



City of Tigard

Tigard Workshop Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME: January 20, 2015 - 6:30 p.m.

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

PUBLIC NOTICE:

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and 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 for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. 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).

VIEW LIVE VIDEO STREAMING ONLINE:

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

Workshop meetings are cablecast on Tualatin Valley Community TV as follows:

Replay Schedule for Tigard City Council Workshop Meetings - Channel 28

- Every Sunday at 12 a.m.
- Every Monday at 1 p.m.
- Every Thursday at 12 p.m.
- Every Friday at 10:30 a.m.

SEE ATTACHED AGENDA



City of Tigard

Tigard Workshop Meeting – Agenda

TIGARD CITY COUNCIL

MEETING DATE AND TIME: January 20, 2015 - 6:30 p.m.

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

6:30 PM

1. WORKSHOP MEETING
 - A. Call to Order - City Council
 - B. Roll Call
 - C. Pledge of Allegiance
 - D. Call to Council and Staff for Non-Agenda Items
2. BUDGET COMMITTEE SECOND QUARTER REPORT - **6:40 p.m. estimated time**
3. UPDATE ON THE TIGARD STREET TRAIL DESIGN CONCEPTS - **7:25 p.m. estimated time**
4. REVIEW OF THE CITY COUNCIL'S 2015/2016 FY BUDGET - **7:55 p.m. estimated time**
5. DISCUSSION ON PACIFIC HIGHWAY - **8:15 p.m. estimated time**
6. NON AGENDA ITEMS
7. 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.
8. ADJOURNMENT - **8:45 p.m. estimated time**

AIS-1890

2.

Workshop Meeting

Meeting Date: 01/20/2015

Length (in minutes): 45 Minutes

Agenda Title: Second Quarter Budget Committee Meeting

Prepared For: Toby LaFrance

Submitted By: Carissa Collins, Financial and Information Services

Item Type: Budget Committee **Meeting Type:** Council
Workshop
Mtg.

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

This meeting is to inform the Budget Committee of the city's financial status for the second quarter of FY 2015.

STAFF RECOMMENDATION / ACTION REQUEST

No action required. Staff will be presenting a status report.

KEY FACTS AND INFORMATION SUMMARY

The FY 2015 City Budget was approved by the Budget Committee on April 28, 2014. The budget was adopted by City Council with some technical adjustments on June 10, 2014.

At this meeting, staff will provide the following:

- An update on the close of fiscal year 2014 audit.
- Present the second quarter financial report for FY 2015.
- Preview the second quarter supplemental budget request scheduled for hearing on January 27, 2015.
- Review important dates on the budget calendar for FY 2016
- Review initial forecast for General Fund and various capital funds.

OTHER ALTERNATIVES

N/A

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

N/A

DATES OF PREVIOUS CONSIDERATION

City of Tigard Budget Committee First Quarter FY 2015 meeting was on October 21, 2014.

Attachments

Agenda

Forecast Cover Memo

Initial General Fund Forecast

Initial Capital Fund Forecast Summary

Supplemental Material Cover Memo

Supplemental Material Exhibit A



City of Tigard Budget Committee Agenda

MEETING DATE/TIME: January 20, 2015, 6:30 p.m.
MEETING LOCATION: City of Tigard Town Hall
13125 SW Hall Blvd., Tigard

City of Tigard Budget Committee Meeting

- Call to order

FY14

- Audit-Debbie

FY15

- Q2 Financial Report-Toby
- Q2 Supplemental information-Toby/Carissa

FY16

- Calendar-Carissa
- Initial forecast and budget instructions to departments

Summary of Findings

Follow-Up from Prior Quarterly Report of the Fiscal Year

- Development Revenues-building activity

BUDGET COMMITTEE AGENDA – January 20, 2015



City of Tigard Memorandum

To: Budget Committee

From: Toby LaFrance, Finance and Information Service Director

Re: Initial Forecast for FY 2016-2021

Date: January 7, 2015

Finance met and collaborated with staff from Public Works, Community Development and Police to begin preparation of the six-year financial forecast. Attached to this memo is the resulting General Fund Forecast and a summary of funding available for capital projects.

Some of the key assumptions impacting the forecast are discussed below. The result is a General Fund forecast that, after spending down reserves for the City Hall exterior repairs, still shows annual expenditures growing at 4.0% while revenues continue to grow at a modest 3.5%. Fund balance is relatively steady at \$9.5-\$10.0 million. The forecast shows that we can continue to afford existing operational levels and select one-time expenditures, but there is essentially no room for new ongoing expenses without offsetting revenues or expenditure reductions.

The capital funds are quite limited. For each of the capital funds, Finance has identified a target reserve. The target is based on the following potential factors:

- Sufficient balance to ensure a positive cash position in funds where either expenditures or revenues do not occur in an even manner (e.g. General Fund where expenses are steady but Property Tax does not come until November or Street Maintenance where the bulk of the expenses occur in the first three months)
- Six months of operations (e.g. utility funds, Gas Tax),
- One year of debt service (e.g. Gas Tax and City Gas Tax),
- Three to six months of revenue (e.g. Transportation Development Tax, Parks SDC).

Overall, Tigard's capital funds are limited. In the area of transportation, both the Gas Tax and City Gas Tax reserves are under their targets due to recent large capital projects. The Transportation Development Tax is healthy, but will be needed as River Terrace develops. Tigard will be able to continue the Pavement Management Program funded by the Street Maintenance Fee. Parks have very limited funding with the Parks Bond being mostly spent. The bulk of the available funding is in the form of General Fund reserves, where parks will have to compete with the rest of the city. Utilities are generally health, with the exception of Sewer where there are insufficient resources to perform needed capital projects after paying for operations.

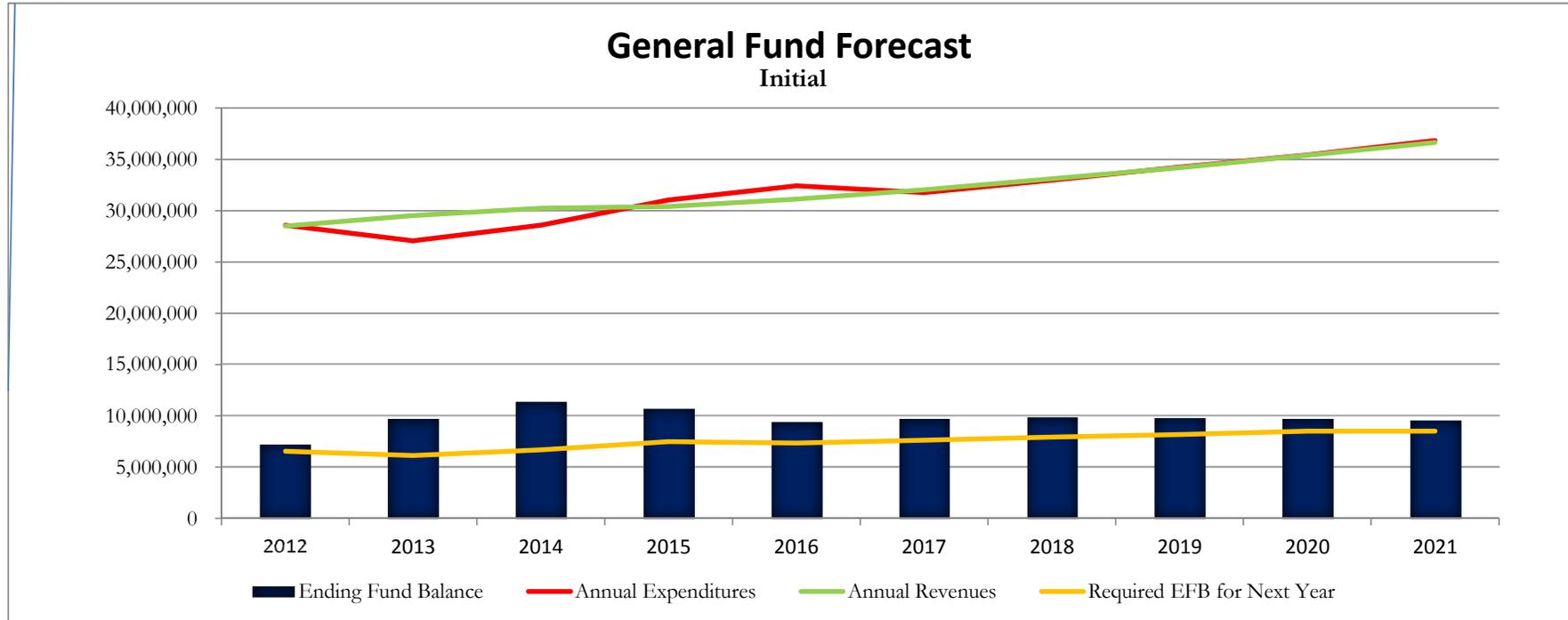
The citywide assumption for Tigard is that economic conditions show moderate growth. The base condition that was used for determining revenues for Planning and Building revolves around River Terrace. The River Terrace Community Plan is completed by the middle of FY 2015 for Planning, and Building can start at the end of FY 2016. For Planning, there is expected to be an increase over two fiscal years, held for another fiscal year, and then a decline, but to a level that is higher than the starting point of FY 2015.

Some key points regarding the assumptions used for creating the initial forecast are as follows:

- Property taxes for FY15 grew by 4.4% vs a budget assumption of 3.0%. This is the second year of assessed value growth over 3%. The forecast assumes annual growth of 3.75% - 4.0%. River Terrace will start impacting assessed value and property taxes starting FY2019, which is when the growth rate jumps from 3.75% to 4.0%. This additional 0.25% equates to approximately \$35-\$40K per year from 70 homes annually which is at the low end of the forecasted annual building rate.
- The cost for the Engineering division was budgeted with an 84% rate of reimbursement to the General Fund. This amount has been reduced to 75% to reflect the division's actual rate of return.
- The forecast includes an estimated \$150,000 for the TPOA contract.
- Also, the FY 2015 budget revenues for traffic fines and library fines were significantly higher than what was actually collected in FY 2014. As a result, the forecast for these items were based off of FY 2014 actuals.
- The revenue growth from WCCLS is forecasted at 2%. This may change as we learn more about the next levy.
- Finally, there are 27 pay periods that will need to be budgeted for in FY 2016.

General Fund Forecast

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Annual Expenditures	28,590,000	27,070,000	28,590,000	31,050,000	32,410,000	31,760,000	32,960,000	34,250,000	35,430,000	36,830,000
Annual Revenues	28,510,000	29,510,000	30,240,000	30,400,000	31,130,000	32,030,000	33,100,000	34,180,000	35,390,000	36,650,000
Required EFB for Next Year	6,550,000	6,130,000	6,680,000	7,490,000	7,340,000	7,620,000	7,920,000	8,190,000	8,520,000	8,520,000
Ending Fund Balance	7,250,000	9,690,000	11,350,000	10,710,000	9,430,000	9,700,000	9,840,000	9,770,000	9,730,000	9,550,000



FY 2016 Funds Status Summary
Transportation, Parks, and Utility Funds

Fund	Targeted Reserve(\$)	Available funding per FY						6-Yr Total
		2016	2017	2018	2019	2020	2021	
Transportation								
Gas Tax	\$ 1,700,000	\$ (510,000)	\$ 490,000	\$ 460,000	\$ 450,000	\$ 480,000	\$ 1,040,000	\$ 2,410,000
City Gas Tax	\$ 320,000	\$ (220,000)	\$ 380,000	\$ 390,000	\$ 410,000	\$ 430,000	\$ 740,000	\$ 2,130,000
Transportation Dev Tax	\$ 400,000	\$ 970,000	\$ 1,300,000	\$ 1,680,000	\$ 1,670,000	\$ 1,680,000	\$ 1,680,000	\$ 8,980,000
Street Maintenance	\$ 1,400,000	\$ 1,830,000	\$ 1,980,000	\$ 2,090,000	\$ 2,200,000	\$ 2,330,000	\$ 2,450,000	\$ 12,880,000
Underground Utility Fee	\$ 50,000	\$ 430,000	\$ 100,000	\$ 110,000	\$ 100,000	\$ 100,000	\$ 110,000	\$ 950,000
Subtotal		\$ 2,500,000	\$ 4,250,000	\$ 4,730,000	\$ 4,830,000	\$ 5,020,000	\$ 6,020,000	\$ 27,350,000
Parks								
Urban Forestry	\$ 30,000	\$ 1,130,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 1,280,000
Parks Bond	\$ -	\$ 110,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 110,000
General Fund	\$ 7,490,000	\$ 1,940,000	\$ 270,000	\$ 140,000	\$ (70,000)	\$ (40,000)	\$ (180,000)	\$ 2,060,000
Parks SDC	\$ 350,000	\$ 800,000	\$ 710,000	\$ 710,000	\$ 710,000	\$ 720,000	\$ 710,000	\$ 4,360,000
Subtotal		\$ 3,980,000	\$ 1,010,000	\$ 880,000	\$ 670,000	\$ 710,000	\$ 560,000	\$ 7,810,000
Utilities								
Sanitary Sewer	\$ 1,000,000	\$ 3,460,000	\$ 450,000	\$ 500,000	\$ 500,000	\$ 520,000	\$ 500,000	\$ 5,930,000
Stormwater	\$ 850,000	\$ 3,830,000	\$ 970,000	\$ 1,010,000	\$ 1,000,000	\$ 980,000	\$ 950,000	\$ 8,740,000
Water Quality/Quantity	\$ 20,000	\$ 820,000	\$ 20,000	\$ 10,000	\$ 20,000	\$ 10,000	\$ 20,000	\$ 900,000
Water	\$ 6,000,000	\$ 4,080,000	\$ 3,660,000	\$ 4,090,000	\$ 4,490,000	\$ 5,000,000	\$ 5,220,000	\$ 26,540,000
Water SDC	\$ 500,000	\$ 4,770,000	\$ 1,750,000	\$ 1,750,000	\$ 1,740,000	\$ 1,750,000	\$ 1,750,000	\$ 13,510,000
Subtotal		\$ 16,960,000	\$ 6,850,000	\$ 7,360,000	\$ 7,750,000	\$ 8,260,000	\$ 8,440,000	\$ 55,620,000

Assumptions

- Gas Tax* Targeted reserve based on 6 months of operations plus debt service payments where applicable. Bond payments end FY20.
- City Gas Tax* Reserve based on annual debt service payment. Accounts for \$400K for McGaarde in FY16. Bond payments end FY20.
- Street Maintenance* Targeted reserve based on 75% of program cost since majority of program costs are in the first 3 month of FY.
- Sanitary Sewer* Targeted reserve based on 6 months of operations.
- Stormwater* Targeted reserve based on 6 months of operations.
- Water* Targeted reserve based on 6 months of operations plus \$2M for Rate Stabilization Account. Accounts for LOTWP.
- Water SDC and TDT* Revenues based on River Terrace Financing Plan
- General Fund* Targeted Reserve based on reserve needed to pay expenses until Property Tax collection in Nov. Accounts for The Wrap
- All Funds* River Terrace revenues from Finance Plan are included but capital expenses are not taken into account.
- All Funds** **Based on initial forecasts as of 12/31/2014.**
Forecasts and available funds subject to change as city progresses thru budget process.



