



City Council Agenda

City Council

Sid Leiken, Mayor
Christine Lundberg, Ward 1
Hillary Wylie, Ward 2
Terri Leezer, Ward 3
Dave Ralston, Ward 4
Fred Simmons, Ward 5
Joe Pishioneri, Ward 6

City Manager:
Gino Grimaldi
City Recorder:
Amy Sowa 726.3700

City Hall
225 Fifth Street
Springfield, Oregon 97477
541.726.3700

Online at www.ci.springfield.or.us

The meeting location is wheelchair-accessible. For the hearing-impaired, an interpreter can be provided with 48 hours notice prior to the meeting. For meetings in the Council Meeting Room, a "Personal PA Receiver" for the hearing impaired is available. To arrange for these services, call 726-3700.

Meetings will end prior to 10:00 p.m. unless extended by a vote of the Council.

All proceedings before the City Council are recorded.

January 25, 2010

5:30 p.m. Work Session
Jesse Maine Room

CALL TO ORDER

ROLL CALL - Mayor Leiken ____, Councilors Lundberg ____, Wylie ____, Leezer ____, Ralston ____, Simmons ____, and Pishioneri ____.

1. 2010 Lane Transit District Bus Service Redesign.
[David Reesor] (20 Minutes)
2. Mid-Year Review of Downtown Criminal Activity and Demand for Police Services.
[Dave Puent/Jerry Smith] (30 Minutes)
3. Cherokee Drive Local Improvement District Funding & Financing Options.
[Ken Vogeney/Kevin Ko] (20 Minutes)

ADJOURNMENT

6:45 p.m. Executive Session
(Estimated Time)
Pursuant to ORS 192.660(2)(d) and ORS 40.225
Jesse Maine Room

CALL TO ORDER

ROLL CALL - Mayor Leiken ____, Councilors Lundberg____, Wylie____, Leezer____, Ralston____, Simmons ____, and Pishioneri____.

1. Collective Bargaining Update.
[Greta Utecht]

(15 Minutes)

ADJOURNMENT

AGENDA ITEM SUMMARY

Meeting Date: 1/25/2010
Meeting Type: Work Session
Staff Contact/Dept.: David Reesor
Staff Phone No: 726-4585
Estimated Time: 20 minutes
Council Goals: Financially Responsible and Stable Government Services

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: 2010 LANE TRANSIT DISTRICT BUS SERVICE REDESIGN

ACTION REQUESTED: No action necessary – informational only.

ISSUE STATEMENT: To prepare a balanced Fiscal Year 2010-11 operating budget, Lane Transit District (LTD) planners are in the process of identifying service cuts, and are examining personnel costs, materials and services expenditures and other cost-saving measures. LTD staff will present service issues to the Council and provide an opportunity to ask questions and provide comments.

ATTACHMENTS: Attachment 1: LTD memorandum
Attachment 2: LTD PowerPoint presentation
Attachment 3: Tier One Service Reduction Proposal
Attachment 4: Tier Two Service Reduction Proposal
Attachment 5: 2010 Service Reduction / Redesign Proposal – System Map

**DISCUSSION/
FINANCIAL
IMPACT:** On December 14th, 2009, LTD provided a brief memorandum to the City of Springfield describing its most recent transit service evaluation. This memo was provided to Council via the Council Communication packet. The memo explains that the dramatic reduction in payroll tax receipts this year has created a budget gap for LTD that must be filled through reductions in the operating budget. The attached memorandum from LTD further explains LTD's 2010 bus service redesign. Additional attachments include:

- LTD PowerPoint presentation: Provides general overview of 2010 bus service redesign.
- Tier One Service Reduction Proposal: Chart representing the draft service reduction proposal.
- Tier Two Service Reduction Proposal: Chart representing additional services that may be cut if needed.
- 2010 Service Reduction / Redesign Proposal – System Map: Illustrates potential deleted routes, new routes, and existing routes which will not change.

LTD is currently identifying cuts to bus service hours of 20 percent or more. These plans are being vetted with the community between January and April, 2010. As part of this process, LTD staff will present bus service issues to the Springfield City Council during the work session and will be available to respond to questions and comments.

Memorandum

January 25, 2010

TO: Springfield City Council
FROM: Andy Vobora
Director of Service Planning, Accessibility, and Marketing
RE: 2010 BUS SERVICE REDESIGN

In mid-December Lane Transit District staff provided the Council with an overview of LTD's budget shortfall. While the District's Long-Range Financial Plan shows the need to make two service cuts over the coming three years, the current plan is to make cuts in 2010 and then evaluate the economy next year to see if current assumptions are holding true to form.

LTD Service Planning staff have developed an initial service redesign; however, this plan will go through refinements in response to comments from the public before adoption in April 2010.

Implementation of the service changes will occur in two or three steps. The earliest step would involve partial implementation in June 2010, followed by the majority of changes in September 2010. The final service changes will take place in January 2011 in conjunction with the implementation of Gateway EmX.

Gateway EmX service is an expansion of service to Springfield. Along with EmX service, LTD is planning a redesign of Springfield connector routes. At the January 25, 2010, Council meeting, LTD staff will provide an overview of the system-wide changes and will be prepared to discuss the details of how service is planned within Springfield.

\\ltd-glnfas2\workgroup\SP&M\ARR\2010\Marketing\Spfd Council memo 1_10.docx



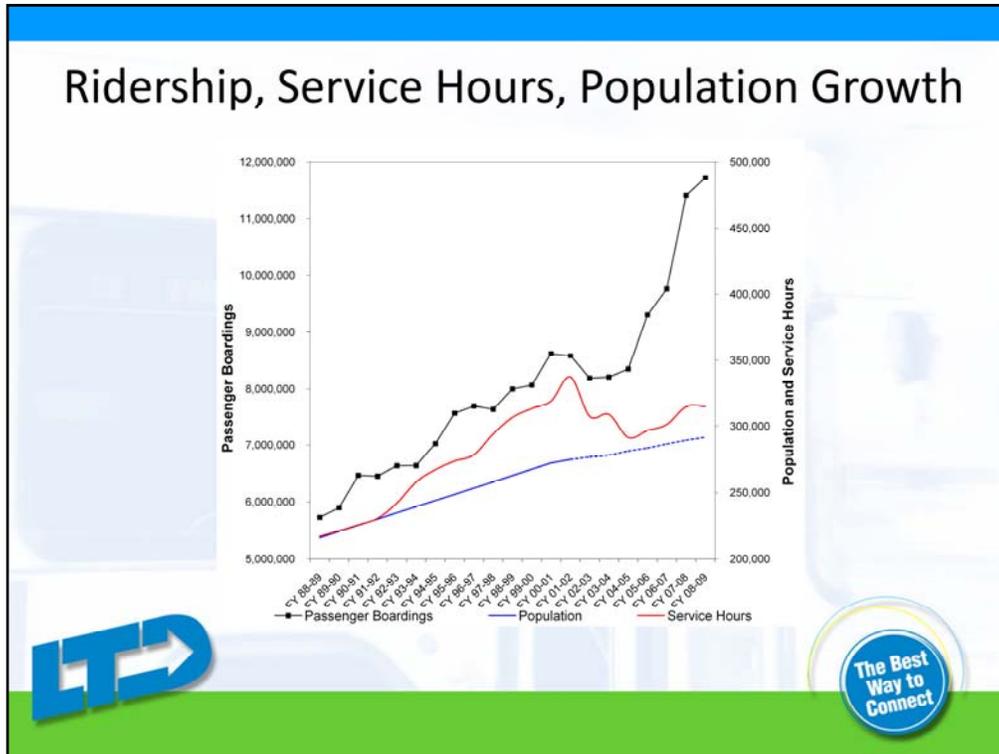
Lane Transit District

*P.O. Box 7070
Eugene, Oregon 97401-0470*

*3500 East 17th Avenue
Eugene, Oregon 97403*

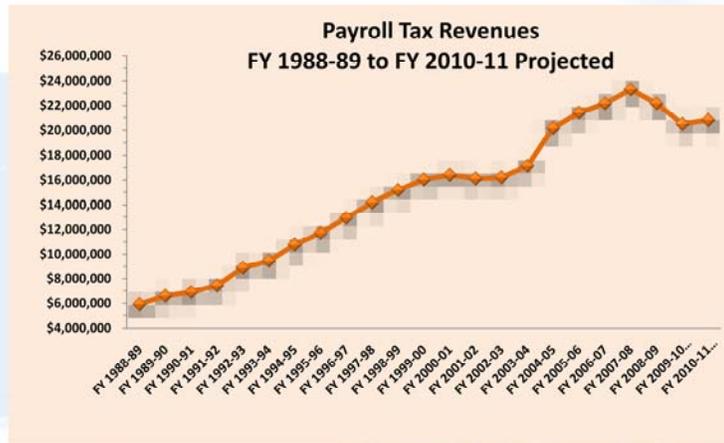
*Phone: 541-682-6100
Fax: 541-682-6111
TTY: 800-735-2900
E-mail: ltd@ltd.org
Internet: www.ltd.org*





- Robust growth was tempered by a drop in ridership due to service cuts, unemployment and charging EmX fares.
- Dropping ridership is a trend seen throughout the United States
- Ridership appears to be rebounding in recent months, which is likely due to the number of students attending LCC and UO.

The Challenge



- While not the only challenge, Payroll tax declines are what's driving our budget shortfall. Payroll tax represents approximate 75% of operating revenues.
- What started out as a convergence of rapidly rising fuel prices and escalating paratransit costs, has quickly been exacerbated by the fall of our local economy.
- Our worst projections had the economy being flat and that taxes would increase due to the rate change that is occurring over the multiyear phase-in period authorized by the state legislature. Unfortunately we are seeing tax revenues declining by double digits. This is resulting in a \$3 to \$5 million budget shortfall.

The Solution

REVENUES	EXPENSES
<input checked="" type="checkbox"/> Fare increases	<input checked="" type="checkbox"/> Personnel
<input checked="" type="checkbox"/> State and federal funding	<input checked="" type="checkbox"/> Materials & services
<input checked="" type="checkbox"/> Local funding	<input checked="" type="checkbox"/> Delay capital projects
<input type="checkbox"/> Reduce bus service	



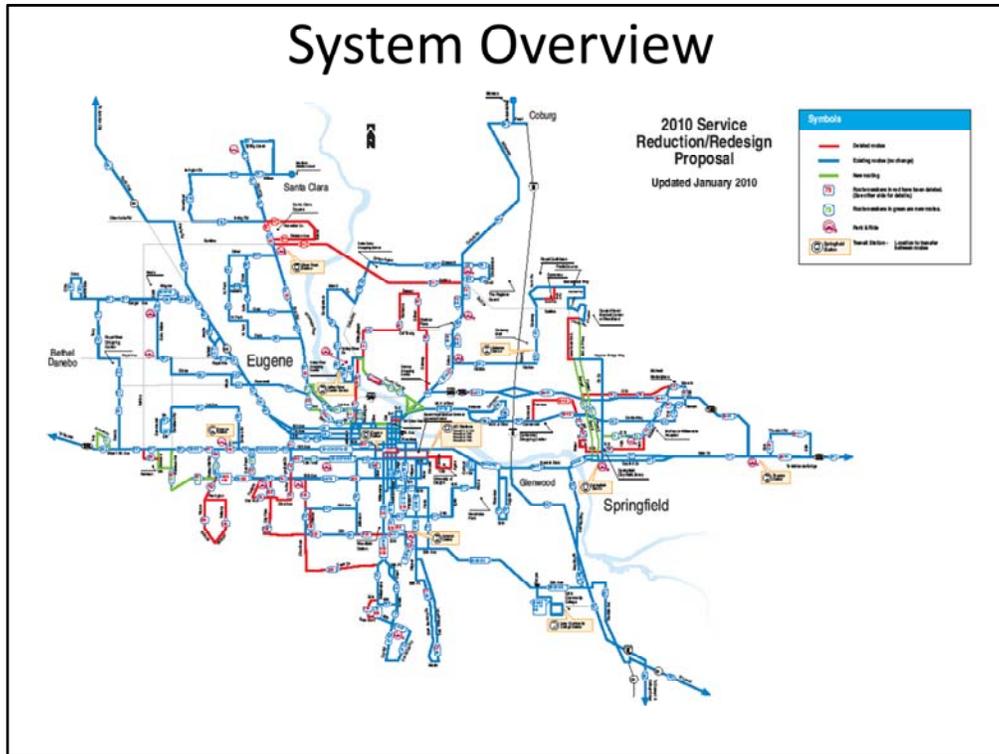

- Fare increases – group pass up 5.6% in January 2010. Pass price increase scheduled for July 2010.
- State – measure 66-67 could affect some paratransit funding
- Local funding – STP-U, increasing payroll tax rate - .0066 in 2010007 2014 .008 decision on hold until economic recovery begins.
- On the expense side changes were made for the current year and staff are now going back to see what more can be done. Admin pay freeze, furlough analysis, contract negotiations, formula funds flexed
- This leaves bus service. The District is slow to make changes in bus service, but at this point we cannot maintain the current service package because we are using federal stimulus funds and operating reserves for the current year and will need to maintain a balanced budget next fiscal year.
- Some possibility of additional federal funds coming, but won't know until February or later.
-

Redesign Goals

- Maintain strong corridor service
- Maintain minimum urban route frequency of 60 minutes
- Ensure changes to low income and minority block groups are not disproportionate
- Achieve budget goal



- As part of this first goal, we maintained at least 15-minute peak-hour frequency along most of our major corridors. Peak hours is between 7 & 9 in the morning and 2 & 6 in the afternoon.
- Achieving the budget goal means reaching a service cut of 20%+.



