

## IMPACT STATEMENT

**Legislation title:** Adopt the allocation methodology for the Local Transportation Infrastructure Charge; establish a maximum fee; Amend Charge Required Code; and direct staff to develop additional components of Neighborhood Streets Program (Ordinance; amend Code Section 17.88.090; amend Policy TRN-1.26)

**Contact name:** Anne Hill  
**Contact phone:** 503-823-7239  
**Presenter name:** Anne Hill

**Purpose of proposed legislation and background information:**

Adopt the allocation methodology for the Local Transportation Infrastructure Charge; Establish a maximum on the amount of the Local Transportation Infrastructure Charge; Amend Code effective January 1, 2018; Direct staff to develop additional components of Neighborhood Streets Program (Ordinance; amend Code Chapter 17.88)

**Financial and budgetary impacts:**

The projected impact of the LTIC maximum shows the proposed caps could decrease projected annual revenue as much as 23%. However, the LTIC increases the cost of development, which could cause some property owners to choose not to pursue development. This is especially true for properties with large LTIC charges that will benefit most from the proposed caps. Therefore, the revenue loss from the caps may be offset (in part or in whole) by an increased level of development activity.

**Community impacts and community involvement:**

The project team set out to involve the community in developing the Neighborhood Streets Program with the primary goals of (1) determining the level of interest in and priorities for improving local streets, (2) creating a process by which communities of color directly impact program development and decisions, and (3) to build awareness and interest in the NSP. Over the past year, this effort has engaged thousands of Portlanders. As a result, the proposed program is a direct reflection of community values, concerns, and priorities. Throughout the process, the team continually heard a few key messages and opinions that were then integrated with the technical analysis and directly translated into the proposed program. These consistent messages were expressed by diversity of community members who live in different neighborhoods and with different street conditions, and from Portlanders of different races and ethnicities, incomes, physical abilities, and tenure living in the City of Portland.

The most consistently held and strongest community values registered through the NSP process:

**Community Involvement included:**

- Statistically significant, citywide telephone survey | 8/ 2016 | 400 Portlanders including 100 residents on unimproved streets
- Multilingual online community survey | February-September 2017 | 3,618 self-selected respondents | Promoted through multilingual Facebook ads (30,000+ reached through Facebook), email distribution lists, community events, social media networks, and CEL outreach in partnership with

PedPDX.

- Resident Focus Groups | June and September 2017 | 130 residents from 35 neighborhoods participated 3 focus group events

Postcard invitation to the 27,924 households on unimproved streets, 330 registered Interest.

- Community Meetings and Events | March - October 2017 |
  - Neighborhood Associations Focus Group: Invited 36 neighborhood association chairs and 6 coalition directors; 10 participated (all homeowners, one on unimproved street).

**Community Presentations:** Reached roughly 100 people at 6 neighborhoods association and coalition meetings (as invited), PBOTs Pedestrian Advisory and Bureau and Budget Advisory Committees, the Portland Disability Commission, and the Fixing Our Streets events.

**Communications and Information:** 140 Portlanders emailed or phoned project staff to register their opinions, concerns, and ideas for how to make the program better. Information provided through project webpage, overview handout, interactive map tool, media coverage.

### Budgetary Impact Worksheet

Does this action change appropriations?

- ☐ YES: Please complete the information below.
- ☒ NO: Skip this section

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

**Council Motions**

**Adopt the allocation methodology for the Local Transportation Infrastructure Charge; establish a maximum fee; amend Charge Required Code; and direct staff to develop additional components of Neighborhood Streets Program (Ordinance; amend Code Section 17.88.090; amend Policy TRN-1.26)**

December 6, 2017 (Agenda Item 1282)

**Motion to accept substitute Exhibit A, amendment to Code 17.88.090 to add paragraph F affordable housing exemption:** Moved by Saltzman and seconded by Fritz. Vote not taken.

February 1, 2018 (Agenda Item 109)

December 6<sup>th</sup> motion was withdrawn by Commissioner Saltzman.

**1. Motion to accept Substitute Exhibit A, Code 17.88.090 amendment dated**

**2/1/2018:** Moved by Saltzman and seconded by Fritz.

Commissioners voted as follows:

Yea: Fritz, Saltzman, Eudaly, Wheeler

Absent: Fish

**2. Motion to accept Substitute C Administrative Rules TRN-1.26 dated 2/1/2018:**

Moved by Saltzman and seconded by Eudaly.

Commissioners voted as follows:

Yea: Fritz, Saltzman, Eudaly, Wheeler

Absent: Fish

**3. Motion to amend Substitute Exhibit C Administrative Rules B, Low-income**

**owner-occupants, page 14 last sentence, 50 percent to 80 percent:** Moved by Fritz and seconded by Eudaly.

Commissioners voted as follows:

Yea: Fritz, Saltzman, Eudaly, Wheeler

Absent: Fish

Ordinance passed to second reading February 28, 2018.

*2/28 Resched to 3/7*

*3/7 Referred to Com Office*

*4/4 Returned to Agenda*

*4/4 Amended*

*4/11 Second Reading.*

## **17.88.090 Local Transportation Infrastructure Charge Required.**

**A.** An applicant for a new, single-family, residential, building permit for a project of one or two units or for approval to create multiple lots other than as part of a subdivision on real property within a single-family residential zone must pay a Local Transportation Infrastructure Charge, except as exempted by this Code or associated administrative rule.

**B.** The Bureau of Transportation will assess a Local Transportation Infrastructure Charge according to the total number of linear feet of unimproved street frontage. The charge will be based on the average, location-specific, actual cost to the City to build local street improvements to City standards at the time of application. The City may establish zone-specific, per-lot maximum numbers of linear feet of unimproved street frontage subject to the Local Transportation Infrastructure Charge.

**C.** Payment of a Local Transportation Infrastructure Charge will exempt the property subject to the application from future Local Transportation Infrastructure Charges.

**D.** Local Transportation Infrastructure Charges will be collected and administered by the Bureau of Transportation. The Director of the Bureau of Transportation may establish rules and procedures for the Local Transportation Infrastructure Charge.

**E.** An applicant may not appeal under Chapter 17.06 of this Code the City's ~~calculation~~ assessment of a Local Transportation Infrastructure Charge except as provided by administrative rule.

**F.** Affordable housing is exempt from Local Transportation Infrastructure Charges to the same extent and in the same manner that it is exempt from system development charges under this Code.

**G.** The City shall allow deferred payments and provide loans as provided by administrative rule.



188891

TRN-1.26 - Local Transportation Infrastructure Charge

**LOCAL TRANSPORTATION INFRASTRUCTURE CHARGE**

*Administrative Rule Adopted by Portland Bureau of Transportation Pursuant to Rule-Making Authority*

ARB-TRN-1.26

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The Local Transportation Infrastructure Charge (LTIC) was approved by Ordinance No. 187681 by the Portland City Council on April 13, 2016, effective May 13, 2016. It is described in section 17.88.090 of the City Code. This document serves as the Administrative Rules that govern the LTIC.

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**HISTORY**

Adopted by Acting Assistant Director of Portland Bureau of Transportation May 20, 2016.

Filed for inclusion in PPD May 26, 2016.

Amended by Director of Portland Bureau of Transportation December 27, 2016.

## Acknowledgments

188891

The City of Portland would like to thank the following individuals for their contributions to the development and implementation of the Local Transportation Infrastructure Charge.

