

188891

Local Transportation Infrastructure Charge (LTIC) Changes & Neighborhood Streets Framework



December 6, 2017



PBOT
PORTLAND BUREAU OF TRANSPORTATION

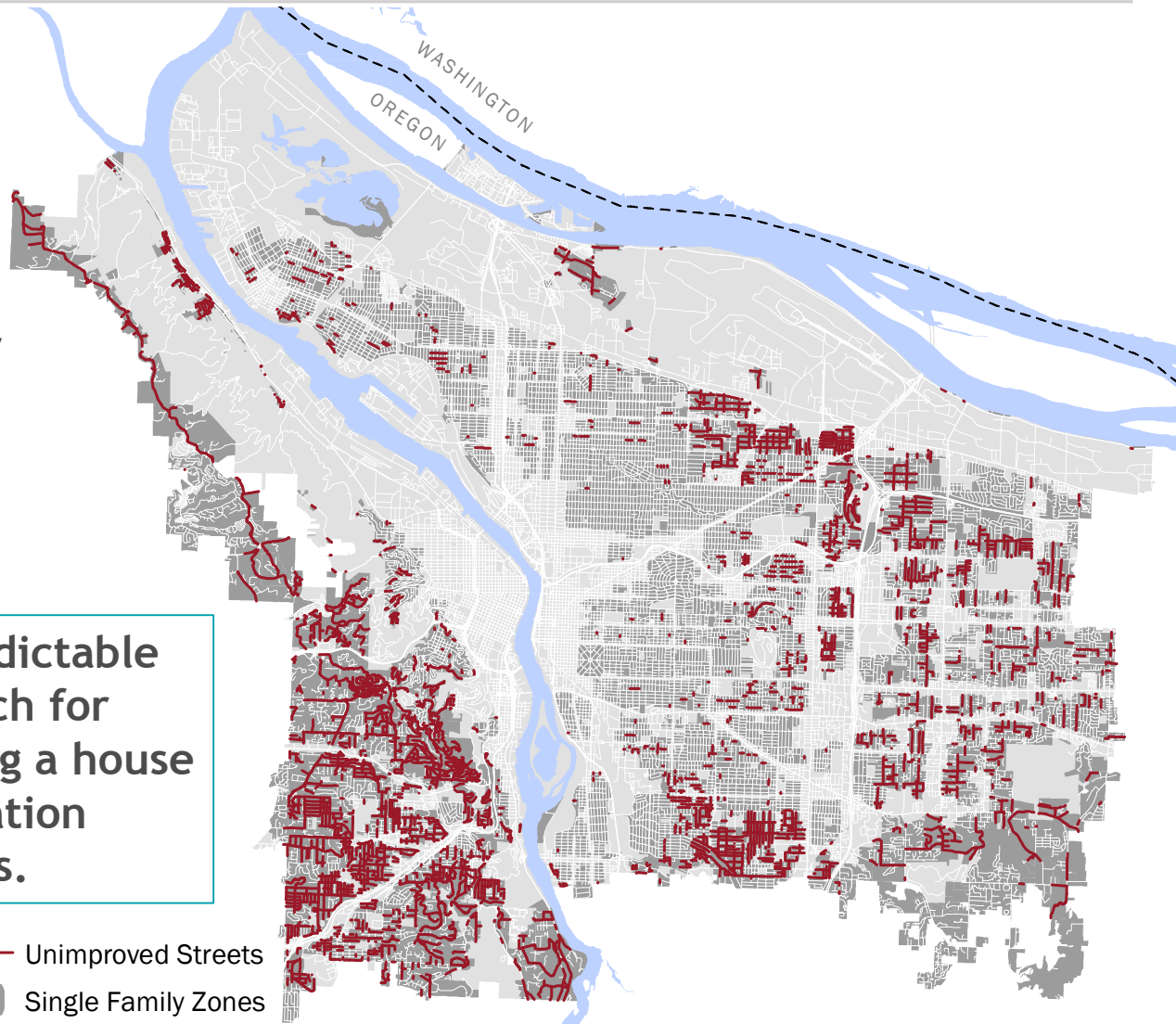
LTIC/Neighborhood Streets

- Background
- LTIC Maximum
- Public Outreach
- Neighborhood Streets Framework
- Overall LTIC Allocation Strategy
- Gravel Streets
- Neighborhood Collectors
- Residential LIDs
- Next Steps



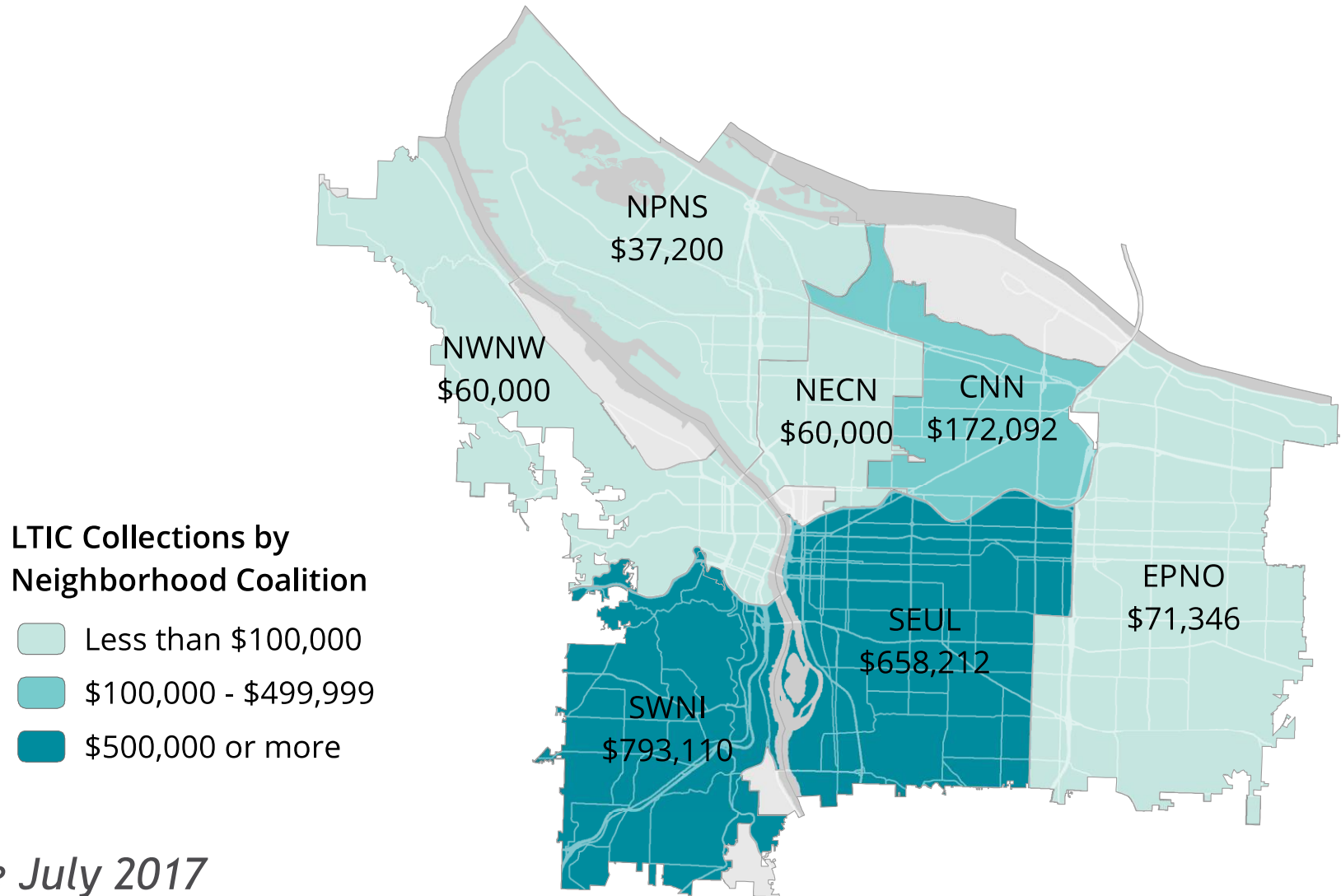
Background: What is the Problem?

