

RESOLUTION No. 36851 As Amended

Accept the Innovation Quadrant Transportation System Development Charge Overlay rate study, resolve to establish an overlay district and amend the Transportation System Development Charge program consistent with the methodology established in the study, and notify the public of a hearing on modification of the TSDC program (Resolution)

WHEREAS, on October 3, 2007, by Ordinance No. 181322, City Council adopted the ten-year update to the citywide transportation system development charge (TSDC) program; and

WHEREAS, Council recognized that development should contribute its fair share to the cost of improvements and additions to transportation facilities necessary to accommodate the capacity needs created by growth; and

WHEREAS, in 2009, a TSDC overlay district was developed in the North Macadam district to supplement the fees collected from the citywide TSDC and support transportation priorities in the newly developing area; and

WHEREAS, on February 24, 2010, City Council adopted Ordinance 183554, which authorized TriMet and the City to enter into an IGA which committed the City to a \$30 million dollar City of Portland contribution to the South Corridor Phase II: Portland-Milwaukie Light Rail Project (PMLR), and outlined the City's funding plan for the contribution of \$10 million from the North Macadam TSDC to the PMLR; and

WHEREAS, the City Council directed the Portland Bureau of Transportation (PBOT) to analyze the viability of developing a TSDC overlay to support light rail and other community supported transit and transportation investments in the Central Eastside to University District; and

WHEREAS, PBOT staff and the project team performed interviews with key stakeholders and developed a plan forward to establish a project list based on the key priorities of the community. PBOT created a Project Advisory Committee (PAC) made up of neighborhood leaders, business owners and institutions in the district ; and

WHEREAS, the recommended TSDC Overlay project list and fee schedule were developed with substantial involvement by the PAC. The project team met regularly with the PAC, conducted one-on-one stakeholder interviews, small group and neighborhood meetings specifically with property owners, and participated in two public Open Houses; and

WHEREAS, with the participation of the Project Advisory Committee and the input of project staff the suggested project list of 30 projects was reduced to the PMLR and five additional key projects. These projects are designed to provide multi-modal access into and through the Central Eastside and the University District that make up the Innovation Quadrant TSDC Overlay district; and

WHEREAS, the total low-confidence level cost estimate for all of these projects is \$ 90,424,612 million of which \$ 18,685,668 million is TSDC eligible; and

WHEREAS, based upon the results of the earlier small group meetings and the analysis of the project team, the recommended TSDC Overlay rate would collect approximately \$14,565,913 million over 20 years; and

WHEREAS, in general, participants of the PAC and community meetings indicated greater support for a shorter project list and a mid-range TSDC Overlay rate to reduce the impact to development; and

WHEREAS, to fairly distribute project costs and avoid double counting, only trips that begin or end in the Overlay District are used to calculate that portion of the project that would be funded with TSDC Overlay dollars. Similarly, these trips were excluded from citywide TSDC calculations; and

WHEREAS, these funds would be used to maximize partnership opportunities with other local, state and federal sources, in order to fully fund as many of these projects as possible. None of these projects can be fully funded by TSDCs and all of the projects require matching funds; and

WHEREAS, the PMLR project is also on the citywide TSDC project list and the North Macadam TSDC Overlay project list and thus would be eligible for funding from both the TSDC Overlay monies as well as the citywide TSDC; meeting the City's funding obligation for this project will require monies from all three TSDCs; and

WHEREAS, accepting the attached Overlay rate study and project list, fee schedule and code changes are needed to create additional local leverage to attract other monies to fund these high priority projects; and

WHEREAS, the methodology is published on the Bureau of Transportation's website and notice of our hearing on July 13, 2011, or later, will be sent to the affected property owners and interested parties; and

WHEREAS, the recommended effective date for the TSDC Overlay is October 3, 2011. This would allow for consideration of the Overlay proposal through the public hearing on July 13, 2011, and an additional 60-day protest period during which any current development applicants could complete their applications;

NOW, THEREFORE, BE IT RESOLVED, City Council accepts the methodology report entitled Transportation System Development Charge Overlay Project Rate Study dated March 2011, attached to this Resolution as Exhibit A, and will have a public hearing to consider the modifications to the TSDC program. Exhibit B is a notice that will be sent to the interested parties; and

BE IT FURTHER RESOLVED, that staff is directed to notify the interested parties as outlined in ORS 223.304 and to inform the Central Eastside Industrial Council, Brooklyn Action Corps, Hosford Abernathy Neighborhood Association, South Portland Neighborhood Association and

the Portland Business Alliance of the annual collection and expenditure of TSDC funds within the Innovation Quadrant Transportation System Development Charge Overlay district.

BE IT FURTHER RESOLVED, that once the Clinton to the River project and Water Avenue Relocation projects are fully funded as stipulated in the report, and incorporated into the PMLRT project, staff is directed to include the Innovation Quadrant TSDC Overlay contributions to those projects in the financing utilized to fund the Portland to PMLRT project. If either or both of the projects cannot be funded, a public process with report and decision by Council shall occur for selection of highest priority projects in remaining project list.

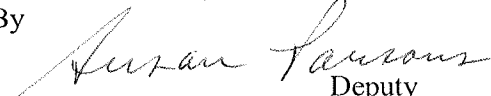
Adopted by the Council, APR 06 2011

Mayor Sam Adams
Prepared by: Shoshanah Oppenheim :slg
Date Prepared: March 24 , 2011

LAVONE GRIFFIN-VALADE

Auditor of the City of Portland

By


Deputy

Agenda No.
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 Title

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<p style="text-align: center;">INTRODUCED BY Commissioner/Auditor: MAYOR SAM ADAMS <i>K. O'Hara on behalf of Mayor Adams</i> COMMISSIONER APPROVAL</p> <p>Mayor—Finance and Administration - Adams</p> <p>Position 1/Utilities - Fritz</p> <p>Position 2/Works - Fish</p> <p>Position 3/Affairs - Saltzman</p> <p>Position 4/Safety - Leonard</p> <p style="text-align: center;">BUREAU APPROVAL</p> <p>Bureau: Bureau of Transportation Group Manager: Greg Jones Development & Capital Program Other <i>Greg Jones</i></p> <p>Prepared by: Shoshanah <i>sg</i> Oppenheim:slg Date Prepared: March 24, 2011</p> <p>Financial Impact Statement Completed <input checked="" type="checkbox"/> Amends Budget <input type="checkbox"/> Not Required <input type="checkbox"/></p> <p>Portland Policy Document If "Yes" requires City Policy paragraph stated in document. Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>Council Meeting Date APRIL 6, 2011</p> <p>City Attorney Approval</p>	<p>CLERK USE: DATE FILED <u>APR 01 2011</u></p> <p style="text-align: right;">LaVonne Griffin-Valade Auditor of the City of Portland</p> <p>By: <i>[Signature]</i> Deputy</p> <p>ACTION TAKEN:</p>
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AGENDA
<p>TIME CERTAIN <input checked="" type="checkbox"/> 30/3 Start time: <u>9:30</u></p> <p>Total amount of time needed: _____ (for presentation, testimony and discussion)</p>
<p>CONSENT <input type="checkbox"/></p>
<p>REGULAR <input checked="" type="checkbox"/> Total amount of time needed: 25 MIN (for presentation, testimony and discussion)</p>

FOUR-FIFTHS AGENDA	COMMISSIONERS VOTED AS FOLLOWS:	
	YEAS	NAYS
1. Fritz	✓	
2. Fish	✓	
3. Saltzman	<i>Recused</i>	
4. Leonard	✓	
Adams	✓	