Agenda

• Background
• Allocation Methodology
• Gravel Streets
• LTIC Maximum
• Discussion
How big is the problem?

- 50 miles of dirt and gravel roads, and
- 200 miles of paved roads without curbs.
- Only in single-family zones
- Local service, not collectors
- Unpaved (dirt or gravel)
- Plus paved without curbs
The LTIC and the NSP

LTIC
Provides a predictable and fair approach for property owners building a new house to meet their transportation improvement obligations.
Adopted April 2016

NSP | Planning
Council has directed: create a framework to determine project selection, design standards, and overall project financing (including allocation of the LTIC revenues).
Estimate: planning phase complete 2017, implementation begins 2018
LTIC Projections

- Total cost greatly exceeds annual funds
- Estimated Cost of Streets: **$6.3M per mile** ($600 per foot for 1/2 street improvement) x 2 (full street/linear mile) = $1,200 per linear foot x 5,280 linear feet
  - 250 total miles = **$1.5B total cost**
- Estimated LTIC Revenue: **$2.5M per year**
- Funding Capacity: **0.25 to 1.0 miles per year**
- **250 to 1,000 years** to improve all of these streets
NSP Framework

In addition to the LTIC, the NSP Framework identifies four other program elements that tackle different aspects of Portland’s deficient neighborhood streets infrastructure.

1. LTIC/BES High-Priority Street Improvements
2. Maintenance of Dirt and Gravel Roads
3. DIY Pothole Repair
4. Neighborhood Collector Enhancements
5. Residential LID Enhancements
Community Involvement

- Statistically valid survey of values and priorities
- Over 30,000 Portlanders in 5 languages on Facebook
- Over 3,400 multilingual participants in online survey
- Briefings to Neighborhood Coalitions, Associations, and transportation advisory committees
- Notification to 28,000 homes on unimproved streets
- Focus Groups with residents and coalitions
- Targeted outreach for Portlanders underrepresented in planning and City processes
LTIC/BES HIGH-PRIORITY STREET IMPROVEMENT PROGRAM

- Funding
- Standards
- Allocation Methodology/Project Selection
Funding Strategy

• Partner with BES for proportionate share of funding.
• Pool resources citywide.
• Focus on the City’s highest priority projects.
• Issue bonds to accelerate project timing and provide longer-term program certainty.
• Repeat cycle in future years.
Standards Strategy

1. Has curb?
   - Not a Single-Family Zone?
   - More than 500 vehicles/day?

   yes (to any) → no

   2. Destination on the block?
      no → 3. Pedestrian/bicycle network?

   yes → 4. Environmental constraints?

   yes → 5. Obstacles to motor vehicle access?

   no → no

   no → yes → 6. Paved to width of >18?

   no → yes → 7. Visual barrier?

Traditional Street (with curbs)

Separated Street

Shared Street

Pathway Only

a. Include alternate street standards
b. Stormwater management priority
c. Traffic calming elements with improvements
Allocation Methodology/Project Selection

a. Prioritize under-served communities and areas experiencing the most growth.

b. Prioritize streets with highest community impact,

c. Prioritize routes to schools, parks, and commercial areas
Allocation Methodology

Strategy

• **Pro-active** approach to identify projects
• **Repeatable** process, for future funding cycles
• A **short list** of neighborhood street projects

Process

• **Step 1.** Equity - Under-served populations
• **Step 2.** Effectiveness - Neighborhood access
• **Step 3.** Efficiency - Project readiness
Step 1: Equity—Under-served populations

Scoring for Displacement Vulnerability Indicator (0-3 scale):

- % renters: 1 point if proportion of renters is greater than 46.5%
- % low income households: 1 point if proportion of households with income below 80% of MFI is greater than 51.6%
- % communities of color: 1 point if proportion of communities of color is greater than 28.3%

Data from 2011-2015 American Community Survey, block group level.
Step 2: Effectiveness—Neighborhood Access

Neighborhood Access Score for LTIC streets
- Low, 0 - 1
- Medium, 2 - 3
- High, 4 - 5

Scoring for Neighborhood Access (0-5 scale):
- Pedestrian access: 1 point if street is designated in the TSP as a Central City Transit/Pedestrian street, city walkway, off-street path, or pedestrian district, or if the street is a SW trail.

- Bike access: 1 point if street is designated in the TSP as a city bikeway or major city bikeway.

- Safe Routes to Schools: 1 point if street is within 1/4 mile walking distance of participating schools or has already been designated as a SRTS pathway.

- Transit access: 2 points if street is within 1/4 mile walking distance of frequent service transit stop. 1 point if street is within 1/4 mile walking distance of non-frequent service transit stop.
Step 3: Efficiency—Project Readiness
Initial Results: Cully

Target Area
High displacement vulnerability (score: 2-3)

Combined Neighborhood Access Score
- Low, 0 - 1
- Medium, 2 - 3
- High, 4 - 5
Initial Results: Division-Midway

- Target Area
- High displacement vulnerability (score: 2-3)

 Combined Neighborhood Access Score
- Low, 0 - 1
- Medium, 2 - 3
- High, 4 - 5
Initial Results: Tryon Stephens

Target Area
High displacement vulnerability (score: 2-3)

Combined Neighborhood Access Score
- Low, 0 - 1
- Medium, 2 - 3
- High, 4 - 5

SW Multnomah Blvd
SW Bertha Blvd
SW Barbur Blvd
Proposal: Grade & Gravel 50 miles of LTIC Streets

- Grade & gravel streets
- Beginning 2018
- Ongoing maintenance program
- Funding and rotation to be determined
LTIC Maximum

- Responds to concerns of the development community
- Variable cap based on zone
- Reduced amount of charges potentially offset by increased number of permits
LTIC Maximum

- **R20**: $120,000 = 200’ x $600
- **R10**: $60,000 = 100’ x $600
- **R7**: $42,000 = 70’ x $600
- **R5**: $30,000 = 50’ x $600
Next Steps

- Consider support for:
  - allocation methodology
  - maintenance of gravel streets
  - LTIC Maximum

- November: City Council Hearing November 30, 2017
- 2018: Implementation
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