City *of* Tigard
Tigard City Council Meeting Minutes
October 21, 2014

1. WORKSHOP MEETING

   A. Mayor Cook called the City Council meeting to order at 6:34 p.m.
   B. Deputy City Recorder Alley called the roll:

Name	Present	Absent
Mayor Cook	✓	
Council President Henderson	✓	
Councilor Buehner		✓
Councilor Snider	✓	
Councilor Woodard	✓	

   C. Mayor Cook led the Pledge of Allegiance.
   D. Mayor Cook asked Council for Communications & Liaison Reports to be heard as Agenda Item 2. Councilor Woodard noted he had a presentation.
   E. Mayor Cook asked Council and Staff for any Non-Agenda Items to be heard as Agenda Item 7. City Manager Wine advised the Council she had two items.

2. COUNCIL LIAISON REPORTS

   Mayor Cook moved this item to be heard as Agenda Item 7.

3. REPORTS BUDGET COMMITTEE FIRST QUARTER REPORT

   Finance and Information Services Director Toby LaFrance presented the First Quarter Finance Report and provided handouts; a copy of which has been added to the meeting packet.

   Assistant Finance Director Debbie Smith-Wagar reported the auditors were out one week in August, the last week in September and the first week in October. They did a thorough review of the city's financials making sure numbers were adding up. There were no deficiencies and things look good. A draft of the annual report is almost done with expectations of receiving it by Thanksgiving.

   Mayor Cook asked if it was correct that $77,000.00 of property taxes were paid late. Ms. Smith-Wagar replied that is correct. We do get a tax turnover every month.

   Mayor Cook asked if the city receives the interest on the late payment. Ms. Smith-Wagar answered yes, that is correct.

   Council President Henderson asked how the interest is accounted for in the budget. Ms. Smith-Wagar answered the interest is split with the same percentages as the principal.

Mr. LaFrance presented potential changes to the adopted budget noting next week the council will get the First Quarter Supplemental. There will be $1.7 million in appropriations with no impact on reserves as the expenses come with resources to offset them. Use of contingencies, grants, or beginning fund balances were above what was budgeted. It may be needed to add one FTE in Planning in anticipation of processing the River Terrace development applications staff is expecting to receive and there may be additional need for an engineering position. There were some capital improvement projects we thought were going to get done last fiscal year, but will be completed this fiscal year. Details are on the website.

Budget Committee Chair Don Fisher asked if the River Terrace Project was moving faster than normal. City Manager Wine said the project is not moving faster, but we are trying to accommodate the project milestones to help things go smoothly.

Mr. LaFrance stated staff is currently working on the Capital Improvement Plan (CIP) pulling together master plans to come up with a prioritization plan and process. In November the city has a number of dates where staff will test those priorities with the public. Based on the comments, revisions will be made the end of November helping Council direct staff on where to put resources. Staff is also looking into a Biennial budget process. The proposed budget will be released in April with hearings held prior to the budget adoption in June; staff will be working between now and then on the revenue forecast.

Councilor Woodard asked if the budget Committee will see all funding sources, such as grant matches, for projects going from one budget year to the next. Mr. LaFrance answered yes, that is what staff is working on.

Mayor Cook asked if staff was suggesting a Biennial budget for the CIP budget only or the city's overall budget. Mr. LaFrance replied the end goal would be for the overall budget. The city would do a full CIP prioritization every other year with adjustments during the in between year. He said he used to work in a community that did biennial budgets and it has pluses and minuses. One of the key things an organization needs is due diligence when going through two year budgets to check on assumptions because if there are economic changes in the beginning you will find yourself in a worse situation than anticipated, but we already have measures in place to help with that.

Budget Committee Member Timothy Esau asked why change, besides giving better stability to the CIP. Mr. LaFrance said it forces a long-term planning horizon and all the budget preparation is accomplished in less time for non-finance staff. Departments work on the budget for five months for a two year period instead of five months every year.