- Highlight that many coverage losses are school or commuter service – 60, 76, 3x, 8x, 400 routes
- Specifics will be covered later in the presentation

Summary Statistics

Current Annual Hours	283,391
Additions	15,276
Deletions	71,039
Proposed Annual Hours	227,628
Percent of Service Hours	20.4%
Annualized Savings	\$2,565,098



- Remaining savings may come from additional personnel cuts or service cuts.
- See detailed list of changes on handout

System-wide Effects

- Positives
 - Core routes operate seven days per week
 - Span of service maintained
 - Corridor service frequency appears adequate
 - Lower productivity service eliminated
 - Point2point and RideSource options will help some customers



System-wide Effects

- Negatives
 - Loss of service to some neighborhoods
 - Longer walk to alternative service
 - No summer service on some routes
 - Route specific loss of mid-day service, span, & days of week
 - Greater potential for overloads and particularly wheelchair bay overloads



- No service in neighborhoods - Fairview, Wilshire & Warren, Cal Young, Division
- Longer walk to alternative service - Fairview, Oak Patch,
- No summer service – LCC via 85
- Less mid-day service, span, & days of week – 27, 33, 51B, 73
- Greater potential for wheelchair bay overloads – 12, 66, 67

Tier Two Summary (Refer to Handout)

Item	Category	Specific Items	Annual Hours	Service Savings	Comments
1a	EmX	Run at 20-min. frequency on weekday evenings & weekends	-2,611	-0.9%	
1b	11	Run at 20-min. frequency on weekday evenings & weekends	-2,611	-0.9%	
2a	EmX	Run at 20-min. frequency on weekday evenings & weekends	-5,221	-1.8%	
2b	11	Run at 20-min. frequency on weekday evenings & weekends	-5,221	-1.8%	
3a	EmX	Run at 20-min. frequency on weekday evenings & Sundays	-4,033	-1.4%	
3b	11	Run at 20-min. frequency on weekday evenings & Sundays	-4,033	-1.4%	
4a	EmX	Run at 15-min. early morning & Saturday -- 20 min. on Sundays	-2,516	-0.9%	
4b	11	Run at 15-min. early morning & Saturday -- 20 min. on Sundays	-2,516	-0.9%	
5	EmX	Go from 10-min. frequency to 12 min. on weekdays	-3,251	-1.1%	
		Sum of highlighted EmX items	-5,046	-1.8%	
Frequency					
4	11	Go from 15 to 20 minute frequency between 0900 & 1030	-363	-0.1%	
6	11	Go from 15 to 15-minute frequency between 1728 & 1830	-366	-0.1%	
8	13	Go from 30 to 60-minute frequency between 0830 & 1030	-718	-0.3%	Delete 00 ab & 20 B between 0900 & 1017
10	40	Go from 30 to 60-minute frequency between 0900 & 1200	-1,276	-0.4%	Delete 00 round-trips between 0900 & 1200
11	41	Go from 30 to 60-minute frequency between 0900 & 1030	-506	-0.2%	Delete 0900 & 1000 round-trips
12	43	Go from 30 to 60-minute frequency between 0900 & 1030	-506	-0.2%	Delete 0850 & 0950 round-trips
16	76	Cancel all trips in the summer	-1,037	-0.4%	
25	12-SA	Go from 30 to 60-minute frequency between 0900 & 1030	-71	0.0%	Delete 1000 OB & 1013 B trips
26	13-SA	Go from 30 to 60-minute frequency between 0900 & 1130	-166	-0.1%	Delete 0900-1100 OB & 0922-1122 B (6 trips)
29	41-SA	Go from 30 to 60-minute frequency between 0900 & 1130	-96	0.0%	Delete Sunday round-trips
30	43-SA	Go from 30 to 60-minute frequency between 0900 & 1200	-113	0.0%	Delete 1000 & 1100 round-trips (2 trips)
31	66-SA	Go from 30 to 60-minute frequency between 0730 & 1030	-121	0.0%	Delete 0950, 1050 & 1150 trips (3 trips)
32	67-SA	Go from 30 to 60-minute frequency between 0845 & 1245	-121	0.0%	Delete 0900, 0900 & 1000 trips (3 trips)
		Sum of highlighted Frequency items	-4,492	-1.6%	
SPAN					
35	System	Eliminate Sunday 7:30 p.m. departures	-302	-0.2%	
36	System	Eliminate Saturday 10:45 p.m. departures	-136	-0.2%	
37	System	Eliminate Saturday 3:45 p.m. departures	-100	-0.2%	
38	System	Eliminate Weekday 10:45 p.m. departures	-3,868	-1.4%	
39	System	Eliminate Weekday 3:45 p.m. departures	-3,868	-1.3%	
Days of Service					
42	System	Run Sunday service on Saturday with current SA span of service	-5,652	-2.0%	
43	System	Eliminate Sunday Service	-16,677	-6.9%	

- this chart illustrates services that may be cut if changes are made to the tier one proposal or further service cuts are necessary

Decision Timeline



3rd Stage Implementation – January 2011



- 1st stage - approximately 6 percent
- 2nd stage – largest percentage
- 3rd stage - Springfield changes when Gateway EmX goes into service.

Public Outreach

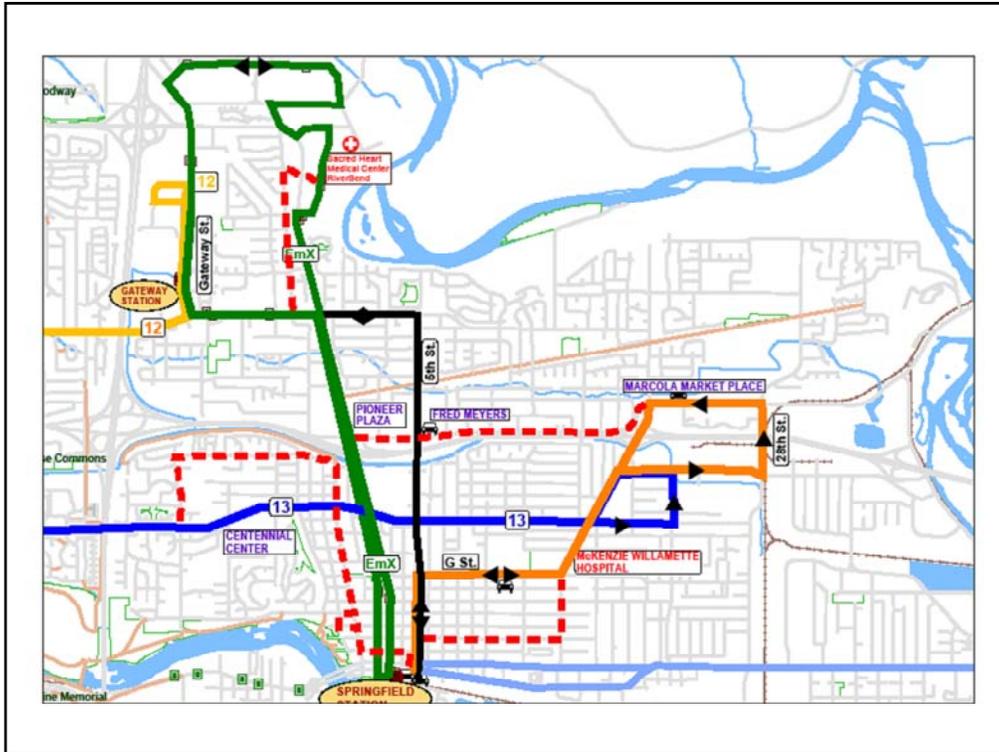
- City Council and County Commissioners
- Neighborhood Leaders Council
- MPC Citizen Advisory Committee
- Open Houses (February 11, March 8 & April 12)+
- Public Hearings (February 11, March 8 & April 12)



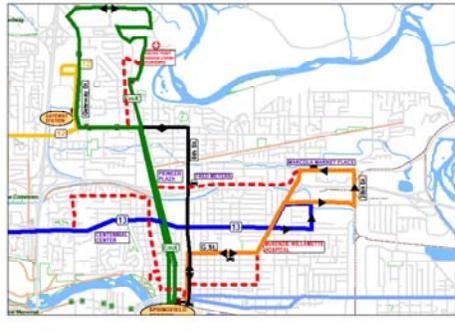
Public Outreach

- Accessible Transportation Committee
- Title VI Organization Mailing
- Chamber Newsletter and Mailing
- Mass at St. Mary's and St. Alice's
- And more....





- Maintains service to key shopping and commercial destinations.
- Implements January 2011
- See next slide for segment level ridership data

