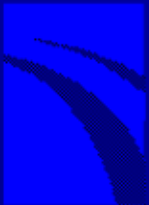
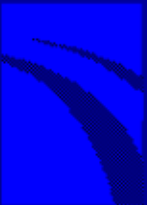


# Portland Office of Transportation (PDOT)



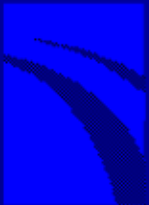
# SDC Origins in Oregon

- ORS 223.297 – 223.314
- To provide equitable funding for orderly growth and development in Oregon Communities
- The SDC is “assessed or collected at the time of increased usage ... or issuance of a development permit, building permit or connection to the capital improvement”, ORS 223.299 (4) (a)



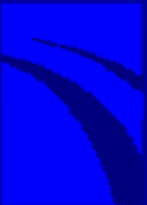
# SDC Types

- **Reimbursement:** City builds capacity in advance. Customer buys into system.
- **Improvement:** City identifies specific future needs with a project list. Customer may be paying fee in advance of project.



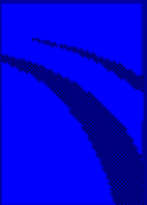
# SDC Revenues

- The charges may be used only for capacity-increasing capital improvements
- SDC revenue cannot pay for :
  - Maintenance
  - Eliminating an existing deficiency
  - Acquisition of rolling stock (Streetcars, etc)



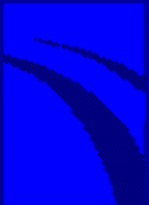
# What Is A Transportation SDC?

- SDCs (System Development Charges) are one-time fees assessed to new development and changes in use. The fee covers part of the cost of transportation facilities needed to serve new development and the people who occupy or use the new development.



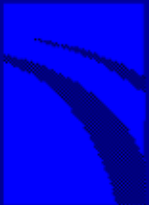
# Who Must Pay A Transportation SDC?

- You must pay an SDC if you receive a building permit for new development, or changes to existing building that create more than 15% increase in vehicle trips.
- The SDC is calculated by the change in vehicle trips from the property. For example, if your business is a restaurant and the space you occupy was a clothing store, you will receive the trip credits from the prior business and are only charged for the additional trips added to the City infrastructure.



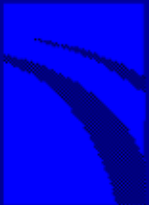
# How Was The Transportation SDC Developed?

- The SDC rates are based on the amount of money the City needs to construct a defined set of projects needed to accommodate growth-related trips.
- The SDC rates uses nationally collected trip information from the 7th Edition of the Institute of Transportation Engineers (ITE) Manual to calculate the SDC.



# A Portland First

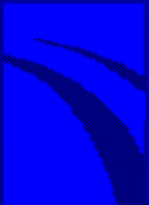
- In 1997, Portland created the first multi-modal TSDC
- Allocates total project costs among three modes:
  - Motorized vehicles
  - Transit by rail and bus
  - Non-motorized trips Pedestrian and Bicycle
- Based upon a 10-year rate study and project list





# Transportation SDC Rates

- The Transportation SDC rates shall on July 1st of each year be increased or decreased automatically based upon the 10-year moving average percentage fluctuation of the Oregon Composite Construction Cost Index published by the Oregon Highway Division.
- July 1, 2008 Transportation SDC rates increased 9%.



# TSDC Rates

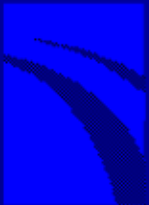
TSDC Rates Effective July 1, 2008 – June 30, 2009 or as Amended

