

SDC from A1

calculation of transportation SDCs, we decided to go back and look at all the building permits that had been issued and what land uses had pass-by trips," said City Engineer Ron Bradsby.

Staff looked at permits as far back as 2011, when the latest methodology for calculating SDCs was adopted, and found that three permits issued to local businesses Arby's, Autozone, and O'Reilly's were overcharged a total of \$131,850.

"So to do the right thing, we're refunding the money," Bradsby said.

The error was first discovered when the developer of a proposed Subway sandwich shop off Gateway Boulevard noticed that fees were significantly different from a store he owned in Albany, Ore.

The developer shared information from his other business with the city. Staff found a discrepancy in fees and, upon further review, that pass-by trip factors were not included in transportation SDC calculation methodology.

The city uses a traffic trip rate table developed by the Institute of Transportation Engineers to determine

the impact of traffic on a variety of land uses and bases transportation SDCs for new developments on these numbers.

account the segment of a population which may habitually use roads next to businesses between work and home.

by explained. "In actuality you only had one trip. You just made a little stop on the way."

To resolve the issue, city staff called FCS Group, a consulting firm which performed the city's last SDC analysis, to confirm that the pass-by trip factor should be used in calculating transportation SDC fees. FCS Group confirmed the need for the factor and staff began an investigation process which resulted in the discovery of the overcharged transportation SDCs.

The refunds take into consideration interest accumulated through August

19, 2019. "I thought it was a good thing. I'm glad the [Subway] developer was persistent," Bradsby said. "And I'm glad there was persistence among staff to really look into it and understand things more."

During a Sept. 23 City Council meeting to approve a supplemental budget for the refund, Councilor Mike Fleck commended the staff.

"I just really am impressed," he said. "I don't know that you hear from cities or counties around the area that, 'We discovered we made a mistake,' and then not only fix it, but refund dollars that we've received."

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— Mike Fleck, city councilor

Pass-by trip factors have significance in determining transportation SDCs in that they can offer a more accurate portrayal of transportation impact on a given area, taking into

"If you stop by Safeway on your way home, why should that count as two trips when really you drove to Safeway, you jumped off and you jumped back on to continue your trip?" Brads-

Climate from A1

even know if it's worth it," said young resident Emma Burleson. "You have helped raise us, so we ask you to invest in our future."

Resident Maia Wilhour appealed to the city to secure a future for her generation.

"I'm absolutely terrified. I'm young. I have a whole future ahead of me, but because of this emergency, I might not even have that," she said. "I want us to invest in a good future — in a healthy future — where our carbon isn't killing us all. ... I'm standing here because I know you think our future is important."

Local resident Josh Fattal summarized the group's

appeal to the council.

"We're not going to change the whole world right here, but this is something that we ask: that you recognize this reality," he said. "We need to move all the resources you have toward addressing this. ... If there's not this money in the budget, this means finding it in the state budget. It means finding it in federal grants."

Fattal encouraged the city, if nothing else, to hold a town hall to discuss the subject and bind the community in common cause.

Councilors responded to the speakers in turn.

"I'm certain it's going to prove to be the biggest issue of our time," said Councilor Jake Boone on the climate issue. "We have to do something, but the

tricky part is figuring out what that something is. ... What we do in Cottage Grove won't fix the climate, but we can at least do our part to stop making it worse."

Councilor Kenneth Roberts echoed Boone's sentiment, expressing his interest in heading up a future town hall meeting.

"I would very much like to see a town hall with these people," he said. "I think this is something we should be looking into."

Councilor Mike Fleck agreed that creating a greener community was a worthy goal.

"I fully believe that our nation needs to join the world in making efforts to reduce our carbon emissions," he said. "I certainly support doing things that

make sense that we can do to improve our local area."

Fleck also asked that solutions be economically sound and that the conversation remain measured.

"I understand young people can bring the passion, but to hear comments about not even going to school or having children, I think is emotion taking over rather than science," he said. "Look at what we actually need to do to improve our situation in a way that's going to be economically feasible and makes sense for a small town like ours. ... That being said, we have a huge problem and absolutely we need to address it."

Water Treatment Plant Bid Award

Councilors voted unan-

imously to award a bid in the amount of \$1,005,654 to contractor Pacific Excavation for the expansion of the Row River Water Treatment Plant.

The plant's expansion will increase capacity by two million gallons per day. Currently, two existing systems of membrane racks provide a total of four million gallons of water per day to the community.

"The city uses about three to three-and-a-half million gallons of water per day," said City Engineer Ron Bradsby. "If one goes down, we will not have enough racks to filter the water, so it's providing redundancy in the existing system and will help with growth."

Pacific Excavation represented the lowest of eight

bids. The current budget allocates \$1.4 million for the project.

Swinging Bridge Name

Councilors voted unanimously to delay the official naming of the Swinging Bridge, which had been named Currin Bridge in 1965 after J.P. Currin.

Because the latter name has not been popularly used and may create confusion with a covered bridge, also named Currin Bridge, councilors elected to investigate if the Currin family still lived in the area, refer to the Cottage Grove Historical Society for guidance and put out a suggestion box for the public.

A name is scheduled to be chosen at the Oct. 14 City Council meeting.

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