City of Tigard Memorandum

To: City Council & Budget Committee

From: Carissa Collins, Sr. Management Analyst

Re: FY 2015 Second Quarter Supplemental

Date: January 15, 2015

On January 20, 2015, Budget Committee will be briefed on the FY 2015 second quarter supplemental to the FY 2015 Budget. Attached is the Exhibit A detailing the items to be considered. City Council will take action on these items at the budget hearing scheduled for January 27, 2015.

If you have any questions and would like to discuss them prior to the hearing, please feel free to contact either myself or Toby LaFrance. I can be reached at 503-718-2643 or carissa@tigard-or.gov. Toby can be reached at 503-718-2406 or toby@tigard-or.gov.

Thank you.

1. TPOA Contract Negotiations - Police

An additional appropriation of \$150,000 is required to pay for police salary and overtime increases resulting from the October contract negotiations. This action will result in a decrease in General Fund contingency by \$150,000 with an equal increase in Community Services program expenditures.

		Q1		Q2	
		Revised Budget	Amendment	Revised Budget	
General Fund					
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493	
	Property Taxes	\$ 13,404,815		\$ 13,404,815	
	Franchise Fees	\$ 5,799,632		\$ 5,799,632	
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412	
	Intergovernmental	\$ 5,718,600		\$ 5,718,600	
	Charges for Services	\$ 2,688,234		\$ 2,688,234	
	Fines & Forfeitures	\$ 993,232		\$ 993,232	
	Interest Earnings	\$ 103,722		\$ 103,722	
	Miscellaneous	\$ 55,873		\$ 55,873	
	Other Financing Sources	\$ 254,000		\$ 254,000	
	Transfers In from Other Funds	\$ -		\$ -	
	Total Resources	\$ 40,388,013	\$ -	\$ 40,388,013	
Requirements					
	Community Development	\$ 3,047,095		\$ 3,047,095	
	Community Services	\$ 21,525,260	\$ 150,000	\$ 21,675,260	
	Policy & Administration	\$ 854,155		\$ 854,155	
	Public Works	\$ 5,881,563		\$ 5,881,563	
	Program Expenditures Total	\$ 31,308,073	\$ 150,000	\$ 31,458,073	
	Debt Service	\$ -		\$ -	
	Loans	\$ -		\$ -	
	Work-In-Progress	\$ 254,000		\$ 254,000	
	Transfers to Other Funds	\$ 879,467		\$ 879,467	
	Contingency	\$ 1,250,202	\$ (150,000)	\$ 1,100,202	
	Total Budget	\$ 33,691,742	\$ -	\$ 33,691,742	
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271	
	Total Requirements	\$ 40,388,013	\$ -	\$ 40,388,013	

2. Metro Position Reduction - Police

Periodically, the Police Department re-evaluates all outsourced positions to ensure that the needs of the City and Department continue to be met. At this time, Tigard PD has determined that one detective position with Metro, rather than two, strikes the right balance. In order to accommodate this change, the Department is eliminating a vacant position in another division and recognizing the reduction in future funding from Metro. The detective currently with Metro will resume patrol duties in mid-January. As a result, intergovernmental revenues within General Fund will decrease by \$51,347 along with an equal decrease in Community Services program expenditures. In addition, total FTE in Community Services will decrease by 1.0.

		Q1		Q2
		Revised	Amendment	Revised
		Budget		Budget
General Fund				
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493
	Property Taxes	\$ 13,404,815		\$ 13,404,815
	Franchise Fees	\$ 5,799,632		\$ 5,799,632
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412
	Intergovernmental	\$ 5,718,600	\$ (51,347)	\$ 5,667,253
	Charges for Services	\$ 2,688,234		\$ 2,688,234
	Fines & Forfeitures	\$ 993,232		\$ 993,232
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 55,873		\$ 55,873
	Other Financing Sources	\$ 254,000		\$ 254,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 40,388,013	\$ (51,347)	\$ 40,336,666
Requirements				
	Community Development	\$ 3,047,095		\$ 3,047,095
	Community Services	\$ 21,525,260	\$ (51,347)	\$ 21,473,913
	Policy & Administration	\$ 854,155		\$ 854,155
	Public Works	\$ 5,881,563		\$ 5,881,563
	Program Expenditures Total	\$ 31,308,073	\$ (51,347)	\$ 31,256,726
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 254,000		\$ 254,000
	Transfers to Other Funds	\$ 879,467		\$ 879,467
	Contingency	\$ 1,250,202		\$ 1,250,202
	Total Budget	\$ 33,691,742	\$ (51,347)	\$ 33,640,395
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271
	Total Requirements	\$ 40,388,013	\$ (51,347)	\$ 40,336,666

3. Insurance Payment - Police

The city received an insurance check in the amount of \$15,616 for damages associated with vehicle 14-826 that was involved in an accident. This will show an increase in intergovernmental revenues of \$15,616 with an equal increase in Community Services program expenditures.

		Q1 Revised Budget	Amendment	Q2 Revised Budget
General Fund				
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493
	Property Taxes	\$ 13,404,815		\$ 13,404,815
	Franchise Fees	\$ 5,799,632		\$ 5,799,632
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412
	Intergovernmental	\$ 5,718,600	\$ 15,616	\$ 5,734,216
	Charges for Services	\$ 2,688,234		\$ 2,688,234
	Fines & Forfeitures	\$ 993,232		\$ 993,232
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 55,873		\$ 55,873
	Other Financing Sources	\$ 254,000		\$ 254,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 40,388,013	\$ 15,616	\$ 40,403,629
Requirements				
	Community Development	\$ 3,047,095		\$ 3,047,095
	Community Services	\$ 21,525,260	\$ 15,616	\$ 21,540,876
	Policy & Administration	\$ 854,155		\$ 854,155
	Public Works	\$ 5,881,563		\$ 5,881,563
	Program Expenditures Total	\$ 31,308,073	\$ 15,616	\$ 31,323,689
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 254,000		\$ 254,000
	Transfers to Other Funds	\$ 879,467		\$ 879,467
	Contingency	\$ 1,250,202		\$ 1,250,202
	Total Budget	\$ 33,691,742	\$ 15,616	\$ 33,707,358
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271
	Total Requirements	\$ 40,388,013	\$ 15,616	\$ 40,403,629

4. Police Canine - Police

A total of \$15,000 in donations has been received from the Tigard Rotary as well as private donations to purchase a second dog for the city's K-9 unit. This action will show an increase in Miscellaneous items by \$15,000 with an equal increase in program expenditures for Community Services.

		Q1		Q2
		Revised	Amendment	Revised
		Budget		Budget
General Fund				
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493
	Property Taxes	\$ 13,404,815		\$ 13,404,815
	Franchise Fees	\$ 5,799,632		\$ 5,799,632
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412
	Intergovernmental	\$ 5,718,600		\$ 5,718,600
	Charges for Services	\$ 2,688,234		\$ 2,688,234
	Fines & Forfeitures	\$ 993,232		\$ 993,232
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 55,873	\$ 15,000	\$ 70,873
	Other Financing Sources	\$ 254,000		\$ 254,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 40,388,013	\$ 15,000	\$ 40,403,013
Requirements				
	Community Development	\$ 3,047,095		\$ 3,047,095
	Community Services	\$ 21,525,260	\$ 15,000	\$ 21,540,260
	Policy & Administration	\$ 854,155		\$ 854,155
	Public Works	\$ 5,881,563		\$ 5,881,563
	Program Expenditures Total	\$ 31,308,073	\$ 15,000	\$ 31,323,073
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 254,000		\$ 254,000
	Transfers to Other Funds	\$ 879,467		\$ 879,467
	Contingency	\$ 1,250,202		\$ 1,250,202
	Total Budget	\$ 33,691,742	\$ 15,000	\$ 33,706,742
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271
	Total Requirements	\$ 40,388,013	\$ 15,000	\$ 40,403,013

5. Overtime - Police

A total of \$16,582 is being recognized to be used for the following:

- * Holiday traffic control at Washington Square Mall for \$10,782.
- * Distracted Driver Diversion class in the amount of \$5,800.

This will result in an increase in Intergovernmental Revenues by \$10,782 and Charges for Services of \$5,800. In turn, Community Services program expenditures will increase by \$16,582.

		Q1 Revised Budget	Amendment	Q2 Revised Budget
General Fund				
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493
	Property Taxes	\$ 13,404,815		\$ 13,404,815
	Franchise Fees	\$ 5,799,632		\$ 5,799,632
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412
	Intergovernmental	\$ 5,718,600	\$ 10,782	\$ 5,729,382
	Charges for Services	\$ 2,688,234	\$ 5,800	\$ 2,694,034
	Fines & Forfeitures	\$ 993,232		\$ 993,232
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 55,873		\$ 55,873
	Other Financing Sources	\$ 254,000		\$ 254,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 40,388,013	\$ 16,582	\$ 40,404,595
Requirements				
	Community Development	\$ 3,047,095		\$ 3,047,095
	Community Services	\$ 21,525,260	\$ 16,582	\$ 21,541,842
	Policy & Administration	\$ 854,155		\$ 854,155
	Public Works	\$ 5,881,563		\$ 5,881,563
	Program Expenditures Total	\$ 31,308,073	\$ 16,582	\$ 31,324,655
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 254,000		\$ 254,000
	Transfers to Other Funds	\$ 879,467		\$ 879,467
	Contingency	\$ 1,250,202		\$ 1,250,202
	Total Budget	\$ 33,691,742	\$ 16,582	\$ 33,708,324
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271
	Total Requirements	\$ 40,388,013	\$ 16,582	\$ 40,404,595

6. Radio Equipment- Police

The city received a total of \$11,500 from the sale of old police radios. This revenue will be used to purchase newer radios in PD. This action will result in an increase in Other Financing Sources by \$11,500. In turn, program expenditures in Community Services will increase by the same amount.

		Q1		Q2	
		Revised Budget	Amendment	Revised Budget	
General Fund					
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493	
	Property Taxes	\$ 13,404,815		\$ 13,404,815	
	Franchise Fees	\$ 5,799,632		\$ 5,799,632	
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412	
	Intergovernmental	\$ 5,718,600		\$ 5,718,600	
	Charges for Services	\$ 2,688,234		\$ 2,688,234	
	Fines & Forfeitures	\$ 993,232		\$ 993,232	
	Interest Earnings	\$ 103,722		\$ 103,722	
	Miscellaneous	\$ 55,873		\$ 55,873	
	Other Financing Sources	\$ 254,000	\$ 11,500	\$ 265,500	
	Transfers In from Other Funds	\$ -		\$ -	
	Total Resources	\$ 40,388,013	\$ 11,500	\$ 40,399,513	
Requirements					
	Community Development	\$ 3,047,095		\$ 3,047,095	
	Community Services	\$ 21,525,260	\$ 11,500	\$ 21,536,760	
	Policy & Administration	\$ 854,155		\$ 854,155	
	Public Works	\$ 5,881,563		\$ 5,881,563	
	Program Expenditures Total	\$ 31,308,073	\$ 11,500	\$ 31,319,573	
	Debt Service	\$ -		\$ -	
	Loans	\$ -		\$ -	
	Work-In-Progress	\$ 254,000		\$ 254,000	
	Transfers to Other Funds	\$ 879,467		\$ 879,467	
	Contingency	\$ 1,250,202		\$ 1,250,202	
	Total Budget	\$ 33,691,742	\$ 11,500	\$ 33,703,242	
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271	
	Total Requirements	\$ 40,388,013	\$ 11,500	\$ 40,399,513	

7. Draft Environmental Impact Study - Community Development

A request in the amount of \$185,000 is required to pay for the city's share of the development of the Draft Environmental Impact Study in partnership with Metro as part of the Southwest Corridor Plan. This action will result in a decrease in General Fund contingency by \$185,000 with an equal increase in Community Development program expenditures.

