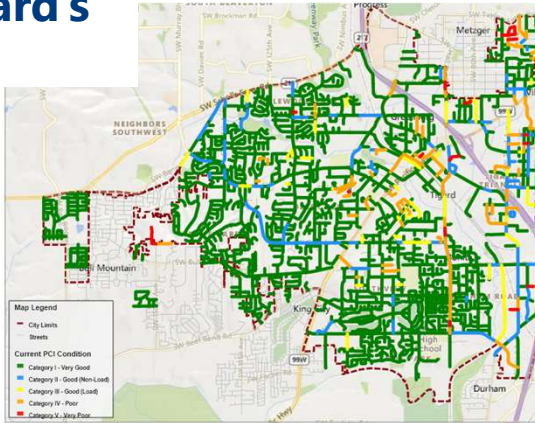
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State of Tigard's Roadways

Continuous maintenance of our roadways has kept the Cities Pavement Condition index at Very Good.

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PCI Range	Pavement Classification
0-10	Failed
11-25	Very Poor
26-40	Poor
41-55	Fair
56-70	Good
71-85	Very Good
86-100	Excellent

StreetSaver Pavement Condition Map (0-100)

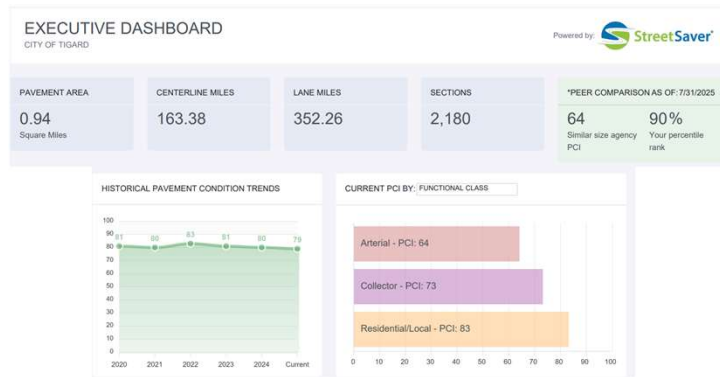


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Goals of the program

Continuous maintenance of our roadways has put our network average Pavement Condition index at 80.



StreetSaver Executive Summary (Pulled Sept 2025)



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Why are we updating the SMF?

- Council requested staff explore trip-generation based methodology
- Parking-based methodology outdated
 - Changes in state regulations and city code related to parking
 - Reduced parking requirements but vehicle trips still occurring (transit/deliveries/shared parking/higher parking occupancy) – growing disconnect between fee and impact

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Existing Methodology

- Street Maintenance Fee (TMC 15.20)
 1. For residential property, the fee shall be charged on a **per unit basis**.
 2. For nonresidential property other than gasoline stations, the fee shall be based on the minimum number of **vehicle parking spaces** as stated in the minimum and maximum off-street vehicle and bicycle parking requirements in the Tigard Community Development Code for each occupied unit.
 3. In recognition that religious institutions have minimum parking space requirements that are relatively large in comparison to the actual use of those spaces, the total fee for each religious institution shall be **reduced by 50%**.
 4. The street maintenance fee for gasoline stations shall be based on the **number of fueling positions**.

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How is it changing?

- Evaluated multiple models



- Advancing a Trip Generation based model but simplified to trip generation rate ranges (Categories).
 - Required information on square footage and business type (will have appx. 6 categories vs 550 categories in the ITE Trip Generation Manual) for each bill

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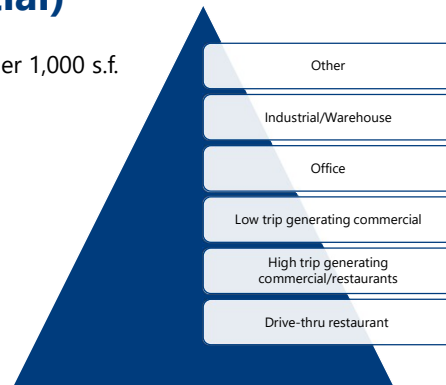


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Example Trip Generation Categories (non-residential)

Low Trip Generation per 1,000 s.f.

High Trip Generation per 1,000 s.f.



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Example Non-Residential Fee Calculation

$$\text{Monthly Fee} = \text{Building Square Footage} \times \text{Trip Generation Rate (trips/s.f.)} \times \text{Fee per trip}$$

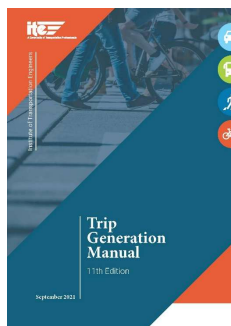
- Goal is to keep single family bill roughly the same (apx. \$7.50/month)
 - ▶ Multi-family (apartments/condos) and manufactured homes have slightly lower trip generation rates and will have a lower per-unit rate.
- Each non-residential Category will represent approximately 1/6th of the total trips generated by the users

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Why Change to Trip Generation?



- Closer representation of use/damage to roadways by trip generators
- Fairness/equity in applying fees
- Accounts for increased delivery trips
- Accounts for trips generated by zero-parking residential units

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ITE: Institute of Transportation Engineers

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How is it changing?

- From Parking Stalls to Trip Generation as determined by Institute of Transportation Engineers (ITE) GU1
 1. For residential property, the fee shall be charged on a **per unit basis # of trips generated** (Single Family Homes, Quad-Plex, Apartments/Condos, and manufactured homes generate different amounts of trips)
 2. For nonresidential property other than gasoline stations, the fee shall be based on the ~~minimum~~ number of **vehicle parking spaces** ~~as stated in the minimum and maximum off-street vehicle and bicycle parking requirements in the Tigard Community Development Code for each occupied unit.~~ trips calculated based on building footprint and trip generation category
 3. In recognition that religious institutions have minimum parking space requirements that are relatively large in comparison to the actual use of those spaces, the total fee for each religious institution shall be **reduced by 50%**. No reduction for religious institutes as the trips generated are already factored into the ITE code.
 4. The street maintenance fee for gasoline stations shall be based on the **number of fueling positions**. No change; ITE also calculates trips based on fueling positions.

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What will the new fee be?

- Two components
 - How much do we need to fund?
 - ▶ Current fee generates \$780k/year
 - ▶ Pavement condition and costs will dictate funding needs
 - ▶ Intend to hold constant for first year
 - How do we distribute costs
 - ▶ Residential fee per single-family home to hold steady
 - ▶ Cost per trip will be set based on funding amount (\$780K) and total trips estimated
 - ▶ Higher trip generating land uses will GU1 more than lower trip generating land uses (but same rate per trip)

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Next Steps

- Classify all taxlots with the appropriate trip generation category
- Estimate the total trips citywide (square footage x trip rate for each taxlot)
- Determine the rates to be applied per trip to generate \$780,000/year
- Prepare Draft invoices for review

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Timeline

- Discussion / Report to Council -Jan 20th, 2026
- Adoption / Code Amendment -Feb 10th, 2026
- Draft Rates for Review – Summer 2026
- Implement - 2027

COUNCIL DATES CHANGING

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