Councilor Snider asked are we required to be on a July to June fiscal cycle. He said his objection to that is the construction cycle and season. Mr. LaFrance answered yes, that is Oregon budget law in the ORSs, but in a Biennial budget you miss one of two of those.

4. RECEIVE UPDATE FROM METRO COUNCILOR DIRKSEN

Metro Councilor Dirksen presented the information for this agenda item and provided handouts to the council, which are retained in the meeting packet. He began by reviewing the

Executive Summary regarding how much multi-family housing growth is going to happen in certain metropolitan areas.

Councilor Snider said he had heard for years that what actually happens is different from the estimates provided by Metro staff and we repeat this time and time again. Metro Councilor Dirksen responded this is from predictions of population and job growth; not done by Metro staff, but by a group of consultants. Councilor Snider asked why the assumptions are not more in line with reality. The issue is the where not the how much. Metro Councilor Dirksen answered predictions for UGB expansion are not by economic indicators, but by the state's mandate of where growth can be allowed. The criterion has changed based on arbitrary things. This report is based on those predictions for buildable acre and zoning laws. Metro Council took into consideration sub-regional needs, such as residential growth, where there is job growth and that decision was challenged. The courts concluded Metro was not allowed to consider capacity on sub-regional matters and must consider total regional capacity.

Mayor Cook stated that is where the problem lies; why not be able to make the decision to move things around. Portland numbers alone can take that capacity and allow zero capacity. There is a big disconnect because the reports say live where you work and one says drive to your work; we want clean air but we also do not want to drive forty-five miles to our job.

City Manager Wine said having seen some of the population growth; we are seeing shifts that have not been seen before in the last generation. Based on past experience we may be faced with what has not happened before.

Metro Councilor Dirksen stated another discovery was a significant number of people working for large corporations in Washington County and living downtown, so they are choosing to reverse commute. People are choosing their housing based on living style and environment of home. People are willing to drive to work to have those amenities, as well as, considering in a dual income household, whose job to live closest to.

Councilor Woodard commented he liked parts of this but not all. He said he is all for clean air and sustainable cities; it makes sense. One thing concerning him is pushing these on a metro scale in a way that does not harm the business and industry. He asked are there going to be mandates to try to achieve some of these astronomical requirements. Metro Councilor Dirksen answered the toolbox has several different policy areas and each one identifies what each jurisdictions can do. Jurisdictions can pick and choose the tools that fit the community best. He suspects the different cities are already doing two-thirds of them.

Metro Councilor Dirksen reviewed the Metro Charter which will go to vote in November. He explained Metro is not allowed to dictate a zone change to a jurisdiction; and there is a sunset clause to end next year. On the ballot is to renew that restriction to extend it fifteen years as Metro has no intention of changing its policies concerning this.

5. RECEIVE UPDATE ON PHOTO RADAR

Chief Orr and Lieutenant Frisendahl presented the information for this agenda item. They stated there are only fifteen states currently using photo radar and of those there are only 140

communities. State of Oregon has been on the books for 18 years; with ten jurisdictions in our state using it. Of those, only four are operating active programs. Photo radar has to be operated by a police officer and can only be in one restricted location for four hours a day. This is not something the city can purchase and operate; it has to be done through a private company. There are only two companies operating photo radar vehicles. The officer in the van uploads the picture to the company and then the company issues the citation. We would also have to conduct a survey every three years. Chief Orr said in order to have a sworn officer in the van, we would need a part-time or full-time person, which would be a cost.

City Manager Wine said some months ago there was a pressing issue of speeding and discussion came up with ideas on how to address this issue. One approach was photo radar. There are other methods such as red light cameras or speed bumps.

Councilor Snider stated he requested this information, but thought the conversation was going to include both red light and photo radar. He asked if the Council was going to talk about red light at some point and he requested photo red light be explored as well. He asked if the officer in the van could be a reserve officer; what is the total cost per citation; what is the cost of the officer issuing the citation; and is the cost more, less, or the same. Chief Orr answered that administration of the citation can be done by anyone who is a sworn officer with police authority. The city of Milwaukie estimates 55 hours a month is spent in the van to enforce the law. Councilor Snider said if they are able to issue ten times the citations, while in the van, it may be reasonable to enact the program. We need to know that cost to compare the traffic citation now versus someone in the van.