		Q1 Revised Budget	Amendment	Q2 Revised Budget
General Fund				
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493
	Property Taxes	\$ 13,404,815		\$ 13,404,815
	Franchise Fees	\$ 5,799,632		\$ 5,799,632
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412
	Intergovernmental	\$ 5,718,600		\$ 5,718,600
	Charges for Services	\$ 2,688,234		\$ 2,688,234
	Fines & Forfeitures	\$ 993,232		\$ 993,232
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 55,873		\$ 55,873
	Other Financing Sources	\$ 254,000		\$ 254,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 40,388,013	\$ -	\$ 40,388,013
Requirements				
	Community Development	\$ 3,047,095	\$ 185,000	\$ 3,232,095
	Community Services	\$ 21,525,260		\$ 21,525,260
	Policy & Administration	\$ 854,155		\$ 854,155
	Public Works	\$ 5,881,563		\$ 5,881,563
	Program Expenditures Total	\$ 31,308,073	\$ 185,000	\$ 31,493,073
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 254,000		\$ 254,000
	Transfers to Other Funds	\$ 879,467		\$ 879,467
	Contingency	\$ 1,250,202	\$ (185,000)	\$ 1,065,202
	Total Budget	\$ 33,691,742	\$ -	\$ 33,691,742
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271
	Total Requirements	\$ 40,388,013	\$ -	\$ 40,388,013

8. Property Lease Agreement - Public Works

A total of \$72,500 is required to move Public Works staff to a new site as part of the relocation of the dog park. Of that amount, a total of \$24,500 is being used to pay for a six month property lease along with \$48,000 that is needed for minor tenant improvements including interior painting; floor repair; city intranet and phones, and an emergency communication system. This action will show a decrease in General Fund contingency of \$9,425; a decrease Gas Tax contingency by \$41,325; and a decrease in Property Management contingency by \$21,750. Program expenditures within Fleet/Property Management will increase by \$72,500.

Fund 1 of 3		Q1		Q2
		Revised	Amendment	Revised
General Fund		Budget		Budget
Resources	Beginning Fund Balance	\$ 10,192,493		\$ 10,192,493
	Property Taxes	\$ 13,404,815		\$ 13,404,815
	Franchise Fees	\$ 5,799,632		\$ 5,799,632
	Licenses & Permits	\$ 1,177,412		\$ 1,177,412
	Intergovernmental	\$ 5,718,600		\$ 5,718,600
	Charges for Services	\$ 2,688,234		\$ 2,688,234
	Fines & Forfeitures	\$ 993,232		\$ 993,232
	Interest Earnings	\$ 103,722		\$ 103,722
	Miscellaneous	\$ 55,873		\$ 55,873
	Other Financing Sources	\$ 254,000		\$ 254,000
	Transfers In from Other Funds	\$ -		\$ -
	Total Resources	\$ 40,388,013	\$ -	\$ 40,388,013
Requirements	Community Development	\$ 3,047,095		\$ 3,047,095
	Community Services	\$ 21,525,260		\$ 21,525,260
	Policy & Administration	\$ 854,155		\$ 854,155
	Public Works	\$ 5,881,563		\$ 5,881,563
	Program Expenditures Total	\$ 31,308,073	\$ -	\$ 31,308,073
	Debt Service	\$ -		\$ -
	Loans	\$ -		\$ -
	Work-In-Progress	\$ 254,000		\$ 254,000
	Transfers to Other Funds	\$ 879,467	\$ 9,425	\$ 888,892
	Contingency	\$ 1,250,202	\$ (9,425)	\$ 1,240,777
	Total Budget	\$ 33,691,742	\$ -	\$ 33,691,742
	Reserve For Future Expenditure	\$ 6,696,271	\$ -	\$ 6,696,271
	Total Requirements	\$ 40,388,013	\$ -	\$ 40,388,013

8. Property Lease Agreement - Public Works

A total of \$72,500 is required to move Public Works staff to a new site as part of the relocation of the dog park. Of that amount, a total of \$24,500 is being used to pay for a six month property lease along with \$48,000 that is needed for minor tenant improvements including interior painting; floor repair; city intranet and phones, and an emergency communication system. This action will show a decrease in General Fund contingency of \$9,425; a decrease Gas Tax contingency by \$41,325; and a decrease in Property Management contingency by \$21,750. Program expenditures within Fleet/Property Management will increase by \$72,500.

Fund 2 of 3

	Q1	Q2	
	Revised	Revised	
	Budget	Budget	
	Amendment	Amendment	
Gas Tax Fund			
Resources			
Beginning Fund Balance	\$ 571,900	\$ -	\$ 571,900
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 225		\$ 225
Intergovernmental	\$ 2,990,443		\$ 2,990,443
Charges for Services	\$ -		\$ -
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 55,732		\$ 55,732
Miscellaneous	\$ 61,345		\$ 61,345
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 100,000		\$ 100,000
Total Resources	\$ 3,779,645	\$ -	\$ 3,779,645
Requirements			
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Policy & Administration	\$ -		\$ -
Public Works	\$ 2,205,002		\$ 2,205,002
Program Expenditures Total	\$ 2,205,002	\$ -	\$ 2,205,002
Debt Service	\$ 599,676		\$ 599,676
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ 907,023	\$ 41,325	\$ 948,348
Contingency	\$ 57,610	\$ (41,325)	\$ 16,285
Total Budget	\$ 3,769,311	\$ -	\$ 3,769,311
Reserve For Future Expenditure	\$ 10,334	\$ -	\$ 10,334
Total Requirements	\$ 3,779,645	\$ -	\$ 3,779,645

8. Property Lease Agreement - Public Works

A total of \$72,500 is required to move Public Works staff to a new site as part of the relocation of the dog park. Of that amount, a total of \$24,500 is being used to pay for a six month property lease along with \$48,000 that is needed for minor tenant improvements including interior painting; floor repair; city intranet and phones, and an emergency communication system. This action will show a decrease in General Fund contingency of \$9,425; a decrease Gas Tax contingency by \$41,325; and a decrease in Property Management contingency by \$21,750. Program expenditures within Fleet/Property Management will increase by \$72,500.

Fund 3 of 3

	Adopted Budget	Amendment	Q2 Revised Budget
Fleet/Property Management Fund			
Resources			
Beginning Fund Balance	\$ 60,269	\$ -	\$ 60,269
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ -		\$ -
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 1,646,995		\$ 1,646,995
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ -		\$ -
Miscellaneous	\$ 29,392		\$ 29,392
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ -	\$ 50,750	\$ 50,750
Total Resources	\$ 1,736,656	\$ 50,750	\$ 1,787,406
Requirements			
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Policy & Administration	\$ -		\$ -
Public Works	\$ 1,650,805	\$ 72,500	\$ 1,723,305
Program Expenditures Total	\$ 1,650,805	\$ 72,500	\$ 1,723,305
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ -		\$ -
Transfers to Other Funds	\$ -		\$ -
Contingency	\$ 75,000	\$ (21,750)	\$ 53,250
Total Budget	\$ 1,725,805	\$ 50,750	\$ 1,776,555
Reserve For Future Expenditure	\$ 10,851	\$ -	\$ 10,851
Total Requirements	\$ 1,736,656	\$ 50,750	\$ 1,787,406

9. Grant Recognition - Finance & Information Services

The city has received two grants totaling \$58,464 from the Metropolitan Area Communication Commission. One grant in the amount of \$18,464 will be used to replace the city's existing firewall. The other grant, totaling \$40,000 will be used to purchase a second backup system for the Police Department. This action will result in an increase in Central Services intergovernmental revenues by \$58,464 with an equal increase in program expenditures in Policy and Administration.

	Adopted Budget	Amendment	Q2 Revised Budget
Central Services Fund			
Resources	Beginning Fund Balance		
	\$ 417,867		\$ 417,867
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 32,569		\$ 32,569
Intergovernmental	\$ -	\$ 58,464	\$ 58,464
Charges for Services	\$ 6,490,581		\$ 6,490,581
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 593		\$ 593
Miscellaneous	\$ 12,277		\$ 12,277
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 224,963		\$ 224,963
Total Resources	\$ 7,178,850	\$ 58,464	\$ 7,237,314
Requirements			
Policy and Administration	\$ 7,073,038	\$ 58,464	\$ 7,131,502
Program Expenditures Total	\$ 7,073,038	\$ 58,464	\$ 7,131,502
Contingency	\$ 100,000		\$ 100,000
Total Budget	\$ 7,173,038	\$ 58,464	\$ 7,231,502
Reserve For Future Expenditure	\$ 5,812	\$ -	\$ 5,812
Total Requirements	\$ 7,178,850	\$ 58,464	\$ 7,237,314

10. Replacement Vehicles - Utility Billing

A total of \$69,000 is being requested in order to replace the city's meter reading fleet of vehicles with three small trucks that are more dependable and have lower maintenance costs. As a result, Sanitary Sewer contingency will decrease by \$26,910; and Water contingency will decrease by \$42,090. Transfers will increase. Program expenditures within Policy & Administration will increase by \$69,000.

<u>Fund 1 of 3</u>	Q1		Q2
	Revised		Revised
Sanitary Sewer Fund	Budget	Amendment	Budget
Resources			
Beginning Fund Balance	\$ 4,618,778		\$ 4,618,778
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 587,133		\$ 587,133
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 1,584,277		\$ 1,584,277
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 100,333		\$ 100,333
Miscellaneous	\$ 141,674		\$ 141,674
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 1,369,900		\$ 1,369,900
Total Resources	\$ 8,402,095	\$ -	\$ 8,402,095
Requirements			
Policy and Administration	\$ -		\$ -
Community Development	\$ -		\$ -
Community Services	\$ -		\$ -
Public Works	\$ 1,974,545		\$ 1,974,545
Program Expenditures Total	\$ 1,974,545	\$ -	\$ 1,974,545
Debt Service	\$ -		\$ -
Loans	\$ -		\$ -
Work-In-Progress	\$ 2,996,061		\$ 2,996,061
Transfers to Other Funds	\$ 79,849	\$ 26,910	\$ 106,759
Contingency	\$ 371,715	\$ (26,910)	\$ 344,805
Total Budget	\$ 5,422,170	\$ -	\$ 5,422,170
Reserve For Future Expenditure	\$ 2,979,925	\$ -	\$ 2,979,925
Total Requirements	\$ 8,402,095	\$ -	\$ 8,402,095

10. Replacement Vehicles - Utility Billing

A total of \$69,000 is being requested in order to replace the city's meter reading fleet of vehicles with three small trucks that are more dependable and have lower maintenance costs. As a result, Sanitary Sewer contingency will decrease by \$26,910; and Water contingency will decrease by \$42,090. Transfers will increase. Program expenditures within Policy & Administration will increase by \$69,000.

Fund 2 of 3

		Adopted Budget	Amendment	Q2 Revised Budget
Water Fund				
Resources	Beginning Fund Balance	\$ 16,125,957		\$ 16,125,957
	Property Taxes	\$ -		\$ -
	Franchise Fees	\$ -		\$ -
	Licenses & Permits	\$ 14,400		\$ 14,400
	Intergovernmental	\$ -		\$ -
	Charges for Services	\$ 16,708,280		\$ 16,708,280
	Fines & Forfeitures	\$ -		\$ -
	Interest Earnings	\$ 30,644		\$ 30,644
	Miscellaneous	\$ 10,825		\$ 10,825
	Other Financing Sources	\$ -		\$ -
	Transfers In from Other Funds	\$ 58,751		\$ 58,751
	Total Resources	\$ 32,948,857	\$ -	\$ 32,948,857
Requirements				
	Public Works	\$ 8,376,282		\$ 8,376,282
	Program Expenditures Total	\$ 8,376,282	\$ -	\$ 8,376,282
	Transfers to Other Funds	\$ 5,767,077	\$ 42,090	\$ 5,809,167
	Contingency	\$ 500,000	\$ (42,090)	\$ 457,910
	Total Budget	\$ 14,643,359	\$ -	\$ 14,643,359
	Reserve For Future Expenditure	\$ 18,305,498	\$ -	\$ 18,305,498
	Total Requirements	\$ 32,948,857	\$ -	\$ 32,948,857

10. Replacement Vehicles - Utility Billing

A total of \$69,000 is being requested in order to replace the city's meter reading fleet of vehicles with three small trucks that are more dependable and have lower maintenance costs. As a result, Sanitary Sewer contingency will decrease by \$26,910; and Water contingency will decrease by \$42,090. Transfers will increase. Program expenditures within Policy & Administration will increase by \$69,000.

Fund 3 of 3

		Adopted		Q2
		Budget	Amendment	Revised Budget
Central Services Fund				
Resources	Beginning Fund Balance	\$ 417,867		\$ 417,867
	Property Taxes	\$ -		\$ -
	Franchise Fees	\$ -		\$ -
	Licenses & Permits	\$ 32,569		\$ 32,569
	Intergovernmental	\$ -		\$ -
	Charges for Services	\$ 6,490,581		\$ 6,490,581
	Fines & Forfeitures	\$ -		\$ -
	Interest Earnings	\$ 593		\$ 593
	Miscellaneous	\$ 12,277		\$ 12,277
	Other Financing Sources	\$ -		\$ -
	Transfers In from Other Funds	\$ 224,963	\$ 69,000	\$ 293,963
	Total Resources	\$ 7,178,850	\$ 69,000	\$ 7,247,850
Requirements				
	Policy and Administration	\$ 7,073,038	\$ 69,000	\$ 7,142,038
	Program Expenditures Total	\$ 7,073,038	\$ 69,000	\$ 7,142,038
	Contingency	\$ 100,000		\$ 100,000
	Total Budget	\$ 7,173,038	\$ 69,000	\$ 7,242,038
	Reserve For Future Expenditure	\$ 5,812	\$ -	\$ 5,812
	Total Requirements	\$ 7,178,850	\$ 69,000	\$ 7,247,850

11. Water Rates Notices - Utility Billing

A total of \$5,500 is required to pay for printing and mailing costs associated with the notification of customers regarding increased water rates beginning January 1, 2015. As a result, Water contingency will decrease by \$5,500 with an increase in transfers. Program expenditures increase in Policy and Administration will increase by the same amount.

