

188891

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



February 1, 2018



PBOT
PORTLAND BUREAU OF TRANSPORTATION

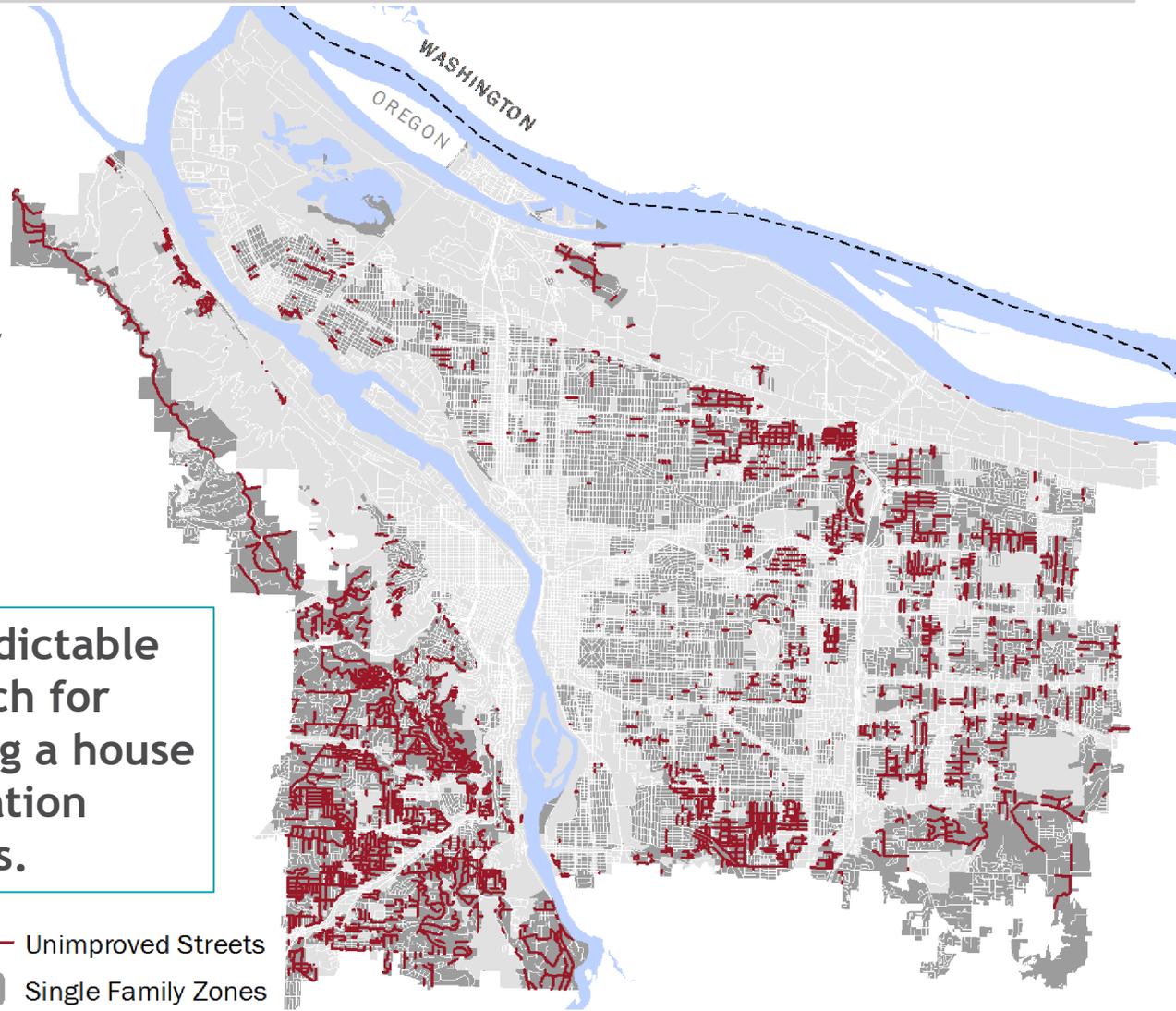
LTIC/Neighborhood Streets

- Background
- LTIC Maximum
- Code Update: Low-income owner occupied exemption
- Code Update: Appeals process
- Code Update: Finance option
- Neighborhood Streets Framework
- LTIC Allocation Methodology
- Letter of Intent: 2018 project selection boundary
- Next Steps



