

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
JANUARY 2, 1996**

The one thousand seven hundred and thirty-fourth meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. in the Council Chambers at Milwaukie City Hall. The following Councilors were present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Don Trotter

Also present:

Dan Bartlett,
City Manager
Charlene Richards,
Assistant to the
City Manager
Pam Beery,
City Attorney
Dan Olsen,
Fire Chief

Greg Drechsler,
Acting Public Works Director
Maggie Collins,
Community Development Director
Diana Myrvang,
Public Involvement Coordinator
Nancy Waddell,
Public Involvement Coordinator

CONSENT AGENDA

Councilmember Farley requested that Item III.E. -- "Dump Truck Purchase" be removed from the Consent portion of the agenda for discussion in *Other Business*.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to adopt the Consent Agenda. Motion passed unanimously.

The Consent Agenda consisted of:

1. City Council Minutes of December 5 and 19, 1995;
2. Resolution 1-1996: A Resolution of the City Council of the City of Milwaukie, Oregon, Designating the First and Third Tuesdays of Each Month as the Regular City Council Meeting Date.
3. Resolution 2-1996: A Resolution of the City Council of the City of Milwaukie, Oregon, Designating the *Clackamas Review* and the *Oregonian* as the Papers of Record for the City of Milwaukie.
4. Resolution 3-1996: A Resolution of the City Council of the City of Milwaukie, Oregon, Authorizing the Execution of an Application for Waiver Allowing the Use of Manual Defibrillation for EMT-Intermediates.

AUDIENCE PARTICIPATION

None.

PUBLIC HEARING

South/North Light Rail Alignment

Mayor Lomnicki called the Public Hearing to order at 7:03 p.m.

Staff Report: **Dan Bartlett**, City Manager, presented the staff report. This Public Hearing was originally scheduled for December 12, 1995, but was canceled due to weather conditions. The hearing was rescheduled for this regular session, and the public was notified. Staff presentation included: Maggie Collins, Community Development Director, described the public process in the City of Milwaukie; Jennifer Ryan, Tri-Met, reviewed the Monroe St. and Railroad Avenue design options; Ted Leybold, Metro, discussed the Draft Environmental Impact Statement (DEIS) process.

Bartlett described the decision at hand and the process to this point. The City Council was asked to authorize the Mayor to sign a letter to Metro South/North Transit Corridor Study advising Metro of Milwaukie's review and concurrence with the Design Option Narrowing Final Report dated November 20, 1995. The report concludes a process that has been going on for a number of years and recommends narrowing the options for the location of light rail.

Bartlett reviewed the legislative steps taken by the Milwaukie City Council regarding light rail. Resolution 6-1993 identified the Milwaukie City Council's endorsement and recommendation for the Metro Council to consider the Milwaukie/I-5 corridor as the preferred routes for the Alternatives Analysis stage of the Regional High Capacity Transit Study. Resolution 31-1994 supported Tri-Met's General Obligation Bond Measure to construct light rail transit improvements at the November 8, 1994, General Election. He added that 61% of the Milwaukie voters approved of the bond measure. Resolution 42-1994 supported the South/North Light Rail line, and Resolution 51-1994 expressed support for the South/North Steering Group Tier I recommendation to advance to Tier II for further study.

Collins discussed the public input process. All of the participating jurisdictions were asked to comment on the conclusions of the Metro Steering Group narrowing options. From that point, the job was undertaken to narrow a large number of design options to a series of promising alternatives. The proposal before the City Council at this hearing has to do with the options Metro is proposing for a more detailed study in the DEIS. The most promising of the design options will be frozen in time and studied for potential impacts. The purpose of the DEIS is to obtain a property-specific, detailed analysis of the alignment for which federal funds are used.

Collins described the partnership in which the City of Milwaukie and other jurisdictions began looking at the feasibility of constructing a light rail corridor between Vancouver and Oregon City on the east side of the Willamette River. This meeting and the Steering Committee report marks the end of the second phase of the process. She added that there have been over one hundred meetings in the region, and the City of Milwaukie's own process has been both long and fruitful. She discussed the role of the light rail working groups in reviewing and making recommendations from data supplied by Metro and Tri-Met. In October 1995, the working group concluded that the Steering Group's report was an acceptable way for the City to move forward with the Milwaukie segments of the light rail study. The Milwaukie Downtown Development Association (MDDA) held special meetings with Metro staff and concluded that the recommendations posed the most promising alternatives. In addition, many other groups and individuals have offered input during that phase.

Councilmember Kappa asked about how many flyers and mailers have been distributed to City residents. **Bartlett** said the typical newsletter goes to 8,500 households. **Collins** added that there were about ten individual publications specific to the light rail project.

Jennifer Ryan, Tri-Met Light Rail Engineer, 710 NE Holladay, Portland, 97232; 239-2177, discussed the design options. The two design options selected to be examined in the DEIS are SE Monroe Street to East of the Southern Pacific Tillamook Branch Line and SE Monroe to SE 21st Avenue/SE McLoughlin Blvd. A light rail vehicle maintenance site and Park and Ride areas were also under consideration.

Ryan discussed the proposed Railroad Avenue alignment and the skinny street design. Staff felt this option would be faster, encourage greater ridership, and be less expensive than other possible alignments. This option would allow for a Park and Ride area behind the Milwaukie MarketPlace. Monroe Street was recommended for further study to serve the downtown area and central business district on Main between Harrison Street and Lake Road. Among the three east/west streets -- Harrison, Washington, and Monroe -- Monroe was recommended because it has better access to the central business district, would cost less to build, and would be faster. She added the recommended alignment garnered more community support than Washington Street.

Ryan reviewed the three designs options for Monroe Street which included light rail only, two-way traffic with rail, and one-way traffic with rail. Further design work brought up other issues such as two-way traffic requiring more right-of-way and adverse impact on the Spring Creek wetlands. One-way traffic with light rail on the south side of the street appears to be the most beneficial. The westbound design would allow traffic signals in the residential district with gates and automatic bells.

Ryan then discussed the two North Milwaukie design options. The alignment would curve north from 25th Street and proceed adjacent to the east side of the SP branch line to a potential Park and Ride station at Ochoco. Two parallel studies will be made for a light rail vehicle maintenance facility within the area between OMSI and Hwy. 224. The process of siting the maintenance facility is just beginning, and the size is still being determined. Half of the possible sites under consideration are located in the City of Milwaukie. The Park and Ride study has identified Ochoco and the Hanna site as potential locations. Such problems as traffic, access, truck and auto conflict, and expense are currently being identified.

Councilmember Farley asked why the environmental impact study was not completed prior to narrowing the alignments. **Ryan** said at the beginning of the process all options were considered, and based on the criteria some options were found to be more feasible. The most feasible options are moved forward into the detailed DEIS.

Councilmember Kappa said he wanted more information on Railroad Avenue and the skinny street concept. He asked if this meant there would be no turn lane. **Ryan** said at this point only 5% of the engineering has been completed. On Railroad Avenue itself, the skinny street design would eliminate the center turn lane. She discussed the initial design concept that included the center lane and bike lanes. The skinny street design would designate Railroad Avenue as a neighborhood collector, so a continuous turn lane is not required. She continued to say that there would be pedestrian signals at 37th Street and Linwood Avenue.