<u>Fund 1 of 2</u>	Adopted Budget	Amendment	Q2 Revised Budget
Water Fund			
Resources	Beginning Fund Balance		
	\$ 16,125,957		\$ 16,125,957
Property Taxes	\$ -		\$ -
Franchise Fees	\$ -		\$ -
Licenses & Permits	\$ 14,400		\$ 14,400
Intergovernmental	\$ -		\$ -
Charges for Services	\$ 16,708,280		\$ 16,708,280
Fines & Forfeitures	\$ -		\$ -
Interest Earnings	\$ 30,644		\$ 30,644
Miscellaneous	\$ 10,825		\$ 10,825
Other Financing Sources	\$ -		\$ -
Transfers In from Other Funds	\$ 58,751		\$ 58,751
	Total Resources	\$ -	\$ 32,948,857
Requirements			
Public Works	\$ 8,376,282		\$ 8,376,282
	Program Expenditures Total	\$ -	\$ 8,376,282
Transfers to Other Funds	\$ 5,767,077	\$ 5,500	\$ 5,772,577
Contingency	\$ 500,000	\$ (5,500)	\$ 494,500
	Total Budget	\$ -	\$ 14,643,359
Reserve For Future Expenditure	\$ 18,305,498	\$ -	\$ 18,305,498
	Total Requirements	\$ -	\$ 32,948,857

11. Water Rates Notices - Utility Billing

A total of \$5,500 is required to pay for printing and mailing costs associated with the notification of customers regarding increased water rates beginning January 1, 2015. As a result, Water contingency will decrease by \$5,500 with an increase in transfers. Program expenditures increase in Policy and Administration will increase by the same amount.

Fund 2 of 2

		Adopted Budget	Amendment	Q2 Revised Budget
Central Services Fund				
Resources	Beginning Fund Balance	\$ 417,867		\$ 417,867
	Property Taxes	\$ -		\$ -
	Franchise Fees	\$ -		\$ -
	Licenses & Permits	\$ 32,569		\$ 32,569
	Intergovernmental	\$ -		\$ -
	Charges for Services	\$ 6,490,581		\$ 6,490,581
	Fines & Forfeitures	\$ -		\$ -
	Interest Earnings	\$ 593		\$ 593
	Miscellaneous	\$ 12,277		\$ 12,277
	Other Financing Sources	\$ -		\$ -
	Transfers In from Other Funds	\$ 224,963	\$ 5,500	\$ 230,463
	Total Resources	\$ 7,178,850	\$ 5,500	\$ 7,184,350
Requirements				
	Policy and Administration	\$ 7,073,038	\$ 5,500	\$ 7,078,538
	Program Expenditures Total	\$ 7,073,038	\$ 5,500	\$ 7,078,538
	Contingency	\$ 100,000		\$ 100,000
	Total Budget	\$ 7,173,038	\$ 5,500	\$ 7,178,538
	Reserve For Future Expenditure	\$ 5,812	\$ -	\$ 5,812
	Total Requirements	\$ 7,178,850	\$ 5,500	\$ 7,184,350

12. Facilities Strategies Plan - Capital Improvement Program (CIP)

A request in the amount of \$300,000 is being made in order to pay for the development of a facilities strategic plan. The plan is expected to provide a holistic view of the city's operational needs and placement of facilities within a 20-year timeframe.

This action will result in a decrease in reserve for future expenditure by \$300,000 in the General Capital Facilities Fund with an equal increase in capital program expenditures.

		Adopted Budget	Amendment	Q2 Revised Budget
Gen'l Capital Facilities Fund				
Resources	Beginning Fund Balance	\$ 878,435		\$ 878,435
	Interest Earnings	\$ 3,212		\$ 3,212
	Transfers In from Other Funds	\$ 1,031,891		\$ 1,031,891
	Total Resources	\$ 1,913,538	\$ -	\$ 1,913,538
Requirements				
	Program Expenditures Total	\$ -	\$ -	\$ -
	Work-In-Progress	\$ 674,900	\$ 300,000	\$ 974,900
	Transfers to Other Funds	\$ 8,742		\$ 8,742
	Contingency	\$ 50,000		\$ 50,000
	Total Budget	\$ 733,642	\$ 300,000	\$ 1,033,642
	Reserve For Future Expenditure	\$ 1,179,896	\$ (300,000)	\$ 879,896
	Total Requirements	\$ 1,913,538	\$ -	\$ 1,913,538

13. Capital Improvement Program - Dirksen Nature Park

A total of \$194,000 is being requested to for development of the park. Of this total, \$178,000 is a carryover that will be used to complete the design, as well as begin construction modifications to the Tualatin River Keepers education center and some soft paths. In addition, the city has received a grant in the amount of \$16,000 from the Department of Environmental Quality for the purchase and installation of 8,000 native wet meadow wildflowers in the park. This action will show an increase in the Park Bond Fund beginning fund balance of \$178,000 with an increase in transfers. In addition, Parks Capital Fund will show an increase in intergovernmental revenues in the amount of \$16,000 with an increase in capital program expenditures of \$194,000.

<u>Fund 1 of 2</u>		Q1		Q2
		Revised	Amendment	Revised
		Budget		Budget
Parks Bond Fund				
Resources	Beginning Fund Balance	\$ 2,293,068	\$ 178,000	\$ 2,471,068
	Interest Earnings	\$ 4,020		\$ 4,020
	Total Resources	\$ 2,297,088	\$ 178,000	\$ 2,475,088
Requirements	Program Expenditures Total	\$ -	\$ -	\$ -
	Transfers to Other Funds	\$ 2,099,143	\$ 178,000	\$ 2,277,143
	Contingency	\$ -		\$ -
	Total Budget	\$ 2,099,143	\$ 178,000	\$ 2,277,143
	Reserve For Future Expenditure	\$ 197,945	\$ -	\$ 197,945
	Total Requirements	\$ 2,297,088	\$ 178,000	\$ 2,475,088

<u>Fund 2 of 2</u>		Q1		Q2
		Revised	Amendment	Revised
		Budget		Budget
Parks Capital Fund				
Resources	Beginning Fund Balance	\$ 174,509		\$ 174,509
	Intergovernmental	\$ 41,506	\$ 16,000	\$ 57,506
	Interest Earnings	\$ 3,015		\$ 3,015
	Transfers In from Other Funds	\$ 3,192,834	\$ 178,000	\$ 3,370,834
	Total Resources	\$ 3,411,864	\$ 194,000	\$ 3,605,864
Requirements	Program Expenditures Total	\$ -	\$ -	\$ -
	Work-In-Progress	\$ 3,192,834	\$ 194,000	\$ 3,386,834
	Transfers to Other Funds	\$ 55,881		\$ 55,881
	Contingency	\$ -		\$ -
	Total Budget	\$ 3,248,715	\$ 194,000	\$ 3,442,715
	Reserve For Future Expenditure	\$ 163,149	\$ -	\$ 163,149
	Total Requirements	\$ 3,411,864	\$ 194,000	\$ 3,605,864

14. Capital Improvement Program - Summerlake Restroom & COT/Tigard-Tualatin School Dist. Park Development

Summerlake Restroom installation requires the reallocation of underspent park bond project funds to complete this project. Staff received support from PRAB at their December meeting. A total of \$89,000 will be transferred from 92035-COT/Tigard-Tualatin School District Park Development project that has a total of \$135,000 budgeted in FY 2015. This project will be backfilled with Parks SDC funding. As a result, Park SDC contingency will decrease by \$89,000 with an increase in transfers. In turn, capital program expenditures will increase by the same amount.

<u>Fund 1 of 2</u>		Q1		Q2
		Revised	Amendment	Revised
		Budget		Budget
Parks SDC Fund				
Resources	Beginning Fund Balance	\$ 1,124,011		\$ 1,124,011
	Licenses & Permits	\$ 476,336		\$ 476,336
	Interest Earnings	\$ 19,782		\$ 19,782
	Total Resources	\$ 1,620,129	\$ -	\$ 1,620,129
Requirements				
	Program Expenditures Total	\$ -	\$ -	\$ -
	Work-In-Progress	\$ 12,000		\$ 12,000
	Transfers to Other Funds	\$ 1,130,602	\$ 89,000	\$ 1,219,602
	Contingency	\$ 71,615	\$ (89,000)	\$ (17,385)
	Total Budget	\$ 1,214,217	\$ -	\$ 1,214,217
	Reserve For Future Expenditure	\$ 405,912	\$ -	\$ 405,912
	Total Requirements	\$ 1,620,129	\$ -	\$ 1,620,129

<u>Fund 2 of 2</u>		Q1		Q2
		Revised	Amendment	Revised
		Budget		Budget
Parks Capital Fund				
Resources	Beginning Fund Balance	\$ 174,509		\$ 174,509
	Intergovernmental	\$ 41,506		\$ 41,506
	Interest Earnings	\$ 3,015		\$ 3,015
	Transfers In from Other Funds	\$ 3,192,834	\$ 89,000	\$ 3,281,834
	Total Resources	\$ 3,411,864	\$ 89,000	\$ 3,500,864
Requirements				
	Program Expenditures Total	\$ -	\$ -	\$ -
	Work-In-Progress	\$ 3,192,834	\$ 89,000	\$ 3,281,834
	Transfers to Other Funds	\$ 55,881		\$ 55,881
	Contingency	\$ -		\$ -
	Total Budget	\$ 3,248,715	\$ 89,000	\$ 3,337,715
	Reserve For Future Expenditure	\$ 163,149	\$ -	\$ 163,149
	Total Requirements	\$ 3,411,864	\$ 89,000	\$ 3,500,864

15. Capital Improvement Program - Pacific Hwy/Gaarde St./McDonald St. Intersection Improvements

A request for additional funds is required to fill the post-bid funding gap per the IGA with Washington County, ODOT and the City of Tigard. The Tigard Transportation Advisory Committee (TTAC) has recommended the use of City Gas Tax and Transportation Development Tax Funds to correct the shortfall. City Council approved the resolution on December 9, 2014. As a result, Reserve for Future Expenditure in City Gas Tax will decrease by \$1,100,000 with an increase in transfers. Capital program expenditures will increase by the same amount in the Transportation CIP Fund.

<u>Fund 1 of 2</u>		Q1		Q2	
		Revised	Amendment	Revised	Budget
City Gas Tax Fund		Budget		Budget	
Resources	Beginning Fund Balance	\$ 1,681,510		\$ 1,681,510	
	Intergovernmental	\$ 739,934		\$ 739,934	
	Interest Earnings	\$ 34,584		\$ 34,584	
	Miscellaneous	\$ 31,735		\$ 31,735	
	Total Resources	\$ 2,487,763	\$ -	\$ 2,487,763	
Requirements	Program Expenditures Total	\$ -	\$ -	\$ -	
	Debt Service	\$ 315,860		\$ 315,860	
	Transfers to Other Funds	\$ 883,125	\$ 1,100,000	\$ 1,983,125	
	Contingency	\$ 50,000		\$ 50,000	
	Total Budget	\$ 1,248,985	\$ 1,100,000	\$ 2,348,985	
	Reserve For Future Expenditure	\$ 1,238,778	\$(1,100,000)	\$ 138,778	
	Total Requirements	\$ 2,487,763	\$ -	\$ 2,487,763	

<u>Fund 2 of 2</u>		Q1		Q2	
		Revised	Amendment	Revised	Budget
Transportation CIP Fund		Budget		Budget	
Resources	Beginning Fund Balance	\$ 356,422		\$ 356,422	
	Intergovernmental	\$ 200,000		\$ 200,000	
	Transfers In from Other Funds	\$ 3,315,787	\$ 1,100,000	\$ 4,415,787	
	Total Resources	\$ 3,872,209	\$ 1,100,000	\$ 4,972,209	
Requirements	Program Expenditures Total	\$ -	\$ -	\$ -	
	Work-In-Progress	\$ 3,513,480	\$ 1,100,000	\$ 4,613,480	
	Transfers to Other Funds	\$ 44,613		\$ 44,613	
	Contingency	\$ -		\$ -	
	Total Budget	\$ 3,558,093	\$ 1,100,000	\$ 4,658,093	
	Reserve For Future Expenditure	\$ 314,116	\$ -	\$ 314,116	
	Total Requirements	\$ 3,872,209	\$ 1,100,000	\$ 4,972,209	

AIS-2079

3.

Workshop Meeting

Meeting Date: 01/20/2015

Length (in minutes): 30 Minutes

Agenda Title: Tigard Street Trail: Design Concepts

Prepared For: Kenny Asher, Community Development

Submitted By: Lloyd Purdy, Community Development

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

During fall 2014, the city's Community Development Department convened two focus groups with city staff and downtown stakeholders to explore design themes and concepts for the Tigard Street Trail. Resolve Architecture and Planning, which facilitated these discussions and researched relevant themes, will share its "work in progress" with the Council.

STAFF RECOMMENDATION / ACTION REQUEST

Council has requested to discuss the work in progress and share their ideas and opinions.

KEY FACTS AND INFORMATION SUMMARY

The Tigard Street Trail project will convert about ¾ of a mile of unused rail spur right-of-way into a dedicated off street walk/bike path, including lighting and safety fencing, and a public space where the trail intersects with Main Street. In 2014, the city signed a 99-year lease with ODOT Rail for use of this property.