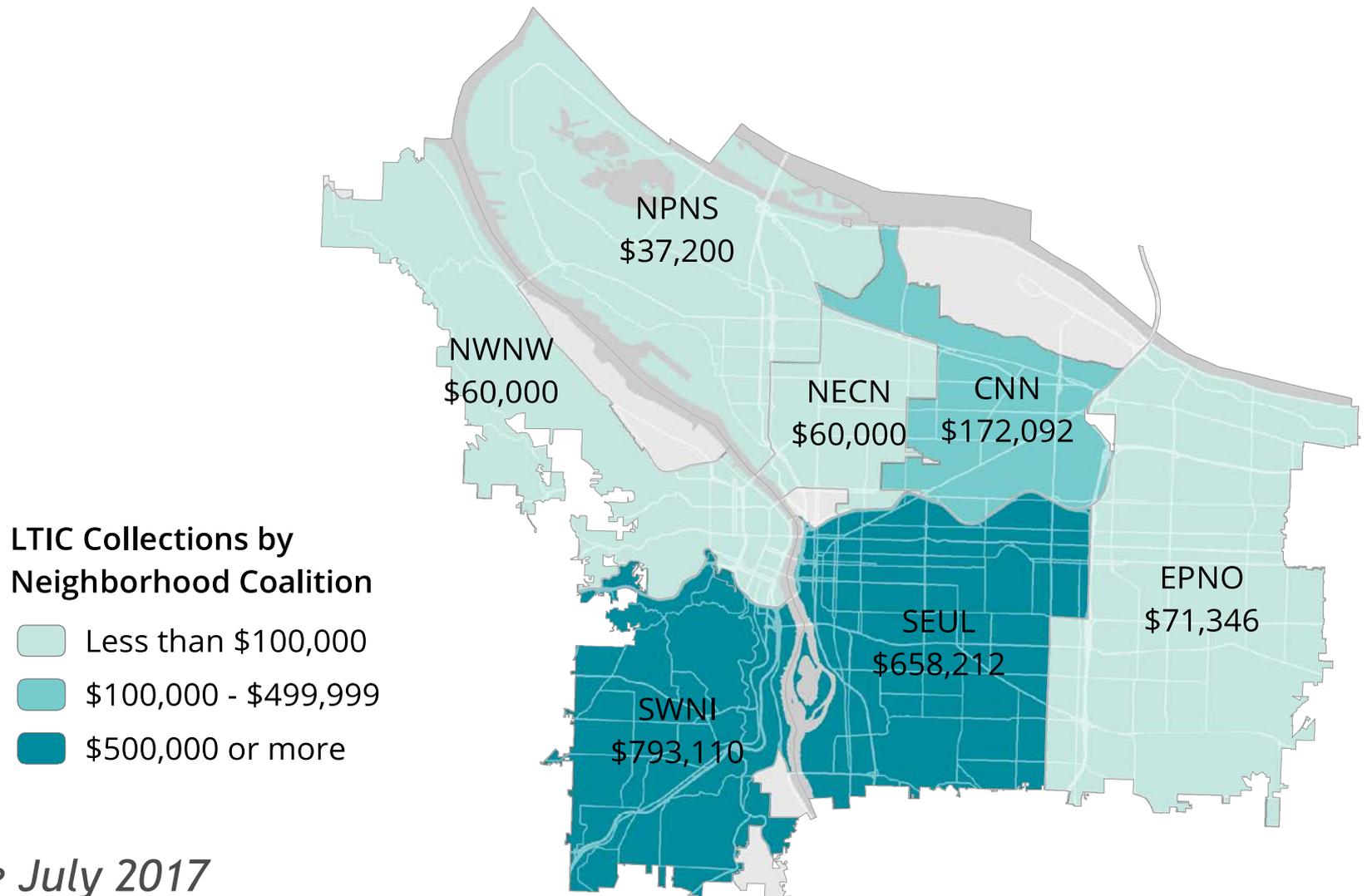
Background: What is the Problem?

- 50 miles of dirt and gravel roads
- 200 miles of paved roads without curbs
- Only in **single-family zones**



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*

Asking Support for:

- LTIC Maximum
- Low-income Owner Occupied Exemption
- Appeals Process & Finance Option
- LTIC Allocation Methodology
- Code Amendments



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

Low-income owner occupied exemption

- A low-income applicant intending to live in the house, may request an exemption for development of a property on which the applicant's primary residence is located.
- In addition to affordable housing and ADU exemptions.

Appeals process

- Allow LTIC exemptions to be appealed to the PBOT Administrative Review Committee (ARC).

Finance Option

- Staff will promulgate rules to establish a financing mechanism for LTIC applicants to consider.

Neighborhood Streets Framework

LTIC Financed Improvements

Grade & Gravel Street Ongoing Maintenance



Neighborhood Streets Program

Residential LID Enhancements

Neighborhood Collector Pedestrian Improvements



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?



