

MILWAUKIE CITY COUNCIL  
CLACKAMAS COUNTY BOARD OF COMMISSIONERS

MAY 2, 2001

The meeting came to order at 6:30 p.m. with the following present:

Clackamas County Board of Commissioners: Michael Jordan, Chair, Bill Kennemer, and Larry Sowa.

County staff: Chief Executive Officer Rhodes and Transportation and Development Director Gilmour.

Milwaukie City Council: Mayor Bernard and Councilors King, Lancaster, and Marshall.

Milwaukie staff: City Manager Pro Tem Swanson, Neighborhood Services Manager Gregory, and Planning Director Rouyer.

Guests: David Aschenbrenner, Art Ball, Teresa Bresaw, John Denny, Linda Hatlelid, Edie Kerbaugh, Peter Koonce, Dolly Macken-Hambright, Jean Michel, Bonnie Petty, Sharon Phillips, Debbie Whitaker, Ed Zumwalt, and Joseph Rose (Oregonian).

### **South Corridor Transportation Alternatives**

**Lancaster** said the Milwaukie neighborhoods discussed South Corridor Transportation options and reached consensus several points. Milwaukie, because of its location, is a transportation hub and faces significant issues. The most important outcome of this work session would be for the City and County to identify mutual interests on critical regional transportation decisions.

**Jordan** said the region is at the decision point before moving into the Draft Environmental Impact Statement (DEIS) phase. From an historical perspective, he finds the message from Milwaukie neighborhoods surprising. Milwaukie residents are also county constituents, and all parties should be mindful of broad, long-term interests. Clackamas County must consider the broader landscape of moving significant numbers of people around the region while being aware of Milwaukie's downtown vitality and neighborhood livability.

**Jordan** was encouraged by the collective message and its options and is prepared to identify overlapping interests. The Board's overriding concern is moving a South Corridor project forward in the next federal funding cycle. To

ensure something does happen, the Board seeks consensus and is willing to consider all options.

**Sowa** added the busway project proposed to Congress in March is a placeholder with the understanding a specific project will be developed within the next few months.

**Bernard** explained, once the limitations of the Safeway site became apparent, the Neighborhood District Associations (NDA) and City began looking north to the Hanna site. He discussed the feasibility of light rail connecting Hwy 224, the K-Mart property, the Clackamas Town Center (CTC), and I-205. The most critical piece for Milwaukie is protecting its neighborhoods.

**Kennemer** assured the Council that the Commissioners have no interest in running over Milwaukie and will work to mutual benefit. The 2040 Plan anticipates an additional 80,000 people east of I-205, and the County has been working through the concurrency process to find ways to deal with growth, infrastructure needs, and livability issues. The County has a negative history of incremental development without infrastructure, and the Commissioners' fundamental concern is serving the growth area with seamless, quality transit from the CTC to downtown Portland. Work must continue on Sunnyside Road and the Sunrise Corridor.

**Kennemer** believes it is essential to get a project into the next funding cycle. Busways are of interest, but the County is not pressing on a modality. Bringing light rail into the area is difficult as well as expensive, and voters did not support it in the past. The busway option is less expensive than light rail and accesses the same areas. It can be designed in a way that is not objectionable. There are differences in ideas, but the central issue is getting a transportation package in the next appropriation cycle that serves residents east of I-205.

**Lancaster** said Milwaukie is very concerned it was not included in the decision Clackamas County sent to Washington, D.C. Milwaukie residents want to be satisfactorily compensated for the sacrifices they make for the sake of the region. Over the years, projects have been simply thrown at the City, and Milwaukie's posture has been one of saying what it does not want. The neighborhoods are working together to define the community's core values. They identified those issues for which there is no compromise and others which are acceptable.

**Sowa** felt transit from CTC and east of I-205 to downtown Portland must be seamless.

**Bernard** understands there is interest in a park-and-ride facility at New Hope Church. The City Council believes light rail is the best option because it is the most seamless has the least impact on Milwaukie neighborhoods. He sees potential in the Hwy 224 area because there is space for parking structures and

some development. Milwaukie is also hoping something can be worked out to acquire the Milwaukie Jr. High property as a small transfer station to link with future commuter rail. Preservation of this property is very important to the community. The Hanna site is 6.5 acres, twice the size of the Safeway property, and offers easy access to Hwy 224.

**King** discussed the benefit of a park-and-ride at Hanna to pull traffic from Hwy 224 with a small transfer station at the Jr. High site. Acquiring the property would maintain the open space and offer a connection future commuter rail connection.

**Sowa** asked if there would be a park-and-ride at the Jr. High site, and **King** said no.

**Marshall** added the Hanna property and surrounding area has great redevelopment potential. He noted the trucking firms are moving from this location to outlying areas as congestion increases, so there is a lot of space available.