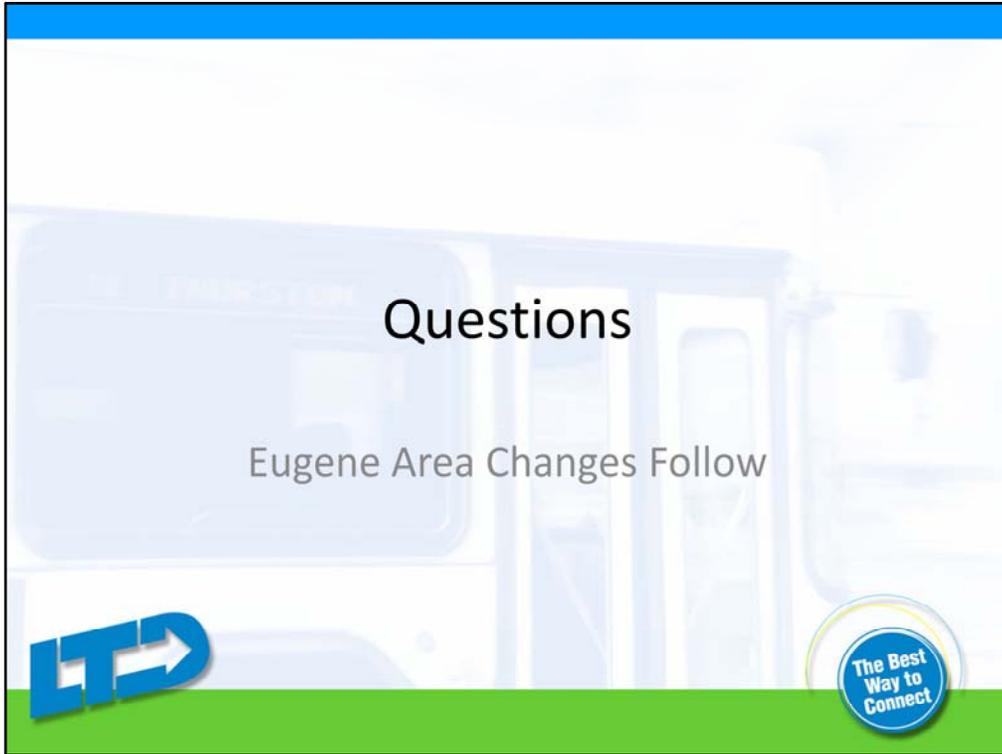


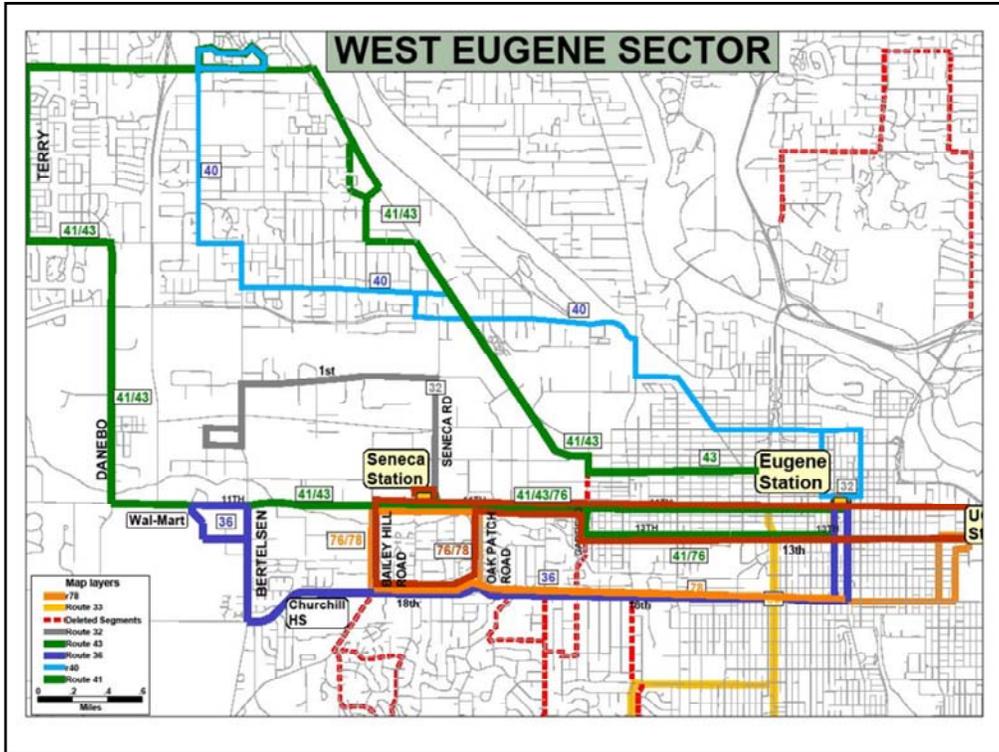
Springfield

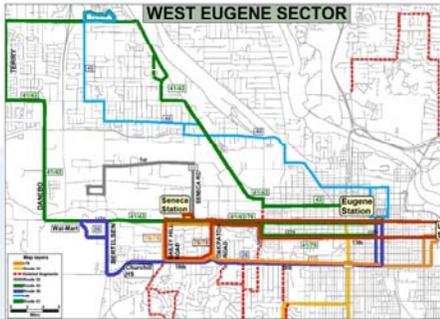
- Fairview Loop
- Mill Street
- Q Street
- Old Franklin Blvd. loses summer service

<u>Segment</u>	<u>Lost Daily Boardings</u>	<u>Trips</u>	<u>Lost/Trip</u>
Fairview Loop	31	27	1.1
Mill Street	21	27	0.8
Q Street	64	27	2.4
B Street	12	27	0.5









West Eugene

- Wilshire Drive and Warren Street
- Bailey Hill Road, south of 18th Avenue
- Oak Patch Road

Segment

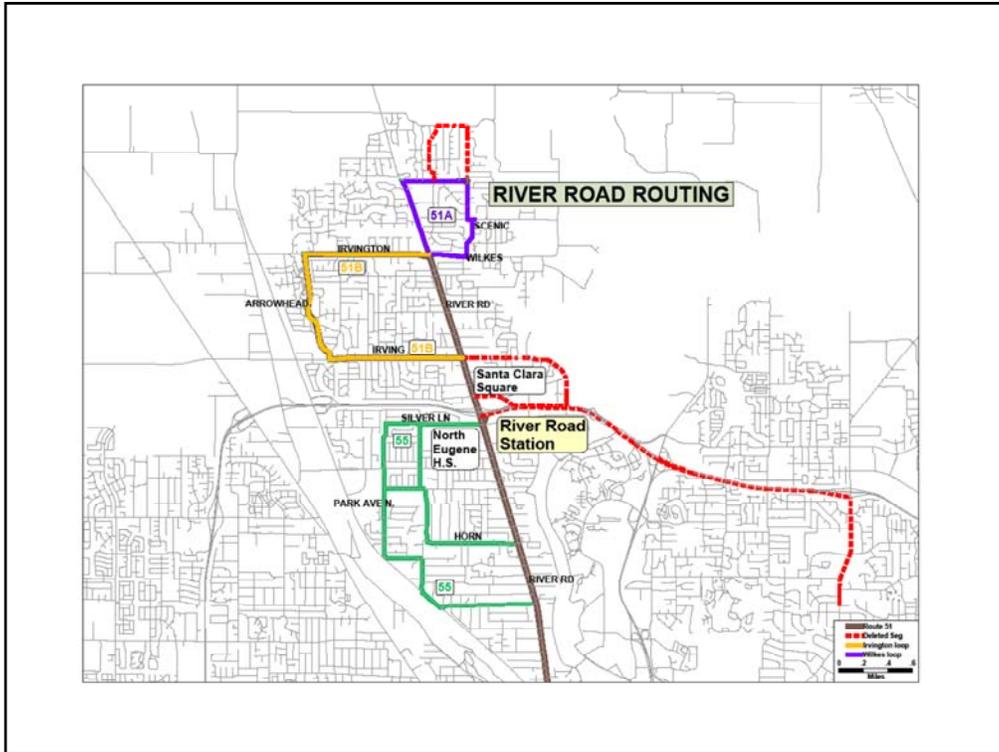
Bailey Hill Road, south of 18th Avenue and Wilshire/Warren

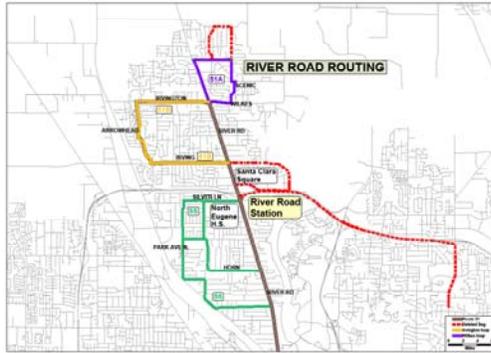
Oak Patch Road between 11th and 18th Avenues
 *(Hourly service from Route 76 and Route 78 available)

Arthur Street, 21st and 22nd Avenues, and Hawkins Lane

<u>Lost Daily Boardings</u>	<u>Trips</u>	<u>Lost/Trip</u>
78	17	4.6
144*	32	4.5
19	21	0.9





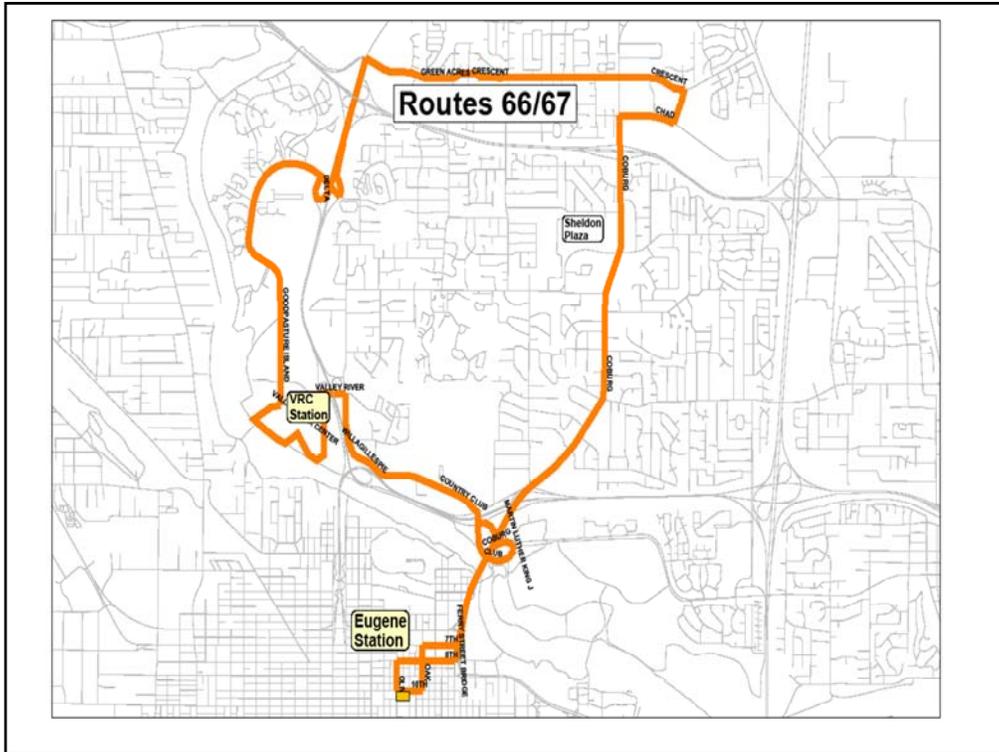


River Road

- Hunsaker Lane and Division Avenue
- Route 52 Irving loop loses Sunday service

<u>Segment</u>	<u>Lost Daily Boardings</u>	<u>Trips</u>	<u>Lost/Trip</u>
Hunsaker Lane and Division Avenue	21	18	1.2
Route 52 Irving Loop on Sundays	22	9	2.4







Ferry Street Bridge

- Cal Young Road, Norkenzie Road, Brewer Avenue, Gilham Road, and Oakway Road

Segment

Cal Young Road, Norkenzie Road, Brewer Avenue, Gilham Road, and Oakway Road

Lost Daily Boardings

31

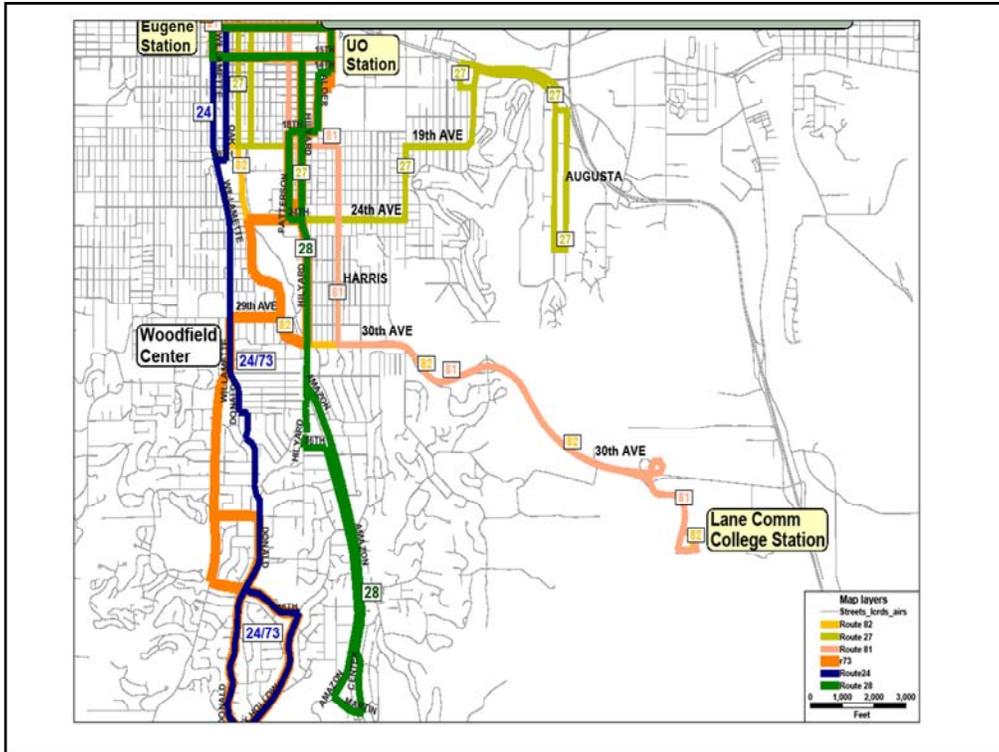
Trips

5

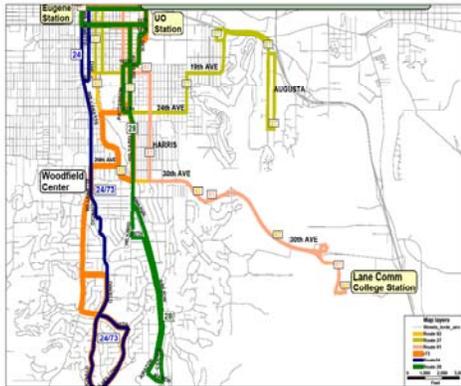
Lost/Trip

6.2





South Eugene



- The Amazon neighborhood loses a connection to Willamette Street.
- The South Fox Hollow Road/Donald Street area loses a direct connection to the UO except during peak weekday hours.
- Willamette Street between Donald Street and 46th Avenue loses weekend and evening service.