LTIC Allocation Methodology

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

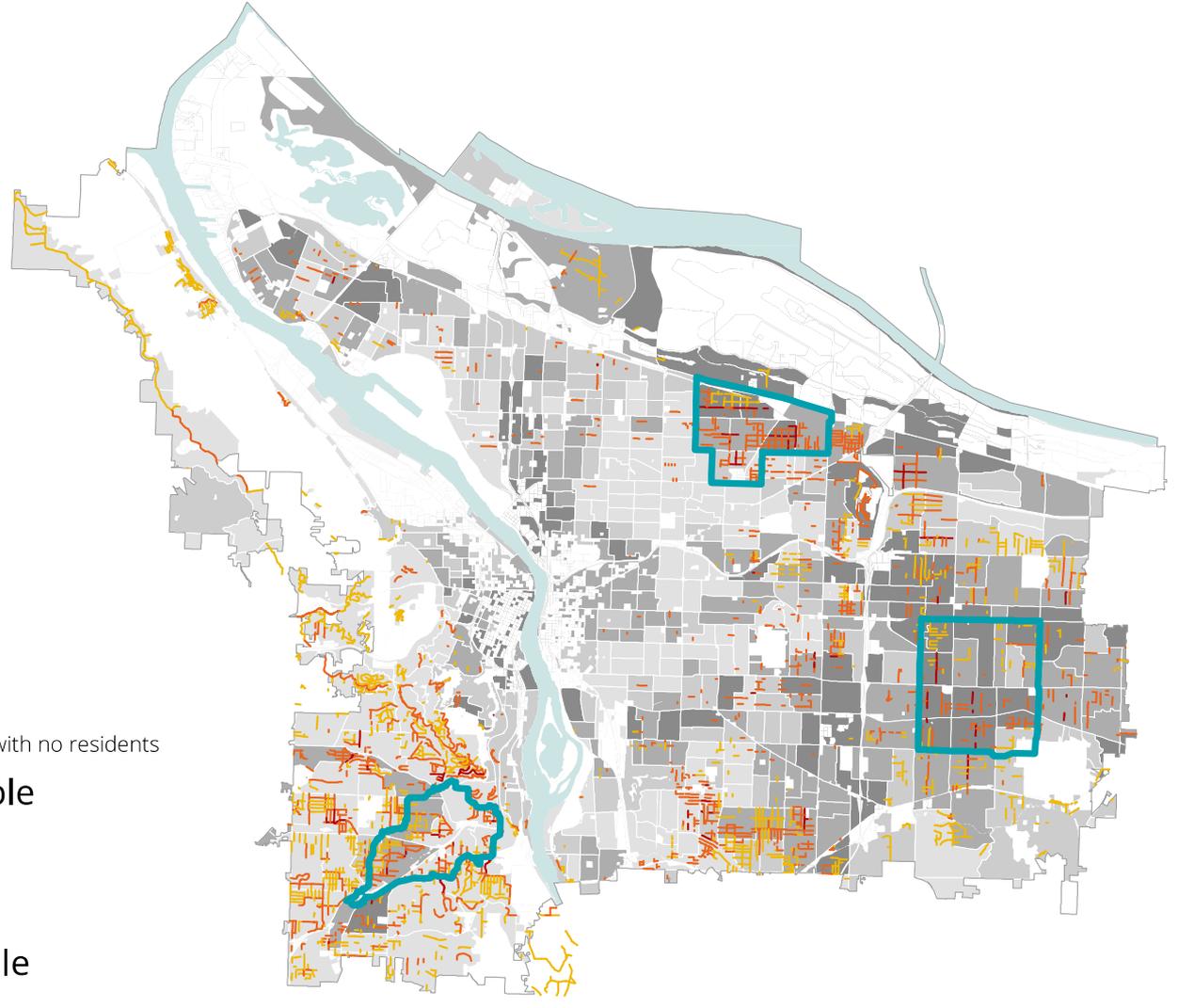
Project
Readiness

2018-2028 Allocation: Project Selection

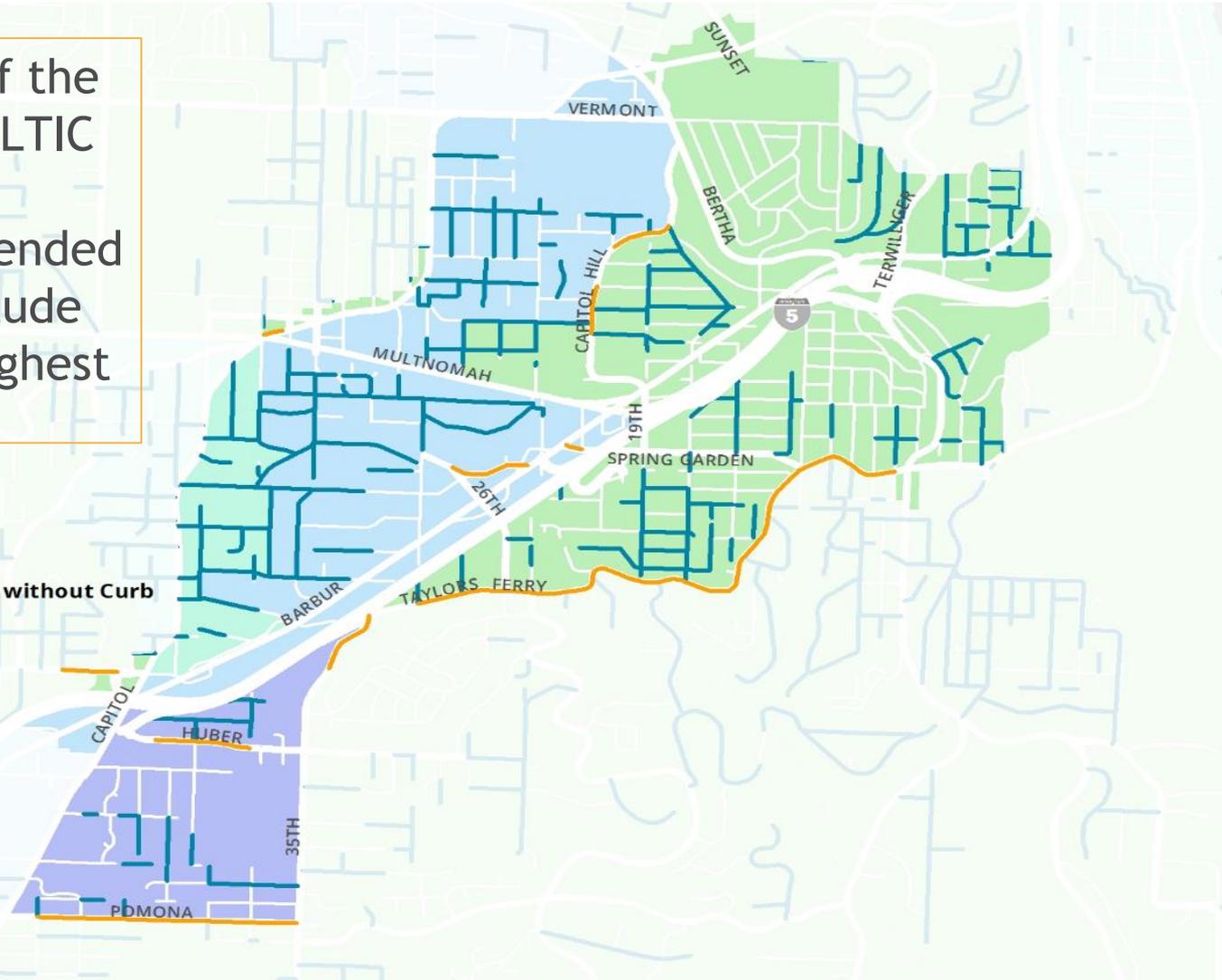
- 3** Efficiency
- 2** Effectiveness
 - Low, 0 - 1
 - Medium, 2 - 3
 - High, 4 - 5
- 1** Equity

