



Local Transportation Infrastructure Charge

March 30, 2016

WE KEEP PORTLAND MOVING.



PBOT
PORTLAND BUREAU OF TRANSPORTATION

The Way We Were



Clatsop Butte
City Park

SOLUTION
MORTGAGE

Northern Lights
Towncar Service

Local Transportation Infrastructure Charge



Piecemeal Improvements





Waivers, without Frontage Improvements



spike as market shrinks - Friday, 04 March 2010 12:34

Community Classifieds

COMMUNITY-CLASSIFIEDS.COM (503) 620-7355

Where the sidewalk 'floats'

Created on Tuesday, 24 June 2014 07:00 | Written by Jim Redden |

2 Comments

City piles up millions in waivers that could hit homeowners

Thousands of Portland homeowners are on the hook for millions of dollars worth of future street and sidewalk improvements — and hundreds more are joining the list every year.

The city has no plan yet to collect and spend the money, however, despite not being able to pay for needed street maintenance and new sidewalks.

The situation is one more example of the city's complex transportation funding system that has been criticized for favoring some kinds of projects, like the Portland Streetcar, instead of others, like basic street maintenance and safety improvements.

But Portland's Bureau of Transportation will soon begin a study that could allow it to collect some or all of the money owed in the future to help priority projects on the most potentially dangerous streets. It will be financed with \$275,000 in permit and other fees collected from homebuilders, the original source of the obligations.

"The plan is to come up with a program that will allow the city to



By TRIBUNE PHOTO JAIME VALDEZ - Portland transportation planners hope to end floating sidewalks or sidewalks to nowhere, like this one on Southwest Multnomah Boulevard. Developers are required to build them in front of new infill projects, but the city has been waiving the requirement because they don't make much sense. Instead, planners are studying how to pool the money that would otherwise be spent on them and use it for sidewalks that connect to something on higher priority streets.

Portland, out of order

Created on Monday, 06 April 2009 11:00 | Written by Joseph Gellman |



By L.E. BASKIN - Some of the signs along the Morrison Bridge — which is partially city street, county river span and state highway, with several agencies overseeing various parts of it — can barely be read anymore.

Landscape architects Perron Collaborative designed the fountain and the park. "I didn't know there was a problem with it, nobody said anything to me," said the company's director, Bob Perron, last week. Perron added he hadn't been by that location for some time.

Riley Whitcomb, who was the project manager when the playground was opened, said he heard the fountain was inoperative only two weeks ago, which suggests lack of communication sometimes keeps things broken.

According to Portland Parks and Recreation spokeswoman Beth Sorensen, when the park opened in 1995 there were immediate problems with the fountain: "Kids would come straight out of the sandbox, and sand would get into the jets and shut it down." The sand would get behind the knobs and in the filters after 10 minutes, and then it would take two hours to clean.

Wander around the Crestwood neighborhood just west of I-5 near the Portland Community College exit and you'll see infill lots where new houses are being built between or in place of older houses.

Normally when a developer builds a house he pays for sidewalks, storm drains and curbs. Not around here. The road paving is crumbling and the sidewalk are nonexistent.

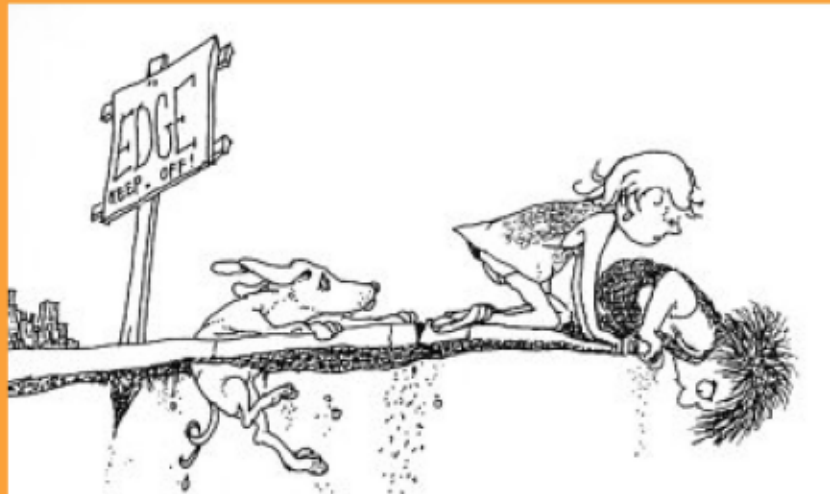
Jerry Palumbo and his brother have built one house and are building two more on Southwest 46th Avenue. Outside the finished one, the lawn ends in a short strip of gravel that then meets the asphalt road.