Councilmember Kappa asked how many feet of land on either side of the rail is included in the DEIS process. **Ryan** said about 100 feet on either side of the rail line will be included. The study will include the impact to the neighborhood in the vicinity of the light rail line and the effect of relocating Railroad Avenue.

Councilmember Kappa asked for additional information on the maintenance facility. **Ryan** said sites of 5 - 20 acres are being evaluated. The smaller site would be used for overnight storage and minor maintenance, and the large areas would be used for long-term storage and complete maintenance.

Councilmember Kappa asked **Ryan** to repeat which streets would be one-way. **Ryan** said the current concept is that Monroe would be one-way from 29th to 25th and two-way from 21st to 25th. 25th Street would have two-way traffic.

Councilmember Kappa said he was concerned about the impact on the school campus and pedestrian safety created by the heavy traffic. **Ryan** responded that the DEIS would look at the interactions of pedestrians, auto traffic, and light rail. These types of concerns should be answered at the end of the DEIS.

Ryan added that preliminary indications showed the highest volume of traffic on Harrison, followed by Washington. Monroe was found to be the least traveled.

Councilmember Trotter asked if the maintenance facility and the Park and Ride sites would be part of the DEIS. City Council received information on the potential routes, but the information on the maintenance facility is sketchy.

Leybold said in the next two months staff will work on narrowing down the sites for those facilities and return to the City Council with a recommendation. He pointed out that the impacts of the project must be fully disclosed. The siting of the maintenance facility and Park and Ride locations will be done in a parallel study to the DEIS.

Leybold said City Council would have another public hearing in about 12 - 18 months with the additional information from the DEIS.

Mayor Lomnicki said he understood that even though these alignments have been tentatively selected, staff needs the snapshot in time for the DEIS. What is being discussed at this hearing may or may not be the final outcome.

Leybold said the DEIS provides that snapshot and the project design will be improved by the information gathered.

Councilmember Farley asked the width of the proposed Monroe light rail line. **Ryan** said the preliminary widths would be 32 feet of light rail, 18 feet of pavement for vehicular traffic, and 10 feet for sidewalks.

Councilmember Kappa asked if depressing the Milwaukie Expressway at the Monroe crossing would be feasible. He said he was concerned that the City was already split apart in so many ways. **Ryan** said staff is trying to integrate light rail into the neighborhoods. The design option has a rise at Hwy. 224, and that structure would continue until near Oak Street and degrade to the Park and Ride on Railroad Avenue. The issue of the Hwy. 224 and Monroe area will probably be discussed in the DEIS. The concept of depressing Hwy. 224 has been discussed, but funding for that project is not in ODOT's six-year Capital Improvement Plan.

Councilmember Farley asked if parking would be eliminated on 25th Street. **Ryan** said no impact has been proposed on parking except where light rail crosses.

Leybold discussed the impacts to be studied in the DEIS which projects the conditions in the future. In this case, the planning horizon selected was 2015. The decision makers are provided with information on regional growth, road projects, transit improvements, and technical data in order to determine which projects will be built. The DEIS identifies impacts of each alternative and provides the basis of how to mitigate the impacts. Elements of the DEIS include cost, ridership, traffic, ecosystem, noise,

vibration, and displacement. A field of experts will analyze the information and offer recommendations to improve the process. He discussed the regional decision that the Clackamas Town Center would be the terminus of this portion of the S/N Project. A future extension to Oregon City could either go down McLoughlin Blvd. or run along I-205.

Councilmember Kappa discussed the wetlands at the intersection of 37th and Railroad Avenue and asked what would happen in that area. **Ryan** said one of the goals is to avoid impacts to that location and is one of the reasons why the design was placed on the north side of Railroad Avenue. Staff is aware of potential impacts to the wetlands.

Councilmember Kappa asked about the possibility of a tunnel at the Harmony/Railroad/Linwood intersection. He also expressed concern for the stream flows in that area. **Ryan** said both Linwood and Harmony go down hill, and in the current context engineers are looking at leaving the ground alone and raising the construction level.

Councilmember Schreiber asked when City Council would review the DEIS. **Leybold** said the current best estimate is to come back with information in about one year.

Councilmember Schreiber asked about the public involvement during that year. **Shepherd** responded that staff will focus more narrowly by contacting and meeting with each individual property owner. This will be in addition to the types of public outreach taking place now.

Councilmember Farley asked for clarification if the route was through the north industrial area to Monroe and down Railroad Ave. **Shepherd** said this was the recommendation.

Councilmember Kappa suggested during the public involvement process, in addition to individual contacts, to distribute mailers through the neighborhood district association. **Shepherd** said she was scheduled to meet with the Hector Campbell NDA.

Councilmember Kappa asked **Leybold** if the noise and vibration might potentially damage the culverts. **Leybold** said these types of impacts depend on the conditions, and tests will be made on the current conditions. Information on soil conditions will be compiled and a model will be run. He added that federal guidelines and levels of acceptable standards must be followed.

Councilmember Kappa spoke to the issue of public safety in transit centers and the public perception that they attract undesirable elements. **Leybold** said a Citizen Advisory Committee is looking at communities' concerns for a safe transit system. A safety task force, that included Milwaukie Police Chief Brent Collier, is reviewing design

elements that could be built in to make a safer operating system that is integrated into the community. As that process continues, the City Council will be involved in looking at those designs.

Councilmember Schreiber commented that some communities have been successful in making the transit system an extension of their lives. She suggested a traditional, historic acceptance based on the trolley system that used to be in the City of Milwaukie. **Leybold** agreed that this was a good concept.

The meeting was recessed at 8:10 p.m. and reconvened at 8:20 p.m.

Correspondence: None.

Public Testimony: **George Rodriguez**, 2725 SE Monroe, spoke in opposition. The proposed alignment is totally ridiculous because of the traffic volume. That portion of Monroe will become the busiest street in the City, and the quality of life is one of the reasons for his originally moving there. He also expressed concern for children's safety. He saw no advantage for the light rail line to run on Monroe Street. Property values for the one-time prime residential area will drop. He said he wanted to be shown, based on what has taken place in other communities, what will happen to the environment near the light rail line. He said he believed the line should go down Hwy. 224.

Darlene Wiel, 6702 SE 115th, spoke as an MDDA board member in support of the light rail alignment. She discussed her background in the community which included the Citizens Advisory Committee, North Clackamas Chamber of Commerce Board of Directors, and MDDA Board Member. The proposed alignments had been well thought out and taken very seriously. The MDDA membership was looking to an alignment that served downtown businesses and workers and encouraged tourism. The proposal would both maintain Milwaukie's position as a regional transportation hub and enable the MDDA to obtain regional funding. **Wiel** believed this was an investment in the future of Milwaukie's children.

Karen O'Dowd, MDDA Manager, 10952 SE 21st #5, spoke in support of the proposed alignments. The Association membership made up of 190 business people and property owners has followed the process over the last three years. She urged that the Association continue to be kept current on all Metro information. She pointed out that the business and residential displacements will be significant. No other alignment proposed earlier would benefit the downtown area. A future Milwaukie could have shopping opportunities with a revitalized waterfront. She said she was interested in looking at the no-build scenario and what impact that would have on the downtown district. She said she hoped to see a lot of positives in Milwaukie resulting from this

project. She read an article by Myron Orfield from the *Business Journal* in which the community's property values and future livability were discussed. He did not identify Milwaukie as being in an extreme financial condition, but since the City has little infill capacity, the tax base would probably have to increase. Light rail would be a boost to the City's economy and be a good investment for future livability.

George Anderson, Anderson Die and Manufacturing, 2524 SE Moores, spoke in opposition to the location of a Park and Ride facility on Ochoco. His business is located on SE Moores Street, one block south of the proposed Ochoco Park and Ride location. He discussed the impact to his and other businesses and how he believed these problems would be overcome if the Hanna site were selected. He said relocating the businesses in his area would be very expensive because of such things as need for rail access and custom constructed buildings. He added that he was in support of the Monroe/21st Street alignment because it would cause fewer disruptions. He endorsed the use of the Hanna site for a Park and Ride facility because it is within five minutes walking distance from the downtown area. In other words, he felt it would serve Milwaukie better. The Ochoco site would offer no benefit to the downtown area. The Hanna site is larger and can be used with either the McLoughlin Blvd. or SP option.

Gary Michael, 11907 SE 19th Avenue, spoke in support of the proposal. He reported that the Island Station Neighborhood District Association voted in support of a downtown light rail station. Growth will come to the City of Milwaukie because of its assets. How this growth will take place is the question. One option is mindless dependence on the automobile that includes widening McLoughlin Blvd. even more and creating more parking lots. Careful planning and mass transit can help prevent the onslaught of the automobile. People are beginning to understand the relationship between good transit and livability. Light rail can be a tool to rebuild the downtown area into a friendly area. He discussed the findings of the Calthorpe Study and the Vision Committee. He understood the position of the residents of Monroe Avenue; however, he felt they would be treated well. He commented that the area is zoned R-2. He encouraged continued planning for the future of the City with light rail being an important element.

Edie Kerbaugh, 12341 SE 67th Ct., Cedarcrest resident and member of Linwood Neighborhood District Association, asked for clarification of what would be done with Harmony Road and the railroad right-of-way.

David Mealy, downtown business owner and MDDA member urged City Council support of the proposal.

Dodie Linder, 2406 SE Monroe, MDDA Board member, spoke in support of the proposed downtown alignment. She felt it was a proactive approach for Milwaukie.

Anneliese Sommers, 2802 SE Monroe, spoke in opposition to the proposed alignments. Light rail is a boondoggle and advances the greed of developers, businesses, and politicians. It is said that this is being done to accommodate the influx of new people, but there are already people living there. People do not ride the busses to the Town Center, and they will not ride light rail. The most promising route would be to build it straight down McLoughlin Blvd.

Robert Kennedy, 2936 SE Monroe, asked how much right-of-way was required.

Lou Casale, 2916 SE Monroe, spoke in opposition. He said he has seen what happens to the City without regulated development, and he is tired of paying taxes for these things. He questioned the need for a railway in Milwaukie. The business people need to offer something to the public. He felt it was a case of throwing money around, and these residents should not be disrupted.

Hedy Kraus, 2535 SE Monroe, spoke in opposition. Monroe is a small, quiet street with law-abiding and tax-paying people. She recommended leaving the light rail on Hwy. 224 to the Hanna site with shuttle busses. Tri-Met busses work perfectly in the downtown area. The traffic from Monroe will go to Washington and Harrison Streets. Livability and noise vibrations will impact the standard of living, and there are historic homes located on that street. She discussed the negative impact made by the west side light rail. She urged keeping Monroe the way it is because it is a beautiful place to live.

Dan Kraus, 2535 SE Monroe, spoke in opposition. He felt there should be a study of the human impact. This is a big government, unfriendly solution. The light rail cars are huge vehicles, and there will be a lot of vibration. During the construction phase, it will be unlivable. He felt the downtown people are kidding themselves because the downtown area is very small. He recommended keeping the area for businesses and letting the trains go around. He expressed concern about the dangers to pedestrians -- particularly children -- and drivers.

Patty Wisner, 3325 SE Wister St., spoke in opposition. She was not in favor of the Monroe alignment. She did not feel the City had proven the need for transit in the downtown area. She pointed out the areas in Portland that were developed through leadership and talent, not by mass transit. She added that the Milwaukie downtown area already has a significant crime problem. Milwaukie is not obligated to become a transit hub. She urged that people stand up for their City.

Bunny Casale, 17021 SE Oatfield, spoke in opposition. She was concerned about the lovely homes on Monroe Street and about protection for children and animals. When she voted for this, she believed it would go on McLoughlin Blvd. to Oregon City. She did not know the line would go to the Town Center. She believed many people in the Oak Grove and Oak Lodge areas would be interested in using the McLoughlin Blvd. route.

Irene Park, 8717 SE Monterey, spoke in favor of the Hwy. 224 alignment. She added that the Citizens Advisory Committee, of which she was a member, did not recommend that the line go to the Town Center. She understood that this was a regional decision.

Howard Dietrich, Mill End Store, 9701 SE McLoughlin Blvd., discussed the Hanna location as a Park and Ride site. The Main Street option is not really feasible because of the conflict with truck traffic. The warehouse industries feel it would be detrimental to their businesses. He recommended a spur into the Hanna site for the Park and Ride lot.

Tom Alford, 2708 SE Monroe, spoke in opposition. He hoped the light rail endeavor would go belly-up just like the trolley business did years ago.

Chuck Kersey, 12089 SE 38th, spoke in opposition. He said he has been trying to get information about issues such as child safety and crime, but he has not been given any that he would not be able to read in crime statistics. He recommended that, if the City does have light rail, it should go around the City.

Mayor Lomnicki closed the public testimony portion of the hearing at 9:27 p.m.

Collins responded to Councilmember Farley's question about why the DEIS did not take place earlier. The project is approximately 25 miles and the design option segments were 2 - 9 miles each. To address this many categories of impacts would require a tremendous volume of work. The narrowing process isolates those most promising pieces to study in the DEIS.

Tony Mendoza, Tri-Met, said the trains would operate from 4:30 a.m. to 1:30 a.m. at ten-minute intervals and more frequently during peak times.

Leybold discussed earlier design options that included both sides of Hwy. 224 and Lake Road. It was determined that impacts would be higher and benefits less. Other impacts considered were ridership, travel time, and environmental features, such as wetlands. **Collins** added the Harmony/Lake intersection was considered from the very beginning as a probable site for a station location.

Ryan responded to the questions on right-of-way and encroachment. The current design requires approximately 70 feet. She discussed bushes or a low fence on the north side of the street to slow down traffic. The DEIS will determine the need for a noise wall. She discussed the feasibility of no at-grade crossing at the SP track with the light rail line coming at grade at about 28th Street.

Ryan said if the Hwy. 224 design option were selected, the transit center would be at Pietro's current location. It would barely get into the downtown central business core and would not service the downtown area. The costs were approximately the same as the SP options.

Ryan responded to concerns about dangerous tracks based on existing light rail operations. He said it is important to remember that the light rail cars will be traveling about 12 mph. One of the goals of the design realignment is to make it easy for someone to recover who is on the tracks and needs to get off.

Collins said this hearing is not a point at which the City Council must make an adoption of a specific. There has been a broad spectrum of input at this hearing, and the City Council may send comments to the Steering Committee about the feelings and discussions at this meeting. City and Metro staff will meet with each affected property owner to find out concerns and set the stage for the DEIS input. This will help to understand some of the complications of the light rail study when it comes back to the City Council in a year. The construction phase, which will be long and arduous, will also be part of the DEIS. In the following year the study will take this particular proposal and freeze the alignments in time. The decision will not be made at this time. The year's study may find several basic problems or issues with the Monroe Street alignment, the Harmony station, or any other segment along the 26-mile long study area. The question before the group tonight is whether City Council agrees with the Steering Group that these proposed alignments should be studied further in the coming year.

Mayor Lomnicki pointed out that the City of Milwaukie does not have veto power on this regional project. City Council is forwarding these public comments and concerns to the Metro Steering Group.

Collins said the Steering Group's recommendation for the Milwaukie segment will be studied further this year.

Leybold listed those topics that would be studied: cost, ridership, traffic, ecosystems, noise and vibration, displacements, neighborhoods and social equity, historic, parks, visual, hazardous materials, and geology. The question is what kind of input the City Council of the City of Milwaukie wants to have in that study. It is not the City Council's decision that another alignment should be studied but to monitor what is being done in the following year.

A member of the audience asked why the line was not proposed to go to Oregon City. **Leybold** responded that the light rail location was discussed previously in very general terms -- whether it should go through Milwaukie to Oregon City or go down the I-205 corridor. Review found that McLoughlin Blvd. was the most appropriate location, but the line should go to the Town Center. He added that the Milwaukie City Council recommended the Oregon City terminus.

Mayor Lomnicki pointed out that Clackamas County was the jurisdiction pushing for the Town Center terminus, and the cities agreed to this purpose.

Councilmember Schreiber said many people on the McLoughlin Blvd. corridor stated they did not want light rail. When the big plan gets put together, the City Council must try to study the issues as best as they can on behalf of its people.

Mayor Lomnicki said the region makes the decision and goes back to each of the jurisdictions. The City of Milwaukie is the last jurisdiction to comment -- asking for affirmation from each of the subdistricts. The decision has been made and we are here to comment on those decisions to give input to the process. The no build is one of the options.

Collins said she believed the categories of concerns are declining property values; displacement; Monroe St. livability; construction length and potential damage; traffic and public safety; good or bad planning; mitigation for those homes not displaced; and safety of school children.

Councilmember Farley commented that this area was a natural salmon hatchery. He also was concerned about the church and playgrounds in the vicinity.

Councilmember Trotter asked how many of the concerns on the list are targeted to be addressed in the DEIS.

Leybold said the DEIS addresses: assessed property values; construction damage and what it takes to construct the line, such as staging area; traffic safety by meeting engineering standards; security issues; land use with a parallel planning processes to coordinate with local planning efforts and visioning; and reimbursement and mitigation.

Collins added that the human environmental impacts are those with which it is the most difficult to deal. For the City, there is about one year of planning projects.

Councilmember Kappa said he felt crime, public safety and displacement were the major issues. He suggested specifically adding school campus safety programs to the design. His other concern was with the light rail maintenance facility which he felt would detract from future redevelopment of the Expanded City Center. He encouraged citizens to participate in the process. He discussed the Police Department study of the Portland downtown transit area.

Councilmember Farley asked when there would be a discussion of the steep grade on Monroe. **Ryan** discussed the concept of how the light rail would operate. The vehicle specifications will handle up to a 7% grade with a full load at maximum speed of 25 mph.

The meeting was recessed at 10:05 p.m. and reconvened at 10:15 p.m.

Discussion among Councilmembers: **Councilmember Schreiber** said she understood what happens when things intrude upon one's personal life and urged those impacted to try to maximize the opportunity. She supported the options under consideration because she believed they met the criteria.

Councilmember Kappa said he thought the DEIS process will identify the issues in the City. He felt he made his concerns known about safety and security issues. He would like to see staff come back with a prepared statement of the things that had been discussed at this hearing, and he was not ready to make a recommendation.

Councilmember Trotter said there has been a lot of discussion of how we got to where we are. All of the statements are very true, and there was been a tremendous amount of public input. Each of the three groups making recommendations to the Steering Group dealt with criteria on each of the nine alignments, and all of that information is in a public document. The City Council's purpose is to listen to the comments and concerns of the residents, list those concerns, and pass them along to the professionals. Most of the City Council has gone to all of the meetings during the past year and has studied the issues for that length of time. It is important for the City to understand the issues in order to emphasize them to Metro and Tri-Met.

Councilmember Trotter discussed the draft letter from the Mayor to Metro. It was his recommendation that language be added regarding a light rail bridge structure to cross Hwy. 224 that would also allow pedestrians, bikes, and emergency vehicles. This has been discussed but never focused upon. He saw this as an opportunity to eliminate one of those barriers for emergency vehicles. He agreed with Councilmember Kappa on his comments about design and "campus safety." With the addition of these two elements, he felt the draft letter addressed the major concerns he heard expressed at this hearing.

Councilmember Farley said he had a great deal of concern about the alignment. He was not happy about the four schools in the vicinity, the loss of athletic fields, and the flow of water.

Mayor Lomnicki said the plan does not address encroaching on the athletic fields. **Councilmember Farley** said, even if the fields were not lost, parking would be a problem.

Councilmember Kappa agreed with Councilmember Trotter's comments on depressing Hwy. 224. At a minimum, it should be stated that pedestrians, bicycles, and emergency vehicles should be included. He said he did have concerns about the siting of the maintenance facility and would like to see this reflected on page two of the letter. It was his opinion that the Expanded City Center would be an excellent location for

redevelopment. He believed those trucking businesses would be moving to the Clackamas area soon.

Mayor Lomnicki said he did not want Tri-Met or Metro to tell the City what it wants. In the next two years the City Council will have the opportunity to comment on the design and how it fits with the City's Goals and Vision. We do not need to make a decision at this time about the appropriateness of the land use.

Councilmember Trotter remarked that the study of the maintenance facility is not currently part of the DEIS. Staff will come back in a couple of months, and Milwaukie may or may not be recommended. When Tri-Met and Metro come back with their findings, that will be the appropriate time to comment; but at this point everything is very general.

Councilmember Schreiber said she would like to see a part of the study which discusses the jobs being displaced vs. the jobs coming into the area.

Collins said, if you wish to expand the statement to include an economic analysis, this could be done.

Councilmember Kappa strongly recommended that the door not be closed without further discussion after Tri-Met and Metro have made their report. We need to keep our options open.

Mayor Lomnicki said there would be an opportunity for input.

Councilmember Kappa urged that the maintenance facility not be sited in the City of Milwaukie. There are other more appropriate areas.

Mayor Lomnicki said about half of the siting options are in Milwaukie, and the others are in Portland.

Councilmember Trotter said the last sentence of section 2 on page 2 did not make sense to him.

Collins said this reflected the range of comments from the Planning Commission when there was a concern about the cost of the feeder bus system.

Bartlett said there would be some cost concerns if the transit center was moved to the east.

Mendoza said there is always an additional operation cost when moving busses from any location to another.

Councilmember Schreiber said she would like to know the cost of any proposed feeder bus system.

Mayor Lomnicki said someone will have to make the cost assumption. The City Council must rely on those experts who make the cost assumptions based on broad terms. He did not think the sentence made sense.

Councilmember Kappa suggested dropping the word "assumptions."

The group discussed the concern with cost assumptions in this report.

Collins said Tri-Met would probably read this to mean that the City did not want to spend any money on a shuttle bus system no matter where the station is located. She suggested deleting the last sentence, which was a result of one Planning Commissioner's concern with Tri-Met's assumptions about operation/maintenance costs for this particular alignment.

It was moved by Councilmember Trotter and seconded by Councilmember Schreiber to delete the last sentence of section 2 on page 2 -- "Especially, the City is concerned about cost assumptions regarding maintenance and operation of the proposed feeder bus system if a downtown station is constructed." Motion passed unanimously.

It was moved by Councilmember Schreiber and seconded by Councilmember Trotter to add to section 3, page 3 "with special emphasis on school campus safety issues." Motion passed unanimously.

It was moved by Councilmember Trotter and seconded by Mayor Lomnicki to add paragraph 3 as listed on the top of page two of the brown document. He explained that he made this motion because it was not part of the originally distributed public document.

Councilmember Kappa said he believed the City Council should ask that depression of Hwy. 224 be considered. He felt this was still a viable option.

Councilmember Schreiber asked if he was suggesting more than a rail bridge. **Councilmember Kappa** said the possibility of going straight across Hwy. 224 at grade should be considered.

Councilmember Trotter pointed out that the railroad tracks still needed to be considered.

Councilmember Kappa commented that the grade still might be lesser.

Councilmember Trotter said it might be nice to do, but City Council heard that it was not in ODOT's 20-year program.

Collins said this idea has been posed to Tri-Met by Milwaukie and has not been completely eliminated. To clarify some of the City's desires, the letter could state, "second option to examine feasibility of Hwy. 224 in that particular area to accommodate pedestrian, bike, and emergency vehicle traffic."

Councilmember Schreiber said Oak is really where a solution to cross traffic is needed and asked if this should be addressed to ODOT in a meaningful way.

Collins said this was more design work than needed to be considered at this point. These are good pivotal questions which will be part of the plans and profile work. She asked City Council if it wished to refer to a option of depressing the highway and bringing light rail across Hwy. 224 at grade.

Councilmember Schreiber asked if there would be a problem in making this request. **Ryan** suggested phrasing it as looking into the feasibility of light rail crossing at grade and subgrading Hwy. 224.

Mayor Lomnicki said perhaps such a City Council request for feasibility may get results.

Collins suggested adding an additional sentence to paragraph 3 that referred to a second option which would be to examine the feasibility of depressing and leaving light rail at grade on Monroe.

As maker of the original motion, Councilmember Trotter agreed to adding this sentence, and Mayor Lomnicki as second agreed.

The motion to add section 3 on page 2 of the amended draft letter with the addition of the sentence discussed passed unanimously.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to suspend City Council rules to extend the meeting time beyond 11:00 p.m. Motion passed unanimously.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to authorize the Mayor to sign the letter to Metro regarding the S/N Steering Group's options with amendments made in previous motions and deletion of paragraph 4 on page 2; paragraph 3 under section 3.3; and paragraph 4 on page 3.

Councilmember Kappa asked if the City Council would review the letter prior to its being mailed.

Mayor Lomnicki said the City Council was authorizing his signature through this motion.

The motion to authorize the Mayor to sign the letter to Metro passed unanimously

OTHER BUSINESS

Assumption of Electrical Permit Program -- Resolution

Greg Drechsler, Acting Public Works Director, presented the staff report. The City Council was asked to adopt a Resolution authorizing the City to proceed with the application to the State Building Codes Division for the delegation of the electrical program. We would then be required to develop a program which would have to be approved by the state.

Councilmember Farley asked if this meant the City of Milwaukie was combining plumbing and electrical inspection services. **Drechsler** said this is part of the City's goal of becoming a one-stop permit center. The City currently has a building program that does not include plumbing and electrical. The program, he added, would become effective July 1, 1996.

Councilmember Trotter asked if that program position would be in the next budget. **Drechsler** said it would be in the next budget proposals, but there are various options to deal with this program.

Bartlett commented that, by state law, electrical programs must be in a dedicated fund, so it is self-supporting.

It was moved by Councilmember Kappa and seconded by Councilmember Farley to adopt the Resolution authorizing the City to conduct its own electrical inspection and permit program. Motion passed unanimously.

RESOLUTION NO. 4-1996:

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
MILWAUKIE, OREGON, AUTHORIZING THE CITY TO CONDUCT
ITS OWN ELECTRICAL INSPECTION AND PERMIT PROGRAM.**

Reconsider Bid Award for Public Safety Exercise Equipment

Bartlett presented the staff report. The City Council was asked to terminate the portion of exercise equipment bid award to Exercise Equipment NW in the amount of \$18,811. After the bids were awarded, a protest was lodged which stated that Exercise Equipment NW had not been doing business for at least five years as stated in the RFP. The City Attorney reviewed the documentation and recommended the bid with Exercise Equipment NW be terminated. The bid with Exercise Equipment Center will remain in effect, and that portion of the bid will not be rebid.

It was moved by Councilmember Trotter and seconded by Councilmember Farley to terminate the portion of exercise equipment bid award to Exercise Equipment NW for cause in the amount of \$18,811 and authorize staff to rebid that portion of the contract. Motion passed unanimously.

Suspension of Council Rules

It was moved by Councilmember Kappa and seconded by Councilmember Farley to suspend City Council rules to discuss the Kellogg Treatment Plant Citizens Advisory Committee(CAC); expedited land use fee; and fire district discussion representative. Motion passed unanimously.

Kellogg Treatment Plant CAC

Bartlett discussed the recent work session with staff from Clackamas Service District #1 and the request to reactivate the CAC.

It was moved by Councilmember Farley and seconded by Councilmember Kappa to appoint Mary Jo Morris, Carolyn Tomei, Don Trotter, and Dr. Michael Kay as the City of Milwaukie's representatives to the Kellogg Treatment Plant CAC. Motion passed unanimously.

Fee for Expedited Land Use

Anderson discussed the work session report on HB 3065 in which Collins reviewed the fee for expedited land use applications. The Bill stated that each jurisdiction must have a fee adopted 120 days after enactment, or that the jurisdiction would not be able to charge for the service. The 120 days will expire on January 7, 1996.

It was moved by Councilmember Trotter and seconded by Councilmember Farley to adopt the Resolution establishing a fee for expedited land use applications. Motion passed unanimously.

RESOLUTION NO. 5-1996:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, ESTABLISHING A FEE FOR EXPEDITED LAND USE DECISIONS AND CLASSIFYING THE FEE IMPOSED BY THIS RESOLUTION AS NOT SUBJECT TO ARTICLE XI, SECTION 11B OF THE OREGON CONSTITUTION.

Fire District Discussions Appointment

It was moved by Councilmember Farley and seconded by Councilmember Kappa that Councilmember Kappa and Councilmember Farley be appointed to represent the City of Milwaukie in the discussions with Oak Lodge and Clackamas Fire District #1 regarding fire service provision.

Mayor Lomnicki believed that Councilmember Trotter should represent the City.

Councilmember Schreiber said Councilmember Trotter should continue his involvement.

Councilmember Farley said he waited for two years to participate with this group. He questioned one councilor having so many responsibilities.

Councilmember Kappa said he has built up a relationship with the District.

Mayor Lomnicki suggested that Councilmember Kappa and Councilmember Trotter be appointed with Councilmember Farley as alternate.

Councilmember Farley said he could not serve as an alternate because of scheduling.

Councilmember Kappa agreed that there should be an alternate in the event one person cannot attend.

Councilmember Trotter said one of his current assignments is representative to South Metro. This is simply an extension of an earlier assignment, and he did not feel there was a problem attending both meetings.

The motion to appoint Councilmembers Farley and Kappa failed 2 - 3 with the following vote: Councilmember Farley and Councilmember Kappa aye; Mayor Lomnicki, Councilmember Schreiber, and Councilmember Trotter nay; no abstentions.

It was moved by Mayor Lomnicki and seconded by Councilmember Kappa to appoint Councilmembers Kappa and Trotter as representatives with Councilmember Schreiber appointed as alternate. Motion passed 4 - 0 - 1 with the following vote: Mayor Lomnicki, Councilmember Schreiber, Councilmember Kappa, and Councilmember Trotter aye; no nays; Councilmember Farley abstained.

Dump Truck Purchase

Councilmember Farley said he wanted to find out more detail about how the dump truck would be used in the water department. Drechsler said the primary purpose would be to remove and replace material at an excavation site.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to authorize the City Manager to sign purchase orders for a new GMC truck and new Crysteel dump box totaling \$51,639. Motion passed unanimously.

Information

Councilmember Farley discussed a recent no-smoking seminar he attended and noted a program is being put together in the schools.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 11:25 p.m.

Pat DuVal
Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
JANUARY 2, 1996**

MILWAUKIE CITY HALL
10722 SE Main Street

1734th MEETING

WORK SESSION

4:45 - Council Information Sharing
5:00 - Fire Service Costs

REGULAR SESSION

7:00 p.m.

- I. **CALL TO ORDER**
Pledge of Allegiance

- II. **PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS**

- III. **CONSENT AGENDA** *(These items are considered to be routine, and therefore, will not be allotted Council discussion time on the agenda. The items may be passed by the Council in one blanket motion. Any Council member may remove an item from the "Consent" portion of the agenda for discussion or questions by requesting such action prior to consideration of that portion of the agenda.)*
 - A. **City Council Minutes of December 5 & 12, 1995**
 - B. **Establish Council Meeting Dates for 1996 - Resolution** 1-96
 - C. **Designate Papers of Record - Resolution** 2-96
 - D. **Application for Waiver Allowing Use of Manual Defibrillators - Resolution** 3-96
 - E. **Purchase Dump Truck**

- IV. **AUDIENCE PARTICIPATION** *(The Mayor will call for statements from citizens regarding issues relating to the City. It is the intention that this portion of the agenda shall be limited to items of City business which are properly the object of Council consideration. Persons wishing to speak shall be allowed to do so only after registering on the comment card provided. The Council may limit the time allowed for presentation.)*

- V. **PUBLIC HEARING** *(Public Comment will be allowed on items appearing on this portion of the agenda following a brief staff report presenting the item and action requested. The Mayor may limit testimony.)*

South/North Light Rail Alignment (Maggie Collins)

VI. OTHER BUSINESS *(These items will be presented individually by staff or other appropriate individuals. A synopsis of each item together with a brief statement of the action being requested shall be made by those appearing on behalf of an agenda item.)*

4-1996

- A. Assumption of Electrical Permit Program - Resolution (Greg Drechsler)
- B. Reconsider Bid Award for Public Safety Exercise Equipment (Dan Olsen)

VII. INFORMATION

- A. Minutes: Citizen's Utility Advisory Commission, October 4, 1995
- B. Minutes: Traffic Safety Commission, November 14, 1995
- C. Minutes: MDDA Board Meeting, November 8, 1995
- D. Minutes & Update: North Clackamas Parks and Recreation District, November 9, 1995
- E. Minutes: Clackamas County Public Safety Coordinating Council, November 30, 1995 (draft)
- F. Minutes: Mt. Hood Economic Alliance, November 17, 1995
- G. Article: Regional Water Issues (*Oregonian*, 12/14/95)
- H. Article: Clackamas Review (*Business Journal*, 11/24/95)
- I. Article: Myron Orfield (*Governing*, 11/95)
- J. Article: Transportation Funding (*Centerline*, Fall 1995)
- K. Article: Livability Lessons (*National Cities Weekly*, 8/7/95)
- L. Memo: Community Development Standing Committee (LOC 12/14/95)
- M. Memo: Regional Water Supply Plan (Coalition for Livable Future, 12/14/95)
- N. Memo: Response to Preliminary Regional Water Supply Plan
- O. Correspondence: County Charter Proposals (City of Gladstone, 12/20/95)
- P. Meeting Notice: County Home Rule Charter Committee
- Q. Finance Reports:
 - 1. Monthly Financials
 - 2. Accounts Payable Transactions

VIII. ADJOURNMENT

EXECUTIVE SESSION

At the end of the regular meeting, the Council may hold an Executive Session under the authority of Oregon Revised Statutes 192.660 as needed.

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

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
DECEMBER 5, 1995**

The work session opened at 4:30 p.m.

Present were Councilors Farley, Kappa, and Trotter; Mayor Lomnicki arrived at approximately 5:30 p.m.; and Councilmember Schreiber arrived at approximately 6:00 p.m.

Staff present were: Dan Bartlett, City Manager; Charlene Richards, Assistant to the City Manager; Angus Anderson, Finance Director; Maggie Collins, Community Development Director; Greg Drechsler, Acting Public Works Director; and Rafael Cruz, Civil Engineer.

**Kellogg Treatment Facility Long Range Treatment Needs and Options:
Reactivation of Advisory Group**

Bruce Erickson, Sr. Civil Engineer; Dan Helmick, Fiscal and Regulatory Affairs Manager; Curt Hohn, Engineering and Technical Services Manager; and Dave Benfield, Interim Director Department of Utilities were present at the work session representing Clackamas County Service District #1.

Erickson opened the discussion by reviewing the 1992 Facility Plan for waste treatment. The alternatives identified were: build a new treatment plant in the district; phase out the Kellogg plant and export flow; keep the Kellogg plant and export excess flow; expand the Kellogg plant; and identify and construct a new regional plant through the KOLTT Study.

The KOLTT Study, completed in 1995, identified three possible options: Tri-City expansion; Oak Lodge expansion; and new site development east of I-205. The final recommendation of the facility plan was to reconvene the Citizens Advisory Committee. The following action plan is being proposed:

- reconvene the Citizens Advisory Committee;
- review KOLTT Study option, Metro 2040 studies, and Tri-City facilities plan;
- update the existing facilities plan and develop long-range treatment alternatives with cost;
- review and recommend a long-range treatment alternative;
- prepare draft financing plan;
- hold work sessions on draft facility and financing plans with Clackamas County Board of Commissioners and cities of Milwaukie, Happy Valley, and Gladstone;

- complete draft facility and financing plan;
- hold public hearings on draft plans;
- complete final plans;
- recommendation from the Committee to the Board of Commissioners;
- approval and adoption of plan by the Board; and
- implement final Facilities and Financing Plan.

Erickson reviewed the names of those citizens who participated in the Preliminary Sewerage Facilities Plan. He asked the City Council if it felt these people would still be appropriate for membership when the Committee reconvened.

Councilmember Farley asked if building a new plant near Oak Lodge was still being considered. **Erickson** said this was still an option in the KOLTT Study as a potential plant site.

Councilmember Farley said he understood there would be a linking so that excess flows could be pumped to another plant. **Erickson** said this was correct. He pointed out that the plants would all reach their capacities. The KOLTT Study also considered governance issues. He discussed the economics of updating the Tri-City Plant.

Councilmember Farley said he was curious at how waste was handled in the eastern part of the United States. **Erickson** said he believed in some ways that other parts of the country were behind us.

Councilmember Kappa asked how much of the estimated capacity increase was due to new growth in the Sunnyside and Happy Valley areas.

Benfield said about 500 - 700 dwelling units were being added per year. He commented that the influent meters had been under-reporting by about 30% in the past years. These factors mean that the district needs to move swiftly to meet future needs. The intent of the KOLTT Study was to achieve equity in the subregion. Doing the feasibility work and making some hard decisions must be accomplished in the near future.

Councilmember Farley asked what the timeframe was for accomplishing all of this. **Helmick** said the subregion should be in design and construction in about eighteen months.

Councilmember Trotter asked how much time the City had to review and respond to the request for Committee members. **Erickson** said the first meeting was proposed for January 10, 1996, 7:00 p.m. at the Milwaukie Center.

Councilmember Kappa asked if the Committee would be brought up to date on the KOLTT Study. **Erickson** said the KOLTT Study and the work done by McKeever Morris would be reviewed during the first two meetings. He discussed the equity issues from excessive industrial flows.

Councilmember Farley asked if the odor would increase if the Kellogg Treatment Plant was expanded. **Erickson** said the odor would probably increase with increased flows.

Helmick said the plant expansion option would include significant amounts of mitigation. If it is impossible to abate the odor, the plant will be located elsewhere. He added that suitable land will be sought over the next several months.

Hohn said options to relieve some of the pressure on the Kellogg Plant are being reviewed. Oak Lodge has identified a site, but it is right next to the river. There is additional land near the Kellogg plant, but there are many mitigation questions. He discussed the option of an industrial area site, which would need an outfall to the river. Such a site was identified in two studies. There are things that can be done to optimize the existing plants, but future needs will not be met. He discussed areas of the City that could be tied into the Portland system. The growth areas in the 2040 Plan identify the area for new plant expansion. Flow and governance issues to be satisfied in the next eighteen months have been identified in the studies. It is important to be in a position to act by having funds approved in June for the next construction season.

Councilmember Kappa said he was in favor of reactivating the advisory group. He said he believed the option of building a new facility would have to be seriously considered. He also recommended that the committee should be an ongoing process by either being permanent or reactivated in the future.

Hohn said additional treatment capacity is a necessity. The existing plants are continually being pressed for more capacity even without the urban growth area.

Helmick said Metro is beginning to face the issue that, one way or another, there will be more treatment needs, and the subregion needs to find a way to increase treatment capacity. He added that Kellogg would probably not be deactivated because of the cost.

Councilmember Farley said it seems there is a need for a treatment plant in the urban growth boundary. **Helmick** said there are both community and cost factors that the policy makers need to consider when collectively deciding what is best for everyone in the region.

Erickson said the Kellogg Plant expansion option may not be very realistic. He suggested that there may be a way to keep the plant site while also assisting the City in its riverfront development project.

Councilmember Trotter said he felt the timing was perfect because the riverfront advisory groups are beginning to work together. There are some real benefits to discussing and working on the issues right now.

Hohn discussed what has been done to date regarding odor mitigation at the Kellogg Plant.

Councilmember Trotter said that he had briefed the City Council on Phases 1 & 2 and asked if there were other areas on which to report.

Benfield said Brown & Caldwell had been instructed to perform an engineering analysis on the two remaining phases. Phase 2 construction, including the aeration base, sludge loading dock, incinerator, and influent channel, will be completed this year. He commented that odors from the influent channel were not detected during Phase 1 because of the proximity to the clarifiers. The plan is to collect the waste and run it all through carbon filters. He discussed hydrogen sulfide levels, replacing the incinerator, and making modifications upstream. There are funds available and work will be completed by June 30. He was convinced the odor was coming from the secondary clarifiers.

Councilmember Trotter asked about the timing of the Kellogg Plant Phase 4 in the event that expansion is recommended. **Benfield** said there would probably be no time lost.

Erickson said he hoped to have direction by May in order to hold a series of public hearings.

Hohn added that the odor could be caused by material being in the system so long. Staff is also looking at the system around the plant since odors could be coming from the storm system. The solution may not simply be at the plant, but the District is committed to keeping the City informed. The Committee will review a summary report on the options, the variations, and the related costs. Mitigation costs for an expanded Kellogg Plant may be found to be too high, and construction of a new site may be more cost effective. He felt there was a tendency to lean toward a new plant site.

Erickson commented that CH2MHill was retained and its scope of work was expanded to include working with the advisory groups.

Hohn added that Brown and Caldwell, who is very familiar with the Kellogg Plant, may be brought in to assist. He commented on the Committee size which may not be limited to its former size in order to involve all of the players. It is important that the public understands that costs will be a factor, and rates will increase. The Committee needs a membership that is broad in order to deal with the many issues facing the area. He added that the County would like to have a recommendation by the middle of 1996.

Councilmember Kappa requested that the City of Milwaukie receive minutes and meeting notices on a regular basis.