Excluding parks and census tracts with no residents

 - 0 - Least vulnerable
 - 1
 - 2
 - 3 - Most vulnerable



Given the findings of the equity analysis, the LTIC target area in SW Portland will be extended slightly south to include the area with the highest equity score.



1. Adopt the LTIC maximum fee and additional amendments in Portland City Code Chapter 17.88.
2. Adopt the LTIC allocation methodology.
3. Support PBOT further developing the Neighborhood Streets framework, including the ongoing maintenance of gravel streets.
4. Support 2018-2028 project selection boundary update letter of intent.

Contact Information

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Public Outreach: LTIC Projections

Estimated Cost of Streets:

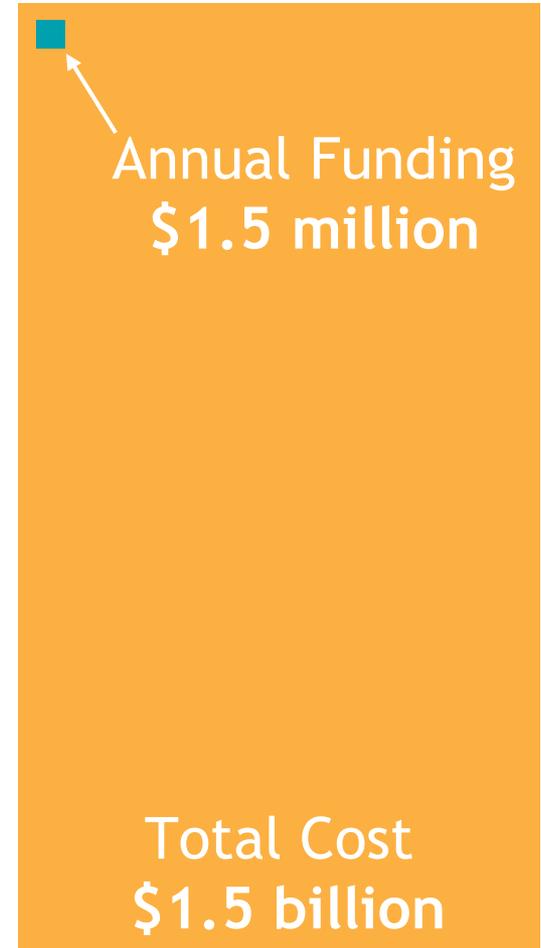
\$6.3M per mile

(\$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**



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

Neighborhood Streets Framework

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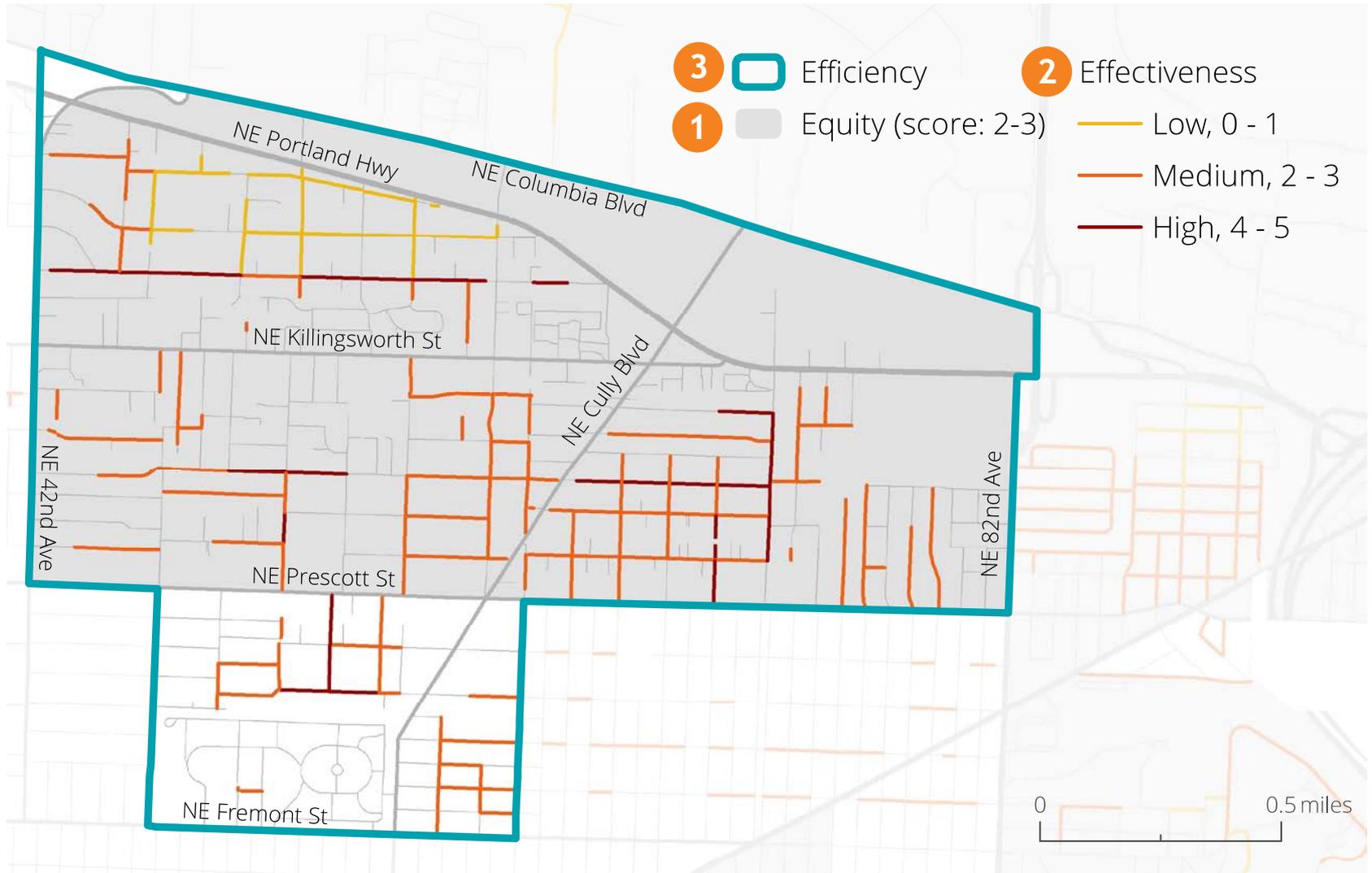
Neighborhood Streets Program