### ***Portland City Council Members:***

Mayor Charlie Hales

Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Steve Novick

Commissioner Dan Saltzman

### ***Portland City Staff:***

Christine Leon, Development Permitting and Transit Group Manager, Portland Bureau of Transportation

Bill Hoffman, Project Manager, Portland Bureau of Transportation

Kurt Kruger, Development Review Manager, Portland Bureau of Transportation

Kyle Chisek, Project Manager, Portland Bureau of Transportation

### ***Stakeholder Work Group Members:***

Kyle Chisek, PBOT project manager for the Local Residential Street Program

Neil Fernando, Emerio Design and member of the Home Builders Association

Marianne Fitzgerald, resident in Southwest Neighborhoods/ participant in previous local street efforts / member of PBOT Pedestrian Advisory Committee

Maryhelen Kincaid, Development Review Advisory Committee Chair and member of the Public Works Appeal Panel

Kurt Krueger, PBOT Development Review Manager

Jane Leo, Portland Metropolitan Association of Realtors, Government Affairs Director

Vic Remmers, Everett Homes and member of the Home Builders Association

Jacob Sherman, Brentwood-Darlington Neighborhood Association member

Dan Vizzini, former LID administrator for City of Portland

Justin Wood, Fish Construction and member of the Home Builders Association

Sue Williams, Bureau of Environmental Services Systems Development Manager

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## **1 Introduction**

The Local Transportation Infrastructure Charge (LTIC) was approved by Ordinance No. 187681 by the Portland City Council on April 13, 2016, effective May 13, 2016. It is described in section 17.88.090 of the City Code. This document serves as the Administrative Rules that govern the LTIC.

### **1.1 Purpose**

The purpose of these Administrative Rules is to regulate the application of the LTIC program, which collects funds from new, single-family, residential development on unimproved streets to finance the construction of street improvements necessitated by such development.

### **1.2 Definitions**

Terms used, but not defined, in these Administrative Rules are defined in section 17.88.010 of the Portland City Code (PCC) or are intended to have their commonly understood meanings.

### **1.3 Overview**

The LTIC is a charge paid by an applicant for a new, single-family, residential, building permit for a project of one or two units or for approval to create a final partition plat to create three or fewer lots. The LTIC is only charged on property that has frontage on an unimproved street. The amount of the LTIC is based on the total number of linear feet of unimproved street frontage.

The payment of the LTIC by a property owner will exempt the property from the requirements of PCC 17.88.020 B and future applications of the LTIC. That Code section requires an owner to make frontage improvements as a condition of obtaining a building permit, conditional use, zone change, or land partition or adjustment if the property is adjacent to a street that does not have standard full-width improvements.

All other requirements of PCC Title 17, including those pertaining to dedications and waivers of remonstrance to the formation of local improvement districts, remain unchanged.

An applicant may elect to build frontage improvements to the City's adopted standard. Doing so would satisfy the assessment of the LTIC. However, an applicant who chooses to build frontage improvements would not have the ability to appeal the imposition of requirements related to those improvements.

### **1.4 Authority**

The Director of the Bureau of Transportation has the authority under PCC 17.88.090 D to collect and administer the LTIC and to establish all related rules and procedures.

## **2 Determination of the LTIC**

### **2.1 Applicability of the LTIC**



There are four factors that determine if a property is subject to the LTIC:

- Zoning
- Adjacent streets
- Permit type
- Previous payments

### 2.1.1 Zones where the LTIC applies

PCC 17.88.090 A states that the LTIC applies “within a single-family residential zone,” which is defined by PCC 17.88.010 as “any of the Single-Dwelling Zones identified in Title 33 of the City Code.” At the time of implementation of these Administrative Rules, those zones are listed in PCC 33.110.020. The LTIC does not apply to property located in other zones.

### 2.1.2 Streets where the LTIC applies

Under PCC 17.88.090 B, the LTIC will only apply to properties with frontage on unimproved local streets.

#### A. Local streets

PCC 17.88.010 defines a local street as “any street classified as a Local Service Street in the City’s adopted Transportation System Plan.” Chapter 2 of the 2007 Transportation System Plan (TSP) identifies a street classification system for six modes of transportation (motor vehicle, transit, bicycle, pedestrian, truck, emergency vehicle). The determination of a local street for purposes of the LTIC is based on the motor vehicle street classification, referred to as Traffic Classification Descriptions in the TSP.

Local Service Traffic Streets, as defined in Chapter 2 of the TSP, is the only classification of streets where the LTIC is applied. Chapter 2 of the Transportation System Plan also includes a series of maps that collectively show the entirety of the City’s transportation network, identifying all streets as one of these six traffic classifications. These maps will be used by City staff to determine if a property in a single-family residential zone has frontage on a local street.

#### B. Unimproved streets

PCC 17.88.010 defines an unimproved street as “any local street without a curb other than a local street that has been formally accepted by the Bureau of Transportation as having been fully built to an adopted Residential Shared or Residential Separated City street standard that does not require a curb.”

For purposes of the LTIC, then, an unimproved street is generally defined by the absence of curbs. Streets accepted by PBOT as having been built to an alternative street standard, however, are an exception to this rule.

The City has adopted three Residential Street Standards: (1) Traditional, (2) Separated, and (3) Shared. The Separated and Shared street standards, which were adopted by Ordinance No. 185759, do not include curbs. Thus, if a street has been accepted by the City as having been fully

built to one of those two alternative standards, then that street is no longer subject to the LTIC, despite the lack of curb. The City will maintain a map identifying all streets that have been accepted by the City as having been fully built to an alternative standard.

C. Calculating frontage

The LTIC is calculated using only that portion of a property's frontage that qualifies for the LTIC. If a portion of a property's frontage is improved with a curb but does not meet the current design standards, that portion of the remaining frontage of the property would still be subject to the requirements of PCC 17.88.020, which requires frontage improvements for streets that do not have standard, full-width improvements.

The calculation of the length of frontage subject to the LTIC for a given lot shall not exceed the following lengths, based upon the zone the lot is located in:

R2.5 – Not applicable.