Type of Development	Unit of Measure	TSDC/ Unit	Type of Development	Unit of Measure	TSDC/ Unit
<b>Residential</b>			<b>Commercial - Institutional</b>		
Single Family	dwelling	\$2,180	School, K-12	student	\$225
Multiple Family	dwelling	\$1,577	University/College	student	\$451
Senior Housing	dwelling	\$756	Church	sq ft/GFA	\$2.03
Accessory Dwelling Unit	dwelling	\$1,092	Hospital	sq ft/GFA	\$4.17
Rowhouse/Townhouse/Condo	dwelling	\$1,375	Park	acre	\$378
Nursing Home	bed	\$459	<b>Commercial - Retail</b>		
Congregate Care/Assisted Living	dwelling	\$391	Miscellaneous Retail	sq ft/GLA	\$3.68
<b>Commercial - Services</b>			Shopping Center	sq ft/GLA	\$4.64
Bank	sq ft/GFA	\$19.93	Supermarket	sq ft/GFA	\$11.03
Day Care	student	\$193	Convenience Market	sq ft/GFA	\$39.37
Library	sq ft/GFA	\$6.73	Free Standing Discount Store	sq ft/GFA	\$7.05
Post Office	sq ft/GFA	\$13.48	Car Sales, New/Used	sq ft/GFA	\$7.07
Hotel/Motel	room	\$2001	<b>Commercial - Office</b>		
Service Station/Gasoline Sales	VFP	\$11,201	Administrative Office	sq ft/GFA	\$2.80
Movie Theater	screen	\$24,329	Medical Office/Clinic	sq ft/GFA	\$7.38
Carwash	wash stall	\$11,420	<b>Commercial - Industrial</b>		
Health Club	sq ft/GFA	\$6.35	Light Industrial/Manufacturing	sq ft/GFA	\$1.77
Marina	berth	\$570	Warehousing/Storage	sq ft/GFA	\$1.26
<b>Commercial - Restaurant</b>			Self Storage	sq ft/GFA	\$0.68
Restaurant	sq ft/GFA	\$15.13	Truck Terminal	acre	\$23,148
Quick Service Restaurant (drive-through)	sq ft/GFA	\$35.01	Definitions: GFA = Gross Floor Area GLA = Gross Leasable Area VFP = Vehicle Fueling Positions		

Effective  
July 1, 2008  
– June 30,  
2009

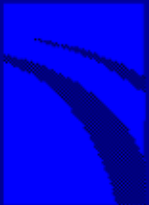
# 10-year TSDC Update

- Council approval in October 2007
- Identified 43 eligible projects for 2008 – 2017
- Retained a “comparable rate”
- Begin to address “equity” issues
  - Geographic distribution of projects
  - Transit Oriented Development (TOD) Discounts