- 50 miles of dirt and gravel roads
- 200 miles of paved roads without curbs
- Only in **single-family zones**
- **Local service**, not collectors



The LTIC provides a predictable and transparent approach for property owners building a house to meet their transportation improvement obligations.

Background: LTIC Collections



**Since July 2017*

LTIC Maximum - 2018

Zone	Rate	Maximum Linear Feet of Frontage	Maximum Charge
R20	\$600	200'	\$120,000
R10	\$600	100'	\$60,000
R7	\$600	70'	\$42,000
R5	\$600	50'	\$30,000

Public Outreach: Engagement

30,000

Engaged on
Facebook

28,000

Homes on unimproved
streets notified

400

Statistically valid
survey participants

3,400

Community
survey
participants

17

Briefings to Neighborhood
Coalitions, Associations, and
Stakeholder Groups

131

Focus group
participants

Public Outreach: What We Heard

Citywide
Benefits

Safety

Alternative
Standards

Stormwater

Protect Low-
Income
Households

Maintain
Gravel Roads

Underserved
Communities

City
Responsibility

Traffic
Calming

Asking Support for:

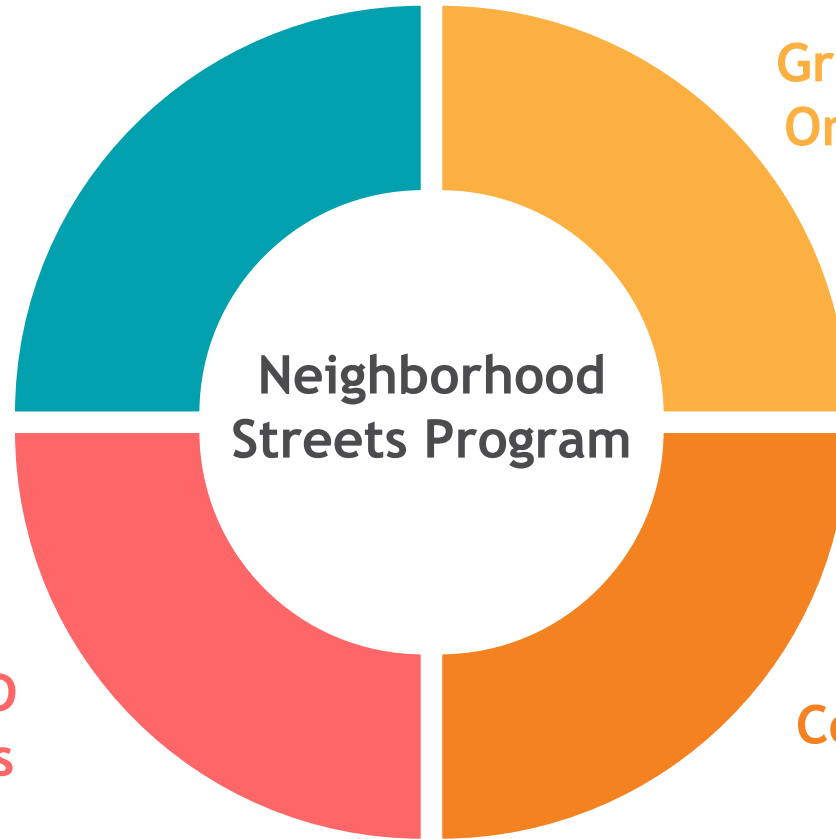
- LTIC Maximum
- LTIC Allocation Methodology
- Neighborhood Streets Framework
- Code Amendments



Neighborhood Streets Framework

LTIC Financed
Improvements

Grade & Gravel Street
Ongoing Maintenance



Neighborhood
Streets Program

Residential LID
Enhancements

Neighborhood
Collector Pedestrian
Improvements



Overall LTIC Allocation Strategy

Finance & Budgeting

- What other City funds are available?
- What is the role of property owners? What about residents with fixed or lower incomes?