R5 = 50 feet

R7 = 70 feet

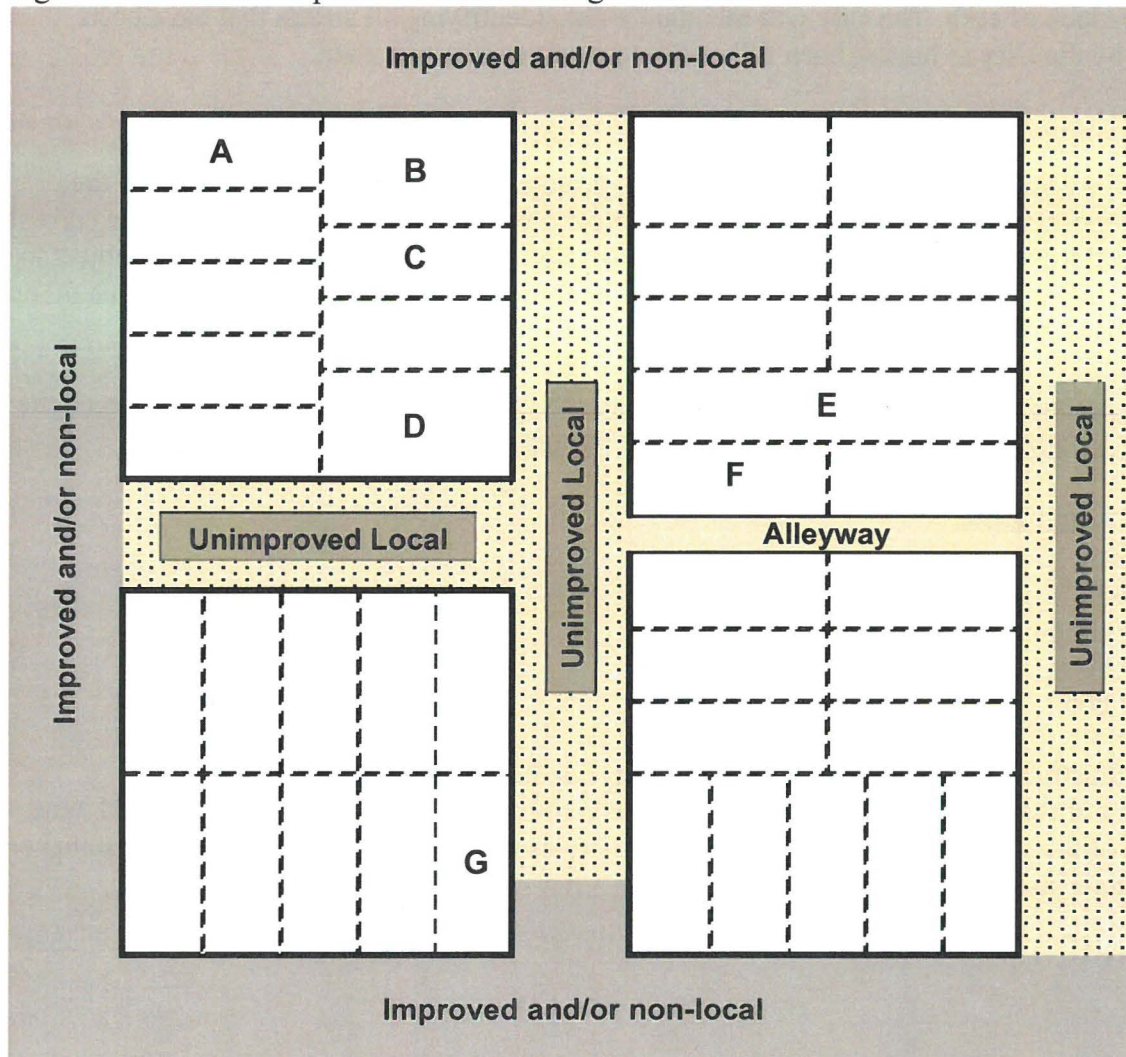
R10 = 100 feet

R20 = 120 feet

RF = 120 feet

Figure 1 illustrates examples of common frontage conditions and their implications for calculation of the LTIC. All properties in the illustration are in a single-family residential zone, and none of the streets has been accepted by the City as having been fully built to a Separated or Shared Street standard.

Figure 1. Illustration of potential LTIC frontage conditions



For each of the examples that follow, the total amount of frontage subject to the LTIC shall not exceed the per-lot caps that apply to different zones.

**Example A.** This property is a corner lot with frontage on two streets. Both of these streets are either improved and/or non-local streets. Neither street is subject to the LTIC. Therefore, this property would have zero feet of frontage subject to the LTIC. Both frontages are subject to standard improvement requirements.

**Example B.** This property is a corner lot with frontage on two streets. One of the streets is improved and/or non-local. Frontage on that street would not be subject to the LTIC. However, the other street is an unimproved local street. Frontage on that street would be subject to the LTIC. The improved and/or non-local frontage is subject to standard improvement standards.

**Example C.** This is a midblock property with frontage on only one street. The street is an

unimproved local street. Frontage on that street would be subject to the LTIC.

**Example D.** This property is a corner lot with frontage on two streets. Both of the streets are unimproved local streets. Frontage on both streets would be subject to the LTIC.

**Example E.** This is a long, midblock property that has frontage on streets on opposite sides of a block. Both of these streets are unimproved local streets. Frontage on both streets would be subject to the LTIC.

**Example F.** This property is a corner lot with frontage on one unimproved local street and one alleyway. Frontage on the alleyway would not be subject to the LTIC. Frontage on the unimproved local street would be subject to the LTIC.

**Example G.** This property is a corner lot with frontage on two streets. One street is improved and/or non-local. The other street is a partially improved and partially unimproved local street. Only the unimproved portion of the frontage on the local street would be subject to the LTIC. The improved and/or non-local frontage is subject to standard improvement requirements.

### 2.1.3 Frontage improvements to satisfy LTIC requirements

An applicant may elect to satisfy the LTIC in the form of frontage improvements built to the City's adopted standard. Doing so would permanently avoid an assessment of a monetary LTIC for that property. However, the applicant would not have the ability to appeal the imposition of requirements related to those improvements.

### 2.1.4 ~~Actions to which the LTIC applies~~ Situational applicability

PCC 17.88.090 A states that payment of the LTIC is triggered by an application "for a new, single-family, residential, building permit for a project of one or two units or for approval to create multiple lots other than as part of a subdivision . . . ." This applicability is explained further below.

#### A. Situations to which the LTIC applies

**Construction.** PCC Title 24 requires building permits for any construction, even if replacing a previous building of the same use and number of units. All building permits for new construction of a house or duplex in a single-family residential zone on property with frontage on an unimproved local street are subject to the LTIC, unless otherwise stated in these Administrative Rules.

**Land division partition.** A land division partition is a land use action, distinct from the building permit process. Oregon Revised Statutes (ORS) Chapter 92 governs Tentative and Final Approval of Plans; Plats. ORS 92.010 distinguishes between two types of land divisions: partitions and subdivisions. The LTIC does not apply to subdivisions, which is the act of dividing land into four or more lots. The LTIC does apply to partitions, which is the act of dividing land into not more than three parcels. The LTIC will be charged at the time of an



application for a final partition plat. During a land division partition process, the amount of the LTIC is based on the total applicable local street frontage of the original property being divided, after any required dedications, on unimproved local streets. (A tract of land created through a land division subdivision shall not count as a lot for the purposes of the LTIC.)

*B. Situations to which the LTIC does not apply*

**Accessory dwelling units.** An accessory dwelling unit (ADU) is a second, smaller dwelling unit created on a lot with an existing residential unit. Although many accessory dwelling units require new construction permits, applicants in these situations will not be charged the LTIC.

**Affordable housing.** Affordable housing is exempt to the extent established by PCC 30.01.095.

**Disaster replacement.** ~~Although~~ Under normal circumstances, demolition of an existing structure and replacement of that structure with new construction is subject to the LTIC. However, subject to approval by the PBOT Administrative Review Committee, the charge does not apply if the demolition is the result of damage due to fire or another disaster and if the permit for the replacement structure is submitted within one year of the demolition. ~~Applicants in these situations will not be charged the LTIC.~~

**Alteration of existing structure.** Alteration of an existing structure, including a Major Residential Alteration or Addition (as defined in PCC 24.55.210), does not count as new construction for the purposes of the LTIC. Applicants in these situations will not be charged the LTIC.

**Property line adjustment or lot confirmation.** A property line adjustment procedure is used to relocate a single existing common property line between two abutting lots. A lot confirmation verifies that a lot of record has legal status as a property that is eligible for development under the zoning code. In both situations, no additional lots or building sites are created. The action of a property line adjustment or lot confirmation will not, by itself, trigger application of the LTIC, although a subsequent building permit or land division partition may.

**Properties for which the LTIC has already been paid for a previous land use or development action.** As provided by PCC 17.88.090 C, if the LTIC has been paid for a property for its frontage, that frontage will not be subject to the LTIC again in the future. For example, if the LTIC is paid for the entirety of a property's frontage for a land division and a building permit is subsequently requested for one of the lots created by the land division, the applicant for the building permit will not have to pay the LTIC.

**Property frontages that abut unbuildable "paper" rights-of-way.** Unbuildable "paper" rights-of-way are rights-of-way that are, in the determination of the City, unpaved, dirt or gravel, and impassible. A frontage that abuts an unbuildable "paper" right-of-way and that meets all of the following criteria, in the determination of the City, is exempt from LTIC:

1. No motor vehicle access exists along any portion of the frontage;

2. No improvements for motor vehicular access are proposed by applicant; and
3. Either of the following applies:
  - a. Any segment of the abutting right-of-way grade exceeds 21%, as measured along the right-of-way centerline; or
  - b. Any segment of the abutting right-of-way lies within an environmental overlay “c” or “p” zone as measured along the right-of-way centerline.

