

Local Transportation Infrastructure Charge | PBOT Stakeholder Work Group

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Chartered by:

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CHARGE

The City of Portland has a longstanding problem of not collecting fees or requiring infrastructure improvements from new development on unpaved or under-improved streets (collectively known as "problem streets"). Instead, developers on problem street typically receive a "waiver of remonstrance," a legally-binding agreement that is passed on to the homeowner to participate in any future local improvement district (LID) for infrastructure improvements. Given the high cost of street improvements, and the low political acceptability, the City has pursued very few LIDs for local streets in recent years. Thus, the waivers of remonstrance received by developers (roughly 12,500 issued to date) are for LIDs that we have come to accept may never materialize.

The City has decided to start a new program for addressing infill development on problem streets by charging infill developers on problem streets a Local Transportation Improvement Charge (LTIC). Phase 1 of the LTIC project is complete, and produced a series of memoranda defining the scope of the problem. For Phase 2, a Stakeholder Work Group (SWG) has been convened to support this effort. The charge of the SWG is twofold:

1. To provide advice to PBOT staff and the ECONorthwest consultant team as they create the LTIC. Creating the LTIC is Phase 2 of the current study. The tentative schedule is to have a proposed charge, likely a fee or tax to City Council by December 2015.
2. To provide input on a scope of work for a future Phase 3 of the project, a Comprehensive Local Street Improvement Program. Recognizing that the establishment of an LTIC alone will not solve the problem of problem streets, the City is committed to addressing the larger issues in Phase 3, which would begin in 2016.

It is expected that participants will bring diverse expertise, skill sets, and viewpoints. SWG members are expected to listen, analyze and consider local, community, and regional goals and legal and financial parameters of the City. SWG members acknowledge that their role is to provide advice to the Bureau of Transportation and that the final decisions on content that goes before the Portland City Council rest with PBOT staff and the Commissioner-in-charge.

ANTICIPATED MEETING SCHEDULE AND FORMAT

The SWG will hold its first meeting on August 26, 2015. It is anticipated that the SWG will meet four times through December 2015.

Meeting #1 August 26, 2015: Overview of project and charge of SWG

Meeting #2 mid to late September 2015: Review conceptual models under consideration

Meeting #3 October/November 2015: Refine preferred concept

Meeting #4 November / December 2015: Final review and preparation for City Council adoption process

The SWG is intended to provide a facilitated discussion among direct stakeholders to support PBOT and assist with surfacing issues for City staff, and ultimately, City Council to consider as they create the LTIC. Decision makers will also be considering input and advice from other stakeholders in the process. The SWG should engage in open and constructive dialogue to ensure that potential solutions are well tested and that diverging opinions are aired, discussed, and documented. Thoughtful expression of differing perspectives will help inform balanced solutions.

The following **ground rules** will be respected at each meeting:

- Focus discussion on the key issues within the purview of the work group
- Listen carefully and speak honestly
- Everyone participates
- Critique issues, not people
- Different opinions are welcome
- Use the group's time well
- Preserve the ability to work together in the future
- Actively express views of people or interests you have been appointed to represent
- Silence is agreement
- Start and end on time

SWG MEMBERS

Members have been selected for specific skills and experience in infill development on problem streets; the ability to draw upon the feedback and experiences of a larger constituency regarding perspectives on the topic; geographic orientation in the city; and focused on departments and entities that will be most directly affected by the outcomes of the project.

Kyle Chisek, PBOT project manager for the Local Residential Street Program

Neil Fernando, Emerio Design and member of the Home Builders Association

Marianne Fitzgerald, resident in Southwest Neighborhoods/ participant in previous local street efforts / member of PBOT Pedestrian Advisory Committee

Maryhelen Kincaid, Development Review Advisory Committee Chair and member of the Public Works Appeal Panel

Kurt Krueger, PBOT Development Review Manager

Jane Leo, Portland Metropolitan Association of Realtors, Government Affairs Director

Vic Remmers, Everett Homes and member of the Home Builders Association

Jacob Sherman, Brentwood-Darlington Neighborhood Association member

Dan Vizzini, former LID administrator for City of Portland

Justin Wood, Fish Construction and member of the Home Builders Association

Sue Williams, Bureau of Environmental Services Systems Development Manager