<u>Segment</u>	<u>Lost Daily Boardings</u>		<u>Trips</u>	<u>Lost/Trip</u>
Willamette Street between	SA	23	171.4	7.5
32 nd Avenue and	SU	15	131.2	8.7
46 th Avenue	WK Eve.	14	62.3	4.45



Annual Route Review 2009 -- Service Change Summary for FY 09-10

Route	Route Name or Description of Change	Change in Daily Weekday Hours	Change in Daily Saturday Hours	Change in Daily Sunday Hours	Total Change Annual Hours	Percent Increase or Decrease	Cumulative % Change	Summer	Comments
Deleted Routes									
00	Breeze	-13,392	0	0	-13,392	-4.73%	-4.73%	S	covered by #1 & #66/#67 changes
3x	River Road Station	-854	0	0	-854	-0.30%	-5.03%	S	
8x	Thurston Station	-478	0	0	-478	-0.17%	-5.20%	S	
400 series	Four school service routes; 422, 426, 435, 451	-1,117	0	0	-1,117	-0.39%	-5.59%	S	
25	Amazon	-4,939	-710	-705	-6,354	-2.24%	-7.83%		covered by #24 & #28 changes
30	Bertelsen	-7,988	-1,257	-1,009	-10,254	-3.62%	-11.45%		most covered by #36/#43 changes
52	Irving	-6,722	-787	-471	-7,980	-2.82%	-14.27%		
60	Cal Young	-843	0	0	-843	-0.30%	-14.56%	S	
Routes with Major Changes									
12	Route ends at Gateway Station	-10,688	-1,145	-443	-12,277	-4.33%	-18.90%		covered by new #18 routing
13	No connection between Springfield Station & Mohawk area	-3,048	-288	-33	-3,369	-1.19%	-20.09%		covered by new #18 routing
18	Route redesigned as part of new Springfield connector service.	-3,524	---	---	-3,524	-1.24%	-21.33%		
19	Route redesigned as part of new Springfield connector service.	-3,003	---	---	-3,003	-1.06%	-22.39%		
27	Delete midday trips and All Saturday Trips	-1,010	-371	---	-1,381	-0.49%	-22.88%	S	
33	Delete two late evening trips	-256			-256	-0.09%	-22.97%		
55	Delete Hunsaker Lp/ add 6 trips instead of laying over; delete Sat	-466	-538	---	-1,004	-0.35%	-23.32%	S	
73	Drop midday, evening and weekend trips	-3,149	-891	-685	-4,725	-1.67%	-24.99%		
76	Routing change; uses Oak Patch & Bailey Hill; hourly after 10:00	947	---	---	947	0.33%	-24.65%		
81	Summer frequency reduced from 30 to 60-minute frequency	-684	---	---	-684	-0.24%	-24.90%		
85	No summer service	-1,037	---	---	-1,037	-0.37%	-25.26%		
Added Service									
11	Increase to match 15-min. EmX service evenings & weekend	1,148	819	644	2,611	0.92%	-24.34%		
??	New redesigned Springfield connector service	8,160	1,456	1,344	10,960	3.87%	-20.47%		
24	Added trips on Saturday	---	449	---	449	0.16%	-20.31%		
28	Add Saturday and Sunday Service to replace route 25	---	685	551	1,236	0.44%	-19.88%		
36	Combined 30/36 routes for W 18th Ave	1,388	-559	38	867	0.31%	-19.57%		
41	Added evening service	74	54	---	128	0.05%	-19.53%		
43	Added evening service and Pk hr with 15 min headways	723	46	---	769	0.27%	-19.26%		
51	Extra trips to accommodate consolidation with deleted #52 route	1,456	212	404	2,072	0.73%	-18.52%		
66	Combined Breeze/66 routing	1,981	---	---	1,981	0.70%	-17.83%	S	
67	Combined Breeze/67 routing	-616	---	---	-616	-0.22%	-18.04%	S	
	Contingency	1,000	0	0	1,000	0.35%	-17.69%		
Misc. trips to delete									
24	6:04 trip	-110	---	---	-110	-0.04%	-17.73%	S	
28	6:02 & 6:23 trips	-336	---	---	-336	-0.12%	-17.85%	S	
32	Drop two PM trips	-514	---	---	-514	-0.18%	-18.03%	S	
78	Drop two OB and two IB trips	-241	---	---	-241	-0.09%	-18.11%		
92	Delete 5:20 a.m. outbound & 7:55 a.m. inbound trips	-476	---	---	-476	-0.17%	-18.28%		
95	6:00 trip	-351	---	---	-351	-0.12%	-18.41%	S	
96	11:35 trip	-149	---	---	-149	-0.05%	-18.46%	S	
Routes with Minor Changes									
1	Minor routing change to cover part of former Breeze route.	0	0	0	0	0.00%	-18.46%		
		0	0	0	0	0.00%	-18.46%		
System-wide changes									
misc.			0	0	0	0.00%	-18.46%		
misc.	Adjustments (sum of minor adjustments made to original proposal)	0	0	0	0	0.00%	-18.46%		
		-49,114	-2,825	-365	-52,304	TOTAL	-18.46%		

ARR 2010

TIER 2: ADDITIONAL ITEMS TO REDUCE HOURS/COST

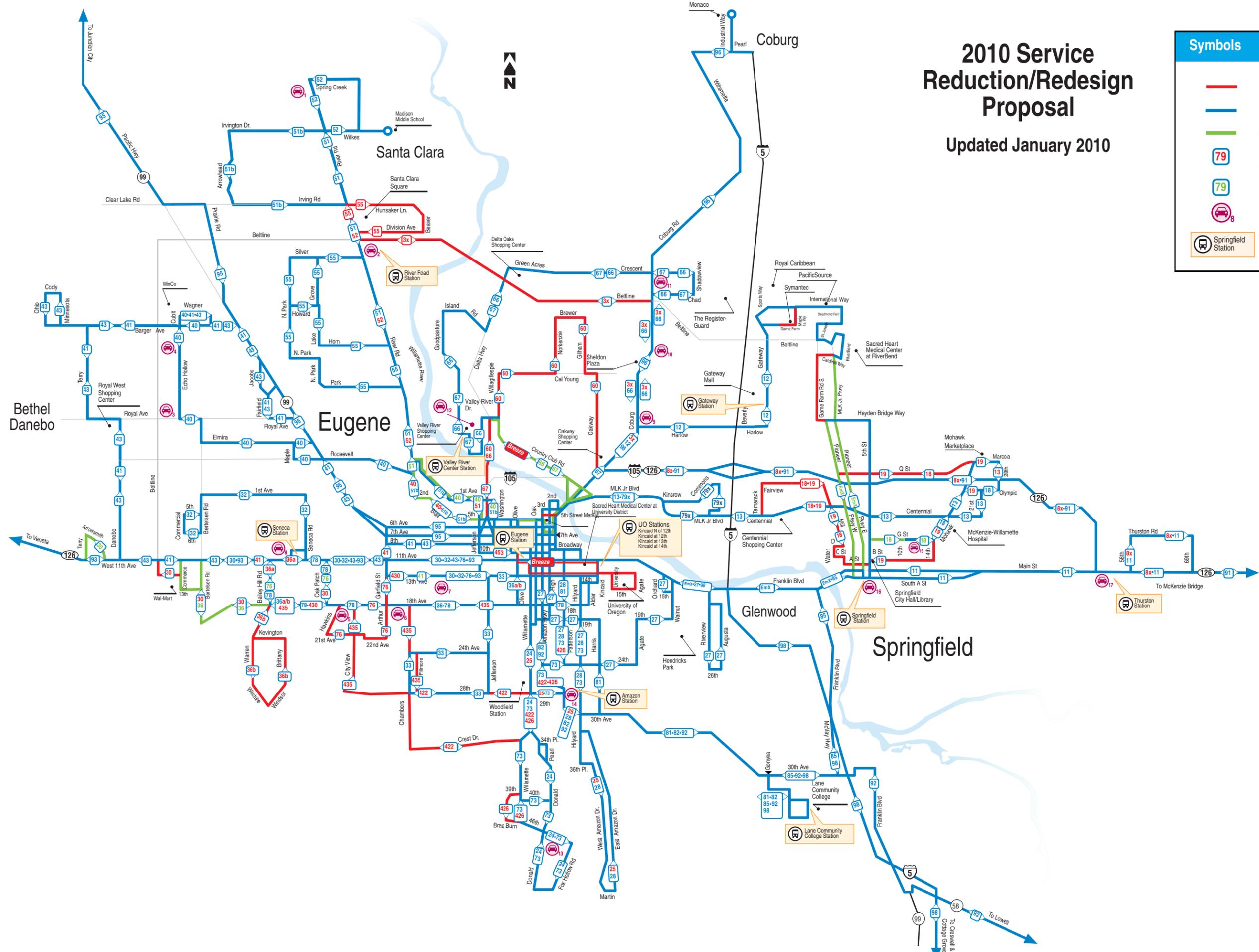
Item	Category	Specific Items	Annual Hours	Service Savings	Comments
	EmX-related				
1a	EmX	Run at 20-min. frequency on weekday evenings & weekends	-2,611	-0.9%	
1b	11	Run at 20-min. frequency on weekday evenings & weekends	-2,611	-0.9%	
2a	EmX	Run at 30-min. frequency on weekday evenings & weekends	-5,221	-1.8%	
2b	11	Run at 30-min. frequency on weekday evenings & weekends	-5,221	-1.8%	
3a	EmX	Run at 30 min. frequency on weekday evenings & Sundays	-4,033	-1.4%	
3b	11	Run at 30 min. frequency on weekday evenings & Sundays	-4,051	-1.4%	
4a	EmX	Run at 15-min. early evening & Saturday -- 30 min. on Sundays	-2,516	-0.9%	
4b	11	Run at 15-min. early evening & Saturday -- 30 min. on Sundays	-2,532	-0.9%	
5	EmX	Go from 10-min. frequency to 12-min. on weekdays	-3,251	-1.1%	
		Sum of highlighted EmX Items	-5,048	-1.8%	
	Frequency				
4	11	Go from 15 to 20 minute frequency between 0900 & 1030	-383	-0.1%	
5	11	Go from 7.5 to 10-minute frequency between 1430 & 1530	-692	-0.2%	
6	11	Go from 10 to 15-minute frequency between 1730 & 1830	-255	-0.1%	
7	11	Run alternating short-line trips to Thurston Sta. between 1400 & 1730	-893	-0.3%	Needs vigorous interval analysis.**
8	13	Go from 30 to 60-minute frequency between 0830 & 1030	-718	-0.3%	Delete :00 ob & :20 ib between 0900 & 1017.
10	40	Go from 30 to 60-minute frequency between 0830 & 1330	-1,275	-0.4%	Delete :00 round-trips between 0900 & 1300.
11	41	Go from 30 to 60-minute frequency between 0830 & 1030	-595	-0.2%	Delete 0900 & 1000 round-trips.
12	43	Go from 30 to 60-minute frequency between 0820 & 1020	-595	-0.2%	Delete 0850 & 0950 round-trips.
16	76	Cancel all trips in the summer	-1,037	-0.4%	
19	misc.	school trips on regular routes	0	0.0%	None deleted yet beyond redesign ones already calculated.
23	33-SA	Delete Saturday service	-322	-0.1%	
25	12-SA	Go from 30 to 60-minute frequency between 0930 & 1030	-71	0.0%	Delete 1000 OB & 1013 IB trips
26	13-SA	Go from 30 to 60-minute frequency between 0830 & 1130	-166	-0.1%	Delete 0900-1100 OB & 0922-1122 IB (6 trips)
29	41-SA	Go from 30 to 60-minute frequency between 0930 & 1130	-69	0.0%	Delete twelve round-trips
30	43-SA	Go from 30 to 60-minute frequency between 0920 & 1220	-113	0.0%	Delete 1000 & 1100 round-trips (2 trips)
31	66-SA	Go from 30 to 60-minute frequency between 0730 & 1030	-121	0.0%	Delete 0950, 1050 & 1150 trips (3 trips)
32	67-SA	Go from 30 to 60-minute frequency between 0945 & 1240	-121	0.0%	Delete 0800, 0900 & 1000 trips (3 trips)
		Sum of Highlighted Frequency Items	-4,482	-1.6%	
	SPAN				
35	System	Eliminate Sunday 7:30 p.m. departures	-500	-0.2%	
36	System	Eliminate Saturday 10:45 p.m. departures	-789	-0.3%	
37	System	Eliminate Saturday 9:45 p.m. departures	-700	-0.2%	
38	System	Eliminate Weekday 10:45 p.m. departures	-3,868	-1.4%	
39	System	Eliminate Weekday 9:45 p.m. departures	-3,800	-1.3%	
	Days of Service				
42	System	Run Sunday service on Saturday with current SA span of service	-5,652	-2.0%	
43	System	Eliminate Sunday Service	-16,677	-5.9%	

2010 Service Reduction/Redesign Proposal

Updated January 2010

Symbols

- Deleted routes
- Existing routes (no change)
- New routing
- 79 Route numbers in red have been deleted. (See other side for details.)
- 79 Route numbers in green are new routes.
- Park & Ride
- Springfield Station - Location to transfer between routes



AGENDA ITEM SUMMARY

Meeting Date: 1/25/2010
Meeting Type: Work Session
Staff Contact/Dept.: Dave Puent/DSD
Jerry Smith/POLICE
Staff Phone No: (541) 726-3668
Estimated Time: 30 Minutes
Council Goals: Community and
Economic Development
and Revitalization

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: MID-YEAR REVIEW OF DOWNTOWN CRIMINAL ACTIVITY AND
DEMAND FOR POLICE SERVICES

**ACTION
REQUESTED:** None. Information only.

**ISSUE
STATEMENT:** Illegal activity and the persistent demand for police services continue in a defined
downtown geographical area.

