

## **TRAIL DEVELOPMENT PRIORITY**

---

Trail projects have been evaluated and prioritized to indicate which trails are currently best suited for development. Evaluation was completed using criteria that reflects trail development guidelines as listed in the City of Lebanon Parks Master Plan. Additional trail feature and attribute criteria was gathered from the local recreational trails advocacy group Build Lebanon Trails (BLT), and is also reflected in the trail development criteria.

### **TRAIL CATEGORIZATION**

The first step in the process of choosing trail development priority is to place each proposed trail section into one of the six trail categories listed below. Trails are placed into each category based upon attributes of the trail and surrounding area. This is done to evaluate individual trails against similar trail section. This is not to say that all trails in the first category should be developed before trails in other categories are considered, but that they are currently considered the easiest and best options with the greatest chance for success.

Trails in category 1, “entirely city owned, public right of way, or easement” are the highest priority trails followed by category 2 trails, then category 3 and so on.

Trail categories are:

- 1. Trail corridor is entirely city owned, public right of way, or easement.**
  - Proposed trail is located entirely upon City of Lebanon owned taxlots, railroad or roadway right of ways, public access easements, or some combination of each.
- 2. Some private ownership, some city ownership, public right of way, or easements.**
  - Proposed trail is located partially upon privately owned taxlots, and partially upon City of Lebanon owned taxlots, railroad or roadway right of ways, public access easements, or some combination of each.
- 3. Partially developed (sidewalks).**
  - A proposed trail that contains some existing sidewalk.
- 4. Private ownership. No public right of ways, easements, or city ownership.**
  - Proposed trail is located entirely upon privately owned taxlot(s).
- 5. 100% existing sidewalk.**
  - Proposed trail is located entirely upon existing sidewalk.
- 6. Water Trails.**
  - Water trails are listed last not because they are least important, but because they are an entirely different type of trail. Some of the land trails scoring points do not apply to water trails, which makes separate prioritization necessary.

## TRAIL PRIORITY SCORING MATRIX QUESTIONS

After the trails are separated into their respective categories, a series of questions is asked of trail section to further prioritize the trails within each category.

The following is the list of yes/no questions developed by the community trails advocacy group BLT. These were used as the criteria for trail evaluation. Each question has a value of 1 point for a “yes” answer and 0 points for a “no” answer. Total score of the trail is determined by adding up the number of points for each trail out of a possible 26. Higher point totals indicate higher priority trail sections.

- 1. Does it complete a connection within the city?**
  - The trail must create a significant connection within the community.
- 2. Is the proposed trail located off of, or set back from roads?**
  - These proposed trails are considered alternative transportation routes.
- 3. Does the trail provide connection to existing neighborhoods?**
  - The trail must provide access to/from/through/ an existing neighborhood.
- 4. Does the trail contain an existing section (partially developed trail)?**
  - Must contain a partially completed section of paved trail.
- 5. Is the trail a loop trail?**
  - The trail must be a loop in itself, or in combination with another trail.
- 6. Is it close in proximity (500 feet) to other services (grocery, library, etc.)?**
  - The trail must be within 500 feet of a service.
- 7. Is the trail close to schools (¼ mile)?**
  - The trail must be within ¼ mile of a school.
- 8. Does it have historic or sentimental value to the city?**
- 9. Is it in an impact location (high visibility)?**
  - Trails located in impact locations are important because they are highly visible, and will help increase awareness and use of the trails. Trails located off of Highway 34/Tangent Street, Oak Street, Grant Street, or the Santiam Highway, are considered to be in impact locations.
- 10. Are there any viewsheds located along the trail?**
  - Trails located on Ridgeway Butte, or alongside water, are considered possible viewshed locations.
- 11. Is 50% or more of the trail located in the woods?**
- 12. Is it alongside the Santiam River or Cheadle Lake?**
  - Trails located alongside the river or lake for a significant distance (at least 100 feet).

**13. Could it be an ADA accessible multi-use trail (biking, walking, etc)?**

**14. Does the trail have other unique values (specify)?**

- Special reason(s) why the trail section may take priority over another.

**15. Is 50% or more of the trail already a public right of way or city owned?**

- Includes trail sections proposed along road right of ways, sidewalks, trails on city property, public access easements, etc.

**16. Does the trail have willing property owners?**

- As of July 2009, information to answer this question for all trail sections has yet to be gathered. Trails proposed on City owned taxlots receive an automatic “yes” response.