**Kenemer** said the Hanna proposal makes intuitive sense and seems to address the goal of keeping traffic out of Milwaukie neighborhoods. He was concerned drivers might bypass the New Hope park-and-ride in favor of the Milwaukie facility.

The group discussed the actual number of people projected to move into the area, and **Gilmour** explained the 80,000 quoted earlier referred to the area east of I-205 to Damascus.

**Marshall** thought light rail might go to that area in the future.

**Jordan** said that option is not in the 20-year Regional Transportation (RTP). He does not believe the Commissioners would have a problem with the northern park-and-ride location. He asked if there was a way out of downtown going south that was acceptable to Milwaukie, and the group discussed improving transit to Oregon City.

Speaking to **Sowa's** concern that riders might bypass a New Hope park-and-ride for Milwaukie, **Bernard** thought parking permit costs would mitigate any problems.

**Lancaster** added, if light rail is built, southeast Portland could easily fill the park-and-ride to capacity. He believed parking would be self-regulating.

**Marshall** asked if there was a political sense of how people in Clackamas County would vote if light rail were on a ballot.

**Jordan** replied every survey he has seen indicates a majority of the people support light rail in the region. The dilemma is the region still remembers its defeat in 1998. The county is focusing on a project that would not go to the ballot box. Portland does not want any more buses or pavement, so light rail is its favored option. Getting light rail to Milwaukie via the Hawthorn Bridge will cost about \$350 million which is significantly less than the previous proposal. The additional cost of light rail to CTC would send the issue to the ballot box. **Jordan**, speaking for himself, thinks there would be a collision if light rail goes to a vote.

**Marshall** suggested light rail might be more saleable if linked with other modes of transportation including a road maintenance package and ped/bike alternatives.

**Jordan** commented on the recent success of omnibus packages in other western cities.

**Sowa** said, in his opinion, the voters have spoken, and they do not want light rail. From his point of view, the main opposition in 1998 came from Milwaukie. He understands most of the neighborhood leaders are represented at this meeting but is concerned other agitators would take their places if light rail goes to a vote.

**Lancaster** was opposed to light rail and actively worked to defeat it. He was not against light rail because it was light rail, but because Milwaukie neighborhoods had so much to lose with the proposed alignment. The community has turned around, and opposition would probably go away if people felt they were getting some genuine benefit from their sacrifices. He believes Portland would agree to a hybrid project that gets federal funding and makes sense to overall regional planning.

**Marshall** said there were a lot of other factors in the previous vote. If neighborhood impact is eliminated and people trust the project will not change, he believes there would be community buy-in.

**Kennemer** said the goal is to get from the CTC to Portland, and I-205 light rail has not been an option on the table. The problem with Hwy 224 is there are no people there.

**Lancaster** was concerned about driving everything from the east through downtown Milwaukie and hoped there would be other alternatives.

**Jordan** reminded the group that DEIS costs increase with the number of options studied. The concept behind the RTP is to provide the best possible transit between core areas, and the busway option would accomplish that goal. The region has problems today because there was no "plan B" when light rail funding was defeated. There needs to be a second choice in the DEIS.

**Koonce** believed the scope of the project would significantly influence the results of a future ballot measure. Voters could make more sense of a series of planned, incremental projects. A seamless transit system could be achieved, for example, if Portland commits to accepting more buses on its streets and Clackamas County commits to light rail. It is possible congestion has not reached the point at which people feel they need light rail. Two solid options for the next 10 years seem to be Milwaukie to Oregon City and CTC to the north.

**Sowa** said Portland has put its foot down. If there is no light rail to Milwaukie, the line will go north to Vancouver.

**Jordan** appreciated the thoughts on phasing transit options. One problem the region will have to face is moving the urban growth boundary by the end of 2002, and this will likely be in Clackamas County. The issue is concurrency of infrastructure when this change happens, and the County will insist on adequate transportation.

**Macken-Hambright** thought a ballot measure could be a good thing if agencies work with neighborhoods and taxpayers.

**Koonce** commented on the Washington County commuter rail project and apparent success of westside light rail. He feels the eastside is long overdue.

**Zumwalt** said the true problem is lack of an alternate plan. Milwaukie is in a nutcracker, and it is obvious to neighborhoods it is time to take a proactive stance to save the community. He questioned the feasibility of seamless transit. What he hears is either busway or light rail.

**Macken-Hambright** said there are too many egos and too much politics.

**Bernard** is interested in saving the Jr. High and will consider every option. Milwaukie is rapidly becoming the parking lot for Portland, and there is no way to stop it. He was a light rail supporter until it impacted the neighborhoods. Milwaukie citizens are taking a positive position this time if the alignment is sensitive to the neighborhood livability.