"It'd be foolish to put in a sidewalk and be the only one; it's not that we're cheap," Palumbo said.

Kurt Krueger, development review manager in the Office of Transportation, explains, "When we pave a street and collect storm water we have to treat it and slow it down." For this you need a system of underground reservoirs.

Krueger says that in an old neighborhood like this, which was built substandard (not up to today's code) and has steep topography, making a new homeowner add drains to take water a half-mile is not practical or feasible.

Homeowners can apply for a waiver of remonstrance, which means if in the future the city pursues bringing the sidewalks and drains up to city standard, the homeowner will bear the cost then.



Where the Sidewalk Ends

*the poems and drawings of
Shel Silverstein*

& Begins

& Ends

& Begins

& Ends



Portland's Problem Streets: Scope of the Problem

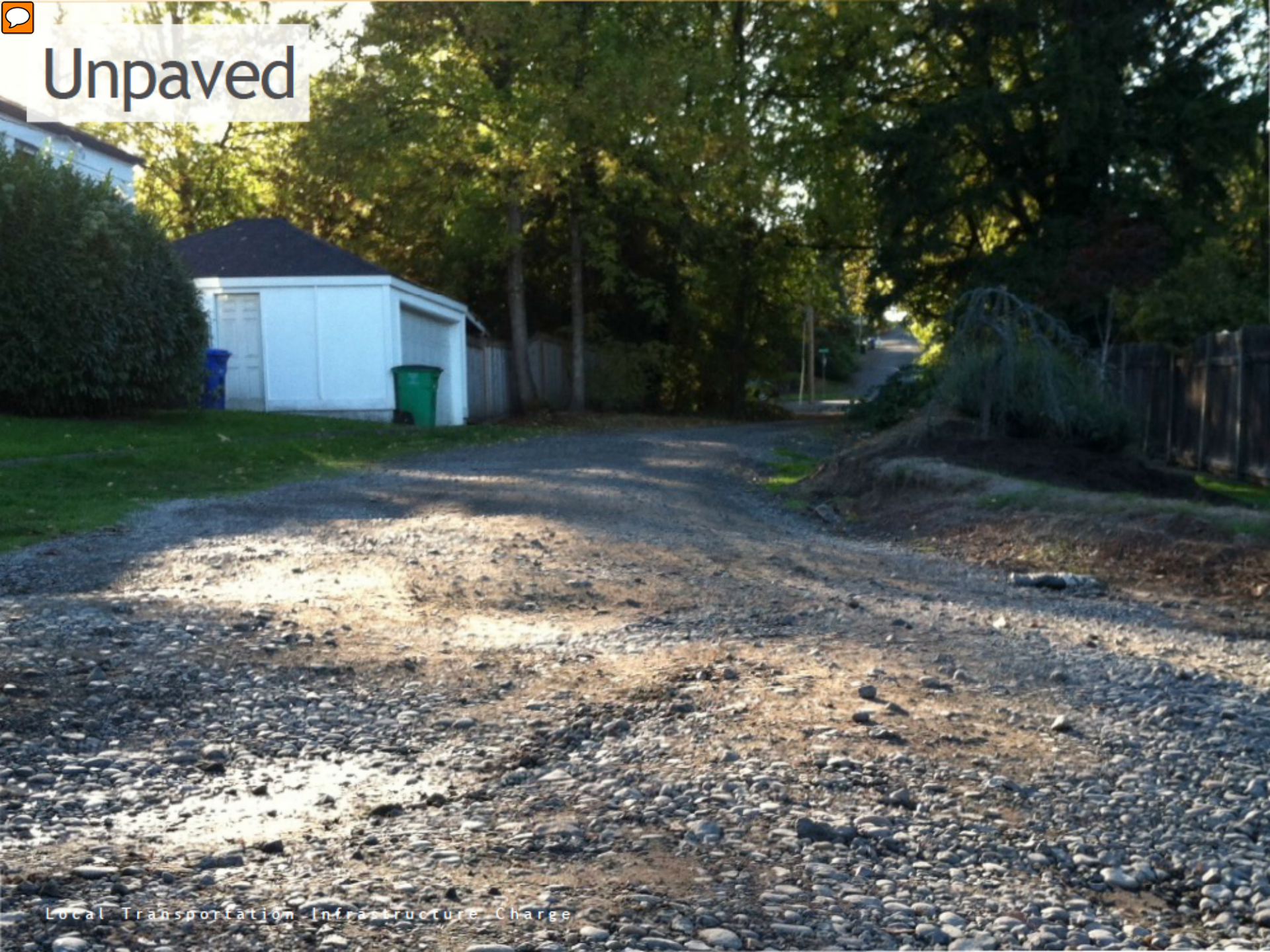


What are Problem Streets?