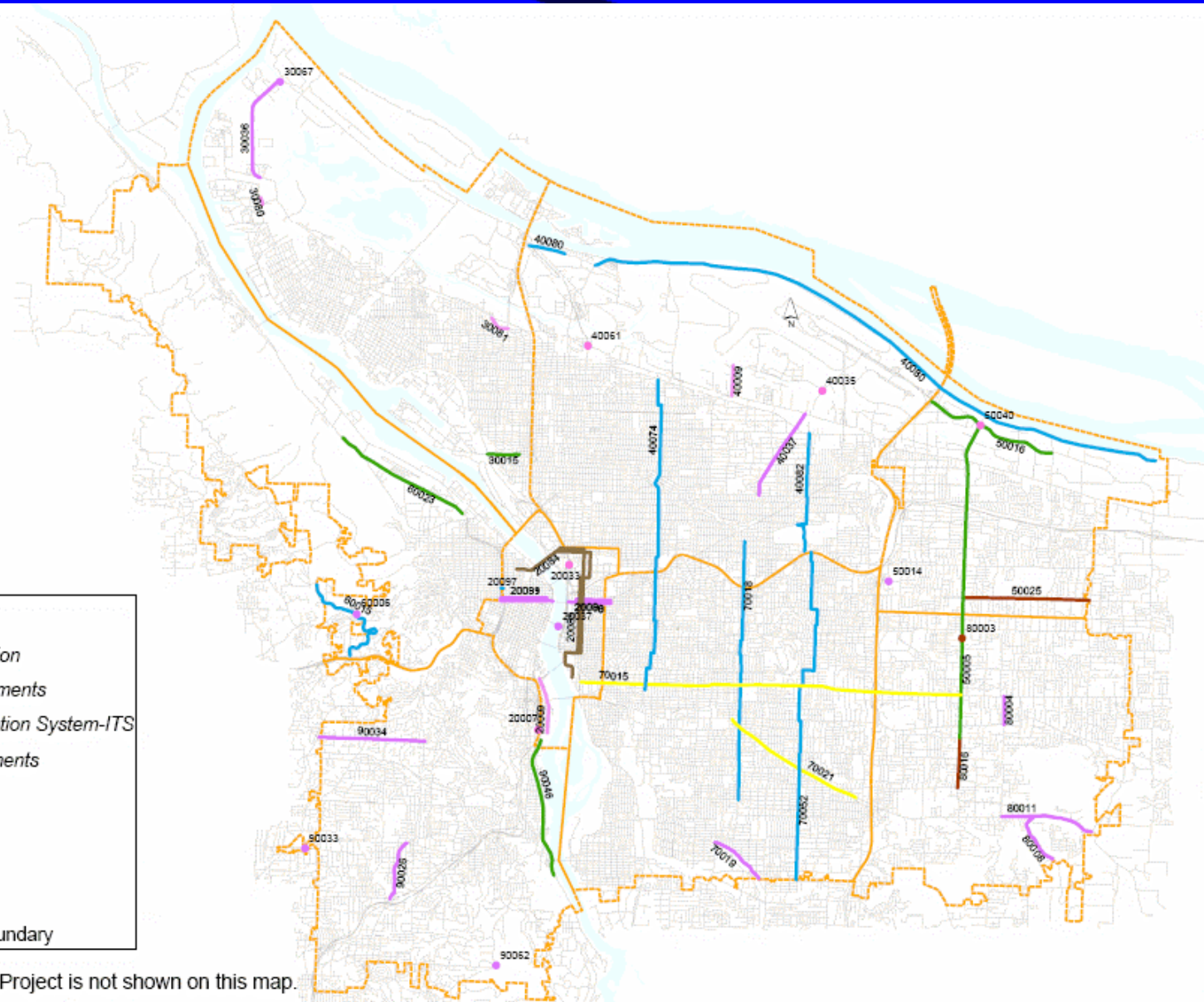
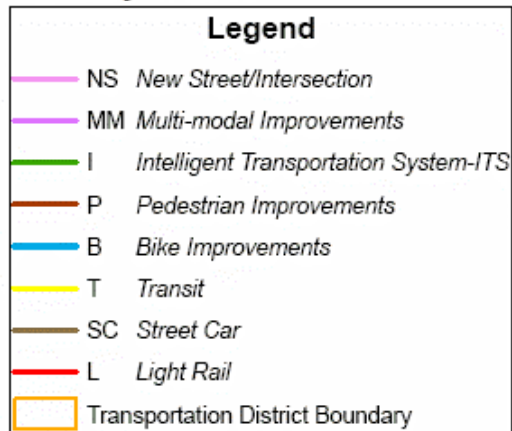
# What Is Done With PDOT SDC Revenues?

- During the 10 year life of the 2008 - 2017 project list, the City plans to build as many of the 43 projects needed to address growth. Not every project that is needed for growth is on the list.
- SDC revenue cannot be used for correcting existing problems or maintenance, and can only pay for the added capacity portion of the project. On average, SDC revenue represents less than 1/3 of the total project cost.



# Transportation SDC Projects

## TSDC Projects January 1, 2008



\* TSP 20031 - South Light Rail Project is not shown on this map.