Street Standards

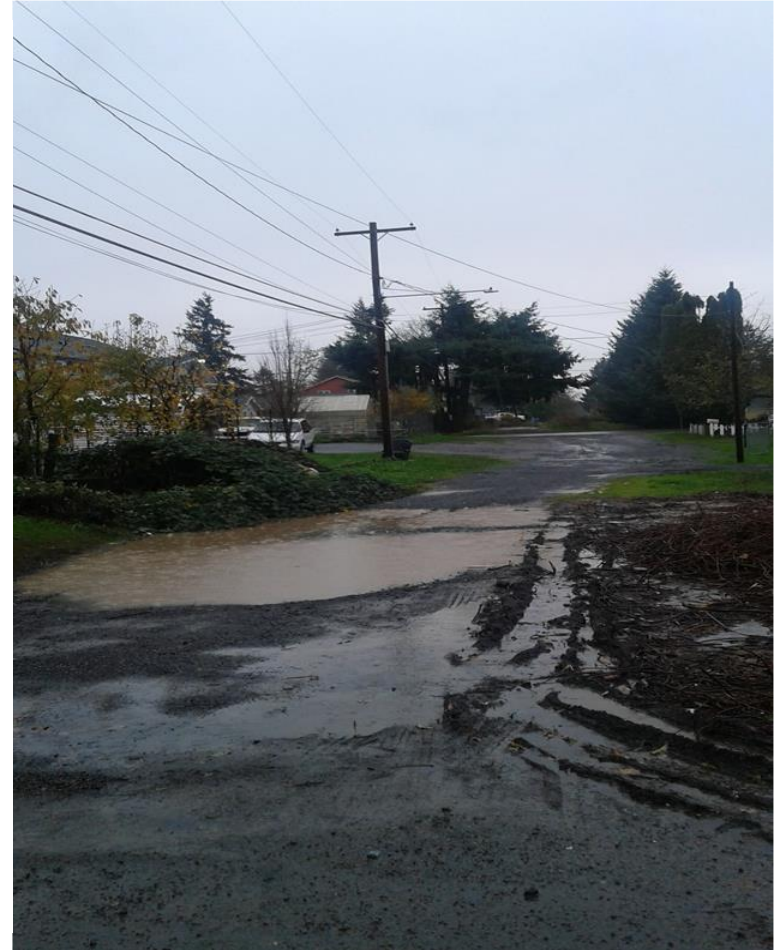
- What street standards should be applied in what situations?

Project Selection / Allocation Methodology

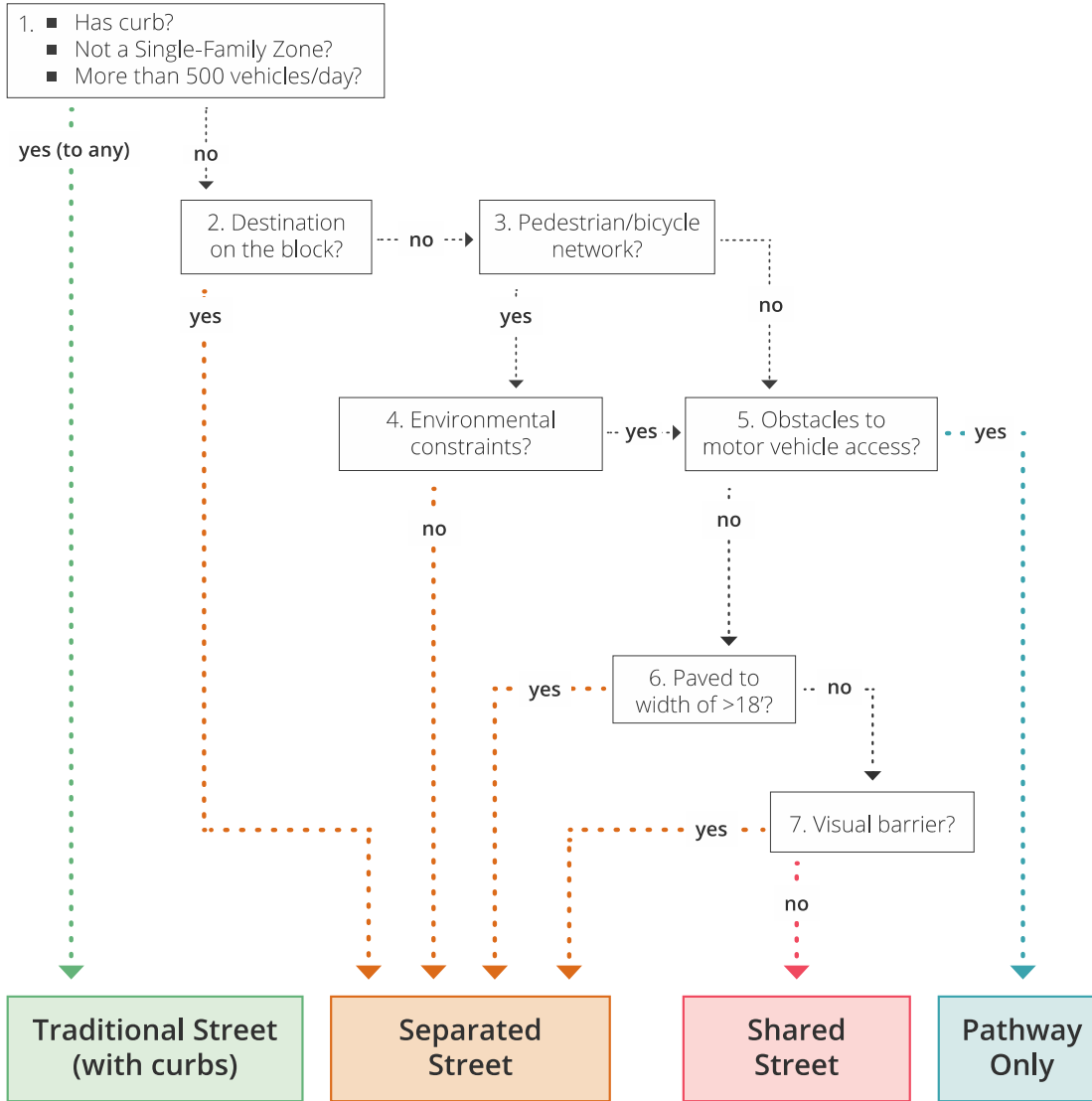
- How do we balance needs in different areas with different costs, benefits, and economic impacts?
- Where or under what conditions should funding be prioritized?



