

PBOT

PORTLAND BUREAU OF TRANSPORTATION

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Neighborhood Streets Framework & LTIC

Consider support for the: LTIC maximum, the allocation methodology and the ongoing maintenance of gravel streets.

Background

- Within the City of Portland there are 250 miles of unimproved local service streets, including 50 miles of unpaved dirt or gravel roads, and another 200 miles of paved roads without curbs.
- Unimproved streets negatively affect the quality of life in the City of Portland in multiple ways, including: localized flooding and environmental impacts from improper stormwater management, lack of safe pedestrian routes, and reduced connectivity for all modes of transportation.
- On April 13, 2016, by Ordinance No. 187681, City Council established a Local Transportation Infrastructure Charge (LTIC) to fund improvements to unimproved streets.
- Council directed PBOT to keep funds collected by this charge in a separate fund and not spent until the allocation methodology was approved by Council.
- Determination of the allocation methodology for LTIC funds, has been guided by a multi-tiered public engagement including a phone survey, a multilingual online survey focus groups—resulting in direct feedback from 4,000 residents of the City of Portland, in five languages.

I. LTIC Maximum

Analysis in 2016 estimated the average cost for the City to improve local residential streets to the traditional street standard is \$600 per linear foot of frontage, or \$6.3 million per mile. The estimated cost to improve all 250 miles of unimproved local residential streets citywide is \$1.5 billion. Annual LTIC revenue is estimated to be approximately \$2 million. Thus, LTIC revenue by itself will only be sufficient to address a very small fraction of the City's unimproved local service streets.

LTIC assessments and revenue since 7/1/2016:

Coalition	# Collected	\$ Collected	% Collected
CNN	4	\$172,092	9%
EPNO	3	\$71,346	4%
NECN	1	\$60,000	3%
NPNS	2	\$37,200	2%
NWNW	2	\$60,000	3%
SEUL	18	\$658,212	36%
SWNI	19	\$793,110	43%
	49	\$1,851,960	100%



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LTIC Maximum

Based upon a comprehensive review of building permits subject to the LTIC, PBOT found the LTIC to pose a financial impediment to residential development for a small subset of properties with abnormally large frontages on unimproved streets, especially corner lots. PBOT proposes establishing zone-specific, per-lot maximum numbers of linear feet of unimproved street frontage subject to the LTIC. The calculation of the length of frontage subject to the LTIC for a given lot shall not exceed the following lengths, based upon the zone the lot is in:

R2.5 – No maximum	R10 = 100 feet
R5 = 50 feet	R20 = 120 feet
R7 = 70 feet	RF = 120 feet

II. Allocation Methodology

The allocation methodology is consistent with the City’s equity goals, ADA requirements, builds off adopted neighborhood transportation plans, responds to public input, seeks to leverage other available funding sources, and uses the best available data and methods for identifying high-priority transportation and stormwater improvements. The criteria are:

1. Equity—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.
2. Effectiveness—Projects that support connectivity and fill critical gaps in the City’s transportation and stormwater infrastructure.
3. Project Readiness—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.

BES has agreed to partner with PBOT on LTIC-funded projects, to provide a proportionate share of funding. This proposed partnership would focus on the City’s highest priority projects, including the issuance of debt to accelerate project timing and provide long-term program certainty and would not require property owner contributions.

Using the allocation methodology, the first round of projects of LTIC street improvements will be guided by the Cully, Midway-Division and Tryon-Stevens neighborhood plans.

Additional Options

Based on input from residents living on unimproved local residential streets the Neighborhood Streets framework identified 4 additional components: (1) maintenance of 50 miles of dirt and gravel roads; (2)

Residential Local Improvement District (LID) enhancements; (3) pedestrian improvements for under-improved residential collectors; and (4) Do-It-Yourself Pothole Repair for city maintained under-improved local residential streets.

III. Maintenance of Gravel Roads

Dirt and gravel streets at the neighborhood level, are the weak links the City's local street transportation and stormwater management networks. For transportation networks, this includes all modes of travel. While maintaining dirt and gravel streets is not a long-term solution, ongoing maintenance requiring grade and gravel on an ongoing basis will improve local access, safety and mobility.

Develop a maintenance program for ongoing grade and gravel of gravel streets and include as a proposal in the development of the FY 2018-19 budget.

Please contact Anne Hill anne.hill@portlandoregon.gov with questions.

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