

Memorandum

Date: January 30, 2015

To: John Kovash, Mayor
Members, West Linn City Council

From: Chris Jordan, City Manager *CJ*

Subject: Miscellaneous Items

Farmers Market

Please see the attached email from Shannen Knight regarding the Farmers Market. For future Council discussion, I have made it clear that I will waive the City's fee for the Farmers Market for 2015. Also, if the Council wants the City take over management of the Farmers Market, the City will need to add staff for this function. The City will not be able to operate a Farmers market in 2015. This type of endeavor requires a significant amount of time in advance of opening and there is not adequate time to do so this year.

Tri City Service District

The City Council recently received two letters from Oregon City regarding TCSD. The first, which was addressed to the Board of County Commissioners, specifically requests that the cities be a part of the governance structure. Because the County indicated that this request was not possible under current law, Oregon City is having legislation introduced that would provide for this type of governance model.

Attached is one page of information regarding this proposed legislation. (I have not received an actual copy of the proposal.) Oregon City would like West Linn and Gladstone to support this legislation.

I have asked the County staff that manages TCSD to attend a Council work session in the next couple of months to discuss the current status of the plant, the future needs, and the rate structure that may be necessary to support these projects.

Extension of Audit Contract

At the request of the Audit Committee, Chief Financial Officer Richard Seals has negotiated a one-year extension of our contract with the City's audit firm, TKW. The Audit Committee made this request because the City is undergoing a transition to new financial software which has certain inherent risks. The Audit Committee believed that it would be advantageous to continue with the same audit firm for one additional year to help ensure a smooth transition and provide adequate auditor oversight of this transition.

Richard Seals was able to negotiate a rate of \$48,250 for the 2015 audit -- a significant reduction from the 2014 fee of \$73,150. The City will plan to conduct a request for proposals process following the 2015 audit.

Letter Regarding Transportation Funding

The City of West Linn has asked to sign on to a letter from Metro area cities to our Federal elected representatives requesting their support for increased transportation funding. The Council should decide if they want to endorse the letter.

Attachments

To: Kerr, Chris
Subject: Farmer's Market

Chris,

Bonnie and I met last night. We are concerned that the city will not move quickly enough in making a decision on the market. As I explained earlier, we are already getting calls, a grant application is due in 2 weeks and normally by now we already have the website up accepting applications. We held off doing any planning awaiting city decisions so we are months behind in our planning process at this point already.

At this point, we don't want to be scrambling last minute. With our busy schedules, it would be a burden on us to try to put a market together without sufficient time to plan. With the city considering taking the market over, we would like to just go ahead and encourage the city to do so as we believe the city is better equipped to handle the demands of market. If the city chooses not to do the market, we will be disappointed. But at this point, between the issues with fees still unresolved and how late it is in the year already in regards to the market planning, we just don't think we have the time and manpower to put on a good market. I haven't run this by Main Street yet, but I am confident no one on the board is going to want to take it on themselves. I will bring it to them at the next meeting, but since no one has interest in being president which takes far less time, I doubt anyone will take on the market which takes 100+ hours of work which it is why it is important for us to plan months ahead to split up those hours over several months.

If the city does decide to do a market, we would like to ask that they do leave it in Willamette. I think it is important to the business district, even though there are a few businesses that find it a hindrance. For the most part, the retail businesses have expressed how important the market is to their business. Putting it in a park as the mayor suggested may be better for parking, etc. but does nothing to help the business districts in the city. I think the market serves a dual purpose—bringing traffic to a business district and being a place for West Linn farmers and artisans to sell their wares. With the recent survey showing that 81% of citizens agree that the city should encourage economic development in existing commercial areas, I think it is important to keep the market in a business district. One idea we had was moving the market day to Sunday. This would solve the parking concerns for the "offices" that are not open on Sundays but still bring traffic to the retail and restaurants in the district that benefit the most from the market.

I do hope the city does decide to take on the market. Many other cities run the successful market and I don't see why West Linn would be any different. Kirsten insinuated that the city could do a better job than us at our last meeting and we agree! The city has more manpower and resources so we do hope that they take this on. We would love to see a market this season but we feel that at this point, we can no longer take it on ourselves. We are happy to help in any way and can turn over all our vendor lists, etc. I can even donate some time if needed. But we just don't think at this point, that we have the time to do everything as we have already lost at least two months of our normal planning time.

Sincerely,
Shannen Knight
A Sight for Sport Eyes
1553 11th St.
West Linn, OR 97068

HB 2800

LOCAL UTILITY ACCOUNTABILITY ACT

House Bill 2800 allows cities in county service districts to assume control of those districts when most district residents are also city residents.

This helps ensure that these districts are accountable and responsive to the residents they serve.

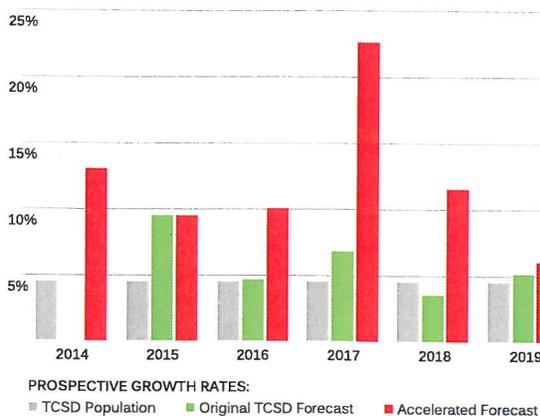
Example: Tri-City Service District

The Tri-City Service District provides sewer services to the residents of Gladstone, Oregon City, and West Linn. However, the District is controlled by the Clackamas County Commissioners, none of whom live in the District.

