



City of Tigard

Tigard Business Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME: October 8, 2013 - 6:30 p.m. Study Session; 7:30 p.m. Business Meeting

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

Agenda revised on Oct. 2, 2013; revised order of agenda items during the business meeting.

PUBLIC NOTICE:

Anyone wishing to speak on an agenda item should sign on the appropriate sign-up sheet(s). If no sheet is available, ask to be recognized by the Mayor at the beginning of that agenda item. Citizen Communication items are asked to be two minutes or less. Longer matters can be set for a future Agenda by contacting either the Mayor or the City Manager.

Times noted are *estimated*; persons interested in testifying should be present by 7:15 p.m. to sign in on the testimony sign-in sheet. *Business agenda items can be heard in any order after 7:30 p.m.*

Assistive Listening Devices are available should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf). Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters.
- Qualified bilingual interpreters.

Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

SEE ATTACHED AGENDA

VIEW LIVE VIDEO STREAMING ONLINE:

<http://live.tigard-or.gov>

CABLE VIEWERS: The regular City Council meeting is shown live on Channel 28 at 7:30 p.m. The meeting will be rebroadcast at the following times on Channel 28:

Thursday 6:00 p.m./ Sunday 11:00 a.m.
Friday 10:00 p.m./ Monday 6:00 a.m.



City of Tigard

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MEETING DATE AND TIME: October 8, 2013 - 6:30 p.m. Study Session; 7:30 p.m. Business Meeting

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

Agenda revised on Oct. 2, 2013; revised order of agenda items during the business meeting.

6:30 PM

STUDY SESSION:

- A. REVIEW COUNCIL ROLES AND HEARING PROCEDURES FOR QUASI-JUDICIAL MATTERS
- B. REVIEW ECONOMIC DEVELOPMENT WORK PLAN 2013 - 2014
- C. REVIEW INTERGOVERNMENTAL AGREEMENT WITH METRO FOR DOWNTOWN TIGARD MIXED USE DEVELOPMENT PROJECTS CONSTRUCTION EXCISE TAX (CET) GRANT

- **EXECUTIVE SESSION:** The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

7:30 PM

1. BUSINESS MEETING - OCTOBER 8, 2013
 - A. Call to Order
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Council Communications & Liaison Reports
 - E. Call to Council and Staff for Non-Agenda Items
2. CITIZEN COMMUNICATION (Two Minutes or Less, Please)
7:35 p.m. - estimated time
 - A. Follow-up to Previous Citizen Communication
 - B. Tigard High School Student Envoy
 - C. Tigard Area Chamber of Commerce
 - D. Citizen Communication – Sign Up Sheet
3. CONSENT AGENDA: 7:50 p.m. - estimated time - (Tigard City Council) These items are considered routine and may be enacted in one motion without separate discussion. Anyone may request that an item be removed by motion for discussion and separate action. Motion to:
 - A. Receive and File:
 1. Council Calendar
 2. Council Tentative Agenda for Future Meeting Topics
 - *Consent Agenda - Items Removed for Separate Discussion: Any items requested to be removed from the Consent Agenda for separate discussion will be considered immediately after the Council/ City Center Development Agency has voted on those items which do not need discussion.*
4. QUASI-JUDICIAL PUBLIC HEARING ON THE CONSTRUCTION, MODIFICATION, CONTINUATION OR ABANDONMENT OF TIGARD TRIANGLE LOCAL IMPROVEMENT DISTRICT (LID) NO. 1
7:55 p.m. - estimated time

5. UPDATE DISCUSSION WITH METRO COUNCILOR CRAIG DIRKSEN
8:30 p.m. - estimated time
6. CONSIDER A RESOLUTION ENDORSING THE SOUTHWEST
CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY
8:45 p.m. - estimated time
7. LEGISLATIVE PUBLIC HEARING ON THE PROPOSED FIRST
QUARTER SUPPLEMENTAL AMENDMENT TO THE FY 2014
ADOPTED BUDGET
9:05 p.m. - estimated time
8. COUNCIL LIAISON REPORTS
9. NON AGENDA ITEMS
10. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.
11. ADJOURNMENT
9:30 p.m. - estimated time

AIS-1452

A.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): 20 Minutes

Agenda Title: Review Council Roles and Hearing Procedures for Quasi-Judicial Matters

Prepared For: Marty Wine, City Management

Submitted By: Cathy Wheatley, Administrative Services

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Business Mtg - Study Sess.

Public Hearing: No

Publication Date:

Information

ISSUE

City Attorney to review City Council quasi-judicial roles and hearing procedures.

STAFF RECOMMENDATION / ACTION REQUEST

Review and discussion topic only.

KEY FACTS AND INFORMATION SUMMARY

During a recent goal-setting meeting on September 12, 2013, council consensus was to request the city attorney to provide a refresher on law and process associated with quasi-judicial hearings.

A September 18, 2013, memorandum from City Attorney Timothy Ramis regarding *Quasi-judicial hearing procedures* is attached. The city attorney will review this information with the council during its October 8, 2013, study session.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

City Attorney Memo on Quasi-Judicial Procedures

Two Centerpointe Dr 6th Fl
Lake Oswego OR 97035
www.jordanramis.com

Phone: (503) 598-7070
Toll Free: (888) 598-7070
Fax: (503) 598-7373

LEGAL MEMORANDUM

TO: Mayor Cook and Members of the City Council

FROM: Timothy Ramis, City Attorney

DATE: September 18, 2013

RE: **Quasi-judicial hearing procedures**
File No. 50014-36799

INTRODUCTION

This memorandum responds to Council's request for a refresher on the law and process associated with quasi-judicial hearings. The following sections address the role of the Council and procedural issues associated with the quasi-judicial hearing setting.

ROLE OF THE COUNCIL: QUASI-JUDICIAL VS. LEGISLATIVE

Quasi-judicial proceedings refer to Council's role in deciding contested cases. The role is usually contrasted to legislative proceedings, in which Council's role is to make laws. As a practical matter, City staff will inform the Council whether it is sitting as a quasi-judicial or legislative body. However, the distinction between quasi-judicial and legislative can arise in a number of settings and can be a pretty close call sometimes, so it is beneficial for the Council to understand the principal indicators that an issue is quasi-judicial, which are:

- the decision of Council generally impacts a localized area (not the entire City);
- affected persons receive notice, plus an opportunity to comment;
- Council has to make a decision to either approve or deny (as opposed to taking no action);
- Council sits as a non-partial decision maker; and
- the decision of Council is based on application of some criteria—usually embodied in one or more ordinances—to the evidence provided during the hearing.

September 18, 2013
Page 2

These elements of a quasi-judicial hearing are in contrast to the legislative setting where Council makes laws that are effective City-wide, and can rely on its own policy judgments instead of being impartial.

Quasi-judicial power resembles the power of a law court to decide cases.

The constitutional and statutes of Oregon empower Council to decide cases—that is, disputed questions—under certain sources of laws (such as city ordinances). Deciding cases involves acting judiciously: deciding which evidence to accept, interpreting unclear law, and applying the law fairly and equally to affected persons. In the municipal context it is called “quasi” judicial power for two reasons. First, to distinguish it from the formal judicial power of the State of Oregon, which belongs to state court judges. Second, to signify that almost all municipal quasi-judicial decisions can ultimately be reviewed for legal errors by a state court judge, should disappointed parties before the City Council wish to seek such review.

Exercising quasi-judicial power requires the Council to receive evidence and evaluate it under elements of the law involved in the case. Council must also ensure there has been sufficient due process, which usually consists of notice before a hearing, fairness at the hearing, and a right to present evidence and arguments in favor of one side or the other. Examples of quasi-judicial decisions include a property specific zone change, or an appeal of a termination by an employee.

In contrast, the role of the Council in legislative hearings is akin to that of the U.S. Congress, as each of the Councilor’s can rely upon their own policy judgments and concerns to determine what decision to make. Also, there is no requirement that the Council act on a legislative matter, so it can be table or simply dropped for lack of a majority vote to take action.

DUE PROCESS IN THE QUASI-JUDICIAL SETTING

Based on the nature of the quasi-judicial hearing, there may be applicable procedural standards either found in state law or in the City Code. City staff will prepare materials to assist the Council in meeting these requirements. However, there are procedural elements required in all quasi-judicial proceedings, which are summarized below.

Quasi-judicial proceedings require heightened “due process”

- a. **Process before the decision**
 - Persons affected by the decision typically receive advance notice of the proceedings. Staff members typically publish these notices for the Council.
 - The City’s professional staff may study the issues presented by the question, and create written analysis for the Council. Staff members typically share such analysis with the affected parties at or before the hearing.

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- Parties expect each Councilor to prepare him or herself for the hearing. This includes devoting time to studying materials provided by staff. This also includes thinking about any bias, ex parte contact, or conflict of interest issues *before* the hearing, so that the Councilor is prepared to address any such issues *at* the hearing. The City Manager and other staff are available before hearings to help Councilors examine such matters.

- b. **Process at the hearing**
 - Persons affected by the decision typically have a right to testify, either in person or in writing.

 - The principal parts of a Councilor’s role, at a quasi-judicial hearing, are to:
 - **Focus on the criteria:** statutes or ordinances typically provide several standards or criteria that must guide the decision. Evidence, testimony, arguments, and Councilor discussions tend to increase in quality the more such items “stick to the criteria.” Yet it is very much the case that persons often have supportable, good-faith differences about what the criteria mean and whether evidence pertains to the criteria.

 - **Receive evidence:** Council receives most evidence in written or oral form. Evidence sometimes includes illustrations such as pictures or graphs, or physical items such as samples of building siding.

 - **Decide between conflicting evidence:** when items of evidence conflict with each other, decide which of the conflicting evidence the Councilor accepts.

 - **Interpret vague or ambiguous laws:** when the language of City ordinances is unclear, or capable of several meanings, interpret what the law means

 - **Decide cases fairly:** fairness requires the following components:
 - Decision free from bias: if a Councilor cannot decide a case fairly and impartially as to all the parties, the Councilor may not be able to hear the case;

 - Lack of self-interest: Councilors must not participate in decisions in which they stand to gain or lose money;

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- Disclosure of ex parte contacts: if a Councilor has been given evidence before the hearing, and the evidence has not been otherwise disclosed to the parties, the Councilor should disclose the contact before the hearing begins. For example, if a citizen mails a Councilor a letter directly before a land use hearing, and the letter pertains to the hearing, the Councilor should disclose that the communication occurred and what was communicated.
- c. **Process after the hearing**
- In a quasi-judicial proceeding there is typically at least one opportunity for the losing side to assert to a law court that the Council made a legal error.
 - Occasionally, evaluating facts under a law, at a hearing, reveals a situation where Council may desire to clarify or change the law or underlying public policy. Changing the law is a quasi-legislative process, requiring less formal procedures than judicially-processed decisions.

Public hearings are structured to facilitate the Councilor's role:

- a. **Mayor calls item off the agenda:** this informs all attendees that a particular agenda item is coming on for hearing.
- b. **Special rules, if any:** if special rules apply to the hearing, they are announced early in the process. The City Attorney often assists Council with this.
- c. **Mayor calls for declarations or challenges:** in this phase the Mayor polls the Councilors to declare any: 1) ex parte contacts or information gained outside the hearing, and 2) bias or conflicts of interest. The Mayor typically gives members of the public an opportunity to challenge a Councilor's qualification to hear and decide a case, or the jurisdiction of the Council as a whole to hear and decide a case.
- d. **Professional staff information:** a member of City staff may orally present information and analysis to the Council.
- e. **Public testimony:** while details vary somewhat between different case types, persons generally testify in the following sequence:
 - (1) the party with the burden of proving its case (e.g. an applicant for a land use permit);
 - (2) those in support of the party with the burden of proof;

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- (3) those opposed to the party with the burden of proof; and
 - (4) rebuttal testimony of the party with the burden of proof. This testimony is typically limited to the issues and evidence raised by opponents.
- f. **Staff recommendation:** staff may assist the Council with further analysis of the evidence. Staff may also supply professional recommendations based on all the evidence and arguments.
- g. **Council discussion:** Councilors may wish to confer and clarify their understanding of what they have received.
- h. **Close of hearing, consideration, and decision:** when the Council is satisfied it has received and understood the case, the Mayor will close the hearing and the Council will consider the case, ultimately deciding the case by one or more motions.

AIS-1462

B.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): 10 Minutes

Agenda Title: Review Economic Development Work Plan 2013 - 2014

Submitted By: Lloyd Purdy, Community
Development

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council
Business
Mtg -
Study Sess.

Public Hearing: No

Publication Date:

Information

ISSUE

Presentation of economic development work plan for 2013-2014.

STAFF RECOMMENDATION / ACTION REQUEST

Staff is requesting City Council review the newly defined Economic Development program, as captured in the Economic Development Manager's work plan. All activities are geared to creating increased investment in this city.

KEY FACTS AND INFORMATION SUMMARY

The City of Tigard's Comprehensive Plan Goal 9.1, 9.2, & 9.3 focuses on the economic development role of the City. The work plan presented outlines strategies, tactics, deliverables, and actions that support the Comprehensive Plan and integrate specific details, outcomes, and economic development partners into implementable projects.

These action areas can be grouped into three general areas of activity: "Groundwork," "Business Assistance," and "Innovation." Taken together, these economic development activities range from proactive to reactive, and include strategic as well as opportunistic initiatives. The timeline for this work extends beyond 2014 and begins with a significant amount of effort focused on "Groundwork" that builds a base for continued program development. Each activity attracts, encourages and cultivates investment in the City of Tigard in a different way -- resulting in a broad portfolio of projects and a balanced approach to economic development.

This work plan encompasses activity in three traditional areas of economic development (*Asset Development, Technical Assistance and Innovation/Entrepreneur Development*) which correlate with the work plan organization around Groundwork, Business Assistance and Innovation.

- Asset Development cultivates physical, financial, community and organizational capacity to support further private sector investment.
- Technical Assistance supports growth of existing businesses with work force and other programs provided by state and federal partners.
- Innovation/Entrepreneur Development builds local entrepreneurship and builds upon local assets unique to Tigard.

Specific areas of work over the next 12 to 16 months include:

Ground Work: (Building a foundation and resources.)

Develop Data Resources that quantifies Tigard's existing economic assets and opportunities. This includes gathering a range of relevant data from the macro-economic to the site level that will be useful for making decisions internally and for private-sector partners.

Economic Report Card to share local and regional economic trends with potential businesses, partners and the community. This project documents Tigard's economic climate.

Building Partnerships with existing regional economic development partners. This includes Business Oregon, Greater Portland Inc, the Small Business Development Center, Work Source Oregon and others.

Building Capacity with new Tigard based initiatives like the Tigard Downtown Alliance. This includes sharing examples of success and expertise as well as introducing downtown stakeholders to new partners like the National Trust four-point Main Street approach to downtown revitalization and the Oregon State Main Street program.

Business Visits that increase our ability to respond to the needs of existing industry, manufacturing and commerce.

Relationship Building with targeted private sector partners: Bankers, Brokers, & Builders. This program builds private sector partners with a network of professionals who interact with business leaders.

Targeted Lead Response through Greater Portland Inc and Business Oregon referrals. Leveraging the strengths of our regional and state partners we have the opportunity to recruit out-of-state businesses to Tigard and help our existing businesses expand.

Develop a Policy framework to guide local economic development incentives and tools. This provides an opportunity to prepare proactively to respond to developers and large businesses interested in investing in Tigard.

Business Assistance: (Delivery of services with partners in the public and private sectors.)

Building Infrastructure through grant driven investment from state and Federal partners. This includes competitive grant proposals to state and Federal funding sources.

Local Business Retention and Expansion that collects information from existing businesses and then responds to the needs of Tigard's businesses.

Workforce Match Making to ensure Tigard residents and Tigard businesses have skills that are in demand to support growth in business. This includes working with public sector partners and educational institutions.

Business Liaison to work in targeted industrial, manufacturing and commercial areas of the City.

Business Friendly Procedures within City operations that support Tigard's business. Ensuring Tigard is business friendly connects economic development efforts to a range of City programs and departments.

Innovation: (Leveraging Tigard's unique assets.)

Cultivating Entrepreneurism and Innovative Programs with private sector programs. This is often the most speculative and high-profile activity. It's also contingent upon strong partnerships often with organizations and institutions that may not have economic development as their focus.

The early stages of this work plan heavily stresses capacity and relationship building for a new staff position developing new programs. This forms a foundation for increasingly complex, targeted and leveraged programs in the future. *Groundwork* prepares the way for *Business Assistance* and *Innovative* program delivery targeted to Tigard and Tigard's business community.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

The work plan presented is consistent with the themes, intent and near-term action items outlined in the City of Tigard's Comprehensive Plan Goals 9.1, 9.2, & 9.3. It also integrates findings from the 2011 City of Tigard Economic Opportunity Analysis as well as the Tigard Downtown Improvement Plan.

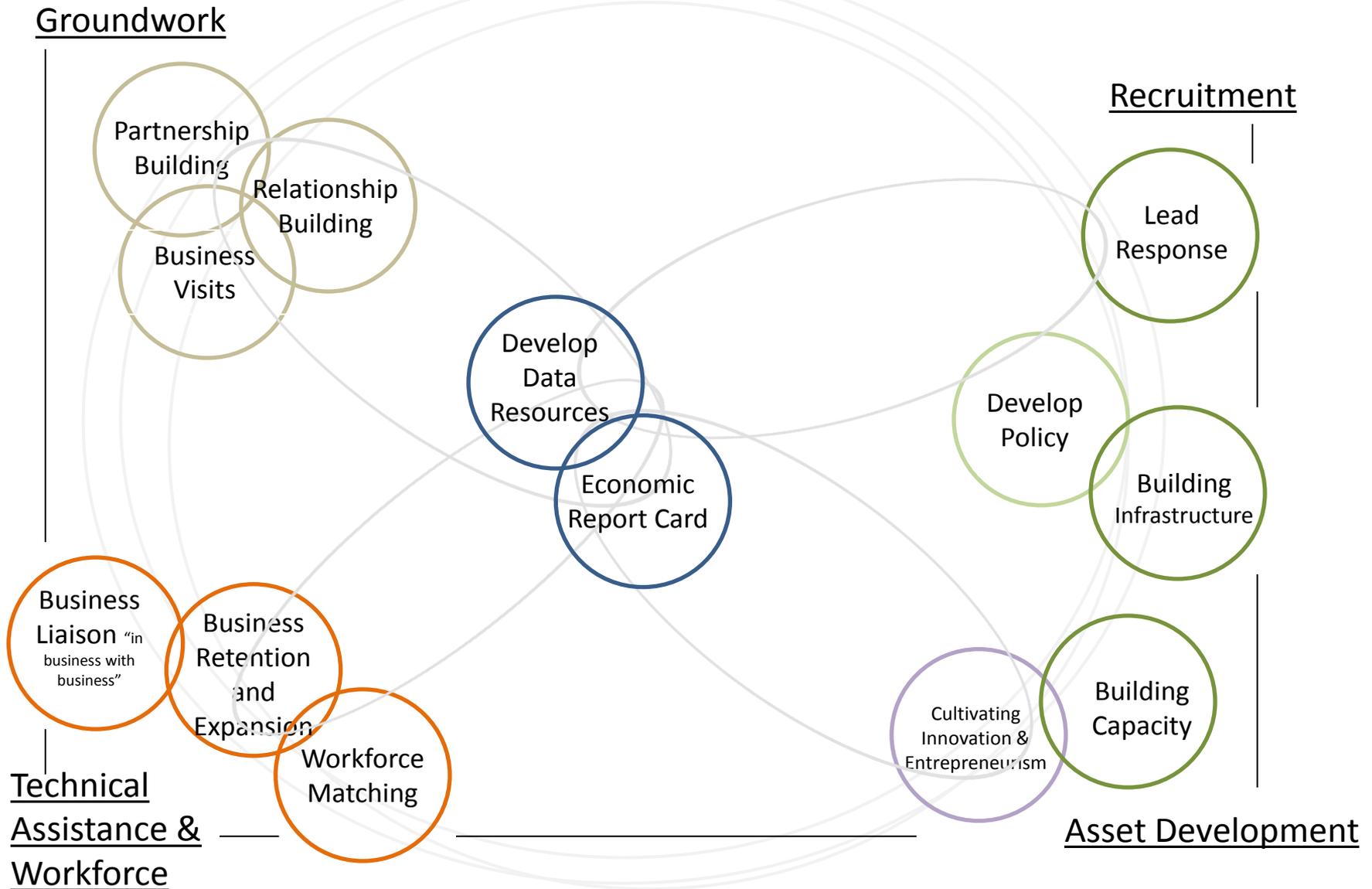
DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Attachments

[Ec Dev Project Orbits](#)

Tigard's Ec. Dev. Project Orbits



AIS-1463

C.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): 5 Minutes

Agenda Title: Discuss Intergovernmental Agreement with Metro for Downtown Tigard Mixed Use Development Projects
CET Grant

Submitted By: Sean Farrelly, Community Development

Item Type: Update, Discussion, Direct Staff
Meeting Type: Council Business Mtg - Study Sess.

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

In September, 2013, Tigard was awarded a \$100,000 CET grant from Metro for Downtown Tigard Mixed Use Development Projects. Staff will return at a future date for Council's consideration of adopting the Intergovernmental Agreement (IGA) with Metro required for the grant.

STAFF RECOMMENDATION / ACTION REQUEST

Council is requested to provide feedback to staff.

KEY FACTS AND INFORMATION SUMMARY

The CET Grant, (one of two awarded to Tigard in the cycle) will be used to focus on two significant redevelopment opportunities in Tigard's downtown urban renewal district. The project will be a partnership between the city's urban renewal agency and a local developer, George Diamond Properties. The two opportunity sites are the 3.26 acre Ash Avenue Public Work Yard and a separate downtown site to be acquired by the developer.

The \$100,000 grant will fund a number of pre-development tasks, with the CCDA and the developer also contributing funding. Among the tasks are environmental investigations, appraisals and surveys, market studies, conceptual design and cost estimates, potential public/private funding strategies and draft development agreements. Any resulting development agreements will be brought to Council/CCDA Board for review. The resulting

projects are expected to deliver the first significant new market-rate residential units in the downtown.

Staff is currently working with Metro staff on a draft Intergovernmental Agreement (IGA) with a timeline and milestones. The draft IGA will be reviewed by city and Metro attorneys and brought back to Council for their consideration.