**Lancaster** asked the Commissioners if they believed Portland would consider a hybrid transit project.

**Jordan** said there is a political imperative in southeast Portland. There must be enough incentive to encourage inner eastside development to pay the light rail local match. According to Hales, Portland does not have the match and will not have it until development happens. The County is trying to figure out how to build a mono-modal option from CTC to downtown Portland in this appropriation cycle.

**Kenemer** fears bringing light rail to Milwaukie is expensive and difficult to match. Seamless transit involves a high caliber way to move people from the regional center to a light rail station. Transit only works if it is convenient. If all the money is spent on light rail, nothing will be left for busway. The only remaining alternative would be bus rapid transit (BRT) which is not an acceptable option. In 5 years, BRT would result in gridlock. The issue is concurrency.

**Aschenbrenner** referred to the 14 points. He sought agreement there would be no park-and-ride at Linwood/Harmony. K-Mart to CTC using 82<sup>nd</sup> Avenue could be a viable route. He did not believe there was a totally seamless option.

**Bernard** said the goal of this meeting is to gather support for putting light rail in the DEIS with the restriction that neighborhoods suffer no negative impacts.

**Koonce** agreed Linwood/Harmony is a major concern.

**Jordan** was concerned more options would increase DEIS costs and might delay getting a project into the funding cycle. He asked if Milwaukie would help pay additional DEIS costs.

**Zumwalt** said the Island Station neighborhood is concerned about future commuter rail impacts.

**Jordan** did not foresee a major busway option through Island Station at this time.

**Zumwalt** said the transit center should be moved from the Safeway site because it will be obsolete in 10 years. The community does not want a lot of parking, confusion, and density near the Jr. High.

**Jordan** felt there could be agreement on those points. The Jr. High site is a winner in the downtown revitalization plans. Milwaukie will control the parking issues, however, if it is a light rail stop, Tri-Met will probably have operational issues with ridership and accessibility.

**Denney** said the Kids First organization will support some kind of transportation at the Jr. High site if the grounds are preserved.

**Swanson** said that Lancaster made a good point about identifying mutual interests, and, from the conversation, he heard several. The County has an interest in moving people to downtown Portland in the face of growth to the east of I-205. The City's interest is in preserving its neighborhoods and community in light of the fact that much of this movement will pass through the City. The community believes it is important that its investments in community are not impaired by the growth to the east. Washington County and its cities have worked through identical problems and have jointly solved them. Both the City

and County are interested in making the next federal funding cycle. Milwaukie's citizens are very interested in participating. They want to be involved and asked "Did we get it (your input) right this time?" and not "Do you approve of this expert design?"

It is important to the City to maintain its identity, and one example of this is preserving the Jr. High site. Linkages between the site and transportation can be identified that will help the City maintain its identity. This is one of the most interesting and empowering incidents in which Swanson has been involved, and it would be a tragedy if the momentum cannot continue. After hearing the discussion, he does not perceive a great deal of conflict between City and County interests.

**Jordan** agreed. This grassroots effort has changed the dynamics of the discussion, and things are moving forward. He believed there could be a project people find acceptable. There is an issue of having as low an impact as possible between the CTC and downtown Milwaukie. Although the suggestion of using Hwy 224 is a good one, it does not address the future. A long-term option to study would be I-205.

**Aschenbrenner**, a South Corridor Study Working Group member, said, although it was not the group's charge, the entire area going north and south needs serious study.

**Jordan** asked if this was a suggestion to move I-205 from CTC north forward as a DEIS.

**Macken-Hambright** wanted the group to make sure whatever it puts forth will be viable in 20 years. Look at the future and include Marion County.

**Bernard** asked the Commissioners' support in moving the light rail option forward for study when the vote is taken at Metro on May 7.

**Aschenbrenner** added Milwaukie's main issues are eliminating any park-and-ride at Linwood/Harmony, including a stop at the Jr. High site, and moving the transit center from Safeway to Hanna.

**Jordan** said based on discussion, he felt following: the County could agree to moving the north station issue forward and supports as little impact as possible to neighborhoods and preserves Milwaukie's downtown planning. He does not see studying light rail beyond Milwaukie in this cycle with the possible exception of the Jr. High School spur. He also understands there would be support for busway or any other mode with low or no impact on neighborhoods and the downtown.

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**Jordan** liked the seamless option from CTC to downtown Portland on I-205. He believes this may be a viable option since the population center is moving to the east each year. He sees almost complete alignment for the May 7 vote.

The work session ended at 8:15 p.m.