# Sample Projects Built From PDOT SDC Funds



Lower Albina Overcrossing

# Sample Projects Built From PDOT SDC Funds

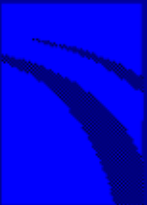


Steel Bridge Pedestrian Walkway

# Sample Projects Built From PDOT SDC Funds

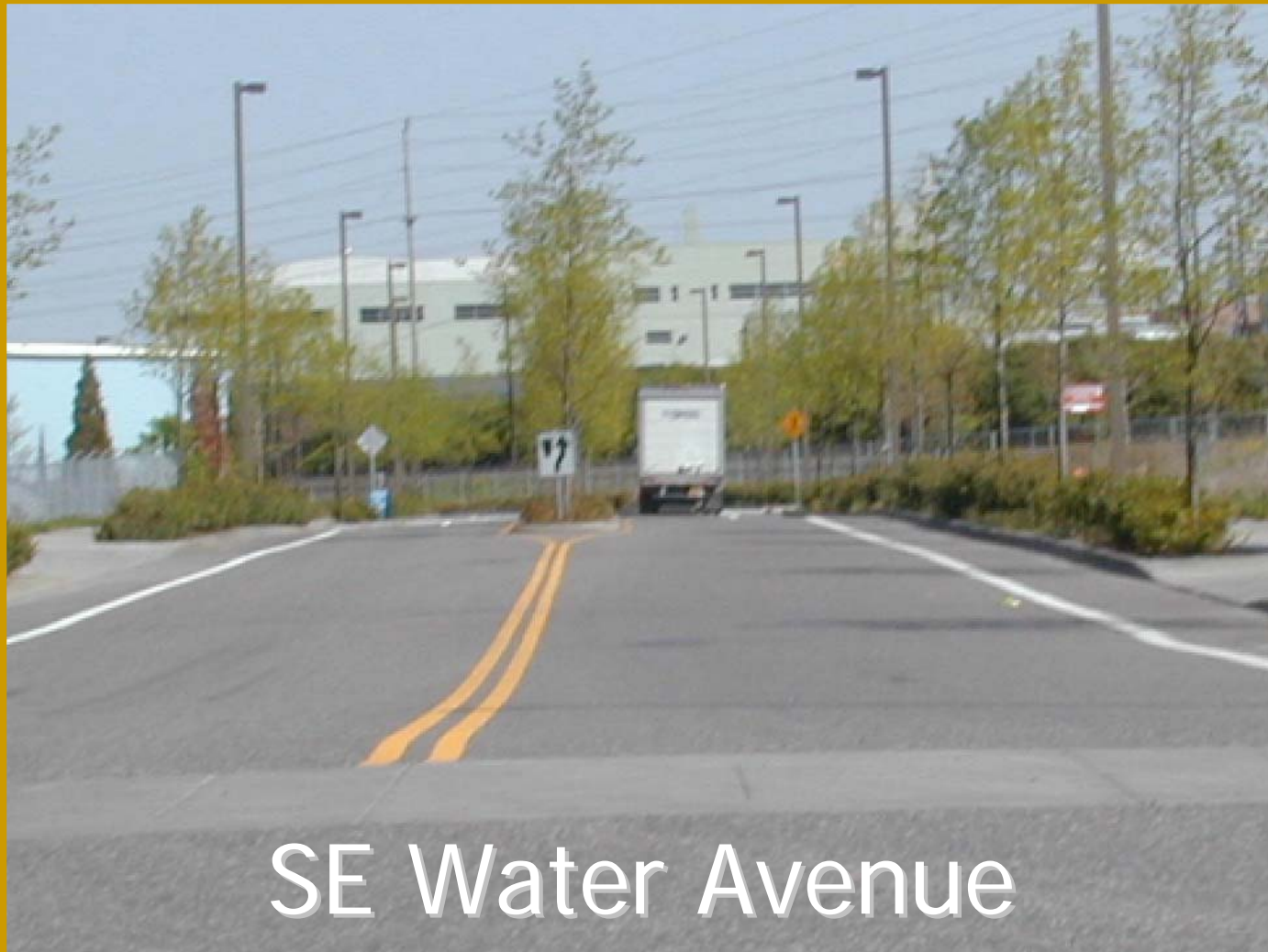


Portland StreetCar

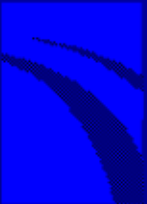




# Sample Projects Built From PDOT SDC Funds

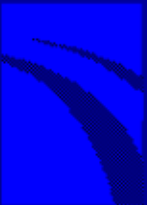


SE Water Avenue



# Matching Other Funds

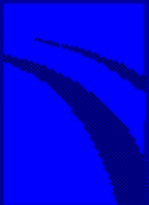
- TSDC funds provide the local match or leverage to access many other federal, state and local funding sources.
- TSDC funds do not fully fund any project.