**Property Frontages with a valid City Administrative Review Committee (ARC) decision.** Frontages to which unexpired ARC decisions apply are LTIC-exempt and are subject to the requirements of the ARC decision.

**Low-income owner-occupants.** The owner of a property to which the LTIC applies may request an exemption from payment of the LTIC if the owner satisfies both of the following criteria:

- 1) The owner is an individual who lives on the property; and
- 2) The owner certifies to the satisfaction of the City that the owner’s household has a gross annual income of less than 80 percent of the area median income as established by the Department of Housing and Urban Development (HUD), as adjusted for household size.

## 2.2 Rate of the LTIC

PCC 17.88.090 B states that, “The charge will be based on the average, location-specific, actual cost to the City to build local street improvements to City standards at the time of application.” The process for establishing the initial rate of the LTIC, the formula for annual inflationary adjustments, and other rate adjustments are explained below.

### 2.2.1 Geographic zones

City Code describes the rate of the LTIC as being “location-specific.” This does not mean that the amount of the fee is determined by the cost of improvements specific to a property’s frontage. It means that the City can establish multiple geographic zones with different rates for the LTIC. Currently, the City has two zones for the LTIC:

- 1) Zone 1: Inside Municipal Separate Storm Sewer System (MS4) areas.
- 2) Zone 2: Outside MS4 Areas.

MS4 refers to geographic areas of the City that drain to the National Pollutant Discharge Elimination System (NPDES) MS4 stormwater management area. The MS4 area does not include areas where stormwater flows to sumps or to the combined sewer area. A map of LTIC Zones 1 and 2 is included as Attachment B to these Administrative Rules.



The reason for having two separate zones is to account for the likely differences in the cost of providing stormwater infrastructure, which is an integral part of local street improvements. Properties in MS4 areas (Zone 1) tend to be more challenging locations in which to build stormwater infrastructure, due to steep slopes, soil types, and other factors. Those differences may justify separate LTIC rates for Zone 1 and Zone 2 in future updates to these Administrative Rules. The initial rate of the LTIC is the same in both zones.

### 2.2.2 Establishing the initial rate

The initial rate of the LTIC was established based on average historical construction costs for local street improvements in Portland.

### 2.2.3 Annual inflation adjustments

Each year, the City will publish the LTIC rate and update it to account for inflation according to the Engineering News Record 20-City Average Construction Cost Index.

### 2.2.4 Other rate adjustments

In addition to the annual inflationary adjustments, the LTIC will be updated periodically, but no more frequently than every five years, to ensure that, among other considerations, the rate is equal to the actual, inflation-adjusted construction costs of local street improvements built by the City.

## 2.3 Calculation of the LTIC

Bureau of Transportation staff will calculate the amount of the LTIC required, based on information included in the permit application, by multiplying the length of a property's frontage, after any required dedications, on unimproved local streets by the rate of the LTIC. However, if the applicant constructs improvements that comport with the City's adopted standards and written requests, the property will be exempt from future applications of the LTIC.

### 2.3.1 Application of LTIC payments to local improvement district assessments

The amount of a property owner's payment of the LTIC, as valued at the time of payment, will be credited to a future, final local improvement district (LID) assessment against that property. The property owner will remain responsible for the balance of the LID assessment.

If insufficient funds are available in the Local Transportation Infrastructure Charge Fund account to satisfy the credit described above, the City will provide the credit from the general fund.

If the amount of the LTIC payment exceeds the final LID assessment against that property, the remainder of the LTIC payment will remain in the Local Transportation Infrastructure Charge Fund account but may be credited towards additional future, final LID assessments against that property.

None of the LTIC payment will have any cash value and may not be refunded to any owner of that property.

### **3 Administration of the LTIC**

#### **3.1 Paying the LTIC**

##### **3.1.1 When payment is due**

For new construction, payment of the LTIC is due prior to the issuance of a building permit. For purposes of the LTIC, “building permit” means a permit issued by the City Building Official pursuant to the Oregon Structural Specialty Code Section 301.

For a land division, payment of the LTIC is due prior to approval of the final partition plat.

##### **3.1.2 Form of payment**

The method of payment must be a check or other negotiable instrument.

#### **3.2 Receiving and depositing payments**

##### **3.2.1 Receipts**

Receipts will be issued when paid to the cashier in the Development Services Center.

##### **3.2.2 Deposits**

LTIC payments will be deposited in the Local Transportation Infrastructure Charge Fund account.

All LTIC payments collected by the City will be identified with the property, the amount paid, the length of frontage, and the date the LTIC was paid.

Money from LTIC payments in the Local Transportation Infrastructure Charge Fund pending expenditure shall be invested by the City Treasurer until needed for eligible projects. Interest earned is credited to the Local Transportation Infrastructure Charge Fund account at the end of each accounting period. Interest earned shall be used for the same purposes as the LTIC revenue in that account.

#### **3.3 Appeals and refunds**

##### **3.3.1 Appeals**

The following appeals of an assessment of the LTIC are available:



~~As stated in City Code Section 17.88.090 E, “An applicant may not appeal under Chapter 17.06 of this Code the City’s calculation of a Local Transportation Infrastructure Charge.” In other words, an LTIC of one amount or another will be applied and calculated for all applicable properties, and those decisions may not be appealed.~~

- ~~However, an applicant~~ The property owner may request a review of the mathematical calculation employed by the City in applying the LTIC.
- The property owner may appeal the City’s refusal to apply one or more of the exemptions listed in section 2.1.4.B of these rules (“SITUATIONS TO WHICH THE LTIC DOES NOT APPLY”).

~~To do so appeal,~~ the applicant must submit a written request for review to the PBOT Development Services Division Manager. Appeals will be heard by the PBOT Administrative Review Committee. The decisions of that committee may be further appealed to the City’s Hearings Officer under PCC Title 22.

### 3.3.2 Refunds

A refund may be granted prior to issuance of a building permit for new construction or prior to recording of the final partition plat for a land division to correct calculation errors or to account for modifications to previously-identified dedication requirements.

### 3.4 Allocation Methodology

The LTIC allocation methodology includes three fundamental criteria, all of which must be met to the City’s satisfaction. These criteria are:

- Equity: The project would serve an area with a high concentration of under-served populations with a goal of ensuring access to opportunities necessary to help those populations satisfy the essential needs, advance their well-being, and achieve their full potential.
- Effectiveness: The project would support connectivity and fill critical gaps in the City’s transportation and stormwater infrastructure.
- Project readiness: The project would be consistent with adopted plans, respect the results of previous community involvement efforts and other related improvements occurring in the city, and make efficient use of limited City resources by leveraging other funds.

This process is intended to be repeatable for future investment cycles, depending on the availability of LTIC funds. The specific metrics used by staff to evaluate these criteria will reflect the most current City policies and data sources.

Expenditure of LTIC funds will be limited to improvements to the City’s network of unimproved local streets and adjacent or related transportation facilities, including repayment of indebtedness for such capital projects.

The Bureau of Environmental Services may partner with the Portland Bureau of Transportation to provide additional funding for LTIC projects. The extent of BES funding would be limited to

the portion of project costs related to stormwater infrastructure with city-wide benefit.  
The issuance of bonds to finance LTIC improvements will be subject to Council approval,  
including the specific list of improvements to be built with bond proceeds.