Unpaved





Paved without Curb



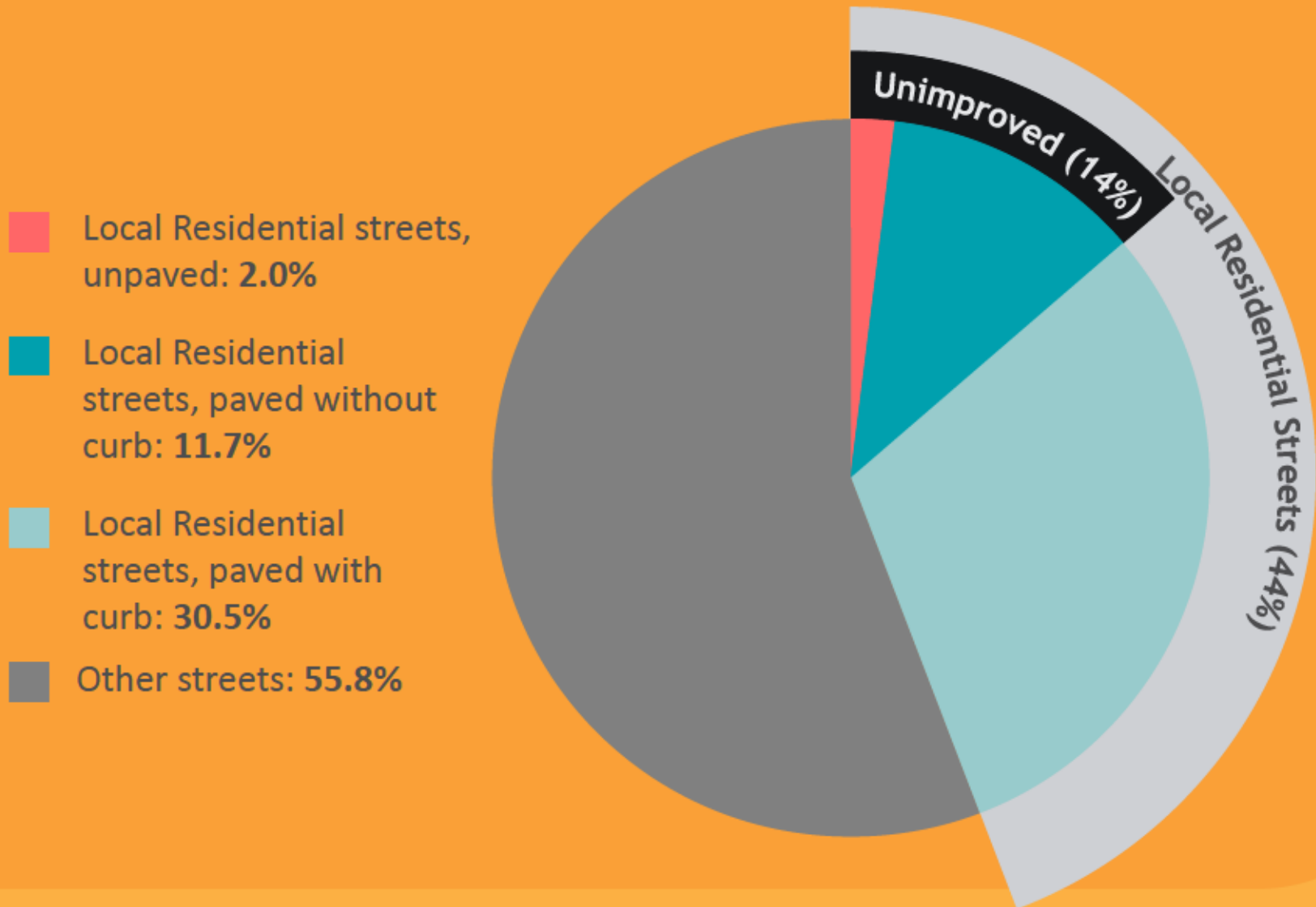


Paved with Curb





What are Problem Streets?