OTHER ALTERNATIVES

N/A

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Tigard Downtown Improvement Plan

Comprehensive Plan Goal 15.2 Facilitate the development of an urban village.

DATES OF PREVIOUS CONSIDERATION

April 9, 2013 Council Authorized Submittal of Two Applications for Metro's Community and Development Grant Program

Attachments

No file(s) attached.

AIS-1478

3. A.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): Consent Item

Agenda Title: Receive and File: Council Calendar and Council Tentative Agenda

Submitted By: Cathy Wheatley, Administrative Services

Item Type: Receive and File

Meeting Type: Consent - Receive and File

Public Hearing: No

Publication Date:

Information

ISSUE

Receive and file the Council Calendar and the Tentative Agenda for future Council meetings.

STAFF RECOMMENDATION / ACTION REQUEST

No action requested; this is a receive and file summary for information purposes.

KEY FACTS AND INFORMATION SUMMARY

Attached are the Council Calendar and the Tentative agenda for future Council meetings.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A - Receive and File Items

Attachments

Three-Month Council Calendar

Council Meetings - Tentative Agenda Schedule



Agenda Item No. _____
For Agenda of October 8, 2013

MEMORANDUM

TO: Honorable Mayor & City Council/City Center Development Agency Board

FROM: Cathy Wheatley, City Recorder

RE: Three-Month Council/CCDA Meeting Calendar

DATE: October 1, 2013

October

1	Tuesday	City Center Development Agency – 6:30 p.m., Town Hall
8*	Tuesday	Council Business Meeting—6:30 p.m., Town Hall
15*	Tuesday	Council Workshop Meeting – 6:30 p.m., Town Hall
22*	Tuesday	Council Business Meeting – 6:30 p.m., Town Hall
29	Tuesday	Town Hall Meeting – 6:30-8:30 p.m., American Legion, 8635 SW Scoffins Street

November

5	Tuesday	City Center Development Agency – 6:30 p.m., Town Hall
11	Monday	Veterans Day Observed – City Hall Offices Closed
12*	Tuesday	Council Business Meeting—6:30 p.m., Town Hall
19*	Tuesday	Council Workshop Meeting—6:30 p.m., Town Hall
26*	Tuesday	Council Business Meeting—6:30 p.m., Town Hall
28-29	Thurs/Fri	Thanksgiving Holiday – City Hall Offices Closed

December

3	Tuesday	City Center Development Agency – 6:30 p.m., Town Hall
10*	Tuesday	Council Business Meeting—6:30 p.m., Town Hall
17*	Tuesday	Council Workshop Meeting – 6:30 p.m., Town Hall
24*	Tuesday	Council Business Meeting – Cancelled
25	Wednesday	Christmas Holiday – City Hall Offices Closed

Regularly scheduled Council meetings are marked with an asterisk (*).

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

Form #	Meeting Date	Submitted By	Meeting Type	-----Title-----	Department	Inbox or Finalized
1320	10/08/2013	Carol Krager	AAA	October 8, 2013 City Council Business Meeting - Councilor Woodard absent but will participate by telephone		
1452	10/08/2013	Cathy Wheatley	ACCSTUDY	1 20 Minutes - Review Council Roles and Hearing Procedures for Quasi-Judicial Matters	City Management	09/30/2013
1462	10/08/2013	Lloyd Purdy	ACCSTUDY	2 10 Minutes - Economic Development Work Plan 2013 - 2014	Community Development	09/30/2013
1463	10/08/2013	Sean Farrelly	ACCSTUDY	3 5 Minutes – Discuss IGA with Metro for Downtown Tigard Mixed Use Development Projects CET Grant	Community Development	09/26/2013
				Total Time: 35 of 45 minutes have been scheduled		
1441	10/08/2013	Cathy Wheatley	CCBSNS	4 15 Minutes - Update Discussion with Metro Councilor Craig Dirksen - SW Corridor Project	Administrative Services	09/25/2013
1348	10/08/2013	Greer Gaston	CCBSNS	5 45 Minutes - Quasi-Judicial Public Hearing Regarding Tigard Triangle Local Improvement District (LID) No. 1	Public Works	09/30/2013
1401	10/08/2013	Carissa Collins	CCBSNS	6 15 Minutes - FY 2014 First Quarter Supplemental Budget Amendment	FIS	09/30/2013
1378	10/08/2013	Judith Gray	CCBSNS	7 25 Minutes - Consider a Resolution Endorsing the Southwest Corridor Plan and Shared Investment	Community Development	09/26/2013

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

				Strategy		
Total Time: 100 of 100 minutes have been scheduled						
1321	10/15/2013	Carol Krager	AAA	October 15, 2013 City Council Workshop Meeting		
1398	10/15/2013	Steve Martin	CCWKSHOP	1 50 Minutes - Joint Meeting with the Park and Recreation Advisory Board	Public Works	Gaston G, Conf Executive Asst
1403	10/15/2013	Carissa Collins	CCWKSHOP	2 45 Minutes - First Quarter Budget Committee Meeting	Financial and Information Services	MartyW, City Manager
1251	10/15/2013		CCWKSHOP	3 30 Minutes - Urban Forestry Code Revisions - 6 Month Update	Community Development	Grass M, Assoc Planner
Total Time: 125 of 180 minutes have been scheduled						
1322	10/22/2013	Carol Krager	AAA	October 22, 2013 City Council Business Meeting		
1409	10/22/2013	Greer Gaston	ACCSTUDY	20 Minutes - Briefing on Draft Sustainability Action Plan	Public Works	Wright, M., PW Business Manager
1453	10/22/2013	Cathy Wheatley	ACCSTUDY	25 Minutes - Executive Session - Exempt Public Records - Water Supply	City Management	Newton L, Assistant City Manager
Total Time: 45 of 45 minutes have been scheduled						

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

1442	10/22/2013	Cheryl Caines	CCBSNS	30 Minutes - Tigard Triangle Strategic Plan Update	Community Development	Caines C, Assoc Planner
1455	10/22/2013	Cathy Wheatley	CCBSNS	10 Minutes - Report Responding to Options for Big Box Code Related Amendments	City Management	MartyW, City Manager
1465	10/22/2013	Loreen Mills	CCBSNS	20 Minutes - Public Hearing - Franchise Agreement - tw telecom of oregon, llc	City Management	Mills L, Asst to City Manager
1469	10/22/2013	Debbie Smith-Wagar	CCBSNS	10 Minutes - Resolution to Add Barrows/Scholls Ferry Water Line to Master Plan	Public Works	
1473	10/22/2013	Cathy Wheatley	CCBSNS	20 Minutes - Street Maintenance Fee Review	Administrative Services	LaFrance T, Fin/Info Svcs Director
1476	10/22/2013	Albert Shields	CCBSNS	20 Minutes - Review and Update, Code Enforcement Program	Community Development	Wheatley C, City Recorder
				Total Time: 110 of 100 minutes have been scheduled OVER SCHEDULED		
1333	10/29/2013	Carol Krager	AAA	October 29, 2013 – 6:30-8:30 p.m. – American Legion?		

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

1324	11/05/2013	C Krager	AAA	November 5, 2013 City Center Development Agency		
1459	11/05/2013	Sean Farrelly	CCDA	45 Minutes - Tim Bevans presentation on Bus Rapid Transit	Community Development	Farrelly S, Redev Project Manager
1460	11/05/2013	Sean Farrelly	CCDA	15 Minutes - CCDA Executive Session Property Acquisition	Community Development	09/18/2013
1475	11/05/2013	Cathy Wheatley	CCDA	30 Minutes - Discuss Composition of City Center Development Agency Board & City Center Advisory Commission	Community Development	Farrelly S, Redev Project Manager
Total Time: 90 of 180 minutes have been scheduled						
1325	11/12/2013	C Krager	AAA	November 12, 2013 City Council Business Meeting		
1383	11/12/2013	Greer Gaston	ACCSTUDY	10 Minutes - Briefing on a New Willamette River Water Coalition Agreement	Public Works	Goodrich J, Utility Div Manager
1448	11/12/2013	Loreen Mills	ACCSTUDY	20 Minutes - Franchise Utility Ordinance Briefing (TMC 15.06)	City Management	Mills L, Asst to City Manager
1471	11/12/2013	C Wheatley	ACCSTUDY	Placeholder - Updated Big Box Options Report-City Atty	Admin Services	Newton L,
Total Time: 30 of 45 minutes have been scheduled						
1274	11/12/2013	Kristie Peerman	CCBSNS	20 Minutes - Consider a Resolution to Adopt the Westside Trail Master Plan	Public Works	Martin S, Parks Manager
Total Time: 20 of 100 minutes have been scheduled						

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

1326	11/19/2013	Carol Krager	AAA	November 19, 2013 City Council Workshop Meeting		
1238	11/19/2013	Greer Gaston	CCWKSHOP	15 Minutes - Briefing on Capital Improvement Plan Projects	Public Works	Stone Mike, City Engineer
1399	11/19/2013	Steve Martin	CCWKSHOP	20 Minutes - Update to Council on Field Use Negotiations with Tigard Little League and Southside Soccer	Public Works	Martin S, Parks Manager
1454	11/19/2013	Cathy Wheatley	CCWKSHOP	45 Minutes - Report and Policy Review on the Street Maintenance Fee (Joint AIS from FIS and PW)	Financial and Information Services	Smith-Wagar D, Asst Finance Director
1470	11/19/2013	Greer Gaston	CCWKSHOP	15 Minutes - Discuss Two Non-City-Initiated Requests to Name Parks	Public Works	Gaston G, Conf Executive Asst
1474	11/19/2013	Greer Gaston	CCWKSHOP	30 Minutes - Briefing on a Preliminary Design of Walnut Street between 116th and Tiedeman Avenues and the Walnut Street/135th Avenue Intersection	Public Works	Gaston G, Conf Executive Asst
				Total Time: 125 of 180 minutes have been scheduled		

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

1327	11/26/2013	Carol Krager	AAA	November 26, 2013 City Council Business Meeting		
1384	11/26/2013	Greer Gaston	ACONSENT	Consent Item - Authorize the City Manager to Execute a New Willamette River Water Coalition Agreement	Public Works	Goodrich J, Utility Div Manager
1449	11/26/2013	Loreen Mills	CCBSNS	20 Minutes - Public Hearing - Amending Tigard Municipal Code Title 15.06 Franchise Utility Ordinance	City Management	Mills L, Asst to City Manager
Total Time: 20 of 100 minutes have been scheduled						
1328	12/03/2013	Carol Krager	AAA	December 3, 2013 City Center Development Agency Meeting		
1461	12/03/2013	Sean Farrelly	CCDA	15 Minutes - CCDA Executive Session Property Acquisition	Community Development	09/18/2013
Total Time: 15 of 180 minutes have been scheduled						

Meeting Banner Business Meeting
 Study Session Special Meeting
 Consent Agenda Meeting is Full
 Workshop Meeting CCDA Meeting

**City Council Tentative Agenda
 9/30/2013 5:17 PM - Updated**

1330	12/10/2013	Carol Krager	AAA	December 10, 2013 City Council Business Meeting No Consent or Study Session items scheduled.		
1468	12/10/2013	Liz Lutz	CCBSNS	5 Minutes - Appoint Budget Committee Members	Financial and Information Services	
Total Time: 5 of 100 minutes have been scheduled						
1331	12/17/2013	Carol Krager	AAA	December 17, 2013 City Council Workshop Meeting		
1239	12/17/2013	Greer Gaston	CCWKSHOP	15 Minutes - Briefing on Capital Improvement Plan Projects	Public Works	03/13/2013
1456	12/17/2013	Cathy Wheatley	CCWKSHOP	30 Minutes - Review City Survey Results	City Management	Newton L, Assistant City Manager
Total Time: 45 of 180 minutes have been scheduled						
1425	01/07/2014	Cathy Wheatley	AAA	January 7, 2014 City Center Development Agency Meeting		

AIS-1348

4.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): 45 Minutes

Agenda Title: Quasi-Judicial Public Hearing Regarding Tigard Triangle Local Improvement District (LID) No. 1

Prepared For: Mike Stone,

Submitted By: Greer Gaston, Public Works

Item Type: Public Hearing - Quasi-Judicial

Meeting Type: Special Meeting

Public Hearing: Yes

Publication Date:

Information

ISSUE

Shall the council conduct a quasi-judicial public hearing for the purpose of the taking public testimony on the construction, modification, continuation or abandonment of Tigard Triangle Local Improvement District (LID) No. 1?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the council holds the hearing, takes public testimony and directs staff to pursue one of four options regarding Tigard Triangle LID No. 1. The four options—along with the advantages, disadvantages and next steps associated with each option—are outlined in Attachment 1.

KEY FACTS AND INFORMATION SUMMARY

In the fall of 2012, staff was contacted by one of the LID participants, Jack Kearney, regarding the status of Tigard Triangle LID No. 1 which was formed in 2008 to provide necessary and proportional infrastructure improvements along portions of Dartmouth Street, 68th Parkway and 69th Avenue within the Tigard Triangle. In fact, the need to complete these improvements was deemed so necessary, that the LID was formed under the provisions of an emergency, presumably meaning that they were to be completed as soon as possible. Despite the emergency under which the LID was formed, actual infrastructure construction has never occurred presumably due to the recession and at the request of some of the property owners.

The LID currently encompasses 18 tax lots owned by 6 property owners: 3 owners have 1 tax lot each, 2 owners have 2 tax lots each and 1 owner has 11 tax lots.

At its August 20, 2013, meeting, the council heard testimony from 3 owners representing 14

tax lots. Of the 3 owners:

- Two owners representing a total of 3 tax lots requested a modification to the LID boundary removing their tax lots.
- One owner representing a total of 11 tax lots requested the current boundary remain intact.

At the request of council, staff determined a public hearing was required to modify the boundary. Council set aside October 8, 2013, as the date to conduct a public hearing on the LID.

Additionally, the Tigard Triangle Strategic Plan, just underway, is looking to eliminate barriers to creating a mixed-use, multi-modal area in the Tigard Triangle which encompasses the LID boundary. One potential barrier is financing of needed amenities such as new streets, sidewalks, bike lanes, parks and open space. These amenities address the needs of current employees and residents, while also attracting potential new developers, businesses and residents. Developers see the Triangle as a good bargain, but it is a secondary market to Kruse Way. As the process continues, finance strategies will be reviewed to determine which are best suited for the needs of the Triangle. One of those strategies could include forming a LID. In addition, street standards will be studied through this planning process to determine if they will accommodate multi-modal travel and promote connectivity.

The planning process is expected to end in late June 2014. Once completed, additional time will be needed to adopt implementation measures. Construction of streets at current standards may not accommodate high capacity transit, and construction of these streets may not be the highest priority. The strategic plan will determine infrastructure needs and financing options for the Triangle.

OTHER ALTERNATIVES

All options—along with the advantages, disadvantages and next steps associated with each option—are outlined in Attachment 1.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

The planned LID improvements are consistent with the provisions of the Transportation System Plan in effect at the time of formation in 2008. There does not appear to be any substantive differences between that plan and the 2010 update currently in place.

DATES OF PREVIOUS COUNCIL CONSIDERATION

Initially the council was briefed on the status of the LID at its August 20, 2013, workshop meeting at which time several property owners testified before council. The council asked staff to check with legal counsel on the proper venue for considering modifications to the LID boundary.

The council received an update from staff on September 10, 2013, indicating the need to call a public hearing to consider modifications to the LID boundary.

Attachments

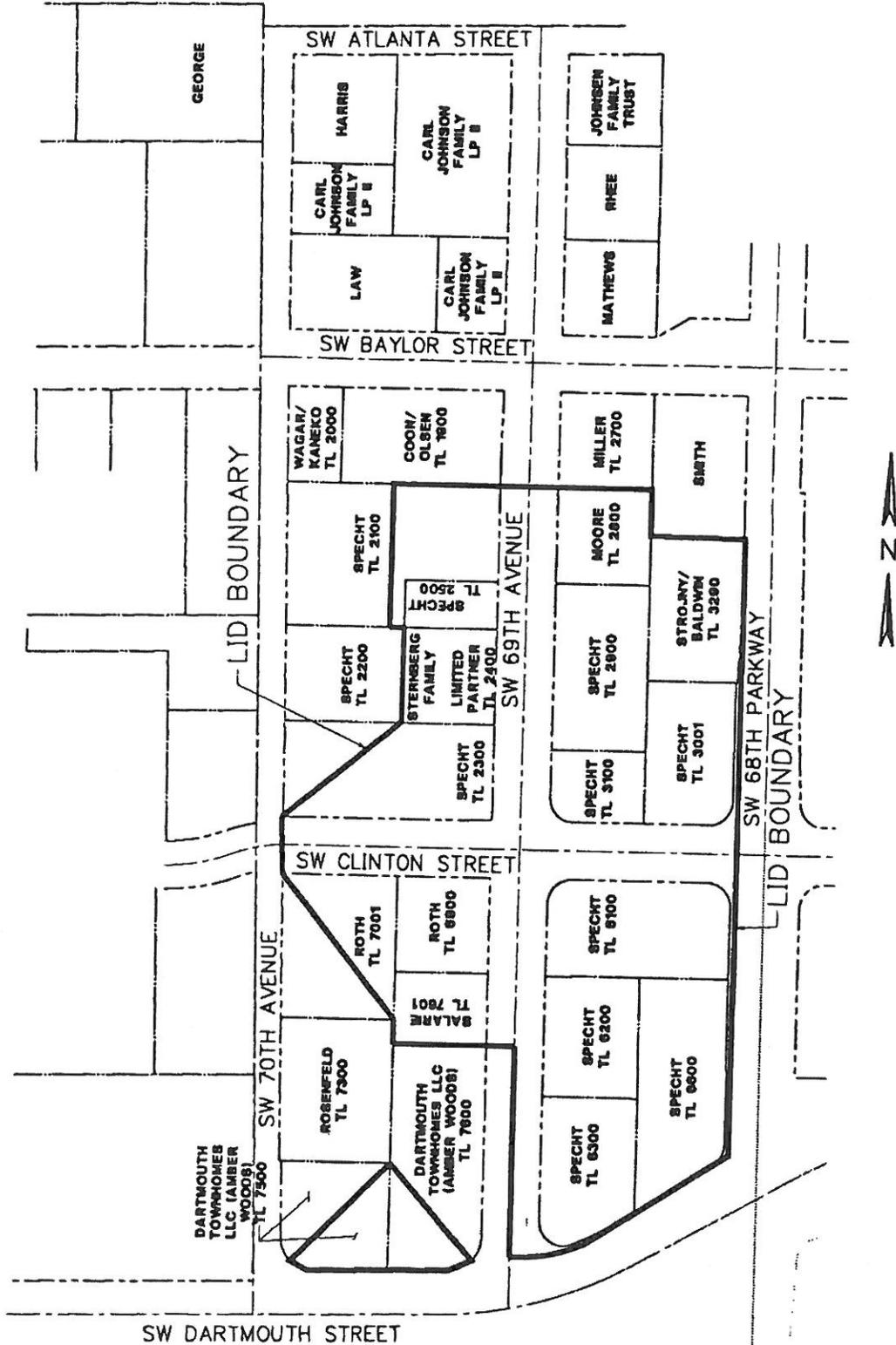
Attachment 1 - Options Regarding Tigard Triangle LID No. 1

Map of LID No. 1

Staff Recommendation/Action Request Options Regarding Tigard Triangle LID No. 1

	Option	Advantages	Disadvantages	Next Step(s)
1	Leave the boundary of the LID as is and direct staff to commence the construction of the planned infrastructure.	<ul style="list-style-type: none"> ▪ Previous design work remains applicable. ▪ Planned infrastructure completed. ▪ Possible stimulus to development. 	<ul style="list-style-type: none"> ▪ Infrastructure envisioned when the LID was formed may change with the completion of the Tigard Triangle Strategic Plan, necessitating the possible reconstruction of some improvements. ▪ Some LID participants are concerned about the financial impacts of LID assessments. For example, the assessment may affect the property owner's ability to sell or refinance the property. 	No formal action required. The council would direct staff to include project funding in the proposed 2014-2015 Capital Improvement Plan (CIP). Construction could begin in 2015.
2	Leave the boundary of the LID as is and direct staff to continue to delay the construction of the planned infrastructure until the Tigard Triangle Strategic Plan is completed and implementation measures are adopted, likely sometime in 2015.	<ul style="list-style-type: none"> ▪ Previous design work remains applicable. ▪ May have time to resolve possible conflicts with Tigard Triangle Strategic Plan. 	<ul style="list-style-type: none"> ▪ Some LID participants are concerned about the financial impacts of LID assessments. For example, the assessment may affect the property owner's ability to sell or refinance the property. 	No formal action would be required. Upon completion of the Tigard Triangle Strategic Plan, staff would include project funding in the CIP.
3	Modify the boundary of the LID removing certain properties.	<ul style="list-style-type: none"> ▪ Participants removed from the LID would not be subject to the financial impacts of LID assessments. 	<ul style="list-style-type: none"> ▪ Participants remaining within the LID would likely be subject to increased financial responsibility regarding LID assessments. ▪ A single-owner LID could create funding challenges (availability, higher interest rates on bond sale, etc.). ▪ Previous design work would require modification. 	Staff will return to council with a resolution modifying the boundaries as directed.
4	Abandon the LID as currently formed.	<ul style="list-style-type: none"> ▪ Participants removed from the LID would not be subject to the financial impacts of LID assessments. ▪ May have time to resolve possible conflicts with Tigard Triangle Strategic Plan. 	<ul style="list-style-type: none"> ▪ Previous design work could require modification. ▪ Adverse impact on development. 	<p>Staff will return to council with a resolution abandoning the LID.</p> <p>Abandoning the LID does not preclude the formation of a new LID in the future.</p>

Tigard Triangle LID No. 1



GEORGE

SW ATLANTA STREET

SW BAYLOR STREET

LID BOUNDARY

SW 69TH AVENUE

SW CLINTON STREET

SW 70TH AVENUE

SW 68TH PARKWAY

LID BOUNDARY

SW DARTMOUTH STREET



AIS-1441

5.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): 15 Minutes

Agenda Title: Update Discussion with Metro Councilor Craig Dirksen - SW Corridor Project

Submitted By: Cathy Wheatley, Administrative Services

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council Business Meeting - Main

Public Hearing: No

Publication Date:

Information

ISSUE

Meeting with Metro Councilor Craig Dirksen scheduled periodically to share information between Metro and the City of Tigard on current agency and city activities.

STAFF RECOMMENDATION / ACTION REQUEST

N/A - discussion topic only.