### 3.5 Reports

The City will prepare an annual report of receipts and expenditures of the Local Transportation Infrastructure Charge Fund. The annual report will indicate the source and amount of all funds collected, earned, or received, and the projects that were financed in whole or in part by the LTIC.

## 17.88.090 Local Transportation Infrastructure Charge Required.

*adopted  
2/1*

A. An applicant for a new, single-family, residential, building permit for a project of one or two units or for approval to create multiple lots other than as part of a subdivision on real property within a single-family residential zone must pay a Local Transportation Infrastructure Charge, except as exempted by this Code or associated administrative rule.

B. The Bureau of Transportation will assess a Local Transportation Infrastructure Charge according to the total number of linear feet of unimproved street frontage. The charge will be based on the average, location-specific, actual cost to the City to build local street improvements to City standards at the time of application. The City may establish zone-specific, per-lot maximum numbers of linear feet of unimproved street frontage subject to the Local Transportation Infrastructure Charge.

C. Payment of a Local Transportation Infrastructure Charge will exempt the property subject to the application from future Local Transportation Infrastructure Charges.

D. Local Transportation Infrastructure Charges will be collected and administered by the Bureau of Transportation. The Director of the Bureau of Transportation may establish rules and procedures for the Local Transportation Infrastructure Charge.

E. An applicant may not appeal under Chapter 17.06 of this Code the City's calculation assessment of a Local Transportation Infrastructure Charge except as provided by administrative rule.

F. Affordable housing is exempt from Local Transportation Infrastructure Charges to the same extent and in the same manner that it is exempt from system development charges under this Code.

G. The City may allow deferred payments and provide loans as provided by administrative rule.

adopted  
2/1

**Exhibit C** 2/1/2018  
Additional proposed  
amendments are highlighted.

+ 2/1 amend  
P. 14 58% to  
188891 80%

TRN-1.26 - Local Transportation Infrastructure Charge

**LOCAL TRANSPORTATION INFRASTRUCTURE CHARGE**

*Administrative Rule Adopted by Portland Bureau of Transportation Pursuant to Rule-Making Authority*

ARB-TRN-1.26

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The Local Transportation Infrastructure Charge (LTIC) was approved by Ordinance No. 187681 by the Portland City Council on April 13, 2016, effective May 13, 2016. It is described in section 17.88.090 of the City Code. This document serves as the Administrative Rules that govern the LTIC.

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**HISTORY**

Adopted by Acting Assistant Director of Portland Bureau of Transportation May 20, 2016.

Filed for inclusion in PPD May 26, 2016.

Amended by Director of Portland Bureau of Transportation December 27, 2016.



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**Acknowledgments**

The City of Portland would like to thank the following individuals for their contributions to the development and implementation of the Local Transportation Infrastructure Charge.

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Commissioner Nick Fish

Commissioner Amanda Fritz

Commissioner Steve Novick

Commissioner Dan Saltzman

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Maryhelen Kincaid, Development Review Advisory Committee Chair and member of the Public Works Appeal Panel

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## 1 Introduction

The Local Transportation Infrastructure Charge (LTIC) was approved by Ordinance No. 187681 by the Portland City Council on April 13, 2016, effective May 13, 2016. It is described in section 17.88.090 of the City Code. This document serves as the Administrative Rules that govern the LTIC.

### 1.1 Purpose

The purpose of these Administrative Rules is to regulate the application of the LTIC program, which collects funds from new, single-family, residential development on unimproved streets to finance the construction of street improvements necessitated by such development.

### 1.2 Definitions

Terms used, but not defined, in these Administrative Rules are defined in section 17.88.010 of the Portland City Code (PCC) or are intended to have their commonly understood meanings.

### 1.3 Overview

The LTIC is a charge paid by an applicant for a new, single-family, residential, building permit for a project of one or two units or for approval to create a final partition plat to create three or fewer lots. The LTIC is only charged on property that has frontage on an unimproved street. The amount of the LTIC is based on the total number of linear feet of unimproved street frontage.

The payment of the LTIC by a property owner will exempt the property from the requirements of PCC 17.88.020 B and future applications of the LTIC. That Code section requires an owner to make frontage improvements as a condition of obtaining a building permit, conditional use, zone change, or land partition or adjustment if the property is adjacent to a street that does not have standard full-width improvements.

All other requirements of PCC Title 17, including those pertaining to dedications and waivers of remonstrance to the formation of local improvement districts, remain unchanged.

An applicant may elect to build frontage improvements to the City's adopted standard. Doing so would satisfy the assessment of the LTIC. However, an applicant who chooses to build frontage improvements would not have the ability to appeal the imposition of requirements related to those improvements.

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### 1.4 Authority

The Director of the Bureau of Transportation has the authority under PCC 17.88.090 D to collect and administer the LTIC and to establish all related rules and procedures.

## 2 Determination of the LTIC

### 2.1 Applicability of the LTIC

There are four factors that determine if a property is subject to the LTIC:

- Zoning
- Adjacent streets
- Permit type
- Previous payments

#### 2.1.1 Zones where the LTIC applies

PCC 17.88.090 A states that the LTIC applies “within a single-family residential zone,” which is defined by PCC 17.88.010 as “any of the Single-Dwelling Zones identified in Title 33 of the City Code.” At the time of implementation of these Administrative Rules, those zones are listed in PCC 33.110.020. The LTIC does not apply to property located in other zones.

#### 2.1.2 Streets where the LTIC applies

Under PCC 17.88.090 B, the LTIC will only apply to properties with frontage on unimproved local streets.

### LOCAL STREETS

PCC 17.88.010 defines a local street as “any street classified as a Local Service Street in the City’s adopted Transportation System Plan.” Chapter 2 of the 2007 Transportation System Plan (TSP) identifies a street classification system for six modes of transportation (motor vehicle, transit, bicycle, pedestrian, truck, emergency vehicle). The determination of a local street for purposes of the LTIC is based on the motor vehicle street classification, referred to as Traffic Classification Descriptions in the TSP.

Local Service Traffic Streets, as defined in Chapter 2 of the TSP, is the only classification of streets where the LTIC is applied. Chapter 2 of the Transportation System Plan also includes a series of maps that collectively show the entirety of the City’s transportation network, identifying all streets as one of these six traffic classifications. These maps will be used by City staff to determine if a property in a single-family residential zone has frontage on a local street.

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#### UNIMPROVED STREETS

PCC 17.88.010 defines an unimproved street as “any local street without a curb other than a local street that has been formally accepted by the Bureau of Transportation as having been fully built to an adopted Residential Shared or Residential Separated City street standard that does not require a curb.”

For purposes of the LTIC, then, an unimproved street is generally defined by the absence of curbs. Streets accepted by PBOT as having been built to an alternative street standard, however, are an exception to this rule.

The City has adopted three Residential Street Standards: (1) Traditional, (2) Separated, and (3) Shared. The Separated and Shared street standards, which were adopted by Ordinance No. 185759, do not include curbs. Thus, if a street has been accepted by the City as having been fully built to one of those two alternative standards, then that street is no longer subject to the LTIC, despite the lack of curb. The City will maintain a map identifying all streets that have been accepted by the City as having been fully built to an alternative standard.

#### CALCULATING FRONTAGE

The LTIC is calculated using only that portion of a property’s frontage that qualifies for the LTIC. If a portion of a property’s frontage is improved with a curb but does not meet the current design standards, that portion of the remaining frontage of the property would still be subject to the requirements of PCC 17.88.020, which requires frontage improvements for streets that do not have standard, full-width improvements.

The calculation of the length of frontage subject to the LTIC for a given lot shall not exceed the following lengths, based upon the zone the lot is located in:

R2.5 – Not applicable.