*Pat DuVal*

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Pat DuVal, Recorder

**JOINT WORK SESSION AGENDA  
MAY 2, 2001**

**MILWAUKIE CITY COUNCIL  
AND  
CLACKAMAS COUNTY BOARD OF COMMISSIONERS**

**MILWAUKIE CITY HALL**  
Second Floor Conference Room  
10722 SE Main Street

***WORK SESSION***

**Discussion Items:**

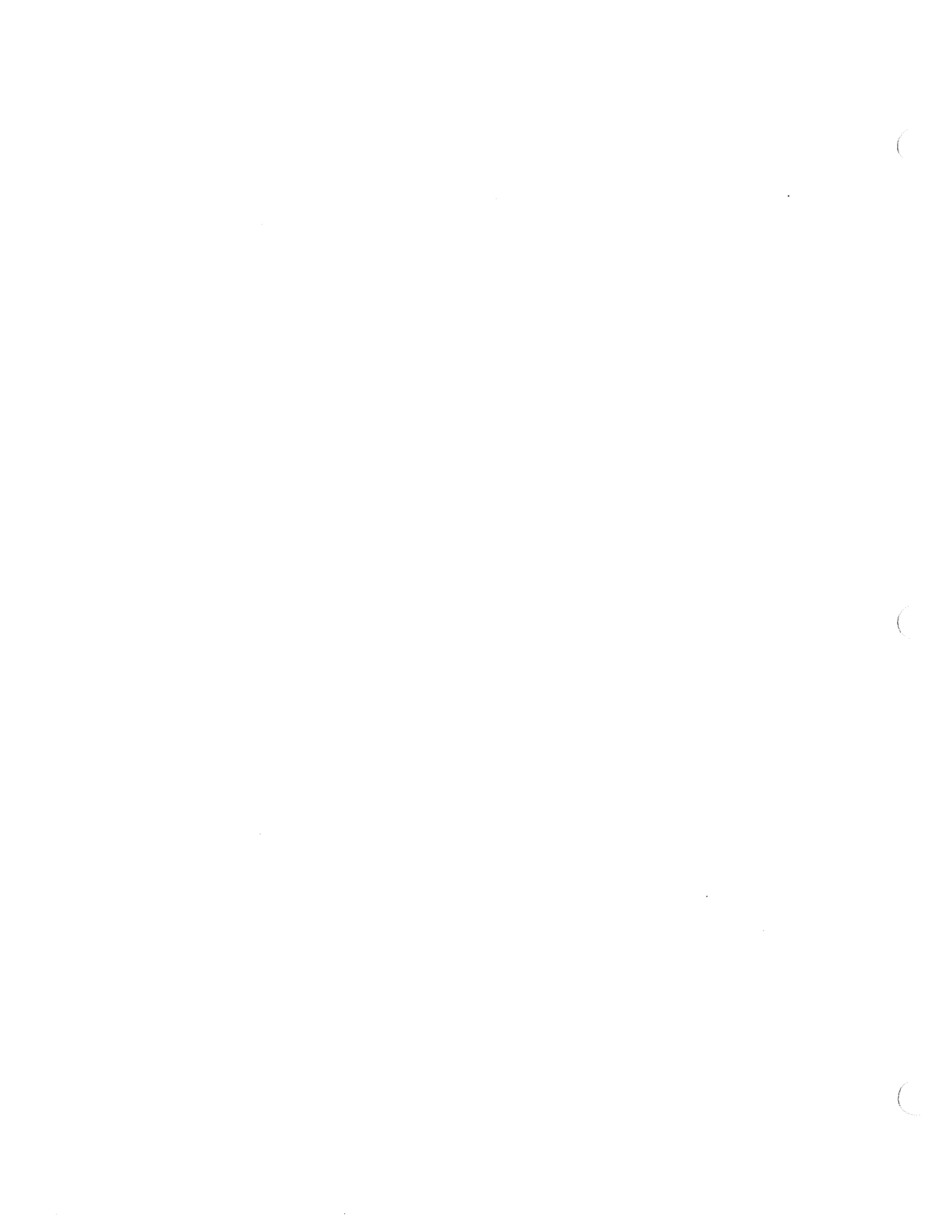
	<u>Time</u>	<u>Topic</u>	<u>Presenter</u>
1.	6:00 p.m.	Dinner, Introductions, and Information Sharing	Group
2.	6:30 p.m.	Discussion of South Corridor Transportation Alternatives	Group
3.	8:00 p.m.	Adjourn	

***The Council may vote in work session on non-legislative issues.***

***The time listed for each discussion item is approximate. The actual time at which each item is considered may change due to the length of time devoted to the preceding items.***

*For assistance/service per the Americans with Disabilities Act (ADA)  
dial TDD 786-7555.*

***The Council requests that all pagers and cell phones be either set on silent mode or turned off during the meeting.***



**CITY OF MILWAUKIE  
CITY COUNCIL WORK SESSION AGENDA  
APRIL 30, 2001**

**MILWAUKIE CITY HALL**  
Second Floor Conference Room  
10722 SE Main Street

***WORK SESSION – 5:30 p.m.***

**Discussion Items:**

	<u>Time</u>	<u>Topic</u>	<u>Presenter</u>
1.	5:30 p.m.	Dinner and Information Sharing	Group
2.	6:00 p.m.	Urban Forestry Committee Reconsideration	Group
3.	6:30 p.m.	Milwaukie Downtown Development Association (MDDA) Annual Report	Dave Strauss Jack Elder
4.	7:30 p.m.	Adjourn	

At the end of the work session, the Council will hold an Executive Session under the authority of Oregon Revised Statutes 192.660 to discuss real property.

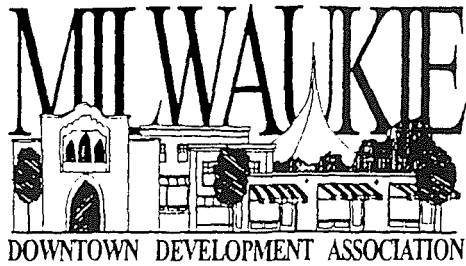
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10952 Southeast 21st Avenue, Suite 5 • Milwaukie, Oregon 97222 • (503) 653-0378 • FAX: (503) 653-9913

March 30, 2001

Milwaukie City Council  
10722 SE Main Street  
Milwaukie, OR 97222

Herewith is the required Annual Report from the Milwaukie Downtown Development Association to the City Council of Milwaukie as required in the contract with the City of Milwaukie.

Included with the Annual Report is the Budget of MDDA for 2001 and the Budget for 2000 with the actual expenditures.

The Annual Report is eight pages with the following categories:

- A) Organization**  
Page one and two
- B) Promotion**  
Page three and four
- C) Design**  
Page five and six
- D) Administration**  
Page seven and eight

Respectfully,

Jack Elder

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Milwaukie Downtown Development Association to the City of Milwaukie

## **Annual Report for 2000**

Delivered April 2001

Services to be provided by MDDA are as follows

### **A) Organization**

**1) Encourage cooperation between the City, Businesses and Property Owners and build leadership in the business community.**

- ***Performance***

MDDA holds regular monthly meetings of the Board open to all members and members of the community and community organizations. MDDA publishes a monthly newsletter that is distributed to all members, Neighborhood Associations, City Councilors and department heads of Milwaukie City Staff.

- ***2001 Enhancement***

Monthly meetings and the newsletter will continue. Special Meetings such as the Crime Prevention and Security meeting will be held.

**2) Assist new and existing businesses in working with the City of Milwaukie to comply with all applicable planning, building, and municipal codes by providing referral information, and facilitate contacts with permitting agencies.**

- ***Performance***

MDDA staff receives 3 to 4 calls per month regarding codes and provides advice and referral to the correct agency. All new businesses are personally contacted and informed of the service.

- ***2001 Enhancement***

All new businesses will receive a packet of information for future referral for their records.

**3) Retain and Recruit businesses in the downtown in accordance with the MDDA niche goals and the laws and regulations in the community.**

- ***Performance***

Attempts were made to recruit a "frame shop" for the arts niche and a retail bakery.

- ***2001 Enhancement***

MDDA now includes all known vacancies in the newsletter and has progressed with the website to facilitate posting of vacancies. Advertising will be purchased in newspaper classifieds referring interested parties to view the website for business space available.

**4) Support existing dispute resolution programs provided by Clackamas County.**

- ***Performance***

Used Clackamas County Dispute Resolution services in 2000. One of the parties refused to cooperate with the agency

**5) Maintain an inventory of buildings, both vacant and occupied, in the Economic Improvement District (EID).**

- ***Performance***

The BID list provided by business licensees and the EID list provided by the County of Clackamas are checked against current inventory.

- ***2001 Enhancement***

All businesses are currently listed in the Business Directory and on the website. New businesses opening, moving or closing are noted in the newsletter.

**6) Assist the City with implementation of the Downtown Master Plan and economic restructuring.**

- ***Performance***

MDDA attended all community meetings for the Downtown Plan, provided notice of all meetings in newsletters for members. MDDA endorsed the final plan. President of Board served on the Waterfront Committee.

- ***2001 Enhancement***

Continue to support the plan. Provide information to existing businesses regarding the immediate effect of the plan. MDDA Board President is now serving on the Transit Oriented Development Committee and a Board Member is serving on the Milwaukie Design and Landmark Commission.

**B) Promotion**

- 1) **Create and maintain a positive image for the downtown by promoting the downtown as an exciting place to live, shop and invest.**

- ***Performance***

Sponsored and operated the Farmers Market for twenty-two Sundays. Assisted the Milwaukie Festival Daze in permit and signing, Produced and hosted community channel TV information program about Milwaukie. Managed and funded downtown building lights for the year. Managed, funded and produced Milwaukie Historical Mural. Funded bedding plants in the downtown.

- ***2001 Enhancement***

Continuing Farmers Market. Will assist Festival Daze in signs and permitting. Bedding Plants will be purchased in spring and summer to downtown plantings. Expanded and enhanced website. Continuing community channel program.

- 2) **Sponsor at least two community events that will promote Milwaukie to both the community and to visitors as a livable, vibrant community.**

- ***Performance***

With twenty-two days of operation we believe this fulfilled community events. Additionally we sponsored "A Conversation in Art" sculpture show that lasted about three months and an Arts Show within Festival Daze.

- ***2001 Enhancement***

Milwaukie Sunday Farmers Market opens May 20 and operates weekly through October 14.

- 3) **Coordinate tourism and business recruitment efforts with the City, the North Clackamas Chamber of Commerce (NCCC) and the Clackamas County economic development (CCED) staff.**

- ***Performance***

We maintain awareness of the different programs and consult with them. We forward any inquires to the various staffs. Milwaukie Historical Mural now in Clackamas County's Art in Unusual places brochure.

- ***2001 Enhancement***

We are linking our website to NCCC and CCED. MDDA staff will communicate with Greg Jenks of CCED.

- 4) **Provide equal promotion opportunity to all licensed businesses.**

- ***Performance***

Newsletter introduces new businesses to the community, articles of membership activity appear as submitted. Members were given priority in Farmers Market as vendors.

- ***2001 Enhancement***

Membership will expand to those businesses or parties interested in the activities of MDDA.

**4) Provide current Business Directory annually**

- ***Performance***

Completed in 1999 and 2000

- ***2001 Enhancement***

One has been updated in February and a second will be updated and printed in the Fall.

**C) Design**

*Improve the appearance of the EID area through:*

**1) Litter Control**

- ***Performance***

A member of MDDA volunteered their staff to clean downtown on Fridays

- ***2001 Enhancement***

MDDA has instituted a member “adopt-a-block” program to encourage beautification, cleanup and maintenance.

**2) Coordination of paint schemes**

- ***Performance***

Consulted with new businesses and existing businesses

- ***2001 Enhancement***

Will continue to advise and consult.

**3) Participation in Downtown and Riverfront Master Plan**

- ***Performance***

Invited all members to meetings of Downtown Plan with presentations by Crandall and Arambula. Hosted meeting discussing zone changes and the impact.

- ***2001 Enhancement***

TOD membership, MDL Commission

**4) Assist with Design Review implementation**

- ***Performance***

Participated

- ***2001 Enhancement***

Board member on MDL Commission, City Planning Director to seek MDDA involvement in establishment of standards.

**5) Promote development in accordance with the existing codes I EID.**

- ***Performance***

Participated in process of change. Met with a commercial real estate development company to discuss Downtown Plan.

- ***2001 Enhancement***

Provided documents to developer regarding adopted plan and public area requirements.

**6) Coordinate downtown banner program in compliance with sign codes, sign permits and pole owners permits.**

- ***Performance***

Permitted and installed.

- ***2001 Enhancement***

Will permit and install.

**7) Develop additional Tree Planting Plans to complete Phase 2, East to West plantings and Phase 3 which is 21<sup>st</sup> Street Plantings.**

- ***Performance***

On hold due to adoption of downtown plan

- ***2001 Enhancement***

On hold pending sidewalk changes

**D) Administration**

**1) Employ a Downtown Manager to coordinate activities and to administer funds received for downtown development.**

- ***Performance***

Completed

- ***2001 Enhancement***

None

**9) Ensure that all permit applications are submitted with sufficient lead-time to meet City Ordinances.**

- ***Performance***

Farmers Market site permit, signs, sculpture show, mural, and decorative banners.

- ***2001 Enhancement***

None

**2) Advise the City of ownership changes in businesses or property within the EID in a timely manner.**

- ***Performance***

MDDA would like to remove this from the contract.

**3) Obtain written City agreement for additional financial contributors and partnerships, approved by the City Council, City Manager, or Assistant City Managers, as appropriate.**

- ***Performance***

Completed.

**4) The MDDA shall file with the City Recorder by April 1 of each year, during the term of the agreement and within 30 days of the expiration of the agreement, an annual report. The annual report shall be in a form to be determined by MDDA, but at a minimum shall include a current budget including an annual financial statement, scope of work and a list of accomplishments of the MDDA.**

- ***Performance***

Completed

5) The MDDA shall provide the Milwaukie City Council with a program status report, a minimum of four times a year.

- *Performance*

Completed

- *2001 Enhancement*

This annual report with the activities underway and those planned should qualify for the second status report of 2001.

6) The MDDA shall apply for appropriate grants from Federal, State, County, Local, and individuals for the betterment of the Community, City and MDDA.

- *Performance*

RACC Grant for the Mural Project and Milwaukie Neighborhood Associations Grant for the Mural.

- *2001 Enhancement*

Plans to apply to RACC for “Conversations in Art-Two” for 2002 are being discussed.

Milwaukie Downtown Development Association  
**Budget vs. Actual**  
 January through December 2000

01/26/01

	Jan - Dec '00	Budget	\$ Over Budget
<b>Income</b>			
Bus. License Surcharges	17,951.27	18,000.00	-48.73
City Contributions	18,000.00	18,000.00	0.00
<b>Contributions</b>			
Mural Project	1,000.00	4,000.00	-3,000.00
Contributions - Other	100.00	1,000.00	-900.00
<b>Total Contributions</b>	<b>1,100.00</b>	<b>5,000.00</b>	<b>-3,900.00</b>
<b>EID</b>	<b>9,000.00</b>	<b>16,000.00</b>	<b>-7,000.00</b>
<b>Grants</b>			
Race	4,000.00		
<b>Total Grants</b>	<b>4,000.00</b>		
Interest Income	735.69	750.00	-14.31
Membership Dues	0.00	100.00	-100.00
Misc.	312.71		
Tree Donations	0.00	500.00	-500.00
<b>Total Income</b>	<b>51,099.67</b>	<b>58,350.00</b>	<b>-7,250.33</b>
<b>Expense</b>			
<b>OPERATING EXPENSES</b>			
Accounting	1,596.05	1,500.00	96.05
Advertising	270.00	400.00	-130.00
Contract Services	0.00	250.00	-250.00
Equipment	399.00	200.00	199.00
Equipment - Repairs & Maint.	253.49	250.00	3.49
Insurance	931.00	1,000.00	-69.00
Legal and Professional	187.00	200.00	-13.00
Licenses/Fees/Dues	175.00	100.00	75.00
Mileage Reimbursement	0.00	200.00	-200.00
Office Rent	4,225.00	3,900.00	325.00
Office Supplies	664.28	1,000.00	-335.72
Postage	1,173.12	1,000.00	173.12
Printing and Publications	1,124.80	2,000.00	-875.20
Utilities	1,181.29	1,100.00	81.29
<b>Total OPERATING EXPENSES</b>	<b>12,180.03</b>	<b>13,100.00</b>	<b>-919.97</b>
<b>PAYROLL EXPENSE</b>			
Payroll and Taxes	36,576.98	34,378.00	2,198.98
Employee Insurance	3,408.57	3,372.00	36.57
Worker's Comp Insurance	195.00	250.00	-55.00
<b>Total PAYROLL EXPENSE</b>	<b>40,180.55</b>	<b>38,000.00</b>	<b>2,180.55</b>
<b>PROFESSIONAL DEVELOPMENT</b>			
Conferences and Education	29.44	300.00	-270.56
Lodging and Meals	130.04	200.00	-69.96
<b>Total PROFESSIONAL DEVELOPMENT</b>	<b>159.48</b>	<b>500.00</b>	<b>-340.52</b>
<b>ANNUAL PROJECTS</b>			
<b>Annual Meeting</b>			
Annual Mtg & Lunch - Income	-299.02	-400.00	100.98
Annual Meeting - Other	497.69	400.00	97.69
<b>Total Annual Meeting</b>	<b>198.67</b>	<b>0.00</b>	<b>198.67</b>
Arts Niche	7.72		
Bldg Christmas Lights	204.00	400.00	-196.00
<b>Plantings</b>			
Flowers	500.00		
Summer Intern	0.00	1,000.00	-1,000.00
Tree Planting	0.00	1,000.00	-1,000.00
<b>Total Plantings</b>	<b>500.00</b>	<b>2,000.00</b>	<b>-1,500.00</b>
<b>Total ANNUAL PROJECTS</b>	<b>910.39</b>	<b>2,400.00</b>	<b>-1,489.61</b>
<b>OTHER</b>			
H.S. Art in Windows	36.99		

Milwaukie Downtown Development Association  
**Budget vs. Actual**  
 January through December 2000