The Problem with Problem Streets

Physical

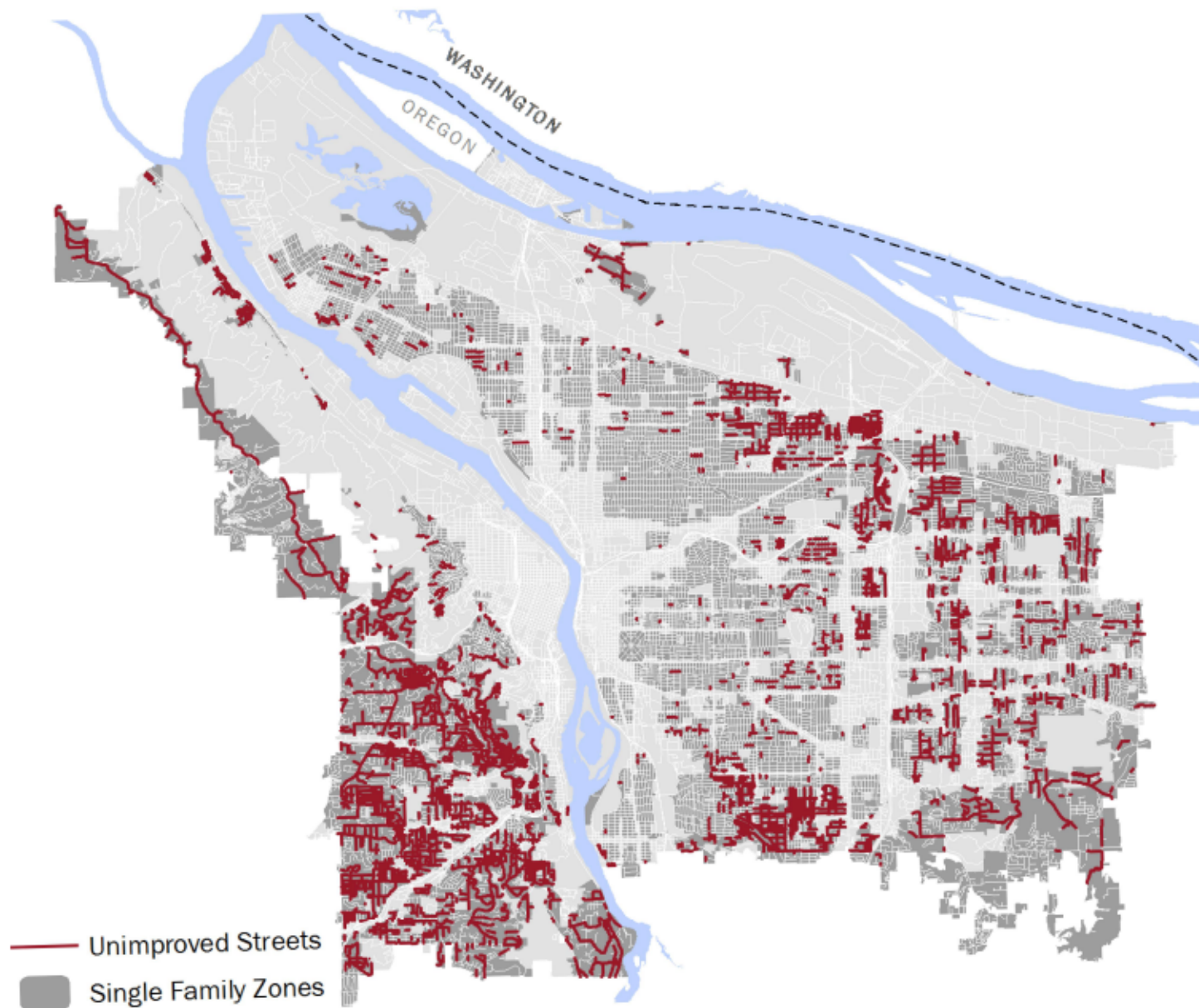
Administrative

Financial

Political



Widespread: not East vs. West





Long Road, Step by Step

- Big problem:
 - 287 miles
 - More than \$1 *billion*
 - Tradeoffs and choices:
- A first step:
 - Local Transportation Infrastructure Charge

Why Start with the LTIC?

Fairness

Funding

Efficiency

Momentum



Local Transportation Infrastructure Charge: How it works

Overview

- Existing requirements for frontage improvements
- Charge on construction of new homes
- Either pay LTIC or make improvements

Stakeholder Input

- Stakeholder Work Group:
 - Neighborhood Representatives
 - In-fill Development Professionals
 - City staff
- Additional outreach efforts:
 - DRAC
 - Neighborhood Coalitions & Associations
 - Home Builders Association

Where the LTIC Applies

- Single-Dwelling Zones
- Local Service Streets
- Unimproved Streets (without curbs)