**17. Is the trail located on an easement or right of way?**

- Considers easements on private taxlots. Proposed trails located on City owned taxlots, or public right of ways, receive an automatic “yes” response.

**18. Would the trail provide opportunities for future funding?**

- Trails with potential for funding sources not available to all other trails. Unique funding sources include trails qualifying for the “Rails to/with Trails” program.

**19. Is the trail included in the planning for new projects or development (piggybacking)?**

**20. Is it easy to build (once land is acquired)?**

- Only includes trails requiring very little site preparation.

**21. Is the trail free from serious safety concerns?**

- Safety concerns include unmarked crossings of major roads, or crossings of water.

**22. Does the trail have 3 or less property owners?**

**23. Is the proposed route free of width restrictions?**

- The trail must not have structures or other features encroaching upon a 15 foot wide trail corridor.

**24. Does the trail appear to avoid wetlands?**

- The trail must not pass through areas delineated as wetland by the Lebanon GIS database. Any uncertainty may require site visits and the wetland permitting process before site development can begin. Trail corridors containing wetlands that have had all issues resolved will receive a “yes” response.

**25. Have all wetland issues been addressed (delineation, permitting, if necessary)?**

- For those trails containing wetlands, all issues need to be resolved. Trails with no wetlands receive an automatic “yes” response.

**26. Does the trail avoid road and railroad crossings?**

- The trail section must not begin or end at a road/railroad crossing, or intersect with a road/railroad at any point.

## SCORING MATRIX RESULTS

The following tables display results from the completed Trail Priority Scoring Matrix. The highest scoring trails are those that have the most benefits/opportunities, coupled with the least potential problem areas. \* - Asterisk marks trails that contain existing sidewalks.

The completed Scoring Matrix can be found in Appendix C.

**Figure 1.1.** Entirely City-Owned, Public R.O.W., or easements Trail Scoring Matrix

<b>Trail</b>	<b>Score</b>	<b>Description/Location</b>
Marks Slough Phase 2	<b>16</b>	Across Tennessee Rd from Marks Slough Trail.
*Trail 21	<b>15</b>	Near Justice Center, Library, Pioneer Cemetery.
Trail 13 Section 2	<b>14</b>	Trail along Weirich Dr (Cheadle Lake entrance).
Trail 1 Section 4	<b>14</b>	Along Santiam Hwy, across from Hospital.
Cheadle Lake Island Trail	<b>13</b>	On Cheadle Lake Island, traverses entire Island.
Oak Street Pedway Section 1	<b>13</b>	Beside Oak Street, near western UGB.
*Trail 18	<b>13</b>	Off of Cascade Dr - south side of Wal-Mart.
Trail 23	<b>13</b>	Mostly existing trail on Crowfoot Rd.
Trail 5	<b>12</b>	Bridge from Mark Slough Phase 2 to P. Walden.
BCT Section 2	<b>12</b>	Between 15 <sup>th</sup> and 16 <sup>th</sup> St. North of Sherman St.
Trail 8 Section 1	<b>12</b>	Travels from of 4 <sup>th</sup> and Oak to Wynn Mill Park.
*Trail 16	<b>11</b>	On 5 <sup>th</sup> St near Pioneer Elem. Spur to skate park.
Trail 12	<b>11</b>	Roadside trail from View Ln to Weldwood Dr.
*Trail 17 Alt. A	<b>10</b>	Alongside Russell Dr and Mtn. River Dr.
*Trail 8 Section 2	<b>10</b>	On F St north of L.H.S., to Wynn Mill Park.
Trail 13 Section 1	<b>9</b>	On View Ln and Crowfoot Rd, to Santiam Hwy.
*Trail 1 Section 1	<b>9</b>	Connects from Burkhart Creek to Hansard Ave.
Trail 20 Alt. B	<b>9</b>	On Williams St., connecting to Industrial Way.
Trail 17 Alt. B	<b>9</b>	On River Rd, from Mt. River Dr to Cheadle L.