The path would stretch from Main Street to Tiedeman Avenue, connecting Tigard's residential workforce to centers of employment locally and regionally. Employers and employees in Downtown Tigard and commuters will have improved access to the Tigard Transit Center and will benefit from the bus and WES commuter rail connection to jobs and services in Portland to the east and neighboring Washington County communities to the west.

The city applied for a Connect Oregon V grant from the Oregon Department of Transportation seeking \$1.2 million in funding to support this investment. This proposal ranked 6 out of 35 applications in the bike/pedestrian mode category. The city's proposal will be reviewed again for funding consideration in January 2015.

While funding is not yet secured, staff has advanced the Tigard Street Trail project. In the fall

of 2014, in response to interest by Downtown stakeholders, the Community Development Department organized two focus groups to work with Resolve Architecture and Planning to explore possible design themes and concepts. Focus group participants included members of City Council, Tigard Downtown Alliance, City Center Advisory Commission, and Tigard Transportation Advisory Committee, and staff. Resolve developed three design concepts that reflect s unique history, environment and community. They will present the concepts (Boardwalk, Nature Walk, and Art Walk) to Council at the January 20 workshop meeting.

OTHER ALTERNATIVES

No alternative for consideration at this time.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Strategic Plan

In 2014, the City of Tigard adopted a strategic vision focused on making this city the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives. The Tigard Street Trail is a manifestation of this vision that improves connectivity for residents, employees and commuters.

2013-14 Council Goal

Downtown: Continue Tigard St. Trail negotiation, design and development

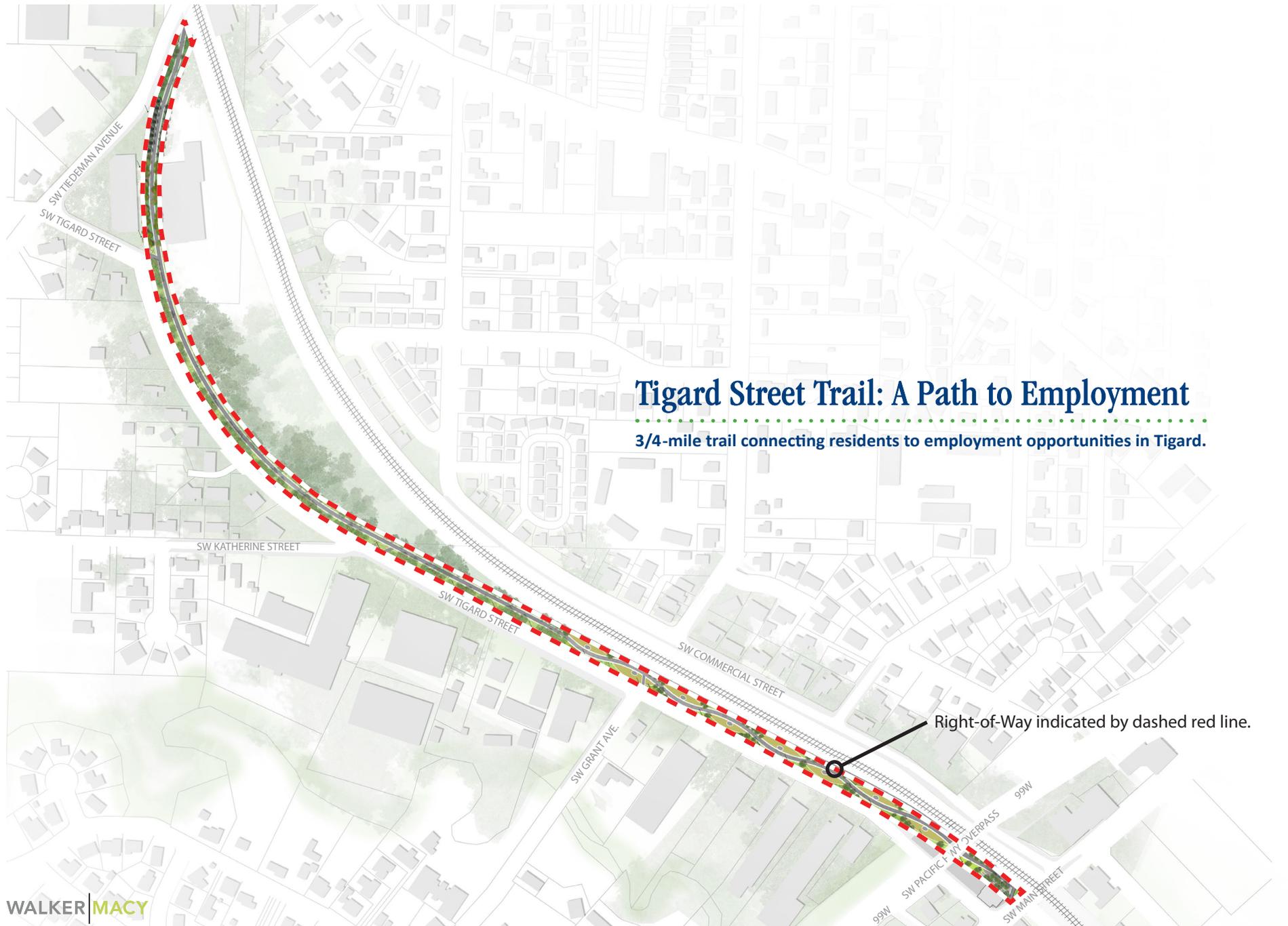
DATES OF PREVIOUS COUNCIL CONSIDERATION

First introduction to design concepts.

Attachments

[Location map/graphic](#)

[Tigard Street Trail Existing Conditions](#)



Tigard Street Trail: A Path to Employment

3/4-mile trail connecting residents to employment opportunities in Tigard.

Right-of-Way indicated by dashed red line.

Tigard Street Trail: A Path to Employment

EXISTING TRAIL CONDITIONS



Abandoned rail spur becomes a path to employment linking residents with jobs downtown and in adjacent industrial-zoned properties, as well as regionally through downtown Tigard's transit station. Provides connections to Portland, Beaverton and other light-rail linked cities.



In Tigard, at least 85 percent of the workforce commutes out of the city daily. With more jobs in Tigard than residents, Tigard also supplies the regional labor market with skilled professionals and employment opportunities. The Tigard Street Trail becomes a path to employment connecting residents (workforce) with jobs locally and regionally.



This path to employment connects to a downtown commercial core of 250 employers and the surrounding 33 industrial-zoned properties as well as another 200 firms within walking distance of downtown.



This adaptive reuse of transit infrastructure will provide a safe biking and walking connection from Tiedeman Avenue to Main Street and the Tigard Transit Center. The existing gravel would be replaced with a hard surface trail, with lighting, landscaping, and improved safety fencing next to the active rail line.



In addition to filling a gap in the transportation system, this project improves safety in two critical ways. First, it would improve the current barrier along the trail where it is adjacent to the active PWR and WES track. Second, it would ensure maintenance and visibility on this neglected right of way. In its current form, this half-mile inactive rail alignment has fallen into disrepair, with overgrown and fallen trees, informal paths heading toward the active tracks, and signs of illegal camping. At least one local resident has taken it upon himself to pick up litter almost daily, due to the absence of dedicated maintenance.



In Tigard, 85 percent of the workforce commutes out of the city daily. A "Path to Employment" connects Tigard's workforce to centers of employment. This includes connectivity to a downtown commercial core of 250 employers and 33 industrial-zoned properties. Regionally, a path to employment connects Tigard's 50,000 residents to employment centers ranging from Downtown Portland to Beaverton via WES commuter rail, light rail, and seven bus routes accessible at the downtown transit station.

A fully connected multimodal transit system is needed to serve this fluid regional employment market. A Path to Employment links new connections from Tigard's neighborhoods to existing mass transit and employment centers. The Tigard Street Trail is a path to employment connecting residents to local and regional jobs. It will use the inactive rail corridor along Tigard Street from Tiedeman Avenue to downtown Tigard and the Tigard Transit Center/WES transit station. It currently has no sidewalks or other bicycle/pedestrian infrastructure. The proposed "Path to Employment" builds upon a 16-foot gravel path (rail bed rock) surface. The alignment would make use of existing sidewalks downtown and a bicycle/pedestrian bridge on Tigard Street to also connect to the Fanno Creek Trail and the Summer Creek Trail—linking even more homes into a multimodal transit system from door front to desk.

The Tigard Street Trail is a multimillion dollar infrastructure investment. Tigard will seek funding from a range of partners to help build this project that connects our residents to their jobs.



AIS-2088

4.

Workshop Meeting

Meeting Date: 01/20/2015

Length (in minutes): 20 Minutes

Agenda Title: Council Budget Review for Fiscal Year 2015/2016

Prepared For: Joanne Bengtson **Submitted By:** Norma Alley, City Management

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Public Hearing No

Newspaper Legal Ad Required?:

Public Hearing Publication

Date in Newspaper:

Information

ISSUE

Should Council submit the attached draft budget figures as their proposed budget for FY 2015-2016.

STAFF RECOMMENDATION / ACTION REQUEST

Review and discuss the attached draft budget figures; forward any changes to Joanne Bengtson to update the document.

KEY FACTS AND INFORMATION SUMMARY

Council's travel training allowance was amended in FY2010-2011.
The fee for the Oregon Ethics Commission was added to Council's budget.

OTHER ALTERNATIVES

COUNCIL OR CCDA GOALS, POLICIES, MASTER PLANS

DATES OF PREVIOUS CONSIDERATION

This is the first draft of Council's budget requests.

Attachments

Draft FY15-16 Council Budget
Supplemental Material

FUND 100
General Fund

City of Tigard, Oregon

DIVISION: 0500
Mayor and Council

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					93,310		Existing Staff	Approved
					0			Approved
47,526	84,971	30,802	84,375	51001 - Salaries - Management	93,310	Approved only		
47,526	84,971	30,802	84,375	Total Personal Services - Salaries	93,310			

FUND 100
General Fund

City of Tigard, Oregon

DIVISION: 0500
Mayor and Council

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					0			Approved
					468		Existing Staff	Approved
669	1,185	370	1,014	52001 - Unemployment	468	Approved only		
					0			Approved
					221		Existing Staff	Approved
200	507	188	186	52002 - Worker's Compensation	221	Approved only		
					0			Approved
					7,139		Existing Staff	Approved
3,739	6,620	2,386	6,456	52003 - Social Security/Medicare	7,139	Approved only		
					0			Approved
					674		Existing Staff	Approved
337	611	223	610	52004 - Tri-Met Tax	674	Approved only		
					13,063		Existing Staff	Approved
0	0	0	0	52005 - Retirement	13,063	Approved only		
					3,000		Existing Staff	Approved
0	0	0	0	52007 - VEBA - ER	3,000	Approved only		
					2,655		Existing Staff	Approved
					0			Approved
0	0	0	5,310	52008 - Life Ins/ADD/LTD	2,655	Approved only		
					0			Approved
					43,378		Existing Staff	Approved
51,289	42,176	14,254	77,107	52010 - Medical/Dental/Vision	43,378	Approved only		
					0			Approved
5,958	5,178	1,761	0	52011 - Dental Benefits	0	Approved only		
62,192	56,277	19,182	90,683	Total Personal Services - Benefits	70,598			

FUND 100
General Fund

City of Tigard, Oregon

DIVISION: 0500
Mayor and Council

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					0			Approved
					800	meeting supplies (cups, coffee, filters, clorox wipes, plates) paper, pens, etc.	.Base	Approved
739	93	0	800	53001 - Office Supplies	800	Approved only		
739	93	0	800	Total Supplies	800			

City of Tigard, Oregon

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					0			Approved
					6,500	Consultant fee for coaching and 2 meetings for Council team building	.Base	Approved
					400	Interpreter Services for hearing impaired at Council meetings (upon request)	.Base	Approved
					2,640	TVCTV taping of Council workshop meetings	.Base	Approved
9,808	9,974	4,060	9,540	54001 - Professional/Contractual Services	9,540	Approved only		
					0			Approved
					27,651	City Attorney legal support for Council - based on trends	.Base	Approved
32,393	21,310	4,882	27,651	54003 - Legal Fees	27,651	Approved only		
					0			Approved
					25	Council's use of pool vehicles for close-in travel.	.Base	Approved
0	0	0	25	54115 - Vehicle Usage	25	Approved only		
					0			Approved
5,951	1,815	1,033	0	54205 - Utilites - Phone/Pager/Cells	0	Approved only		
					0			Approved
37	0	0	0	54300 - Advertising & Publicity	0	Approved only		
					0			Approved
					34,239	League of Oregon Cities membership (based on what we paid LOC for 2014/15 dues)	.Base	Approved
					3,813	National League of Cities membership (NLC estimate -population based)	.Base	Approved
					800	Oregon Ethics Commission filing dues (paid from this acct, not budgeted in previous 2 years)	.Base	Approved
					148	Oregon Mayors Assn dues for Mayor Cook (population based)	.Base	Approved
					100	Other publications for Councilors	.Base	Approved
					100	Tigard Downtown Alliance dues	.Base	Approved
					3,489	U.S. Conference of Mayors membership	.Base	Approved
					2,500	Vision Action Network membership (Action Member status)	.Base	Approved
					5,044	Westside Economic Alliance membership (Based on billing from 7/22/14)	.Base	Approved
48,649	39,059	13,604	48,891	54302 - Dues & Subscriptions	50,233	Approved only		
					0			Approved

FUND 100
General Fund

City of Tigard, Oregon

DIVISION: 0500
Mayor and Council

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					1,100	Business meals that are outside regular council meetings (Mayor only)	.Base	Approved
						(WEA forums, meetings with Metro and other jurisdictions, regional Mayor's dinner)		
					1,400	Council meals before regularly scheduled Council meetings	.Base	Approved
					20,000	Councilors training budget - \$5,000 per councilor	.Base	Approved
					9,000	Mayor's training budget for conferences and meetings	.Base	Approved
27,330	25,338	2,332	31,500	54303 - Travel and Training	31,500	Approved only		
					0			Approved
					600	Recognition, awards, florist (funeral, illness) from Council. Promotional items for visiting dignitaries and school age visitors.	.Base	Approved
					5,000	State of the City Reception	.Base	Approved
444	1,909	164	600	54311 - Special Department Expenses	5,600	Approved only		
124,612	99,405	26,075	118,207	Total Services	124,549			
235,069	240,746	76,059	294,065	Total Requirements	289,257			
235,069	240,746	76,059	294,065	Total Mayor and Council	289,257			



City of Tigard Memorandum

To: Mayor Cook and Honorable Councilors
From: Joanne Bengtson, Exec. Asst. to City Manager & Mayor
Re: Updated Draft Budget for FY15-16
Date: January 15, 2015

Attached you will find a copy of Council's revised FY 15-16 budget. It contains accomplishments based on the final goal update for 2014 Council Goals as well as corrected figures tied to Council's technology stipend, vehicle stipend and benefit packages.