ATTACHMENTS: Attachment 1. Memorandum from Chief Jerry Smith, dated January 14, 2010

**DISCUSSION/
FINANCIAL
IMPACT:** On July 20, 2009 Council conducted a public hearing on the liquor license renewal
for five downtown establishments. As part of the endorsement review for the five
establishments, Council was provided with information that identified a high level
of request for police assistance and criminal activity that radiated outward from an
area of 4th and Main Street to approximately 500 feet. At the conclusion of the
public hearing, Council was requested to provide a recommendation to OLCC
relative to the pending endorsement of their liquor license applications. Council
provided the following recommendations to OLCC:

Club 420	Deny
Stables Bar & Grill	No Recommendation
Jim's Landing	No Recommendation
The Brick House	Grant
Bright Oak Meats	Grant

Testimony received that evening mostly centered on three of the establishments;
Club 420, Stables Bar & Grill and Jim's Landing. OLCC has completed its
investigation of the three downtown bars, which received a "No Recommendation"
and/or "Deny" from the City Council. The OLCC decision is pending. Because of
the high concentration of illegal activity and the increasing need for police
assistance in this defined geographical area, staff was directed to provide a mid-
year report to Council relative to the reduction or persistent continuance of illegal
activity within this area.

MEMORANDUM**City of Springfield**

Date: January 14, 2010
To: Gino Grimaldi, City Manager
From: Jerry Smith, Police Chief
Subject: Downtown crime assessment

The downtown has been the subject of concern for many of the past years. The following information provides a broad overview of the persistent continuance of illegal activity in the downtown area.

The data reported between July 1, 2009 and December 31, 2009 reflect that the problem continues, with by far the highest concentration of calls for police service exists in the 400 block of Main Street. This is reflected in Chart G and H. Chart G represents calls for service by specific type and Chart H represents all calls for service.

While the criminal activity numbers and calls for police services would be higher with a more expanded area, using a 500 foot radius of 500 Main Street provides insight into the problems of downtown Springfield. Between June of 2003 and June, 2008, the Springfield Police Department responded to nearly 3,000 calls for service in the radius area of 500 Main Street. Between June, 2008 and October, 2009, the police department responded to 1,415 calls for service in this same area. A visual reflection of this is reflected in Chart F.

Between October 1, 2009 and December 31, 2009, 282 calls for service were recorded in this area.

Two prostitution sting operations conducted by the police department in July and August, 2009 resulted in 13 arrests and 15 arrests respectively for prostitution and an additional two arrests on drug charges.

The types of arrests experienced in this area are rather broad, including, Robbery, Assault, Menacing, Drunk Driving, Carrying Concealed Firearms, Disorderly Conduct, Theft, Auto Theft, Interfering with Police, False Information, Drug Offenses and others.

I have included some charts that will provide a visual account of what has been transpiring in the downtown area, primarily associated with tavern activity.

Perhaps the most instructive of the charts is the 5 year trend Chart A. This reflects an upward trend for calls for service at each of the four establishments identified. This data is consistent with Chart B that reflects the 400 block of Main Street as the area with the highest demand for police services during a one year period, graduating downward east and west of the 400 block. The 300 block and 500 blocks are of serious concern, reflecting significantly higher levels of calls for service than adjacent blocks both east and west of the respective locations.

Specific calls for service were captured in Chart C for a five year period, also reflecting high levels of events on Main Street between the Pioneer Parkway East and 6th Street.

Attachment 1

1-8

Warrant arrests for a one year period at downtown taverns/bars are reflected in Chart D. Chart E reflects all arrest activities at these establishments.

Police activity for 2009 through October is reflected in Chart F, continuing to reflect the 400 block of Main Street as the highest concentration of problems.

On a positive note, Case Numbers issued for 2009 declined from 2008 by 1,742 cases, a 13% decrease from 2008. When Uniform Crime Reporting Data is generated in the next few weeks or months, it will be interesting to evaluate the relationship to reported crime with this data.

The data available would suggest a hypothesis that while overall crime and/or calls for service in the City declined in 2009, police demand for service in the downtown area continued to increase and remains a concern.

RECOMMENDED ACTION: Informational update only

Chart A

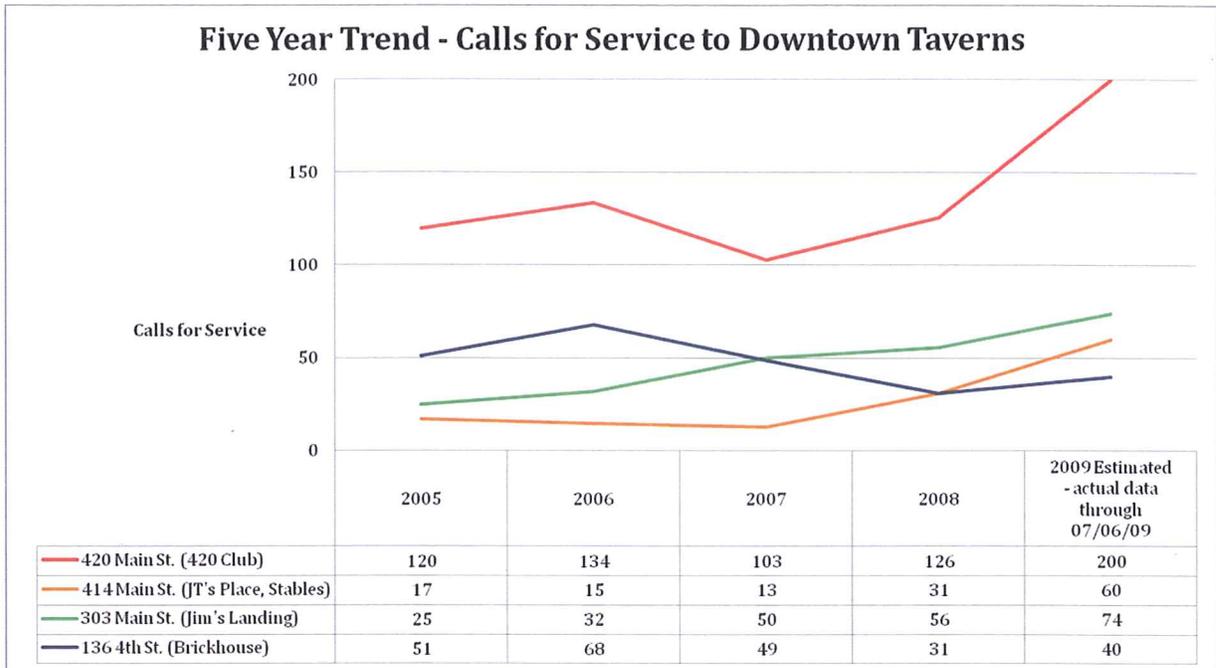


Chart B

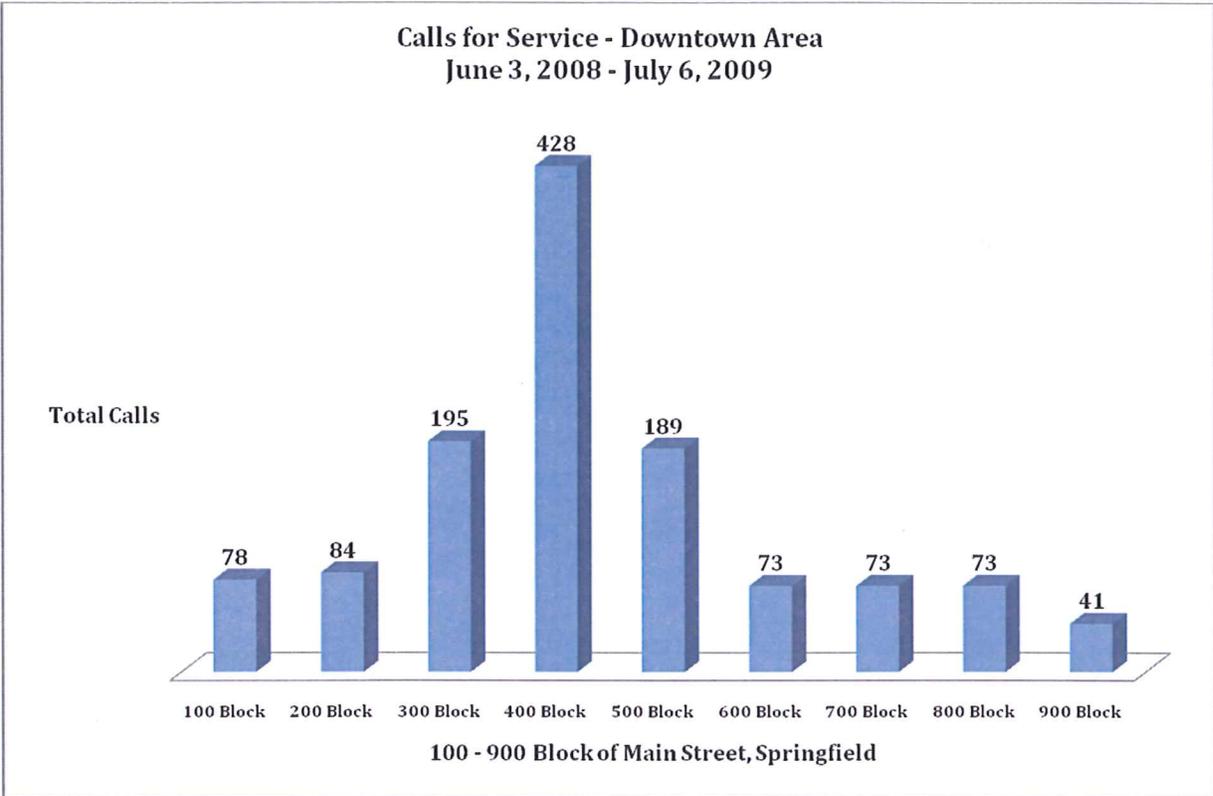


Chart C

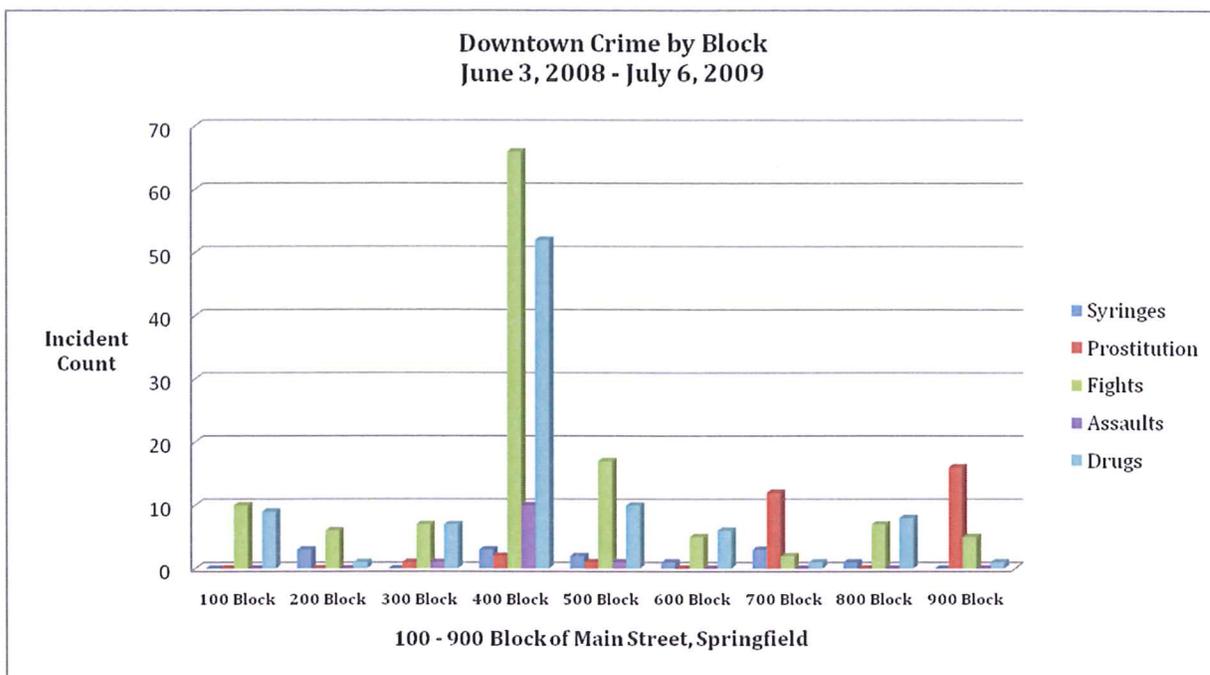
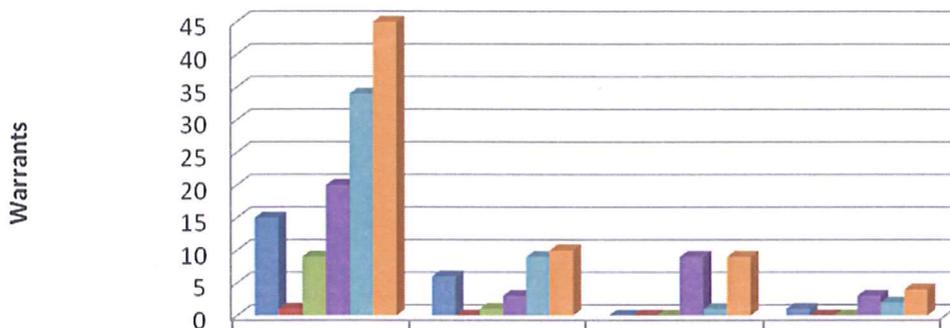