**Figure 1.2.** Private ownership with some city ownership, R.O.W. or easements Trail Scoring Matrix

<b>Trail</b>	<b>Score</b>	<b>Description/Location</b>
West River Trail Section 2	<b>17</b>	Along Santiam River, beside Eagle Scout Trail.
Trail 2 Alt. A Section 1	<b>16</b>	Crosses Samaritan Health Campus, east-west.
East River Trail Section 1	<b>15</b>	Connects Project Walden to Grant St Bridge.
Cheadle Lake Trail	<b>14</b>	Trail loop around Cheadle Lake.
BCT Section 3	<b>14</b>	Between W. Sherman St and W. Oak St
Project Walden	<b>14</b>	Network of trails in Project Walden area.
*Trail 19	<b>14</b>	Railroad trail from Tangent St to Oak St.
Cheadle Lake/Weirich Drive Trail	<b>14</b>	Trail between S. Shoreline and Festival Dr.
Trail 4 Section 3	<b>13</b>	Along River Park western property line.
Oak Street Pedway Section 5	<b>13</b>	Continuation from Oak St to Gills Landing.
Cheadle Lake Boardwalk/Bridge Trail	<b>12</b>	Trail/Bridge crossing to island from SE shore.
*Trail 15	<b>12</b>	Loop to Green Acres school from Burkhart Crk.
East River Trail Section 2	<b>12</b>	From Grant St Bridge to Southeast UGB.
West River Trail Section 1	<b>11</b>	Marks Slough Phase 2 to Grant St Bridge.
Cheadle Lake Alt. B	<b>11</b>	Connects Santiam Hwy to Cheadle Lake Trail.
*Trail 2 Alt. A Section 2	<b>11</b>	Spans the entire length of Industrial Way.
Cheadle Lake Alt. A	<b>10</b>	Connects Santiam Hwy to Cheadle Lake Trail.
BCT Section 4	<b>10</b>	Area between W. Oak St and Ashwood Ct
Trail 20 Section 2	<b>10</b>	Connects Industrial Way to E. hospital entrance.
North Boundary Trail	<b>10</b>	Northernmost community trail – 2.6 miles
BCT Section 5	<b>10</b>	Along Creek between Ashwood Ct and 12 <sup>th</sup> St.
BCT Section 7	<b>10</b>	Along Creek between existing trail and F St.
*Trail 9	<b>9</b>	By Riverview Elem. On Park Dr/Milton St.
West River Trail Section 4	<b>9</b>	Connects West River Trail to River Dr.
Trail 1 Alt. A	<b>9</b>	Extends 790 feet west of Reeves Pkwy trail.
Trail 3	<b>9</b>	From Had-Irvine to Marks Slough Phase 1.
BCT Section 12	<b>8</b>	Along Creek between 7 <sup>th</sup> St and Walker Rd.
Lebanon Parkway Trail	<b>8</b>	Along future parkway, near Southwest UGB.
Trail 20 Section 1	<b>8</b>	Trail from Had-Irvine Park to Williams St.
South Boundary Trail	<b>8</b>	Southernmost community trail – 4.5 miles
BCT Section 13	<b>8</b>	Connects from Walker Rd to southern Birch St.
Trail 10	<b>7</b>	Connects Stoltz Hill Rd northeast to 12 <sup>th</sup> St.
*Trail 11	<b>6</b>	Connects Jadon Dr Trail to S Boundary Trail.
Trail 4 Section 1	<b>6</b>	Along canal between E. Isabella and Tenn. Rd.

**Figure 1.3.** Partially developed (sidewalks)

<b>Trail</b>	<b>Score</b>	<b>Description/Location</b>
*Trail 19	<b>14</b>	Railroad trail from Tangent St to Oak St.
*Trail 21	<b>14</b>	Justice Center, Library, Pioneer Cemetery area.
*Trail 15	<b>12</b>	Loop to Green Acres Elem. From BCT Sect. 3.
*Trail 18	<b>12</b>	Off of Cascade Dr on south side of Wal-Mart.
*Trail 2 Alt. A Section 2	<b>11</b>	Spans the entire length of Industrial Way.
*Trail 16	<b>11</b>	On 5 <sup>th</sup> St near Pioneer Elem. Spur to skate park.
*Trail 17 Alt. A	<b>10</b>	Alongside Russell Dr and Mtn. River Dr.
*Trail 8 Section 2	<b>10</b>	On F St north of L.H.S. to Wynn Mill Park.
*Trail 9	<b>9</b>	By Riverview Elem., On Park Dr/Milton St
*Trail 1 Section 1	<b>9</b>	Connects from Burkhart Creek to Hansard Ave.
*Trail 11	<b>7</b>	Connects Jadon Dr trail to S. Boundary Trail.

