

IMPACT STATEMENT

Legislation title: Amend the Transportation Fee Schedule, TRN-3.450, to incorporate the Multimodal Incentive Fees for the Pre-Approved Transportation Demand Management Plan, per Code Chapter 17.107 (Ordinance)

Contact name: Liz Hormann

Contact phone: 503-823-5086

Presenter name: Liz Hormann

Purpose of proposed legislation and background information:

The enactment of the Comprehensive Plan 2035 on May 24, 2018 will trigger a number of code changes that were adopted by City Council, in December 2016, as part of the Plan update process (Ordinance 188177). One of the new code requirements is that developments within the new Commercial Mixed-Use zones that add over 10 new dwelling units, and are close to transit, must develop a Transportation and Parking Demand Management (TDM) Plan and have it approved prior to building permit issuance.

Zoning Code Chapter 33.266.410 outlines two options for an applicant to meet the TDM Plan requirement; a Pre-Approved TDM Plan (17.107.035) or a Custom TDM Plan (33.852 and 17.107.020).

This amendment to the Transportation Fee Schedule, TRN-3.450, will include the Multimodal Incentive Fee rates for the Pre-Approved TDM Plan, as approved by Council in Ordinance 188177.

This ordinance implements Council direction in Ordinance 188177 by instituting two new fees under the umbrella of the Multimodal Incentive Fee. One for market-rate dwelling units and one for affordable dwelling units as identified in 17.107.035.

Financial and budgetary impacts:

Staff are adding new fee rates for the implementation of new TDM requirements outlined in 33.266.410 and 17.107.035 (per Ordinance 188177).

Community impacts and community involvement:

- The changes to code requirements implement policy changes made in the Comprehensive Plan 2035 and Transportation System Plan update projects. Both of these projects consisted of considerable public outreach, including public comment periods.
- The work to develop two rates under the Multimodal Incentive Fee came out of discussions with the Portland Housing Bureau and PBOT staff. Since the original Multimodal Incentive rate was to be based off the cost of a one-year TriMet pass, the introduction of TriMet's Low Income Fare rate prompted questions around affordable dwelling units. TriMet is scheduled to implement its Low-Income Fare on July 1, 2018.

- Recognizing that TriMet is getting ready to release a low-income fare rate, PBOT proposes to base the Multimodal Financial Incentive Fee for affordable dwelling units on this rate, instead of the full annual TriMet pass rate (currently \$1,100).
- This modified rate for affordable dwelling units, still ensures that tenants receive multimodal incentives, but aims to ensure that the financial impact on each unit is commensurate with the rate of the annual TriMet pass available to the specific tenants.
- This code requirement will help to reduce transportation costs, however potentially could increase housing costs.

100% Renewable Goal:

N/A

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

EXHIBIT A –

Portland Policy Document TRN-3.450 TRANSPORTATION FEE SCHEDULE

Service/ Permit Type	Description	FY 16-17 Fee	FY 17-18 Fee
Multimodal Incentive Fee (see City Code Title 17.107.035)			
Market-Rate Dwelling Units	Per unit	N/A	\$1,100
Affordable Dwelling Units	Per unit	N/A	\$308

ORDINANCE No.

Amend the Transportation Fee Schedule to incorporate the Multimodal Incentive Fees for the Pre-Approved Transportation Demand Management Plan, per Code Chapter 17.107 (Ordinance; amend TRN-3.450)

The City of Portland ordains:

Section 1. The Council finds:

1. The City of Portland Comprehensive Plan 2035 states that the transportation system shall increasingly use active transportation to achieve adopted carbon reduction targets; reduce parking demand and manage supply; to improve pedestrian, bicycle and transit mode share; and reduce Portlanders' reliance on private vehicles.
2. The City of Portland Transportation System Plan sets a target of 70% of all commute trips should be achieved by walking, bicycling, taking transit or other environmentally friendly modes by 2035.
3. Transportation and parking demand management (TDM) programs are identified as one of the quickest, least expensive, and most effective strategies to achieve City modal goals and to prevent traffic and parking impacts.
4. The Comprehensive Plan's Policy 9.53 calls for the creation and maintenance of TDM regulations and services that prevent and reduce traffic and parking impacts from new development and redevelopment.
5. Zoning Code requires new development, or alterations, of over 10 new dwelling units in the Commercial Mixed-Use zones that are close to transit, to develop a TDM plan prior to building permit issuance and offers two routes for developers to achieve this requirement.
6. Code Chapter 17.107 offers a Pre-Approved TDM option, where an applicant can pay a Multimodal Incentive Fee to meet a portion of the TDM requirements.

NOW, THEREFORE, the Council directs:

- a. The amendment of the Transportation Fee Schedule, TRN-3.450, to include the new fee structure for the Multimodal Incentive Fee rates for the Pre-Approved TDM plan per Code Chapter 17.107, attached to this Ordinance as Exhibit A.

Passed by the Council,

Commissioner Dan Saltzman
Prepared by: Liz Hormann: SP
Date Prepared: 3/2/2018

Mary Hull Caballero
Auditor of the City of Portland
By

Deputy

Agenda No.
Ordinance NO.
Title

Amend the Transportation Fee Schedule, ~~TRN-3.450~~, to incorporate the Multimodal Incentive Fees for the Pre-Approved Transportation Demand Management Plan, per Code Chapter 17.107 (Ordinance); *amend TRN-3.450*

<p>INTRODUCED BY Commissioner/Auditor: Commissioner Dan Saltzman</p> <p>COMMISSIONER APPROVAL</p> <p>Mayor—Finance & Administration – Wheeler</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman <i>DS</i></p> <p>Position 4/Safety - Eudaly</p> <p>BUREAU APPROVAL</p> <p>Bureau: PBOT Group: Policy, Planning and Projects Group Manager: Art Pearce Asst. Director: Chris Warner <i>AMP</i></p> <p>Prepared by: Liz Hormann; SP <i>LH</i> Supervisor: Steve Hoyt-McBeth <i>SHM</i> Date Prepared: March 2, 2018</p> <p>Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>City Auditor Office Approval: required for Code Ordinances</p> <p>City Attorney Approval: required for contract, code, easement, franchise, charter, Comp Plan <i>KMM</i></p> <p>Council Meeting Date April 18, 2018</p>	<p>CLERK USE: DATE FILED <u>APR 10 2018</u></p> <p>Mary Hull Caballero Auditor of the City of Portland</p> <p>By: <i>[Signature]</i> Deputy</p> <p>ACTION TAKEN:</p> <p>APR 18 2018 <i>Referred to the Commissioner of Public Affairs</i></p>
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AGENDA
<p>TIME CERTAIN <input type="checkbox"/></p> <p>Start time: _____ Total amount of time needed: _____ (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input checked="" type="checkbox"/></p> <p>Total amount of time needed: <u>15 mins</u> (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	1. Fritz	
2. Fish	2. Fish	
3. Saltzman	3. Saltzman	
4. Eudaly	4. Eudaly	
Wheeler	Wheeler	