Chart D

**Warrant Arrests at Downtown Taverns
06/03/08 - 07/06/09**



	420 Club	Stables	Jim's Landing (& Apartments Above)	Brickhouse
■ Drugs	15	6	0	1
■ Murder	1	0	0	0
■ Parole Violation	9	1	0	0
■ Other	20	3	9	3
■ Total Felony	34	9	1	2
■ Total Warrants	45	10	9	4

Chart E

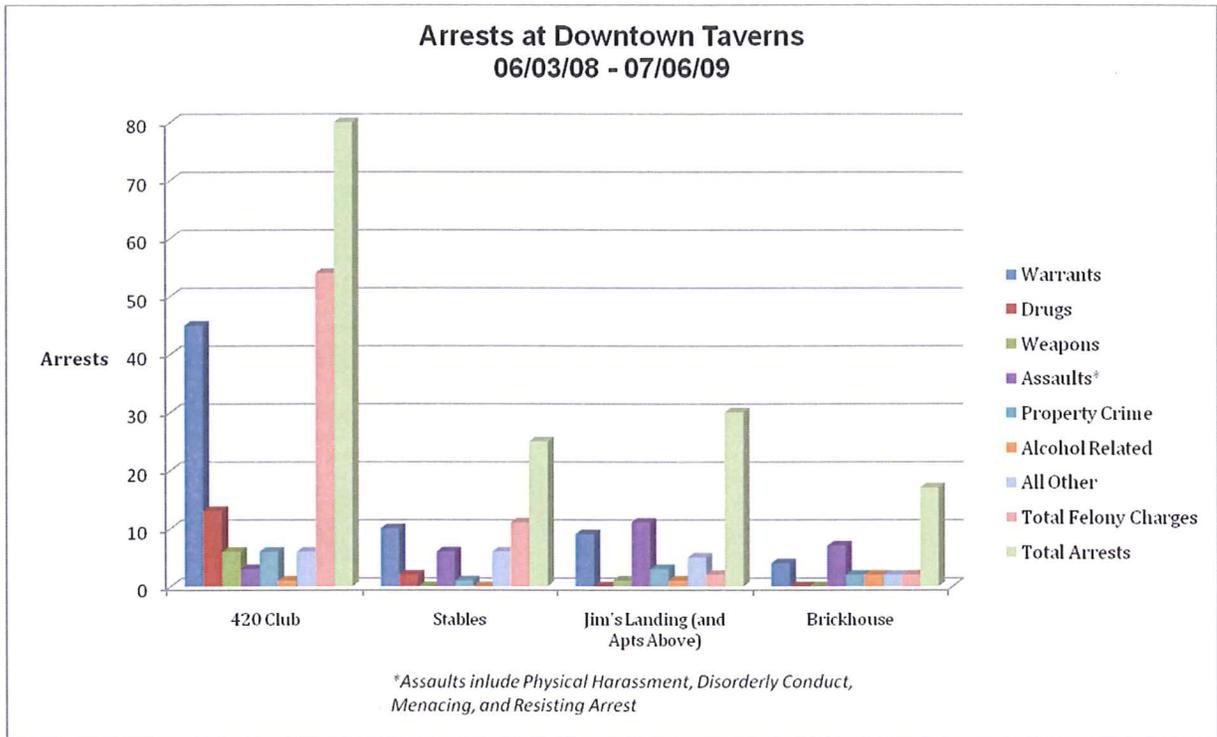


Chart F
Downtown Area Statistics – Last 5 years

	100 Block	200 Block	300 Block	400 Block	500 Block	600 Block	700 Block	800 Block	900 Block
Syringes	3	16	10	24	5	2	6	1	2
Prostitution	0	0	2	4	2	20	4	1	23
Fights	36	22	24	152	17	16	10	11	7
Assaults	6	3	3	41	3	2	0	0	4
Drugs	23	14	27	119	21	4	12	8	7
Calls for Service	415	300	271	1283	396	302	163	213	279

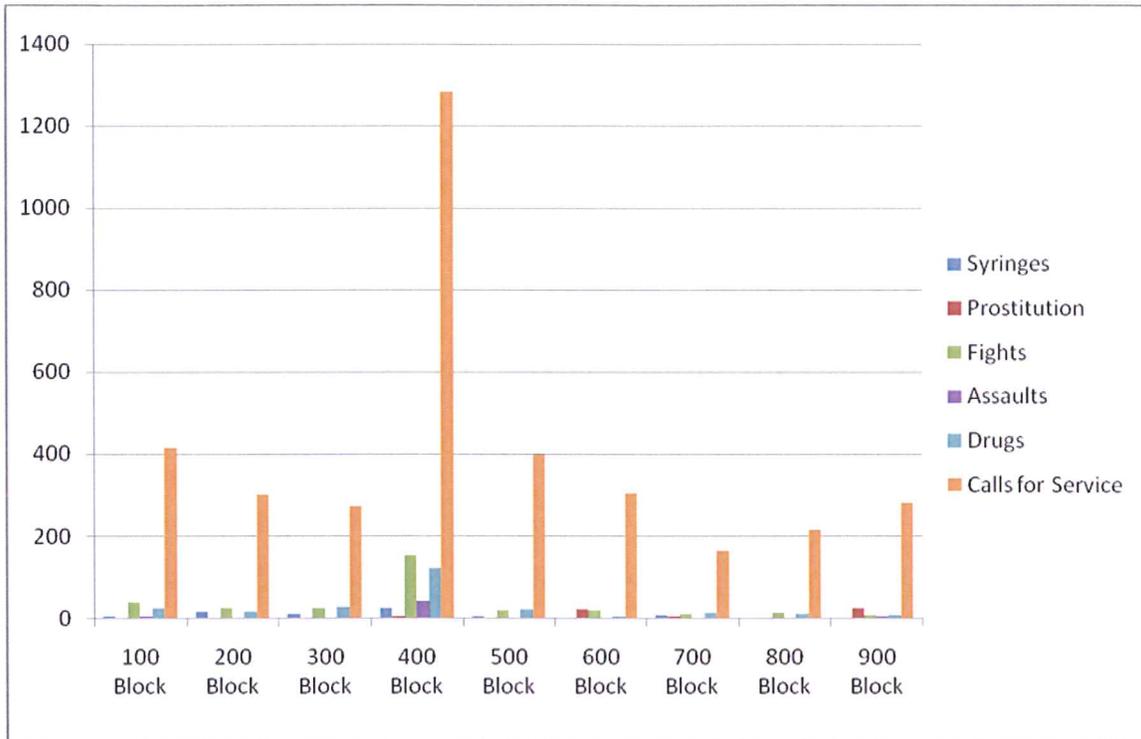


Chart G
Calls for Service by Type

Block Comparison of Specific Crime Types - Jul - Dec 2009

	100 Block	200 Block	300 Block	400 Block	500 Block	600 Block	700 Block	800 Block	900 Block
Syringes	0	2	0	2	1	0	1	1	0
Prostitution	2	0	0	2	3	1	2	0	1
Fights	1	0	1	2	0	0	0	0	0
Assaults	0	1	3	3	3	0	0	0	0
Drugs	0	0	0	1	1	0	0	0	0
Totals	3	3	4	10	8	1	3	1	1

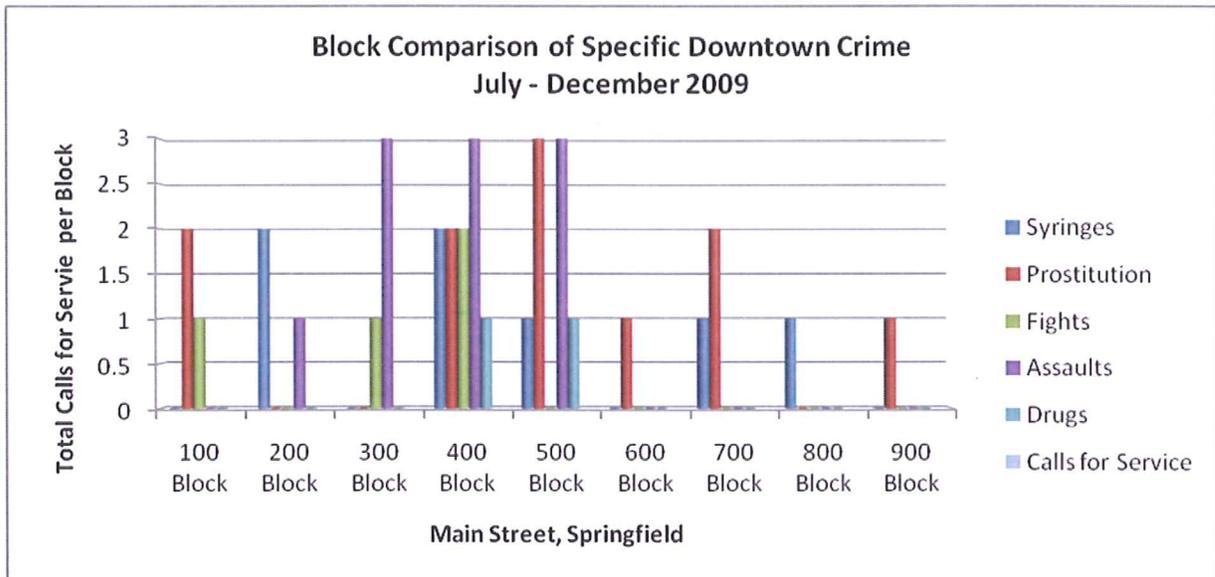
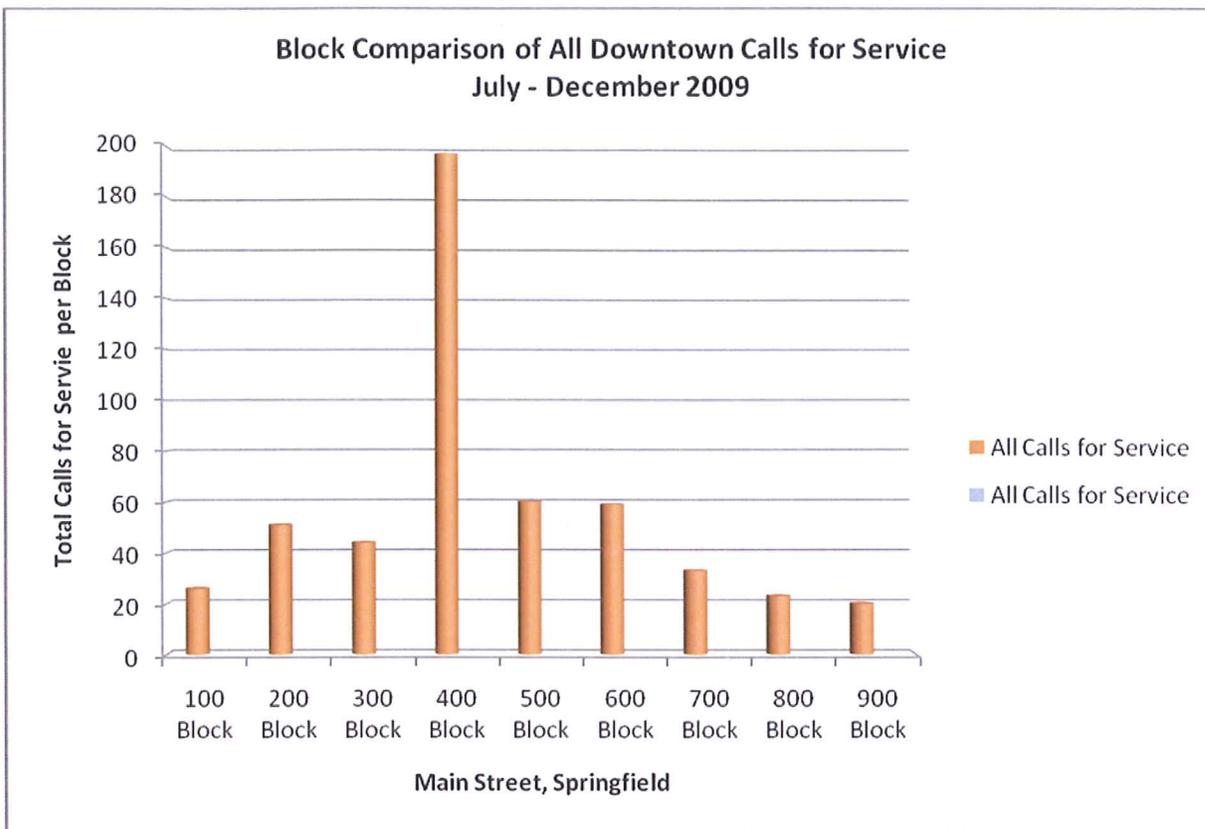


