



Harrisburg City Council Work Session Minutes May 24, 2017

The Harrisburg City Council met this evening for a regularly scheduled work session at City Hall, located at 120 Smith St., at the hour of 6:32pm. Presiding was Mayor Robert Duncan. Also present were as follows:

- Kimberly Downey
- Mike Caughey
- Sarah Puls
- Adam Keaton
- City Administrator Brian Latta
- City Recorder/Asst. City Administrator Michele Eldridge
- Public Works Director Chuck Scholz
- Finance Officer Tim Gaines

Absent this evening were Councilors Robert Boese, John Loshbaugh, and Youth Advisor Makenzie Thompson. It should be noted that Sarah Puls participated via conference/speaker phone. Audio was heard by all Council and audience members.

Concerned Citizens in the Audience: All citizens in the audience were here as spectators.

The matter of Approving the Minutes of April 26, 2017

- Puls **motioned to approve the minutes, and was seconded** by Downey. **The City Council then voted unanimously to approve the minutes of April 26, 2017.**

The matter of Approving Resolution No. 1159, "A RESOLUTION INDICATING THE CITY OF HARRISBURG'S INTENT TO APPLY FOR TRANSPORTATION AND GROWTH MANAGEMENT GRANT, PROVIDE FOR GRANT MATCHING & THE CITY'S WILLINGNESS TO WORK COOPERATIVELY WITH THE TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM TO FULFILL THE OBJECTIVES OF THE GRANT"

Staff Report: Latta reminded the Council that he is applying for a TGM grant for the City because the City's Transportation Plan (TSP) is really outdated. The last overhaul was in 1999, with a small update in 2004. The total cost of a TSP update with a consultant is around \$150,000. There is a 12% match requirement, so the City's match amount can be as high as \$22,500. Because we are allowed to either provide staff time, or cash support to meet that obligation, he will try to provide a mix of both.

- Caughey **motioned to approve Resolution No. 1159, A RESOLUTION INDICATING THE CITY OF HARRISBURG'S INTENT TO APPLY FOR TRANSPORTATION AND GROWTH MANAGEMENT GRANT, PROVIDE FOR GRANT MATCHING & THE CITY'S WILLINGNESS TO WORK COOPERATIVELY WITH THE TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM TO FULFILL THE OBJECTIVES OF THE GRANT".** He was seconded by Downey. The City Council then voted unanimously to allow the City Administrator to file a TGM Grant in order to update the City's TSP plan.

The matter of a Visit with Roger Nyquist, Linn County Commissioner

- Latta told the Council that unfortunately, Roger Nyquist had a conflict, and wasn't able to make it today. He will be present at a future meeting.

The matter of Discussing 4th Street Improvements

Staff Report: Latta was recommending that the City Council authorize staff to complete the engineering plans for the improvement of 4th Street. This is where we've been discussing having a separated road, and to have both the tracks repaired. If you remember, we decided on design standards after the railroad contacted us last year. They have contacted us again, in the hopes that we were ready to move forward with our plans. He told them that we have a design, but we need to determine funding. In order to do that though, we need the engineering to be done. Scholz has determined that the cost would be \$80,000, of which \$32,000 will come from transportation and water SDC's, and \$48,000 from the street fund SDC's.

Keaton wanted to know if the road design would result in an expansion of the road....will it push it out more. Latta told him no. We'd put in new storm water, sidewalks, curbs, gutters and road beds. The sidewalk would only be on the west side of the road. Caughey expressed concerns about the cost of the project. How would we get the funding for it? Latta told him that's going to be up to Council. Caughey asked if the engineering would be good for a longer period, such as four years from now. Latta told him yes. The improvement would run from LaSalle St. to Smith St. We can get the engineering done, in order to find out the actual cost. We can do it all at once, or sections at a time. Keaton asked what a reasonable timeline was for the railroad to actually do something. If we get a plan, then how long do you think it would take them to do their part? Caughey thought it would be around two years. Latta said that last year, they did some work around Moore St. That's the kind of work they want to do. If they want to do that again, it will likely occur this year and next. He doesn't know if they would work cooperatively with the City to improve the road to look like it does between Smith and Territorial. They'll do what they think is right and we'll put in a road. Then we'll tell them that they have to put in interior curbs. Then, if their tracks fail, by doing the engineering the right way, the road won't fail.

