

Portland, Oregon  
**FINANCIAL IMPACT and PUBLIC INVOLVEMENT STATEMENT**  
**For Council Action Items**

(Deliver original to Financial Planning Division. Retain copy.)

1. Name of Initiator Rich Eisenhauer	2. Telephone No. 503-823-6108	3. Bureau/Office/Dept. PBOT / Development Services
4a. To be filed (date): March 14, 2012	4b. Calendar (Check One) Regular <input type="checkbox"/> Consent <input checked="" type="checkbox"/> 4/5ths <input type="checkbox"/>	5. Date Submitted to Commissioner's office & FPD Budget Analyst: March 5, 2012
6a. Financial Impact Section: <input checked="" type="checkbox"/> Financial impact section completed	6b. Public Involvement Section: <input checked="" type="checkbox"/> Public involvement section completed	

**1) Legislation Title:**

Amend Code for Transportation System Development Charges regarding vehicle trip exemptions. (Ordinance; amend Code Chapter 17.15)

**2) Purpose of the Proposed Legislation:**

Currently, new development which will not generate more than 15% more daily vehicle trips than the present use is fully exempt from TSDC assessments. The original intent of this exemption was intended to exempt tenant improvements and developments that add small amounts of vehicle trips that do not stress the transportation system. However, in practice, this exemption has not always been interpreted as intended. Developments that generate a great number of trips can be exempt because their base trip generation is so large and thus the additional 15% would also be large. The proposed ordinance would add a 250 daily vehicle trip maximum to the 15% expansion exemption. The proposed change would require development to be less than a 15% increase in daily vehicle trips from the prior use (current code) AND not increase daily vehicle trips by more than 250 in order to be eligible for the exemption.

**3) Which area(s) of the city are affected by this Council item? (Check all that apply—areas are based on formal neighborhood coalition boundaries)?**

- |  |                                    |                                    |                                |
|--|------------------------------------|------------------------------------|--------------------------------|
| <input checked="" type="checkbox"/> City-wide/Regional     | <input type="checkbox"/> Northeast | <input type="checkbox"/> Northwest | <input type="checkbox"/> North |
| <input type="checkbox"/> Central Northeast                 | <input type="checkbox"/> Southeast | <input type="checkbox"/> Southwest | <input type="checkbox"/> East  |
| <input type="checkbox"/> Central City                      |                                    |                                    |                                |
| <input type="checkbox"/> Internal City Government Services |                                    |                                    |                                |

**FINANCIAL IMPACT**

**Revenue and/or Expense:**  
 Is ALL the Revenue and/or Expense a part of the current year's budget? or 5-yr CIP? \_\_\_\_\_  
 SAP COST OBJECT No(s): 9TR00000174  
 All Revenue and Expense financial questions must be completed regardless of the current year's budget. Documents may be returned where the FIPIS portion has not been sufficiently completed.

**4) Revenue:** Will this legislation generate or reduce current or future revenue coming to the City? If so, by how much? If so, please identify the source.

This amendment could generate additional TSDC revenue. Looking at the past 5 years of TSDC collections the amendment would have generated approximately \$1.5 million in additional TSDC collections.

**5) Expense:** What are the costs to the City related to this legislation? What is the source of funding for the expense? *(Please include costs in the current fiscal year as well as costs in future years. If the action is related to a grant or contract please include the local contribution or match required. If there is a project estimate, please identify the level of confidence.)*

This amendment will not result in any costs to the City in the current or future fiscal years.

**6) Staffing Requirements:**

- Will any positions be created, eliminated or re-classified in the current year as a result of this legislation? *(If new positions are created please include whether they will be part-time, full-time, limited term, or permanent positions. If the position is limited term please indicate the end of the term.)*

No, this amendment will not result in any staffing changes for the current or future years. Existing staff can implement this action without adding staff.

- Will positions be created or eliminated in future years as a result of this legislation?

No, this amendment will not result in any staffing changes for the current or future years. Existing staff can implement this action without impact to current or future staffing levels.

*(Complete the following section only if an amendment to the budget is proposed.)*

**7) Change in Appropriations** *(If the accompanying ordinance amends the budget please reflect the dollar amount to be appropriated by this legislation. Include the appropriate cost elements that are to be loaded by accounting. Indicate "new" in Fund Center column if new center needs to be created. Use additional space if needed.)*

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount

[Proceed to Public Involvement Section — REQUIRED as of July 1, 2011]

PUBLIC INVOLVEMENT

8) Was public involvement included in the development of this Council item (e.g. ordinance, resolution, or report)? Please check the appropriate box below:

YES: Please proceed to Question #9.

NO: Please, explain why below; and proceed to Question #10.

9) If "YES," please answer the following questions:

a) What impacts are anticipated in the community from this proposed Council item?

Large institutions that expand, generating an additional number of daily trips that exceeds 250 but does not exceed 15% of their previous trip generation, will be impacted by no longer being exempt from a TSDC assessment.

b) Which community and business groups, under-represented groups, organizations, external government entities, and other interested parties were involved in this effort, and when and how were they involved?

Participation included the Portland Business Alliance, Kittleson and Associates, Group MacKenzie, and Peter Finley Fry which all were included in a round table discussion about the impacts of system development charges.

c) How did public involvement shape the outcome of this Council item?

PBOT gathered a committee of experts, traffic engineers in the private sector and reps from the business community, to develop a policy for small scale expansions that is equitable. There was agreement around the table to amend the exemption as proposed.

d) Who designed and implemented the public involvement related to this Council item?

Rich Eisenhauer, TSDC Program Manager and Shoshanah Oppenheim, Transportation Project Manager of the Innovation Quadrant TSDC Overlay.

e) Primary contact for more information on this public involvement process (name, title, phone, email):

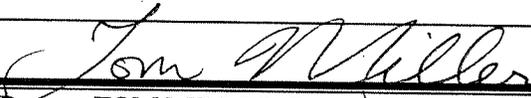
Rich Eisenhauer, TSDC Program Manager, 503-823-6108,  
[richard.eisenhauer@portlandoregon.gov](mailto:richard.eisenhauer@portlandoregon.gov)

10) Is any future public involvement anticipated or necessary for this Council item? Please describe why or why not.

None. The assembled committee of traffic engineers and business representatives achieved consensus on this amendment as the best way to move forward. PBOT feels no further public involvement is necessary.

KK 03-07-12

BUREAU DIRECTOR

  
TOM MILLER, Bureau of Transportation