01/26/01

	Jan - Dec '00	Budget	\$ Over Budget
Mural	6,106.80	5,750.00	356.80
Sculpture	4,225.75		
STL/Promotion Carryover	186.00		
<b>Total OTHER</b>	<b>10,555.54</b>	<b>5,750.00</b>	<b>4,805.54</b>
Craft Fair			
Music	150.00		
Craft Fair - Other	0.00	1,000.00	-1,000.00
<b>Total Craft Fair</b>	<b>150.00</b>	<b>1,000.00</b>	<b>-850.00</b>
Farmers Market			
Income	-17,500.00	-13,200.00	-4,300.00
Expenses			
Advertising	4,736.09	3,475.00	1,261.09
Banners	550.00	275.00	275.00
Mkt Master	3,250.00	3,300.00	-50.00
Music	2,625.00	3,300.00	-675.00
Permits	304.99	250.00	54.99
Supplies	876.45	1,000.00	-123.55
<b>Total Expenses</b>	<b>12,342.53</b>	<b>11,600.00</b>	<b>742.53</b>
<b>Total Farmers Market</b>	<b>-5,157.47</b>	<b>-1,600.00</b>	<b>-3,557.47</b>
void	-0.02		
Voided	0.02		
<b>Total Expense</b>	<b>58,978.52</b>	<b>59,150.00</b>	<b>-171.48</b>
<b>Net Income</b>	<b>-7,878.85</b>	<b>-800.00</b>	<b>-7,078.85</b>

**Milwaukie Downtown Development Association**  
**Budget Overview**  
 January through December 2001

03/08/01

	Jan - Dec '01
<b>Income</b>	
BID	18,000.00
City Contributions	18,000.00
Contributions - Other	1,000.00
EID	16,000.00
EID - 2000	9,000.00
Interest Income	750.00
Membership Dues	100.00
<b>Total Income</b>	<b>62,850.00</b>
<b>Expense</b>	
<b>OPERATING EXPENSES</b>	
Accounting	1,600.00
Advertising	350.00
Conferences	300.00
Contract Services	250.00
Equipment	400.00
Equipment - Repairs & Maint.	200.00
Insurance	1,000.00
Legal and Professional	200.00
Licenses/Fees/Dues	200.00
Memberships	200.00
Mileage Reimbursement	200.00
Office Rent	4,225.00
Office Supplies	950.00
Postage	1,400.00
Printing and Publications	1,800.00
Summer Intern	900.00
Utilities	1,200.00
<b>Total OPERATING EXPENSES</b>	<b>15,375.00</b>
<b>PAYROLL EXPENSES</b>	
Payroll and Taxes	37,000.00
Employee Insurance	3,450.00
Worker's Comp Insurance	250.00
<b>Total PAYROLL EXPENSES</b>	<b>40,700.00</b>
<b>PROGRAM - ANNUAL MEETING</b>	
Annual Meeting	
Annual Mtg & Lunch - Income	-400.00
Annual Meeting - Other	400.00
<b>Total Annual Meeting</b>	<b>0.00</b>
<b>Total PROGRAM - ANNUAL MEETING</b>	<b>0.00</b>
<b>PROGRAM - BLDG CHRISTMAS LIGHTS</b>	
Bldg Christmas Lights	975.00
<b>Total PROGRAM - BLDG CHRISTMAS LIGHTS</b>	<b>975.00</b>
<b>PROGRAM - BUSINESS DEVELOPMENT</b>	
Business Development	2,000.00
<b>Total PROGRAM - BUSINESS DEVELOPMENT</b>	<b>2,000.00</b>
<b>PROGRAM - CRAFT FAIR</b>	
Craft Fair	900.00
<b>Total PROGRAM - CRAFT FAIR</b>	<b>900.00</b>
<b>PROGRAM - FARMERS MARKET</b>	
Farmers Market	
Income	-17,500.00
Expenses	
Advertising	5,500.00
Banners	1,000.00
Mkt Master	3,300.00
Music	3,000.00
Permits	400.00

03/08/01

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# Milwaukee Downtown Development Association

## Budget Overview

January through December 2001

	Jan - Dec '01
Supplies	1,000.00
Total Expenses	14,200.00
Total Farmers Market	-3,300.00
Total PROGRAM - FARMERS MARKET	-3,300.00
PROGRAM - FLOWERS	
Flowers	1,000.00
Total PROGRAM - FLOWERS	1,000.00
PROGRAM - HIGHSCHOOL ART	
H.S. Art in Windows	200.00
Total PROGRAM - HIGHSCHOOL ART	200.00
PROGRAM - MURAL	
Mural	4,000.00
Total PROGRAM - MURAL	4,000.00
PROGRAM - WEBSITE	
Website	1,000.00
Total PROGRAM - WEBSITE	1,000.00
Total Expense	62,850.00
Net Income	0.00