R5 = 50 feet

R7 = 70 feet

R10 = 100 feet

R20 = 120 feet

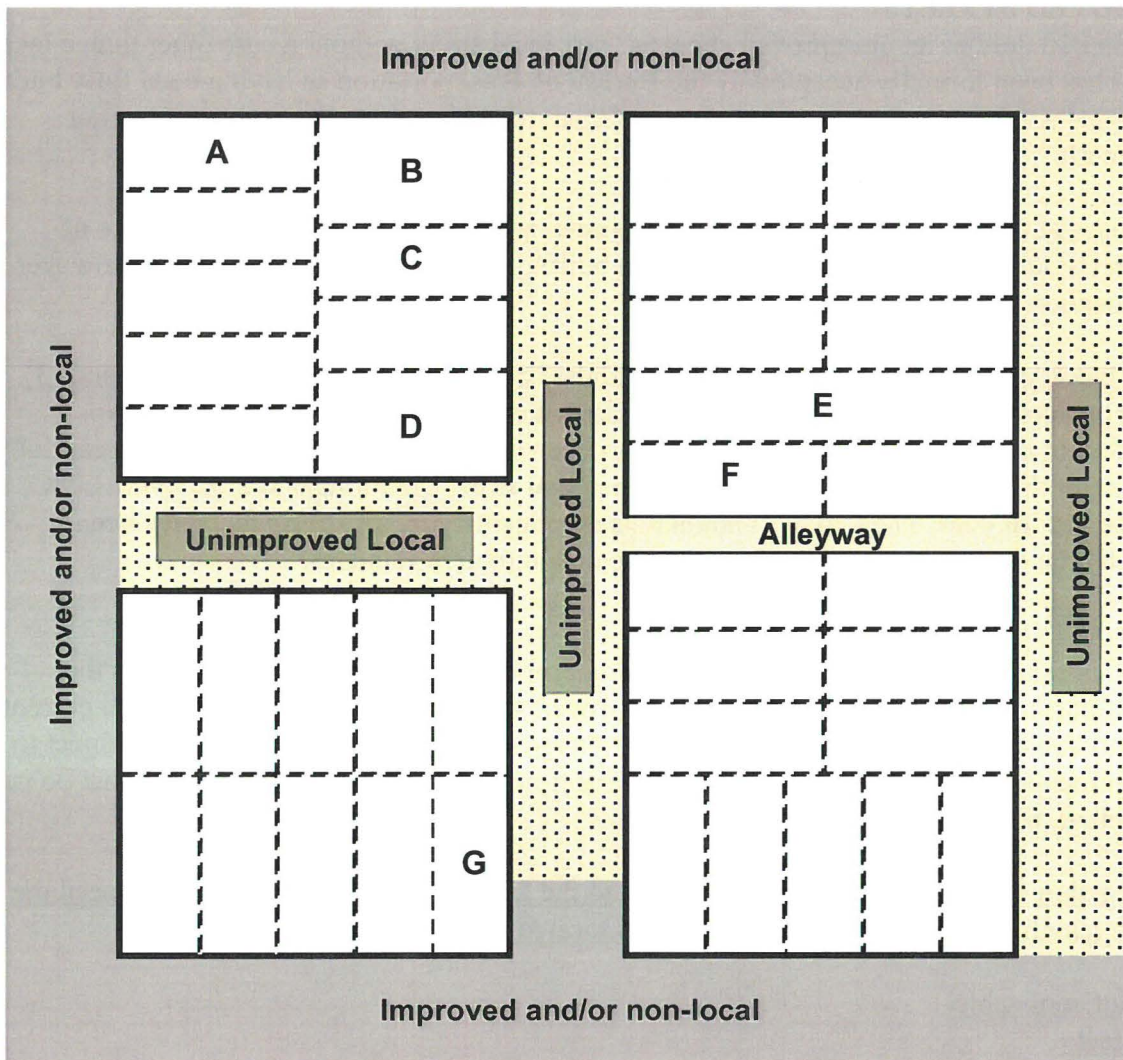
RF = 120 feet

Figure 1 illustrates examples of common frontage conditions and their implications for calculation of the LTIC. All properties in the illustration are in a single-family residential zone, and none of the streets has been accepted by the City as having been fully built to a Separated or Shared Street standard.



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Figure 1. Illustration of potential LTIC frontage conditions



For each of the examples that follow, the total amount of frontage subject to the LTIC shall not exceed the per-lot caps that apply to different zones.

**Example A.** This property is a corner lot with frontage on two streets. Both of these streets are either improved and/or non-local streets. Neither street is subject to the LTIC. Therefore, this property would have zero feet of frontage subject to the LTIC. Both frontages are subject to standard improvement requirements.

**Example B.** This property is a corner lot with frontage on two streets. One of the streets is improved and/or non-local. Frontage on that street would not be subject to the LTIC. However, the other street is an unimproved local street. Frontage on that street would be subject to the LTIC. The improved and/or non-local frontage is subject to standard improvement standards.

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**Example C.** This is a midblock property with frontage on only one street. The street is an unimproved local street. Frontage on that street would be subject to the LTIC.

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**Example D.** This property is a corner lot with frontage on two streets. Both of the streets are unimproved local streets. Frontage on both streets would be subject to the LTIC.

**Example E.** This is a long, midblock property that has frontage on streets on opposite sides of a block. Both of these streets are unimproved local streets. Frontage on both streets would be subject to the LTIC.

**Example F.** This property is a corner lot with frontage on one unimproved local street and one alleyway. Frontage on the alleyway would not be subject to the LTIC. Frontage on the unimproved local street would be subject to the LTIC.

**Example G.** This property is a corner lot with frontage on two streets. One street is improved and/or non-local. The other street is a partially improved and partially unimproved local street. Only the unimproved portion of the frontage on the local street would be subject to the LTIC. The improved and/or non-local frontage is subject to standard improvement requirements.

#### 2.1.3 Frontage improvements to satisfy LTIC requirements

An applicant may elect to satisfy the LTIC in the form of frontage improvements built to the City's adopted standard. Doing so would permanently avoid an assessment of a monetary LTIC for that property. However, the applicant would not have the ability to appeal the imposition of requirements related to those improvements.

#### 2.1.4 ~~Actions to which the LTIC applies~~ Situational applicability

PCC 17.88.090 A states that payment of the LTIC is triggered by an application "for a new, single-family, residential, building permit for a project of one or two units or for approval to create multiple lots other than as part of a subdivision . . . ." This applicability is explained further below.

### A. SITUATIONS TO WHICH THE LTIC APPLIES

**Construction.** PCC Title 24 requires building permits for any construction, even if replacing a previous building of the same use and number of units. All building permits for new construction of a house or duplex in a single-family residential zone on property with frontage on an unimproved local street are subject to the LTIC, unless otherwise stated in these Administrative Rules.

**Land division partition.** A land division partition is a land use action, distinct from the building permit process. Oregon Revised Statutes (ORS) Chapter 92 governs Tentative and Final Approval of Plans; Plats. ORS 92.010 distinguishes between two types of land divisions: partitions and subdivisions. The LTIC does not apply to subdivisions, which is the act of



dividing land into four or more lots. The LTIC does apply to partitions, which is the act of dividing land into not more than three parcels. The LTIC will be charged at the time of an application for a final partition plat. During a land division partition process, the amount of the LTIC is based on the total applicable local street frontage of the original property being divided, after any required dedications, on unimproved local streets. (A tract of land created through a land division subdivision shall not count as a lot for the purposes of the LTIC.)

## **B. SITUATIONS TO WHICH THE LTIC DOES NOT APPLY**

**Accessory dwelling units.** An accessory dwelling unit (ADU) is a second, smaller dwelling unit created on a lot with an existing residential unit. Although many accessory dwelling units require new construction permits, applicants in these situations will not be charged the LTIC.