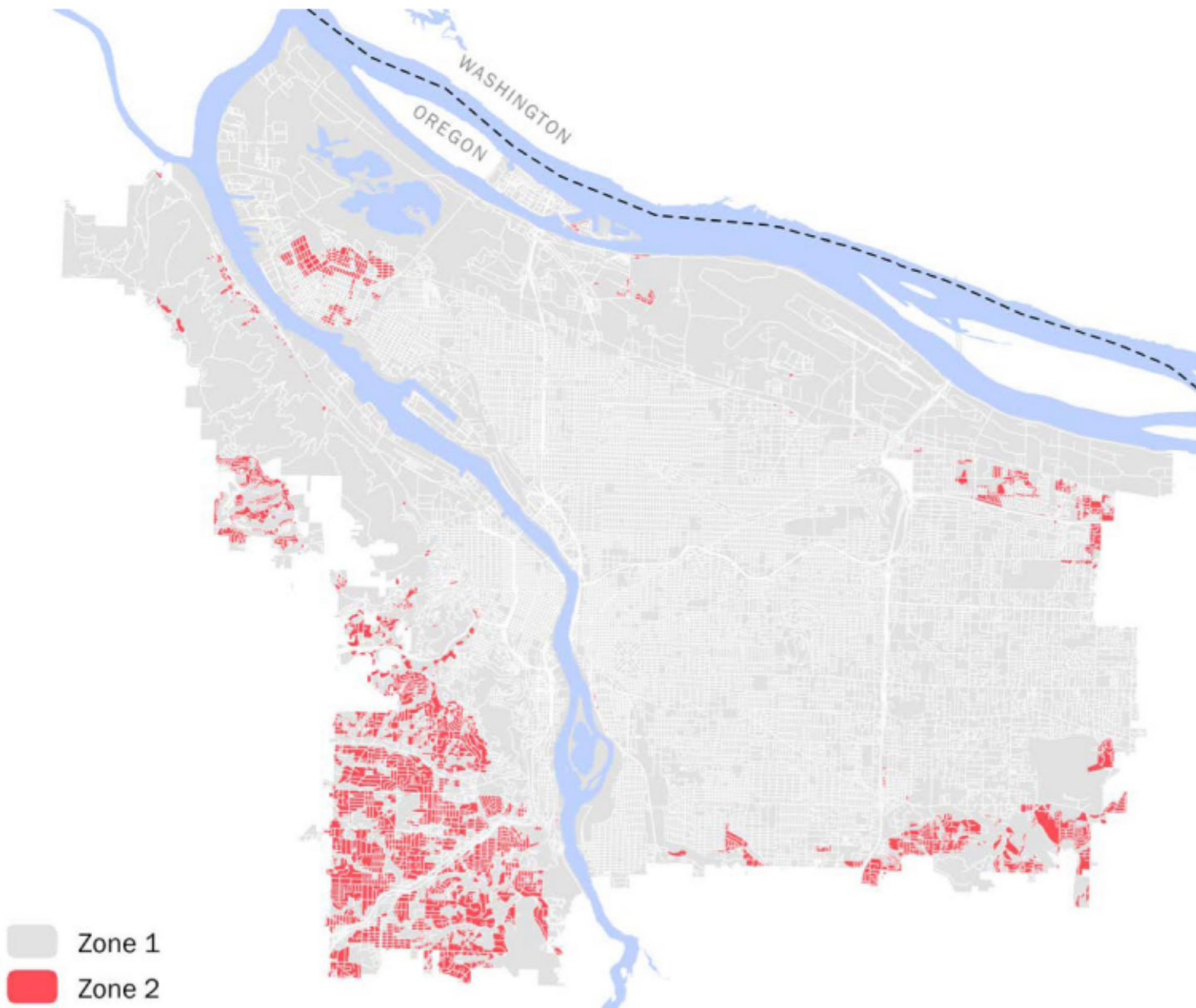
When the LTIC Applies

- Building permit for new single-family homes
 - Includes demolition and replacement
 - Excludes disaster replacement
 - Excludes alteration of existing structure
 - Excludes accessory dwelling units
- Permit for land division
 - Excludes subdivisions
 - Excludes lot-line adjustments/confirmations

Rate of the LTIC

- Initial rate of \$600 / linear foot
- Average actual cost for local streets
- Evaluation of historical LID project costs
- Annual increases for inflation
- Periodic updates to reflect new construction cost data over time
- Two zones (MS4 Areas)

LTIC Zones



Use of LTIC Funds

- “Improvements to unimproved local streets and adjacent and related transportation facilities.”
- No expenditure of LTIC funds until completion of Neighborhood Street Program



Neighborhood Street Program: What's next?

Neighborhood Street Program

- Implicit condition of agreement on LTIC
- Clarity and agreement on use of revenue
- Elements of the program:
 - Standards
 - Prioritization
 - Funding
 - Community Involvement



LTIC: Questions?

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