**Figure 1.4.** Water Trail

<b>Trail</b>	<b>Score</b>	<b>Description/Location</b>
Cheadle Lake Water Trail	<b>13</b>	Water Trail on Cheadle Lake.
S. Santiam Water Trail	<b>11</b>	Water Trail on Santiam River.
Winter Water Trail	<b>10</b>	Water Trail on Project Walden ponds.

**Figure 1.5.** 100% Existing Sidewalk

BCT Section 15	<b>16</b>	Sidewalk around Bob Smith Memorial Park.
Oak Street Pedway Section 3	<b>13</b>	Along Oak St. between Airway Rd. and 4 <sup>th</sup> St.
Trail 6	<b>12</b>	Along Hiatt St between Oak St and Booth Park.
Trail 2 Alt. A Section 3	<b>12</b>	Along southern entrance of Samaritan Hospital.
Oak Street Pedway Section 4	<b>12</b>	Along Oak St. between 4 <sup>th</sup> St. and River St.
Oak Street Pedway Section 2	<b>11</b>	Along Oak St. between Montessa and Airway.

**Figure 1.6.** Private ownership. No public right of ways, easements, or city ownership.

<b>Trail</b>	<b>Score</b>	<b>Description/Location</b>
Ridgeway Butte Nature Trail	<b>17</b>	Hiking trail, reaches top of Ridgeway Butte.
Ridgeway Butte Roadside Trail	<b>16</b>	Trail along Ridgeway neighborhood road.
Cheadle Lake Phase 1	<b>15</b>	Trail loop surrounding Fairgrounds/LCF land.
Trail 22 Section 1	<b>14</b>	Railroad trail from Oak St to Russell Dr.
Trail 22 Section 2	<b>12</b>	Railroad trail from Russell Dr to Cheadle Lake.
BCT Section 14	<b>12</b>	Across Sand Ridge Charter School area.
Trail 20 Alt. A	<b>9</b>	By Albany-Santiam Canal near Industrial Way.
BCT Section 9	<b>9</b>	Crosses large lot, north of Airport Rd.
BCT Section 1	<b>8</b>	From Hwy 34, south to residential area.
Cheadle Lake Phase 2 Corridor Trail	<b>8</b>	Meanders around wetlands, NW of fairgrounds.
Trail 4 Section 2	<b>7</b>	Between E Isabella St and River Park.
Lebanon - Santiam Canal Trail	<b>7</b>	Connects S. Boundary Trail to Cheadle Lake.
BCT Section 11	<b>6</b>	Along creek between 7 <sup>th</sup> and 8 <sup>th</sup> St.
Trail 14	<b>6</b>	S. Boundary Trail connection to future park.
BCT Section 8	<b>6</b>	South side of F St, 350 foot distance.
BCT Section 10	<b>6</b>	Follows creek south of Airport Rd for 625 ft.

## **PROJECTED COST**

### **COST ESTIMATE**

The total projected cost involves two main factors; cost of land acquisition, and cost of materials.

#### **Land Acquisition**

The land acquisition cost estimate was completed by deriving an average cost-per-acre price of all properties adjacent to an existing or proposed trail using The City of Lebanon's 2009 GIS database taxlot information\*. Included in the database were the "Total market land value" and the "Total calculated acreage" for each one of the 794 taxlots lying within 30 feet of a trail corridor. Dividing the "Total market land value" by the "Total acreage of adjacent lots" results in the average cost per acre of adjacent taxlots. The total acquisition cost can then be calculated.

The following information was used to estimate the cost of land acquisition:

- Number of taxlots adjacent to proposed trail system – 794
- Total acreage of adjacent taxlots – 4048.38
- Total market land value of adjacent taxlots – \$136, 208, 230
- Average \$/acre of adjacent taxlots – \$33,645/acre – (\$136,208,230/4048.38 acres)
- Minimum required acreage – 47.31 acres\*\*
- Land acquisition cost – **\$1,591,745** – (\$33,645/acre \* 47.31 acres)

\*LEB\_DATA.GIS.Taxlot. Updated 05/14/09. Accessed 07/08/09

\*\*Minimum required acreage includes only privately owned land within the 15 foot minimum corridor width required for trail construction.

#### **Cost of Materials Estimate Assumptions**

The assumptions listed below were used to estimate cost of materials.