- **BES partnership**
- **Combine resources citywide**
- **Consider financing to accelerate project timing**
- **Do not require property owner contributions**
- **Repeat cycle when sufficient funding is available**



Overall LTIC Allocation Strategy: Street Standards





Overall LTIC Allocation Strategy: Project Selection

The allocation methodology is:

- Pro-active approach to identify projects
- Repeatable process, for future funding cycles
- A short list of neighborhood street projects



Equity

Under-served
populations



Effectiveness

Neighborhood
Access











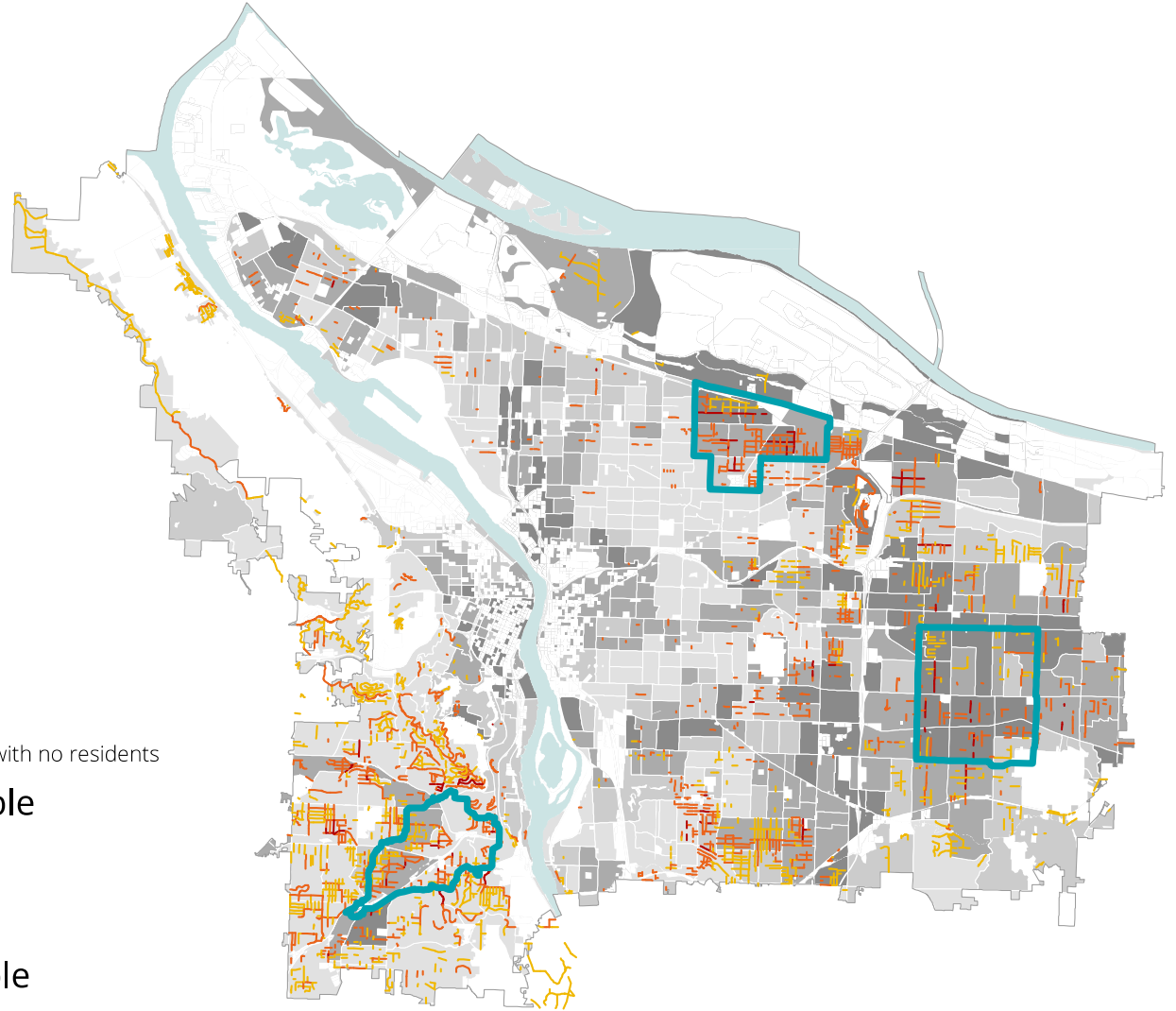
Efficiency

Project
Readiness

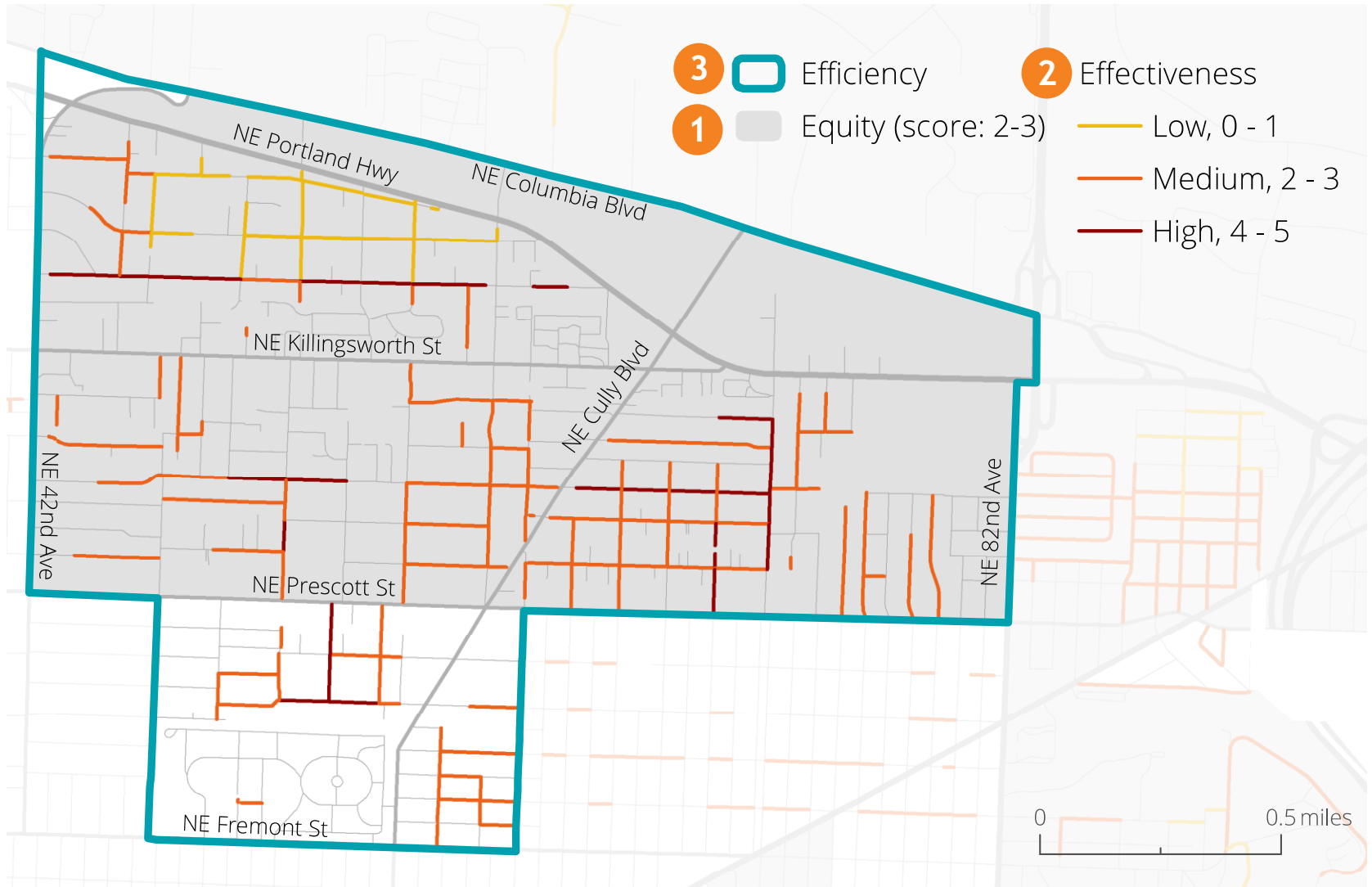


2018 Allocation

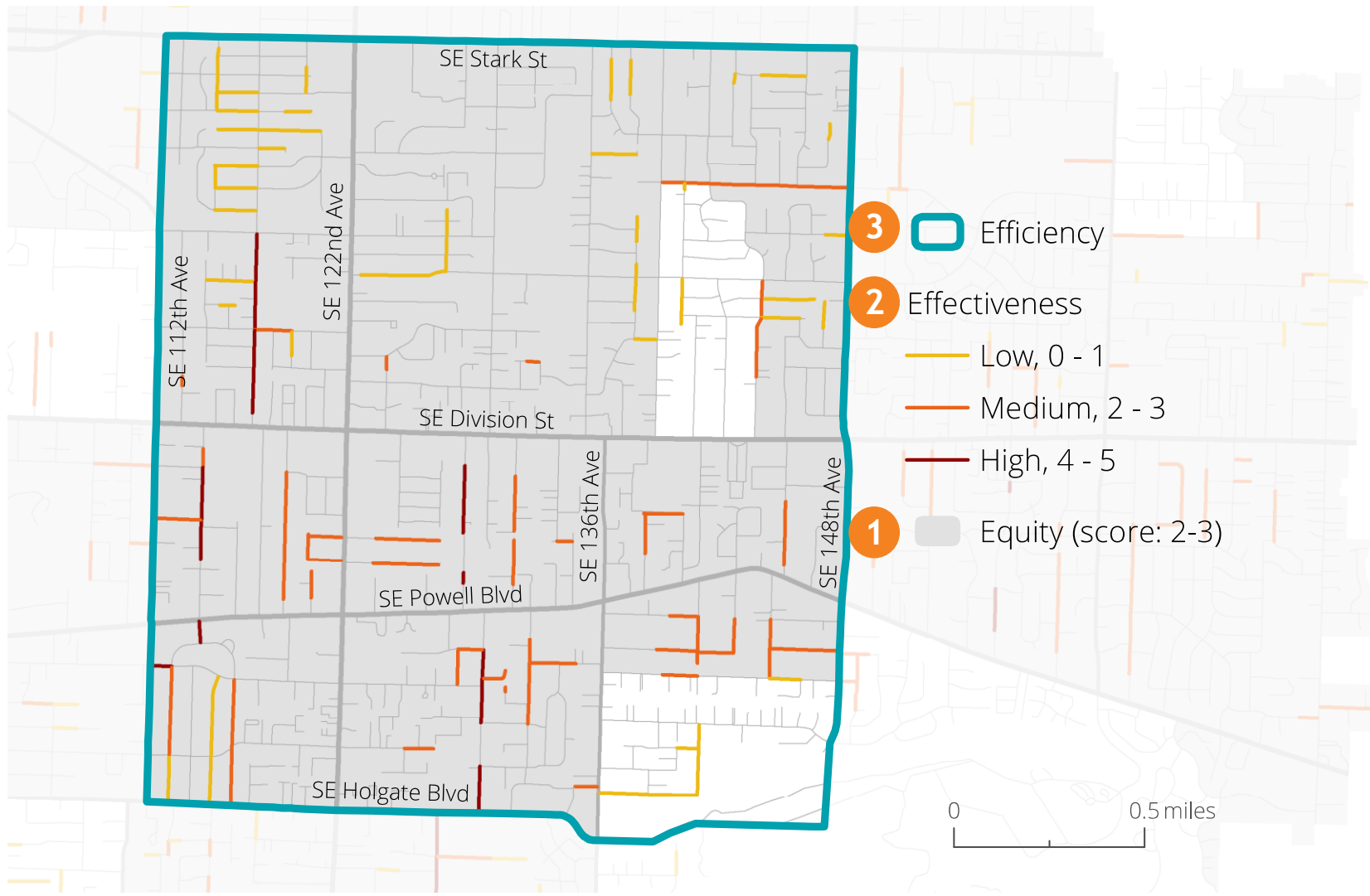
- 3**  Efficiency
- 2** Effectiveness
-  Low, 0 - 1
 -  Medium, 2 - 3
 -  High, 4 - 5
- 1** Equity
- Excluding parks and census tracts with no residents
-  0 - Least vulnerable
 -  1
 -  2
 -  3 - Most vulnerable