If you have any questions, please feel free to give me, Marty or Liz a call.

City of Tigard, Oregon

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					93,310		Existing Staff	Approved
					0			Approved
					1,980	Technology Stipend - Cell phones at \$33 per month	.Base	Approved
					16,500	Vehicle Stipend - \$275 per month	.Base	Approved
47,526	84,971	30,802	84,375	51001 - Salaries - Management	111,790	Approved only		
47,526	84,971	30,802	84,375	Total Personal Services - Salaries	111,790			

City of Tigard, Oregon

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
					0			Approved
					468		Existing Staff	Approved
669	1,185	370	1,014	52001 - Unemployment	468	Approved only		
					0			Approved
					221		Existing Staff	Approved
200	507	188	186	52002 - Worker's Compensation	221	Approved only		
					0			Approved
					7,139		Existing Staff	Approved
3,739	6,620	2,386	6,456	52003 - Social Security/Medicare	7,139	Approved only		
					0			Approved
					674		Existing Staff	Approved
337	611	223	610	52004 - Tri-Met Tax	674	Approved only		
					13,063		Existing Staff	Approved
					-13,063	Council not eligible for retirement	.	Approved
0	0	0	0	52005 - Retirement	0	Approved only		
					3,000		Existing Staff	Approved
					-3,000	Council not eligible for Veba	.	Approved
0	0	0	0	52007 - VEBA - ER	0	Approved only		
					0			Approved
					2,655		Existing Staff	Approved
					-2,655	Council not eligible for Life/ADD/LTD	.	Approved
0	0	0	5,310	52008 - Life Ins/ADD/LTD	0	Approved only		
					0			Approved
					43,378		Existing Staff	Approved
					19,857	Councilor Goodhouse Health Benefits	.Base	Approved
51,289	42,176	14,254	77,107	52010 - Medical/Dental/Vision	63,235	Approved only		
					0			Approved
5,958	5,178	1,761	0	52011 - Dental Benefits	0	Approved only		
62,192	56,277	19,182	90,683	Total Personal Services - Benefits	71,737			

FUND 100
General Fund

City of Tigard, Oregon

DIVISION: 0500
Mayor and Council

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
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					800	meeting supplies (cups, coffee, filters, clorox wipes, plates) paper, pens, etc.	.Base	Approved
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City of Tigard, Oregon

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
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9,808	9,974	4,060	9,540	54001 - Professional/Contractual Services	9,540	Approved only		
					0			Approved
					27,651	City Attorney legal support for Council - based on trends	.Base	Approved
32,393	21,310	4,882	27,651	54003 - Legal Fees	27,651	Approved only		
					0			Approved
					25	Council's use of pool vehicles for close-in travel.	.Base	Approved
0	0	0	25	54115 - Vehicle Usage	25	Approved only		
					0			Approved
5,951	1,815	1,033	0	54205 - Utilites - Phone/Pager/Cells	0	Approved only		
					0			Approved
37	0	0	0	54300 - Advertising & Publicity	0	Approved only		
					0			Approved
					34,239	League of Oregon Cities membership (based on what we paid LOC for 2014/15 dues)	.Base	Approved
					3,813	National League of Cities membership (NLC estimate -population based)	.Base	Approved
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48,649	39,059	13,604	48,891	54302 - Dues & Subscriptions	50,233	Approved only		
					0			Approved

City of Tigard, Oregon

FY 2013	FY 2014	YTD 2015	Revised 2015	Budget Resource Summary	Requested 2016	Assumptions	Chg Pkg	
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						(WEA forums, meetings with Metro and other jurisdictions, regional Mayor's dinner)		
					1,400	Council meals before regularly scheduled Council meetings	.Base	Approved
					20,000	Councilors training budget - \$5,000 per councilor	.Base	Approved
					9,000	Mayor's training budget for conferences and meetings	.Base	Approved
27,330	25,338	2,332	31,500	54303 - Travel and Training	31,500	Approved only		
					0			Approved
					600	Recognition, awards, florist (funeral, illness) from Council. Promotional items for visiting dignitaries and school age visitors.	.Base	Approved
					5,000	State of the City Reception	.Base	Approved
444	1,909	164	600	54311 - Special Department Expenses	5,600	Approved only		
124,612	99,405	26,075	118,207	Total Services	124,549			
235,069	240,746	76,059	294,065	Total Requirements	308,876			
235,069	240,746	76,059	294,065	Total Mayor and Council	308,876			

PROGRAM RESULTS:

- Basic city services provided to citizens are cost-effective and are delivered without interruption.
- Tigard’s interest in regional and statewide activities is coordinated with appropriate agencies and jurisdictions.
- Tigard citizens are involved in the community and participate effectively.
- Programs and activities are available in the community to meet the needs of a diverse population.
- External and internal city assets are well managed and utilized.
- Master plans, management and fiscal policies are adopted; resources are allocated to position Tigard for the future.
- The community is engaged and connected to the city's strategic vision.

PROGRAM DESCRIPTION:

The Mayor and City Council provide the legislative and policy leadership for city government. The Mayor and Councilors are elected by citizens for four-year terms on a non-partisan basis and serve part-time. The Council hires the City Manager to run day-to-day operations. The City Council reviews, revises and adopts city laws and policies and sets the overall direction of the city.

ACCOMPLISHMENTS:

FY 2014-2015:

COUNCIL GOAL 1: Water

Lake Oswego-Tigard Water Partnership

- *Negotiate/proceed with water purchase from Lake Oswego*
- *Renegotiate LOTWP Intergovernmental Agreement (IGA) to reflect structure and management post-construction (evaluate future of partnership roles)*
- *LOTWP bond sale (#2)*
- *Monitor progress of construction and budget; LOTWP projects operational*

Develop Willamette River Water Sources

- *Rewrite WRWC member contract*
- *Continue to consider other sources: Sherwood, TVWD (studies)*
- *Develop “roadmap” for Tigard’s future water decisions through 2026*

Intergovernmental Water Board

- *Work plan for, and next governance agreements with, Tigard Water District, Durham, King City (expires 2017)*

Communicate with Tigard residents about rate impacts/outreach regarding potential increases

MILESTONES:

- Bond rating and bond sale #2 is scheduled for January/February 2015
- Water project construction is underway on all but one pipe schedule; program is scheduled to be completed—on budget—in early 2017.
- Council received an update on Willamette River water supply activities in the 12/11/14 Council Newsletter.
- Willamette Supply Project (WSP) Preliminary Program final report scheduled for June 2015. Staff is awaiting final report before making recommendations regarding future water supply options for Tigard. WSP staff will be briefing Council in March 2015 regarding project updates.
- Tigard is participating in the Willamette Water Treatment Plant Master Plan project via memo of understanding (MOU) scheduled to start February 2015. Completion date February 2016.
- Willamette Governance Group (WGG) is an ad-hoc group of seven agencies meeting to discuss governance issues for an expanded Willamette River water supply system. Staff will brief Council on a “bridge” MOU in February 2015 to continue efforts for all parties to agree to governance, maintenance and operation, asset use and ownership, future use of existing assets, and proposed expansion of capital assets.
- The Willamette River Water Consortium (WRWC) will continue to function as a separate entity until approval of a final IGA or agreement by all participants in the WGG regarding the future of the WRWC.
- Staff will keep Council apprised of developments or actions by either the WRWC or the WGG, as each of these programs and projects move forward in the next fiscal year.
- In December, King City and Tigard signed an intergovernmental agreement for water system ownership and water service. A similar version of this agreement will be offered to Durham and the Tigard Water District in 2015.
- Public Works and Utility Billing sent out postcards to all water customers regarding water rate increases effective January 1, 2015.
- Responses to concerned customers questions and comments are being handled by Public Works and City Management.

COUNCIL GOAL 2: River Terrace

Park land acquisition (strategy, funding, land dedication)

Complete Community Plan, zoning, adopted master plans

- *Building permits issued; development begins*
- *Service delivery planning*

MILESTONES:

- The River Terrace Community Plan and remaining two infrastructure master plans (parks and transportation) were adopted in December 2014.
- A River Terrace Funding Strategy adopted December 2014.
- Implementation projects underway, e.g. stormwater modeling and design standards, code amendments, system development charge (SDC) analysis.
- Early assistance program for development underway.

COUNCIL GOAL 3: Tigard Triangle

Complete Triangle Strategic Plan

- *Adopt zoning, street and design standards*
- *Begin implementing plan strategies*

MILESTONES:

- Developed a draft final report based upon feedback from Citizen Advisory Committee and public open house.
- Presented the draft report to advisory committees (citizen and technical) for final review and comment. This report included a summary of the planning process and steps for implementation.
- Drafted a preferred plan option using the evaluation, market analysis and CAC/TAC member feedback.

COUNCIL GOAL 4: Southwest Corridor

Determine modes and alignment for study in federal EIS process

Determine regional route segments

Participate in federal EIS process (regional partner, financial)

MILESTONES:

- Staff reviewed possible alignments through the Tigard Triangle and downtown, as updated by TriMet.
- Staff worked on the IGA for funding the planning/environmental work that Council will consider on January 27, 2015.

COUNCIL GOAL 5: Recreation (Evaluate options & resources to create a pilot rec program)

Complete demand analysis for recreation opportunities

Compare recreation inventory with demand analysis to identify needs/gaps

Council decision on city role (direct delivery provider, contract/partnerships, funding source)

- *Implement a new recreation effort based on role*

MILESTONES:

- The consultant, MIG, completed all scheduled meetings in early September and recommended more analysis.
- In September/October, MIG worked with EMC Research to conduct a statistically valid phone survey to evaluate citizen needs and perceptions related to recreation.

- MIG presented the survey results and preliminary recommendation to the PRAB and to the Council at the November study session.
- The PRAB met with Council at their November workshop meeting and made a recommendation for an initial recreation program and further study on a recreation center.
- In early December, MIG met with the recreation project team consisting of staff and leading citizens to help refine a proposal for the Council, PRAB, and Budget Committee.
- In late December, a preliminary recommendation for an initial recreation program was made, prior to a full report in January to the Council, PRAB, and Budget Committee.

COUNCIL GOAL 6: Economic Development

Develop and adopt strategic priorities, resources, design program

Data collection and understanding the economic base

MILESTONES:

- Signed MOU with Fields Trust and Trammell Crow regarding the Fields Development Project
- Completed Public Infrastructure Finance Strategy project for Hunziker Core
- Created Vertical Housing Development Zone
- Created Tigard Enterprise Zone
- Convened Business Roundtable and Brokers Roundtable
- Shared eight graphics that explain the Tigard Economy

COUNCIL GOAL 7: Community Engagement

Redesign community survey effort to include regular two-way communication efforts (based on Fall 2013 survey results)

Continue 3-4 quarterly open forums to engage residents/neighborhood groups

Community education efforts; develop fiscal report card (Blue Ribbon Task Force recommendation)

Develop Tigard's community identity

MILESTONES:

- The Mayor and Council held a two series of 3x5x10s to gain feedback from the public. They were held in May and October with Downtown, Light Rail, Marijuana Legislation/Regulation and Strategic Planning as some of the topics.
- After connecting with over 1,100 citizens and getting feedback/comments on the city's proposed long-term vision, the City Council adopted the strategic vision in November.
- The city tried new tools to engage citizens with the vision – a chalkboard wall and an ice cream truck into the neighborhoods.

COUNCIL GOAL 8: Downtown

Urban renewal ballot measure: Tigard voters clarify authority/projects

Strategy for redevelopment of city-owned property

Resolve composition of CCDA (pros and cons: CCDA, CCAC, Econ Dev Commission to make it a development agency)

Main St./Green St. Construction

Continue Downtown Plaza Site acquisition and design approval (contingent on site acquisition)

Continue Tigard St. Trail negotiation, design and development

Finalize downtown redevelopment opportunities (if issues can be addressed)

Advance options for rail crossing “trade” for Ash Avenue at-grade crossing

Explore Pacific Highway Urban Renewal District options

MILESTONES:

- Main Street/Green Street completed in November
- Significant progress made on developer agreement for Burnham/Ash redevelopment
- Significant progress made on Main Street property purchase, which will be explored for potential as public space.
- Second preliminary Tigard Street Trail design session held.
- Staff continued to advise and assist the Tigard Downtown Association as a partner in downtown revitalization, including working together on parking management.
- Public artwork fabrication nearly complete.