KEY FACTS AND INFORMATION SUMMARY

This is the second meeting scheduled this year by Metro Councilor Craig Dirksen to update the Council on current activities. This is an opportunity for the Mayor and Council to share information or ask Councilor Dirksen about relevant city/Metro topics

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

Councilor Dirksen's last visit was on April 23, 2013.

Attachments

Presentation Slides



Metro update



Tigard City Council



Councilor Craig Dirksen
October 8th 2013



Metro | *Making a great place*



Updates

- Transportation planning and projects
- Land use planning updates
- Community Investment Initiative
- Climate Smart Communities
- Natural areas program
- Willamette falls
- Metro venues

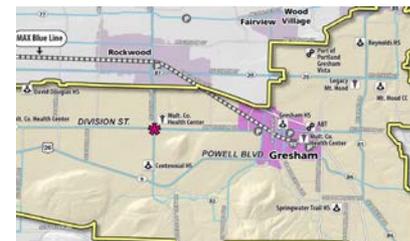
Transportation planning updates

- Agreement on Southwest Corridor Plan and shared investment strategy
- Regional Flexible Funds Allocation
- Draft Active Transportation Plan moving forward for refinement
- RTP update in 2014



Land use planning updates

- Urban growth management process underway, will ramp up in 2014
- Community planning and development grants recently awarded
 - River Terrace Community Plan Implementation
 - Downtown Tigard Mixed-Use Development Projects



Climate Smart Communities

- State requires region to reduce carbon emissions from cars and small trucks by 20% by 2035
- Metro's approach builds on existing local and regional plans
- Evaluation of different approaches will help inform regional conversations this fall and winter



Community Investment Initiative

- Group of business, community, public sector leaders
- Thinking about our region's infrastructure needs and the shortage of funds for infrastructure.
 - Developed strategic plan last summer
 - Recommending Regional Infrastructure Enterprise



Natural areas program

- 5-year levy approved by voters in May allows for needed improvements in natural areas across the region
- Metro seeking applications for conservation education and restoration grants



Willamette Falls Legacy Project



- Help define future of natural asset and historic site
- Core values: public access, economic development, healthy habitat, historic and cultural interpretation
- Tours of the site available

Metro venues

- Oregon Convention Center hotel moving forward
- Approval of Metro/City of Portland/Multnomah County IGA complete
- Oregon Zoo wins national award, welcomes new cubs



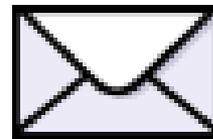
Your questions...

Craig Dirksen

Metro Councilor, District 3

503-797-1549

craig.dirksen@oregonmetro.gov



www.oregonmetro.gov/connect

AIS-1378

6.

Business Meeting

Meeting Date: 10/08/2013

Length (in minutes): 25 Minutes

Agenda Title: Consider a Resolution Endorsing the Southwest Corridor Plan and Shared Investment Strategy

Submitted By: Judith Gray, Community Development

Item Type: Resolution

Meeting Type: Council Business Meeting - Main

Public Hearing: No

Publication Date:

Information

ISSUE

Should the City Council adopt a Resolution endorsing the SW Corridor plan and directing future participation in the next phase of planning?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends that council adopt the resolution.

KEY FACTS AND INFORMATION SUMMARY

The proposed resolution (Attachment 1) demonstrates Council's endorsement of the *Southwest Corridor Plan and Shared Investment Strategy (Exhibit A to Attachment 1)*.

The *Southwest Corridor Plan and Shared Investment Strategy* was approved unanimously by the Southwest Corridor Steering Committee on July 22, 2013. A summary of the resolution, the process leading to the final Plan, key elements of the Plan, and the next steps in the process is provided in an attached memorandum (Attachment 2).

Adoption of the resolution will not directly change Tigard policies, codes, or obligations. Rather, the resolution is a statement of acknowledgement and on-going partnership with the Southwest Corridor partners; it directs staff to continue to participate in related regional planning efforts; and it directs staff to utilize the Southwest Corridor Plan to inform related local planning efforts.

The resolution also fulfills the agreement by all Steering Committee members, per signed charter, to adopt Southwest Corridor Plan and implement components as appropriate. Finally, the resolution, in combination with similar

resolutions by other partner agencies, demonstrates the collaborative nature of relationships within the corridor, potentially strengthening projects within the Corridor in a competitive funding environment.

OTHER ALTERNATIVES

Council could choose not to approve the resolution; or to approve the resolution with changes.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Council has made participation in the Southwest Corridor Plan a priority goal. In 2012, Council's acceptance of the High Capacity Transit Land Use Plan was a significant step toward this goal. In addition, addressing traffic congestion in the corridor has long been a priority for council.

DATES OF PREVIOUS COUNCIL CONSIDERATION

SW Corridor Plan

November 15, 2011

November 20, 2012

February 19, 2013

March 19, 2013

May 21, 2013

June 25, 2013

Agenda items associated with High Capacity Transit Land Use Plan

January 18, 2011

April 26, 2011

July 19, 2011

November 18, 2011

May 15, 2012

August 14, 2012

Attachments

Draft Tigard Resolution

Exhibit A. Final Plan

Memorandum

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 13-_____

A RESOLUTION ENDORSING THE SOUTHWEST CORRIDOR PLAN AND SHARED INVESTMENT STRATEGY AND PROVIDING DIRECTION FOR FUTURE PARTICIPATION IN THE SOUTHWEST CORRIDOR PLAN

WHEREAS, in 2010 the Metro Council identified the Southwest Corridor as the region's top priority for consideration for a high capacity transit investment; and

WHEREAS, Goal 3 of the Tigard Transportation System Plan is to provide an accessible, multimodal transportation system that meets the mobility needs of the community; and, states that the City shall engage with regional partners to support development of High Capacity Transit serving Tigard; and

WHEREAS, City Council goals for 2011 and 2012 included local participation in the Southwest Corridor Plan as well as a long-term goal to pursue opportunities to reduce traffic congestion; and

WHEREAS, the 2012 Tigard High Capacity Transit Land Use Plan, identified the Tigard Triangle and Downtown Tigard as potential station communities most suitable for mixed use development and growth, for the purpose of informing future Tigard planning activities; and

WHEREAS, the Southwest Corridor Plan Steering Committee (including Tigard's representative) in December 2011 adopted a charter agreeing to use a collaborative approach to align local, regional, and state policies and investments to create great places; and,

WHEREAS, the Southwest Corridor Plan project partners worked closely with Tigard representatives to conduct a number of public events throughout the corridor, including in Tigard, to guide development of the Southwest Corridor Plan and Shared Investment Strategy; and

WHEREAS, the Southwest Corridor Plan and Shared Investment Strategy was adopted unanimously by the Steering Committee on July 22, 2013 and contains recommendations to carry into further refinement and study of public investments to support the corridor land use vision, including high capacity transit alternatives for the corridor; and

WHEREAS, this endorsement of the Southwest Corridor Plan and Shared Investment Strategy is not intended to be a binding land use decision, but rather is intended to direct future adoption of appropriate plan and code amendments for its implementation;

NOW, THEREFORE, BE IT RESOLVED that the Tigard City Council:

SECTION 1: Endorses the Southwest Corridor Plan and Shared Investment Strategy, attached as Exhibit A.

SECTION 2: Directs staff to use the Southwest Corridor Plan and Shared Investment Strategy to inform the future development and adoption of local plans, policies and code as necessary for its implementation, such as the Tigard Triangle Strategic Plan.

SECTION 3: Directs staff to participate in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements and on-going Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives and local connections, along with associated roadway, active transportation and parks and natural resource projects that support the land use vision for potential further study and pursuit of federal funds.

SECTION 4: Directs staff to pursue funding options in coordination with Metro, the Oregon Department of Transportation, TriMet and project partner jurisdictions for implementation and planning to support the Southwest Corridor Plan and Shared Investment Strategy.

SECTION 5: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2013.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

SHARED INVESTMENT STRATEGY RECOMMENDATION

Making investments in the Southwest corridor

The Southwest Corridor Plan is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

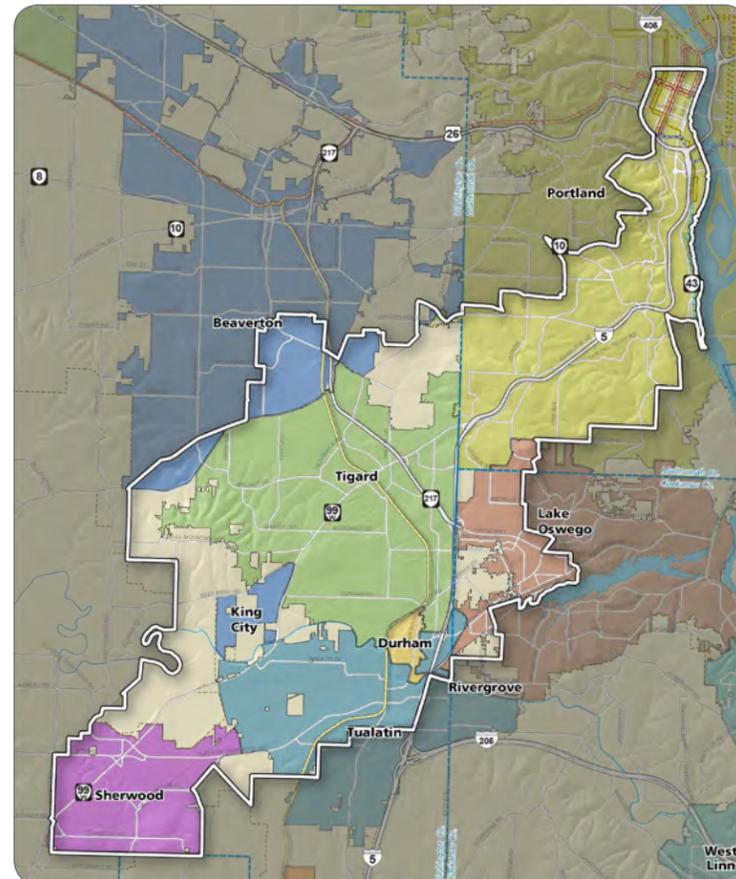
Accountability and partnership

Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

Prosperity People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

Health People live in an environment that supports the health of the community and ecosystems.

Access and mobility People have a safe, efficient and reliable transportation network that enhances economic vitality and quality of life.



Steering committee members

Metro Councilor Craig Dirksen, co-chair
 Metro Councilor Bob Stacey, co-chair
 Tigard Mayor John Cook
 Beaverton Mayor Denny Doyle
 Portland Mayor Charlie Hales
 Lake Oswego Councilor Skip O'Neill
 TriMet general manager Neil McFarlane
 Sherwood Mayor Bill Middleton
 Tualatin Mayor Lou Ogden
 Washington County Commissioner Roy Rogers
 Durham Mayor Gery Schirado
 Multnomah County Commissioner Loretta Smith
 ODOT Region 1 manager Jason Tell
 King City Commissioner Suzan Turley

As people and employers seek to locate in the Southwest corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this and local redevelopment and revitalization goals, the Southwest corridor was selected by regional leaders as the next priority area to study for a potential set of investments, including high capacity transit, to address accessibility and enhance the great places envisioned by communities in the corridor. In combination with

other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

In July 2013, the Southwest Corridor Plan Steering Committee gave direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit in a dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA) and explore implementation strategies for other elements of the Southwest Corridor Plan and Shared Investment Strategy.

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Investments in the public realm	7
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Alternative performance measures	15
What's next for the Southwest Corridor Plan?	15
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Vision and context

The work has been guided by a steering committee that includes representatives from Southwest corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis
- Southwest Corridor Transportation Plan, focused on supporting transit and land use.



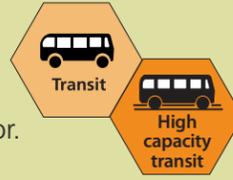
The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are aimed at supporting development that is consistent with the local communities' aspirations for key places in the corridor.



Summary of the Southwest Corridor Shared Investment Strategy recommendation, July 22, 2013

Recommendation: Invest in transit (page 6)

Transit is a key element to help communities in the Southwest corridor achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.



Local service

To improve local bus service, this recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It would also create the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.

Recommendation: Invest in roadways and active transportation (page 8)

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. See *Attachment A* for the list of priority projects.



The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including:
 - walking and biking projects within one-quarter mile of potential station areas
 - trails within one mile of potential station areas
- highly support the community land use vision, including projects that:
 - leverage future development in places local communities have defined as “essential” or “priority”
 - are important to meet freight and capacity needs in employment and industrial districts
 - improve pedestrian connectivity, provide safe crossings or create high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

Recommendation: Invest in parks, trails and nature (page 9)

Parks, greenspaces, trails and natural areas are consistently cited as some of the Southwest corridor’s most important and attractive features. To strengthen “green” elements, support community visions and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in *Attachment A* as corridor development plans move forward.



Recommendation: Consider new regulations and policies, and develop incentives to promote private investment consistent with community vision (page 10)

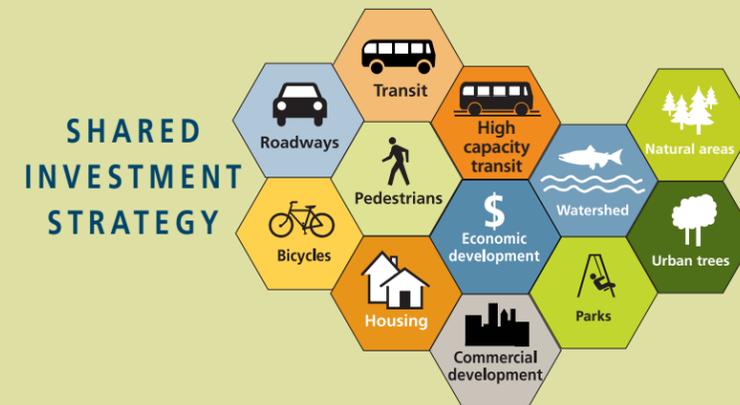
The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. *Attachment B* contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.



In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment. Additionally, partners will collaboratively work to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.



The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest corridor began this collaborative effort by looking at its downtown, main streets, corridors and employment areas to define a vision for these places that reflects their unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor includes important regional retail and employment destinations as well as many major trails and one of the nation’s few urban national wildlife refuges.

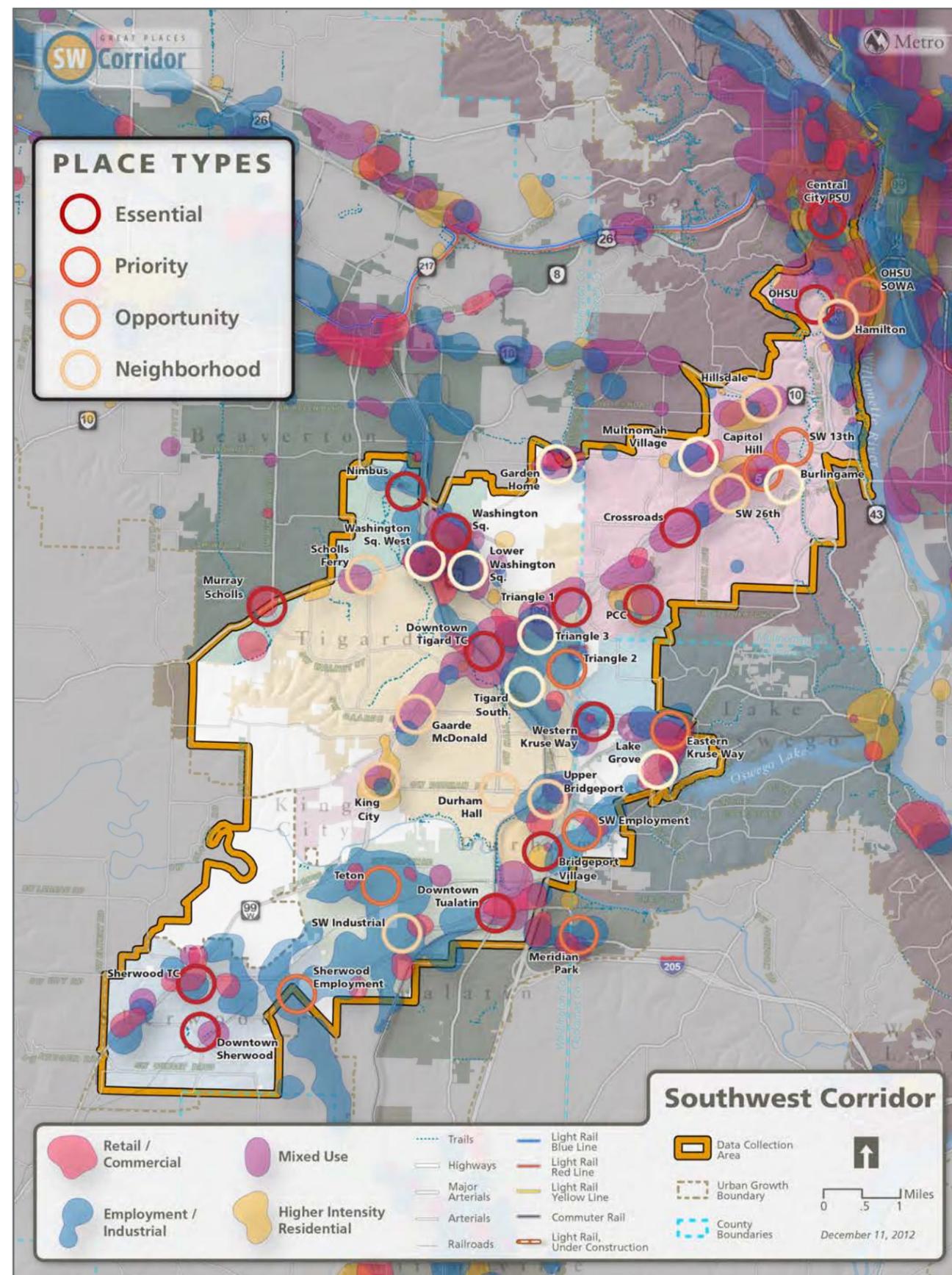
	Households	Jobs
2010	78,800	187,900
2035	111,900	259,200

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that creates more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- **Retail/commercial** The corridor is a destination for retail with prominent shopping destinations in Washington Square and Bridgeport Village. These retail destinations will continue to generate substantial demand and will need accommodation through enhanced transit, active transportation and roadway investments.
- **Employment/industrial** The Southwest corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** The corridor includes opportunities for areas with a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- **Higher intensity residential** Infill and redevelopment is likely to be the primary generator for new development in the corridor. The majority of new residential development that does occur will be found in the mixed-use areas, and these areas will need to integrate natural features into development to ensure a high quality of life and connections to nature.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them (see map at right). These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community’s vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.



Public involvement for Phase I

September 2011 to February 2012: What should be the focus of the plan?

The first public engagement stage aimed to determine the scope, evaluation framework and goals of the overall plan. In that process, project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

February to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced during this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

August to December 2012: How should investments be prioritized?

The third public engagement stage aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback to inform decision-making. Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that was open between May 23 and June 26. The public reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire from June 11 to 26. The draft recommendation was also the focus of the final community planning forum on June 26.

Together, the questionnaires received 2,669 responses.

What are people saying about the transit alternatives and staff draft recommendation?

- There is strong support for high capacity transit in the Southwest corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending high capacity transit to the furthest extent possible, with Sherwood as the destination.
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit and light rail transit for further study in the next phase of the plan.
- People overwhelmingly support studying a bus rapid transit that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
 - enhanced local transit service
 - transit related roadway, biking and walking projects
 - roadway, biking and walking projects related to local aspirations
 - parks and natural resources projects
 - development strategy that stimulates private investment.
- The three highest priorities for Southwest Corridor Plan outcomes were:
 1. better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
 2. access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
 3. feasibility (cost, funding potential and support).
- Environmental justice organizations' representatives prioritized the plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
 1. equity (fair distribution of benefits and burdens)
 2. healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
 3. a tie between prosperity (more jobs, development, housing) and access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights).

Getting to the plan

To create the Southwest Corridor Plan, representatives of cities and counties throughout corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped identify the local vision in key areas of the corridor: Portland's Barbur Concept Plan, Tigard's High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood's Town Center Plan. Building on these local visions, the project partners worked together to identify a potential high capacity transit alternative that could catalyze the corridor land use vision, and developed and narrowed a list of roadway, bicycle and pedestrian improvements that would support high capacity transit and make it work better for the corridor. This work led to the recommendations in this Southwest Corridor Shared Investment Strategy. The strategy will help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

Barbur Concept Plan Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

Tigard High Capacity Transit Land Use Plan In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

Linking Tualatin With this work, Tualatin investigated locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and local transit service.

Sherwood Town Center Plan Sherwood redefined the boundaries of the town center to support activity and development in both the old town area and the Six Corners commercial center.



Southwest Corridor Plan Phase I milestones

September 2011



1 Identify policy framework and existing conditions



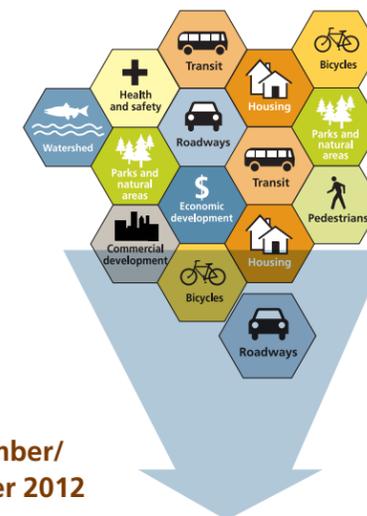
Opportunities and challenges

Goals and objectives

Evaluation criteria

July 2012

2 Develop wide range of alternatives



September/October 2012

3 Narrow range of alternatives

January 2013

4 Define bundles to test transit, roadway and active transportation project performance

Example A



Example B



Example C



Example D



Spring/summer 2013

5 Develop shared investment strategy

6 Identify commitments and implementation strategy



Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified “key places” to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct partners to collaborate, target resources and search for opportunities to leverage dollars.

Collaborate

The project partners agree to work together to implement common prioritized projects that support the corridor land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the connection to nature so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

Target resources

Focusing on the Southwest Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost \$4 billion worth of projects to about \$500 million for a 15-year time frame. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of roadway and active transportation projects that support the land use vision in the corridor.

In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.



Does the project support the community and corridor vision?

Does the project meet transportation needs and local land use goals?

Can we afford it and when?

Are there too many impacts?