- Asphalt cost - \$60/ton\*
- Asphalt width – 12 feet
- Asphalt thickness (maximum) – 4 inches\*\*
- Asphalt thickness (minimum) – 2.5 inches\*\*\*
- Asphalt density value – 4,050 lbs/yard<sup>3</sup>
- Crushed aggregate base cost – \$15/ton\*
- Crushed aggregate base width – 14 feet
- Crushed aggregate base thickness (maximum) – 12 inches\*\*
- Crushed aggregate base thickness (minimum) – 4 inches\*\*\*
- Crushed aggregate density value – 3,800 lbs/yard<sup>3</sup>

\*Assumption is based upon the price of laid Crushed Aggregate Base and hot mix Asphalt that the City of Lebanon received as of June, 2009.

\*\*Maximum crushed aggregate and asphalt thickness is sufficient to withstand the heaviest use intended without degradation. The heaviest intended use requires that the trail can be used as a service road for maintenance vehicles and associated equipment.

\*\*\*Minimum crushed aggregate and asphalt thickness is sufficient to withstand non-motorized pedestrian use without degradation

No other costs, such as engineering, fabric, clearing, or excavation were included in the estimate. In many cases, the minimum width and thickness of materials will be used. Increased thickness of base material and asphalt will be necessary where trails are used as service roads. Such trails

will require added thickness of aggregate base and asphalt to be regularly used by maintenance vehicles and equipment without experiencing degradation.

### **Trail Construction**

Linear foot construction cost (maximum thickness) – \$35.81/linear foot\*

Linear foot construction cost (minimum thickness) – \$16.18/linear foot\*

Minimum required multi-use trail length – 196,210 feet

Construction cost – (maximum thicknesses) – **\$7,026,280**

Construction cost- (minimum thicknesses) – **\$3,174,678**

\*Linear foot cost is based upon the price of laid Crushed Aggregate Base and hot mix Asphalt that the City of Lebanon is receiving as of June, 2009 and does not include the cost of land acquisition.

### **Total Cost**

The Total Cost estimate is the sum of land acquisition, crushed aggregate base, and laid hot mix asphalt costs.

Using maximum thickness estimate– **\$8,618,025**

Using minimum thickness estimate – **\$4,766,423**

Total development average estimate – **\$6,692,224**

### **Maintenance**

Acreage is base upon the area (50 miles of land trail multiplied by the 15 foot minimum trail corridor width) of land trail after development of all trail sections.

Total minimum required acreage – 90.95 acres

Maintenance cost - \$1,000 per acre\*

Yearly maintenance cost - **\$90, 950.**

\*Cost of maintenance per acre of developed parkland found in *The City of Lebanon Parks Master Plan*.

## **POTENTIAL TRAIL FUNDING**

---

The following list contains several approaches used in funding the purchase of land and materials for trail development.

- Bonds
- Capital Improvements Program
- Donations
- Easements
- Gas Tax
- Grants – The grant funding table can be found in Appendix C
- Land Trust
- Local Improvement District
- Parks and Recreation District
- Park Utility Fee
- Partnerships
- Property Exchange
- Rails to Trails/Rails with Trails
- Serial Levy
- Supportive Landowners
- System Development Charges
- Transient Room Tax

### **Bonds**

General Obligation Bond – Voter approved bonds with the assessment placed on real property. This money can be used for capital improvements and not maintenance. This property tax is levied for a period of time usually in the 20-30 year range, and requires a majority approval by voters. This type of property tax does not affect the overall tax limitation. A disadvantage of this option is the high interest costs.

Revenue Bonds – These are bonds sold and paid from the revenue produced by the operation of a facility. This does not require approval from voters unless required by local ordinance.

### **Capital Improvements Program**

The City of Lebanon has a Capital Improvements Program, (CIP) that includes several major trail projects and proposed funding sources. The CIP stipulates that Parks and Trails related projects will be pursued as funding becomes available. Grant money or another outside source of funding is the major variable in completing these projects. Lebanon's current Capital Improvements Plan is in place for the years 2008 through 2012.

Trail projects included in Lebanon's CIP are:

- Marks Slough Trail – Phase II
- South Boundary, Oak Street Pedway

- North Boundary, Burkhart Creek
- East River, Ridgeway Butte, Walden
- South Santiam River Water Trail

## **Donations**

Donations of cash, land or labor. Numerous park facilities in Lebanon have been partially developed from funds and labor received from local service groups.