Council President Henderson said he was interested in cutting down on traffic accidents and addressing safety concerns. It is very expensive and it is concerning that the equipment belongs to someone else. Chief Orr responded that the state made it clear the city is not in a profit business and cost should be neutral.

Mayor Cook said if we want to be the most walkable community then what can we do to change the driving habits on the street to make it safe to cross the street. We should still consider it if it is cost neutral and addresses safety issues.

Councilor Snider asked if there was research into a system that is less advanced and sends only warning letters to people; to potentially get to the safety issues.

Councilor Woodard studied the cities of Milwaukie's and Portland's program and found significantly different statistics. He requested more details on the traffic crashes, DUII, and distracted driving showing the cause of these accidents and wondered if it makes that much of a difference in the city of Tigard with our population numbers. He said he was having a hard time figuring out costs. Lieutenant Frisendahl responded that a lot of the data in the report is from ODOT and it is not on speeding incidents. Councilor Woodard said it would be nice to have crash data in order to know what areas are worse. Lieutenant Frisendahl said our jurisdiction has the highest traffic volume in the metro area. There is not a lot of speeding, but we have a lot of rear end crashes. Chief Orr stated we are unable to get precise accident information. Lieutenant Frisendahl said the photo radar van looks for one thing; speed. An officer on the road is looking at speed and all other violations and are able to educate the community.

Councilor Snider suggested adapting the little trailer to record information and issue warning letters. Chief Orr said the city uses the trailer to help people become aware of how fast they are going. He said he was going to a trade show this week and will look at equipment options.

Mr. Bob McGuire, Tigard citizen, 8470 SW Pfaffle Street, testified the detrimental impact on Pfaffle Street has gotten bothersome. He said the street is in a residential neighborhood and he has safety concern with it becoming Tigard's favorite shortcut to Costco, Winco, and Walmart. His biggest concern is how fast people go down that street. There are a couple different apartment buildings on this street with kids walking toward the traffic on the south end; those are accidents waiting to happen. People are dodging cars all the time. The speed limit down Pfaffle Street is 35 miles an hour and he cannot believe that was set in a residential neighborhood. He said he did not know if it is a matter of advocating for reduced speed. The photo radar technology is good and he thought the discussion tonight would be about photo red light too. You would make your money by placing photo radar at the Dartmouth intersection. As a resident down there, it is getting progressively worse and there needs to be more safety down Pfaffle Street. Someone cannot sit down a side street and expect a strong impact, because it is a continuous problem all hours of the day.

6. REPORT ON THE PROGRESS OF THE RIVER TERRACE FUNDING STRATEGY PLAN

Finance and Information Services Director Toby LaFrance, Assistant Finance Director Debbie Smith-Wagar, Senior Planner/River Terrace Project Manager Susan Shanks, Community Development Director Kenny Asher, and FCS Group Consultant Todd Chase presented the information for this agenda item. Staff and Mr. Chase went through the PowerPoint presentation provided in the meeting packet.

Ms. Shanks handed out meeting summaries from the October 1 and September 15 public outreach meetings, which provided quick overview of key comments and concerns, a copy of which has been added to the meeting packet. In general, people were concerned with:

- Adopting both the citywide Transportation System Development Charge (TSDC) and a River Terrace specific TSDC at the same time.
- The perception it is all for River Terrace.
- Administration management of two SDCs on top of the current tax.
- Cost burden distributions specifically for transportation. They appreciated a Street Utility Fee, because it means future residents would contribute to street improvements, which is mostly coming from the development community.
- General unhappiness with collector streets not being creditable by SDCs or TSDCs. This is burdensome to properties with collector streets.
- Washington County is concerned with cost assumptions on Roy Rogers Road. Staff now understands the need to assume some kind of cost funding strategy for Roy Rogers Road and need to use Transportation Development Tax (TDT) dollars for Roy Rogers Road and not elsewhere.
- The Tigard-Tualatin School District is concerned about the project timing. Infrastructure improvements outside of the UGB and if the school district needs those improvements in the near term and we have pushed the funding of those projects way out.
- Lastly, a general concern for the total cost of the project.