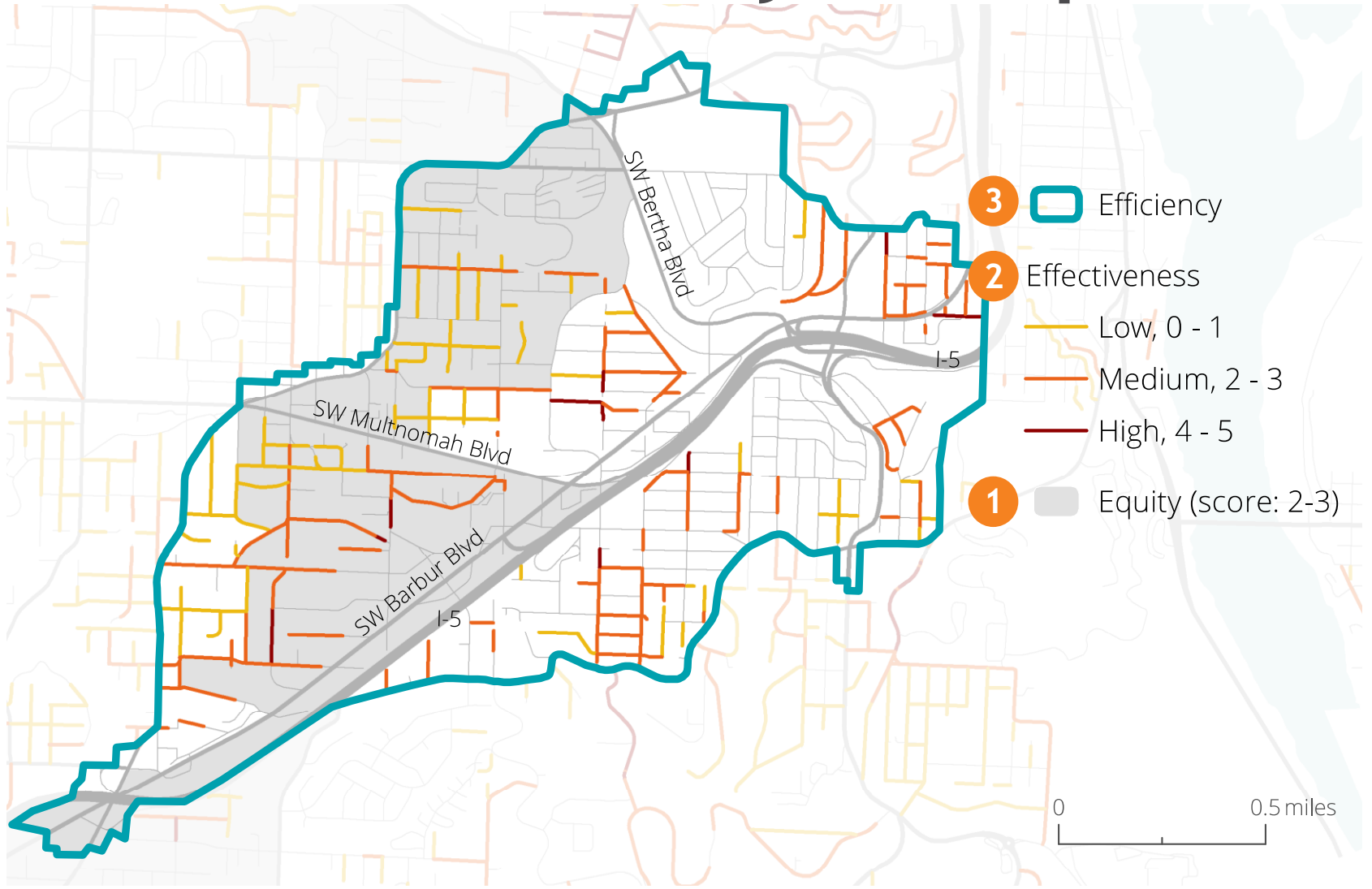
2018 Allocation: Cully



2018 Allocation: Division-Midway



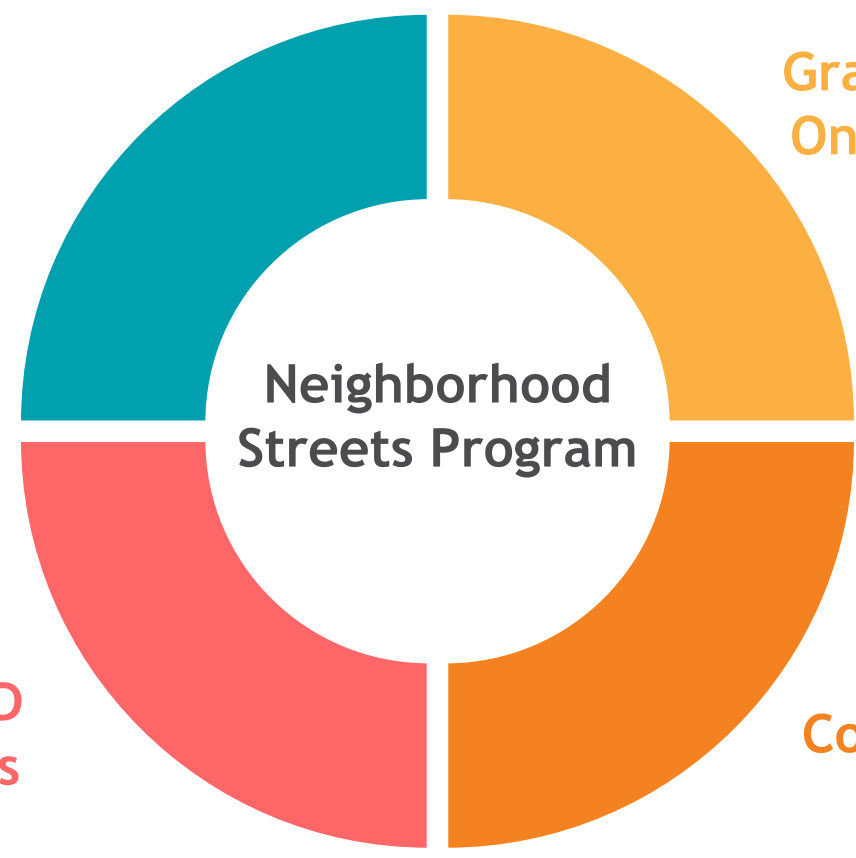
2018 Allocation: Tryon Stephens



Neighborhood Streets Framework

LTIC Financed Improvements

Grade & Gravel Street Ongoing Maintenance



Neighborhood Streets Program

Residential LID Enhancements