## **Easements**

New public access easements can be created to accommodate public access including trail corridors. This is an effective method for securing the land required for a trail without the expense of land acquisition. The process for creating new easements that include public access and future trail development is as follows:

An easement form must be submitted to the City of Lebanon from the landowner, or grantor.

The form, which is completed by a professional land surveyor or attorney to ensure that it meets Linn County Clerk standards, contains all descriptions of; land right of way to be granted to the City; right(s) granted to the City; and benefits to the grantor received in return.

The Easement form must include a small map showing the location of the easement.

City council will approve all public easements.

## **Gas Tax**

A gas tax represents a potential source of new revenue to enhance Lebanon's transportation system, and includes it can include trail enhancement. Questions about this option may be added to a community survey. This would help determine taxpayer's willingness to fund trails through this option.

## **Grants**

Grants are an important funding tool that can provide money for a variety of trail development and enhancement projects. A list of federal, state, and private granting agencies are listed in Appendix B.

## **Land Trusts**

Land Trusts are local, regional, or statewide nonprofit conservation organizations involved in protecting natural, scenic, recreational, agricultural, historic, or cultural property. The Greenbelt Land Trust of Corvallis is one example of a land trust dedicated to protecting land, creating trails and other recreational opportunities, partnering with local governments, and creating organizational effectiveness.

The Oregon Parks Foundation Inc. and The Nature Conservancy of Oregon are both land trust organizations and possible partners with the City of Lebanon to acquire and develop trail corridors and/or new parkland.

### **Local Improvement District**

Local Improvement Districts are established to pay for facilities in a specific area and must be supported by a majority of property owners in the subject area. Local Improvement Districts have been used in many communities to fund Parks or local trail facilities.

### **Parks and Recreation District**

This option allows for a steady budget allocated to developing parks and recreation facilities, of which the trail system would be a major part. There can be a much better estimation of the timeline needed to complete the trail system when there are steady funds coming from a parks and recreation division. The community support of recreational opportunities in Lebanon has been reflected through a study done by the Community Planning Workshop and published in the Lebanon Parks Master Plan. This study evaluated the city of Lebanon's recreational needs and showed high demand for recreational opportunities and facilities.

A Lebanon Parks and Recreation District can be created through the following process.

1. Define the boundaries of the service district of the Parks and Recreation department in Lebanon.
  - a. Must be approved by governing body of the service district.
2. Circulate petitions in an effort to get enough signatures of registered voters in Lebanon to get the proposal on the November ballot.
  - a. Enough signatures must be gathered by March 31<sup>st</sup> of the same year to be on the ballot in November.
3. The final budget authority needs to be agreed upon.
4. Successful campaign for the creation of the service district would mean that voters would make the decision whether or not to form the service district.
5. Upon the formation of the service district, a draft assessment of current recreational services provided in and around Lebanon along with an inventory of existing facilities to be used in Parks and Recreation needs to be completed. This will aid in determining what additional services are needed for Lebanon Parks and Recreation.
6. Put all findings and plans into a draft Recreational Services Plan to be presented to the public and interest groups for feedback
  - a. Lebanon survey, public workshops, focus groups, stakeholder meetings, can all be used in determining the priority and need for new recreational services in the new service district.

- b. The plan may include; a summary of existing recreational services, a discussion of Lebanon's future recreation needs, recommended objective for directing recreation service provisions, and an implementation plan.
7. Use findings to create the final draft of the Recreational Services Plan to be presented to City Council.

Decisions regarding the exact amount of the tax within the service district need to be determined before the petitions can be circulated. The maximum tax rate of real property valuation within the service district needs to be set before the impact of the tax increase can be determined. Additional compression in the service district resulting from this tax increase can then also be estimated. The Linn County Assessors office would determine this amount. These figures must be made available to the public and considered in determining the feasibility of this funding strategy.

An additional advantage to the creation of a Parks and Recreation Division in Lebanon is the State and Federal monetary contributions to taxpayer dollars. This is referred to as "leverage" money. For example, State and Federal funding would contribute \$4 to every \$1 the taxpayers pay. The taxpayer money would go to staffing and office space. State and federal money goes to supporting staff who serve the city or county. These people also work to bring in money through grants for special projects, which may speed the process of creating a trail system or installing services within the district. Fees collected at parks are another source of money for the Parks and Recreation of Lebanon. An example of this is the Gil's landing RV campground which collects money year round and currently goes to the Lebanon general funds.