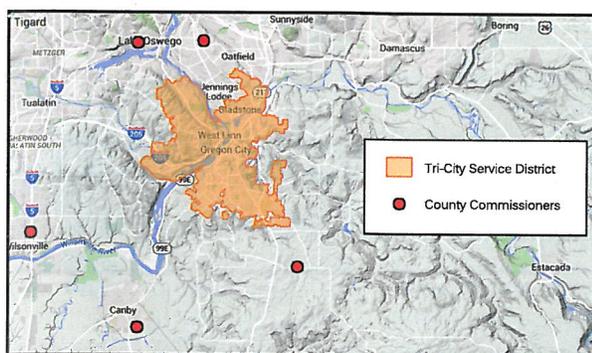
Despite the District's contemplation of a string of rate hikes as high as 25% in a single year, none of the governing body members live in the District. In other words, they're imposing a fee that none of them have to pay. In many cases, it has been unclear what needs are driving these rate increases.

Because the governing board is outside of the district, affected residents have little say over district governance.

Under HB 2800, the cities of Gladstone, Oregon City, and West Linn would be able to decide together to assume direct responsibility over the District, ensuring that rate-setting decisions are made by residents.



Despite stable population growth within the Tri-City Service District, rates are contemplated to jump far above initial projections. The need for such an increase has been unclear.



Although the Clackamas County Commission governs the Tri-City Service District, none of the Commissioners actually live in the District.

House Bill 2800 creates accountability for local service districts.

For more information, contact Erik Kancler:

erik@kanclerconsulting.com
(541) 788-8460

Dear Representative/Senator _____:

Congratulations on the convening of the 114th Congress. We are looking forward to working closely with you on issues of importance to the Portland region. High on our list, and the reason we are writing to you today, is the looming crisis in the federal transportation program. This is one of the first items the new Congress will need to address, as the law governing that program expires at the end of May. We want to underscore the need for Congress to increase **transportation user fees** in the Highway Trust Fund and adopt a new multi-year transportation bill that provides stable and dependable funding and addresses local communities' transportation needs.

Our state's and country's economic strength depends upon our cities, towns, and suburbs having the resources they need to attract and retain businesses and provide for a high quality of life for residents to prosper. Their success relies on an integrated, multimodal transportation network that allows for the safe and efficient movement of people and goods. Unfortunately, the federal Highway Trust Fund has been on the brink of insolvency for years, staving off fiscal disaster through a series of stop-gap **budget adjustments** that do nothing to address the underlying issue of declining fuel tax revenues.

Oregon has long been a national leader for transportation issues. In 1919, the State of Oregon led the country by introducing the first gas tax, and is currently pioneering the nation's first road usage charge program to assess a fee on users of our transportation system on a per mile basis.

We will continue to lead through action at the local and state level, but we rely on a strong Federal program for maintaining and building transportation networks fit for the 21st century. Oregon receives over half a billion dollars in federal surface transportation funding each year. Because ODOT's State Highway Fund resources are generally fully dedicated to debt service, highway maintenance, and agency operations, federal highway funds are the only source of funding for new construction projects that preserve and improve the state highway system.¹ If Oregon is able invest enough to build the projects in our long-range transportation plans, by 2040, we will see a \$928 million annual benefit to our state compared with current levels of investment.²

We support responsible solutions to fix the Trust Fund and direct more funding to local needs. Specifically, we urge Congress to take the following actions:

- **Raise transportation **user fees** to stabilize the Highway Trust Fund and spur economic growth.** Federal fuel taxes have not been raised since 1993, but transportation investment needs have grown significantly since that time. We urge Congress to raise revenues for transportation through one of the following means: an increase in the gasoline tax, **indexing**

¹ What will happen to federal transportation funding? ODOT, 2014: <http://www.oregon.gov/ODOT/GOVREL/Pages/Federal-Funding.aspx>

² *Economic Impacts of Congestion Report*, 2014

the gas tax, a sales tax on fuel, a per-barrel of oil fee, or any other reliable and dedicated user based funding source. These additional revenues should be available to invest in all modes of surface transportation in order to create the network of transportation options that a 21st century economy demands.

- **Stimulate innovation through local empowerment.** Local leaders are best able to identify the particular transportation investments to address their communities' unique challenges. Yet, under current law, local communities have direct access to less than 8 percent of federal highway funds, and many discretionary programs that communities once utilized to help fund innovative transportation projects have been eliminated. Congress should provide local leaders with control of a greater share of transportation funding to ensure that it will be invested in the projects that best meet local needs and provide a strong return on investment.

As a member of the 114th Congress, you have a crucial opportunity to refocus the transportation program in ways that will boost local economies, maintain our existing infrastructure, and prepare for the future. We request that Oregon's delegation show bold and visionary leadership on transportation issues at the Federal level in the 114th Congress and make strengthening the Federal, state and local transportation partnership one of your highest priorities. We stand ready to help you succeed in that important work.

Sincerely,

[Cities]

[Counties]

[Chambers]

[Businesses]

[Ports]

[Rail]

[MPOs/Regional planning/economic organizations]

[Transit agencies]