Neighborhood Collector Pedestrian Improvements

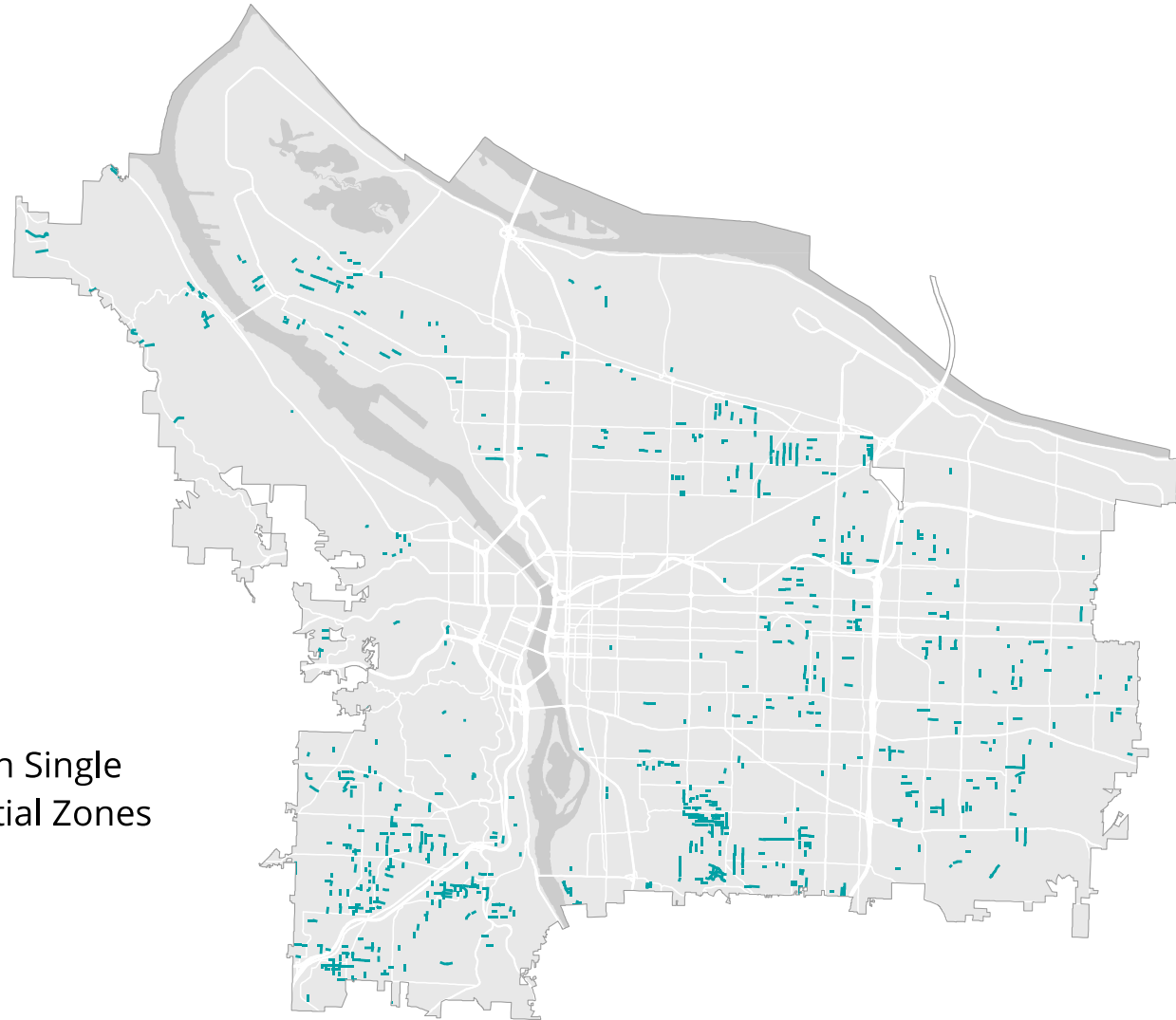




Grade & Gravel Street Ongoing Maintenance



- 50 miles of dirt and gravel roads
- Pilot project in Brentwood Darlington for traffic calming and maintaining gravel streets

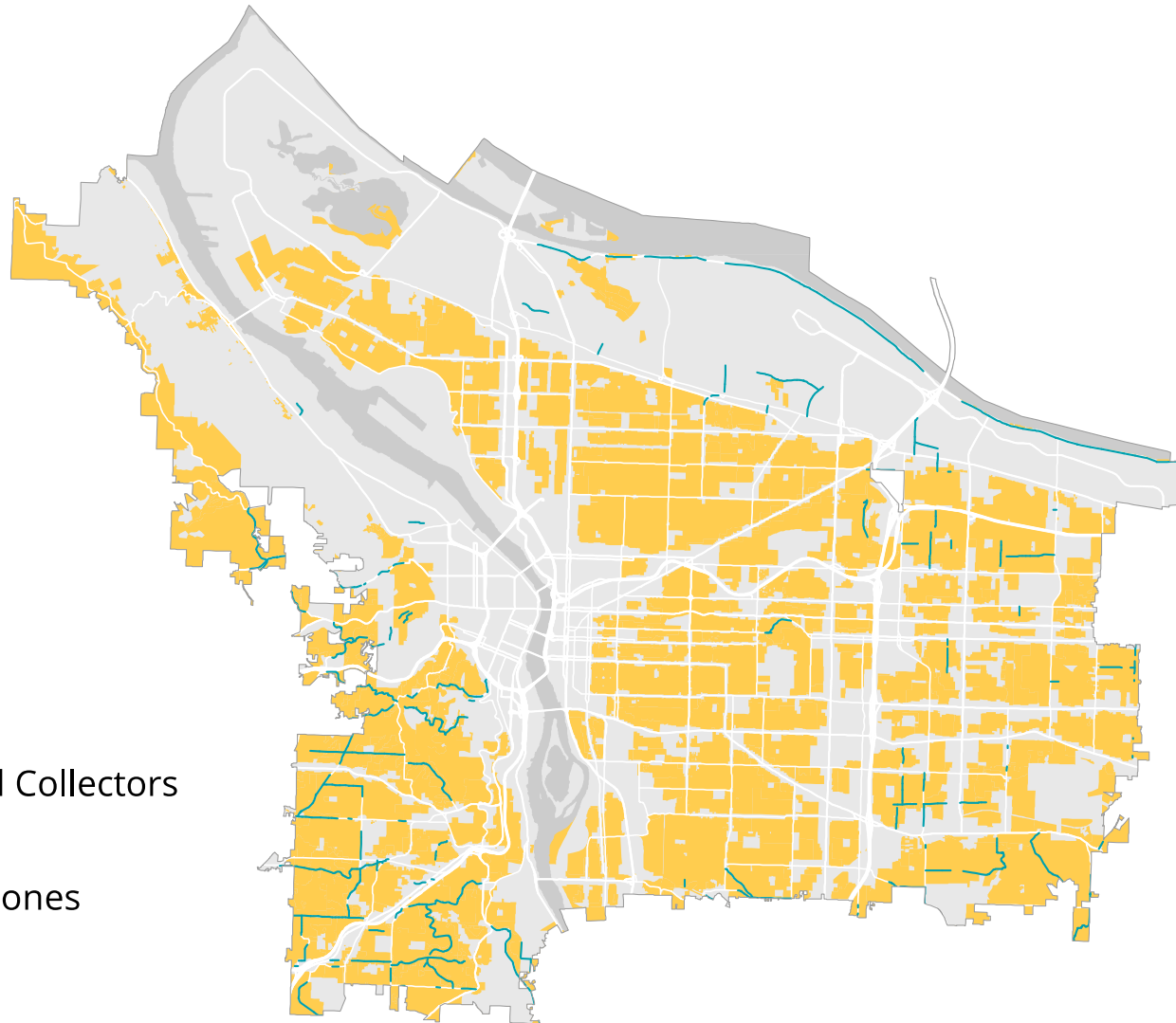
— Gravel Streets in Single Family Residential Zones



