

LTIC Allocation Methodology

This methodology goes into effect January 1, 2018. LTIC allocation methodology establishes three fundamental criteria to determine a short list of the highest-priority unimproved local residential street projects to be funded with LTIC: (1) Equity, (2) Effectiveness, and (3) Project Readiness.

Step 1. Equity

Prioritize areas with high concentrations of under-served populations to ensure everyone has access to opportunities necessary to satisfy their essential needs, advance their well-being, and achieve their full potential.

- In the statistically-significant phone survey, Portlanders supported prioritizing projects in under-served areas. This was reinforced by results of the online community survey, and was especially true for Portlanders who responded to the survey in languages other than English.
- This approach is consistent with the Citywide Racial Equity Goals and Strategies.
- Specific equity factors to consider include: (1) race, (2) income, and (3) renter-status. These metrics are consistent with and build upon similar factors used in the Transportation System Plan.
- Although other measures of equity could be included, past efforts have shown that additional factors may water down the results. Additionally, data limitations currently preclude the use of some measures (for example, non-English speakers, or persons with disabilities).

Question: What should be the City's top priority for improving residential side streets?

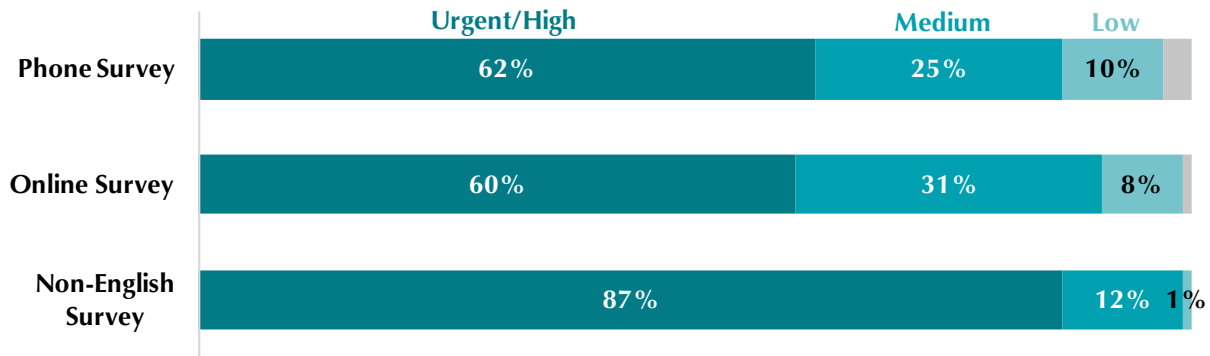
	Phone Survey	Online Survey	Non-English Survey
Low-income neighborhoods	41%	44%	48%
Neighborhoods that can leverage the most funding from property owners or other sources	9%	10%	18%
Neighborhoods experiencing the most growth	41%	34%	27%
Don't know	8%	12%	7%

Step 2. Effectiveness

Prioritize projects that support connectivity and fill critical gaps in the City's transportation and stormwater infrastructure.

- Residents on unimproved streets that participated in focus groups placed a high priority on projects that will make the most positive impact on the transportation and stormwater systems.
- Effectiveness for transportation emphasizes connectivity: roadways that can serve as safe, multimodal connections to neighborhood parks, schools, transit, and nearby amenities.
- Specific connectivity factors to consider include: (1) safe routes to schools, (2) bike routes, (3) pedestrian routes, and (4) proximity to transit.
- Specific metrics for determining stormwater priorities are yet to be determined, awaiting refinement of new spatial datasets for stormwater infrastructure on residential side streets.

Portlanders' level of urgency for managing storm water to protect property and the environment



Step 3. Project Readiness

Prioritize projects that are consistent with adopted plans, informed by the results of previous community involvement efforts, cognizant of other related improvements occurring in the City, and that make efficient use of limited City resources by leveraging other funds.

- Three areas across the City have already adopted neighborhood street plans, including Cully, Division-Midway, and Tryon-Stephens. These three areas cover quadrants of the City with significant concentrations of unimproved residential side streets, including SW, SE, and NE Portland.
- Focusing on projects in these areas leverages previous planning work and community outreach, ensuring that projects selected are consistent with community input.
- The Systems Development Charge (SDC) project list also identifies these three areas for potential SDC funding, which could be used to leverage LTIC and BES funding.
- All three of these areas contain multiple miles of unimproved residential side streets that are also high priorities for transportation connectivity, and are located in Census Block Groups with high concentrations of under-served populations.

Long-term program with changing metrics

The Neighborhood Streets Program will be a long-term program, with multiple rounds of capital projects in future years, as funding is available. The allocation methodology in the proposed ordinance emphasizes the three main criteria, but not the detailed metrics used to measure those criteria. This approach recognizes that the specific metrics can and will evolve over time.