Caughey asked if we could hold them responsible for existing damage, and Latta told him that we'll try. He noted that they feel that putting in panels, with underlayment under those is a fix for the future. However, City Council was still not happy with that solution, commenting about the panels starting to tilt in Junction City. Mayor Duncan was concerned that they could fix the area under the track, we could fix the road, and then if the track fails, they could try to blame it on us. Latta however, pointed out that it would be hard for them to claim that we are

messing with the track, when we are working with them. There will be some cooperation from them. The City Council then talked about several different concerns, including lowering the road, or raising it, and hoping that any solution will eliminate the trains dragging on the asphalt.

- Keaton **motioned to authorize City Staff to complete the engineering plans for the 4th St. Improvement Project from LaSalle Street to Smith Street. He was seconded** by Downey, and the **City Council voted unanimously to authorize the engineering work needed to improve 4th St. from Smith St. to LaSalle St.**

The matter of an Update on the Poplar Plantation Damage and Repairs

Public Works Staff Report: Scholz said that we inadvertently discussed this issue on Monday night at the Budget Committee meeting, so he won't go in-depth with this. As he wrote in the agenda bill, we don't have the funds to do the repairs all at once. We'll use lots of City staff; four seasonal's will be hired this year, and they will work mainly in the plantation. This will be phased over the next several years, up through 2020. The regulatory authority knows about this as well, and knows that we are in the midst of repairing everything.

Mayor Duncan asked if we had run water through the pipes yet, and Scholz said that we had disconnected all the rows with problems; but a recent pressure test came up other leaks. We actually started this week, on the south side of lagoon 1, where we are planting 4 acres with around 700 cuttings so far. We'll have 25 more acres on the north side to plant if needed. Then, between today and tomorrow, we'll work on new piping. The company who was hired to pull out the damaged trees won't be able to do so until later this summer. We have a scheduled worked out for prepping, and then planting each site area. For those who wondered, we are replanting the good variety of poplar, rather than the weaker variety.

Keaton pointed out that he thought the original estimate was about 30% of our trees, but this says it's 45%. Are we below that? Scholz told him no....we have more damage than before due to windstorms at the end of March and April. The trees that were blocked off from the elements were open to them, so we had more tree's come down. Keaton thought that 30% was more accurate. Caughey thought we had a lot of room for improving the uptake in the trees, because the original numbers for the system was twice as many people as what we actually have in town. Scholz agreed that we are in fairly good shape still, but we do need to get back to where we are required to be. There are only a few months a year in which we can get out there. That's why it was calculated the way it was. Caughey was very pleased that we can handle this mostly ourselves, and Scholz said it's really good training for his crew.

The City Council then discussed the future changes in store for utilities, and how DEQ might be changing processes in the future. Scholz said that the person who could have helped explain things really well for what's in store had health issues, but the people who were filling in expected things to change rapidly in the future. Puls noted that our trees are taking up more water now, and Scholz said that our soil samples are showing a decrease in nitrates in the soil each year; meaning that the trees are taking up max product. We're getting closer to knowing just how much an exact uptake is for poplar trees. He reminded the Council that this is still a young technology. The first poplar plantation in the nation was installed in 1999 at Woodburn. Mayor Duncan asked when we transfer the water to the trees, and was told that we apply the treated wastewater to the trees between May and the end of October. Mayor Duncan was a fan of doing more than we need to, in order to take care of the river. Scholz said that first; we have

to get past the current permit. That's from 2008. DEQ says we'll be on that for another two years; then we might get to adjust things. Puls said that the regulations would be changing, and it might not be that we even have to apply it to poplar trees in the future. We might be able to irrigate to other areas. There is so much stuff out there right now. Scholz said that on the east side of the state, they are experimenting with ejection wells. They drill down, and eject the wastewater into the ground, where it gets sanitized further. That might be what we all go to.

The matter of Discussing a Transit Opportunity

Staff Report: Latta said that the City had last done some transit surveys in 2012, and was considering a shuttle service between Junction City and Harrisburg, to link up with LTD service in Junction City. In fact, transportation is a goal in our strategic plan. He was invited to a transit meeting, that was unexpected, both for him, because he wasn't on it, and for them, who didn't expect him. He shared our story; that LTD wants our money, but won't provide service, and that being south county, we are sort of forgotten by Linn County. Ken Bronson, who serves on the Linn Transit advisory board, called, and said that he runs the Sweet Home Shopper Shuttle. That runs from downtown Sweet Home out to Foster Reservoir, and down through Lebanon, Albany, and specific routes. They have two 20 passenger buses. One is a backup, that's never used. He said that if Harrisburg is interested, the bus belongs to Linn County, but they could loan it to Harrisburg. Linn County Transit would retain ownership, and provide preventative maintenance. We would provide the drivers, gas and insurance. He thinks that we have an opportunity here; does Council want him to take up that offer, bring the bus here, and work out details, or would they rather that he work out the details first. His recommendation is to do another survey, modifying the original one slightly, and see what kind of a response we get. He also talked with a woman names Suzanne, who's with Volunteer Caregivers. They provide rides to individuals who need rides to medical appointments. They are allowed to run the program from Eugene to Portland. If we had drivers, they could join that. They use their own vehicles, and have to provide insurance, plus have a good driving record. They are reimbursed per mile. That's not a big transit opportunity, but we could enter into an agreement with this nonprofit group too.