COUNCIL GOAL 9: Growth/Annexation

Successfully complete River Terrace Community Plan

• Reconsider and agree to annexation policy: reauthorize financial incentives as needed; consider islands and remainder of Bull Mountain; incentives for voluntary annexation; timeline for Washington County

Develop planning and timeline together with Washington County for future annexations (Bull Mountain, Metzger)

Update annexation fiscal analysis (from 2004)

Consider annexation of urban reserves for employment land

MILESTONES:

- There was one annexation in 2014 for five acres on Bull Mountain (currently under review).

COUNCIL GOAL 10: Finance

Represent Tigard at the regional, state and federal level to advocate for tax reform and other funding opportunities

Review city facilities strategy and develop options for repair and replacement (“good, better, best”)

Seek voter-approved measure for major investment (capital, parks, etc.)

MILESTONES:

- The city's legislative agenda for State and Federal topics includes tax reform and funding opportunities.
- Tigard has not sought a voter-approved measure for major investment.
- Prepared for the final financing of the LOTWP and will be issuing approximately \$35M of water revenue bonds in February 2015

- Adopted the River Terrace Infrastructure Funding Strategy that provides the toolbox to pay for major infrastructure improvements in and around River Terrace.
- Started the Infrastructure Financing Project that includes issues like utility surcharges and system development charge update or creation for parks, streets, sewer, and storm water.
- Convened internal facilities committee which developed an RFP to find a consultant to conduct a long-term facilities study. A second quarter supplemental budget request will go to Council at the end of January to fund this study.

GOALS & OBJECTIVES:

2015-2017 Tigard City Council Goals | Priorities for Council Attention and Action

1. Provide Recreation Opportunities for the People of Tigard

Establish city recreation program in 2015-16 adopted budget

- Recreation clearinghouse and program guide
- Grants & scholarships
- Recreation coordinator – staff position
- Programs and classes (beginning Year 2)
- Outdoor events (Year 2)
- Indoor events (Year 3)

Explore feasibility of partnership opportunities, including THPRD, YMCA, other city, or non-profit opportunities; establish facility partnership if feasible December 2015 --Begin July 2015 (Year 1)

Consider a voter-approved measure to fund recreation -- November 2016

2. Make Downtown Tigard a Place Where People Want to Be

Support residential and mixed use development in walkable and transit-supported areas by completing the Ash Ave/Burnham Redevelopment project

- Increase walkable access to open space by advancing plans for new downtown open space, including the Tigard Street Trail plaza, the Fanno Creek Overlook, and a Main Street plaza, including programming
- Strengthen downtown's identity by completing gateway improvements and install art at both Main Street entrances
- Support walkability by completing two Strolling Street projects
- Secure brownfields cleanup grant (if eligible) to facilitate infill or open space development enabling a more walkable and interconnected downtown
- Promote downtown has a place to shop, dine and recreate through communications and support of TDA activities. -- Throughout 2015-2017

3. Adopt Tigard Triangle Strategic Plan and Enable Future Development Capacity

Committee recommendation; Council consideration and adoption of Tigard Triangle Strategic Plan -- Spring 2015.

Begin project implementation of 1-5 year actions

Regulatory changes

- Amend comprehensive plan, development code, Town Center designation, Transportation, Parks and Trail Plans, and parking requirements -- Summer 2015

Consider Infrastructure Investment -- During 2016

- Red Rock Creek
- Stormwater management plan
- Parks, Plazas and Open Space

Develop Incentives and Public Private Partnerships During 2016

- LID
- Urban Renewal District
- Vertical Housing
- Business or Economic Improvement District
- Grant Programs
- Business/District Association

4. Enable Groundbreaking in River Terrace by Summer 2015

Infrastructure Financing Project (River Terrace and Citywide)

- Council Briefing -- February 2015
- SDC Notice and Methodology -- February 2015
- Council Hearing -- SDCs -- April 2015

River Terrace Community Plan Implementation -- January-February 2015

- Zoning Districts
- Code Amendments

Permitting --Possible for final permit approvals by spring 2015

- Early assistance for land use applications
- Building and site permits

Public Facilities

- Clean Water Services -- pump station
- City of Tigard 550-Zone Water Improvements

5. Expand Opportunities to Engage People in the Community

• Citywide Communications Plan (will include suggested engagement improvements) -- Spring 2015

- Continue Council 1x10 meetings -- Quarterly throughout each year
- Community education; identify timing and content of measures for voter approval -- By end of 2015; ballot in 2016

Mayor and Council

BUDGET UNIT 0500

Organize community engagement through increased work with Neighborhood Networks, in-person and online forums

WORKLOAD MEASURES

	<u>2012-2013</u>	<u>2013-2014</u>	<u>2014-2015</u>	<u>2015-2016</u>
Number of regional committees requiring elected official attendance	8	9	9	9
Number of City Council meetings	38	38	38	38
Average length (hours) of council meetings	3	3	3	3
Number of Resolutions adopted	78	78	78	78
Number of Ordinances adopted	20	20	20	20
Population served	48,415	48,695	49,135	55444
Number of opportunities for residents to interact with elected officials (12 Fireside Chats, 16 1x10 events, 2 Town Halls)	NA	NA	16	30

EFFECTIVENESS MEASURES

	<u>2012-2013</u>	<u>2013-2014</u>	<u>2014-2015</u>	<u>2015-2016</u>
Average rating on citizens' highest service priorities	8	8.5	8.5	8.5
Citizens rating overall city services as good or better	85%	85%	85%	85%
Citizens who feel that Tigard will be a better place to live and work in the future	85%	85%	85%	85%
Citizens rating overall city services as good or better	85%	87%	87%	87%
Citizens who say the city's long-term strategic vision represents their long-term vision (as measured in biennial survey)	0	49%*	0	59%

*average of phone & web responses

FULL-TIME EQUIVALENT POSITIONS

AIS-2094

5.

Workshop Meeting

Meeting Date: 01/20/2015

Length (in minutes): 30 Minutes

Agenda Title: Discussion on Pacific Highway

Prepared For: Liz Newton, City Management

Submitted By: Norma Alley, City Management

Item Type: Update, Discussion, Direct Staff

Meeting Type: Council Workshop Mtg.

Public Hearing: No

Publication Date:

Information

ISSUE

At the City Council's December 22, 2014, Goal Setting Meeting, the council requested an opportunity for discussion on matters pertaining to Pacific Highway congestion.

STAFF RECOMMENDATION / ACTION REQUEST

Staff will make brief presentations on citizen input on the issue, traffic engineering considerations and traffic enforcement efforts. After council discussion, reach consensus on any policy review and/or community outreach and education needed.

KEY FACTS AND INFORMATION SUMMARY

In several citizen surveys conducted over the last 2 decades, respondents have identified traffic and transportation concerns, particularly along Pacific Highway, as the major issue facing the city.

The 2013 Community Attitudes survey results were similar to previous surveys. Congestion was identified as the single most important issue facing the city. As a follow-up to the survey, a focus group on traffic congestion was held in January 2014. Participants expressed concerns about the impact traffic congestion on commuter routes has on neighborhood streets. The Executive Summary of the survey results and a summary of the focus group findings are both attached.

In response to citizens concerns about traffic congestion over the past two decades, the city has been working with ODOT and Washington County to address congestion. Significant investments to the local street system have been made to keep traffic moving through Tigard. A sheet summarizing the actions taken is attached.

When considering projects and investments designed to alleviate congestion on 99W transportation engineering staff looks at traffic volumes and patterns, safety including accident frequency, cost and the impact the proposed improvement would have on improving congestion and traffic flow. Traffic enforcement priorities on 99W are guided by traffic accident data.

The 2012 Mayor's Blue Ribbon Task Force report noted that the appearance of the community is important and that beautification of Pacific Highway could improve the overall image of the city. The Task Force recommended a renewed focus on community aesthetics and beautification. The recommendation called for a review, update and enforcement of code requirements as necessary in keeping with community standards as determined through the community survey. (Relevant page attached.) There were no questions to gauge interest in a focus on community aesthetics in the 2013 Community Attitudes survey.

Pacific Hwy. is a state highway and ODOT has been clear that the city will be responsible for maintenance of any landscape/beautification allowed within the right-of-way, such as landscaped medians.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

City Council's December 22, 2014, Goal Setting Meeting.

Attachments

[2013 Community Survey Executive Summary](#)

[Traffic Congestion Focus Group Report](#)

[Pacific Hwy. Information Sheet](#)

[Mayor's Blue Ribbon Task Force report recommendation](#)



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- A majority thinks high capacity transit options would reduce congestion but connecting and expanding walk ways and bikes paths would not.
- A large share volunteer adding road capacity is an option that would reduce congestion.
- A majority opposes expanding hours of the library and public counters if the additional services would cost more money.
- Residents overwhelmingly oppose building a new \$34 million police station.
- A majority thinks the principles of draft strategic plan are headed in the right direction.
- People are get information from a variety of sources. City managed sources are used by a majority of residents.
 - Changing the CityScope to a digital format is supported widely.

Topline Results

General Perspectives

Residents are impressed with Tigard as a place to live. Mean ratings in 2013 (7.9 on a ten point scale) are at the highest level in six years. Ratings are consistent in all demographic groups. Ratings in the phone (7.9) and web (7.7) surveys are similar.

Overall, how do you rate Tigard as a place to live? Please use a 0 to 10 scale, with zero meaning very poor place to live, and 10 an excellent place to live.

2013	7.9
2011	7.6
2009	7.8
2007	7.4

Residents volunteer congestion (29%) as the single most important issue facing the City of Tigard. No other issue is mentioned by more than 5% in the phone survey. Congestion is also selected as the most important problem in the web survey. More than one in ten select street improvement (13%) and public transportation (10%) as most important. Responses were volunteered in the phone survey, while responses were provided in a list in the online questionnaire and respondents were allowed to choose multiple responses. As a result, totals for specific issues may vary.

What, in your opinion, is the single most important issue for the city council to address over the next year? (Top Six)

	Phone	Web
Congestion	29%	41%
Street improvements/maintenance	5%	13%
Transportation/public transit	5%	10%
Downtown development	5%	7%
Growth and development/growth planning	5%	5%
Education/schools	5%	1%



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People were asked to rate the importance of ten potential changes to city programs and services, recognizing that the change would have budget implications. The five changes rated most important were identical in the phone and web surveys including: increasing economic development, increasing street maintenance, developing and maintaining newly purchased parks, improving the city’s communication with citizens and expanding policy youth service programs. A majority rated developing recreation programs, expanding hours of the city library and increasing code enforcement as very or somewhat important. Resuming rental of city meeting rooms and expanding the hours of city hall is open were less important.

The importance of each change was similar among all demographic groups, except people age 18 to 44 rated recreation programs and communication more important than other groups.

For each of the following, tell me if the change is very important, somewhat important, not too important or not at all important to you personally.		
	% Very/somewhat important	
	Phone	Web
Increase efforts to retain existing and attract new jobs to the city.	87%	82%
Increase the level of street maintenance.	83%	80%
Development and maintenance of newly purchased parks.	74%	76%
Improve the city’s communication with citizens.	72%	68%
Expand police youth service programs.	71%	58%
Develop city-sponsored recreation programs.	59%	53%
Expand open hours for the city public library.	58%	52%
Increase funding for city neighborhood code enforcement, such as tall grass, signs on sidewalks and late-night noise.	57%	53%
Resume rental of city meeting rooms.	39%	36%
Expand hours city hall is open.	27%	17%

Facilities

Residents opposed reopening the Tigard City Library on Thursday at a cost of \$460,000 a year, 23% favor to 74% opposed. At least two thirds of all groups opposed the change.

When given a choice about changing the hours of the City’s public counters, residents were more likely to prefer no change (51%) while four in ten wanted to extend hours one night a week at an additional cost of \$28,000 (41%), but few wanted to open the public counters Friday from 8:00 am to 5:00 pm at a cost of

\$113,000 a year (5%). Women (53%) were the only group that wanted to extend public counter hours one night a week.

Residents opposed a potential \$34 million bond measure to build a new police station, 30% favor to 63% opposed. This trial balloon proposal indicates the city needs to build a case why a new police station is needed and how a new station will benefit the community before proposing a bond measure for approval.

Congestion

Residents were asked a series of four questions about traffic congestion to provide decision makers some planning guidelines to address transportation problems on Pacific Highway/99W.

When city residents were asked to what extent they thought three options to address congestion on Pacific Highway/99W would reduce traffic congestion, a majority in both the phone and web surveys thought two options would be effective:

- High-capacity transit options, including express bus service and rapid transit connecting to Portland and other parts of Washington County (Phone: 59% would reduce congestion, 30% not would reduce congestion; Online: 70% would reduce congestion, 23% would not reduce congestion) and
- Build light rail/MAX lines connecting to Portland and existing light rail/MAX service in Washington County (Phone: 53% would reduce congestion, 38% would not reduce congestion; Online: 65% would reduce congestion, 29% would not reduce congestion).

By a two to one margin, phone survey participants thought the options to expand and connect walkways and bike paths within the City of Tigard would not reduce congestion but web participants were evenly divided. (Phone: 32% would reduce congestion, 61% would not reduce congestion; Web 47% would reduce congestion, 47% would not reduce congestion).

When asked for other suggestions, comments about increasing road capacity and synchronizing traffic lights were most frequently volunteered as ways to reduce congestion on Pacific Highway.