Parks and Recreation can provide a broad spectrum of programming for people of all ages by maintaining numerous alliances and cooperative partnerships with other organizations in the community. A partnership approach to recreation service provision can make for a more efficient utilization of staffing and resources.

Information on the formation of special districts can be found through the Special District Association of Oregon (SDAO). SDAO was formed to pursue the common interests and concerns of special districts. More information can be found at:

<http://www.sdao.com/>

### **Park Utility Fee**

This is similar to a water bill and allows the community to pay for ongoing park improvements and maintenance costs. The City determines the fee amount, and it may change to reflect costs. Upon connection to the city water system, a developed parcel has to pay the utility fee. Other determinants include household occupancy and/or use of improvements. This fee is then included as a line item on the utility bill. The City may also change the fee based upon revised estimates. For example, the City of Medford established a park utility fee ordinance that imposes a per unit/monthly fee that is billed via the City water bill. If the City of Lebanon were to enact a \$1.00 fee per household, it could expect to receive approximately \$66,000 in 2006 (5,500 households x \$1/mo x 12 months).

### **Partnerships**

Joint Public/Private Partnership – In this approach, a public agency enters into a working agreement with a private corporation to help with funding, building, or operating a public facility. For this agreement, the public agency generally offers three incentives. Free land to place a facility, certain tax advantages, and access to the facility. This is one way to reduce the cost of obtaining a public facility.

Certificates of Participation – This is a lease-purchase approach in which the City sells Certificates of Participation (COP's) to a lending institution. The revenue produced by the facility is then used to pay off the loan. If the city does not produce revenue, the loan is repaid from the general operating budget. The lending institution holds the title to the property until the COP's are repaid. This approach does not require a public vote and is currently used in Lebanon to fund water system improvements. This approach also generally has a higher interest rate.

### **Rails to Trails/Rails with Trails**

There are two things to consider when converting railroad corridors to recreational trails; the status of the railroad corridor, and the ownership of the railroad corridor. The status is whether or not the railroad is operational or has been “abandoned”. This can be determined by simply calling the railroad company and asking if abandonment is likely.

Finding who the owner is after abandonment can be complicated. Title to the land may be disputed during and after abandonment depending upon the way railroad corridor was initially acquired. If parts of the corridor were acquired through easements, after abandonment that land will revert back to the previous owner(s). If a right of way easement was granted to a local government by the federal government, the local government will have one year from the date of abandonment to make the route for public highway use, and trails are considered public highways under federal law.

Two programs to help convert a railroad right of way to a multi use trail are;

- **Rails to Trails** – For use on converting abandoned railroads into trails.
- **Rails with Trails** – Used for providing trails within active railroad right of ways.

### **Serial Levy**

This property tax is assessed for the construction and/or operation of park facilities. This type of levy is established at a given rate for 3-5 years and requires a simple majority of voter approval. The advantage of this type of levy is that there are no interest charges. A disadvantage is that this type of levy affects the overall tax limitation of the taxing agencies in the area.

Community trails will draw people from outside the community into Lebanon and can be considered a tourism related facility making this a viable option for trail development funding.

For more information about the transient room tax, refer to the Lebanon Municipal Code – Title 3: Revenue and Finance.

### **Supportive Landowners**

Supportive landowners may provide consent for a trail corridor across their private lands. Altering proposed trail alignments is suggested to capitalize upon these opportunities as they arise.

### **System Development Charges**

Park System Development Charges, paid by all new development in the city, go into the Parks SDC fund. The City may use the funds for land acquisition and purchase, installation and maintenance of park recreation equipment, landscaping, restroom facilities, improvements, lighting and irrigation.

The current SDC fee structure was adopted in August of 2005. As required by ORS 223.309(1), projects eligible for funding are limited to capacity increasing projects specifically included in the Parks SCD System Plan, Parks Master Plan, or the CIP Plan.

### **Transient Room Tax**

In the city of Lebanon, a transient shall pay a tax in the amount of nine percent of the total rent charged by the operator, exclusive of this tax, for occupancy in a hotel within the city or occupancy of a space in a recreational park. The revenue from this tax follows guidelines set in Chapter 3.12.035 of the Lebanon Municipal Code.

- To fund tourism promotion or tourism-tourism related facilities.
- To fund city services.
- To finance or refinance the debt of tourism-related facilities and pay reasonable administrative costs incurred in financing or refinancing that debt.