# Transportation SDC Discounts & Exemptions

## *Transit Oriented Development (TOD)*

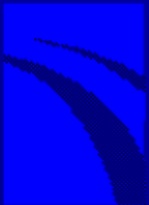
- For a limited time, Transit-Oriented Development is eligible for substantial reductions in the TSDC fee.
- The highest TOD discount rates, for the Central City and areas outside, will be phased-out and eliminated after Dec. 31, 2010. The TOD discount for areas outside of the Central City pertaining to proximity to transit will be eliminated after Dec. 31, 2012.



# Transportation SDC Discounts & Exemptions

## *Transit Oriented Development (TOD)*

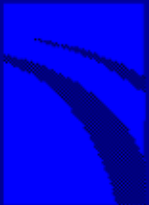
- If you build in certain areas of the Central City, you automatically qualify for a partial exemption.
- In other areas, the project must be located within 500 feet of a frequent service bus line or 1000 feet from a light rail station. In addition, the project must meet either minimum density requirements, or be located in commercial zone where no parking is required, no parking is provided, and there are no drive through facilities.



# Transportation SDC Discounts & Exemptions

*Development of existing buildings where  
the gross floor area is under 5,000 sq ft*

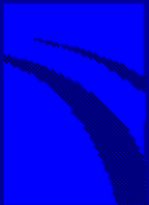
- Existing buildings comprising less than 3,000 square feet are exempt. Buildings between 3,001 square feet and 5,000 square feet are assessed on a graded scale. For example, a 3,500 square foot building would receive a 75% discount and a 4,500 square foot building would receive a 25% discount.



# Transportation SDC Discounts & Exemptions

## *Low income house projects*

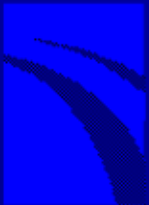
- Exemptions are available for low-income housing projects that meet affordability criteria and timelines.
- Please contact Marilyn Hurtley with the Portland Development Commission at 503-823-3270 for more information.



# Transportation SDC Discounts & Exemptions

## *Under 15% increase in vehicle trips*

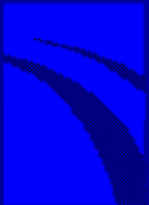
- Changes of use to an existing building where the increase of vehicle trips is less than 15% are fully exempt



# Transportation SDC Discounts & Exemptions

## *Alternative rate study*

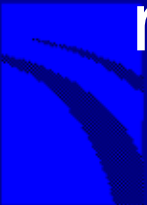
- This option is available to applicants who disagree with the SDC rate. The alternative rate study options allows the applicant to submit trip data from other similar businesses in the Portland Metropolitan area for consideration by the City





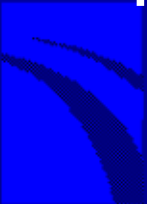
# TSDC Payment Options

- Pay at time of permit issuance
- Defer payment for 180 days with no interest
- Finance over 5 to 10 years and pay monthly



# Future TSDC's

- Exploring the possibility of a TSDC Overlay as a way to help fund needed improvements in fast growing, planned high-density areas.
- North Macadam Urban Renewal Area
- The Overlay fee would be in addition to the citywide TSDC fee, but the Overlay portion could only be spent in North Mac.



# More Information On Transportation SDCs

- Visit the PDOT staff in the Development Services Center at the 1900 Building
- Online at:  
<http://www.portlandtransportation.org>
- Call Richard Eisenhauer at  
503-823-6108