The Southwest Corridor Plan also includes the region’s first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the shared investment strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

Leverage

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Investing in a road improvement might not create a great place by itself – but combining it with a trail, a culvert replacement and bus stop improvements could help that public investment catalyze the market and attract private investment to build the community vision.

As a shared strategy, the narrowed lists of projects contained in this recommendation can serve as a tool for agencies when making future investment decisions. Continued communication is critical, both within agencies and with other community stakeholders.

Great places are defined by a variety of elements that come together in one location to meet a range of community needs.



Recommendation: Shared investment strategy

The Southwest Corridor Plan and Shared Investment Strategy includes a strategic project list for transit, roadway, active transportation and parks and natural resources as well as ideas for policy change and development strategies. The Southwest Corridor Plan evaluation, project partner priorities and public input provided the foundation for the Southwest Corridor Shared Investment Strategy.

It is understood that many Southwest corridor communities have transportation and other needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Plan Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the shared investment strategy defines actions that are critical to supporting the Southwest Corridor Land Use Vision.

Investments in the public realm

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions



Opportunities for public influence on community development

Investments in the public realm

- High capacity transit
- Roadway expansions and improvements
- Bike and pedestrian facilities improvements
- Parks, trails and natural resources improvements

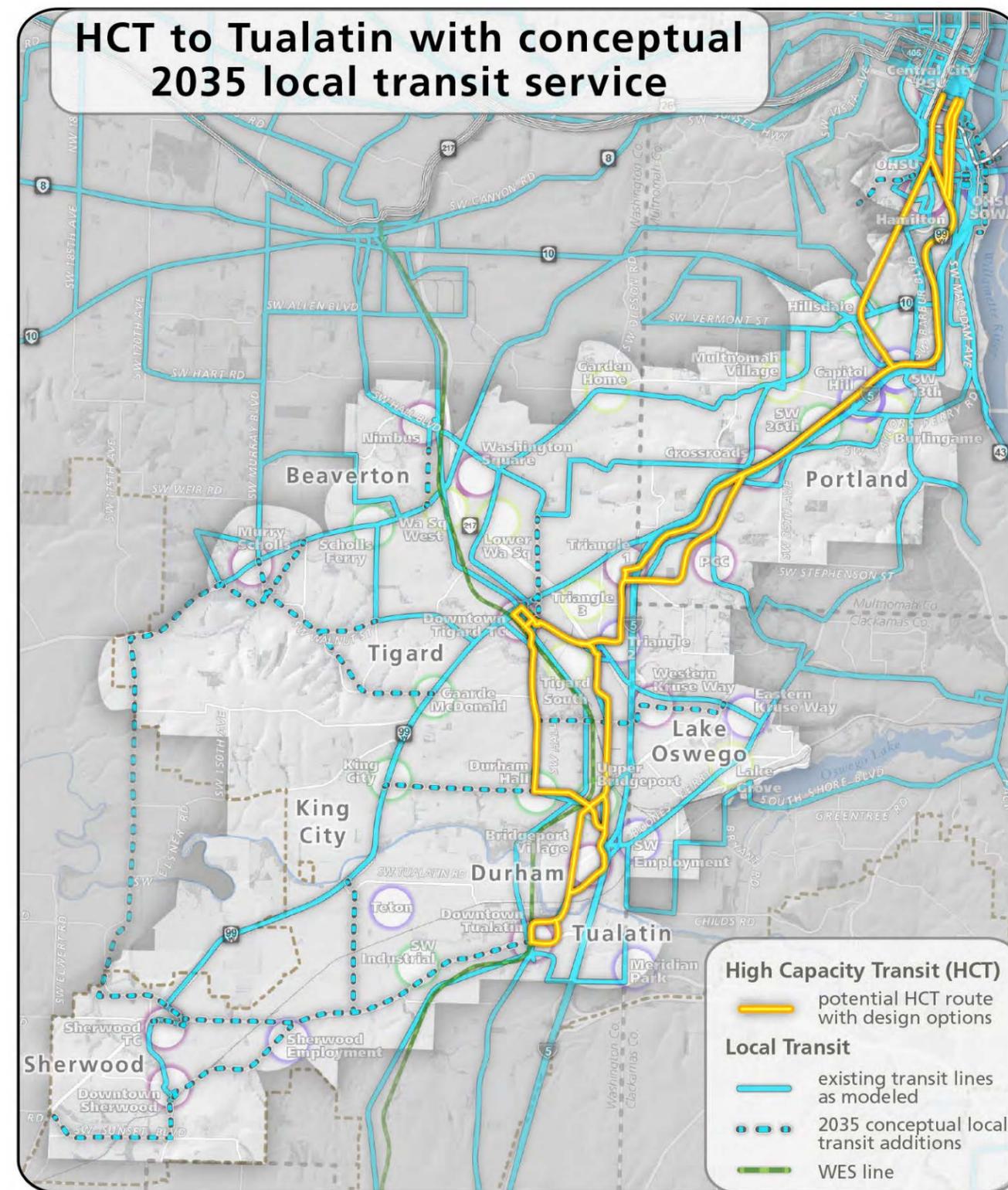


Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

Financial incentives that catalyze private investment

- Public development grants such as through Metro's Transit-Oriented Development Program
- Local tax incentives



Note: Potential local transit service additions are conceptual only at this point. TriMet will work with local jurisdictions to determine service needs and will match service increases to available funding. Service enhancements could include both route and frequency.

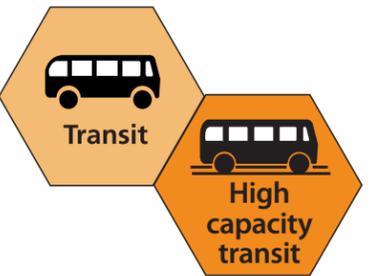
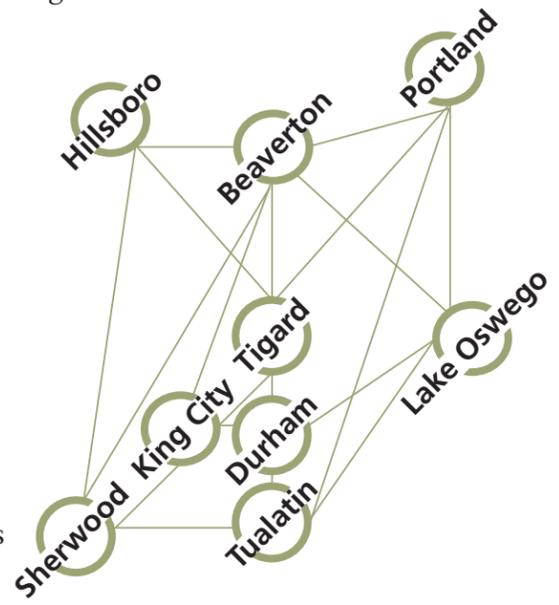
Transit recommendation

Local service/Southwest corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.

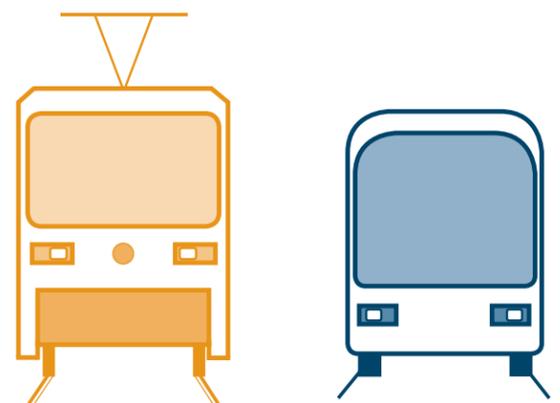
Southwest Service Enhancement Plan This recommendation directs TriMet to implement the Southwest Service Enhancement Plan to provide the following:

- transit service that connects key Southwest corridor locations quickly and reliably to one another and to a potential high capacity transit line
 - Locations include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
 - Service includes improved local transit circulation from the Southwest corridor throughout Washington County, including connections to northern Washington County.
- improved local transit connections to Westside Express Service
- capital improvements necessary to achieve higher transit system functioning, such as queue jumps and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
- identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).



High capacity transit

Mode Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and ability to support the Southwest Corridor Land Use Vision.

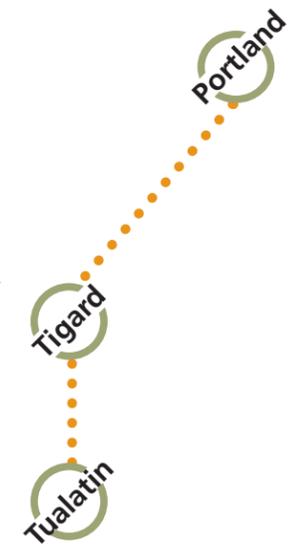


Quality of bus rapid transit As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration (FTA) New Starts funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

Destination The recommended destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

Note: A high capacity transit alignment will not be on Interstate 5 or Highway 99W southwest of the I-5/99W intersection.

Funding The steering committee recommends that project partners work together to develop a funding strategy for the Southwest Corridor Plan that includes local, regional, state and



Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This means it can be difficult to define, and bus rapid transit projects are often under pressure to cut costs by reducing how much of the line runs in dedicated right of way.

A bus rapid transit project that runs in mixed traffic is less expensive to construct – it is also more expensive to operate, is slower and offers less certainty about arrival and departure times. Bus rapid transit in mixed traffic can be an improvement over local buses without transit priority treatments, but it cannot attract as many riders as bus rapid transit in exclusive lanes.

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit, solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which is in the United States.



For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit www.itdp.org/microsites/the-brt-standard-2013/.

federal sources. Capital funding for construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the FTA which has contributed more than half the total funding for MAX projects to date. Even with a federal grant, high capacity transit will require a corridor-wide funding strategy that secures and leverages new resources. An FTA grant would most likely require a 50 percent match which could include local, regional, state and other non-FTA federal funds.



Roadway and active transportation recommendation

Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the high capacity transit recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to \$4 billion worth of projects to around \$500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected \$60 million in state and regional funds anticipated to be available in the corridor over the next 15 years.

Projects on the narrowed list fall into one of two categories:

1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. However, even if a high capacity transit investment advances, not all of these projects can be included in a future funding package. Which projects advance along with a potential high capacity transit investment will be a future decision based on judgments by project partners during refinement in an effort to best match Federal Transit Administration funding requirements. Those projects that are not included in a high capacity transit funding package will still be available to the partners for further project development, including the pursuit of other funding opportunities.

2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

These lists are not intended to identify all projects that are important to communities in the Southwest corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the shared investment strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

Attachment A includes maps, the project lists and narrowing criteria.

Steering committee decisions: High capacity transit

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and local transit connections to the potential high capacity transit line.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"> Direction on Southwest (Transit) Service Enhancement Plan Policy direction on "level" of bus rapid transit for further study Which modes to carry forward for further study Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> Alignments <ul style="list-style-type: none"> Naito or Barbur? Surface or tunnel? Direct connection to PCC? Hall or 72nd? Add a lane or convert a lane? Potential station locations Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> Mode Station locations Transit system connections

Earlier decisions

The October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for another time and process.

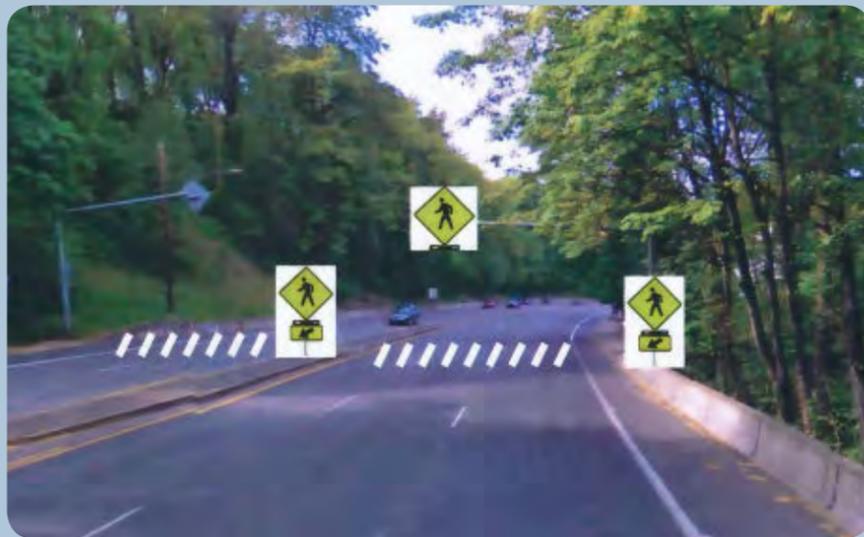
The steering committee looked at potential impacts to auto and freight movement as well as local community land use goals to guide its narrowing decision. For instance, all high capacity transit options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid impacts to auto and freight movement as well as to commercial activities. Equally important is the need to provide transit connections to potential station communities in Tigard and Tualatin, specifically the Tigard Triangle, downtown Tigard and downtown Tualatin.

Early project implementation

In locations throughout the corridor, project partners are already making investments that support the Southwest Corridor Plan Land Use Vision, both independently and in collaboration with other corridor partners. For example, in Sherwood, the Cedar Creek trail is funded and proceeding toward construction. In Portland, Multnomah Boulevard from Barbur to Southwest 45th Avenue is being reconstructed to urban standards, including curbs and sidewalks. When complete, it will improve bicycle and pedestrian safety and connect the potential Capitol Hill/Barbur Boulevard high capacity transit station with nearby Multnomah Village. In addition, ODOT and TriMet have identified a series of low-cost improvements that can be implemented quickly and are supported by the local jurisdictions and the public. These include projects on Barbur Boulevard/Highway 99W that improve access to transit, fill pedestrian gaps or fill bicycle gaps, such as:

- Southwest Barbur at Southwest Bertha Boulevard bike lane markings
- Southwest Barbur at Southwest 13th Avenue crossing improvements
- Southwest Barbur at Southwest Alice Street crossing improvements
- Barbur Transit Center access improvements
- OR 99W at Bull Mountain Road sidewalk/bus stop improvements
- OR 99W at Durham Road illumination improvements
- OR 99W at Hazelbrook Road sidewalk/bus stop improvements.

These projects are expected to be completed in the next two to three years.



Example of a proposed crosswalk warning light project on Southwest Barbur Boulevard. ODOT, March 2011.

Parks, trails and nature recommendation

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled a list of nearly 450 “green” projects in the corridor including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage. The projects on the list were screened based on how they would support the Southwest Corridor Land Use Vision, a potential high capacity transit investment, and important water resource and regional trail connections.



1. Work together to secure funding for and implementation of the highest priority parks, trail and natural area projects for people and places

As the high capacity transit alternative is refined, partners should continue to sort and prioritize this green project list, examine likely funding sources and develop a collective strategy for grant writing and strategic use of existing or new funds. The project list and related maps can be used to coordinate across jurisdictional boundaries and select park and trail projects that support transit and new land uses. Additionally, green street designs that incorporate tree planting, vegetated storm water facilities and other low impact development approaches are recommended, softening the landscape for residents and visitors to the area and increasing people’s access to nature.

2. Support habitat and water quality projects that deliver the greatest return on investment

Project partners should identify the highest value natural resource investments and work together to fund and implement those projects. This project list and approach offers an opportunity to focus on large projects that can achieve measurable ecological and financial benefits. Wherever possible, partners should work to avoid negative impacts to the highest quality areas while also enhancing those areas where water quality, wildlife habitat and recreation benefits are greatest.

Project implementation could be organized into broad strategies that include: stream and wetland enhancement, outfall and water quality facility retrofits, culvert replacements to improve fish passage and reduce risks to infrastructure, preservation of high quality fish and wildlife habitat, and enhancement of important but degraded habitats. Private land owners can also be involved through outreach and education efforts that improve stream function and water and habitat quality throughout the watersheds.

Attachment A includes maps, the narrowed list of projects and the parks and natural areas narrowing criteria.

Why the split between “trails” and “active transportation” projects?

People bike and walk on trails for recreation as well as a way to get to specific destinations, so trails are part of the overall active transportation network. For residents, there is no real division between the on-road bike lane or paved sidewalk portion of their route and the off-road trail portion of their route

Behind the scenes, there are differences that determine the best way to implement these “on-road” versus “off-road” active transportation improvements. Specific city, county or state requirements determine how bike or pedestrian facilities must be built or marked when they interact with auto traffic, while trail construction and maintenance through a park or natural area have different standards. Additionally, different potential funding sources may be pursued for trails than for on-road bike and pedestrian facilities.

This recommendation focuses on avenues for implementation, so it lists on-road bike and pedestrian improvements and selected off-road trails as active transportation and places all regional, local and community trails with parks and other nature improvements.

Achieving desired development: Regulatory environment and financial incentives

The public sector plays a key role in realizing a community's land use vision. Often, the development forms desired by communities are limited by the regulatory environment or not financially feasible. Two important tools can help the public sector set the stage for development consistent with community goals. Those tools are 1) changing the regulatory framework and 2) providing financial incentives. Together, these actions can catalyze market value and stimulate private investment.



Regulatory environment The regulatory framework is the area in which the public sector has the most control over development outcomes. This includes zoning codes and policies that relate to land development. Public sector policy changes can help local land use visions become a reality by making them the easiest thing to do. Southwest Corridor Plan partners should work together to create a regulatory framework that is predictable and efficient. This creates certainty in the private market and helps the community get high quality development in desired locations.

Financial incentives The public sector can also help catalyze development through the strategic application of financial incentives that support new development forms that may be “ahead of the market.” In particular, development forms that are mixed use or multi-story are often more risky and expensive. Through creative financing strategies and tools, the public sector can help offset these risks and higher costs, helping to build value in the market and, eventually, enabling private investments to be made without public support.

Illustrative project examples

As part of the Southwest Corridor Plan, Metro staff looked at several case studies, or project examples, throughout the corridor. These examples were specifically chosen to highlight redevelopment opportunities that could be catalyzed by a combination of public sector investments and policy changes to leverage that investment.

Case study: Tigard Triangle

The Tigard Triangle is identified as an essential place for the Southwest Corridor Plan. It is envisioned as a pedestrian-friendly area with a mix of uses and an increased residential presence. The case study project is located near the potential high capacity transit line.

Analysis of development readiness in the Tigard Triangle highlighted issues with the current regulatory framework and identified the need for key public investments to spur the market to support development forms consistent with the local land use vision. This project example found that the following actions could remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

- Ease parking minimums to enable top-quality office and retail development currently constrained by parking minimums. Strategies to address this include:
 - Parking reductions that are phased in over time, including reduced minimums for retail, office and housing. This could help achieve transit-supportive densities and increase leasable square footage.
 - As development begins to take place and there is an increase in transit access, a parking management strategy (combined with phased parking reductions) could provide significant benefits. (For example, shared parking between office and retail uses.)
- Use layered landscaping to maximize leasable square-footage, reduce operating costs, and increase habitat value in an urbanizing area.
- Make investments that increase transit access (such as connections to the Tigard Transit Center, increasing higher level of connectivity within the Triangle and enhancing walkability). This will help increase the area's attractiveness and value, directly impacting achievable rents and the project's potential return on investment.
- Consider land banking developable parcels, since land values are relatively low in the Tigard Triangle today, and public partners could aggregate land for more efficient development with a higher impact.

Case study: Capitol Hill (Portland)

In Portland, one project example is located in the Capitol Hill area. Envisioned as a transit-oriented residential neighborhood with a mix of supporting uses, the case study project is located along the potential high capacity transit line.

Analysis of development readiness in this portion of the corridor in Southwest Portland highlighted issues with the current commercial zoning and identified a catalytic investment opportunity that could leverage development to match the land use vision. The following actions could help remove barriers and improve the financial feasibility of development consistent with the Southwest Corridor Land Use Vision.

- Provide public sector support for new development forms. Strategies to address this include:
 - Public ownership of the land enables the value to be written down, which could provide a multi-million dollar savings to the developer.
 - Utilizing the Transit-Oriented Tax Exemption could provide a significant financial incentive to developers while resulting in additional community benefits such as workforce affordable housing units.
 - Investments that enhance pedestrian and bike facilities and provide access to local amenities help increase the area's attractiveness and value, raising achievable rents and the project's potential return on investment.
- Focus development codes on context appropriate design and transitions with existing uses:
 - Smaller building mass and stepbacks better fit the character of the neighborhood and intensity of nearby uses, while enabling improved connectivity in the street network.
 - Surface parking at low ratios does not occupy a majority of the site, supporting this design alternative and reducing construction costs significantly.
- Focus retail uses in nodes along the corridor and provide plenty of opportunities for employment and residential uses around and between these commercial nodes.

Transit orientation and development readiness

There is growing demand for more compact urban development centered around transit, and this desire is expressed repeatedly in the land use visions of Southwest corridor communities. Research has shown that a few key measures can predict the readiness of an area to support walkable, mixed-use development. In turn, this type of development increases transit ridership and reduces vehicle miles traveled. Metro's transit-oriented development strategic plan (Metro, 2011) identifies a transit orientation measure as a composite of the following physical/demographic characteristics:

People The number of residents and workers in an area has a direct correlation with reduced auto trips.

Places Areas with commercial urban amenities such as restaurants, grocers and specialty retail not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increased residential land value.