Neighborhood Collector Pedestrian Improvements

- Secure funding for improvements to residential collector streets lacking curbs, sidewalks, and stormwater infrastructure

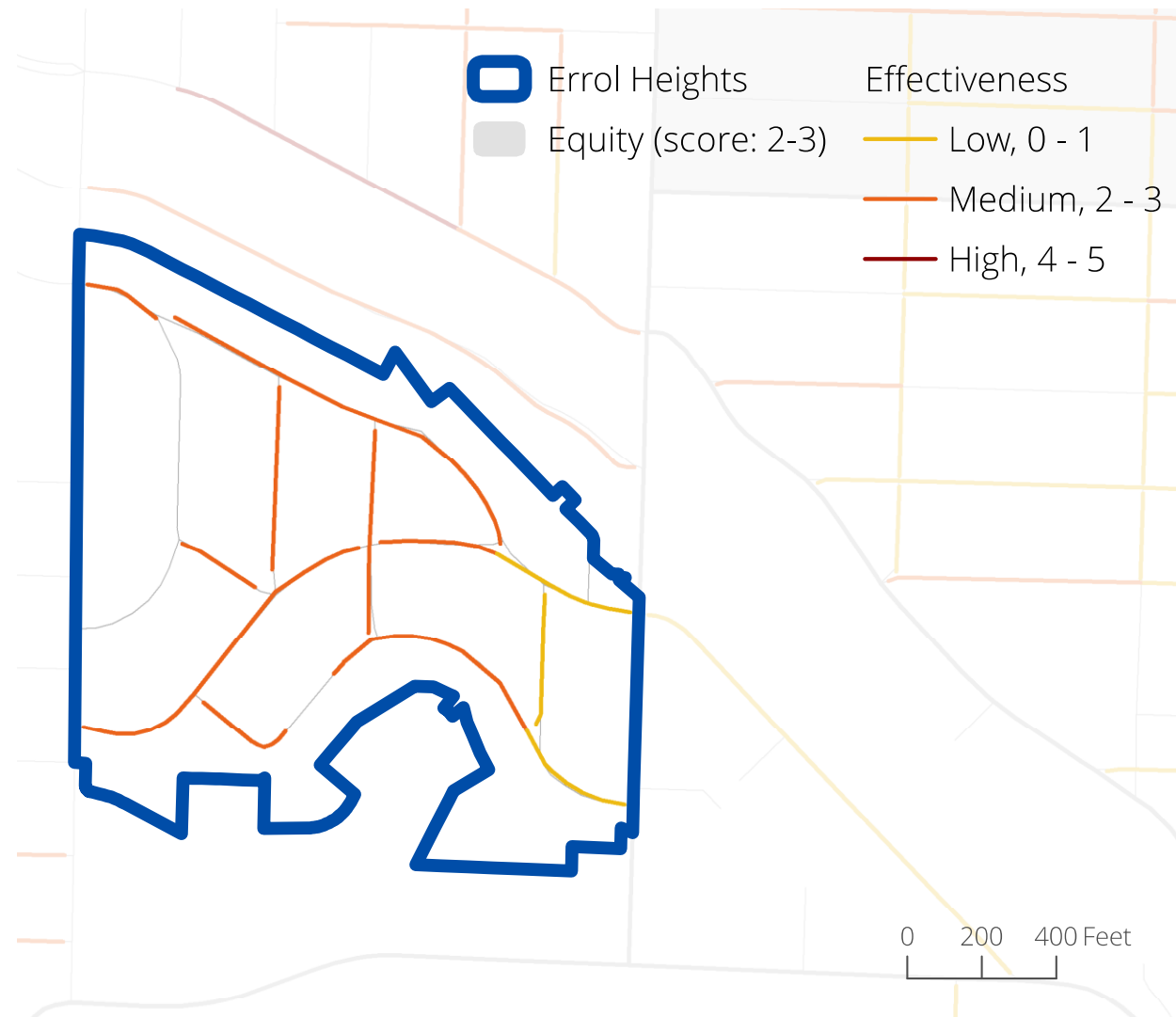
-  Neighborhood Collectors without curbs
-  Single-family zones





Residential LID Improvements

- Explore financing and deferral options for property owners.
- When appropriate, utilize approved alternate street standards for feasibility and efficiency.



1. Adopt the LTIC maximum fee and amend Portland City Code Chapter 17.88.
2. Adopt LTIC allocation methodology.
3. Support PBOT creating an ongoing maintenance of gravel streets program.
4. Direct PBOT establish programs for Neighborhood Collectors and residential LIDs
5. Proposed effective date January 1, 2018.

Contact Information

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Public Outreach: LTIC Projections

Estimated Cost of Streets:

\$6.3M per mile

(\$600 per foot for ½ street improvement) x 2 (full street) = \$1,200 per linear foot x 5,280 linear feet)

250 total miles = **\$1.5B total cost**

Estimated LTIC Revenue: **\$2.5M per year**

Funding Capacity: **0.25 to 1.0 miles per year**