Residential LID Enhancements

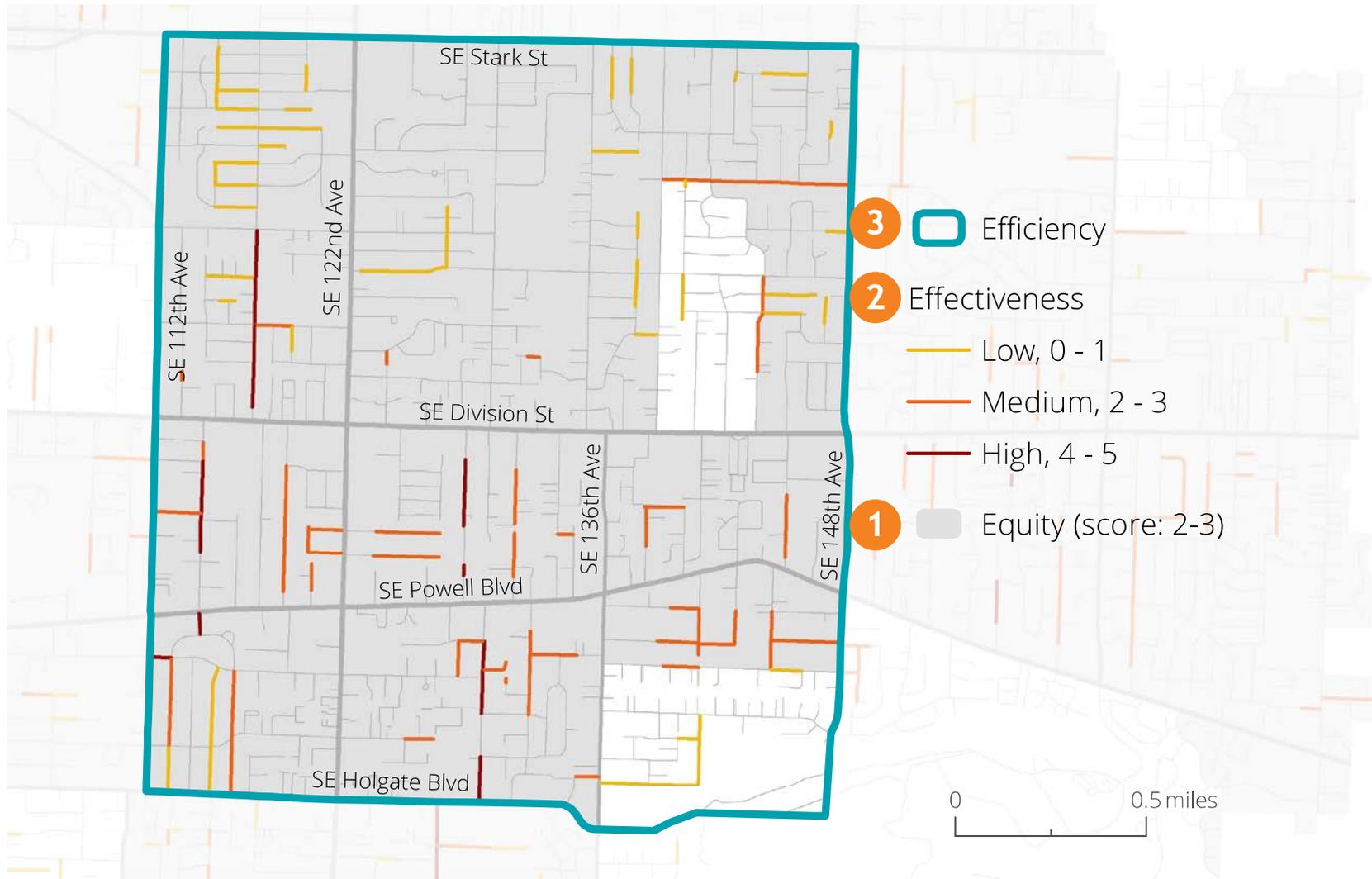
Neighborhood Collector Pedestrian Improvements