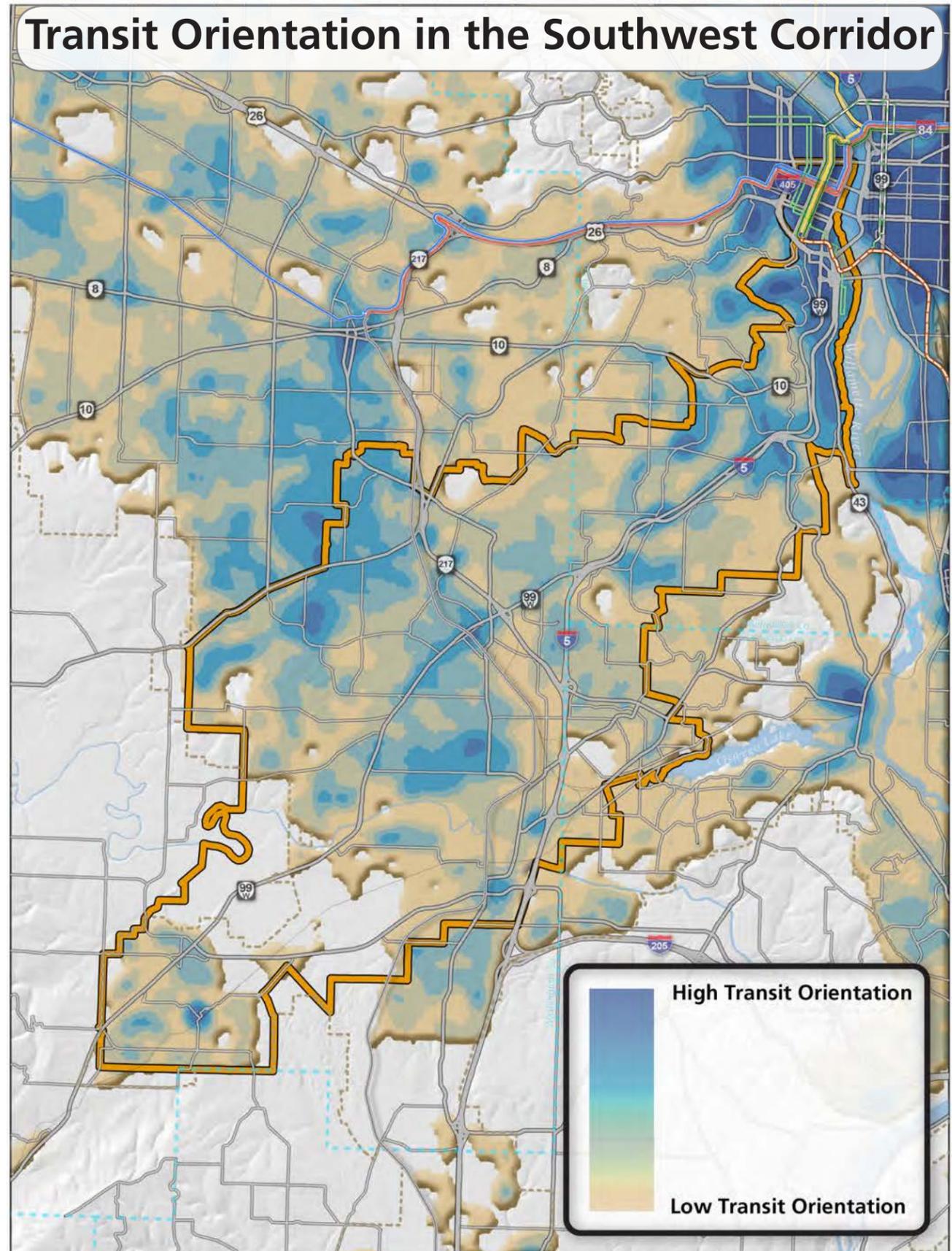
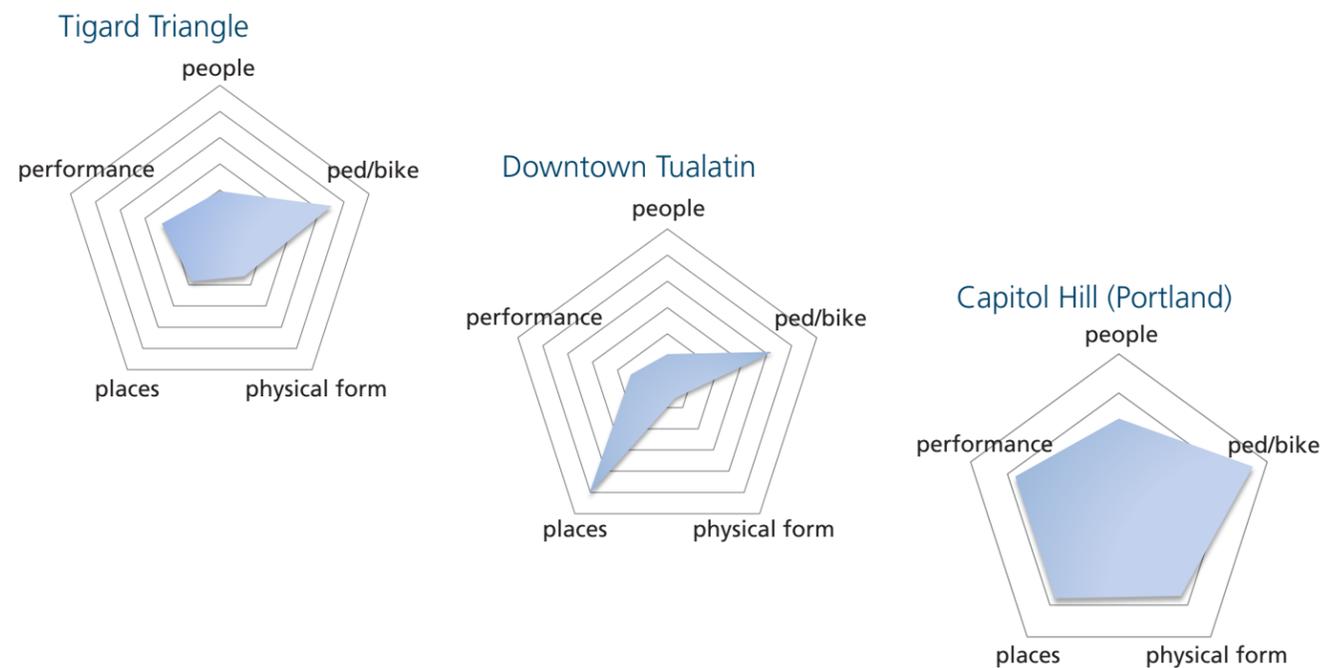
Physical form Small blocks promote more compact development and walkability.

Performance High quality, frequent bus and rail service make public transportation a more reliable means of getting around and can be correlated to less driving.

Pedestrian/bicycle connectivity Access to sidewalks and safe bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

The graphs below show how selected areas of the corridor perform against this transit orientation measure. The map to the right shows the relative transit orientation of areas in the Southwest corridor in 2011. This map and others like it help determine the highest value location for a potential high capacity transit investment.

Transit orientation measure graphs, selected corridor locations



New Starts funding competitive advantage

By setting the right regulatory and financial environment, the public sector can catalyze private development and, ideally, make the region more competitive for capital construction dollars from the Federal Transit Administration’s New Starts grant program, likely to be a key element of a high capacity transit funding strategy. The policy guidance for the New Starts program provides measures that will be used to evaluate projects, including a series of actions local governments can take to leverage a transit investment such as plans, policies and financial incentives to support the adjacent land use and bring more transit riders to the system. The guidance prioritizes actions that support these outcomes:

- additional, transit-supportive development and redevelopment
- preservation or increase in the affordable housing supply
- increased population and employment density.

The New Starts policy guidance gives higher rating to places that have adopted plans, policies and incentives in place to support transit. Locations with built “proof of concept” transit-oriented projects rate the highest. This means the more quickly the Southwest corridor establishes transit-supportive policies and initiates financial incentives, the better positioned it will be to compete for federal funds. These actions also prepare the corridor now for transit-oriented development, rather than waiting until after transit is built.

Public benefits

By aligning the regulatory framework, offering financial incentives to catalyze development, and prioritizing transit-supportive capital investments in the public realm, the public sector has a tremendous opportunity to create successful places that reflect the Southwest Corridor Land Use Vision.

These investments help ease traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects show what is possible for future development, setting the stage for more private investment in the area. Early development projects bring more people to specifically chosen locations in the corridor, which in turn attracts more amenities and private investment to the area.

Revitalizing and re-orienting properties in station areas can also strengthen the fabric of the local community, creating places where people want to be. Public investments that create beautiful public spaces and pedestrian streetscapes draw residents and visitors to spend time there. Projects that re-energize underperforming suburban office parks and commercial strip malls into housing choices and employment opportunities attract existing and new residents. With more people and

With more people and places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor’s transit investment. At the same time, the character of existing neighborhoods remains intact.

places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor’s transit investment. At the same time, the character of existing neighborhoods remains intact.

Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor. As a result, the public sector sees a positive financial return on a high capacity transit investment – both from higher use and from the increase in tax revenue from redevelopment and its effect on the value of surrounding properties.

Parks can be key to economic development

Traditionally, parks have been developed to fill service gaps, and natural areas are purchased to protect resources. But a new perspective is emerging: Parks, trails and natural areas can be sited where development would benefit from their proximity. A growing body of evidence demonstrates how public amenities such as parks, natural areas, trails, street trees and other investments that add more nature to urban areas contribute to higher land values.

In 2012, Metro investigated the connection between access to nature and economic development within a community. The discovery: A strategy of investing in parks and open space is not contrary to a community’s economic health, but rather it is an integral part of it. Integrating natural features into development helps ensure a high quality of life and a connection to nature. Additionally, when people are drawn to public spaces, they interact as neighbors, and this interaction builds stronger, healthier, more prosperous and more engaged communities.

For the full report, see: A synthesis of the relationship between parks and economic development (Metro, 2012), at www.oregonmetro.gov/naturalareas.



Toolkit: Regulatory framework that sets the stage

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to have a catalytic effect on adjacent land uses and help achieve this vision. This will work best if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will both support the land use vision now and help to achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however, their application differs greatly depending on the context in which they are applied.

Attachment B describes in detail these key transit supportive policies and regulatory tools. Specific project examples of how these tools can be applied are included to illustrate how the changes can raise the development potential within the corridor. Policies for consideration include:

- zoning code changes
 - density maximums and building height
 - non-compliant use provisions
 - stepbacks
 - commercial corridor assessment
- parking requirements and parking management
 - trip generation reductions
 - responsive parking ratios
 - shared parking
 - unbundling parking
- design code changes
 - layered landscapes and active open space
 - ground floor active use provisions.

Attachment B includes the full policy toolkit, which includes a representative list of possible regulations.

Toolkit: Financial incentives that set the stage

In addition to regulatory and policy changes, the public sector can help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives provided to key catalytic projects offer a "proof of concept" – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor are not supportive of many development forms that are envisioned by the local communities. In particular this is true in areas the community would like to see more walkable, attractive and business-friendly neighborhoods than exist today. The financial incentives toolkit section of Attachment B highlights key financial tools that are available to public sector partners to leverage investment and new development in specific Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. Tools recommended for consideration by public sector partners in areas of change throughout the Southwest corridor include:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

Attachment B includes the full financial incentives toolkit, which includes a representative list of possible incentives.

Alternative performance measures

In some circumstances, existing state transportation level of service performance measures function as a barrier to redevelopment or new development. This could make it difficult for local communities to achieve their land use goals as set out in the Southwest corridor land use vision. To address this challenge, the steering committee recommends that the Southwest Corridor Plan refinement process include collaborative work by Metro, the Southwest corridor cities, Washington County and ODOT to develop a coordinated set of multimodal performance measures reflecting state, regional and local goals.

These multimodal performance measures may vary across the corridor based on community objectives, and should provide the objectivity necessary for fair and consistent application. The measures would be intended to support both land use review and transportation evaluation. The alternative performance measures would likely address I-5 and 99W within the Southwest corridor and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary. The result would be a set of multimodal performance measures and associated evaluation process that could be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

Southwest Corridor Plan recommendation attachments

Attachment A: Roadway, active transportation, parks, trails and natural resources projects map book and project lists

Attachment B: Regulatory framework and financial incentives toolkit

Documents that support this action and provide key information for further phases

www.swcorridorplan.org/projectlibrary

Charter Dec. 12, 2011

Health assessment January 2012

Opportunity and housing report January 2012

Vision, goals and objectives May 14, 2012

Existing conditions summary report April 18, 2012

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives Jan. 24, 2013

Project bundles Feb. 5, 2013

Evaluation report, July 1, 2013

Public involvement report, July 1, 2013

Forward: What's next for the Southwest Corridor Plan?

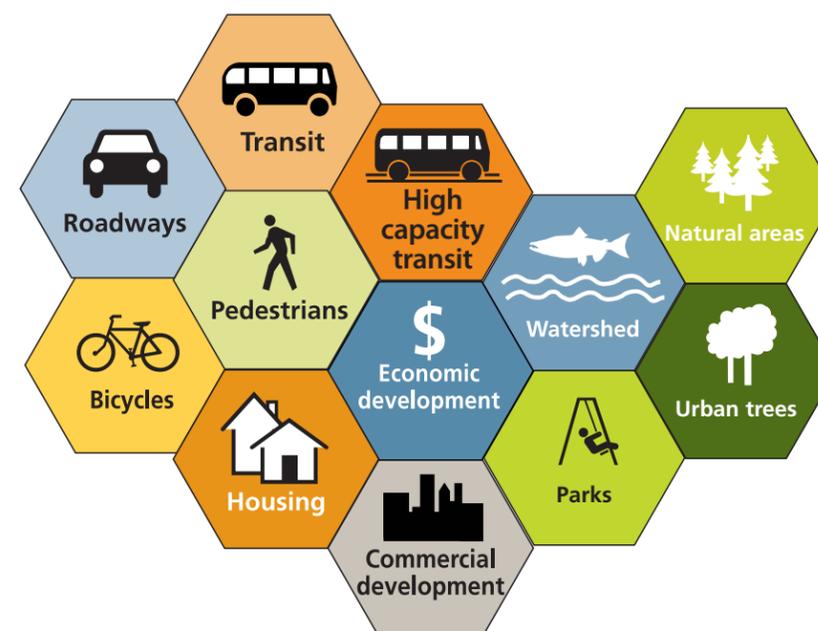
During the months following the steering committee recommendation, the boards and councils of plan partners (cities, counties and agencies) will take action on the Southwest Corridor Plan.

Project partners will continue to meet during the 2013-14 refinement period to consider high capacity transit options, guide transit Service Enhancement Plan decisions and move forward with strategic project development for priorities identified in the Southwest Corridor Shared Investment Strategy.

Project partners will collaborate to develop an implementation structure that maximizes the potential for project success. This structure will consider:

- community partners
- public/private/non-profit partnerships
- citizen engagement
- innovative and collaborative funding mechanisms.

As the partners work to advance projects in the Southwest Corridor Shared Investment Strategy, they should consider other regional plans such as the Regional Trails Plan and the Active Transportation Plan to identify the safest and most interconnected bicycling and walking network possible. At the end of the refinement period (in mid-2014), the Southwest Corridor Plan Steering Committee will decide whether to advance a high capacity transit project for further consideration in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).



Southwest Corridor Strategic Investment Strategy action chart

July steering committee recommendation	Responsibility for implementation					Target date for next steps (if applicable)
	Who implements		When	Funding for work	Notes	
	Lead	Partners				
Decision to refine high capacity transit alternatives for further study	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement: 1. Refined high capacity transit project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for high capacity transit project	Mid 2014: Begin Draft Environmental Impact Statement (DEIS) on high capacity transit alternative as refined by project partners Early 2017: Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	TriMet/Metro	Cities	8/2013 – 12/2014	TriMet with some Metro staff support	Vision for future transit service throughout the area, including connections to high capacity transit. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	2015 and forward: Implement service enhancements and revisit over time based on local improvements
Southwest corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of high capacity transit alternative	
Policies and incentives to address regulatory framework and financial incentives	Cities	Metro	Timing depends on jurisdiction needs and desires and direct connection to high capacity transit	Cities	Milestones for specific cities will be tied to progress on high capacity transit project with an aim to address FTA guidelines and help the region compete for federal transit funds	Spring 2014: Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway and active transportation projects highly supportive of high capacity transit	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement, partners will determine which projects are integral to a high capacity transit investment	Mid 2014: Partners will define which projects are packaged with the high capacity transit alternative for NEPA
Roadway and active transportation projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified for early implementation; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non-profits	8/2013 – 6/2014 for projects related to high capacity transit	Project sponsor and Metro will look at projects that could be part of high capacity transit alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	Mid 2014: Identify projects that may be part of high capacity transit alternative for NEPA



City of Tigard Memorandum

To: Mayor Cook and City Councilors

From: Judith Gray

Re: Proposed Resolution Acknowledging the Southwest Corridor Plan – Phase 1

Date: September 10, 2013

The City of Tigard citizens, elected leaders and staff have participated in the Southwest Corridor Plan for more than two years. The purpose of the project is to create a framework for coordinated planning and public investments that can stimulate economic development, identify strategic public investments, and leverage private investments to help improve transportation conditions and achieve local community visions. On July 22, 2013, the Steering Committee voted unanimously to approve the Southwest Corridor Plan and Shared Investment Strategy.

Council is now asked to approve a resolution acknowledging the Steering Committee action and providing direction to staff on further planning activities and related efforts. The proposed resolution does not directly change Tigard's plans or codes, such as the Comprehensive Plan, Transportation System Plan, or Tigard Development Code. Rather, the resolution will strengthen future planning and funding efforts in the corridor by demonstrating the collaborative relationship among project partners. Specifically, the resolution:

- Endorses the Southwest Corridor Plan and Shared Investment Strategy;
- Directs staff to use the plan to inform future planning efforts;
- Directs staff to work with TriMet and other regional partners in the Southwest Service Enhancement Plan to identify nearer-term transit service improvements;
- Directs staff to continue participation in further Southwest Corridor Plan efforts, including refinement and analysis of high capacity transit alternatives;
- Directs staff to pursue funding options in coordination with Metro, ODOT, TriMet and project partner jurisdictions to support the Southwest Corridor Plan and Shared Investment Strategy.

Staff Recommendation

Staff recommends that Council adopt the resolution. It is important that Tigard, and all SW Corridor jurisdictions, formally endorse the work that has been developed to date to facilitate moving to the next stage and help maintain the strong collaborative partnership that has been established to date.

How we got here

The Tigard High Capacity Transit (HCT) Land Use Plan, begun in 2011, was the first of several coordinated studies that comprise the Southwest Corridor Plan. Through the Land Use Plan process, Tigard citizens identified the Triangle and Downtown as areas that are most suitable for future growth, including mixed-use development. Citizens also identified several areas that should be preserved largely in their current form, though all areas wanted improvements to overcome some of the local access barriers for all modes. For example, most citizens indicated that neighborhoods around Scholls Ferry Road/SW 121st Avenue and Upper Bridgeport Village are successful in their current form.

The Tigard HCT Land Use Plan provided Tigard's foundation for the Southwest Corridor land use vision, which identified focus areas for future growth and multimodal transportation improvements to provide safe and efficient transportation options between focus areas. Over the course of the planning effort, a wide range of alternatives was developed to address the transportation needs in the SW Corridor. These largely came from already adopted local transportation system plans, though some new projects were identified. The large lists of projects were later narrowed down to a smaller set of alternatives based on what was most financially feasible and most supportive of the local communities' visions. City staff participated throughout this process and helped identify and prioritize roadway, active transportation (bike and pedestrian) and transit connections that would improve the transportation network in the Southwest Corridor.

The final plan approved by the Steering Committee includes the following key elements:

Local Transit Improvements -- Service Enhancement

TriMet is directed to work with local communities to identify near-term improvements to transit service and access to transit.

High Capacity Transit (HCT) -- Refinement

The project team is directed to begin a refinement phase including both light rail (LRT) and bus rapid transit (BRT) options connecting Portland to Tigard-Tualatin by summer or fall of 2014. These refined alternatives will be carried forward in a Draft Environmental Impact Statement (DEIS), with estimated completion in 2017.

Roadways and Active Transportation -- Supportive

The recommendation identified 81 -- out of more than 500 initially considered -- that are most supportive of local land use visions and potential high capacity transit. Inclusion in this list should inform and strengthen the projects for funding considerations.

Investments in Parks, Trails, and Nature -- Opportunistic

The Plan includes a comprehensive inventory of investments in parks, trails, and natural areas. The inventory can help project partners identify funding opportunities that help support local visions and values.

Regulations -- Informative

The Plan includes a regulatory "toolkit" that can help set the stage for development. The project team provided expertise in the areas of regulations and financial incentives that cities can use to promote economic development.

Funding strategy -- Next Steps

Furthering the collaboration theme, the Plan notes that partners should work together to develop a funding strategy for future investments.

Next Steps

Tigard staff have met with project partners to begin the Refinement of the HCT alternatives, including closer evaluation of potential alignment opportunities and issues. Planning and engineering staff are included now, reflecting the more detailed technical considerations being considered. The goal is to spend the next six-to-nine months clarifying the most feasible alternatives to carry forward to the federal process, as part of a Draft Environmental Impact Analysis.

Tigard is incorporating the Southwest Corridor Plan work in the Tigard Triangle Strategic Plan. Staff representatives from Metro and TriMet will serve on the Triangle Technical Advisory Committee, while Tigard staff continues to participate in the Refinement plan efforts. This will help ensure on-going and effective coordination of the two efforts.

AIS-1401

7.

Business Meeting

Meeting Date: 10/08/2013
Length (in minutes): 15 Minutes
Agenda Title: FY 2014 First Quarter Supplemental Budget Amendment
Prepared For: Toby LaFrance
Submitted By: Carissa Collins, Financial and Information Services
Item Type: Motion Requested **Meeting Type:** Council
Resolution Business
Public Hearing - Legislative Meeting -
Main
Public Hearing Yes
Newspaper Legal Ad Required?:
Public Hearing Publication 09/25/2013
Date in Newspaper:

Information

ISSUE

A first quarter supplemental amendment to the FY 2014 Adopted Budget is being requested. The purpose of the supplemental is to account for revenues and expenses that were unknown at the time of budget adoption. The following issues are addressed in the amendment:

1. FTE Transfers affecting General Fund and Central Services.
2. Recognition of grant revenues.
3. Budget adjustments in Public Works Water, and Fleet/Property Management operations.
4. Capital Improvement Program budget adjustments.

STAFF RECOMMENDATION / ACTION REQUEST

Approve the FY 2014 First Quarter Supplemental Budget Amendment.

KEY FACTS AND INFORMATION SUMMARY

The following is a list of items that require council action for the FY 2014 budget:

1. Transfer of 1.0 FTE from Police to Information Technology-A transfer of the PD Technology Specialist from the Police Department to Information Technology. **This request will move payroll costs in the amount of \$79,337 from the General Fund to the Central Services Fund.** Based on council approval, this change will be effective 10/01/2013.
2. Transfer of 1.0 FTE from Community Development to Engineering-A transfer of the Sr. Engineering Tech from Community Development to Engineering is being requested in the amount of \$71,040 due to the transfer of private development

tasks from Community Development to Engineering Based upon approval, this change will be effective 10/01/2013. Salaries and benefits have been prorated to reflect this change.

