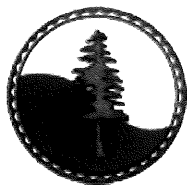


(MAILED) JUNE 27th 2017



Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

June 19, 2017

Commissioner Dan Saltzman
City of Portland
1221 SW 4th Avenue
Portland, OR 97204

Re: Local Transportation Infrastructure Charge and Neighborhood Streets Project

Dear Commissioner Saltzman:

Southwest Neighborhoods, Inc. (SWNI) submitted testimony on the Local Transportation Infrastructure Charge on March 29, 2016 that recommended specific changes to the language in the ordinance and city code Chapter 17.88. We are resubmitting this letter because some of the points made need to be restated in the current Phase 3.

SWNI has learned that some developers are pushing for a "cap" on the LTIC. SWNI is opposed to a cap on the LTIC, and urges PBOT to increase the LTIC to more accurately reflect costs to fund improvements in SW Portland, which may be higher than the current charge of \$600/linear foot because the LTIC does not include the cost of constructing stormwater improvements (as noted in the Kittleson & Associates, Inc. Engineering Review of Historical LID construction costs in 2016). SWNI believes LTIC needs to be increased to more accurately reflect the higher costs to build both street and stormwater infrastructure required in SW.

SWNI supports Ordinance Finding #17 that allows funds to be used on "adjacent or related transportation facilities" and not just on local streets. Unfortunately, PBOT's "factsheets" ignore this and focus on a "residential street program." In SW Portland, only 33% of our busy streets have sidewalks along with many unimproved and under-improved streets. These LTIC funds might more effectively achieve City goals for walkable neighborhoods if the funds are used to improve busy streets where they are most needed, such as in centers and corridors. While the Neighborhood Street Program "factsheet" states that busy streets have other funding sources, very few of these funds have been allocated to busy streets in SW Portland over the last five years.

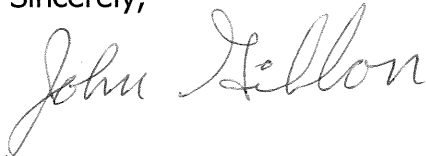
SWNI believes the LTIC funds must be spent within the district coalition areas in which they have been collected in order to improve infrastructure in areas that the builders opted to pay the LTIC. SW Portland's infrastructure compared to the rest of Portland

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includes the lowest percentage of streets paved with curbs (20%+ margin), highest percentage of streets paved without curbs (12%+ margin), highest percentage of unpaved streets, and the lowest percentage of sidewalk coverage (33%+ margin). Allowing LTIC funds collected within SW Portland to be spent outside the neighborhood coalition further exacerbates the lack of much needed infrastructure that fails to meet city goals of supporting the safety of pedestrian and cyclists in the development of walkable neighborhoods.

If you have any questions, please contact Marianne Fitzgerald, SWNI Volunteer, at (503) 246-1847, or fitzgerald.marianne@gmail.com.

Sincerely,



John Gibbon
President
Southwest Neighborhoods, Inc.

Cc: Leah Treat, PBOT
Christine Leon, PBOT
Kurt Krueger, PBOT
Anne Hill, PBOT
David Martin, SWNI Transportation Chair