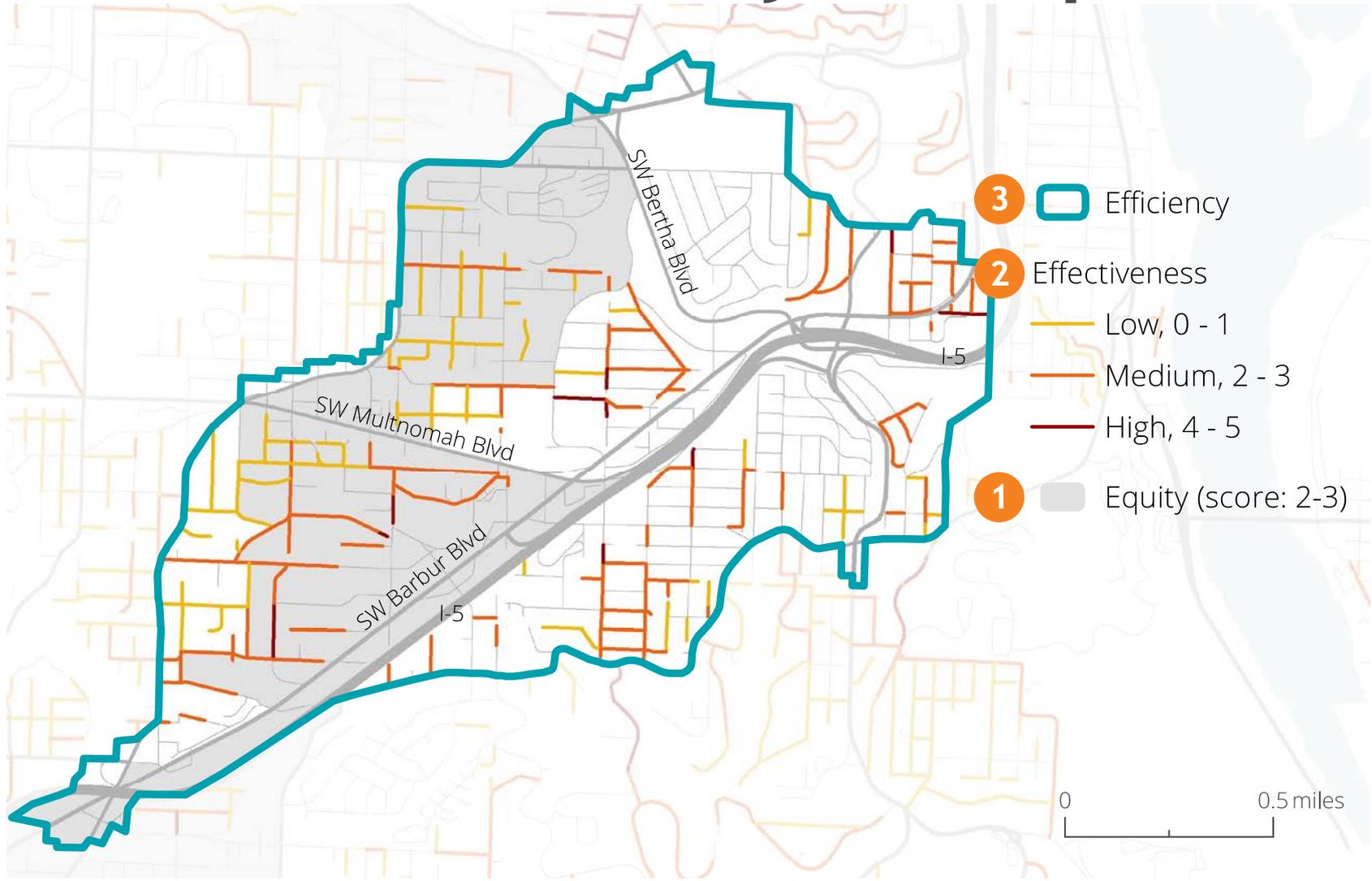
2018 Allocation: Cully



2018 Allocation: Division-Midway



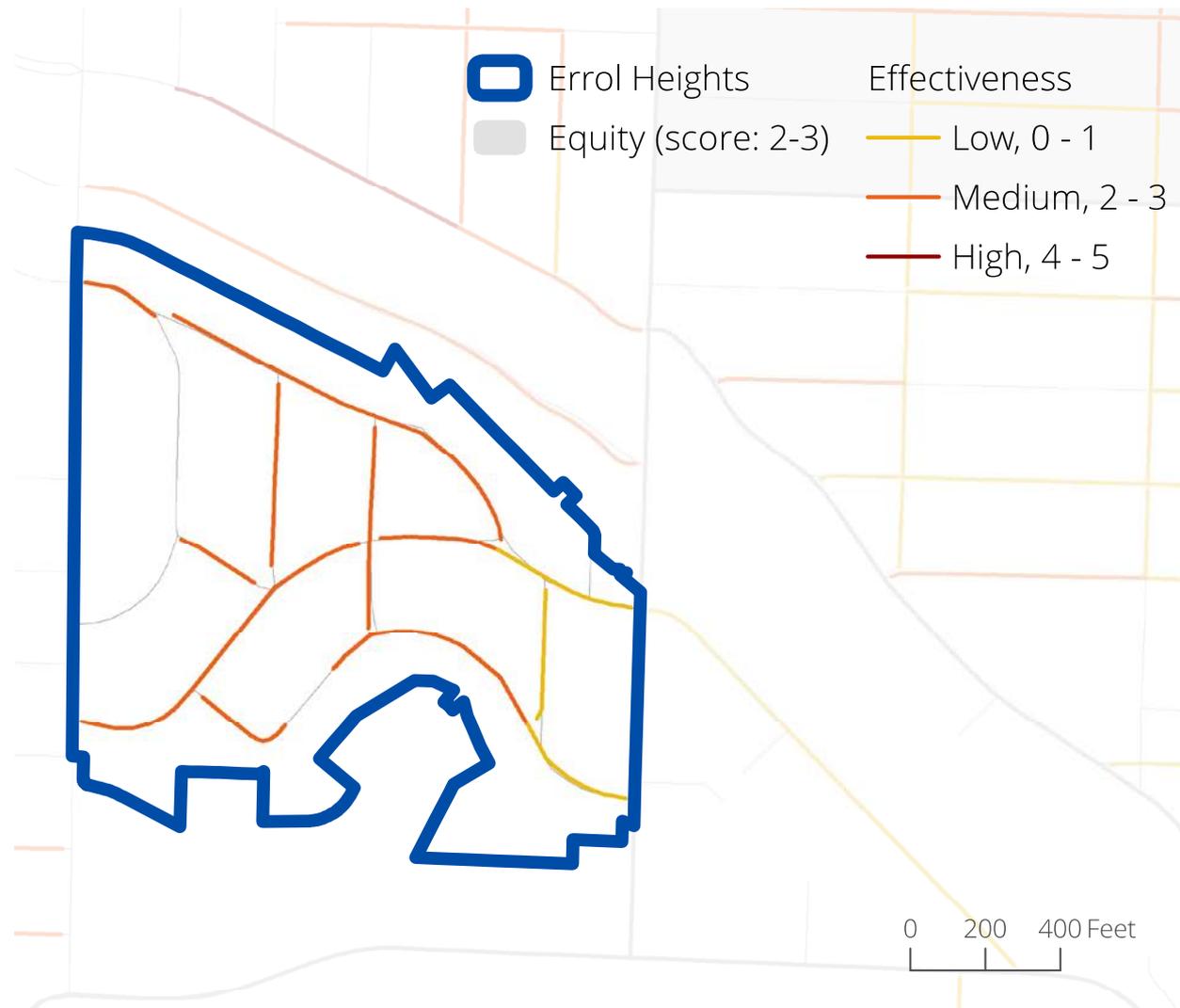
2018 Allocation: Tryon Stephens





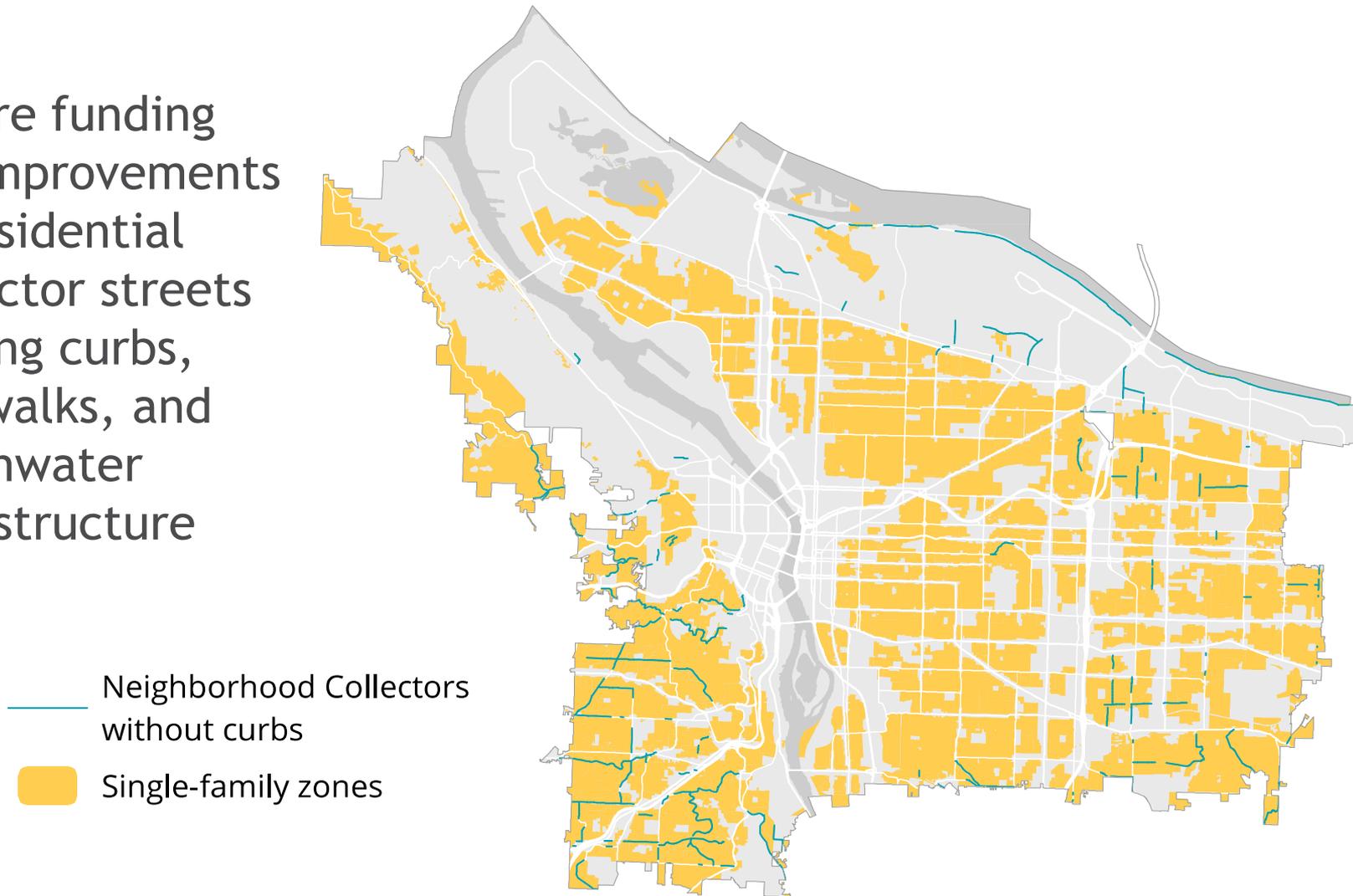