3. **Recognition of grant revenues**-**The city has received a total of \$33,643 in grant proceeds for Police.** The FY 2014 Adopted Budget includes grant revenues in amount of \$100,000 for the new E-Citation System. The city has received an additional **\$31,143 from Oregon Department of Transportation (ODOT)** that will be used to purchase software and hardware such as hand-held devices for police officers. Also, the Police Department has received a **\$2,500 "Celebrate My Drive" grant from State Farm** that will be used for education purposes regarding distracted driving.
4. **Willamette River Water Coalition (WRWC)/Hillsboro Preliminary Willamette River Water Supply Study**-**A total of \$100,000 is being requested in order for the city to participate in a study related to water supply and treatment options as a member of WRWC.** Council approved participation in this study during the July 16, 2013 workshop.
5. **Purchase of Replacement Van**-A van that is used by staff in the Fleet Division was totaled. **The city received \$14,868 from insurance that was used towards the purchase of a replacement van in the amount of \$27,000.**
6. **Consolidation of Capital Improvement Program (CIP) Projects:93010-Derry Dell Creek & Sewer Interceptor Relocation; 96032-Johnson St. Waterline Replacement; 92027-Park Land Development along with a carryforward of appropriation for 94011-Walnut St. Culvert Improvement (Derry Dell/Fanno Creek) project** - After the adoption of the FY 2014 CIP, a couple of issues appeared regarding these projects. First, the Walnut Street Culvert Improvement project that was not completed last year was omitted from the CIP . Second, it was determined that the Johnson Street Waterline, and the above-mentioned culvert project could be included in the Clean Water Service (CWS) permit package for other agencies. As a result, the permits and projects can be managed more efficiently by combining them with the related Derry Dell Sewer Relocation project. This request will reallocate adopted budgets along with requesting additional appropriations for the consolidated project. After all budget adjustments, total project costs will be \$685,000. See details as follows:
 - a). **93010-Derry Dell Creek & Sewer Interceptor Relocation**- A total of \$75,000 appears in the FY 2014 Adopted Budget this project. An **additional appropriation in the amount of \$200,000 is being requested for Derry Dell** that will provide a total of \$275,000 of appropriations in the Sanitary Sewer Fund for the combined project.
 - b). **94011-Walnut St. Culvert Improvement (Derry Dell/Fanno Creek)**-A **carryforward in the amount of \$120,000 is being requested for the project that was not completed last fiscal year** . This amount will be applied to 93010-Derry Dell Creek & Sewer Interceptor Relocation project.
 - c). **96032-Johnson St. Waterline Replacement**-The budget for this project in the amount of **\$285,000 will be reallocated to project 93010-Derry Dell Creek & Sewer Interceptor Relocation**.
 - d). An appropriation in the amount of **\$50,000 is being requested from the Gas Tax Fund** to be used for widening of the shoulder on Walnut Street.
 - e). **92027-Park Land Development**-A **reallocation in the amount of \$30,000** is being requested to design trail connections to Fanno Creek.
7. **Main St. Sewer/Fanno Creek Crossing**-A total of \$212,000 appears in the FY 2014 Adopted Budget for this project. **An additional appropriation of \$225,000 is being requested to complete the purchase of the easement for \$45,000, and to complete construction of the sewer at a cost of \$180,000** . Total project costs will amount to

\$437,000 in the Sanitary Sewer Fund.

8. Parks CIP budgets adjustments for 92021-Potso Dog Park, 92048-Summer Lake Improvements, & 92027-Park Land Development projects-A total of **\$300,000 is being requested in order to complete the improvements at Potso Dog Park for \$160,000 and Summer Lake for \$140,000**. This action will be funded by reallocating appropriations from the Park Land Development project which has no impact on appropriations.

9. Ash Street Crossing Study-Additional appropriation in the amount of **\$50,000 is requested in order to complete the design and modeling study** related to the Tiedeman/Greenburg Rd./North Dakota Street Intersection Improvements.

10. Sanitary Sewer Major Maintenance Program- A **carryforward of \$100,000 is being requested to repair the sanitary sewer at Red Rock Creek** that was not completed last fiscal year due to permitting issues.

11. Waterline Restoration-Black Bull Property- A total of **\$50,000 is required to complete design and construction** to restore the waterline on the Black Bull Property off of North Dakota Street due to illegal excavation.

12. Fanno Creek Trail (Main St. to Grant Ave.) - The FY 2014 Adopted Budget includes a total project cost of \$491,000 including funding from the City Center Development Agency (CCDA). A total reallocation of funding in the amount of **\$170,000 is being requested to complete the permitting and construction** of this project. If approved, total project cost will amount to \$661,000. Funding will come from the **reallocation of \$100,000 from 92027-Park Land Development project** that was approved by the Parks & Recreation Advisory Board in FY 2013. Also, **\$50,000 will be reallocated from 95027-Citywide Pedestrian/Cyclist Improvements project for trail construction**. Lastly, a total of **\$20,000 will be reallocated from capital improvement program within the CCDA** for the purchase and installation of lighting along the trail.

OTHER ALTERNATIVES

Do not approve the supplemental budget amendment.

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

Financial Stability

DATES OF PREVIOUS CONSIDERATION

N/A

Fiscal Impact

Cost: 1,624,663
Budgeted (yes or no): Yes
Where Budgeted (department/program): All programs

Additional Fiscal Notes:

The total impact of this amendment will increase the FY 2014 Adopted Budget by \$1,624,663. Although the supplemental consists of increased requirements, they are offset by additional resources. These resources include grant revenues amounting to approximately \$33,000 as well as use of contingency totalling approximately \$342,000. Exhibits A and B contain the details of each budgetary item. Attachments 1 and 2 summarize the items by fund and for all city funds.

Attachments

Attachment-1

Exhibit A

Exhibit B

Attachment-2

Resolution

FY 2014 First Quarter Supplemental Budget Amendment

	Project/Contract/Carryforward/Grant	Amount	Financial Impact to Ending Fund Balance	Fund/Div	Description
City of Tigard Operations					
1	Transfer of the 1.0 FTE from Police to Information Technology	\$79,337	No impact. This action moves budget from one program to another, and across funds.	Central Srv-IT General Fund-PD	A transfer of the PD Technology Specialist position from Police to Information Technology. This action will move payroll costs from the General Fund to the Central Services Fund. Based on approval, this change will be effective 10/1/2013.
2	Sr. Engineering Tech {1.0 FTE} Transfer from Community Development to Engineering	\$71,040	No impact. This action moves budget from one program to another within the General Fund.	General Fund-CD/PW	Transfer Sr. Eng. Tech from CD to Engineering. A total of \$4,040 of M&S, and \$67,000 of salaries and benefits will be transferred due to the transfer of Private Development tasks from CD to Engineering. Based on approval, this change will be effective 10/1/2013. Therefore, salaries and benefits have been prorated to reflect this timeline. This action has zero impact on General Fund.
3	Recognition of Police Grants	\$31,143	No impact. This action provides additional revenue to support additional expenditures.	General Fund-PD	The FY 2014 Adopted Budget includes a \$100,000 grant for the new E-Citation system in Police. The city recently received an additional \$31,143 grant from ODOT for the new system. The funds will be used to purchase software, and hardware such as hand-held devices for police officers.
		\$2,500		General Fund-PD	Recognition of the "Celebrate My Drive" grant from State Farm. Funds to be used for educational purposes concerning distracted driving.
	Total Grants	\$33,643			
4	Willamette River Water Coalition (WRWC)/Hillsboro Preliminary Willamette River Water Supply Study	\$100,000	No impact. Increased expenditures are offset by reduction of contingency. Remaining contingency in the Water Fund will be \$400,000.	Water-PW	Tigard's participation in a study related to water supply and treatment options as a member of WRCW. Council approved participation in this study during the July 16, 2013 workshop.
5	Purchase of replacement van	\$27,000	No impact. Increase in revenues plus decrease in contingency offsets increase in program expenditures. Remaining contingency in Fleet/Property Management Fund will be \$12,686.	Prop Mgmnt-PW	The van used by staff in the Fleet Division was totaled. The city received a insurance check in the amount of \$14,868 that was used toward the purchase of the replacement van which costs \$27,000. A total of \$12,314 is being requested from contingency to go towards the purchase of the new vehicle.
Total Adjustments to Operations		\$344,663			

FY 2014 First Quarter Supplemental Budget Amendment

	Project/Contract/Carryforward/Grant	Amount	Financial Impact to Ending Fund Balance	Fund/Div	Description
Capital Improvement Program					
6	<p><u>Consolidation of CIP projects:</u> 93010-Derry Dell Creek and Sewer Interceptor Relocation; 96032-Johnson St. Waterline Replacement; 92027-Park Land Development; and a request for a carryforward of appropriation for the Walnut Street Culvert Improvement (Derry Dell/Fanno Creek) projects.</p>			CIP	<p>Request Summary: After the adoption of the FY 2014 CIP, a couple of issues appeared regarding these projects. First, the Walnut Street Culvert Improvement project that was not completed last year was omitted from the CIP . Second, it was determined that the Johnson Street Waterline, and the above-mentioned culvert project could be included in the Clean Water Service permit package for other agencies. By combining them with the related Derry Dell Sewer Relocation project, the permits and projects can be managed more efficiently. This request will reallocate adopted budgets along with requesting additional appropriations for the consolidated project. After all budget adjustments, total project costs will be \$685,000.</p>
		\$200,000	No impact	Sanitary Sewer-CIP	A total of \$75,000 appears in the FY 2014 Adopted Budget the Derry Dell Creek Sewer Interceptor Relocation project. An additional appropriation in the amount of \$200,000 is being requested for Derry Dell that will provide a total of \$275,000 of appropriations in the Sanitary Sewer Fund for the combined project.
		\$120,000	No impact	Stormwater-CIP	Carryforward for \$120,000 for Walnut St. Culvert Improvement in Stormwater funds and apply them to Derry Dell Creek Sewer Interceptor Relocation project.
		\$285,000	No impact	Water-CIP	Reallocation of appropriation in the amount of \$285,000 is being requested from 96032-Johnson Street Waterline Replacement project to Derry Dell Creek Sewer Interceptor Relocation project.
		\$50,000	No impact	Gas Tax-CIP	Appropriation of \$50,000 is being requested from the Gas Tax Fund to be used for shoulder widening of Walnut Street.
			No impact	Parks Bond-CIP	Reallocation of appropriation from 92027-Park Land Development project in the amount of \$30,000 is being requested to design trail connections for Fanno Creek.
		<u>\$30,000</u>			
Total Derry Dell Budget Adjustments	\$685,000				

FY 2014 First Quarter Supplemental Budget Amendment

	Project/Contract/Carryforward/Grant	Amount	Financial Impact to Ending Fund Balance	Fund/Div	Description
7	Main St. Sewer/Fanno Creek Crossing			CIP	A total of \$225,000 in additional appropriation is being requested for easements and construction costs. Total project costs will amount to \$437,000.
		\$45,000	No impact	Sanitary Sewer-CIP	An additional \$45,000 is being requested to complete the acquisition of the easement for this project. Total appropriation for the easement is \$70,000. This item was approved by council on July 23, 2013.
			No impact	Sanitary Sewer-CIP	A request for an additional appropriation of \$180,000 is being requested for this project. With this request, total sewer construction costs will increase by \$100,000 to a total of \$267,000; and project management and construction management costs will increase by \$80,000 to a total of \$100,000.
	Total Main St. Sewer Appropriation	<u>\$180,000</u> \$225,000			
8	Parks CIP budget adjustments for 92021-Potso Dog Park, 92048-Summer Lake Improvements, & 92027-Park Land Development Projects			Parks-CIP	A total of \$300,000 is being requested in order to complete the improvements at Potso Dog Park and Summer Lake. This action will be funded by reallocating appropriations from the Park Land Development project which has no impact on appropriations.
	Total Potso Dog Park	\$0 <u>\$0</u> \$0	No impact	Parks Bond-CIP Parks SDC-CIP	Improvements to Potso Dog Park include a paved parking lot and stormwater improvements totaling \$160,000 split between Parks Bond and Parks SDC.
	Total Summer Lake Park	<u>\$0</u> \$0	No impact	Parks Bond-CIP	Improvements at Summer Lake Park include construction of new restrooms for \$140,000.
9	Ash Street Crossing Study	\$50,000	No impact	Traffic Impact Fee-PW	Additional appropriation is requested in order to complete the design and modeling study tied to the Tiedeman/Greenburg Rd./North Dakota Intersection Improvement.
10	Sanitary Sewer Major Maintenance	\$100,000	No impact	Sanitary Sewer-CIP	A total of \$100,000 is being requested for the repair of the sewer at Red Rock Creek that was not completed last year due to permitting issues.
11	Waterline Restoration-Black Bull Property	\$50,000	No impact	Water-CIP	A total of \$50,000 is being requested to complete design and construction to restore the waterline on the Black Bull property off of North Dakota Street due to illegal excavation.

FY 2014 First Quarter Supplemental Budget Amendment

	Project/Contract/Carryforward/Grant	Amount	Financial Impact to Ending Fund Balance	Fund/Div	Description
12	Fanno Creek Trail-Main St. to Grant Ave.			CIP	This project installs a trail from Main Street to Grant Avenue, and is a key part of the Fanno Creek Regional Trail System. The FY 2014 Adopted Budget reflects a total project cost of \$491,000 which includes funding from the City Center Development Agency (CCDA). A reallocation of funding totaling \$170,000 is being requested to complete permitting and construction on this project. If approved, total cost for the project will amount to \$661,000.
		\$100,000	No impact	Parks Bond-CIP	Parks & Recreation Advisory Board approved the use of these funds for construction of the trail. A total of \$100,000 will be reallocated from 92027-Park Land Development to this project.
		\$50,000	No impact	Gas Tax-CIP	A total of \$50,000 will be reallocated from 95027-Citywide Pedestrian/Cyclist Improvements project in order to complete improvements to the trail.
		\$20,000	No impact	CCDA-CIP	An additional \$20,000 is requested to complete the purchase and installation of lighting along the trail.
	Total Fanno Creek Trail-Main to Grant	\$170,000			
Overall Amendment Total		\$1,624,663			

City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment

1. FTE Transfer-Police to IT

A transfer of the PD Technology Specialist position {1.0 FTE} from Police to IT is being requested. This action will move payroll costs from General Fund to Central Services. The result will have no affect on General Fund program expenditures but will increase interdepartmental services revenue and increase IT program expenditures in the Central Service Fund.

Central Service Fund Resources	Adopted Budget	Amendment	Revised Budget
Beginning Fund Balance	\$ 199,348		\$ 199,348
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 31,620		\$ 31,620
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 5,750,628		\$ 5,750,628
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 593		\$ 593
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 861,205	\$ 79,337	\$ 940,542
Total Resources	\$ 6,843,394	\$ 79,337	\$ 6,922,731
Requirements			
Policy and Administration	\$ 6,494,508	\$ 79,337	\$ 6,573,845
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ 6,494,508	\$ 79,337	\$ 6,573,845
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ -		\$ -
Contingency	\$ 340,000		\$ 340,000
Total Budget	\$ 6,834,508	\$ 79,337	\$ 6,913,845
Reserve For Future Expenditure	\$ 8,886	\$ -	\$ 8,886
Total Requirements	\$ 6,843,394	\$ 79,337	\$ 6,922,731

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

2. FTE Transfer-Community Development to Public Works Engineering

Transfer Sr. Eng. Tech from CD to Engineering. A total of \$4,040 of M&S, and \$67,000 of salaries and benefits will be transferred due to the transfer of Private Development tasks from CD to Engineering. Based on approval, this change will be effective 10/1/2013. Therefore, salaries and benefits have been prorated to reflect this timeline. This action will result in a decrease of 1.0 FTE in CD with an increase in FTE in Engineering. In addition, program expenditures in CD will decrease by \$71,040 and program expenditures in Engineering will increase by the same amount. This action has zero impact on General Fund.

General Fund	Adopted Budget	Amendment	Revised Budget
Resources			
Beginning Fund Balance	\$ 8,156,853		\$ 8,156,853
Property Taxes	\$ 13,020,535		\$ 13,020,535
Franchise Fees	\$ 5,601,400		\$ 5,601,400
Licenses & Permits	\$ 900,135		\$ 900,135
Intergovernmental	\$ 5,575,381		\$ 5,575,381
Charges for Services	\$ 3,230,653		\$ 3,230,653
Fines & Forfeitures	\$ 1,098,783		\$ 1,098,783
Interest Earnings	\$ 103,722		\$ 103,722
Miscellaneous	\$ 24,902		\$ 24,902
Other Financing Sources	\$ 361,000		\$ 361,000
Transfers In from Other Funds	\$ -		\$ -
Total Resources	\$ 38,073,364	\$ -	\$ 38,073,364
Requirements			
Policy and Administration	\$ 802,516		\$ 802,516
Community Development	\$ 3,094,988	\$ (71,040)	\$ 3,023,948
Community Services	\$ 20,048,141		\$ 20,048,141
Public Works	\$ 5,396,382	\$ 71,040	\$ 5,467,422
Program Expenditures Total	\$ 29,342,027	\$ -	\$ 29,342,027
Debt Service	\$ -		\$ -
Loans	\$ 361,000		\$ 361,000
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ 916,292		\$ 916,292
Contingency	\$ 1,200,000		\$ 1,200,000
Total Budget	\$ 31,819,319	\$ -	\$ 31,819,319
Reserve For Future Expenditure	\$ 6,254,045	\$ -	\$ 6,254,045
Total Requirements	\$ 38,073,364	\$ -	\$ 38,073,364

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

3. Recognition of Grants - Police Department

E-Citation System

The FY 2014 Adopted Budget includes a \$100,000 grant for the new E-Citation system in Police. The city recently received an additional \$31,143 grant from ODOT for the new system. The funds will be used to purchase software and hardware such as hand-held devices for police officers. Intergovernmental Revenues will increase by \$31,143 in General Fund with an equal increase in Community Services program expenditures.

State Farm Grant

Recognition of the "Celebrate My Drive" grant from State Farm. Proceeds to be used for distracted driving education. This action will increase grant revenues by \$2,500 with an equal increase in Community Services program expenditures.

General Fund		Adopted Budget	Amendment	Revised Budget
Resources				
	Beginning Fund Balance	\$ 8,156,853		\$ 8,156,853
	Property Taxes	\$ 13,020,535		\$ 13,020,535
	Franchise Fees	\$ 5,601,400		\$ 5,601,400
	Licenses & Permits	\$ 900,135		\$ 900,135
	Intergovernmental	\$ 5,575,381	\$ 33,643	\$ 5,609,024
	Charges for Services	\$ 3,230,653		\$ 3,230,653
	Fines & Forfeitures	\$ 1,098,783		\$ 1,098,783
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 24,902		\$ 24,902
	Other Financing Sources	\$ 361,000		\$ 361,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 38,073,364	\$ 33,643	\$ 38,107,007
Requirements				
	Policy and Administration	\$ 802,516		\$ 802,516
	Community Development	\$ 3,094,988		\$ 3,094,988
	Community Services	\$ 20,048,141	\$ 33,643	\$ 20,081,784
	Public Works	\$ 5,396,382		\$ 5,396,382
	Program Expenditures Total	\$ 29,342,027	\$ 33,643	\$ 29,375,670
	Debt Service	\$ -		\$ -
	Loans	\$ 361,000		\$ 361,000
	Work-In-Progress	\$ -		\$ -
	Transfers to Other Funds	\$ 916,292		\$ 916,292
	Contingency	\$ 1,200,000		\$ 1,200,000
	Total Budget	\$ 31,819,319	\$ 33,643	\$ 31,852,962
	Reserve For Future Expenditure	\$ 6,254,045	\$ -	\$ 6,254,045
	Total Requirements	\$ 38,073,364	\$ 33,643	\$ 38,107,007

City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment

4. Willamette River Water Coalition (WRWC)/Hillsboro Preliminary Willamete River Water Supply Study

Tigard's participation in a study related to water supply and treatment options as a member of WRWC. Council approved participation in this study during the July 16, 2013 workshop. This action will result in a decrease of \$100,000 in contingency in the Water Fund with and equal increase in program expenditures.

Water Fund	Adopted	Amendment	Revised
Resources	Budget	Amendment	Budget
Beginning Fund Balance	\$ 9,701,503		\$ 9,701,503
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 13,202		\$ 13,202
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 14,240,169		\$ 14,240,169
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 30,644		\$ 30,644
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 58,751		\$ 58,751
Total Resources	\$ 24,044,269	\$ -	\$ 24,044,269
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ 8,139,852	\$ 100,000	\$ 8,239,852
Program Expenditures Total	\$ 8,139,852	\$ 100,000	\$ 8,239,852
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ 5,735,926		\$ 5,735,926
Contingency	\$ 500,000	\$ (100,000)	\$ 400,000
Total Budget	\$ 14,375,778	\$ -	\$ 14,375,778
Reserve For Future Expenditure	\$ 9,668,491	\$ -	\$ 9,668,491
Total Requirements	\$ 24,044,269	\$ -	\$ 24,044,269

City of Tigard
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5. Purchase of replacement van-Public Works

The van used by staff in the Fleet Division was totalled. The city received a insurance check in the amount of \$14,868 that was used toward the purchase of the replacement van which costs \$27,000. A total of \$12,314 is being requested to go towards the purchase of the new vehicle. This action will increase recovered expenditures by \$14,868 and decrease contingency by \$12,314 in the Fleet/Property Management Fund. In turn, Public Works program expenditures will increase by \$27,000.

Fleet/Property Management Fund	Adopted Budget	Amendment	Revised Budget
Resources			
Beginning Fund Balance	\$ 86,512		\$ 86,512
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 1,639,836		\$ 1,639,836
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ -		\$ -
Miscellaneous	\$ -	\$ 14,868	\$ 14,868
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ -		\$ -
Total Resources	\$ 1,726,348	\$ 14,868	\$ 1,741,216
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ 1,698,713	\$ 27,000	\$ 1,725,713
Program Expenditures Total	\$ 1,698,713	\$ 27,000	\$ 1,725,713
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ -		\$ -
Contingency	\$ 25,000	\$ (12,132)	\$ 12,868
Total Budget	\$ 1,723,713	\$ 14,868	\$ 1,738,581
Reserve For Future Expenditure	\$ 2,635	\$ -	\$ 2,635
Total Requirements	\$ 1,726,348	\$ 14,868	\$ 1,741,216

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

6. Consolidation of CIP projects 94011-Culvert Improvements: Walnut St. (Derry Dell/Fanno Cr.) and 96032-Johnson St. Waterline Replacement with 93010-Derry Dell Creek and Sewer Interceptor Relocation project.