Strategic Plan

After residents learned the city was developing a strategic plan, and heard or read that the cornerstone of the plan was making Tigard: ***The most walkable***



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community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives, 52% of phone and 46% of web participants said the statement represented their own long-term vision for the city. On the other hand, 42% of phone and 41% of web participants said the statement did not represent their vision for the city. As a rule residents age 18 to 54 years were more likely to say the cornerstone statement represented their vision for the city.

Additionally, residents were asked to what extent they agreed or disagreed with four goals on which the City of Tigard will base future priorities and direction. At least seven in ten in both phone and web surveys agreed overwhelmingly with all four goals.

As part of the strategic plan, four goals have been developed as the foundation on which the City of Tigard will base priorities and direction for the next 20 years. Tell me if you agree or disagree with each goal?				
		Total agree	Total disagree	Not sure
Fund the overall vision while maintaining core services with responsible financial management, adjusting priorities.	Phone	80%	12%	8%
	Web	84%	12%	4%
Engage the community through two-way communication, promoting vibrant business districts, livable neighborhood and places for meeting.	Phone	79%	15%	6%
	Web	87%	10%	3%
Ensure commercial, residential and parks development advances the overall vision of Tigard as a walkable community.	Phone	72%	24%	4%
	Web	75%	20%	4%
Facilitate walking connections with parks, trails, and bike paths to develop a unique Tigard identity.	Phone	70%	27%	2%
	Web	75%	22%	3%



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Communications

Cityscape is the top sources for news and information about the City of Tigard. Other key sources include the *Times*, *The Oregonian*, local TV news, word of mouth and the City of Tigard website. The top six sources for news were the same in both the phone and web surveys. Responses in phone survey were volunteered, while a list of responses was provided in the online questionnaire and respondents were allowed to choose multiple responses. As a result, totals for specific issues may vary.

During the past year, what have been your main sources of information specifically about the City of Tigard? (Top Six)		
	Phone	Web
Cityscape, the City newsletter	50%	77%
The Times	21%	34%
The Oregonian	17%	27%
Local television news	10%	14%
Word of mouth	10%	22%
City of Tigard Website	7%	30%

When residents were asked from which of sources they would like to get information, *Cityscape* mailed to home (46%) was the preferred in the phone survey while web participants were evenly divided between an e-newsletter from the city (57%) and *CityScape* mailed to home (51%). Other options were also

All things considered, how would you like to get information about activities in the City of Tigard?		
	Phone	Web
CityScape mailed to your home (t)	46%	51%
An e-newsletter sent by the city (d)	26%	57%
An e-newsletter on the city's website (d)	21%	22%
The newspaper (t)	18%	24%
The city's website (d)	16%	39%
Facebook (d)	7%	19%
Twitter (d)	3%	5%
DON'T READ Not sure	5%	3%
Total traditional (t)	58%	62%
Total digital (d)	51%	86%

popular. As a rule, residents under age 55 year preferred to get news from digital sources while those age 55 and older prefer traditional sources. Results from both surveys indicate that people want to get news from a variety of information sources and that no one source can be used to keep residents informed about local issues.



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By more than a three to one margin, residents preferred to change the CityScape to a digital format with some printed copies available but not mailed, at a cost of \$2,000 rather than continuing to print and mail the publication to all city residents and businesses at a cost of \$80,000 a year. Opinions about changing CityScape were almost identical in both the phone and web surveys.

Which of the following would you prefer for <i>CityScape</i> ?		
	Phone	Web
Change <i>CityScape</i> to a digital format, with some printed copies available but not mailed, at a cost of approximately \$2,000 a year.	74%	77%
Continue to print and mail <i>CityScape</i> to all city residents and businesses at a cost of \$80,000 a year.	21%	14%
Other	2%	6%
Not sure	3%	2%



Traffic Congestion: A focus group among Tigard residents

January 2014

RESEARCH RESULTS

Specific Concerns about Traffic Congestion

Residents are most concerned about traffic in their neighborhoods and bottlenecks at intersections from neighborhoods to major commuting routes. People talked about issues in neighborhoods or bottlenecks on routes used for commuting.

- Problem streets included Walnut, Bonita, Durham, McDonald, Hall and Bull Mountain.
- Traffic problems people are concerned about include:
 - Turnouts from neighborhoods
 - Commuters using residential streets
 - Speeding in neighborhoods
 - Pedestrians crosswalk
 - Nightmare commutes within the city.

Cause for Congestion

Residents cited numerous factors contributing to traffic congestion including:

- Residential growth without a corresponding increase in road capacity
- Poor planning
- High-density housing developments due to land-use regulations
- Commuters from other cities passing through Tigard
- Poorly timed traffic lights on 99W
- Congestion on 99W forcing commuters to seek alternative routes.

Focus group participants blamed others for traffic congestion within the city. No one admits that their own driving habits or those of their neighbors contribute to congestion.

- Some admitted to making six trips a day within Tigard, such as commuting to work, taking children to different daycare locations or just routine daily shopping.

Addressing the Traffic Congestion Problem

Focus group participants were asked to evaluate three options that are being considered to reduce traffic congestion in the City of Tigard:

- High capacity transit
- Increase road capacity
- Expand and connect walkways and bike paths

High Capacity Transit

People support more transit but are skeptical it will reduce traffic congestion.

- Participants say they can't or won't use bus or rail for commuting.
- Bus stops are not conveniently located.
- Rail options don't connect with preferred destinations.
- Travel time would be too long via transit.

Participants added:

- The "car-dependent culture" will be hard to break.
- Buses would compound congestion by blocking roads to pick up and drop off passengers.
- People getting to transit hubs would create more congestion problems.

The discussion's bottom line was participants say public transportation connecting Tigard with other parts of the metropolitan area would make the city more livable but will not solve congestion issues.

One unexpected turn in the session was people say they wanted more intra-city transit options. People say the service will:

- Help transport people to bus stops, WES and retail.
- Provide services to and from neighborhoods.
- Reduce some intra-city car use.

The group is frustrated that current Tri-Met bus stops in Tigard are infrequent, inconvenient or inaccessible.

Increase Road Capacity

Focus group participants generally agreed increasing road capacity is not a viable option to reduce congestion. People explained:

- There is no room available to build or expand roads.
- Businesses and homes would be displaced if lanes are added to existing roads or new roads are built.
- Eminent domain is unfair.
- Adding lanes to 99W is appealing but is rife with problems.

People are also concerned that increasing capacity would undermine the community's livability.

Expand and Connect Walkways and Bike Paths

Overall, participants agreed walkways and bike paths make the city more livable but would have no impact on traffic congestion.

Participants say walkways and bike paths connect people to parks and recreation but few would actually commute to work or shop by walking or riding a bike.

People explained:

- Hills through the city and long distances to retail, downtown Portland and other work-hubs inhibit bike use.
- The Tigard area is significantly different than East Portland where there are few hills and the roads are straight.
- Older residents won't walk or use bikes due to geographic and physical challenges.

Other Options

When asked what other projects or changes may offer relief to traffic congestion individual participants suggested:

- Improve major intersections to relieve bottlenecks.
- Coordinate traffic lights on 99W to allow travel through the city faster.
- Build a bypass around Tigard.
- Build overpasses for cross-streets on 99W.

Expectations

People expect significant improvements once projects to address traffic congestion are completed. People expect:

- Traffic will flow at the speed limit throughout the day.
- Congestion on secondary and residential streets will be reduced or eliminated.
- More mass transit options within Tigard will be available during all hours.

Coordinating Efforts

Participants agreed Tigard and the region need to work together to address transportation issues. People say cities should work with Metro to address common problems such as:

- Connectivity
- Cost sharing
- Communication

SW Corridor Project

When asked to explain the SW Corridor Project only two people had heard of it. One of the two described the project as “the bypass that parallels 217” and the other wasn’t sure but generally agreed with the bypass description.

Key Findings

- Overall, people are skeptical that any of the three options tested, HCT, roads and walkways/bike paths, would reduce congestion in the City of Tigard.

HCT may have a positive impact on the city, but its impact on traffic congestion is expected to be limited.

- Introducing intra-city transit may help.

Mini-buses and vans should run through neighborhoods connecting residents to transportation hubs and retail.

The service would need to be convenient to succeed.

- The City of Tigard should be involved in decision-making with other government entities to improve connectivity, planning and cost sharing.



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- People expect traffic flow to improve significantly once projects to address congestion are completed.
Expectations are probably unachievable.
- Residents don't have a concept about how long it will take to complete projects to address congestion.
- Residents are not aware of actions that have been taken to address congestion.
- Tigard residents should be provided a vision about what can be done to reduce traffic congestion and how changes will affect people personally. This communication should include:
 - Short-term and long-term goals and efforts.
 - An explanation about what has been done.
 - A timeline for completion.
 - Creating realistic expectations for success.



Pacific Highway (99W) Traffic Congestion:

TIGARD'S RESPONSE

THE FACTS

- Pacific Highway is the busiest five-lane arterial state highway in Oregon, and Tigard bears its highest level of traffic volume with an average of 50,000 vehicles per day.
- By 2030, the Portland Central Business District is projected to provide over 200,000 jobs.
- By 2035, it is predicted that travel demand along the 99W corridor will increase by 25–50 percent.
- The Southwest Corridor is the last quadrant of the Portland Metropolitan Region completely unserved by frequent-service high-capacity transit.
- In order to accommodate current and future traffic, Pacific Highway would need to be widened to six or eight lanes at a cost of approximately \$400 million. This would also have a significant impact on over 100 businesses and 50 structures.



City of Tigard

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For two decades Tigard residents have been telling us the same thing: **Traffic congestion in Tigard, particularly along Pacific Highway (99W), is their most pressing concern.** And we've been listening.

Pacific Highway (99W) is a state highway and the Oregon Department of Transportation (ODOT) is responsible for its maintenance and improvements. Although traffic volumes on Pacific Highway have held from 46,000–50,000 vehicles per day over the last 20 years, it's estimated that the new River Terrace neighborhood will add up to 9,000 vehicles each day to this busy arterial.



THE SEARCH FOR SOLUTIONS

Partnering with ODOT and Washington County, Tigard has attempted to solve the problem. Significant investments to the local street system have been made over the last two decades to keep traffic moving through Tigard and ease congestion at major intersection points including:

- Improvements at Pacific Highway's intersections with 69th Avenue, McDonald Street, Hall Boulevard, Greenburg Road/Main Street and Bull Mountain Road.
- Improvements to Gaarde Street from Pacific Highway to Walnut Street.
- Widening Durham Road from Boones Ferry to Pacific Highway.
- Improvements to traffic circulation on Pacific Highway north of Highway 217 as part of a Walmart development.

Additional plans are underway for improvements to Main Street and the Pacific Highway/McDonald/Gaarde Street intersection.

A COMMITMENT TO THE FUTURE

In July 2011 the Tigard City Council and ODOT agreed to principles of collaboration to continue to develop efficient and economically viable solutions to:

- Recognize Pacific Highway's function as a principal arterial but ensure that the community's needs are met.
- Develop high-capacity transit and complimentary bicycle, pedestrian and greenway amenities to serve Tigard and the surrounding communities.
- Acquire funding from multiple sources to address the significant transportation needs in the Tigard area.
- Invest in capital improvements and traffic management measures to reduce congestion and improve safety.
- Develop accessible, economically viable transportation and land use patterns within the corridor.

CITIZEN SURVEY DATA

1993	27% of survey respondents identified traffic/transportation concerns as the biggest threats to quality of life.
2000	Nearly two-thirds of respondents indicated they would use the proposed commuter rail (WES) system.
2005	37% of respondents said that "roads, traffic and transportation" are the most important issues facing Tigard.
2006	45% of respondents mentioned traffic as the thing they least liked about living in Tigard.
2011	Three out of five residents surveyed responded favorably to the idea of light rail in Tigard.
2013	The community survey of nearly 900 residents identified traffic congestion as the single most important issue facing the City of Tigard.

ECONOMIC DEVELOPMENT

Economic development and a healthy business sector are critical for a financially stable and vibrant community. A more robust local economy brings more revenue to the city which supports the city's goal of financial stability. The city has a lot to offer businesses but needs to be more creative and proactive in attracting quality businesses that citizens want, especially downtown. Engage citizens to identify the types of businesses that will keep them here and encourage them to shop local. Use marketing tools to increase private rather than public investment. The city's low tax rate should be attractive to investors.

Which investments in the business community would get them involved and connected in determining what's important for businesses to be successful—tax incentives, infrastructure improvements, business-friendly policies? Positive interactions between the business community and city personnel are critical. The city should work to identify business types and/or clusters to attract new businesses and develop the business community. It's important to get input from the business community about Tigard's unique potential that makes it attractive for investment. It's also important to connect with successful business owners in areas with more potential such as Washington Square II.

The appearance of the community is important. The beautification of Pacific Highway could improve the overall image of the city. The view of downtown from the Pacific Highway viaduct could also be improved, making downtown more inviting.

Although viewed as an important commitment by the city to advancing improvements in the downtown, the Burnham Street project has not had a positive impact on downtown development by itself; it is the first phase. More public or public/private investments are needed in the downtown to spur private investment.

- **RECOMMENDATIONS:**

1. Develop and implement a competitive economic development strategy that creatively engages members of the business community and the citizens. Focus on strategies for the downtown, Washington Square II, the Pacific Highway corridor and the Tigard Triangle. Include ideas for leveraging private investment through interviews with successful developers with proven equity investors such as Barry Cain of Gramor, who developed both Progress Ridge and downtown Lake Oswego. Emphasize doing business locally. Enhance this strategy through a dedicated full time staff position and an economic development commission.
2. Renew a focus on community aesthetics and beautification. Review, update and enforce code requirements as necessary in keeping with community standards as determined through the community survey.