Residential LID Improvements

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



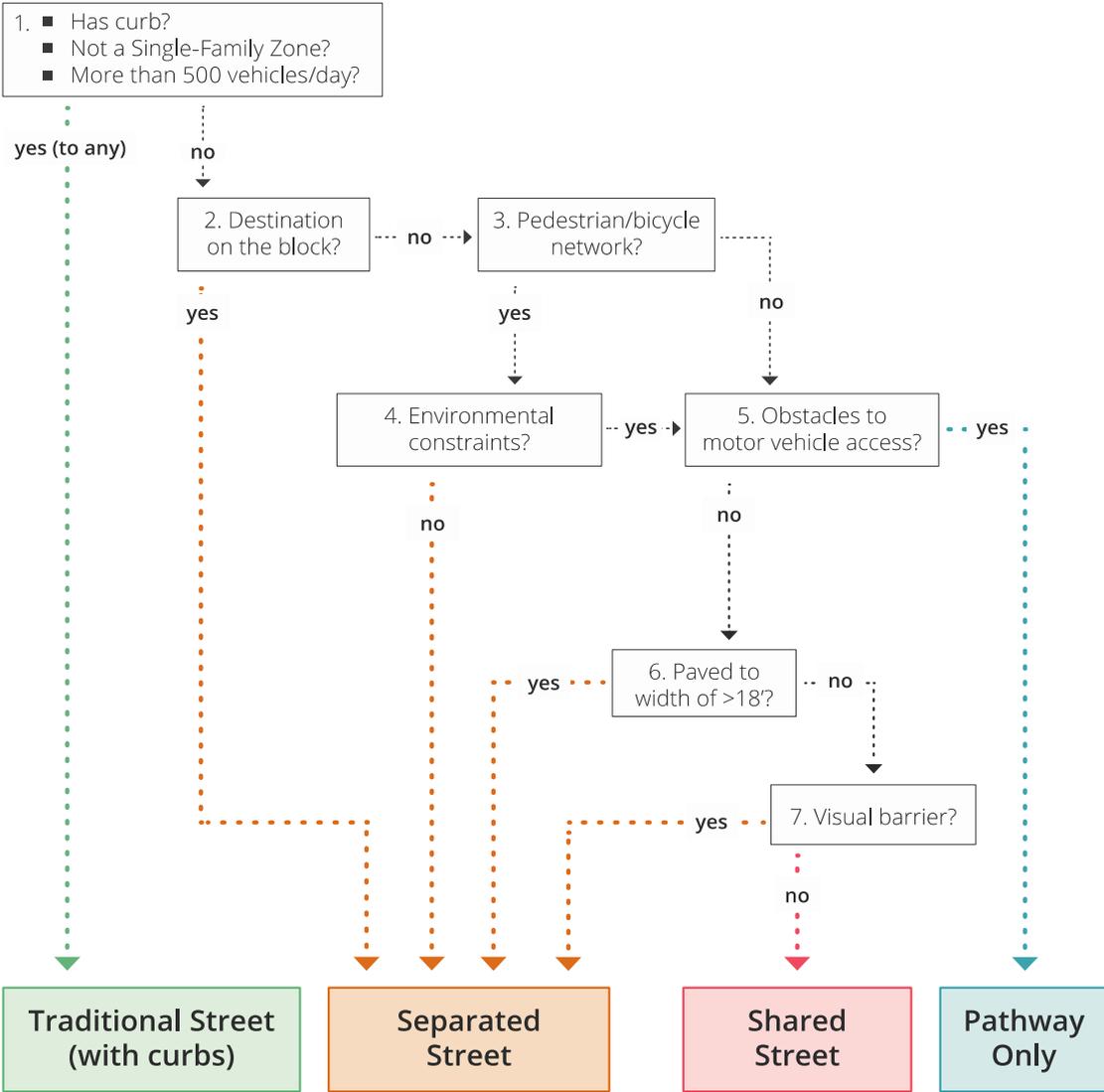
Neighborhood Collector Pedestrian Improvements

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





Background: LTIC Allocation Strategy/Street Standards





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





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