After the adoption of the FY 2014 CIP, a couple of issues appeared regarding these projects. First, it was discovered that the Walnut Street culvert improvement project that was not completed last year was omitted from the CIP. Second, it was determined that the Johnson Street Waterline, and the above mentioned culvert project could be included in the Clean Water Service permit package for other agencies. By combining them with the related Derry Dell Sewer Relocation project, the permits and projects can be managed more efficiently. The following budget adjustments are being requested:

Sanitary Sewer - will show an increase in beginning fund balance by \$200,000 with an increase in transfers of \$455,000. Capital program expenditures will increase by \$655,000.

Stormwater Fund - will show an increase in beginning fund balance of \$120,000 with an equal increase in transfers out.

Water CIP - this fund will show a decrease in capital improvement program expenditures by \$285,000.

This action will also result in an increase in transfers by the same amount into the Sanitary Sewer Fund.

Gas Tax - this action will show an increase in beginning fund balance of \$50,000 with an increase in transfers to the Sanitary Sewer Fund.

Parks Bond - a reallocation of appropriation in the amount \$30,000 from the Park Land Development project is required. This action will have no impact on ending fund balance.

		Adopted Budget	Amendment	Revised Budget
Sanitary Sewer Fund				
Resources	Beginning Fund Balance	\$ 5,852,119	\$ 200,000	\$ 6,052,119
	Property Taxes	\$ -		\$ -
	Franchise Fees	\$ -		\$ -
	Licenses & Permits	\$ 433,800		\$ 433,800
	Intergovernmental	\$ -		\$ -
	Charges for Services	\$ 1,484,277		\$ 1,484,277
	Fines & Forfeitures	\$ -		\$ -
	Interest Earnings	\$ 100,333		\$ 100,333
	Miscellaneous	\$ 128,788		\$ 128,788
	Other Financing Sources	\$ -		\$ -
	Transfers In from Other Funds	\$ 936,000	\$ 455,000	\$ 1,391,000
	Total Resources	\$ 8,935,317	\$ 655,000	\$ 9,590,317
Requirements	Policy and Administration	\$ -		\$ -
	Community Development	\$ -		\$ -
	Community Services	\$ -		\$ -
	Public Works	\$ 1,973,373		\$ 1,973,373
	Program Expenditures Total	\$ 1,973,373	\$ -	\$ 1,973,373
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 4,944,653	\$ 655,000	\$ 5,599,653
	Transfers to Other Funds	\$ 230,149		\$ 230,149
	Contingency	\$ 400,000		\$ 400,000
	Total Budget	\$ 7,548,175	\$ 655,000	\$ 8,203,175
	Reserve For Future Expenditure	\$ 1,387,142	\$ -	\$ 1,387,142
	Total Requirements	\$ 8,935,317	\$ 655,000	\$ 9,590,317

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

6. Consolidation of CIP projects 94011-Culvert Improvements: Walnut St. (Derry Dell/Fanno Cr.) and 96032-Johnson St. Waterline Replacement with 93010-Derry Dell Creek and Sewer Interceptor Relocation project.

After the adoption of the FY 2014 CIP, a couple of issues appeared regarding these projects. First, it was discovered that the Walnut Street culvert improvement project that was not completed last year was omitted from the CIP. Second, it was determined that the Johnson Street Waterline, and the above mentioned culvert project could be included in the Clean Water Service permit package for other agencies. By combining them with the related Derry Dell Sewer Relocation project, the permits and projects can be managed more efficiently. The following budget adjustments are being requested:

Sanitary Sewer - will show an increase in beginning fund balance by \$200,000 with an increase in transfers of \$455,000. Capital program expenditures will increase by \$655,000.

Stormwater Fund - will show an increase in beginning fund balance of \$120,000 with an equal increase in transfers out.

Water CIP - this fund will show a decrease in capital improvement program expenditures by \$285,000.

This action will also result in an increase in transfers by the same amount into the Sanitary Sewer Fund.

Gas Tax - this action will show an increase in beginning fund balance of \$50,000 with an increase in transfers to the Sanitary Sewer Fund.

Parks Bond - a reallocation of appropriation in the amount \$30,000 from the Park Land Development project is required. This action will have no impact on ending fund balance.

	Adopted Budget	Amendment	Revised Budget
Stormwater Fund			
Resources			
Beginning Fund Balance	\$ 2,396,647	\$ 120,000	\$ 2,516,647
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 2,053,830		\$ 2,053,830
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 7,936		\$ 7,936
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ -		\$ -
Total Resources	\$ 4,458,413	\$ 120,000	\$ 4,578,413
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ 1,442,387		\$ 1,442,387
Program Expenditures Total	\$ 1,442,387	\$ -	\$ 1,442,387
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 1,165,375		\$ 1,165,375
Transfers to Other Funds	\$ 478,916	\$ 120,000	\$ 598,916
Contingency	\$ 100,000		\$ 100,000
Total Budget	\$ 3,186,678	\$ 120,000	\$ 3,306,678
Reserve For Future Expenditure	\$ 1,271,735	\$ -	\$ 1,271,735
Total Requirements	\$ 4,458,413	\$ 120,000	\$ 4,578,413

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

6. Consolidation of CIP projects 94011-Culvert Improvements: Walnut St. (Derry Dell/Fanno Cr.) and 96032-Johnson St. Waterline Replacement with 93010-Derry Dell Creek and Sewer Interceptor Relocation project.

After the adoption of the FY 2014 CIP, a couple of issues appeared regarding these projects. First, it was discovered that the Walnut Street culvert improvement project that was not completed last year was omitted from the CIP. Second, it was determined that the Johnson Street Waterline, and the above mentioned culvert project could be included in the Clean Water Service permit package for other agencies. By combining them with the related Derry Dell Sewer Relocation project, the permits and projects can be managed more efficiently. The following budget adjustments are being requested:

Sanitary Sewer - will show an increase in beginning fund balance by \$200,000 with an increase in transfers of \$455,000. Capital program expenditures will increase by \$655,000.

Stormwater Fund - will show an increase in beginning fund balance of \$120,000 with an equal increase in transfers out.

Water CIP - this fund will show a decrease in capital improvement program expenditures by \$285,000.

This action will also result in an increase in transfers by the same amount into the Sanitary Sewer Fund.

Gas Tax - this action will show an increase in beginning fund balance of \$50,000 with an increase in transfers to the Sanitary Sewer Fund.

Parks Bond - a reallocation of appropriation in the amount \$30,000 from the Park Land Development project is required. This action will have no impact on ending fund balance.

	Adopted Budget	Amendment	Revised Budget
Water CIP Fund			
Resources			
Beginning Fund Balance	\$ 84,231,728		\$ 84,231,728
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 13,096		\$ 13,096
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 702,443		\$ 702,443
Total Resources	\$ 84,947,267	\$ -	\$ 84,947,267
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 75,862,443	\$ (285,000)	\$ 75,577,443
Transfers to Other Funds	\$ 546,672	\$ 285,000	\$ 831,672
Contingency	\$ -		\$ -
Total Budget	\$ 76,409,115	\$ -	\$ 76,409,115
Reserve For Future Expenditure	\$ 8,538,152	\$ -	\$ 8,538,152
Total Requirements	\$ 84,947,267	\$ -	\$ 84,947,267

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

6. Consolidation of CIP projects 94011-Culvert Improvements: Walnut St. (Derry Dell/Fanno Cr.) and 96032-Johnson St. Waterline Replacement with 93010-Derry Dell Creek and Sewer Interceptor Relocation project.

After the adoption of the FY 2014 CIP, a couple of issues appeared regarding these projects. First, it was discovered that the Walnut Street culvert improvement project that was not completed last year was omitted from the CIP. Second, it was determined that the Johnson Street Waterline, and the above mentioned culvert project could be included in the Clean Water Service permit package for other agencies. By combining them with the related Derry Dell Sewer Relocation project, the permits and projects can be managed more efficiently. The following budget adjustments are being requested:

Sanitary Sewer - will show an increase in beginning fund balance by \$200,000 with an increase in transfers of \$455,000. Capital program expenditures will increase by \$655,000.

Stormwater Fund - will show an increase in beginning fund balance of \$120,000 with an equal increase in transfers out.

Water CIP - this fund will show a decrease in capital improvement program expenditures by \$285,000.

This action will also result in an increase in transfers by the same amount into the Sanitary Sewer Fund.

Gas Tax - this action will show an increase in beginning fund balance of \$50,000 with an increase in transfers to the Sanitary Sewer Fund.

Parks Bond - a reallocation of appropriation in the amount \$30,000 from the Park Land Development project is required. This action will have no impact on ending fund balance.

	Adopted Budget	Amendment	Revised Budget
Gas Tax Fund			
Resources			
Beginning Fund Balance	\$ 1,476,663	\$ 50,000	\$ 1,526,663
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 2,602		\$ 2,602
Intergovernmental	\$ 3,746,852		\$ 3,746,852
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 55,732		\$ 55,732
Miscellaneous	\$ 60,297		\$ 60,297
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 100,000		\$ 100,000
Total Resources	\$ 5,442,146	\$ 50,000	\$ 5,492,146
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ 2,244,308		\$ 2,244,308
Program Expenditures Total	\$ 2,244,308	\$ -	\$ 2,244,308
Debt Service	\$ 606,378		\$ 606,378
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ 2,554,452	\$ 50,000	\$ 2,604,452
Contingency	\$ 35,000		\$ 35,000
Total Budget	\$ 5,440,138	\$ 50,000	\$ 5,490,138
Reserve For Future Expenditure	\$ 2,008	\$ -	\$ 2,008
Total Requirements	\$ 5,442,146	\$ 50,000	\$ 5,492,146

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

7. Main Street Sewer/Fanno Creek Crossing

An additional appropriation of \$225,000 is being requested for this project. Of this amount, \$45,000 is required for purchase of the easement that was not completed last year. As a result, beginning fund balance will increase by \$45,000. In addition, a total of \$180,000 is being requested to be used for construction along with project and construction management costs. This action will decrease contingency by \$180,000 in the Sanitary Sewer Fund. In turn, total capital improvement program expenditures will increase by \$225,000.

		Adopted Budget	Amendment	Revised Budget
Sanitary Sewer Fund				
Resources	Beginning Fund Balance	\$ 5,852,119	\$ 45,000	\$ 5,897,119
	Property Taxes	\$ -		\$ -
	Franchise Fees	\$ -		\$ -
	Licenses & Permits	\$ 433,800		\$ 433,800
	Intergovernmental	\$ -		\$ -
	Charges for Services	\$ 1,484,277		\$ 1,484,277
	Fines & Forfeitures	\$ -		\$ -
	Interest Earnings	\$ 100,333		\$ 100,333
	Miscellaneous	\$ 128,788		\$ 128,788
	Other Financing Sources	\$ -		\$ -
	Transfers In from Other Funds	\$ 936,000		\$ 936,000
	Total Resources	\$ 8,935,317	\$ 45,000	\$ 8,980,317
Requirements	Policy and Administration	\$ -		\$ -
	Community Development	\$ -		\$ -
	Community Services	\$ -		\$ -
	Public Works	\$ 1,973,373		\$ 1,973,373
	Program Expenditures Total	\$ 1,973,373	\$ -	\$ 1,973,373
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 4,944,653	\$ 225,000	\$ 5,169,653
	Transfers to Other Funds	\$ 230,149		\$ 230,149
	Contingency	\$ 400,000	\$ (180,000)	\$ 220,000
	Total Budget	\$ 7,548,175	\$ 45,000	\$ 7,593,175
	Reserve For Future Expenditure	\$ 1,387,142	\$ -	\$ 1,387,142
	Total Requirements	\$ 8,935,317	\$ 45,000	\$ 8,980,317

8. Parks CIP Adjustments for 92021-Potso Dog Park, 92048-Summer Lake Improvements, & 92027-Park Land Development Projects

A total of \$240,000 is being requested in order to complete the improvements at Potso Dog Park and Summer Lake.

This action will be funded by reallocating appropriations from the Park Land Development project which has no impact on appropriations.

(See Exhibit B)

City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment

9. Ash Street Crossing Study

Additional appropriation is requested in order to complete the design and modeling study tied to the Tiedeman/Greenburg Rd./North Dakota Intersection Improvements. This action will result in a decrease of beginning fund balance by \$50,000 in the Traffic Impact Fee Fund. In addition, transfers will increase and capital improvement program expenditures will increase by \$50,000.

	Adopted Budget	Amendment	Revised Budget
Traffic Impact Fee Fund			
Resources			
Beginning Fund Balance	\$ 772,454	\$ 50,000	\$ 822,454
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 4,000		\$ 4,000
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ -		\$ -
Total Resources	\$ 776,454	\$ 50,000	\$ 826,454
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ 768,307	\$ 50,000	\$ 818,307
Contingency	\$ 8,147		\$ 8,147
Total Budget	\$ 776,454	\$ 50,000	\$ 826,454
Reserve For Future Expenditure	\$ -	\$ -	\$ -
Total Requirements	\$ 776,454	\$ 50,000	\$ 826,454

City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment

9. Ash Street Crossing Study

Additional appropriation is requested in order to complete the design and modeling study tied to the Tiedeman/Greenburg Rd./North Dakota Intersection Improvements. This action will result in a decrease of beginning fund balance by \$50,000 in the Traffic Impact Fee Fund. In addition, transfers will increase and capital improvement program expenditures will increase by \$50,000.

	Adopted Budget	Amendment	Revised Budget
Transportation CIP Fund			
Resources			
Beginning Fund Balance	\$ 200,369		\$ 200,369
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ -		\$ -
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 5,677,081	\$ 50,000	\$ 5,727,081
Total Resources	\$ 5,877,450	\$ 50,000	\$ 5,927,450
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 5,677,081	\$ 50,000	\$ 5,727,081
Transfers to Other Funds	\$ -		\$ -
Contingency	\$ -		\$ -
Total Budget	\$ 5,677,081	\$ 50,000	\$ 5,727,081
Reserve For Future Expenditure	\$ 200,369	\$ -	\$ 200,369
Total Requirements	\$ 5,877,450	\$ 50,000	\$ 5,927,450

City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment

10. Capital Improvement Program-Sanitary Sewer Major Maintenance Program

A total of \$100,000 is being requested for the repair of the sewer at Red Rock Creek that was not completed last year due to permitting issues. This action will increase the beginning fund balance by \$100,000 in Sanitary Sewer with an equal increase in capital expenditures program.

		Adopted Budget	Amendment	Revised Budget
Sanitary Sewer Fund				
Resources	Beginning Fund Balance	\$ 5,852,119	\$ 100,000	\$ 5,952,119
	Property Taxes	\$ -		\$ -
	Franchise Fees	\$ -		\$ -
	Licenses & Permits	\$ 433,800		\$ 433,800
	Intergovernmental	\$ -		\$ -
	Charges for Services	\$ 1,484,277		\$ 1,484,277
	Fines & Forfeitures	\$ -		\$ -
	Interest Earnings	\$ 100,333		\$ 100,333
	Miscellaneous	\$ 128,788		\$ 128,788
	Other Financing Sources	\$ -		\$ -
	Transfers In from Other Funds	\$ 936,000		\$ 936,000
	Total Resources	\$ 8,935,317	\$ 100,000	\$ 9,035,317
Requirements	Policy and Administration	\$ -		\$ -
	Community Development	\$ -		\$ -
	Community Services	\$ -		\$ -
	Public Works	\$ 1,973,373		\$ 1,973,373
	Program Expenditures Total	\$ 1,973,373	\$ -	\$ 1,973,373
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 4,944,653	\$ 100,000	\$ 5,044,653
	Transfers to Other Funds	\$ 230,149		\$ 230,149
	Contingency	\$ 400,000		\$ 400,000
	Total Budget	\$ 7,548,175	\$ 100,000	\$ 7,648,175
	Reserve For Future Expenditure	\$ 1,387,142	\$ -	\$ 1,387,142
	Total Requirements	\$ 8,935,317	\$ 100,000	\$ 9,035,317

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

11. Capital Improvement Program-Waterline Restoration: Black Bull Property

A total of \$50,000 is being requested to complete design and construction to restore the waterline on the Black Bull property off of North Dakota Street due to illegal excavation. The result will show a decrease in contingency in the Water Fund by \$50,000. Transfers will increase with an increase in capital program expenditures of \$50,000 in the Water CIP Fund.

Water Fund	Adopted	Amendment	Revised
Resources	Budget	Amendment	Budget
Beginning Fund Balance	\$ 9,701,503		\$ 9,701,503
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 13,202		\$ 13,202
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 14,240,169		\$ 14,240,169
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 30,644		\$ 30,644
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 58,751		\$ 58,751
Total Resources	\$ 24,044,269	\$ -	\$ 24,044,269
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ 8,139,852		\$ 8,139,852
Program Expenditures Total	\$ 8,139,852	\$ -	\$ 8,139,852
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ 5,735,926	\$ 50,000	\$ 5,785,926
Contingency	\$ 500,000	\$ (50,000)	\$ 450,000
Total Budget	\$ 14,375,778	\$ -	\$ 14,375,778
Reserve For Future Expenditure	\$ 9,668,491	\$ -	\$ 9,668,491
Total Requirements	\$ 24,044,269	\$ -	\$ 24,044,269

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

11. Capital Improvement Program-Waterline Restoration: Black Bull Property

A total of \$50,000 is being requested to complete design and construction to restore the waterline on the Black Bull property off of North Dakota Street due to illegal excavation. The result will show a decrease in contingency in the Water Fund by \$50,000. Transfers will increase with an increase in capital program expenditures of \$50,000 in the Water CIP Fund.

Water CIP Fund	Adopted		Revised
Resources	Budget	Amendment	Budget
Beginning Fund Balance	\$ 84,231,728		\$ 84,231,728
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 13,096		\$ 13,096
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 702,443	\$ 50,000	\$ 752,443
Total Resources	\$ 84,947,267	\$ 50,000	\$ 84,997,267
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 75,862,443	\$ 50,000	\$ 75,912,443
Transfers to Other Funds	\$ 546,672		\$ 546,672
Contingency	\$ -		\$ -
Total Budget	\$ 76,409,115	\$ 50,000	\$ 76,459,115
Reserve For Future Expenditure	\$ 8,538,152	\$ -	\$ 8,538,152
Total Requirements	\$ 84,947,267	\$ 50,000	\$ 84,997,267

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

12. Fanno Creek Trail-Main Street to Grant Avenue

The FY 2014 Adopted Budget reflects a total project cost of \$491,000 which includes funding from the City Center Development Agency (CCDA). An additional \$170,000 of appropriations is being requested to complete permitting and construction on this project.

In FY 2013, the Parks & Recreation Advisory Board approved a total of \$100,000 to be used for construction of the trail. This action will result in a reallocation of \$100,000 of Park Bond proceeds from the generic project 92027-Park Land Development with no impact on appropriation. In addition, \$50,000 of Gas Tax Funds will be reallocated from 95027-Citywide Pedestrian/Cyclist Improvement project.

This action will have no impact on appropriations. Lastly, CCDA will be contributing an additional \$20,000 for purchase and installation of lighting the trail. This amount will have no affect on CCDA appropriations as it will be reallocated from another project.

(See Exhibit B)

	Adopted Budget	Amendment	Revised Budget
Transportation CIP Fund			
Resources			
Beginning Fund Balance	\$ 200,369		\$ 200,369
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ -		\$ -
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 5,677,081	\$ (50,000)	\$ 5,627,081
Total Resources	\$ 5,877,450	\$ (50,000)	\$ 5,827,450
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 5,677,081	\$ (50,000)	\$ 5,627,081
Transfers to Other Funds	\$ -		\$ -
Contingency	\$ -		\$ -
Total Budget	\$ 5,677,081	\$ (50,000)	\$ 5,627,081
Reserve For Future Expenditure	\$ 200,369	\$ -	\$ 200,369
Total Requirements	\$ 5,877,450	\$ (50,000)	\$ 5,827,450

**City of Tigard
FY 2014 First Qtr Supplemental Budget Amendment**

12. Fanno Creek Trail-Main Street to Grant Avenue

The FY 2014 Adopted Budget reflects a total project cost of \$491,000 which includes funding from the City Center Development Agency (CCDA). An additional \$170,000 of appropriations is being requested to complete permitting and construction on this project.

In FY 2013, the Parks & Recreation Advisory Board approved a total of \$100,000 to be used for construction of the trail. This action will result in a reallocation of \$100,000 of Park Bond proceeds from the generic project 92027-Park Land Development with no impact on appropriation. In addition, \$50,000 of Gas Tax Funds will be reallocated from 95027-Citywide Pedestrian/Cyclist Improvement project.

This action will have no impact on appropriations. Lastly, CCDA will be contributing an additional \$20,000 for purchase and installation of lighting the trail. This amount will have no affect on CCDA appropriations as it will be reallocated from another project.

(See Exhibit B)

	Adopted Budget	Amendment	Revised Budget
Parks Capital Fund Resources			
Beginning Fund Balance	\$ 139,479		\$ 139,479
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ 163,074		\$ 163,074
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 3,015		\$ 3,015
Miscellaneous	\$ -		\$ -
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 7,421,573	\$ 50,000	\$ 7,471,573
Total Resources	\$ 7,727,141	\$ 50,000	\$ 7,777,141
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ -		\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 7,584,647	\$ 50,000	\$ 7,634,647
Transfers to Other Funds	\$ 100,397		\$ 100,397
Contingency	\$ -		\$ -
Total Budget	\$ 7,685,044	\$ 50,000	\$ 7,735,044
Reserve For Future Expenditure	\$ 42,097	\$ -	\$ 42,097
Total Requirements	\$ 7,727,141	\$ 50,000	\$ 7,777,141

92021 - Potso Dog Park Improvements

This project was added after the FY 2013-14 budget was adopted. Money to fund this project is being transferred from Project 92027 - Park Land Development, which is appropriated as a generic project and is allocated out as projects are identified during the fiscal year. Improvements to Potso Dog Park include a paved parking lot and stormwater improvements.

	Original Budget 2014	This change	New Budget 2014	2015	Projected Total
External Expenses					
Construction	0	120,000	120,000	0	120,000
Total	0	120,000	120,000	0	120,000
Internal Expenses					
Project Management	0	20,000	20,000	0	20,000
Design and Engineering	0	0	0	0	0
Construction Management	0	20,000	20,000	0	20,000
Total	0	40,000	40,000	0	40,000
Total Project Expense	0	160,000	160,000	0	160,000
Revenue Funding Source					
Parks Bond*	0	85,000	85,000	0	85,000
Parks SDC*	0	75,000	75,000	0	75,000
Total Project Revenues	0	160,000	160,000	0	160,000
Other Revenue Source					
	0	0	0	0	0
Total Other Revenues	0	0	0	0	0

*Funding reallocated from 92027-Park Land Development. There is no impact on appropriations.