**Affordable housing.** Affordable housing is exempt to the extent established by PCC 30.01.095.

**Disaster replacement.** Although Under normal circumstances, demolition of an existing structure and replacement of that structure with new construction is subject to the LTIC. However, subject to approval by the PBOT Administrative Review Committee, the charge does not apply if the demolition is the result of damage due to fire or another disaster and if the permit for the replacement structure is submitted within one year of the demolition. ~~Applicants in these situations will not be charged the LTIC.~~

**Alteration of existing structure.** Alteration of an existing structure, including a Major Residential Alteration or Addition (as defined in PCC 24.55.210), does not count as new construction for the purposes of the LTIC. Applicants in these situations will not be charged the LTIC.

**Property line adjustment or lot confirmation.** A property line adjustment procedure is used to relocate a single existing common property line between two abutting lots. A lot confirmation verifies that a lot of record has legal status as a property that is eligible for development under the zoning code. In both situations, no additional lots or building sites are created. The action of a property line adjustment or lot confirmation will not, by itself, trigger application of the LTIC, although a subsequent building permit or land division partition may.

**Properties for which the LTIC has already been paid for a previous land use or development action.** As provided by PCC 17.88.090 C, if the LTIC has been paid for a property for its frontage, that frontage will not be subject to the LTIC again in the future. For example, if the LTIC is paid for the entirety of a property's frontage for a land division and a building permit is subsequently requested for one of the lots created by the land division, the applicant for the building permit will not have to pay the LTIC.

**Property frontages that abut unbuildable "paper" rights-of-way.** Unbuildable "paper" rights-of-way are rights-of-way that are, in the determination of the City, unpaved, dirt or gravel, and



impassible. A frontage that abuts an unbuildable “paper” right-of-way and that meets all of the following criteria, in the determination of the City, is exempt from LTIC:

1. No motor vehicle access exists along any portion of the frontage;
2. No improvements for motor vehicular access are proposed by applicant; and
3. Either of the following applies:
  - a. Any segment of the abutting right-of-way grade exceeds 21%, as measured along the right-of-way centerline; or
  - b. Any segment of the abutting right-of-way lies within an environmental overlay “c” or “p” zone as measured along the right-of-way centerline.

**Property Frontages with a valid City Administrative Review Committee (ARC) decision.** Frontages to which unexpired ARC decisions apply are LTIC-exempt and are subject to the requirements of the ARC decision.

**Low-income owner-occupants.** The owner of a property to which the LTIC applies may request an exemption from payment of the LTIC if the owner satisfies both of the following criteria:

- 1) The owner is an individual who lives on the property; and
- 2) The owner certifies to the satisfaction of the City that the owner’s household has a gross annual income of less than 50 percent of the area median income as established by the Department of Housing and Urban Development (HUD), as adjusted for household size.

80

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## 2.2 Rate of the LTIC

PCC 17.88.090 B states that, “The charge will be based on the average, location-specific, actual cost to the City to build local street improvements to City standards at the time of application.” The process for establishing the initial rate of the LTIC, the formula for annual inflationary adjustments, and other rate adjustments are explained below.

### 2.2.1 Geographic zones

City Code describes the rate of the LTIC as being “location-specific.” This does not mean that the amount of the fee is determined by the cost of improvements specific to a property’s frontage. It means that the City can establish multiple geographic zones with different rates for the LTIC. Currently, the City has two zones for the LTIC:

- 1) Zone 1: Inside Municipal Separate Storm Sewer System (MS4) areas.
- 2) Zone 2: Outside MS4 Areas.

MS4 refers to geographic areas of the City that drain to the National Pollutant Discharge Elimination System (NPDES) MS4 stormwater management area. The MS4 area does not include areas where stormwater flows to sumps or to the combined sewer area. A map of LTIC Zones 1 and 2 is included as Attachment B to these Administrative Rules.

The reason for having two separate zones is to account for the likely differences in the cost of providing stormwater infrastructure, which is an integral part of local street improvements. Properties in MS4 areas (Zone 1) tend to be more challenging locations in which to build stormwater infrastructure, due to steep slopes, soil types, and other factors. Those differences may justify separate LTIC rates for Zone 1 and Zone 2 in future updates to these Administrative Rules. The initial rate of the LTIC is the same in both zones.

### 2.2.2 Establishing the initial rate

The initial rate of the LTIC was established based on average historical construction costs for local street improvements in Portland.

### 2.2.3 Annual inflation adjustments

Each year, the City will publish the LTIC rate and update it to account for inflation according to the Engineering News Record 20-City Average Construction Cost Index.

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#### 2.2.4 Other rate adjustments

In addition to the annual inflationary adjustments, the LTIC will be updated periodically, but no more frequently than every five years, to ensure that, among other considerations, the rate is equal to the actual, inflation-adjusted construction costs of local street improvements built by the City.

#### 2.3 Calculation of the LTIC

Bureau of Transportation staff will calculate the amount of the LTIC required, based on information included in the permit application, by multiplying the length of a property's frontage, after any required dedications, on unimproved local streets by the rate of the LTIC. However, if the applicant constructs improvements that comport with the City's adopted standards and written requests, the property will be exempt from future applications of the LTIC.

### 3 Administration of the LTIC

#### 3.1 Paying the LTIC

##### 3.1.1 When payment is due

For new construction, payment of the LTIC is due prior to the issuance of a building permit. For purposes of the LTIC, "building permit" means a permit issued by the City Building Official pursuant to the Oregon Structural Specialty Code Section 301.

For a land division, payment of the LTIC is due prior to approval of the final partition plat.

##### 3.1.2 Form of payment

The method of payment must be a check or other negotiable instrument.

#### 3.2 Receiving and depositing payments

##### 3.2.1 Receipts

Receipts will be issued when paid to the cashier in the Development Services Center.

##### 3.2.2 Deposits

LTIC payments will be deposited in the Local Transportation Infrastructure Charge Fund account.



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All LTIC payments collected by the City will be identified with the property, the amount paid, the length of frontage, and the date the LTIC was paid.

Money from LTIC payments in the Local Transportation Infrastructure Charge Fund pending expenditure shall be invested by the City Treasurer until needed for eligible projects. Interest earned is credited to the Local Transportation Infrastructure Charge Fund account at the end of each accounting period. Interest earned shall be used for the same purposes as the LTIC revenue in that account.

### 3.3 Appeals and refunds

#### 3.3.1 Appeals

The following appeals of an assessment of the LTIC are available:

As stated in City Code Section 17.88.090 E, "An applicant may not appeal under Chapter 17.06 of this Code the City's calculation of a Local Transportation Infrastructure Charge." In other words, an LTIC of one amount or another will be applied and calculated for all applicable properties, and those decisions may not be appealed.

- However, an applicant The property owner may request a review of the mathematical calculation employed by the City in applying the LTIC.
- The property owner may appeal the City's refusal to apply one or more of the exemptions listed in section 2.1.4.B of these rules ("SITUATIONS TO WHICH THE LTIC DOES NOT APPLY").

To do so appeal, the applicant must submit a written request for review to the PBOT Development Services Division Manager. Appeals will be heard by the PBOT Administrative Review Committee. The decisions of that committee are final and no further appeals are available.

#### 3.3.2 Refunds

A refund may be granted prior to issuance of a building permit for new construction or prior to recording of the final partition plat for a land division to correct calculation errors or to account for modifications to previously-identified dedication requirements.

### 3.4 Allocation Methodology

The LTIC allocation methodology includes three fundamental criteria, all of which must be met to the City's satisfaction. These criteria are:

- Equity: The project would serve an area with a high concentration of under-served populations with a goal of ensuring access to opportunities necessary to help those populations satisfy the essential needs, advance their well-being, and achieve their full potential.