Council was enthused about everything falling into place, and thanked Latta for him being there at the right time and place. They talked about other services too, such as what CWCOC provides; and Downey knows that there are other people who take individuals to doctors and dentists. She asked Latta to modify the survey to ask if people are using the shuttle for shopping, or for appointments. Latta said that we can pretty much set up everything the way we'd like. We could provide daily service, or weekly. Or we could head once a week to a larger metro center. We should first gauge public interest, on what people want to see. We can figure out routes and then issues such as should we charge people a dollar or something, or perhaps we have volunteer drivers. He does want to verify CDL requirements. Those aren't based just on passengers; it's also based on weight, and number of axles. He liked Sweet Home's idea of modifying the bus to allow a section similar to airport shuttles that would be for bags to accommodate shopping. Keaton thought that perhaps the other service would be a good one to hook up with the H.A.R.T. Community Center. Latta said that he'll work on the survey, and will send it out. He'll make sure it gets to the housing that doesn't get utility bills, such as apartments, and manufactured home parks.

Other:

HMC 10.05.150 (Prohibited Parking or Standing):

- Latta had been contacted recently by a person who was on the receiving end of a violation notice, for having a boat in the road for longer than 24 hours. That person said that it is a substantial sized boat. He's a renter, and keeps the boat elsewhere on a regular basis. However, when he's getting ready to take it out for the weekend, it normally takes a couple of days to get it prepped for the trip, and the opposite to unload it after the weekend. He asked if the Council might consider changing the code so that it can be there for longer than 24 hours, for that purpose. He promised the person that he would ask Council if they'd consider it.

Council discussed the issue for a while. The City is not currently having active code enforcement, so it isn't responding to things immediately, as it would if we had active enforcement. That means that when a neighbor calls to complain about a code violation, the City has to verify that the time has elapsed in violation of what's in the code. That means that while the neighbor called us at the end of a 24 hour period, the City has to wait another 24 hour period to verify the violation. Automatically, that means that the potential violator is already getting a 48 hour period. Caughey pointed out that in other parts of town, if someone is on a dead end, or if they don't have traffic problems, then neighbors don't call. Downey thought it could be because they neighbors are having issues with each other. Keaton said that if we had active code enforcement, then he could see the possibilities of extending the time slightly. But right now, they do get additional time based on how we follow up. Downey felt that it was part of the ownership of a RV/Boat; when you take it out, plan on setting it up by washing and prepping the day before, and the same with return. You don't need more than 48 hours. That's part of the ownership of a RV. He's got to explain better why it's a hardship to him. Latta thought it mainly was that he'd prefer to not get tagged in the first place. He will pass on Council's feelings about that.

Employee Water Charges

Caughey said that he'd bring up an unpopular subject, from what he understands. City employees are paying for the water they use; and he thinks it's inappropriate for employees to have to pay for their water. He understands the rationale behind the decision, because anyone who doesn't know the water is horrible just moved here. Chuck has been buying water out of his own pocket to send to the crew, and he doesn't think he should have to do that. For \$400 a year, the City should provide the water, whether it's in jugs, but also includes a supply to take out to the field. Mayor Duncan didn't know that they were being charged! Eldridge and Gaines both thought it was probably in 2003 or 2004 that the City started that. Downey had brought it up in the past, and was told this is how it was done. Puls said that we have talked about this before in Council, otherwise, she doesn't see why this shouldn't be a management decision. Latta agreed, that's the reason we are discussing it, because it was a Council decision. It's a long standing decision. If Council doesn't agree, we can change that. Keaton suggested that we just tell them to ignore what we've said from before. Mayor Duncan agreed; he didn't

remember doing that. He didn't think that people should have to pay for water. Puls said ok....it's (the policy) is not valid now!

With no further business to discuss, the City Council adjourned at the hour of 7:34 in order to start the HRA Board Meeting.

Mayor

City Recorder