Mr. Todd Chase presented on the funding scenarios as shown in the PowerPoint presentation. He stated FCS Group focused most of our energy on transportation. We created a new transportation fee shown in Scenario E, which we recommend as the draft scenario. Some of the figures have been updated since sending the PowerPoint. There were lots of issues with prior Scenario D; specifically, where we tried to bite off more than the city can chew, more projects than we could fund and need, some projects were outside the UGB, and some were far away from River Terrace on 99W. We honed our list a bit and moved some of these projects out to 2020 and brought our capital funding requirement down significantly. We will hone down Roy Rogers projects to only include what is within city limits, as the developers will be making the road improvements and paying for those improvements. Referring to Scenario E, we have fund transfers of $150,000 a year and then two types of city SDCs and implementing a citywide $5,000 per dwelling SDC to accomplish the long list of citywide projects outside of River Terrace. The city could have a policy where a percentage of monies collected by River Terrace would be allocated to River Terrace. We have a 75% assumption where every dollar collected, $0.75 would stay there and 25% go outside of River Terrace and the city can decide where to spend that money. In addition, you have the TDT averaging $6,300 per dwelling unit. You could have a citywide policy similar to the SDCs for these that a percentage would stay there; in this scenario we assume 75%. You could have a sub-district SDC just pertaining to River Terrace calculated at $3,000 and 100% stay at River Terrace. There are other sub-districts the city can have like downtown and Tigard Triangle, which would be on top of the Transportation Impact Fee. There are a lot of options still available. You could go with this approach or a one uniform citywide SDC. We will have those for you to decide in February.

Mr. Chase continued by presenting on grants and a developer credit policy regarding the street dedications. For dedications with new streets, the core street to serve that development would be required to be built by the developer. Anything beyond that would be subject to development credits, which would be a new credit policy. You do not have to make it exactly like that. If you allow 100% developer streets credit eligible you would look at a substantially higher SDC by as much as $4,000 per dwelling unit in addition to the $8,000.

Councilor Woodard requested to see comparisons of other city's SDC charges to see at what point Tigard would no longer be competitive. Mr. Chase responded that North Bethany's charges are fairly consistent and within 10%.

Council President Henderson asked what is Beaverton's cost estimates for development across Scholls Ferry Road. Mr. Chase said North Bethany, South Cooper Mountain and South Hillsboro are considering SDCs in the order of around $8,000 for new development in addition to their other SDCs. They have not been adopted, but will probably be adopted next year. Ms. Shanks said she attended a meeting today regarding South Cooper Mountain and they discussed $6,000. South Hillsboro is considering $8,500 on top of their existing TDT. Mr. Chase commented tonight's recommended scenario can be fine-tuned moving forward; it is important to achieve a River Terrace Community Plan and do periodic reviews over time.

Councilor Woodard asked when looking at Exhibit 18, can you define improvement where new and existing streets meet. Mr. Chase answered improvements may be traffic calming devices, like adding speed bumps, in order to preserve the character of the existing neighborhoods.

Councilor Woodard asked has there been any discussion about bypassing connections and going to Barrows Road and Scholls Ferry Road. Ms. Shanks answered there is no right-of-way there to make

that connection and some roads would require demolishing houses. The project is about making all those sub-street connections. Ms. Shanks suggested she sit down with any of the Council to go over details for the roads and why things are planned as they are; it has to do with the right-of-way.