- Effectiveness: The project would support connectivity and fill critical gaps in the City's transportation and stormwater infrastructure.
- Project readiness: The project would be consistent with adopted plans, respect the results of previous community involvement efforts and other related improvements occurring in the city, and make efficient use of limited City resources by leveraging other funds.

This process is intended to be repeatable for future investment cycles, depending on the availability of LTIC funds. The specific metrics used by staff to evaluate these criteria will reflect the most current City policies and data sources.

Expenditure of LTIC funds will be limited to improvements to the City's network of unimproved local streets and adjacent or related transportation facilities, including repayment of indebtedness for such capital projects.

The Bureau of Environmental Services may partner with the Portland Bureau of Transportation to provide additional funding for LTIC projects. The extent of BES funding would be limited to the portion of project costs related to stormwater infrastructure with city-wide benefit.

The issuance of bonds to finance LTIC improvements will be subject to Council approval, including the specific list of improvements to be built with bond proceeds.

### 3.5 Reports

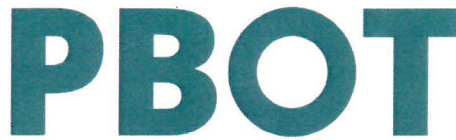
The City will prepare an annual report of receipts and expenditures of the Local Transportation Infrastructure Charge Fund. The annual report will indicate the source and amount of all funds collected, earned, or received, and the projects that were financed in whole or in part by the LTIC.

## 17.88.090 Local Transportation Infrastructure Charge Required.

12/6/17  
Vote not taken.

188891

- A. An applicant for a new, single-family, residential, building permit for a project of one or two units or for approval to create multiple lots other than as part of a subdivision on real property within a single-family residential zone must pay a Local Transportation Infrastructure Charge.
- B. The Bureau of Transportation will assess a Local Transportation Infrastructure Charge according to the total number of linear feet of unimproved street frontage. The charge will be based on the average, location-specific, actual cost to the City to build local street improvements to City standards at the time of application. The City may establish zone-specific, per-lot maximum numbers of linear feet of unimproved street frontage subject to the Local Transportation Infrastructure Charge.
- C. Payment of a Local Transportation Infrastructure Charge will exempt the property subject to the application from future Local Transportation Infrastructure Charges.
- D. Local Transportation Infrastructure Charges will be collected and administered by the Bureau of Transportation. The Director of the Bureau of Transportation may establish rules and procedures for the Local Transportation Infrastructure Charge.
- E. An applicant may not appeal under Chapter 17.06 of this Code the City's calculation of a Local Transportation Infrastructure Charge.
- F. Affordable housing is exempt from Local Transportation Infrastructure Charges to the same extent and in the same manner that it is exempt from system development charges under Section 30.01.095 of this Code.



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Dan Saltzman Commissioner Leah Treat Director

Added to  
Record  
per Fritz  
request

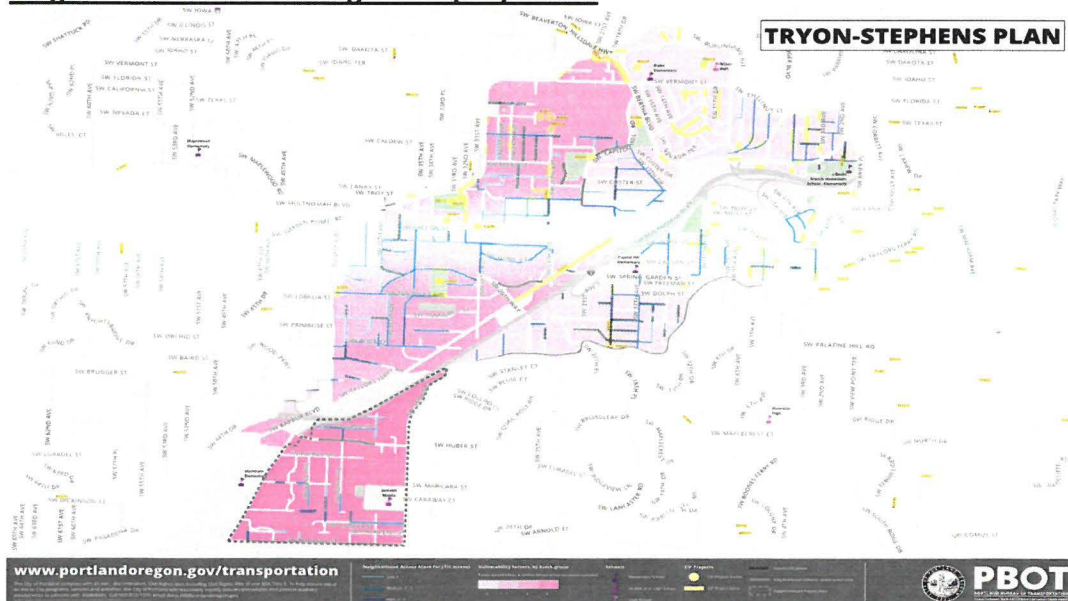
188891

January 24, 2018

**LETTER OF INTENT: Expand Tryon Stephens Headwaters Neighborhood Street Plan Boundary South for 2018-2028 LTIC Funded Project Selection**

- A. The Tryon Stephens Street Plan was the first collaboration between PBOT and BES on neighborhood scale. A number of factors were used to define the study area:
- Watersheds: focus on the headwater areas of the Stephens Creek and Tryon Creek watersheds
  - Walksheds: focus on walk distance to major SW commercial hubs (including Hillsdale, Multnomah Village, Crossroads) and future MAX stations along Barbur.
  - Area has 7.6% of streets of unpaved streets 63% of streets lacking sidewalks, and 30% of streets without a system to manage stormwater.
- B. Equity is the first of three criteria used in the LTIC allocation methodology. In preparation for the 2018-2028 LTIC funding project selection, the analysis identified a few areas within the Tryon-Stephens boundary with higher concentrations of underserved populations. However, in Southwest, the area with the highest equity score is just south of West Portland Town Center.

**Given the findings of the equity analysis, the LTIC target area in Southwest Portland for 2018-2028 LTIC Funded Project Selection will be extended slightly south to include this neighborhood with the highest equity score.**



The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.



- C. PBOT and BES staff will identify appropriate LTIC funded projects in Southwest Portland within this expanded boundary. Consideration will include eligible neighborhood collectors without curbs, the use of alternate street standards and coordination with other city capital projects.
- D. Staff will apply the allocation methodology, identify all capital projects scheduled in the next 5 years, and identify 2018 LTIC funded proposed projects within the Cully, Midway Division and Tryon-Stevens boundaries. The proposals will be reviewed with the respective Neighborhood Coalitions/Associations to solicit feedback.

#### **Background: Neighborhood Street Plans**

Neighborhood Street Plans aim to create a unique strategy for an area with significant street network deficiencies. These Plans seek to improve local street connectivity, determine suitable improvements for streets based on their context, enhance local access to neighborhood destinations. Recent street plans have been adopted for the following areas:

- Cully Commercial Corridor and Local Street Plan (Resolution No. 36952 / August 2012)
- Division-Midway Neighborhood Street Plan (Resolution No. 37157 / October 2015)
- Tryon-Stephens Headwaters Neighborhood Street Plan (Resolution No. 37162, November 2015)

Focusing on a compact geographic area enables staff to collect more data (such as traffic counts) at a local level and conduct analysis on the functions of individual streets within the defined neighborhood. It also allows staff to engage more of the people who live on these streets and inquire about their desires to preserve or improve conditions on their streets.