Chart H
All Calls for Service between July 1 and December 31, 2009



AGENDA ITEM SUMMARY

Meeting Date: 1/25/2010
Meeting Type: Work Session
Staff Contact/Dept.: Ken Vogeney/PW
Kevin Ko/DSD
Staff Phone No: 736-1026 / 726-2302
Estimated Time: 20 minutes
Council Goals: Maintain and Improve
Infrastructure and
Facilities

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE:	CHEROKEE DRIVE LOCAL IMPROVEMENT DISTRICT FUNDING & FINANCING OPTIONS
ACTION REQUESTED:	No action is required by Council at this time. Staff is requesting Council direction regarding a preferred “package” to help offset the financial burden that homeowners in the district will be faced with if this LID moves to construction.
ISSUE STATEMENT:	Council has directed staff to explore options to reduce homeowner costs on the Cherokee Drive LID project. Options presented for Council discussion include: alternatives for Community Development Block Grant (CDBG) funding; implementing a City-funded subsidy program; a possible freeze of Local Wastewater Systems Development Charges (SDC’s); and/or a reduced interest rate for assessment financing.
ATTACHMENTS:	<ol style="list-style-type: none">1. Council Briefing Memorandum2. Guaranteed Cost per Front Foot Street Improvement Program3. Non-Block Grant Funded Street Improvement Subsidy Program
DISCUSSION/ FINANCIAL IMPACT:	Staff has researched four options to reduce the overall costs to property owners in the Cherokee Drive LID project. These options are summarized below and discussed in further detail in Attachment 1.

CDBG Assistance: Staff conducted a mail-in income survey of the 44 property owners within the proposed LID. Twenty-seven property owners responded to the survey. Of all respondents, 16 appear eligible for CDBG funding which is less than the 51% needed to provide CDBG funding for the overall project. Individual property owners could apply for assistance through the Springfield Home Improvement Program.

City-Funded Subsidy: In the early 1990’s, Council adopted a policy to subsidize street improvement costs for single family and duplex residences. While this program was specific to street improvement LID’s, the Council may wish to consider providing a subsidy for the property owners in this LID. The street improvement subsidy mimicked the guidelines for area-wide CDBG funding subsidies and based the amount of the subsidy on the property owner’s income. Implementing such a program for this LID would significantly increase the City’s share of the cost and would be paid using wastewater user rate revenue.

SDC Rate Freeze: Council may also wish to defray property owner costs by freezing the local System Development Charges at their current rates. This could occur for a time certain (i.e. a specific number of years), or Council could choose to keep the SDC frozen until such time as the property owner connects to the system, which could be several years after construction of the public system.

Assessment Financing Rate: A fourth option to reduce costs incurred by the property owners in the LID is to alter the interest rate for construction assessments charged by the City. Typically, construction assessments are tied to the 10-year treasury note. The 10-year note has been declining recently, though the long term average has been hovering near 3.5%. The current rate is approximately 3.8%. Council could assess a rate based on the long term average, not the current rate, to reduce the assessment costs property owners pay over a 10-year loan period.

Staff’s recommendation for a preferred package to both help offset property owner costs and protect the City’s interest is as follows: 1) make CDBG funding available to all qualifying homeowners on an individual basis, and 2) apply an interest rate for the construction financing of 3.5%, consistent with the 10-year Treasury note.

Date: 1/25/2010

To: Gino Grimaldi, City Manager **COUNCIL**

From: Ken Vogeney, City Engineer **BRIEFING**
Kevin Ko, Housing Program Specialist **MEMORANDUM**
Susie Smith, Public Works Director

Subject: Cherokee Drive Local Improvement District
Funding & Financing Options

ISSUE:

Council has directed staff to explore options to reduce homeowner costs on the Cherokee Drive Local Improvement District (LID) project. Options presented for Council discussion include: alternatives for Community Development Block Grant (CDBG) funding; implementing a City-funded subsidy program; a possible freeze of Local Wastewater Systems Development Charges (SDC's); and/or a reduced interest rate for assessment financing.

COUNCIL GOALS/**MANDATE:**

Maintain and Improve Infrastructure and Facilities

The Cherokee Drive LID will provide public wastewater service to 44 low density residential zoned properties in the Douglas Gardens area currently served by septic systems. This project will improve the City's wastewater infrastructure and enhance public health and safety by eliminating the associated threat to groundwater.

BACKGROUND:

At the direction of Council, City staff has researched various options to reduce the overall costs to property owners involved in the Cherokee Drive LID project. In addition to preparing the project design as cost-efficiently as possible, several financing items have been suggested and are discussed below in more detail.

A. Community Development Block Grant (CDBG) Funding

The CDBG Program is funded by US Department of Housing and Urban Development (HUD) and provides communities with resources to address an array of community development needs. The City of Springfield receives an annual CDBG entitlement of approximately \$620,000. The primary purpose of the CDBG program is to assist community development activities that benefit low-income persons and households, and can be used to offset a portion of the cost for constructing public infrastructure. In order for the Cherokee Drive LID to qualify for funding for the whole District, thus reducing the cost for all of the property owners, 51% of the households need to have income below 80% of the median income for the Eugene-Springfield metropolitan area. To determine whether this neighborhood is eligible for CDBG assistance, staff recently sent an income survey to the 44 residents in the district. Twenty seven surveys were returned, with 16 of the 27 households indicating that their income fell below 80% of the median area income. It has been staff's experience with other projects that a high percentage of the households that didn't return the survey will have incomes that exceed the allowable limit. In the event the entire district does not qualify for CDBG funding, homeowners may still qualify for assistance individually. Specifics of CDBG funding on a District versus individual basis are discussed below.

1. District Basis –

Under this scenario, CDBG money available for construction of the public system would

apply to the entire project (all properties) and would require each and every individual property owner to hook-up to the public system when construction is completed. Key provisions for this program include:

- Funding assistance is for public system costs only
- This project would have to compete with other community development and housing projects for funding through the annual CDBG/HOME allocation process.
- Because there will be other projects competing, CDBG funding for this project will likely be less than what would be available through the Springfield Homeowner Improvement Program.
- The benefit to property owners will be determined by the City's "Guaranteed Cost Per Front Foot Street Improvement Program". (Attachment 2)
- Federal Wage compliance (Davis-Bacon) would be a requirement for bidding the project.

2. *Individual Basis* –

Individual property owners may apply for assistance through the Springfield Home Improvement Program to help offset their private costs associated with hooking up to the public system. This may include payments to private contractors for private pipe work, septic tank decommissioning, etc. Key provisions for this program include:

- Funding assistance is for private system costs only
- A City lien is placed on the property
- Property owners apply on an individual basis
- Only property owners who apply are required to completely abandon their septic tanks and hookup to the system.
- May not require Davis-Bacon compliance
- CDBG may be used only for the work that will benefit the individual property (individual sewer lines and hookups, septic decommissioning).
- Using CDBG in this way will enhance CDBG reportable outcomes in HUD reports.

At this point it is not clear that the district basis would be appropriate for the LID. Staff do not have sufficient information to determine if the residents meet the income test. In addition, not only would the project have to successfully compete with a number of other projects which might seek this funding, but also every property owner would have to immediately connect. Many of the residents with functioning systems have expressed concern about being compelled to connect. Finally, the project cost under the district basis would increase because of the requirements of Davis-Bacon. This would increase both costs to the residents and the City.

B. Non-CDGB Funded Subsidy Program

In 1990, the Council adopted a *Policy Guide for the Non-Block Grant Funded Street Improvement Subsidy Program (Attachment 3)*. The intent of this Subsidy Program was to provide City funds to reduce the cost to residential property owners for improving their streets to city standards. Currently, the City does not offer this Subsidy Program for street improvements due to a lack of funding. During the Street Preservation Task Force discussion in 2008, staff provided Council with an option to reinstate this Subsidy Program and Council chose not to include funding for a street improvement subsidy in its consideration of funding needs for street preservation. Although the past program focused on subsidizing street improvement costs, Council could choose to provide a subsidy program for other systems, such as wastewater. Should Council wish to consider such a program, we have provided a summary of the street Subsidy Program below:

- A guaranteed maximum cost for the assessments was provided.

- Subsidy based upon income level of property owners of single-family and duplex residences as follows:
 - Very low income (0% to 50% of Lane County median) – 1/6 (one-sixth) of full cost.
 - Moderate income (51% to 80% of Lane County median) – 1/3 (one-third) of full cost.
 - Above (81% of Lane County median) – 2/3 (two-thirds) of full cost.
 - Partnerships and corporations were assessed at 2/3 (two-thirds) of full cost.
 - All property owners on a subsidized street improvement were assessed at 2/3 (two-thirds) of full cost unless valid documentation was provided to show that the property owner qualified for a lower rate.

It should be noted that implementing a subsidy program will significantly increase the City's cost share for the Cherokee Drive LID. Given the weakness in SDC revenues, because of the depressed building environment and actions to defer rate increases, it is likely that this cost would be funded from wastewater user rate revenues. Based upon preliminary estimates, the City's estimated cost for the LID, without considering any subsidy, would be about \$14,000 of the total estimated project cost of \$350,000 for the public system. Assuming that a subsidy program is provided whereby all of the property owners pay 2/3 of the project cost, the City's share of the cost would increase to \$117,000. Since this expense would be incurred immediately, the full amount would have to be funded. Without taking other actions to reduce the local wastewater system budget, this would require roughly a 2.5% user rate increase. Given the Council's current concerns about wastewater user rates, staff does not recommend offering a City-funded subsidy program for this LID.

C. Systems Development Charge (SDC) Freeze

Council might choose to offset costs associated with the LID by freezing the local System Development Charges at their current rates for affected properties. Because homes in this district are not now connected local wastewater and regional MWMC wastewater fees will be assessed at the time of hookup to the public system. While the Council cannot act unilaterally on MWMC fee, local wastewater fees could be frozen.

The approximate cost of the local wastewater SDC for a typical house is \$1,020.80 at the current rate, but will increase to \$3,820.80 after March 1. Council could consider keeping the local wastewater SDC frozen at the current rate for a time certain (i.e. – a specific number of years), or could choose to keep the SDC frozen until such time as the property owner actually connects to the system, which could be several years from the construction of the public system. The estimated revenue that the Council would forego should they choose to freeze this SDC for the 46 dwellings (44 properties, 3 of which are duplexes and one home is already connected) within the LID that are not currently connected to the public sewer would be about \$128,800, were the dwellings to connect immediately. This amount would increase each year by the rate of change in the Construction Cost Index for the term of the rate freeze, and would increase further should the SDC rates increase again before the dwellings connect. If Council chose to generate user revenue in an equivalent amount, the dollar amount represents about a 3 percent increase in the user rate, although a smaller rate increase would be required, considering that the user increase is an ongoing revenue stream, as opposed to the onetime SDC payment.

Staff does not recommend including a freeze on the Local Wastewater SDC for this LID. Although the properties are already developed, the additional system impact of providing public sewers is no different than would be the case with new development. There is no rational basis from distinguishing this additional sewer impact from other demands for increased residential capacity and thus disparate treatment of these properties might set an unfortunate precedent for the City for all future LIDs. This action would have an impact on the already strained

wastewater user rate revenue stream and might be inconsistent with the Council's overarching policy of expecting development to pay the full cost of the additional capacity it requires.

D. Interest Rate (financing)

Another possibility to keep costs down for property owners would be to charge a lower than usual interest rate for assessments associated with construction of the project. Typically, the interest rate on construction assessments for an LID is tied to the 10-year Treasury note.

Though the 10-year note has been declining recently, the long term average has been hovering around 3.5%, and the current rate is approximately 3.8%. Council may choose to assess a rate that reflects the long term average, rather than the most recent rate, to lower the overall costs property owners pay over a 10-year loan period. The Finance Director believes that this would not be imprudent.

RECOMMENDED ACTION:

No action is required by Council. Staff would appreciate any direction Council may have regarding a preferred "package" to help offset the financial burden homeowners in the district will be faced with if this LID moves to construction. The staff recommendation for a preferred package to help offset costs to homeowners would be to 1) make CDBG funding available to all qualifying homeowners on an individual basis, and 2) Apply an interest rate for the construction financing of 3.5%, consistent with the 10-year treasury note.

POLICY GUIDE

GUARANTEED COST PER FRONT FOOT STREET IMPROVEMENT PROGRAM

INTRODUCTION

The City of Springfield Guaranteed Cost Per Front Foot Street Improvement Program has been a continuing program which reduces the cost per front foot of full street improvements assessed against properties. When the program was initiated in 1976, Community Development Block Grant money was the major source of funding. Beginning in 1979, the City's Federal Revenue Sharing fund provided additional financial support for the program.

In 1981, it was determined that a Policy Guide was necessary for consistent administrative implementation of the program. This Policy Guide was originally reviewed and recommended for approval by the Community Development Advisory Committee in May 1981, and the City Council adopted it in July 1981. The policies were written in order to comply with the applicable rules and regulations of federal funding sources, and those rules and regulations shall retain precedence over any and all policies herein in the case of conflict. The policies shall not be construed to be applicable to the assessment policies of City improvement projects which are not part of the guaranteed Cost per Front Foot Street Improvement Program.

GOALS AND OBJECTIVES

The overall goal of the Guaranteed Cost per Front Foot Street Improvement Program (hereinafter referred to as "the program") is to enhance the quality of life in Springfield. The program shall give maximum feasible priority to those street improvements which benefit low and moderate-income persons.

The primary functional objective of the program is to assist in the development of a suitable living environment through the construction of fully improved streets. Street improvements have been found to assist in the prevention of blighting influences and deterioration of property and neighborhood and community facilities. Street improvements can enhance neighborhood pride, aesthetics, and traffic safety. The revitalization of deteriorating or deteriorated neighborhoods can reduce the isolation of lower income and minority groups in a community.

POLICIES

I. ELIGIBILITY

- A. Only those streets whose property owners have submitted valid improvement petitions will be considered for participation in the program. Street improvement projects will be undertaken only on a funds available basis.
- B. Only those streets whereon a majority of the residents are at or below 80% of the Eugene-Springfield MSA (Lane County) median income levels shall be eligible.
- C. A door-to-door income survey of households shall normally be undertaken in order to determine the eligibility of streets from which the property owners have submitted valid improvement petitions to the City. Alternatively, the latest available percentages of low and moderate income persons by census tracts and block groups within Springfield may be used to indicate whether or not petitioned streets may be eligible consistent with paragraph B above.
- D. Section 8 income limits for Lane County by household size, which are calculated by the U.S. Department of Housing and Urban Development shall be used to determine the income category of residents and property owners as applicable. Section 8 Housing Assistance Payments Program regulations shall be followed for the definition of income.

II. DETERMINATION OF GUARANTEED COSTS

- A. The residents along a newly improved street are often not the property owners but are the immediate beneficiaries of the improvement project. Property owners pay the assessments and are the ultimate beneficiaries. Any deviation from or exception to the guaranteed cost assessment shall therefore be related to the income of the property owner.
- B. For purposes of assessing the costs of any street improvement project, a property shall be assessed based upon the income of the owner of record at the time of the pre-assessment public hearing.
- C. The Community Development Advisory Committee, prior to or at the time of the annual Community Development Program is recommended to the City Council, shall establish guaranteed costs for each income category identified in this section. These costs, or per front foot assessment rates, shall be based on the City Engineer's estimate of the full costs of street improvement projects.

- D. 1. Any residential property owned and occupied by very low or moderate-income households shall not be assessed any costs related to street improvements funded under the program with CDBG money.
 2. Any residential property owned by a 501-(c)-3 non-profit entity for the purpose of providing, or which provides housing for very low or moderate-income households shall not be assessed any costs related to street improvements funded under the program with CDBG money. The non-profit organization must enter into a binding agreement with the City in which the organization agrees to provide the affordable housing benefit for 10 years.
- E. Single-family Residents and Duplexes not covered by Paragraph II. D above.
1. Property owners, except in the cases of partnerships and corporations, of these property use categories shall be guaranteed and assessed costs per front foot based upon the following table:
 - a. Very low income (0% to 50% of Lane County median) – 1/6 (one-sixth) of full cost.
 - b. Moderate income (51% to 80% of Lane County median) – 1/3 (one-third) of full cost.
 - c. Above moderate income (81% or above of Lane County median) – 2/3 (two-thirds) of full cost.
 2. Partnerships and corporations shall be assessed 2/3 (two-thirds) of full cost.
 3. Property owners shall be assessed 2/3 (two-thirds) of the full cost unless valid documentation is provided that the owners qualify for a lower rate. Valid documentation may include, but is not limited to, the most recent State or Federal annual income tax statement.
- F. Multi-Family, commercial, and Industrial Properties not covered by Paragraph II. D above.
1. Property owners of these property use categories shall be assessed the full costs per front foot of street improvements.
 2. Properties which have a commercial use attached to or on the same property as an occupied single-family residence and which are owned by the same person(s) or legal entity shall be guaranteed and assessed costs per front foot at the rate for which they would qualify under Paragraphs D or E above.

G. Other Uses not covered by Paragraph II. D above.

1. Hospitals, medical clinics, convalescent care centers, and similar health-related facilities shall be assessed the full costs per front foot.
2. Properties owned by any public agency or jurisdiction of government (e.g., state, city, county, school district, park district, or public utility), or non-profit entity (e.g., religious organization, fraternal or social club) shall be assessed the full costs per front foot.

H. Unimproved Property.

Property owners of properties unimproved (i.e., vacant lots) at the time of the pre-assessment public hearing shall be assessed at the appropriate rates according to the City's zoning of that property at the time.

III. OTHER APPLICATIONS OF GUARANTEED COSTS

- A. If a very low income property owner as defined in Section I above resides along a street scheduled for improvement and that street is not eligible for participation under the program, that property owner shall be eligible for reduced assessments on a funds available basis.
- B. A contingency account of Federal Revenue Sharing funds shall be established for this purpose. Rules and regulations associated with the Community Block Grant would make it administratively not feasible to contribute CDBG funds to this contingency account.

IV. EXCEPTIONS AND APPEALS PROCESS

Any individual or entity may appeal an interpretation of or request an exception to these policies. Appeal is to the Community Development Advisory Committee, and the request for review shall be addressed to the Committee in care of the City Manager's Office.

Adopted: July 1981

Amended: December 1981
February 1984
December 1999

POLICY GUIDE FOR NON-BLOCK GRANT
FUNDED STREET IMPROVEMENT SUBSIDY PROGRAM

I. ELIGIBILITY

- A. Only those streets whose property owners have submitted valid improvement petitions will be considered for participation in the program. Street improvement projects will be undertaken only on a funds available basis.
- B. Street projects shall be ranked annually by the Public Works Department based on rating sheets taking into account factors of project feasibility, traffic factors, neighborhood characteristics, and existing street structural conditions. Projects ranked under the Block Grant program shall also be included in ranking for this program.
- C. Section 8 income for Lane County by household size, which are calculated by the U.S. Department of Housing and Urban Development shall be used to determine the income category of property owners. Section 8 Housing Assistance Payments Program regulations shall be followed for the definition of income.

II. DETERMINATION OF GUARANTEED COSTS

- A. For purposes of assessing the costs of any street improvement project, a property shall be assessed based upon the income of the owner of record at the time of the adoption of the Engineer's Report for the project.
- B. Guaranteed costs for each income category identified in this section shall be based on the City Engineer's estimate of the full costs of the street improvement project as reported in the adopted Engineer's Report. The final cost assessed shall be based on the lower of the actual project cost or the guaranteed cost.
- C. For corner lots which have single family residential use in a residential zoning, and where that lot has already participated in improvement of the street on one side of its frontage, the City shall pay 20% of the cost of the first 100 feet of frontage of the street improvements.
- D. Single-Family Residences and Duplexes.
 - 1. Property owners, except in the cases of partnerships and corporations, of these property use categories shall be guaranteed and assessed costs per front foot based upon the following table:
 - a. Very low income (0% to 50% of Lane County median) – 1/6 (one-sixth) of full cost.
 - b. Moderate income (51% to 80% of Lane County median) – 1/3 (one-third) of full cost.

c. Above moderate income (81% or above of Lane County median) – 2/3 (two-thirds) of full cost.

2. Partnerships and corporations shall be assessed 2/3- (two-thirds) of the full costs.

3. Property owners shall be assessed 2/3 – (two-thirds) of the full cost unless valid documentation is provided that the owners qualify for a lower rate. Valid documentation may include, but is not limited to, the most recent State or Federal annual income tax statement.

E. Multi-Family, Commercial, and Industrial Properties.

1. Property owners of these property use categories shall be assessed the full costs per front foot of street improvements.

2. Properties which have a commercial use attached to or on the same property as an occupied single-family residence and which are owned by the same person(s) or legal entity shall be guaranteed and assessed costs per front foot at the rate for which they would qualify under Paragraph D above.

F. Other Uses.

1. Hospitals, medical clinics, convalescent care centers, and similar health-related facilities shall be assessed the full costs per front foot.

2. Properties owned by any public agency or jurisdiction of government (e.g., state, city, county, school district, park district, or public utility) or non-profit entity (e.g., religious organization, fraternal or social club) shall be assessed the full costs per front foot.

G. Unimproved Property.

Property owners of properties unimproved (i.e., vacant lots) at the time of the pre-assessment public hearing shall be assessed at the appropriate rates according to the City's zoning of that property at the time.

III. OTHER APPLICATIONS OF GUARANTEED COSTS

A. If a very low income property owner as defined in Section 1 above resides along a street scheduled for improvement and that street is not being subsidized under the program, that property owner shall be eligible for reduced assessments on a funds available basis.

B. A contingency account of appropriate funds shall be established for the purpose.

III. EXCEPTIONS AND APPEALS PROCESS

Any individual or entity may appeal an interpretation of or request an exception to these policies. Appeal is to the Springfield City Council and the request for review shall be addressed to the Council in care of the City Manager's Office.

AGENDA ITEM SUMMARY

Meeting Date: 1/25/2010
Meeting Type: Executive Session
Staff Contact/Dept.: Greta Utecht/Human Resources
Staff Phone No: 726-3787
Estimated Time: 15 min.
Council Goals: Mandate

**SPRINGFIELD
CITY COUNCIL**

ITEM TITLE: COLLECTIVE BARGAINING UPDATE

ACTION

REQUESTED: Provide direction to staff with respect to a proposed scope of bargaining with International Association of Firefighters (IAFF), Local #1395, AFL-CIO.

ISSUE

STATEMENT: The IAFF Executive Board has proposed that the City and Union conduct a limited scope bargaining session for the labor agreement set to expire on June 30, 2010. Working agreements between the Union and the City have established a completion date of January 29, 2010 for these limited scope discussions. In the event the City and the Union have not been able to reach tentative agreement by that date, formal bargaining will ensue.

ATTACHMENTS: None

**DISCUSSION/
FINANCIAL
IMPACT:**

The articles that have been identified and discussed to date include:

- Article 8.1 Wages (anticipating no Cost of Living Adjustment)
- Article 9.1 Health Insurance Coverage and Premium Share Percentage
- Article 10 Wellness and Fitness Initiative
- Article 21 Vacation Accrual Calculation and Scheduling(Sections 21.2 and 21.5)
- Article 25.1 Termination and Savings Clause

To be able to finalize such an agreement, the City's bargaining team will need to be able to present to the Council our best assurance that the costs incurred will not be detrimental to the City in terms of comparable jurisdictions nor ongoing merger discussions with the City of Eugene, and that the changes will not set precedents for future contracts. In addition, the City needs the Union to acknowledge the cost of the contract to the City, despite the fact that the Union is not asking for a Cost of Living Adjustment.