92048 - Summer Lake Improvements

This project was added after the FY 2013-14 budget was adopted. Money to fund this project is being transferred from Project 92027 - Park Land Development, which is appropriated as a generic project and is allocated out as projects are identified during the fiscal year. The construction of new restrooms are to be provided to this park.

	Original Budget 2014	This change	New Budget 2014	2015	Projected Total
External Expenses					
Construction	0	60,000	60,000	0	60,000
Total	0	60,000	60,000	0	60,000
Internal Expenses					
Project Management	0	20,000	20,000	0	20,000
Design and Engineering	0	40,000	40,000	0	40,000
Construction Management	0	20,000	20,000	0	20,000
Total	0	80,000	80,000	0	80,000
Total Project Expense	0	140,000	140,000	0	140,000
Revenue Funding Source					
Parks Bond*	0	140,000	140,000	0	140,000
Parks SDC	0	0	0		0
Total Project Revenues	0	140,000	140,000	0	140,000
Other Revenue Source					
	0	0	0	0	0
Total Other Revenues	0	0	0	0	0

*Funding reallocated from 92027-Park Land Development. There is no impact on appropriations.

92027 - Park Land Development

The project 92027 - Park Land Development is appropriated as a generic project and is allocated out as projects are identified during the fiscal year. Funding is allocated for Potso Dog Park, Summer Lake Park, and Derry Dell Creek and Sewer Interceptor Relocation projects.

	Original Budget 2014	This change	2014	2015	Projected Total
External Expenses					
Construction	468,075	(330,000)	138,075	-	138,075
Design and Engineering	143,543	-	143,543	-	143,543
Public Involvement	12,482	-	12,482	-	12,482
Total	624,100	(330,000)	294,100	-	294,100
Internal Expenses					
Construction Management	82,950	-	82,950	-	82,950
Project Management	82,950	-	82,950	-	82,950
Total	165,900	-	165,900	-	165,900
Total Project Expense	790,000	(330,000)	460,000	-	460,000
Revenue Funding Source					
Parks SDC	475,000	(135,000)	340,000	-	340,000
Parks Bond	315,000	(195,000)	120,000	-	120,000
Total Project Revenues	790,000	(330,000)	460,000	-	460,000

Funding reallocated to the following projects with no impact on appropriations:

\$ 160,000 Potso Dog Park (Split 85,000 from Bond and 75,000 from SDC)

\$ 140,000 Summer Lake restrooms

\$ 30,000 Derry Dell Creek & Sewer Interceptor Relocation

92024 - Fanno Creek Trail-Main Street to Grant Ave

This project includes the installation of a trail from Main Street to Grant Avenue. This trail is a key part of the larger Fanno Creek Regional Trail System from Portland to Tualatin. The funding provided is for permitting and construction. Construction on this project is expected to be completed in FY 2014.

	Original Budget 2014	This change	2014	2015	Projected Total
External Expenses					
Construction	410,380	118,437	528,817	-	528,817
Design and Engineering	-	51,563	51,563	-	51,563
Public Involvement	-	-	-	-	-
Total	410,380	170,000	580,380	-	580,380
Internal Expenses					
Construction Management	40,310	-	40,310	-	40,310
Project Management	40,310	-	40,310	-	40,310
Total	80,620	-	80,620	-	80,620
Total Project Expense	491,000	170,000	661,000	-	661,000
Revenue Funding Source					
Parks Bond	-	100,000	100,000	-	100,000
Stormwater Fund	69,000	-	69,000	-	69,000
Sewer Fund	82,000	-	82,000	-	82,000
Parks SDC	143,000	-	143,000	-	143,000
Gas Tax Fund	-	50,000	50,000	-	50,000
Total Revenue Funding	294,000	150,000	444,000	-	444,000
Metro Greenspace	127,000	-	127,000	-	127,000
CCDA	70,000	20,000	90,000	-	90,000
Total Other Funding	197,000	20,000	217,000	-	217,000
Total Revenues	491,000	170,000	661,000	-	661,000

95027 - Citywide Pedestrian & Cyclist Improvements

This program allows the addition of sidewalks, bike lanes, short trail connections, and related facilities in order to link key gaps in the city's pedestrian and bicycle systems. This program also provides funding for the pedestrian amenities on major capital projects.

	Original Budget 2014	This change	2014	Projected Total
External Expenses				
Land/ROW	50,000	(50,000)	-	-
Construction	-	-	-	-
Design and Engineering	20,000	-	20,000	20,000
Public Involvement	-	-	-	-
Total	70,000	(50,000)	20,000	20,000
Internal Expenses				
Construction Management	-	-	-	-
Project Management	10,000	-	10,000	10,000
Total	10,000	-	10,000	10,000
Total Project Expense	80,000	(50,000)	30,000	30,000
Revenue Funding Source				
Gas Tax Fund	80,000	(50,000)	30,000	30,000
Total Project Revenues	80,000	(50,000)	30,000	30,000

Affected City Funds Resources	Adopted Budget	Amendment	Q1 Revised Budget
Beginning Fund Balance	\$ 113,213,675	\$ 565,000	\$ 113,778,675
Property Taxes	\$ 13,020,535	\$ -	\$ 13,020,535
Franchise Fees	\$ 5,601,400	\$ -	\$ 5,601,400
Special Assessments	\$ 120,000	\$ -	\$ 120,000
Licenses & Permits	\$ 1,381,359	\$ -	\$ 1,381,359
Intergovernmental	\$ 9,485,307	\$ 33,643	\$ 9,518,950
Charges for Services	\$ 28,399,393	\$ -	\$ 28,399,393
Fines & Forfeitures	\$ 1,098,783	\$ -	\$ 1,098,783
Interest Earnings	\$ 319,071	\$ -	\$ 319,071
Miscellaneous	\$ 213,987	\$ 14,868	\$ 228,855
Other Financing Sources	\$ 361,000	\$ -	\$ 361,000
Transfers In from Other Funds	\$ 15,757,053	\$ 634,337	\$ 16,391,390
Total Resources	\$ 188,971,563	\$ 1,247,848	\$ 190,219,411
Requirements			
Policy and Administration	\$ 7,297,024	\$ 79,337	\$ 7,376,361
Community Development	\$ 3,094,988	\$ (71,040)	\$ 3,023,948
Community Services	\$ 20,048,141	\$ 33,643	\$ 20,081,784
Public Works	\$ 20,895,015	\$ 198,040	\$ 21,093,055
Program Expenditures Total	\$ 51,335,168	\$ 239,980	\$ 51,575,148
Debt Service	\$ 606,378	\$ -	\$ 606,378
Loans	\$ 361,000	\$ -	\$ 361,000
Work-In-Progress	\$ 95,234,199	\$ 795,000	\$ 96,029,199
Transfers to Other Funds	\$ 11,331,111	\$ 555,000	\$ 11,886,111
Contingency	\$ 2,608,147	\$ (342,132)	\$ 2,266,015
Total Budget	\$ 161,476,003	\$ 1,247,848	\$ 162,723,851
Reserve For Future Expenditure	\$ 27,495,560	\$ -	\$ 27,495,560
Total Requirements	\$ 188,971,563	\$ 1,247,848	\$ 190,219,411

Reference Budget Items: 2, 3

General Fund Resources	Adopted Budget		Amendment	Revised Budget	
Beginning Fund Balance	\$	8,156,853	\$	-	\$ 8,156,853
Property Taxes	\$	13,020,535	\$	-	\$ 13,020,535
Franchise Fees	\$	5,601,400	\$	-	\$ 5,601,400
Special Assessments	\$	-	\$	-	\$ -
Licenses & Permits	\$	900,135	\$	-	\$ 900,135
Intergovernmental	\$	5,575,381	\$	33,643	\$ 5,609,024
Charges for Services	\$	3,230,653	\$	-	\$ 3,230,653
Fines & Forfeitures	\$	1,098,783	\$	-	\$ 1,098,783
Interest Earnings	\$	103,722	\$	-	\$ 103,722
Miscellaneous	\$	24,902	\$	-	\$ 24,902
Other Financing Sources	\$	361,000	\$	-	\$ 361,000
Transfers In from Other Funds	\$	-	\$	-	\$ -
Total Resources	\$	38,073,364	\$	33,643	\$ 38,107,007
Requirements					
Policy and Administration	\$	802,516	\$	-	\$ 802,516
Community Development	\$	3,094,988	\$	(71,040)	\$ 3,023,948
Community Services	\$	20,048,141	\$	33,643	\$ 20,081,784
Public Works	\$	5,396,382	\$	71,040	\$ 5,467,422
Program Expenditures Total	\$	29,342,027	\$	33,643	\$ 29,375,670
Debt Service	\$	-	\$	-	\$ -
Loans	\$	361,000	\$	-	\$ 361,000
Work-In-Progress	\$	-	\$	-	\$ -
Transfers to Other Funds	\$	916,292	\$	-	\$ 916,292
Contingency	\$	1,200,000	\$	-	\$ 1,200,000
Total Budget	\$	31,819,319	\$	33,643	\$ 31,852,962
Reserve For Future Expenditure	\$	6,254,045	\$	-	\$ 6,254,045
Total Requirements	\$	38,073,364	\$	33,643	\$ 38,107,007

Reference Budget Items: 1

	Adopted Budget	Amendment	Revised Budget
Central Service Fund			
Resources			
Beginning Fund Balance	\$ 199,348	\$ -	\$ 199,348
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ 31,620	\$ -	\$ 31,620
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ 5,750,628	\$ -	\$ 5,750,628
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 593	\$ -	\$ 593
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ 861,205	\$ 79,337	\$ 940,542
Total Resources	\$ 6,843,394	\$ 79,337	\$ 6,922,731
Requirements			
Policy and Administration	\$ 6,494,508	\$ 79,337	\$ 6,573,845
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ -	\$ -	\$ -
Program Expenditures Total	\$ 6,494,508	\$ 79,337	\$ 6,573,845
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ -	\$ -	\$ -
Transfers to Other Funds	\$ -	\$ -	\$ -
Contingency	\$ 340,000	\$ -	\$ 340,000
Total Budget	\$ 6,834,508	\$ 79,337	\$ 6,913,845
Reserve For Future Expenditure	\$ 8,886	\$ -	\$ 8,886
Total Requirements	\$ 6,843,394	\$ 79,337	\$ 6,922,731

Reference Budget Items: 4, 11

Water Fund	Adopted Budget	Amendment	Revised Budget
Resources			
Beginning Fund Balance	\$ 9,701,503	\$ -	\$ 9,701,503
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ 13,202	\$ -	\$ 13,202
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ 14,240,169	\$ -	\$ 14,240,169
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 30,644	\$ -	\$ 30,644
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ 58,751	\$ -	\$ 58,751
Total Resources	\$24,044,269	\$ -	\$24,044,269
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ 8,139,852	\$ 100,000	\$ 8,239,852
Program Expenditures Total	\$ 8,139,852	\$ 100,000	\$ 8,239,852
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ -	\$ -	\$ -
Transfers to Other Funds	\$ 5,735,926	\$ 50,000	\$ 5,785,926
Contingency	\$ 500,000	\$ (150,000)	\$ 350,000
Total Budget	\$14,375,778	\$ -	\$14,375,778
Reserve For Future Expenditure	\$ 9,668,491	\$ -	\$ 9,668,491
Total Requirements	\$24,044,269	\$ -	\$24,044,269

Reference Budget Items: 5

	Adopted Budget	Amendment	Revised Budget
Fleet/Property Management Fund			
Resources			
Beginning Fund Balance	\$ 86,512	\$ -	\$ 86,512
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	\$ -	\$ -
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ 1,639,836	\$ -	\$ 1,639,836
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -
Miscellaneous	\$ -	\$ 14,868	\$ 14,868
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ -	\$ -	\$ -
Total Resources	\$1,726,348	\$ 14,868	\$1,741,216
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ 1,698,713	\$ 27,000	\$ 1,725,713
Program Expenditures Total	\$1,698,713	\$ 27,000	\$1,725,713
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ -	\$ -	\$ -
Transfers to Other Funds	\$ -	\$ -	\$ -
Contingency	\$ 25,000	\$ (12,132)	\$ 12,868
Total Budget	\$1,723,713	\$ 14,868	\$1,738,581
Reserve For Future Expenditure	\$ 2,635	\$ -	\$ 2,635
Total Requirements	\$1,726,348	\$ 14,868	\$1,741,216

Reference Budget Items: 6, 7, 10

		Adopted Budget	Amendment	Revised Budget
Sanitary Sewer Fund				
Resources	Beginning Fund Balance	\$ 5,852,119	\$ 345,000	\$ 6,197,119
	Property Taxes	\$ -	\$ -	\$ -
	Franchise Fees	\$ -	\$ -	\$ -
	Licenses & Permits	\$ 433,800	\$ -	\$ 433,800
	Intergovernmental	\$ -	\$ -	\$ -
	Charges for Services	\$ 1,484,277	\$ -	\$ 1,484,277
	Fines & Forfeitures	\$ -	\$ -	\$ -
	Interest Earnings	\$ 100,333	\$ -	\$ 100,333
	Miscellaneous	\$ 128,788	\$ -	\$ 128,788
	Other Financing Sources	\$ -	\$ -	\$ -
	Transfers In from Other Funds	\$ 936,000	\$ 455,000	\$ 1,391,000
	Total Resources	\$8,935,317	\$ 800,000	\$9,735,317
Requirements	Policy and Administration	\$ -	\$ -	\$ -
	Community Development	\$ -	\$ -	\$ -
	Community Services	\$ -	\$ -	\$ -
	Public Works	\$ 1,973,373	\$ -	\$ 1,973,373
	Program Expenditures Total	\$1,973,373	\$ -	\$1,973,373
	Debt Service	\$ -	\$ -	\$ -
	Loans	\$ -	\$ -	\$ -
	Work-In-Progress	\$ 4,944,653	\$ 980,000	\$ 5,924,653
	Transfers to Other Funds	\$ 230,149	\$ -	\$ 230,149
	Contingency	\$ 400,000	\$ (180,000)	\$ 220,000
	Total Budget	\$7,548,175	\$ 800,000	\$8,348,175
	Reserve For Future Expenditure	\$1,387,142	\$ -	\$1,387,142
	Total Requirements	\$8,935,317	\$ 800,000	\$9,735,317

Reference Budget Items: 6

	Adopted Budget	Amendment	Revised Budget
Stormwater Fund			
Resources			
Beginning Fund Balance	\$2,396,647	\$ 120,000	\$2,516,647
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	\$ -	\$ -
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ 2,053,830	\$ -	\$ 2,053,830
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 7,936	\$ -	\$ 7,936
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ -	\$ -	\$ -
Total Resources	\$4,458,413	\$ 120,000	\$4,578,413
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ 1,442,387	\$ -	\$ 1,442,387
Program Expenditures Total	\$1,442,387	\$ -	\$1,442,387
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ 1,165,375	\$ -	\$ 1,165,375
Transfers to Other Funds	\$ 478,916	\$ 120,000	\$ 598,916
Contingency	\$ 100,000	\$ -	\$ 100,000
Total Budget	\$3,186,678	\$ 120,000	\$3,306,678
Reserve For Future Expenditure	\$1,271,735	\$ -	\$1,271,735
Total Requirements	\$4,458,413	\$ 120,000	\$4,578,413

Reference Budget Items: 6, 11

	Adopted Budget	Amendment	Revised Budget
Water CIP Fund			
Resources			
Beginning Fund Balance	\$84,231,728	\$ -	\$84,231,728
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	\$ -	\$ -
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 13,096	\$ -	\$ 13,096
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ 702,443	\$ 50,000	\$ 752,443
Total Resources	\$84,947,267	\$ 50,000	\$84,997,267
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ -	\$ -	\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ 75,862,443	\$ (235,000)	\$ 75,627,443
Transfers to Other Funds	\$ 546,672	\$ 285,000	\$ 831,672
Contingency	\$ -	\$ -	\$ -
Total Budget	\$ 76,409,115	\$ 50,000	\$ 76,459,115
Reserve For Future Expenditure	\$ 8,538,152	\$ -	\$ 8,538,152
Total Requirements	\$84,947,267	\$ 50,000	\$84,997,267

Reference Budget Items: 6

	Adopted Budget	Amendment	Revised Budget
Gas Tax Fund			
Resources			
Beginning Fund Balance	\$ 1,476,663	\$ 50,000	\$ 1,526,663
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ 2,602	\$ -	\$ 2,602
Intergovernmental	\$ 3,746,852	\$ -	\$ 3,746,852
Charges for Services	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 55,732	\$ -	\$ 55,732
Miscellaneous	\$ 60,297	\$ -	\$ 60,297
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ 100,000	\$ -	\$ 100,000
Total Resources	\$ 5,442,146	\$ 50,000	\$ 5,492,146
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ 2,244,308	\$ -	\$ 2,244,308
Program Expenditures Total	\$ 2,244,308	\$ -	\$ 2,244,308
Debt Service	\$ 606,378	\$ -	\$ 606,378
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ -	\$ -	\$ -
Transfers to Other Funds	\$ 2,554,452	\$ 50,000	\$ 2,604,452
Contingency	\$ 35,000	\$ -	\$ 35,000
Total Budget	\$ 5,440,138	\$ 50,000	\$ 5,490,138
Reserve For Future Expenditure	\$ 2,008	\$ -	\$ 2,008
Total Requirements	\$ 5,442,146	\$ 50,000	\$ 5,492,146

Reference Budget Items: 9

	Adopted Budget	Amendment	Revised Budget
Traffic Impact Fee Fund			
Resources			
Beginning Fund Balance	\$ 772,454	\$ 50,000	\$ 822,454
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	\$ -	\$ -
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 4,000	\$ -	\$ 4,000
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Fur	\$ -	\$ -	\$ -
Total Resources	\$ 776,454	\$ 50,000	\$ 826,454
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ -	\$ -	\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ -	\$ -	\$ -
Transfers to Other Funds	\$ 768,307	\$ 50,000	\$ 818,307
Contingency	\$ 8,147	\$ -	\$ 8,147
Total Budget	\$ 776,454	\$ 50,000	\$ 826,454
Reserve For Future Expen	\$ -	\$ -	\$ -
Total Requirements	\$ 776,454	\$ 50,000	\$ 826,454

Reference Budget Items: 9, 12 - Note that these two items cancel each other out

	Adopted Budget	Amendment	Revised Budget
Transportation CIP Fund			
Resources			
Beginning Fund Balance	\$ 200,369	\$ -	\$ 200,369
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	\$ -	\$ -
Intergovernmental	\$ -	\$ -	\$ -
Charges for Services	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ -	\$ -	\$ -
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ 5,677,081	\$ -	\$ 5,677,081
Total Resources	\$ 5,877,450	\$ -	\$ 5,877,450
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ -	\$ -	\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ 5,677,081	\$ -	\$ 5,677,081
Transfers to Other Funds	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -
Total Budget	\$ 5,677,081	\$ -	\$ 5,677,081
Reserve For Future Expenditure	\$ 200,369	\$ -	\$ 200,369
Total Requirements	\$ 5,877,450	\$ -	\$ 5,877,450

Reference Budget Items: 12

	Adopted Budget	Amendment	Revised Budget
Parks Capital Fund			
Resources			
Beginning Fund Balance	\$ 139,479	\$ -	\$ 139,479
Property Taxes	\$ -	\$ -	\$ -
Franchise Fees	\$ -	\$ -	\$ -
Licenses & Permits	\$ -	\$ -	\$ -
Intergovernmental	\$ 163,074	\$ -	\$ 163,074
Charges for Services	\$ -	\$ -	\$ -
Fines & Forfeitures	\$ -	\$ -	\$ -
Interest Earnings	\$ 3,015	\$ -	\$ 3,015
Miscellaneous	\$ -	\$ -	\$ -
Other Financing Sources	\$ -	\$ -	\$ -
Transfers In from Other Funds	\$ 7,421,573	\$ 50,000	\$ 7,471,573
Total Resources	\$ 7,727,141	\$ 50,000	\$ 7,777,141
Requirements			
Policy and Administration	\$ -	\$ -	\$ -
Community Development	\$ -	\$ -	\$ -
Community Services	\$ -	\$ -	\$ -
Public Works	\$ -	\$ -	\$ -
Program Expenditures Total	\$ -	\$ -	\$ -
Debt Service	\$ -	\$ -	\$ -
Loans	\$ -	\$ -	\$ -
Work-In-Progress	\$ 7,584,647	\$ 50,000	\$ 7,634,647
Transfers to Other Funds	\$ 100,397	\$ -	\$ 100,397
Contingency	\$ -	\$ -	\$ -
Total Budget	\$ 7,685,044	\$ 50,000	\$ 7,735,044
Reserve For Future Expenditure	\$ 42,097	\$ -	\$ 42,097
Total Requirements	\$ 7,727,141	\$ 50,000	\$ 7,777,141

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO.**

A RESOLUTION TO ADOPT A SUPPLEMENTAL BUDGET AMENDMENT TO FY 2014 TO ACHIEVE THE FOLLOWING: CARRYFORWARDS OF BUDGET ITEMS, GRANT REVENUES AND EXPENSES, BUDGET ADJUSTMENTS IN PUBLIC WORKS, COMMUNITY DEVELOPMENT, COMMUNITY SERVICES, POLICY AND ADMINISTRATION, AND THE CAPITAL IMPROVEMENT PROGRAM.

WHEREAS, the city is acknowledging those items that were unknown at the time the FY 2014 Budget was adopted; and

WHEREAS, the city recognizes \$1,624,663 of unanticipated requirements in Public Works, Community Development, Community Services, Policy and Administration, and the Capital Improvement Program; and

WHEREAS, the city recognizes reallocation of \$1,060,000 to pay for unanticipated requirements within the Capital Improvement Program; and

WHEREAS, the city recognizes additional revenue including \$33,643 in grant revenue along with \$342,132 in contingency to meet those requirements; and

WHEREAS, the city acknowledges the transfer of the Police Department Technology Specialist position or 1.0 FTE from the Police to Information Technology; and

WHEREAS, the city approves the transfer of the Senior Engineering Tech position or 1.0 FTE from Community Development to Public Works.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The FY 2013-14 Budget is hereby amended as detailed in Exhibit-A, and Exhibit-B including Attachments 1 and 2.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2012.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard