



City Council

Mayor
Brian Dalton

Council President
Jim Fairchild

Councilor
Kelly Gabliks

Councilor
Micky Garus

Councilor
Bill Hahn

Councilor
Mike Holland

Councilor
Jackie Lawson

Councilor
Kevin Marshall

Councilor
LaVonne Wilson

Councilor
Ken Woods, Jr.

City Staff

City Manager
Ron Foggin

City Attorney
Lane Shetterly

Community
Development/
Operations Director
Jason Locke

Finance Director
Cecilia Ward

Fire Chief
Fred Hertel

Police Chief
Tom Simpson

Director of Engineering
& Environmental
Services
Fred Braun

City Recorder
Emily Gagner

Recording Secretary
Jeremy Teal

Dallas City Council Agenda

Mayor Brian Dalton, Presiding

Monday, October 3, 2016

7:00 pm

Dallas City Hall

187 SE Court St.

Dallas, OR 97338

All persons addressing the Council will please use the table at the front of the Council. All testimony is electronically recorded. If you wish to speak on any agenda item, please sign in on the provided card.

AGENDA ITEM	RECOMMENDED ACTION
1. ROLL CALL	
2. PLEDGE OF ALLEGIANCE	
3. EMPLOYEE RECOGNITION/INTRODUCTION	
4. COMMENTS FROM AUDIENCE <i>This time is provided for citizens to comment on municipal issues and any agenda items other than public hearings. The Mayor may place time restrictions on comments. Please supply 14 copies of the material brought to the meeting for distribution.</i>	
5. PUBLIC HEARINGS <i>Public comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.</i>	
6. CONSENT AGENDA <i>The following items are considered routine and will be enacted by one motion. There will be no separate discussion of these items unless a Council member so requests, in which case the item will be removed from the Consent Agenda and considered separately.</i>	
<ul style="list-style-type: none"> a. Approve minutes of September 19, 2016 City Council meeting PG . 3 b. Appoint Perry Todahl to the Parks Advisory Board to vacant term expiring December 31, 2016 PG . 7 	Motion
7. ITEMS REMOVED FROM CONSENT AGENDA	
8. REPORTS OR COMMENTS FROM MAYOR AND COUNCIL MEMBERS	
<ul style="list-style-type: none"> a. General Comments from the Councilors and Mayor b. Report of the September 26, 2016 Administration Committee Meeting (Councilor Gabliks, Chair) PG . 10 c. Report of the September 26, 2016 Building and Grounds Committee Meeting (Councilor Marshall, Chair) PG . 44 	



Our Vision

Our vision is to foster an environment in which Dallas residents can take advantage of a vital, growing, and diversified community that provides a high quality of life.

Our Mission

The mission of the City of Dallas is to maintain a safe, livable environment by providing open government with effective, efficient, and accountable service delivery.

Our Motto

Commitment to the Community.
People Serving People.

DALLAS CITY HALL

City Hall

Dallas City Hall is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to the City Manager's Office, 503-831-3502 or TDD 503-623-7355.

9. REPORTS FROM CITY MANAGER AND STAFF

- a. Support of third bridge plan amendments PG. 46
- b. Initiate amendments to the Transportation System Plan PG. 53
- c. 2017 Total Solar Eclipse discussion PG. 54
- d. Council goal update
- e. Other

Motion
Motion
Discussion
Information

10. FIRST READING OF ORDINANCE

- a. Ordinance No. 1801: An Ordinance establishing a special exception to the prohibition against being or remaining in Dallas City Park during hours the park is closed; and declaring an emergency. PG. 56

First Reading

11. SECOND READING OF ORDINANCE

- a. Ordinance No. 1800: An Ordinance amending Dallas City Code Section 5.228, relating to truancy. PG. 58
- b. Ordinance No. 1801: An Ordinance establishing a special exception to the prohibition against being or remaining in Dallas City Park during hours the park is closed; and declaring an emergency PG. 56

Roll Call Vote
Roll Call Vote

12. RESOLUTIONS

- a. Resolution No. 3358: A Resolution establishing a schedule of rates for ambulance and emergency medical services and Dallas FireMed; and repealing Resolution 3323. PG. 62
- b. Resolution No. 3359: A Resolution adopting the 2016 Fire and Emergency Services Plan for the Dallas Fire and EMS Department/Southwestern Polk Rural Fire Protection District. PG. 69

Roll Call Vote
Roll Call Vote

13. OTHER BUSINESS

14. ADJOURNMENT

These minutes are supplemented by electronic recordings of the meeting, which may be reviewed upon request to the City Recorder. Audio files from City Council meetings from September 19, 2016, forward can be found online at <http://www.dallasor.gov/archive> under the corresponding agenda date. Staff reports, resolutions, ordinances, and other documents related to this meeting are also available at that site in the “Council Agendas” archive.

DALLAS CITY COUNCIL	Monday, September 19, 2016
The Dallas City Council met in regular session on Monday, September 19, 2016, at 7:00 p.m. in the Civic Center of City Hall with Mayor Brian Dalton presiding.	
Council: Council members present: Council President Jim Fairchild, Councilor Kelly Gabliks, Councilor Micky Garus, Councilor Bill Hahn, Councilor Mike Holland, Councilor Jackie Lawson, Councilor Kevin Marshall, Councilor LaVonne Wilson, and Councilor Ken Woods, Jr	
Staff: Also present were: City Manager Ron Foggin, City Attorney Lane Shetterly, Fire Chief Fred Hertel, Police Chief Tom Simpson, Environmental & Engineering Services Director Fred Braun, Community Development/Operations Director Jason Locke, Finance Director Cecilia Ward, City Recorder/HR Manager Emily Gagner, and Recording Secretary Jeremy Teal.	
Pledge of Allegiance: Mayor Dalton led the Pledge of Allegiance.	

AGENDA	ACTION
EMPLOYEE INTRODUCTION	There were none.
2:12 COMMENTS FROM THE AUDIENCE	<p>Mike Bollman, 363 SW Court St, Dallas, stated a business registration fee was overboard. He noted he was registered with the state and other agencies, and this registration didn't promote a positive. He stated he was adamantly opposed.</p> <p>Gary Suderman, PO box 465, Dallas, stated that a tax is a tax any way you slice it. He noted this would duplicate what the state had already done. He noted the only positive side was to know more about each business, but things were always forgotten and omitted, and there was nothing productive for a business in Dallas. He asked why the City wanted to put one more obstacle in a businessman's way.</p> <p>Eriks Gabliks, 2452 SW Oakwood Dr, Dallas, announced the retirement party for Dave Pedersen on Tuesday, October 4 at the Fire Station at 6:30 p.m. He noted this would be a celebration of Dave's 29 years of his service to the community.</p> <p>Mark Sturtevant, 1313 Bridlewood Dr, Dallas, introduced the RARE program manager Emma Guida.</p>
PUBLIC HEARINGS	There were none.

<p>14:58 CONSENT AGENDA</p> <p>Item approved by the Consent Agenda: August 15, 2016, City Council meeting minutes</p>	<p>It was moved by Councilor Gabliks <i>to approve the Consent Agenda as submitted</i>. The motion was duly seconded and carried with a vote of 9-0.</p>
<p>ITEMS REMOVED FROM CONSENT AGENDA</p>	<p>There were none.</p>
<p>15:23 REPORTS OR COMMENTS FROM THE MAYOR AND COUNCIL MEMBERS</p> <p>REPORT OF THE AUGUST 22, 2016 PUBLIC WORKS COMMITTEE</p> <p>REPORT OF THE AUGUST 22, 2016 PUBLIC SAFETY COMMITTEE</p>	<p>Councilor Holland reported the committee discussed the Clay Street parking, Church Street parking, curb painting, a stop sign at Dallas and Fern Dr., and the Engineer's and Community Development Director's reports.</p> <p>Councilor Woods reported the committee discussed the EMS billing, and the Police and Fire Chief's reports.</p>
<p>26:26 REPORTS FROM CITY MANAGER AND STAFF</p>	
<p>WATER AND SEWER RATE DISCUSSION</p>	<p>Mr. Koubek gave a brief presentation regarding the Utility Rate Advisory Committee update.</p>
<p>COUNCIL GOAL UPDATE</p>	<p>Ms. Gagner gave a brief update on the city's social media accounts.</p>
<p>OTHER</p>	<p>Mr. Foggin announced he had applied to be on the League of Oregon Cities board and would go through an interview process.</p>
<p>55:03 FIRST READING OF ORDINANCE Ordinance No. 1800: An Ordinance amending Dallas City Code Section 5.228, relating to truancy.</p>	<p>Mr. Shetterly noted this conformed to State law.</p> <p>Mayor Dalton declared Ordinance No. 1800 to have passed its first reading.</p>
<p>56:50 SECOND READING OF ORDINANCE Ordinance No. 1799: An Ordinance adopting a business registration program; and amending Chapter 7 of the Dallas City Code.</p>	<p>There was discussion regarding the positives and negatives of the business registration, and the possibility of bringing the Resolution adopting fees back to the Council at the end of next year to reevaluate it.</p> <p>It was moved by Councilor Lawson to postpone Ordinance 1799 until the October 17 Council Meeting with a workshop to inform the business owners prior. The motion was carried with a vote of 7-2. Council President Fairchild, Councilor Gabliks, Councilor Garus, Councilor Hahn, Councilor Hahn, Councilor Marshall, and Councilor Wilson voted YES. Councilor Holland and Councilor Woods voted NO.</p>

1:19:56 RESOLUTIONS

Resolution No. 3352: A Resolution establishing a business registration filing fee.

Resolution No. 3353: A Resolution adopting and appropriating a Supplemental Budget for Fiscal Year 2016-2017.

Resolution No. 3354: A Resolution authorizing an interfund loan.

Resolution No. 3355: A Resolution acknowledging a Budget Violation Incurred in Fiscal Year 2014-2015 and Describing the City of Dallas Corrective Action Plan as Prescribed in ORS 297.466.

Resolution No. 3356: A Resolution establishing a schedule of rates for Rescue Services provided by the Dallas Fire Department

Resolution No. 3357: A Resolution establishing an area on SW Clay Street where the parking of

No vote due to postponing of Ordinance No. 1799.

Mr. Foggin noted money would be moved from the contingency fund to cover costs of the purchase of the Radio Shack building.

A roll call vote was taken and Mayor Dalton declared Resolution No. 3350 to have PASSED BY A VOTE of 9-0 with Council President Fairchild, Councilor Kelly Gabliks, Councilor Micky Garus, Councilor Bill Hahn, Councilor Mike Holland, Councilor Jackie Lawson, Councilor Kevin Marshall, Councilor LaVonne Wilson, and Councilor Ken Woods, Jr. voting YES.

Mr. Foggin stated this was a loan from ourselves to allow the purchase of the recent fire apparatus.

A roll call vote was taken and Mayor Dalton declared Resolution No. 3350 to have PASSED BY A VOTE of 9-0 with Council President Fairchild, Councilor Kelly Gabliks, Councilor Micky Garus, Councilor Bill Hahn, Councilor Mike Holland, Councilor Jackie Lawson, Councilor Kevin Marshall, Councilor LaVonne Wilson, and Councilor Ken Woods, Jr. voting YES.

Mr. Foggin noted that a bill to the Water Department came in at the end of the fiscal year and needed to be paid, putting the water budget over by \$7,500. The auditor noted this in their report.

A roll call vote was taken and Mayor Dalton declared Resolution No. 3350 to have PASSED BY A VOTE of 9-0 with Council President Fairchild, Councilor Kelly Gabliks, Councilor Micky Garus, Councilor Bill Hahn, Councilor Mike Holland, Councilor Jackie Lawson, Councilor Kevin Marshall, Councilor LaVonne Wilson, and Councilor Ken Woods, Jr. voting YES.

A roll call vote was taken and Mayor Dalton declared Resolution No. 3350 to have PASSED BY A VOTE of 9-0 with Council President Fairchild, Councilor Kelly Gabliks, Councilor Micky Garus, Councilor Bill Hahn, Councilor Mike Holland, Councilor Jackie Lawson, Councilor Kevin Marshall, Councilor LaVonne Wilson, and Councilor Ken Woods, Jr. voting YES.

A roll call vote was taken and Mayor Dalton declared Resolution No. 3350 to have PASSED BY

<p>motor vehicles is prohibited.</p>	<p>A VOTE of 9-0 with Council President Fairchild, Councilor Kelly Gabliks, Councilor Micky Garus, Councilor Bill Hahn, Councilor Mike Holland, Councilor Jackie Lawson, Councilor Kevin Marshall, Councilor LaVonne Wilson, and Councilor Ken Woods, Jr. voting YES.</p>
--------------------------------------	---

<p>EXECUTIVE SESSION</p>	
<p>OTHER</p>	
<p>ADJOURNMENT</p>	<p>There being no further business, the meeting adjourned at 8:28 p.m.</p>

Read and approved this _____ day of _____ 2016.

ATTEST: _____ Mayor

_____ City Manager

DRAFT

DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 6b	Topic: Parks Advisory Board Appointments
Prepared By: Jeremy Teal	Meeting Date: June 20, 2016	Attachments: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED ACTION:

Approval of the Consent Agenda would appoint Perry Todahl to the Parks Advisory Board to fill the seat vacated by Mr. Solvedt.

BACKGROUND:

The vacancy left by David Solvedt would allow the appointment of Perry Todahl. Mr. Todahl has recently adopted the Skate Park and will be an excellent addition to the board. Mr. Todahl's term would expire December 31, 2016.

FISCAL IMPACT:

None

ATTACHMENTS:

Application from Mr. Todahl



CITIZEN COMMITTEE INTEREST FORM

Name: Perry Todah

Address: SE Lacreole Dr, # Dallas TX, 97338

Mailing Address: Same as Above.

Phone: Work: [Redacted] Home: [Redacted]

E-mail Address: [Redacted] Yrs as Dallas Resident: 9

Occupation and Employer: Dutch Bros Coffee, Dallas

Employer's Address and Telephone: _____

May we contact you at work? Yes No

- I am interested in serving on the following Committee(s):
- Budget Committee
 - Citizens Advisory Committee for the Comprehensive Plan
 - Economic Development Commission
 - Library Board
 - Parks and Recreation Board
 - Planning Commission
 - Urban Renewal District Advisory Committee
 - Utility Rate Advisory Committee

I am interested in being on a waiting list if there are no current vacancies.

Please write a brief narrative describing your interest, qualifications, and what you hope to accomplish in this position. Include the skills, experience, and knowledge you possess that would help you contribute in this position. Feel free to attach a resume or other information you feel would be helpful.

My motive for joining the park and rec board is to work mutually with the City in improving certain aspects of our city park and our skatepark. I have plenty of volunteer experience and plenty of knowledge in all areas of interest involving the city parks. I already have formed professional relationships in the parks department through adopting the community skatepark.

Educational Background

High School: Dallas High School

Graduated GED

College: None yet

Degree: —

Previous Volunteer/Committee Experience:

Volunteer Agency: City of Dallas Parks department

Address: 600 SE Allgood St,

Telephone: (503) 831 3502 Totten

Duties: Maintaining Dallas Skatepark, plants, waste, etc.

Have you ever been convicted of a felony?

Yes

No

AUTHORIZATION WAIVER

I have completed the above questions and to the best of my knowledge, what has been stated is true. If appointed, I agree to serve without reimbursement of any kind. I understand that I may be subject to a criminal records check. I further understand that irrespective of any criminal records check, the City of Dallas may decline my volunteer application or volunteer services at any time.



Applicant's Signature

9/21/16

Date

Please return completed application to:
City Manager's Office
City of Dallas
187 SE Court St
Dallas, OR 97338
503-831-3502

Date received at City Hall: 9/21/2016

Date appointed: _____

Board, Commission or Committee: _____

Administrative Committee
Monday, September 26, 2016

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35

Members Present: Chair Kelly Gabliks, Jim Fairchild, Bill Hahn, and Kevin Marshall. Absent: Jackie Lawson

Also Present: Community Development/Operations Director Jason Locke, Finance Director Cecilia Ward, HR Manager Emily Gagner, Park Supervisor Eric Totten, and Recording Secretary Jeremy Teal.

Chair Gabliks called the meeting to order at 4:01 p.m.

Mayor Dalton arrived at 4:35 p.m.

AQUATIC CENTER FUNDING DISCUSSION

Mr. Locke gave a brief presentation regarding the aquatic center funding gap.

There was discussion regarding possible funding sources for the aquatic center, including a community donation fund, fee increases, a bond measure, a recreation district, and partnerships.

Councilor Gabliks asked Mr. Locke to bring back a viable list of all the options discussed, with numbers, for the Committee to consider before a recommendation was made to the Council.

COMMITTEE APPOINTMENT PROCEDURES

Ms. Gagner reviewed the staff report.

There was discussion regarding the current selection process.

It was moved by Councilor Gabliks to leave the selection process as is. The motion was duly seconded and carried with a vote of 4-0.

TSP AMENDMENTS

Mr. Locke noted the Transportation System Plan (TSP) was adopted in 2009 and needed updates. He indicated the City was unsuccessful in getting a grant to help with the updates. He pointed out some interim fixes we could make to the TSP and advised once the Council initiated the requested action, the Planning Commission would begin the process.

It was moved by Councilor Gabliks to recommend to Council to initiate amendments to the TSP. The motion carried with a vote of 4-0.

FINANCE DIRECTOR'S REPORT

Ms. Ward reported the auditors would finish up the week of October 31.

HUMAN RESOURCES DIRECTOR'S REPORT

Ms. Gagner reported the City lost 9 part time aquatic center employees, 1 part time library aide, 2 EMTs, and was informed our Engineering Tech II was leaving in October. She noted the City had hired 5 part time EMTs and 1 library page. She stated we were recruiting for 2 full time firefighter/ EMT, in back-grounds with 2 police officer candidates, and interviewing for the Police Community Liaison position.

OTHER

ADJOURNMENT

There was no other business and the meeting was adjourned at 5:01 p.m.



AGENDA

September 26, 2016

4:00 PM

Council Chambers
Dallas City Hall
187 SE Court St
Dallas, OR 97338

- A. Call to order
- B. Aquatic Center funding discussion PG. 2
- C. Committee appointment process PG. 13
- D. Initiate amendments to the TSP PG. 14
- E. City Manager's Report
 - Finance
 - Human Resources
- F. Other
- G. Adjournment



Report to the Dallas Administrative Committee

Regarding the Dallas Aquatic Center:

Part 1: History, Financial Information, and Comparable Facilities

Introduction

The Dallas Aquatic Center was completed in 2000, after a successful General Obligation Bond vote in 1998 for an amount not to exceed \$5.7 million (approximately \$1.00/\$1000). An accompanying 4-year Operating Levy (at \$.50/\$1000) did not pass. The City Council had to move ahead and construct the facility, as the construction bond had passed. The facility was, at the time, a state of the art facility that had 5 pools, party rooms, and an outdoor patio.

The initial opening and operation of the pool were far from trouble free. The first few years found the City having to deal with many issues, including major leaks, poor management, and a problematic pricing structure. And since the City did not have a Parks and Recreation Department, the Community Development Department was tasked with operating the facility.

In the ensuing years, costs for operating the facility generally went up, while revenue fluctuated. Since 2008, the goal has been to be at 60-65% of revenue/expenditure. The adopted budget for Fiscal Year 16/17 is \$853,000, with revenue projected at \$465,000. The R/E ratio is 54.5%, requiring a subsidy of \$388,000.

As part of the budget process, the Council approved a motion to study the feasibility of removing the Aquatic Center from the General Fund. This Report endeavors to provide the Administrative Committee, Council, and Public with information and options to assist in whatever decision is ultimately made.

Revenue and Expenditure History

The Table below shows Revenue and Expenditures since 2004. You can see the variation from year to year, as these numbers change based on circumstances. For instance, the difference in expenditures from 2009 to 2010 were the result of the energy efficiency projects that were implemented. Most of the savings came from utilities. Also, attendance was down in 2010-11 (probably due to the recession) so revenue was down as well.

Year	Expenditure	Revenue	% Rev/Exp
2004	730,000	333,000	45.6
2005	789,000	378,000	47.9
2006	796,000	400,000	50.2
2007	910,000	452,000	49.6
2008	963,000	473,000	49.1
2009	882,000	499,000	56.6
2010	730,000	416,000	56.9
2011	751,000	405,000	53.9
2012	713,000	421,000	59
2013	724,000	436,000	60.2
2014	745,000	450,000	60.4
2015	817,000	458,000	56

Expenditures

From an operational standpoint, controlling expenditures has been a top priority. Expenditures are detailed below.

Aquatic Center Expenditures

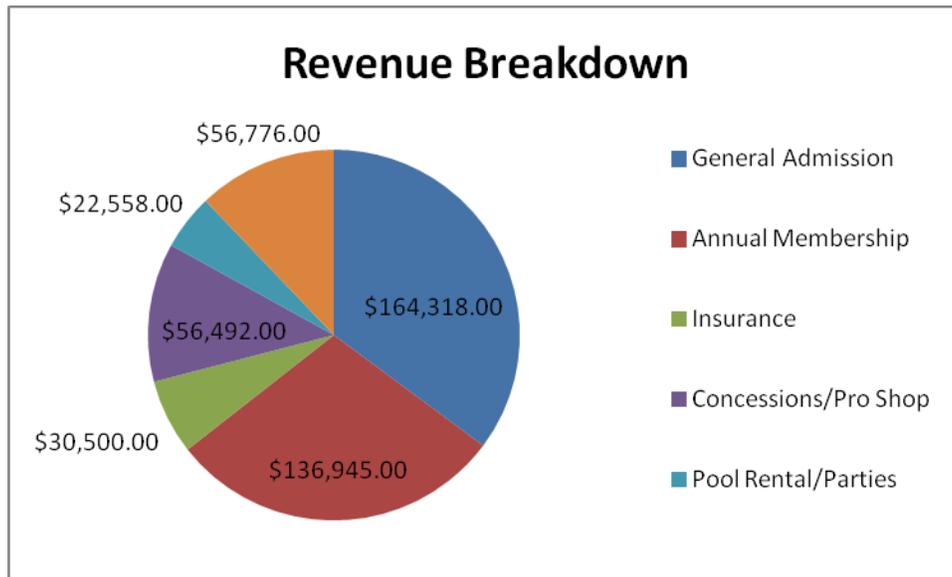
	Actual 2013-14	Actual 2014-15	Amended 2015-16	Proposed 2016-17	Approved 2016-17	Adopted 2016-17
Personnel Services						
Salaries	312,336	350,125	360,000	380,000	380,000	380,000
Overtime	0	428	0	0	0	0
Fringe benefits	106,325	108,583	115,000	105,000	105,000	105,000
Total personnel services	418,661	459,137	475,000	485,000	485,000	485,000
Materials and Services						
Postage	113	81	100	100	100	100
Public notices/advertising	2,170	1,686	3,000	3,000	3,000	3,000
Materials and supplies	5,390	3,840	1,500	1,500	1,500	1,500
Janitor supplies	5,950	6,269	6,000	6,000	6,000	6,000
Pro shop / concessions	29,085	27,715	32,000	32,000	32,000	32,000
Program supplies	3,335	2,383	4,000	4,000	4,000	4,000
Uniforms	0	523	1,000	1,000	1,000	1,000
Chemicals	27,974	27,117	30,000	30,000	30,000	30,000
Repairs & maintenance	35,489	37,817	40,000	40,000	40,000	40,000
Office expense	2,809	1,863	2,000	2,000	2,000	2,000
Electric service	79,504	79,035	82,000	83,000	83,000	83,000
Telecommunications	1,784	1,683	2,000	3,000	3,000	3,000
Gas service	52,832	48,935	58,000	58,000	58,000	58,000
Fleet service total care program	2,000	3,000	3,000	3,000	3,000	3,000
Computer services	2,364	4,788	5,000	7,000	7,000	7,000
Insurance	5,810	32,953	6,000	6,400	6,400	6,400
Professional services	11,969	22,163	17,000	10,000	10,000	10,000
Professional services-ActiveNet	0	0	0	20,000	20,000	20,000
Travel and education	1,602	1,755	2,000	2,000	2,000	2,000
Miscellaneous	6,613	4,726	6,000	6,000	6,000	6,000
Total materials & services	276,794	308,333	300,600	318,000	318,000	318,000
Transfers						
Tsf to Swr SDC-Interfund Loan	50,000	50,000	50,000	50,000	50,000	50,000
Total transfers	50,000	50,000	50,000	50,000	50,000	50,000
TOTAL	745,455	817,469	825,600	853,000	853,000	853,000

Revenue

The Table below shows the Revenue amounts and breakdown for the Fiscal Year 15/16 (these are not final numbers)

Category	Amount	% of Total
General Admission	\$164,318	35.10%
Annual Membership	\$136,945	29.30%
Other (lessons, events, contracts)	\$56,776	12%
Concessions/Pro Shop	\$56,492	12%
Insurance	\$30,500	6.60%
Pool Rental/Parties	\$22,558	5%
Total	\$467,589	

Approximately 70% of the Aquatic Center Revenue comes from Admissions, Annual Memberships, and Insurance Payments (Silver Fit, Silver Sneakers, etc).



Rates and Fees Background

Admission, Annual Membership, and Facility Rental rates are set by the City Council via Resolution. The last time rates were changed was 2015, and then only to adjust the day use family admission rate. The current rate schedule is attached.

In 2008-9, there was a significant shift in pricing for annual memberships. Since the opening of the facility in 2000, there was an average of less than 200 annual members, based primarily on the pricing structure. In other words, it was expensive. In order to boost annual membership, prices were significantly reduced and the number of members increased. Currently, there are 1100 members. One of the effects of this has been a reduction in general admission revenue and a significant increase in Annual memberships. Another program that has become extremely popular are the Insurance programs (Silver and Fit, Silver Sneakers, etc.). We have set up arrangements with these providers, and the revenue generated has been steadily increasing over the past 4 years, from about \$7000 to \$30,000+ currently. Additionally, overall attendance is increasing by about 5% per year, to over 120,000 this past year. This has put additional pressure on staffing the facility adequately.

Comparable Facilities

In order to look at similar facilities, staff looked at a number of pools around the state to determine which ones may actually be comparable. Pools fall into 4 main categories of ownership:

- 1) *Park and Recreation Districts*
- 2) *YMCA and other Similar Organizations*
- 3) *Schools*
- 4) *Municipal-owned*

It would be difficult to make comparisons with pools in Park and Recreation districts because they have different funding mechanisms and operational characteristics. YMCA pools are funded and operate differently, usually offering numerous other non-pool activities as well. School districts usually have a single pool primarily for student use. Based on that, we have excluded these pools from comparison.

That leaves municipally owned and operated pools, of which there are not many. For this comparison, we will look at indoor, year round facilities only. *(Summer-only outdoor pools, such as Silverton and Stayton, are simply not comparable).

We looked at a total of six other facilities, and will focus in on four of those. The other two, Canby and the Osborne Aquatic Center (Corvallis), are both funded in part by voter-approved operating levies. The following four are funded by revenue that is generated plus general fund money. Keep in mind that all of these facilities are different, both in size, # of pools, and facility offerings.

	Expenditure	Revenue	Difference(subsidy)	R/E %
Astoria	\$601,820	\$422,047	\$179,773	70% **
McMinnville	\$734,356	\$444,425	\$289,931	60.5%
Woodburn	\$568,730	\$290,980	\$277,750	51%
Forest Grove	\$644,746	\$342,000	\$302,746	53%***
Dallas	\$853,000	\$465,000	\$388,000	54.5%

** The P&R Director salary is not attributed to the AC. Plus they put maintenance in Capital Improvements. So the estimate is at least \$60-\$70,000 more that should be in expenditures.

*** Forest Grove pool does not pay for electricity because it is a City-owned electric utility (Would pay about \$60,000/yr more)

Part 2:

Options for closing or eliminating the Funding Gap

There are 3 main areas for consideration regarding the funding gap at the Aquatic Center: Reduce expenses, increase existing revenue, and develop new revenue sources. These 3 issues will be explored in the pages that follow, and may be done in combination.

Reduce expenses

There are 3 major categories of expenses: Personnel Costs, Materials and Services, and Debt Service. Page 3 details these expenses for the past 3 years as well as the budgeted amount for this fiscal year.

Personnel Costs

Generally, Personnel Costs have been increasing due to two primary factors: minimum wage increases and attendance and participation levels in the morning hours. Many of our lifeguards and front desk personnel are paid minimum wage. As that increases, so do our personnel costs. A \$.50/hour increase results in approximately \$6000 of additional costs per year. Given the current minimum wage scheme implemented by the State of Oregon, those costs will continue to rise in a linear fashion. The second factor has been equally important, as the number of Medicare Part B insurance clients have increased significantly in the last 3 years, necessitating a doubling or tripling of staff in the morning hours (keep in mind that this has also resulted in increased revenue as well). There are also state mandated requirements for lifeguards on the deck (1 for every 40 bathers). That is in addition to classes and other activities that may be occurring at the same time. So the more people, the more lifeguards are required at any given time. Safety of the patrons is paramount, above all else, and the staffing needed to ensure that high level of safety must be maintained. There are a couple of things that have helped on the personnel cost side, including volunteers (Junior Lifeguard program and Water Aerobics) and the decision 4 years ago to close the facility from 1-4 on weekdays during the fall, winter, and spring.

Materials and Services

Materials and Services include all of the things that are necessary to operate the Aquatic Center in a given year, from utilities to chemicals to repairs and maintenance (These 3 items make up more than 2/3 of the M and S budget) and, except for repairs and maintenance, are fixed costs.

Our utility costs have been cut in half from where they were in 2007 due to the efficiency upgrades in 2008. That project paid for itself in 3 years, saving over \$100,000/year. Chemical costs have gone up about 3%/year, and we always try to get the best deal on our chemical purchases. Repairs and maintenance has been an area of concern, given the age of the facility and the environment, which is highly corrosive. Continued replacement of pumps, pipes, chlorine and chemical dispensing mechanisms, and other day to day maintenance is critical in order to avoid major breakdowns which would force a closure and be extremely expensive. We hired a part-time maintenance position 2 years ago in order to at least get even with required maintenance and avoid deferring issues that could be catastrophic. This approach has been somewhat effective, and has allowed other staff to be freed up to do their actual jobs.

Other items in the M and S budget include professional services for the numerous people who we engage to provide specialized services like computer control system work, water balancing, boiler maintenance, etc. The Concessions expenses are an item we actually make a profit on, usually about 75%.

Debt Service

The Aquatic Center borrowed from the SEWER SDC fund for the upgrade project in 2008, and has been paying back \$50,000/year. Next fiscal year will be the last year of that payback, and so in FY 18/19 that \$50,000 will no longer be an expense, thereby reducing the total operating cost of the facility.

Increase Existing Revenue

There are 5 primary sources of revenue at the Aquatic Center: General Admission, Annual Membership, Concessions, Pool Rentals/Parties, (Other) Lessons, and Insurance.

Of the existing sources of revenue, the City Council sets the following rates by Resolution: General Admission, Coupons, Annual Membership, and Facility Rental rates (the insurance billings are based on these rates). The rest of the rates and prices are set internally by staff, after careful analysis and study. These include concessions, lesson rates, birthday party packages, and other miscellaneous items.

Prior to this issue being raised, staff was in the process of developing a rate increase for General Admission, Annual Membership, and Facility rental rates of 10-20%, since rates had not been raised since 2013 (except for the General Admission Family Rate, which was increased from \$14 to \$16 in 2015).

Since the Aquatic Center is both a therapeutic and entertainment venue, we consider pricing very carefully before recommending adjustments. In other words, it is a very price-sensitive environment and an increase that is too large may adversely impact attendance.

In the scenario discussed above, it may be reasonable to assume that a 10-20% price increase would result in a net \$40,000/year in increased revenue based on existing attendance and memberships.

Develop New Revenue Sources

There have been a number of ideas put forward over the years to increase revenue. Based on staff's analysis, there is only one way to completely cover the difference between Revenue and Expenditure without General Fund support: an Operating Levy in the amount of \$0.40/\$1000. This levy would generate approximately \$360,000 per year and would need to be approved by voters initially and again at 3-5 year intervals depending on the length of the levy. Please recall that at the time the GO Bond was approved to construct the facility, the concurrent operating levy did not pass.

Other potential Revenue Sources:

Adding other amenities: It has been suggested that adding a weight/workout area would increase membership and, therefore, revenue. There are a few issues with this idea, including the fact that while it may be an amenity for existing users, it may not do much to attract new users. Also, it would require that, without a facility expansion, at least one of the existing party rooms be used, which would lessen the ability to generate revenue from parties, meetings, etc. Lastly, there would be a significant capital investment in equipment, staff training, room security, and ongoing and continuous maintenance and repair. The facility was not conceived or built as a fitness center, but rather an aquatic facility.

Another idea is the use of the outdoor patio as a splash park, which has been in the longer range plan for a number of years. Again, there would be considerable capital investment required and an extremely long payback time.

Partnerships: It has been suggested that we establish more partnerships, and that would generate additional revenue. We currently have partnerships with both public and private entities, including the Dallas High School Swim Team, the Central High School Swim Team, the Blue Dolphins Swim Team, PCL, The Relay for Life and American Cancer Society, Le Tipp, ARC, West Valley Hospital, Pinnacle Therapy, and Dallas Retirement Village, which taken together

generate approximately \$25,000/year. The ability to accommodate other groups is limited due to the availability of pool space and staff.

As with the morning groups discussed above, there is in many cases 100% utilization of the pool space between all of the programs, lessons, team practices, and other activities. However, we are always seeking new opportunities that fit in the schedule.

As a side note, pools that have relied on City/School district operating agreements have a track record of closing. (Salem, Mollala)

Creation of a Foundation or other charitable mechanism: If an independent group wanted to set up a Foundation or Friends of group, that would be encouraging. Because of the rules generally governing these types of organizations, they can be difficult to set up, and the financial benefits questionable unless and until there is a sizable amount in the trust, and then you usually only utilize interest for operations (for instance, the Salem Kroc Center has a foundation that funds a good portion of their operation. The foundation is rumored to have started with \$50 million).

Advertising and Sponsorship Opportunities: We do offer a banner and sponsorship program inside the facility; we have never considered "naming rights" or what that might even be worth. That would require a separate study and it is hard to say whether that would be feasible. That being said, most of the advertising we do for the facility is within the local area, but in some instances go outside the local area. We have a lot of patrons from Monmouth/Independence, Sheridan and the Yamhill County area, Grande Ronde, and Salem. We will continue to utilize the most effective advertising we can, and potentially expand to palces like movie theaters just to build the awareness of the facility.

Creation of a Park and Recreation District: As stated earlier in this report, many aquatic facilities are owned and operated by Park and Recreation Districts. These are special districts that have their own tax base, operate independently from other government units such as cities, and have their own elected governing bodies. The creation of a special district is fairly complicated, and involves the approval of the voters within the proposed district boundaries as well as a tax rate to be collected and/or a levy to be imposed. If there are facilities or assets within the district that the district wants to own and operate, the district usually purchases or otherwise negotiates a transfer of ownership of the facilities or assets. It is difficult to say whether or not this is a viable option in this case.

Contracts to Operate the Facility: There has been discussion about privatizing the facility or trying to recruit an operator other than the city, such as the YMCA. A sale of the facility to a private operator is not feasible, as there would be large upfront acquisition costs (\$8-10 million)

plus all of the ongoing operating costs. In doing the math, there would simply be no profit to be made. (A private entity would be assumed to desire to make a profit)

As far as a contract operator is concerned, it is an unknown. Again, it is assumed that any organization would desire to not lose money, and therefore would be extremely wary of entering into the kind of arrangement that would almost certainly lose money.

In both cases, the City would either lose or be seriously limited in our ability to set rates, ensure proper programming, customer service, etc.

In the final analysis, this is probably not a feasible approach.

Conclusion: This is a difficult problem to solve. The examples and discussions above may, when taken combination, can improve the financial situation of the Aquatic Center to some degree, but even if we were able to get to a 65-70% Revenue to Expenditure ratio, that still leaves a significant general fund subsidy.

It is staff's position that the only way to entirely cover that gap is through an operating levy, which was foreseen by the initial analysis in 1998.

DALLAS CITY COUNCIL
ADMINISTRATIVE SUBCOMMITTEE REPORT

TO: COUNCIL ADMINISTRATIVE SUBCOMMITTEE

<i>City of Dallas</i>	Agenda Item No. C	Topic: Committee appointment process review
Prepared By: Emily Gagner	Meeting Date: September 26, 2016	Attachments: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED MOTION:

NA

BACKGROUND:

At the June 20 Council meeting, a motion was passed to review the process by which we appointment members to advisory boards. There was little direction outside of that motion, so we are presenting our existing appointment process to the Committee and asking for suggestions. We have reviewed other cities' processes, which range from mayor appointment with no review process, to a committee appointed with the sole purpose of interviewing other committee applicants and making recommendations to the Council, to everything in between.

The City of Dallas's current process is this: Residents can complete a citizen committee interest form and turn it in at any time. We keep these on file for 6 months. If we have a vacancy, we first look to the applications on file, and if there is someone who has indicated an interest in serving on the committee for which we have a vacancy, we review the application, determine if they meet minimum qualifications, and if they do, recommend their appointment on the next consent agenda. If we don't have applications on file, or if it's for the Planning Commission, we advertise the vacancy. Notice is posted on our website, on Facebook, and something is sent to the paper. If we get enough qualified applicants to fill the vacancy/vacancies, we recommend their appointment on the consent agenda. If we have more applicants than vacancies, we have a Council Committee interview the applicants and make a recommendation for appointment to the full Council.

More often than not, we are lucky to have enough applicants to fill our committee vacancies. In fact, we were short 2 budget committee members this year due to a lack of applicants. If the Committee would like to implement a different method of filling committee vacancies, a motion should be made with a recommendation for adoption by the full Council.

FISCAL IMPACT:

NA

DALLAS 2030 VISION IMPACT:

NA

ATTACHMENTS:

None



Community Development/Operations Department

Memo

To: Admin Committee
From: Jason Locke, Community Development/Operations Director 
Date: August 23, 2016
Re: Initiating Transportation System Plan (TSP) Amendments

The City was not successful in its application for a TGM grant to update the TSP. While this is unfortunate, we may have another avenue for doing the revisions with the assistance of ODOT. However, that may not occur until next summer, and take 18 months or more. Since the TSP was adopted in 2009, projects have been completed, costs have changed, and there have been difficulties with the classifications and routes of some future streets.

With that in mind, we are asking that the Committee recommend to the full Council that the Council initiate amendments to the TSP to include:

- 1) Update the project lists and costs contained in Section 8 of the TSP.
- 2) Make adjustments to the Future Street Map and Classifications in Figure 7.1

Keep in mind this is an interim fix that will allow staff to develop revised Transportation SDC's and allow better application of the TSP to current and future development projects.

Once the Council initiates this action, the project will move to the Planning Commission for hearings, and then ultimately back to the Council for approval.

Attachments:

Existing Section 8

Figure 7.1

SECTION 8

Transportation Funding and Improvement Costs

This section discusses various funding options available to implement the TSP and strategies to finance recommended transportation improvements. These improvements are outlined at the end of Section 5 and described in more detail in Section 6. This section contains the following elements:

- Overview of the regulatory mandate to develop a financing plan for all TSP-recommended projects
- Description of existing federal, state, and local funding sources available to the City of Dallas and a brief outlook on their projected growth
- Planning-level cost estimates for each of the recommended transportation system improvements, including roadway, bicycle, and pedestrian
- Recommendations for how to phase and finance each improvement so that the TSP can be implemented in its 20-year planning timeframe

Information from this section will assist the City in preparing its future Capital Improvement Program (CIP). The CIP is a financially-constrained 6-year program outlining the City's desired capital improvement projects and identified funding sources. It is updated annually as part of the budget process. In preparing the CIP, city staff formulate recommendations based on a range of programs and identify future needs as outlined in plans such as the TSP. From this information, a prioritized list is developed and projects are placed in the CIP year that is determined to best fit the project and for which funding is expected to be available. In the annual update process, projects from the existing CIP are often carried forward, but new projects are also added and shifts in project year priorities are expected. Over time, most TSP projects are incorporated into the CIP program for work on the state roadway system or major upgrades to city streets.

Regulatory Mandate

The TPR requires that, for all areas within an urban growth boundary with a population greater than 2,500 persons, the TSP include a program identifying how to finance transportation improvement recommendations. This financing program must provide for phasing of major transportation improvements, to encourage in-fill and redevelopment in areas considered more urban, before urbanizing rural or suburban areas. The TSP is not financially constrained. However, it is important to note that the high-priority projects, those which are identified as being constructed in the next ten years, may not be constructed within that time frame given the availability of funds as explained below. The City must, through its' capital improvement planning process, further prioritize the high priority projects based on funding and the needs of the community.

Transportation Funding Programs

This section describes the various funding programs available at a federal, state, or local level to finance transportation projects in Dallas.

Existing Federal Funding Sources

Federal funding accounts for approximately 21 percent of the funding for projects within the State of Oregon. Because the City of Dallas is outside the boundary of an MPO, federal funding is predominantly made available through state or county programs, though some funding is made available directly to the City.

The most significant sources of federal revenues are the Federal Highway Trust Fund and the Federal Forest Revenue. These are described below.

Federal Highway Trust Fund

Revenues comprising the Federal Highway Trust Fund come from motor vehicle fuel taxes, sales taxes for heavy trucks and trailers, tire taxes, and annual heavy truck use taxes. Revenues are split into two accounts—the highway account and the transit account. Funds are appropriated to individual states on an annual basis. Under the current surface transportation legislation (TEA-21), Oregon is considered a donor state, receiving only \$0.92 back from the trust fund for each \$1.00 contributed.

These revenues are used by the state, counties, and cities. Federal funds must be matched with state and local funds.

Federal Forest Revenues

Some federal forest revenues are used for roads, and are distributed directly to counties and earmarked for specific projects.

Existing State Funding Sources

State funds are distributed via the Oregon Transportation Commission (OTC). The two most significant funding sources are described below, as is a description of the Statewide Transportation Improvement Program, which serves as the improvement program for the State of Oregon.

State Highway Fund

Revenues in the State Highway Trust Fund are received from a combination of fuel taxes, vehicle registration and title fees, and the truck weight-mile tax. State Highway Trust Fund revenues may be used only for construction and maintenance of state and local highways, bridges, and roadside rest areas, but according to state law (ORS 366.514) reasonable amounts of the fund must be spent on walkways and bikeways as well.

Net revenues are distributed to the state, counties, and cities in the following manner:

- 60 percent state
- 24 percent counties (by number of vehicles registered)

- 16 percent cities (by population)

Revenues are appropriated by the OTC on an annual basis.

Oregon Transportation Investment Act

The Oregon Transportation Investment Act (OTIA) uses revenues from automobile and truck registration and title fees, as well as a net increase in the weight-mile tax, to finance construction bond sales. These revenues are used for construction and maintenance of state highways and bridges.

- OTIA I and OTIA II provide \$2.46 billion to fix or replace state and county bridges, and modernize/repave state highways, county and city streets.
- OTIA III (2003) provides \$1.3 billion to repair or replace state-owned bridges.

OTIA has provided the largest increase in state transportation funding for 50 years.

Statewide Transportation Improvement Program

The Statewide Transportation Improvement Program (STIP) is the capital improvement program for the State of Oregon. It provides a schedule and identifies funding for projects throughout the state. There are five categories—modernization, safety, bridge, pavement preservation, and operations. All federally funded transportation projects, as well as all state and locally funded projects that are deemed “regionally significant,” must be included in the STIP. The current (2004-2007) STIP contains \$1.35 billion of projects. Approximately 80 percent of STIP projects are federally funded.

Existing City Funding Sources

The City of Dallas has two major revenue sources—the street fund, which funds capital and maintenance projects using City-appropriated highway trust fund and other revenues, and systems development charges (SDCs). These are described below.

Street Fund

Table 8-1 provides an overview of the street fund revenue program and expenditures for the City of Dallas during the past 5 years.

TABLE 8-1
Dallas Street Fund Revenue Program and Expenditures (past 5 years)

	2001-02	2002-03	2003-04	2004-05	2005-06
	Revenues				
State Highway Appropriation	\$519,819	\$518,847	\$550,000	\$650,000	\$661,500
State Highway Federal Money Reimbursement	\$151,606	\$0	\$65,000	\$100,000	\$117,500
General Fund RW Reimbursement	\$52,638	\$40,000	\$42,000	\$42,000	\$42,000
Interest on Investments	\$9,585	\$976	\$1,000	\$2,500	\$5,000
Miscellaneous	\$908	\$27,189	\$0	\$7,000	\$7,000

Materials Sold to Projects	\$1,568	\$587	\$0	\$800	\$500
Transfer from Improvement Bond	\$89,315	\$0	\$0	\$0	\$0
Overhead/Construction Costs	\$418	\$34	\$0	\$0	\$0
Transfer from Grant Fund	\$0	\$174,500	\$0	\$0	\$0
Beginning Balance	\$255,923	\$166,104	\$146,774	\$142,803	\$163,103
TOTAL	\$1,081,780	\$928,237	\$804,774	\$947,103	\$996,603
Expenditure					
Personnel Services	\$292,048	\$280,128	\$314,254	\$298,500	\$326,737
Materials and Services	\$284,288	\$281,140	\$329,603	\$315,000	\$340,741
Capital Outlay	\$339,340	\$285,145	\$73,269	\$168,500	\$173,850
Contingencies	\$0	\$0	\$0	\$0	\$155,275
Total	\$915,676	\$846,413	\$717,126	\$782,000	\$996,603

Revenues available for the Street Fund Revenue Program have ranged between \$804,774 and \$1,081,780 over the past 5 years. The revenues for the current fiscal year are \$927,702. In recent years the City has used approximately 20 percent of its street budget on overlay and construction projects, though in the past this amount has been as high as 46 percent.

The more significant funding sources composing the street fund revenue program are described in turn below.

State Highway Appropriation Funds

These funds are the annual appropriation of the State Highway Funds described in the earlier section on state funding. They are largely derived from the state fuel tax revenue as well as registration, title, and heavy vehicle weight-mile tax, and licensing fees. During the past five years this revenue source has increased 12 percent, from \$556,733 to \$626,000. This increase took place entirely in the past fiscal year, as a result of the state sharing the new registration and licensing fees.

State Highway Federal Money Reimbursement

This revenue source is the appropriation of the Federal Highway Trust Fund revenues, distributed to cities on a basis of population. This source remains substantial for the City, though exact revenues vary greatly from year to year. For the 2004-05 fiscal year, \$100,000 was estimated from this source. This amount is significantly greater than what was appropriated for the 2003-04 fiscal year (\$64,000).

Right-of-Way Reimbursement (from General Fund)

Private utilities pay the City for use of its right-of-way. The sewer and water fund budgets pay a similar fee to the general fund, and the general fund then reimburses the street fund for maintenance of the right-of-way. This revenue source has remained stable since its inception during the 2001-02 fiscal year.

Other

Other revenue sources include use of interest earned on transportation-related investments, materials sold to projects, and grants received from various funds. Together these revenues have composed between \$1,000 and \$175,000. Typically, grants are earmarked for specific projects administered by the City.

System Development Charges

SDCs are a one-time fee assessed on new development, to compensate for increased traffic associated with the new growth area. Developers of new residential or commercial growth areas are responsible for providing adequate vehicular, bicycle and pedestrian access through their site. Owners of abutting properties pay the cost of street improvements to city standards.

Street-related SDC revenues and expenditures for the last 4 years are listed in Table 8-2.

TABLE 8-2
Dallas SDC Revenue Program and Expenditures (past 4 years)

	2002-03	2003-04	2004-05	2005-06
Revenues				
Street SDC	\$139,188	\$134,380	\$167,000	\$169,000
Street Beginning Balance	\$522,015	\$580,380	\$659,796	\$476,800
Storm* SDC	\$0	\$0	\$70,000	\$150,000
Storm* Beginning Balance	\$0	\$0	\$0	\$20,000
Total	\$661,203	\$714,760	\$896,796	\$815,800
Expenditure				
Street Projects	\$80,824	\$54,964	\$350,000	\$645,800
Storm* Projects	\$0	\$0	\$50,000	\$170,000
Total	\$80,824	\$54,964	\$400,000	\$815,800

* Stormwater systems are considered as part of new road system.

SDCs are structured so that revenues pay for expenditures. When revenues are low in a particular year, new streets likely were not necessary. Of note in the past 2 years is that expenditures were greater than revenues for street projects. In 2004-05, street SDCs were \$167,000 though expenditures were \$350,000. This trend is expected to continue during the next fiscal year.

Outlook for Existing Transportation Funding Sources

Overall, the existing transportation funding sources is expected to continue at a rate similar to the current rate. The U.S. Senate is deliberating a reauthorization of the TEA-21 surface transportation legislation for the next 6 years. The proposed funding package is between \$250 and \$300 billion for the upcoming 6-year period. The financing package for the TEA-21

legislation (1998-2003) was approximately \$200 billion. In recent years, the City of Dallas has relied more heavily on state and federal highway tax revenues, and less heavily on overhead or miscellaneous revenues.

According to ODOT, fuel tax revenues are expected to level off in the short-term and then drop permanently, as the purchasing power of fuel revenues decreases with inflation and more fuel-efficient vehicles are purchased. For years, the State of Oregon has been considering a shift to a more user-based revenue fee system to offset decreased revenues from the fuel tax.

SDCs are expected to remain a stable funding source for the City and fees are expected to increase over time. The City regularly receives more development applications each year than available permits, meaning that the city is an attractive location for new development to occur. The current system provides a structure for new road infrastructure and improvements to be paid for by the developments that make them necessary.

Planning-Level Cost Estimates

Planning-level cost estimates were created for each of the recommended transportation improvement projects described in Section 7. This section provides a summary of these cost estimates; Appendix A contains the planning-level cost estimate for each individual project.

Table 8-3 organizes the recommended improvements by type (roadway, bicycle, or pedestrian).

TABLE 8-3
Cost Estimate for Proposed Transportation Improvements—by Type of Improvement

Project Type	Estimated Capital Cost
	Short-Term (Next Ten Years)
Roadway Improvements	\$3,381,000
New Roadways	\$13,010,000
Bicycle	\$553,500
Pedestrian	\$5,814,000
Total	\$22,768,500
	Ten to Fifteen Years
Roadway Improvements	\$0
New Roadways	\$6,750,000
Bicycle	\$61,700
Pedestrian	\$1,938,000
Total	\$8,749,700
	Fifteen to Twenty Years
Roadway Improvements	\$1,060,000
New Roadways	\$15,370,000
Bicycle	\$246,000
Pedestrian	\$5,570,000

TABLE 8-3
Cost Estimate for Proposed Transportation Improvements—by Type of Improvement

Project Type	Estimated Capital Cost
Total	\$22,246,000
Grand Total	\$53,764,200

As shown in Table 8-3, many of the improvements would be constructed either in the short-term (next 10 years) or in the long-term (next 15-20 years). Furthermore, much of the project cost consists of new roadways. As described in the next section, funding sources for new roadways include SDCs, and the possible public vote to institute a LID or General Obligation Bond.

The other element that makes up a significant percentage of the project cost is the construction of new sidewalks or sidewalk improvements. These projects are more cost effective when combined with a larger roadway improvement project.

Table 8-4 organizes the project improvements by the owning jurisdiction – the city, county, or state.

TABLE 8-4
Cost Estimate for Proposed Transportation Improvements—by Owning Jurisdiction

Owning Jurisdiction	Estimated Capital Cost
Short-Term (Next Ten Years)	
City	\$19,668,500
County	\$0
State	\$3,100,000
Total	\$22,768,500
Ten to Fifteen Years	
City	\$7,449,700
County	\$0
State	\$1,300,000
Total	\$8,749,700
Fifteen to Twenty Years	
City	\$13,507,000
County	\$5,990,000
State	\$2,749,000
Total	\$22,246,000
Grand Total	\$53,764,200

Although many of the recommended improvements are located along city-owned collector or arterial streets, a significant portion (\$6 million for County, \$6.7 million for State) are not

projects on the city's street network. Furthermore, the vast majority of project costs on city streets are to build new roads. Many of these new infrastructure projects will be funded through SDCs, though additional funding sources will need to be identified to fund others. Potential funding sources are described in the following section.

Potential Funding Strategies

The total cost of projects recommended in this TSP is approximately \$56 million. Over the timeframe of this TSP, this figure represents an annual appropriation of \$2.75 million. While this figure is far greater than the total street fund and SDC budget combined for FY 2005-06 it is not an unreasonable target when considered with the anticipated growth, increases in fees over the planning horizon and mixture of federal, state, county and local sources that can be contributed to fund plan recommendations.

This section organizes the projects listed above by potential funding source.

Local Sources

Transportation System Development Charges and Developer Fees

More than 1/3 of the total roadway improvement costs are recommended to serve future development in Dallas, as shown in Table 8-5. Most of this development is expected to occur in the three mixed use nodes. These roadway improvements are expected to be funded through a mixture of SDCs and developer costs.

TABLE 8-5
Improvements with Recommended Funding through SDC Program and Local Developer Fees

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction	Relevant Node
Next Ten Years				
B/P/R	Extend Hawthorne Avenue south to Barberry Avenue	\$510,000	City	Barberry
B/P/R	Extend Hankel Street east to Fir Villa Road	\$1,720,000	City	Barberry
B/P/R	Extend Academy Street east to Fir Villa Road	\$2,760,000	City	Barberry
B/P/R	Extend Barberry Avenue east to East Ellendale Avenue	\$2,030,000	City	Barberry
R	Signalize Dallas-Rickreall Highway at Fir Villa Road	\$750,000	City/State	Barberry
R	Signalize Dallas-Rickreall Highway at Barberry Avenue	\$900,000	City/State	Barberry
B/P/R	Extend Hawthorne Avenue north to connect with new east-west circulation road	\$750,000	City	LaCreole
B/P/R	Extend LaCreole Drive north to Kings Valley Highway	\$2,560,000	City	LaCreole
B/P/R	Build new east-west circulation road connecting Polk Station Road and Hawthorne Avenue	\$1,340,000	City	LaCreole

TABLE 8-5
Improvements with Recommended Funding through SDC Program and Local Developer Fees

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction	Relevant Node
R	Add southbound left turn lane to W Ellendale Avenue from James Howe Road	\$120,000	City	Wyatt
B/P/R	Extend Wyatt Street north to city limits	\$1,600,000	City	Wyatt
B/P/R	Extend River Drive north to city limits	\$1,770,000	City	Wyatt
B/P/R	Create east-west connector road from James Howe Road to Denton Avenue and Fairhaven Lane	\$1,190,000	City	Wyatt
Fifteen to Twenty Years				
B/P/R	New connector west from Fairview Avenue to serve southwest quadrant city	\$2,690,000	City	N/A
Total		\$21,890,000		

According to City of Dallas Development Code, the developer is responsible for that portion of new roadway required by the development, including 30 - 36 feet of roadway plus curb and sidewalk. Based on the recommended cross-sections for major and minor collector roads, this amounts to approximately 2/3 of total costs to build a new roadway (approximately \$14 million).

The remainder comes from SDCs and other sources. It is recommended that residential SDCs be increased to at least \$2,000/edu, which would bring in approximately \$5 million over the 20 year planning horizon. Assuming that commercial SDCs remain at the same rate, and that available commercial land is developed (see Section 5), another \$13 million is expected to be available for transportation projects from commercial SDCs. Commercial and residential SDCs would be sufficient to cover the leftover costs from building the recommended new roadway network.

All new road projects associated with the three mixed-use nodes are expected to be constructed in the short-term (within the next 10 years), with the new road in the southwest quadrant of Dallas expected for the medium-term (within 15-20 years).

Park System Development Charges

The multi-use Rickreall Creek trail project could be paid for using Park SDC funds. It is recommended that park SDC funds be increased to at least \$1,000/edu to help fund this effort. This is estimated to generate an average of \$125,000/year, or a total of \$2.5 million over the 20-year time period.

TABLE 8-6
Rickreall Creek Trail Costs

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
Next Ten Years			
B/P	Rickreall Creek Multi-Use Trail from Levens to LaCreole	\$640,000	City
15-20 Years			
B/P	Rickreall Creek Multi-Use Trail from LaCreole to Fir Villa	\$640,000	City
B/P	Rickreall Creek Multi-Use Trail from Levens to western city limits	\$1,090,000	City
Total		\$2,370,000	

Although, as shown in Table 8-6, this is sufficient to cover the costs of the Rickreall Creek trail it would not allow for funding of other park projects. Therefore, it is recommended that the City look for some grant funding from the ODOT Bike and Pedestrian Grant Program or other similar programs to cover part of the Rickreall Creek Trail costs.

Local Improvement Districts

Local Improvement Districts (LIDs) are created by property owners within a district of the City to raise revenues for constructing street improvements within the same district. Property owners typically enter into LIDs because they see economic advantage to the improvements. The City works with the property owners to acquire financing at lower interest rates than under typical financing methods.

LIDs could be an appropriate funding source for the extension of Fir Villa Road south to Monmouth Cutoff, where the industrial businesses are likely to see economic advantage from the improvement project.

LIDs could be implemented to fund new connector roads that will benefit one or more groups of property owners at a higher rate than the City as a whole.

Revenue and General Obligation Bonds

General Obligation Bonds could be instituted to pay for construction of large capital improvements. General Obligation Bonds add the cost of the improvement to property taxes over a period of time. A double majority voter approval is required for instituting General Obligation Bonds.

Street Utility Fees

Street Utility Fees charge individuals for use of the street, with revenues going towards maintenance and preservation of the street. These fees are typically attributed to each property based on the projected number of trips generated by the individual taxlot. Fees are administered in a similar fashion to other utilities (for example, sewer, water, electricity). Several cities in Oregon have implemented this system, including Corvallis, Grants Pass,

Ashland, Medford, Wilsonville, and Philomath. Some jurisdictions add the fee onto existing utility bills to minimize additional administrative costs.

Although much of the revenue from Street Utility Fees is expected to go to maintenance of the roadway network, some could go to capital improvement projects. Furthermore, the institution of this fee could make available some of the street fund revenue that currently goes towards maintenance.

Table 8-7 lists a number of projects that could be funded through LIDs, General Obligation Bonds, or Street Utility Fees.

TABLE 8-7
Improvements with Recommended Funding through LIDs, Bonds, or Street Utility Fees

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction	Potential LID
Next Ten Years				
R	Change stop control to a four-way stop at Miller Avenue and Fir Villa Road	\$1,000	City	Y
10-15 Years				
B/P/R	Extend Fir Villa Road south to Monmouth Cut-Off	\$3,030,000	City	Y
B/P/R	Extend River Drive south across Rickreall Creek, connecting to Mill street	\$1,080,000	City	N
B/P/R	Extend Fern Avenue east to Kings Valley Highway	\$410,000	City	N
15-20 Years				
B/P/R	Add new connector from Fairview Avenue east to provide access to Mill to/from the south	\$1,850,000	City	Y
B/P/R	Add new connector from behind Weyerhaeuser Mill east to Uglow Avenue	\$2,480,000	City	Y
Total		\$8,851,000		

Several of the projects listed above would benefit the industrial businesses located around Monmouth Cut-Off Road in the south end of the City. The City will analyze the possibility of forming a LID with these property owners to construct improvements that would provide great benefit to truck mobility and safety.

Urban Renewal Districts

Urban Renewal Districts are formed in selected areas of the City, where property owners are assessed Tax Increment Financing (TIF), dependent on property values, over a period of time. TIF revenues are used to finance revitalization improvements (not limited to transportation) within the district.

The City of Dallas has formed an Urban Renewal District for the downtown area, bordered on the north by Hankel, on the south by Clay, on the east by Jefferson (including taxlots on the east side of Jefferson) and on the west by Church (including tax lots on the west side of

Church). Improvements are not limited to transportation. Transportation improvements, including streetscape improvements, mobility improvements, and bicycle/pedestrian improvements, could potentially be funded through TIF funds. See Table 8-8.

TABLE 8-8
Improvements with Recommended Funding through Urban Renewal Funds

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
Next Ten Years			
B/P/R	Streetscape Improvements (from Urban Renewal Plan)*	\$3,125,000	City
B	Construct bicycle lanes on Main Street from W Ellendale Avenue to north end of couplet	\$13,000	City
B	Add bicycle route signs on Mill Street from Washington Street to River Drive	\$4,700	City
B	Stripe bicycle lanes on Main Street from north end of couplet to Washington Street	\$8,100	City
B	Construct bicycle lanes on Jefferson Street from north end of couplet to Washington Street	\$18,000	City
B	Add bicycle route signs on Walnut Avenue from Levens Street to LaCreole Drive	\$3,000	City
B	Add bicycle route signs on Main Street from Washington Street to Ash Street	\$400	City
B	Add bicycle route signs on Jefferson Street from Washington Street to Ash Street	\$400	City
10-15 Years			
B	Add bicycle route signs on River Drive from W Ellendale Avenue to Mill Street	\$1,200	City
Total		\$3,173,800	

* Streetscape improvements listed here were recommended in the Downtown Dallas Urban Renewal Plan, August 16, 2004.

It is recommended that the City pursue the use of urban renewal funds to fund streetscape improvements and certain bicycle projects in the downtown core.

County Sources

County projects recommended as part of the Dallas TSP include the Webb Lane extension project and an extension of James Howe Road north from the city limits to Webb Lane. These projects are both included in the Polk County TSP. Financing mechanisms recommended as part of the County TSP include state highway funds, LIDs, SDCs, and a variety of grants (including the Immediate Opportunity Grant program, the Special Works Public Works fund, the Oregon Transportation Infrastructure Bank, and the Community Transportation Program).

The Dallas TSP recommends that the County pursue three projects north of the Dallas city limits. It is expected that the County would fully fund these projects. See Table 8-9.

TABLE 8-9
Improvements with Recommended Funding through County Funds

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
15-20 Years			
B/P/R	Extend Webb Lane to Kings Valley Highway	\$4,990,000	County
B/P/R	Extend Wyatt Street north from city limits to Webb Lane	\$500,000	County
B/P/R	Extend Jasper Street north from city limits to Webb Lane	\$500,000	County
Total		\$5,990,000	

Federal and State Sources

Those modernization or preservation projects recommended in the TSP along the state highway facilities would be eligible for state or federal funds, through the following sources.

Federal Highway Trust Fund State Highway Trust Fund

Improvements along the two state highways within the project area, and specifically improvements along Dallas Rickreall Highway and in the vicinity of the north Dallas intersection, are possible candidates for STIP funding.

Oregon Transportation Investment Act

If future OTIA programs are approved by the Oregon State Legislature, the City of Dallas could coordinate with ODOT to fund roadway improvement projects recommended in the Dallas TSP using future OTIA funds. Spot intersection capacity improvements along the Dallas Rickreall Highway could be good candidates for future OTIA funding.

Table 8-10 lists a number of recommended projects located on the state highways in the study area. The City is recommended to coordinate with ODOT and the regional Area Commission on Transportation (ACT) to procure funding for these projects.

TABLE 8-10
Improvements with Recommended Funding through Highway Trust Fund or Future OTIA

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
Next Ten Years			
R	Signalize and add eastbound left turn lane to Washington Street and Jefferson Street	\$350,000	City/State
R	Signalize Mill Street and Main Street	\$240,000	City/State
R	Signalize Mill Street and Jefferson Street	\$240,000	City/State
R	Add northbound left turn lane and eastbound and westbound through lanes, also change the northbound left to lagging protected/permitted	\$590,000	City/State

TABLE 8-10
Improvements with Recommended Funding through Highway Trust Fund or Future OTIA

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
	at Dallas-Rickreall Highway and LaCreole Drive		
R	Signalize and add eastbound and westbound through lanes to Dallas-Rickreall Highway and Fir Villa Road	\$750,000	City/State
R	Add eastbound and westbound through lanes to Dallas-Rickreall Highway and Oak Villa Road	\$230,000	City/State
R	Add eastbound and westbound through lanes to Dallas-Rickreall Highway and Polk Station Road	\$230,000	City/State
R	Signalize and add westbound left turn lane to W Ellendale Avenue and Levens Street or develop a roundabout	\$350,000	City
	Signalize Miller Avenue/Lacreole Drive intersection or add roundabout	\$350,000	City
10-15 Years			
B/P/R	Widen Dallas Rickreall Highway to include two through lanes in each direction between the North Dallas Intersection and LaCreole Drive	\$3,850,000	City/State
15-20 Years			
R	Add eastbound right, westbound right, southbound right turn lanes and eastbound and westbound through lanes to North Dallas Intersection	\$710,000	City/State
R	Signalize and add eastbound left turn lane to Kings Valley Highway and Orchard Drive	\$350,000	City/State
Total		\$8,240,000	

ODOT Bicycle and Pedestrian Program

ODOT's Pedestrian and Bicycle Program awards grants on an annual basis to construct improvements that will make bicycle and pedestrian travel easier and safer. Grants awarded for the FY 2006-07 amounted to just under \$5 million, on the whole funding about 2/3 of the total project cost. Any of the bicycle or pedestrian improvements recommended as part of the Dallas TSP would be eligible for these grants. Grant applications would likely be submitted to ODOT from the City.

Table 8-11 describes the bicycle and pedestrian projects that are recommended in the TSP and are eligible for ODOT Bicycle and Pedestrian Program funds. All projects receiving funding from this program are expected to receive a local match. It is not anticipated that the city would receive enough Bike/Ped grant money through the planning period to fund more than 20% of the proposed improvements.

In addition, the City will need to seek to fund some of these projects through local programs such as property owner programs (LID's), offsite improvement requirements, or developer charges.

TABLE 8-11
Improvements with Recommended Funding through ODOT Bicycle and Pedestrian Program and Local Sources

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
Next Ten Years			
P	Construct new sidewalk on south side of Kings Valley Highway from North Dallas Intersection to Wal-Mart	\$170,000	City/State
P	Construct new sidewalk on Godsey Road from Monmouth Cut-Off to Miller Avenue	\$690,000	City
P	Construct new sidewalk on Maple Street from Lyle Street to Uglow Avenue	\$130,000	City
P	Widen and improve sidewalk condition and upgrade curb ramps on Levens Street from W Ellendale Avenue to Walnut Avenue	\$350,000	City
P	Improve sidewalk condition, upgrade curb ramps and fill in missing segments of sidewalk on Mill Street between Jefferson Street and Uglow Avenue	\$400,000	City
P	Fill in sidewalk segment and upgrade curb ramps on Fairview Avenue between Clay Street and Maple Street	\$190,000	City
P	Enhance mid-block crossings at Levens and Ellendale with curb extensions	\$5,000	City
P	Construct a mid-block crossing at Dallas Drive and King's Valley Highway with raised pedestrian refuge, illumination and a marked crosswalk would improve connections from the neighborhood to the Wal-Mart.	\$100,000	City
P	Install curb extensions and a marked crosswalk at Ash and Uglow to help bicycle route users and school children cross Uglow to connect schools and neighborhoods	\$7,000	City
P	Install curb extensions and a marked crosswalk at Maple and Fairview to help bicycle route users and school children cross Fairview to connect schools and neighborhoods	\$7,000	City
B	Construct bicycle lanes on W Ellendale Avenue from western city limits to North Dallas Intersection	\$270,000	City
B	Construct bicycle lanes on Levens Street from W Ellendale Avenue to Academy Street	\$16,000	City
B	Stripe bicycle lanes on both sides of Kings Valley Highway from W Ellendale Avenue to Orchard Drive and on north side from Orchard Drive to city limits	\$8,100	City
B	Construct bicycle lanes on LaCreole Drive from W Ellendale Avenue to Miller Avenue	\$39,000	City

TABLE 8-11
Improvements with Recommended Funding through ODOT Bicycle and Pedestrian Program and Local Sources

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
B	Stripe bicycle lanes on Miller Avenue from LaCreole Drive to Fir Villa Road	\$170,000	City
B	Add bicycle route signs on Hayter Street from Maple Street to Oakdale Avenue	\$600	City
B	Add bicycle route signs on Oakdale Avenue from Hayter Street to Fairview Avenue	\$1,000	City
B	Add bicycle route signs on Maple Street from Fairview Avenue to terminus of Maple Street	\$1,200	City
10-15 Years			
P	Construct new sidewalk on the south side of King's Valley Highway from Wal-Mart to Polk Station Road and on the north side from 100' east of Dallas Drive to Polk Station Road	\$250,000	City
P	Construct new sidewalk on the north side of W Ellendale Avenue from Wyatt Street to city limits	\$130,000	City
P	Widen sidewalk and add landscaping buffer on W Ellendale Avenue between LaCreole Drive and Levens Street.	\$1,540,000	City
P	Fill in sidewalk segment on east side of LaCreole Drive between Walnut Avenue and Barberry Avenue	\$18,000	City
B	Stripe bicycle lanes on Orchard Drive from Kings Valley Highway to city limits	\$8,600	City
B	Stripe bicycle lanes on Polk Station Road from Kings Valley Highway to Dallas Rickreall Highway	\$4,700	City
B	Add bicycle route signs on Hawthorne Avenue from Dallas Rickreall Highway to Barberry Avenue	\$1,200	City
B	Stripe bicycle lanes on Hankel Street from Hawthorne to Main Street	\$46,000	City
15-20 Years			
P	Construct new sidewalks on Fairview Avenue from Oakdale Road to Bridlewood Drive	\$690,000	City
P	Construct new sidewalks on Monmouth Cut-Off from Maple Street to Godsey Road	\$1,020,000	City
P	Construct new sidewalks on Fir Villa Road from SE Magnolia Avenue to Miller Avenue	\$550,000	City
P	Construct new sidewalk on Dallas-Rickreall Highway from LaCreole Drive to Fir Villa Road	\$1,140,000	City/State
P	Construct sidewalk on River Drive from Rickreall Creek bridge to W Ellendale Avenue	\$440,000	City/State
B	Construct bicycle lanes on Dallas Rickreall Highway from LaCreole to eastern city limits	\$43,000	City/State
B	Construct bicycle lanes on Fir Villa Road from SE Magnolia Avenue to Miller Avenue	\$74,000	City

TABLE 8-11
 Improvements with Recommended Funding through ODOT Bicycle and Pedestrian Program and Local Sources

Category	Project Title	Estimated Capital Cost	Owning Jurisdiction
B	Construct bicycle lanes on Monmouth Cut-Off Road/Uglow Avenue from Mill Street to city limits	\$38,000	City
B	Construct bicycle lanes on Godsey Road from Miller Avenue to Monmouth Cut-Off	\$25,000	City
B	Construct bicycle lanes on Washington Street and Fairview Avenue from Jefferson Street to city limits	\$66,000	City/State
Total		\$8,639,400	

Bicycle and pedestrian projects may also be eligible for additional grants, such as transportation enhancement funds or congestion mitigation/air quality (CMAQ) funds, which are managed at the federal level.

Implementation

As mentioned in the beginning, the funding information included in the previous section is intended to assist the City as it develops a prioritized list of projects and expected funding for future CIPs. Over time, most of the recommended TSP projects are expected to be included into the CIP program for work on the state roadway system or the city arterial and collector system. The City has identified the funding mechanisms for the projects listed in this Section, and finds that through the implementation of a combination of city funding mechanisms, project sharing, partnering with other local, state and federal entities, and pursuing grant funds, that the projects in the "the next ten years" category are reasonably likely to be funded.

Building and Grounds Committee
Monday, September 26, 2016

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30

Members Present: Chair Kevin Marshall, Jim Fairchild, Kelly Gabliks, Bill Hahn, Absent Jackie Lawson.

Also Present: Mayor Brian Dalton, Community Development/Operations Director Jason Locke, Park Supervisor Eric Totten, and Recording Secretary Jeremy Teal.

Chair Marshall called the meeting to order at 5:02 p.m.

RADIO SHACK BUILDING UPDATE

Mr. Locke noted the windows on the south side of the Radio Shack building would be uncovered to let the windows show, the electrical needed upgrading, the drop ceiling might be an issue, and the ADA restrooms needed help. He stated the building was weather tight and the HVAC was working properly.

CARNEGIE BUILDING UPDATE

Mr. Locke stated the proposal from Doug and Rachel would come before the full Council.

SENIOR CENTER UPDATE

Mr. Locke advised the City was in process on the senior center and the Architect would be resubmitting the final package. He noted Art Johnson and his daughter were opposing the project due to the fact the property directly behind where the senior center was to be built belongs to the Johnsons.

COMMUNITY DEVELOPMENT/OPERATIONS DIRECTOR'S REPORT

Mr. Locke noted everything was staying very busy.

PARKS SUPERVISOR'S REPORT

Mr. Totten reported that Phase 5 of the Rickreall Creek broke ground last week and the bridge approaches were poured today. He noted the bridge pieces were put together and the foundations were being poured. He stated the name would be the Ron Lines Memorial Bridge and Trail.

OTHER

Mayor Dalton explained the 2017 solar eclipse would happen next August and Dallas was one of the largest cities on west coast to be in totality of the eclipse. He noted the DDA had formed a committee to promote the event. He stated a possible workshop with experts would be a good idea to prepare everyone for the event.

Councilor Gabliks suggested discussing the eclipse at the next Council meeting.

ADJOURNMENT

There was no other business and the meeting was adjourned at 5:20 p.m.



DALLAS CITY HALL



Building & Grounds Committee

AGENDA

September 26, 2016

4:00 PM

Council Chambers
Dallas City Hall
187 SE Court St
Dallas, OR 97338

- A. Call to Order
- B. Radio Shack building update
- C. Carnegie building update
- D. Senior Center update
- E. City Manager's Report
 - Community Development
 - Parks
- F. Other
- G. Adjournment

COMMITTEE

Chair Kevin Marshall

Jim Fairchild

Kelly Gabliks

Bill Hahn

Jackie Lawson

WELCOME TO

DALLAS

DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 9a	Topic: Support of 3 rd Bridge Plan Amendments
Prepared By: Jason Locke, Community Development/ Operations Director	Meeting Date: October 3, 2016	Attachments: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Approved By: Ron Foggin, City Manager		

RECOMMENDED ACTION:

Authorize the Mayor to sign a letter supporting CA 16-4, the proposed amendments to the various plans and Urban Growth Boundary in Salem to facilitate the 3rd bridge preferred option over the Willamette River.

BACKGROUND:

This process has been ongoing for a number of years, and although the City has no direct role, it has previously supported the preferred 3rd bridge alternative. This is an opportunity to support the land use components necessary as the groundwork for a 3rd bridge.

FISCAL IMPACT:

None

ATTACHMENTS:

CA 16-4 notice



**NOTICE OF PUBLIC HEARING
AUDIENCIA PÚBLICA**

PURPOSE OF HEARING: The Salem City Council, Keizer City Council and Planning Commission, Marion County Board of Commissioners, and the Polk County Board of Commissioners and Polk County Planning Commission will hold a joint public hearing to receive testimony regarding proposed amendments to the Salem-Keizer Urban Growth Boundary (UGB), Salem Area Comprehensive Plan, and Salem Transportation System Plan (TSP), and an exception to Statewide Planning Goal 15 (Willamette Greenway), to allow for construction of a proposed new bridge across the Willamette River. The UGB is proposed to be amended in three locations:

- Expansion of approximately 12 acres associated with the northern portion of the Marine Drive extension, near River Bend Road NW;
- Approximately 16 acres associated with the segment of the new bridge extending from the west side of the Willamette River to Marine Drive and Wallace Road; and
- Approximately 7 acres associated with the southern part of the Marine Drive extension, near Cameo Street NW.

A map of the proposed UGB amendment is attached. Additional maps and information about the proposed amendments are available at:

www.cityofsalem.net/CA16-04

CASE FILE NUMBER: Plan Amendment No. CA16-04

DATE AND TIME OF PUBLIC HEARING: Wednesday, October 12, 2016, at 6:00 p.m.

LOCATION OF PUBLIC HEARING: City of Salem Senior Center (Center 50+), 2615 Portland Road NE, Salem, Oregon 97301

STAFF CONTACT: Julie Warncke, Transportation Planning Manager; 503-588-6211; jwarncke@cityofsalem.net

The joint hearing will result in separate decisions for the City of Salem, City of Keizer, Polk County and Marion County. This notice constitutes notice of the City of Salem portion of the public hearing, and identification of criteria applicable to the City of Salem. The City of Keizer, Polk County and Marion County will provide separate notice for each jurisdiction's portion of the hearing and applicable criteria. The proposed amendments to the Salem-Keizer UGB, Salem TSP, and proposed exception to Statewide Planning Goal 15 (Willamette Greenway) are classified as Major Comprehensive Plan amendments pursuant to Salem Revised Code

PUBLIC WORKS DEPARTMENT

TO: RECIPIENTS OF PUBLIC HEARING NOTICE

FROM: JULIE WARNCKE, TRANSPORTATION PLANNING MANAGER

DATE: SEPTEMBER 22, 2016

CASE FILE NO.: CA 16-04

SUBJECT: PROPOSED AMENDMENTS TO THE SALEM KEIZER URBAN GROWTH BOUNDARY, SALEM TRANSPORTATION SYSTEM PLAN, AND A PROPOSED EXCEPTION TO STATEWIDE PLANNING GOAL 15 (WILLAMETTE RIVER GREENWAY) TO ALLOW FOR THE PROPOSED LOCATION OF A NEW BRIDGE ACROSS THE WILLAMETTE RIVER.

The public notice included with this mailing concerns a **public hearing on October 12, 2016** before the Salem and Keizer City Councils, the Polk and Marion County Boards of Commissioners, and the Keizer and Polk County Planning Commissions. The subject of the hearing is a proposed ordinance, which would amend the Salem Area Comprehensive Plan and Salem Transportation System Plan, modify the Urban Growth Boundary (UGB), and take an exception to the statewide planning goal related to the Willamette River Greenway in order to accommodate the proposed location of a new bridge across the Willamette River. Ordinances by other jurisdictions also will be proposed.

This proposed bridge location is called the "Preferred Alternative" and it was identified by the Salem River Crossing Oversight Team in 2014 after extensive public outreach and community input. A variety of alternative approaches and locations for a new River Crossing have been studied during the last 10 years, with exhaustive analysis of impacts of the different alternatives and their ability to meet the overall transportation and other goals and objectives of the crossing. Location of the proposed Preferred Alternative will require an amendment to the Salem Keizer UGB which requires concurrence from the Cities of Salem and Keizer and Polk and Marion Counties. All four jurisdictions will participate in the upcoming public hearing initiated by the City of Salem to provide an opportunity for decision-makers and the public to review and comment on the proposed land use actions.

For Additional Information Contact: Julie Warncke, Transportation Planning Manager,
Salem Public Works Department
jwarncke@cityofsalem.net
503-588-6211

(SRC) 300. The approval criteria for Major amendments to the Salem Area Comprehensive Plan are set forth in SRC 64.020(f) and 64.025. Additional criteria applicable to the City of Salem's decision are: Salem Area Comprehensive Plan (Section III Regional Procedures and Policies); Oregon Administrative Rules (OAR) 660-004-0018; 660-004-0020; 660-004-0022; 660-012-0015; 660-012-0016; 660-012-0020; 660-012-0025; 660-012-0030; 660-012-0035; 660-012-0040; 660-012-0050; 660-012-0055; 660-012-0060; 660-015-0000; 660-015-0005; 660-018-0010; 660-018-0020; 660-018-0021; 660-024-0000; 660-024-0020; 660-024-0040; 660-024-0050; 660-024-0065; 660-024-0067; and Oregon Revised Statutes (ORS) 195, 197, 215, and 390.

Any person wishing to provide testimony either for or against the proposal may do so in person, by representative, or through submission of written testimony at the public hearing. **Written testimony submitted prior to the public hearing may be filed with the Salem Public Works Department, 555 Liberty St SE, Room 325, Salem Oregon 97301, Salem, OR 97301, prior to 1:00 p.m. on Wednesday, October 12, 2016 or submitted at the public hearing.** Please include reference to the case file number in all correspondence. Only those who have participated in the hearing in person, by representative, or through submission of written testimony have the right to appeal the decision. In addition, if a participant fails to provide sufficient specificity in their comments regarding an issue to afford the decision makers with an opportunity to respond to the issue, they may not have the right to appeal the decision on that issue.

The decision makers will receive testimony and make a final decision on the proposal. If the Salem City Council enacts an ordinance approving the proposal, notice of the decision will be mailed to all neighborhood associations, anyone who participated in the hearing, and anyone who requested to receive notice. A copy of the City of Salem staff report will be available at the City of Salem Public Works Department, 555 Liberty St SE, Room 325, Salem, Oregon 97301, no later than 5:00 p.m., October 5, 2016; copies will be provided at a reasonable cost. The staff report will also be available online no later than 5:00 p.m., Wednesday, October 5, 2016, at:

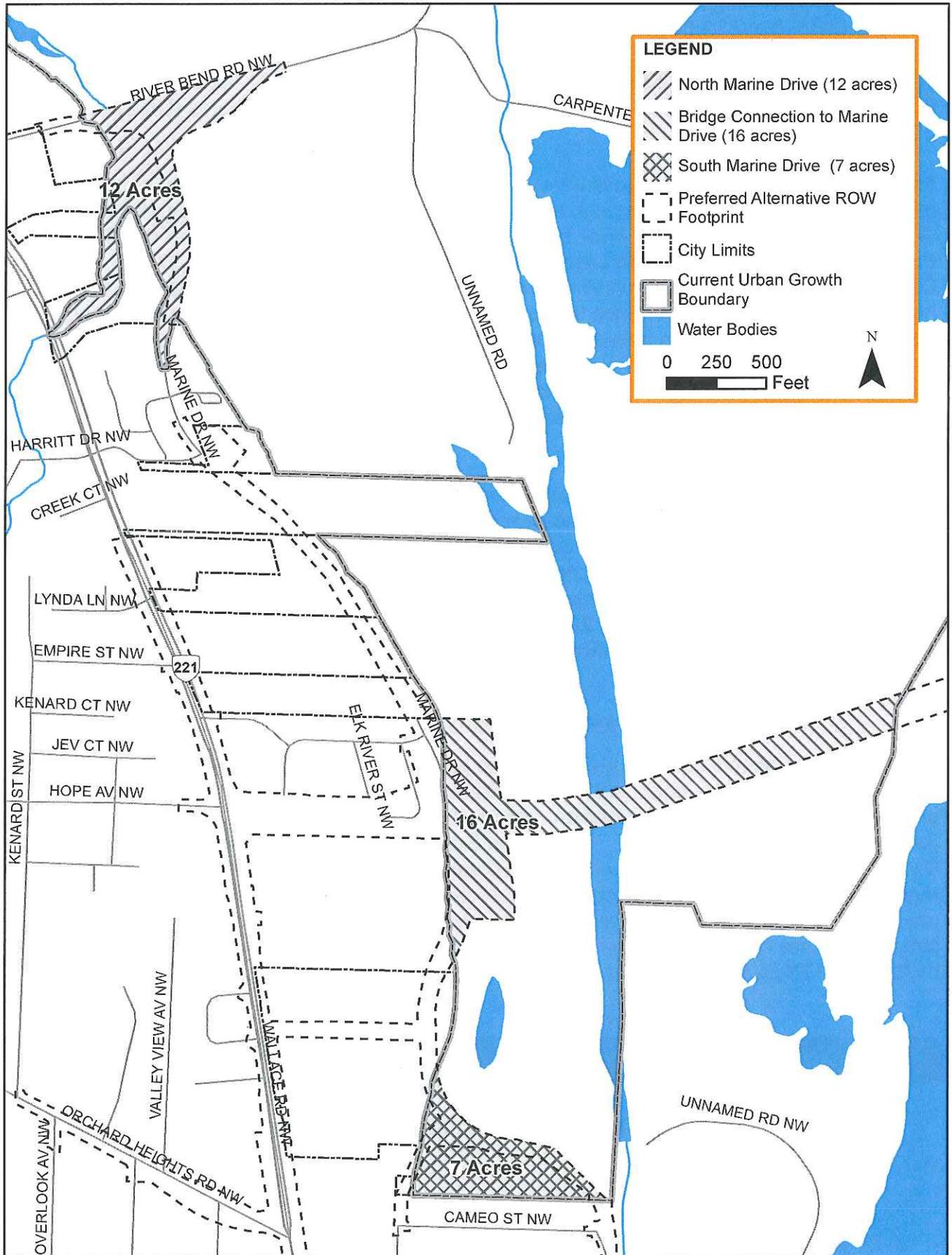
www.cityofsalem.net/CA16-04

It is the City of Salem's policy to assure that no person shall be discriminated against on the grounds of race, religion, color, sex, marital status, familial status, national origin, age, mental or physical disability, sexual orientation, gender identity and source of income, as provided by Salem Revised Code Chapter 97. The City of Salem also fully complies with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act of 1990, and related statutes and regulations, in all programs and activities. Special accommodations are available, upon request, for persons with disabilities or those needing sign language interpretation, or languages other than English. To request accommodations or services, please call 503-588-6173 (TTD/TTY 503-588-6439) at least two business days in advance.

Si necesita ayuda para comprender esta información, por favor llame 503-588-6173.

<http://www.cityofsalem.net/planning>

Proposed Urban Growth Boundary Amendment



Salem River Crossing Preferred Alternative TSP Amendments

New Bridge Intersection, Ramps, and Classification Changes

New Bridge Crossing

Marine Dr. reclassified to Minor Arterial

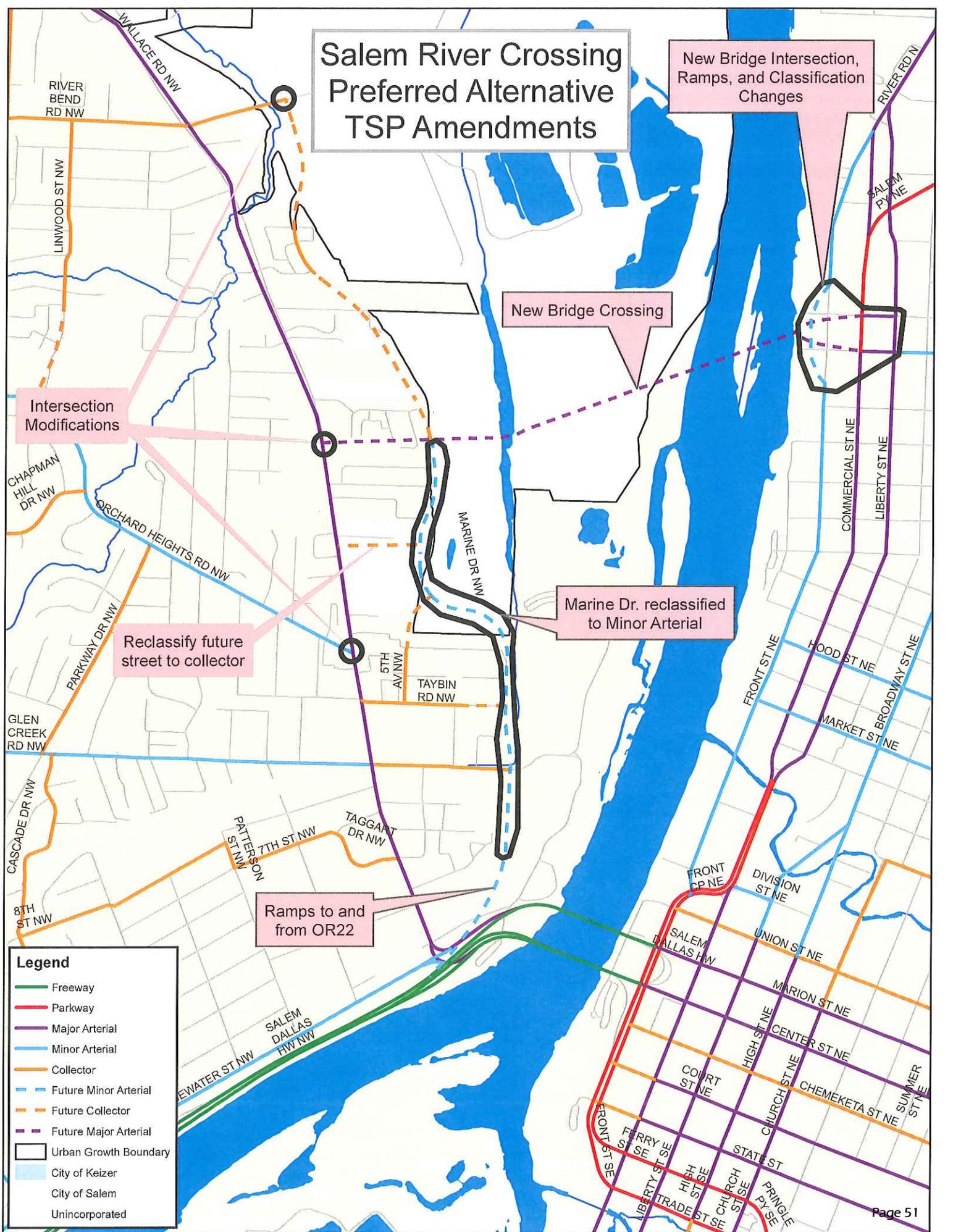
Reclassify future street to collector

Intersection Modifications

Ramps to and from OR22

Legend

- Freeway
- Parkway
- Major Arterial
- Minor Arterial
- Collector
- - - Future Minor Arterial
- - - Future Collector
- - - Future Major Arterial
- Urban Growth Boundary
- City of Keizer
- City of Salem
- Unincorporated



DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 9b	Topic: Initiate TSP Update
Prepared By: Jason Locke, Community Development/ Operations Director	Meeting Date: October 3, 2016	Attachments: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Approved By: Ron Foggin, City Manager		

RECOMMENDED ACTION: Direct staff to begin the process for updating the TSP project list and other minor amendments.

BACKGROUND: The City was not successful in its application for a TGM grant to update the TSP. While this is unfortunate, we may have another avenue for doing the revisions with the assistance of ODOT. However, that may not occur until next summer, and take 18 months or more to complete. Since the TSP was adopted in 2009, projects have been completed, costs have changed, and there have been difficulties with the classifications and routes of some future streets.

With that in mind, we are asking that the Committee recommend to the full Council that the Council initiate amendments to the TSP to include:

- 1) Update the project lists and costs contained in Section 8 of the TSP.
- 2) Make adjustments to the Future Street Map and Classifications in Figure 7.1

Keep in mind this is an interim fix that will allow staff to develop revised Transportation SDC's and allow better application of the TSP to current and future development projects.

Once the Council initiates this action, the project will move to the Planning Commission for hearings, and then ultimately back to the Council for approval.

This item has been reviewed and recommended by the Admin Committee (their packet is found earlier in the agenda).

SUMMARY TIMELINE:

- Ø Review and recommendation by the Admin Committee – 9/16

FISCAL IMPACT: Staff time, notice publishing costs.

ATTACHMENTS: None

DALLAS CITY COUNCIL

REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 9 c	Topic: 2017 Total Solar Eclipse Discussion
Prepared By: Emily Gagner	Meeting Date: October 3, 2016	Attachments: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED ACTION:

None

BACKGROUND:

On August 21, 2017, a total solar eclipse will traverse the continental U.S. from Oregon to South Carolina. It is estimated that hundreds of millions of viewers in North America will witness this natural event. Around 2 minutes of darkness in late morning on Monday, Aug. 21, 2017, will present Oregon tourism with perhaps its biggest international travel marketing opportunity ever, especially to visitors from Asia. This total eclipse of the sun is the first in 99 years to make landfall on the Pacific Coast of the US. Total solar eclipses routinely draw big crowds of viewers wherever they happen on the globe.

Oregon will be one of the most popular states to view the eclipse. While the rest of the United States offers a longer duration of totality, sections of the eclipse path in Oregon offer the best weather prospects anywhere along the entire eclipse path.

For accommodations, many hotels in the Willamette Valley within the eclipse path are already sold out. But a visitor could easily stay in Portland or Eugene and with an early start, reach an optimal location to view the eclipse by midmorning, particularly if there were planned events to attend within the area of totality.

SUMMARY TIMELINE:

NA

FISCAL IMPACT:

TBD

DALLAS 2030 VISION IMPACT:

- 1.c. Dallas is a visitor destination...
- 2.i. Dallas is a key visitor destination...that embraces tourism...

ATTACHMENTS:

Map showing path of total solar eclipse

The Great American Eclipse of August 21, 2017



West Oregon - West



GreatAmericanEclipse.com
Map by Michael Zelen, eclipse-maps.com
Calculations by Xavier Jubier, xjubier.free.fr
Predictions by Fred Espenak, moodpax.com

DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 10a / 11b	Topic: Ordinance No. 1801
Prepared By: Emily Gagner	Meeting Date: October 3, 2016	Attachments: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED ACTION:

Adopt Ordinance No. 1801 allowing the use of Dallas City Park after dusk on October 15, 2016

BACKGROUND:

The City of Dallas, with the help of community partners, is hosting our first ever Glow Run on October 15. This is a fun 5k event held in the evening. Participants are encouraged to wear costumes, and will receive a head lamp, glow stick, glow paint, and a t-shirt. These types of events attract runners from all over and we anticipate good participation.

The course for this 5k event is proposed to go through Dallas City Park. However, because this run takes place after dusk, and our park rules state the park is closed at dusk, we need to pass an ordinance allowing participants to be in the park until 10 PM. The authorization to be in the park is only for registered participants and designated volunteers and only during the event.

Staff recommends adopting this ordinance to allow the Glow Run course to run through Dallas City Park.

FISCAL IMPACT:

None

DALLAS 2030 VISION IMPACT:

1.g. Dallas offers numerous activities that serve all age groups

ATTACHMENTS:

Ordinance No. 1801

SPECIAL ORDINANCE NO. 1801

An Ordinance establishing a special exception to the prohibition against being or remaining in Dallas City Park during hours the park is closed; and declaring an emergency.

THE CITY OF DALLAS DOES ORDAIN AS FOLLOWS:

Section 1. Notwithstanding Dallas City Code Section 5.426, which prohibits being or remaining in any Dallas park during the hours the park is closed, as designated by the hours posted at the park, and further notwithstanding that Dallas City Park is designated closed between dusk and dawn, persons participating in the Dallas Glow Run, including volunteers, shall be permitted to be in Dallas City Park after dusk on October 15, 2016, for the purpose of participating therein, between the hours of 6:00 p.m. and 10:00 p.m.

Section 2. The authorization granted to participants in the Dallas Glow Run in Section 1 shall extend only to registered participants and designated volunteers, and only while engaged in the event as participants or volunteers.

Section 3. This ordinance being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist and this ordinance shall take effect on its passage.

Read for the first time: October 3, 2016
Read for the second time: October 3, 2016
Passed by the City Council: October 3, 2016
Approved by the Mayor: October 3, 2016

BRIAN W. DALTON, MAYOR

ATTEST:

RONALD W. FOGGIN,
CITY MANAGER

LANE P. SHETTERLY,
CITY ATTORNEY

DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 11 a	Topic: Ord No. 1800 - Truancy
Prepared By: Emily Gagner	Meeting Date: September 19, 2016	Attachments: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED ACTION:

Allow Ordinance No. 1800 to pass its first reading.

BACKGROUND:

The City and School District have historically worked together to make sure our police officers can help the school make sure students are attending school. We recently had a request from the school superintendent to change our truancy ordinance to reflect the language in the state’s statutes to allow us to enforce truancy on children as young as 6 (our current code allows enforcement for children ages 7-18). That change is reflected in the ordinance included on the agenda.

FISCAL IMPACT:

NA

DALLAS 2030 VISION IMPACT:

3.e. and 3.h – Our Education and Learning

ATTACHMENTS:

Redline version of updates made to the Code Ordinance No. 1800

5.228 Truancy.

(1) Except as provided in subsection (2), all minors between the ages of ~~seven-six~~ and 18 years who have not completed the 12th grade shall attend regularly a public full-time school, as required by ORS 339.010. For the purpose of this section, "attend regularly" means to attend school during those hours for the full-time school which the minor would attend in the school district in which the minor resides, on any day on which the school is in session.

(2) Subsection (1) does not apply to:

(a) A minor being taught in a private or parochial school in the courses of study usually taught in grades 1 through 12 in the public schools and in attendance for a period equivalent to that required of children attending public schools;

(b) A minor who proves to the satisfaction of the district school board that he or she has acquired equivalent knowledge to that acquired in the courses of study taught in grades 1 through 12 in the public schools;

(c) A minor who has received a high school diploma;

(d) A minor being taught for a period equivalent to that required of children attending public schools by a private teacher the courses of study usually taught in grades 1 through 12 in the public school;

(e) A minor being educated in the minor's home by a parent or legal guardian;

(f) A minor excluded from attendance as provided by law; or

(g) A minor granted an exemption from compulsory attendance by rule adopted by the State Board of Education pursuant to ORS 339.030(2).

(3) When a police officer has reasonable grounds to suspect a minor may be in violation of subsection (1) above, the police officer may contact the minor and make such investigation as may be necessary or appropriate to determine if the minor is in violation of subsection (1).

(4) If a police officer has probable cause to believe a minor is in violation of subsection (1):

(a) A police officer may take the minor into custody and deliver the minor to the minor's school principal or attendance supervisor, or their designees, or to the minor's parent or legal guardian; and

(b) A police officer may refer the minor to the Polk County Juvenile Department.

(5) Any parent, guardian or person having the care and custody of any minor between the ages of ~~seven-six~~ and 18 who has not completed the twelfth grade shall take reasonable steps to prevent such child from violating this section, and shall further send such child to and maintain such child in regular attendance at a public school during the entire school term or comply with the exemptions set forth in subsection (2)

(6) Violation of this section upon a first and second offense shall constitute a civil infraction. Violation of this section upon a third and subsequent offenses shall constitute a Class C misdemeanor.

ORDINANCE NO. 1800

An Ordinance amending Dallas City Code Section 5.228, relating to truancy.

Section 1. Dallas City Code Section 5.228 is hereby amended as follows:

5.228 Truancy.

(1) Except as provided in subsection (2), all minors between the ages of six and 18 years who have not completed the 12th grade shall attend regularly a public full-time school, as required by ORS 339.010. For the purpose of this section, “attend regularly” means to attend school during those hours for the full-time school which the minor would attend in the school district in which the minor resides, on any day on which the school is in session.

(2) Subsection (1) does not apply to:

(a) A minor being taught in a private or parochial school in the courses of study usually taught in grades 1 through 12 in the public schools and in attendance for a period equivalent to that required of children attending public schools;

(b) A minor who proves to the satisfaction of the district school board that he or she has acquired equivalent knowledge to that acquired in the courses of study taught in grades 1 through 12 in the public schools;

(c) A minor who has received a high school diploma;

(d) A minor being taught for a period equivalent to that required of children attending public schools by a private teacher the courses of study usually taught in grades 1 through 12 in the public school;

(e) A minor being educated in the minor’s home by a parent or legal guardian;

(f) A minor excluded from attendance as provided by law; or

(g) A minor granted an exemption from compulsory attendance by rule adopted by the State Board of Education pursuant to ORS 339.030(2).

(3) When a police officer has reasonable grounds to suspect a minor may be in violation of subsection (1) above, the police officer may contact the minor and make

such investigation as may be necessary or appropriate to determine if the minor is in violation of subsection (1).

(4) If a police officer has probable cause to believe a minor is in violation of subsection (1):

(a) A police officer may take the minor into custody and deliver the minor to the minor's school principal or attendance supervisor, or their designees, or to the minor's parent or legal guardian; and

(b) A police officer may refer the minor to the Polk County Juvenile Department.

(5) Any parent, guardian or person having the care and custody of any minor between the ages of six and 18 who has not completed the twelfth grade shall take reasonable steps to prevent such child from violating this section, and shall further send such child to and maintain such child in regular attendance at a public school during the entire school term or comply with the exemptions set forth in subsection (2)

(6) Violation of this section upon a first and second offense shall constitute a civil infraction. Violation of this section upon a third and subsequent offenses shall constitute a Class C misdemeanor.

Read for the first time: September 19, 2016
Read for the second time: October 3, 2016
Adopted by the City Council: October 3, 2016
Approved by the Mayor: October 3, 2016

BRIAN W. DALTON, MAYOR

ATTEST:

APPROVED AS TO FORM:

RONALD W. FOGGIN,
CITY MANAGER

LANE P. SHETTERLY,
CITY ATTORNEY

DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 12 a	Topic: Ambulance Rate Increase
Prepared By: Fred Hertel	Meeting Date: 10/3/2016	Attachments: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED ACTION:

We recommend adoption of a resolution to increase ambulance rates and simplify the rate schedule.

BACKGROUND:

Dallas Fire & EMS has implemented an ambulance rate schedule to recovery costs for the continuation and enhancement of the ambulance service to our citizens. This rate schedule has been in place for many years and has been periodically evaluated for increases. The last rate increase was adopted by the Council on 5/18/15 with Resolution 3323. An annual Consumer Price Index increase was included in the last rate increase but several expenses and service expansions have increase overall expenses faster than the Consumer Price Index.

SUMMARY TIMELINE:

- January 2016 – July 2016: Staff level discussions
- August 22, 2016: presented this project to the Public Safety Committee with a conception perspective on rate increase. The Public Safety Committee voted to move forward to the entire Council with specific rate increases and justifications.
- September 19, 2016: present to the entire Council through the Public Safety Committee report.

FISCAL IMPACT:

Cost recovery of expenses that have outpaced the Consumer Price Index and service expansions.

DALLAS 2030 VISION IMPACT:

- 4.a. Dallas has a proactive comprehensive plan that prioritizes the city's future growth and development, preserves its small town identity, and enhances its quality of life.
- 5.a. Dallas has comprehensive medical services that meet the needs of its growing population, including local primary care physicians, medical professionals, emergency medical services, and urgent care.
- 5.d. The City of Dallas has state-of-the-art police, fire and medical equipment and facilities supporting reliable emergency services.

ATTACHMENTS:

Deputy Chief of Operations Memo -- Re: "Ambulance Rate Increase Justification"

Memo

To: Fred Hertel
From: Todd Brumfield
CC:
Date: 26 September 2016
Re: Ambulance Rate Increase Justification

At the request of the Public Safety Committee, I have prepared this justification memo to correspond with the Proposed Resolution for Ambulance Charges.

Almost two years ago the city council moved to tie ambulance charges to the annual CPI index. This provides our system with the potential of slight increases in revenue to defray rising costs of products and increased ambulance transport volume.

Over this same time period we have experienced significant cost increases in several areas of our system. Although the anticipated revenue from the CPI adjustments offers support, it will not meet pace with these rising costs. We will most likely need to evaluate our ambulance charges every 2-3 years and make base adjustments as necessary. Our current recommendation, as presented in the Proposed Resolution, is to change our base ambulance transport charge from residence based to one standard charge; to increase the mileage charge; and to increase the charge for treatment without transport.

Justification for this proposal is as follows:

- Medical supplies in general, specialty supplies for improved equipment obtained through grants and pharmaceuticals have all seen rapid price increases.
- We are on-track for an over 8% increase in ambulance transports this calendar year, creating more use of these higher priced materials.
- Moving to a standard \$1,500 ambulance charge places us above the Willamette Valley mean, but still \$200 under the highest charges listed.
- Residence-based charges create a workload issue by placing the burden on our EMS crews to determine these criteria, the billing company to verify the correct charges are applied and our administration to measure compliance. With the majority (74%) of our payer mix being capitated reimbursement, the revenue collected between the different charges does not create a cost-benefit ratio.
- The added revenue, as displayed in Figure 4, will help in defraying costs associated with our forecasted Ambulance Staffing Transition Plan.

- Our community has a beneficial tool to defray all of these ambulance charges if they so choose, which is enrolling in an annual Fire Med membership (\$65) and never seeing an ambulance bill.

I have included information about our rates and payers:

- Figure 1: This represents the percentage of each type of payer for the patients we billed last fiscal year.
- Figure 2: The column is a payer type and the level is the percentage of collected revenue we received from our ambulance charges.
- Figure 3: This table lists our current charges and information from the 2016 Ambulance Rate Survey produced by Corvallis Fire Department, which lists mean, high and low charges.
- Figure 4: This table reflects the actual revenue we collected last fiscal year for each type of payer that does not have mandatory write-offs. The following column displays the additional revenue gained under the proposed rate increase of \$1,500.

FY 15-16 Ambulance Payer Mix

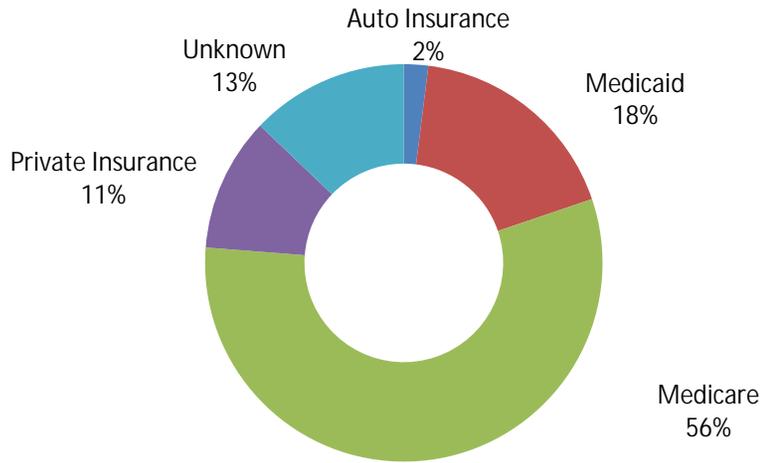


Fig. 1

FY 15-16 Ambulance Collection Percentage Rate By Payer Type

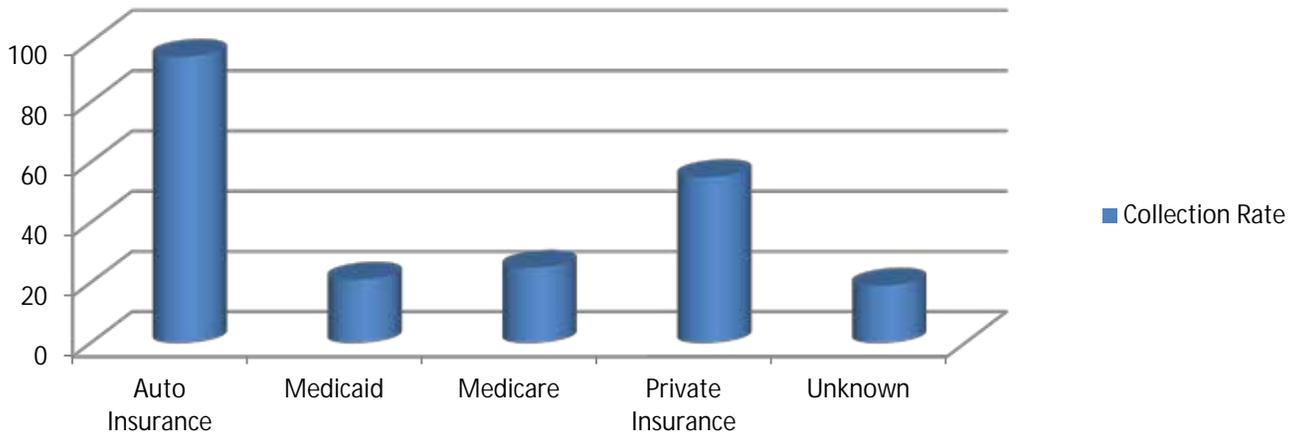


Fig. 2

	Current Charges	Valley Mean	Valley High	Valley Low
Resident Rate	\$1,113	\$1,200	\$1,770	\$995
Non-Resident Rate	\$1,336	na	na	na
Mileage	\$20	\$18.75	\$23	\$16.09
Treatment, No-Transport	\$471	\$470	\$885	\$300

Fig. 3

Insurance Category	FY 15-16 Revenue	Charge at \$1,500
Auto	\$71,081	\$16,912
Private	\$266,369	\$52,574
Unknown (Self)	\$108,020	\$31,471
Estimated Additional Funds:		\$100,957

Fig. 4

RESOLUTION NO. 3358

A Resolution establishing a schedule of rates for ambulance and emergency medical services and Dallas FireMed; and repealing Resolution 3323.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The following rates shall apply to ambulance and emergency medical services provided by the City of Dallas:

- (a) All levels of transport service (Resident and Non-resident) \$1500
- (b) Service delivery fee, where an ambulance is called to a location but neither transportation nor medical services are required and were not reasonably anticipated to be required \$150
- (c) For mileage from the point where the patient is picked up to the point where the patient is delivered, per mile (Section 1(a)); or round trip from station to point of service (Section 1(b)) \$ 22
- (d) Evaluation and treatment (no transport)
 - (1) Where an ambulance is called for emergency medical services, provides treatment, and no transport occurs \$ 471
 - (2) Where an ambulance is called for emergency medical services under an agreement with a health care facility to provide treatment to a person under the direct supervision of a physician or registered nurse, and no transport occurs \$250

Section 2. The annual fee for enrollment in the Dallas FireMed program shall be \$65 for residents and \$75 for non-residents.

Section 3. The rates established under this resolution shall be effective for services provided on and after January 1, 2017.

Section 4. The rates established for ambulance service set forth in subsections 1(a), (c), and (d)(1), above, shall be adjusted effective June 1, 2017, according to the change in the Consumer Price Index for All Urban Consumers, Portland-Salem, Oregon, established by the Bureau of Labor Statistics, for the period from January 1, 2016 to December 31, 2016, subject to Section 6, below.

Section 5. Thereafter, on and as of June 1 of each year, beginning with June 1, 2018, the rates established for ambulance service set forth in subsections 1(a), (c), and (d)(1), above, as previously adjusted, shall be adjusted according to the change in the Consumer Price Index for All Urban Consumers, Portland-Salem, Oregon, established by the Bureau of Labor Statistics, for the immediately preceding calendar year, subject to Section 6, below.

Section 6. The adjustment in ambulance rates provided by Sections 4 and 5 shall not exceed three percent (3%) in any one-year period.

Section 7. Resolution No. 3323 is repealed as of the effective date of this Resolution.

Adopted: October 3, 2016
Approved: October 3, 2016

BRIAN W. DALTON, MAYOR

ATTEST:

APPROVED AS TO FORM:

RONALD W. FOGGIN,
CITY MANAGER

LANE P. SHETTERLY,
CITY ATTORNEY

DALLAS CITY COUNCIL REPORT

TO: MAYOR BRIAN DALTON AND CITY COUNCIL

<i>City of Dallas</i>	Agenda Item No. 12 b	Topic: Master Plan Adoption
Prepared By: Fred Hertel	Meeting Date: 10/3/2016	Attachments: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Approved By: Ron Foggin		

RECOMMENDED ACTION:

We recommend adoption of the resolution adopting the 2016 Fire and Emergency Services Master Plan.

BACKGROUND:

Dallas Fire & EMS has hired Emergency Services Consulting International to perform a master planning process and create a guiding document for the future decisions. The Master Plan outlines nine recommendations for improved emergency services. This document was paid for and coordinated by both Dallas Fire & EMS and SW Polk County Rural Fire District. SW Polk has adopted this plan. The next step is to perform a strategic planning process documenting specific actions needing to be taken to accomplish the nine recommendations. The strategic planning process is scheduled for November 2016.

SUMMARY TIMELINE:

- January 2015 – June 2015: Staff level discussions and finances committed to budget.
- December 2015: Started the master planning process involving internal and external stakeholders.
- May 2, 2016: ESCI presented the Master Plan document to the Council and SW Polk Board at a joint workshop.
- May 2016 – September 2016: Chief Hertel has made several presentations to public gatherings with favorable feedback.

FISCAL IMPACT:

The cost of the vendor was share between SW Polk and Dallas Fire & EMS. Future costs will depend upon the specific recommendation being implemented.

DALLAS 2030 VISION IMPACT:

- 4.a. Dallas has a proactive comprehensive plan that prioritizes the city's future growth and development, preserves its small town identity, and enhances its quality of life.
- 5.a. Dallas has comprehensive medical services that meet the needs of its growing population, including local primary care physicians, medical professionals, emergency medical services, and urgent care.
- 5.d. The City of Dallas has state-of-the-art police, fire and medical equipment and facilities supporting reliable emergency services.

ATTACHMENTS:

None

RESOLUTION NO. 3359

A Resolution adopting the 2016 Fire and Emergency Services Plan for the Dallas Fire and EMS Department/Southwestern Polk Rural Fire Protection District.

WHEREAS, fire and emergency services are critical to a community's life, health and safety; and

WHEREAS, the City of Dallas Fire and EMS Department, in coordination with Southwestern Polk Rural Fire Protection District, serves 239 square miles including 4.8 square miles in the City of Dallas, 123 square miles in Southwestern Polk Rural Fire Protection District, and an additional 111.2 square miles of ambulance service area, and a population of more than 21,000; and

WHEREAS, assessing community risks, response resources, deployment strategies, and service levels and establishing standards for measuring the effectiveness of fire department services and the deployment of its resources. resources requires careful planning; and

WHEREAS, the 2016 Fire and Emergency Services Plan for the Dallas Fire and EMS Department/Southwestern Polk Rural Fire Protection District meets these planning needs by identifying service levels and standards for assessing the services they provide to meet the needs of current and future residents; NOW, THEREFORE

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

Section 1. The 2016 Fire and Emergency Services Plan for the Dallas Fire and EMS Department/Southwestern Polk Rural Fire Protection District is hereby approved and adopted as an official plan of the City of Dallas. A copy of the cover page of the Plan is attached hereto as Exhibit 1 and by reference incorporated herein.

Section 2. This resolution shall be effective upon its passage.

Adopted: October 3, 2016
Approved: October 3, 2016

BRIAN W. DALTON, MAYOR

ATTEST:

APPROVED AS TO FORM:

RONALD W. FOGGIN,
CITY MANAGER

LANE P. SHETTERLY,
CITY ATTORNEY

EXHIBIT 1

City of Dallas Fire and EMS Department

**Southwestern Polk
Rural Fire Protection District**

Oregon

Fire and Emergency Services Master Plan

2016