Councilor Snider asked in Exhibit 19, are the figures in addition to the current charge. Mr. Chase replied yes, it is in addition to the current charge. It does not generate much revenue until about year eight because no one is paying it. You can start it low at $9-$10 a month and increase it a dollar a year for ten years to ramp it up to that level. Mr. LaFrance said the Transportation Utility Fee is different than the Street Maintenance Fee. This is going to be an ongoing fee residents will have on their utility bill compared to a one-time charge developers will see. Mr. Chase said it is comparable to what North Bethany did and is similar to a Special District Utility Fee; we wanted to try to get away from Local Improvement Districts.

Discussion commenced on the timing of the application review process and adoption of funding. The attorneys are looking at options and staff will report back with a recommendation.

7. COUNCIL LIAISON REPORTS

Councilor Woodard presented the information for this agenda item and showed a PowerPoint presentation. He stated he attended the presentation by Dr. Salis at town hall. Tigard has accomplished great things for the community such as:

- Walkability is fast becoming a powerful movement in planning circles across the US and worldwide. A walkable community is a healthy community. Conversely, an unwalkable environment is a detriment to all the things that make communities work – neighborliness, nature, pleasure, recreation, and mobility options.
- The city is beginning a long journey to understand how a 20th century suburb can retrofit itself to support walkable and interconnected options for all its inhabitants. In this, Tigard is thrilled to have teachers and partners from a myriad of disciplines, including the field of medicine and human health.
- Since settling on a strategic vision with walkability as a centerpiece, the city has started working with the local school district on a Safe Routes to School program, opened a long abandoned pedestrian path in one of our neighborhoods, and identified hundreds of opportunities for establishing a new focus and culture in Tigard that promotes healthy and interconnected lives for people of all ages and abilities.
- There is a natural partnership emerging between the city and public health organizations due to the city's newfound commitment to supporting active and healthy lifestyles. The Oregon Healthy Authority has asked the city to present some of its early accomplishments at an upcoming conference in November.

Tigard challenges:

- Urban trails are not historically viewed as transportation assets as much as recreation assets. Funding their expansion is difficult. We have the start of a great trail system here, but need to ask how we can shift the mindset from trails to recreation on trails to transportation.
- The city's strategic vision imagines a future where everyone in Tigard enjoys healthy and interconnected lives. We should ask how much responsibility should cities bear for the health of its citizens.

8. NON AGENDA ITEMS

City Manager Wine noted the swag received tonight are small parts of the many things staff has been working on for months to collect input and do outreach with what is happening with our Strategic Plan. Council will see a report in November of what we have learned from that outreach. Our goal is to test the plan and how it resonates with the community.

City Manager Wine said Council currently does liaison reports at the end of meetings when you are tired and there is a short amount of time. She proposed setting aside 15 minutes during Study Session to give the Liaison Reports. This will put time upfront on the agenda and it will provide for a regular practice in a regular meeting.

Councilor Snider said some of these things are important to report out to the public. The public is not going to hear important matters like the water project unless they attend the study session or they listen online. City Manager Wine said she had heard both concerns. The other concern is the public learning about how things are being heard too. The purpose is to hear from one another on what is happening.

Councilor Woodard stated he would report out more if he knew he had the time. Some effect is lost when having to wait so long to report on what happened because you do not have the time to do it. There are certain things missed in tonight's report because of being tired and trying to remember back that far is hard.

Mayor Cook said this discussion could be brought up during the groundrules meeting. I'm concerned matters are not brought up due to the time of night.

9. EXECUTIVE SESSION: None held.

10. ADJOURNMENT

Motion by Councilor Snider seconded by Councilor Woodard to adjourn the meeting at 9:44 p.m.

The motion was approved by a unanimous vote of City Council present.

Mayor Cook	Yes
Council President Henderson	Yes
Councilor Buehner	Absent
Councilor Snider	Yes
Councilor Woodard	Yes

Norma I. Alley

Norma I. Alley, Deputy City Recorder

Attest:

Mayor, City of Tigard

Date: December 16, 2014