Councilmember Trotter said he approved of the reactivation of the advisory group so that all of the options can be considered and all of the questions are asked.

Councilmember Farley asked if there was a concern about gases building up if the tanks were covered. **Hohn** said there would be no problem and described the main fan system. He added there was enough capacity in the current carbon system.

Councilmember Trotter discussed the makeup of the reactivated committee and advised Erickson that the City Council would contact him on the membership.

HB 3065 Expedited Land Division, Legislative Mandate

Maggie Collins, Community Development Director, presented the staff report on HB 3065 -- Expedited Land Divisions. The Expedited Land Division applies to subdivisions and major or minor land partitions within the urban growth boundary and zoned for residential use. Projects proposed for such areas as the Willamette River Greenway and open space, scenic, historic, or natural resources consistent with Goal 5 cannot be processed as an expedited land division. The subdivision application must be at 80% of the maximum density required by the applicable zoning.

Mayor Lomnicki asked if the 80% density was due to roads and sidewalks and requirements for higher residential densities. **Collins** said the purpose changed during the legislative session. The applicant must meet the maximum net density in the Zoning Ordinance.

Councilmember Kappa asked when the notification period begins for the expedited process. **Bartlett** said the completeness of the application must be determined within 21 days of its being submitted.

Councilmember Trotter asked if the applicant was responsible for making it immediately clear that the application was to be considered under the expedited process. **Collins** said that was correct. The 21-day request cannot be denied, and staff has 21 days to certify the application. She discussed the need for a legal opinion in the event an application is found to be incomplete under the rules of the expedited land division.

Councilmember Farley commented that most of these types of applications will come in during the summer when there is more construction.

Councilmember Trotter asked how decisions would be made on variance requests. **Collins** said that variance requests are not expedited.

Councilmember Kappa asked if the applicant could appeal the department's refusal to expedite an application to a referee. **Collins** said she assumed they could not. There will be pressure on staff to make the correct decision, but the applicant has the burden of proving that the application falls under the guidelines and providing sufficient background information. Staff would have to be able to show in black and white that an application does not meet the criteria.

Councilmember Farley asked if, for example, a developer could buy property in an existing neighborhood and ask for an expedited land division. **Collins** said a subdivision is four or more lots. It is possible that under certain circumstances a developer could ask that the application be expedited.

Councilmember Farley discussed fee waivers along light rail lines. **Collins** said in this case redevelopment has higher density requirements. She said the point is that developers who want to take advantage of this process may do so. The legislation requires that the review for completeness be done in 21 days and processed within 63 days. Right now we have a 120-day clock.

Councilmember Trotter pointed out that the 120 days included an appeal to the City Council, and this process would eliminate those appeals.

Collins said the expedited land division proposals go to the front of the application line for immediate attention. The new law requires that notification goes to property owners within 100 feet of the subject property and is less than the City's current requirement of 150 feet for minor land partitions and 250 feet for minor quasi-judicial review. She discussed the department's plans to devise a system to expand the notification area and to contact the Neighborhood District Associations.

Mayor Lomnicki said the City is not prohibited from notifying others, so we could notify the Land Use Committees and NDAs. They can discuss it among themselves to make sure the questions are raised.

Councilmember Trotter said notice could be made to at least the NDA as soon as the application is received because it is supposedly complete when submitted.

Collins discussed the 14-day appeal period and appointment of a referee. The basis of the appeal could be non-compliance with land use regulations or a procedural error in the interpretation of the regulations.

Councilmember Kappa asked for an interpretation of a decision being "unconstitutional." **Collins** said the reference on page fifteen of HB 3065 would require a City Attorney interpretation.

Mayor Lomnicki said this is the law, and entities must find a way to deal with it. When the application comes in, there needs to be a process in place within our own system that allows for maximum public participation.

Councilmember Trotter recommended updating the NDAs on this legislation through the Land Use Training Sessions. **Collins** agreed that this has proven to be a successful vehicle for disseminating information. She said staff is recommending adding an expedited land division fee of \$2,365.

Councilmember Trotter said he did not believe people would make expedited land division applications if there were any variances.

Bartlett added that the City was only taking in one or two subdivision applications per year.

Councilmember Trotter asked if the fee for an expedited minor land partition would be less; and if it is less, staff needs to address the reason. **Collins** said it would be less and would be included in the fee Resolution to be considered at the January 2, 1996, City Council meeting.

Bartlett said the City Attorney reviewed the legislation which states that there will be a fee.

Councilmember Schreiber said some of the builders expect this process to become so routine that the cities will get all of their paperwork up to speed. It should be made clear to applicants that additional work is needed to be done quickly and moves other applications out of synch in the process.

Bartlett quoted page 15 of HB 3065 which stated "each city and county shall establish an application fee for an expedited land division. The fee shall be set at a level calculated to recover the estimated full cost of processing an application...."

Councilmember Trotter suggested reviewing the fee and actual costs after one year of implementation.

Collins commented that the burden was on the applicant to do his or her work ahead of time.

Councilmember Farley asked about encroachments. **Collins** said the land title would have to be clear to be eligible for the expedited process.

Councilmember Trotter said it has been his experience that 80% of the subdivisions require some kind of variance.

Collins said developers claim they are losing money because the neighborhood groups are holding up the process. The expedited land division fee, with comments from the City Attorney, will be included in the Resolution coming before City Council in January.

Local and Collector Street Standards

Greg Drechsler, Acting Public Works Director, presented the staff report. He introduced **Rafael Cruz**, Civil Engineer, who also worked on the project.

Drechsler reminded City Council that staff brought some design standards and alternatives for Licyntra Lane and heard comments for residents. Staff was not prepared to make a recommendation at that time because information was still being gathered for the Pavement Management Plan and the Transportation System Plan. Engineering staff is recommending that streets designated as neighborhood collectors and above be designed to incorporate sidewalks and curbs. This would also include arterials. This is the type of issue that came before Council with Licyntra Lane. He discussed the classification of neighborhood streets.

Drechsler recommended that the engineering staff be allowed to make judgments of the appropriate improvement levels. Staff would consider such issues as rights-of-way, existing and future street use, land use, connectivity, and surface water drainage. Additionally, local citizen input and pedestrian safety must be factored into the decisions.

Councilmember Farley said he was concerned about runoff. **Drechsler** discussed installing a natural swail rather than curbs and gutters to address residents' concerns.

Drechsler continued to say that designs would be made with the optimum amount of improvements for the street class, including easements, for the future. Staff will look at how much can actually be done with available funds.

Councilmember Kappa discussed the minimum and maximum standards. He understood that each type of street would have different standards, and residents will have an idea of what to expect. **Drechsler** said improvements would vary on a case-by-case basis. He recalled that one of the issues was applying the same standards to the City that are required by developers in subdivisions. This is an admirable goal but is not realistic with the City's budget. There are certain streets that probably do not warrant installing curbs and drainage, but could be addressed through another method. The PMSI data indicated about a \$2.5 million backlog of maintenance projects.

Councilmember Trotter asked if it would be appropriate to start with the standard plan and then make variations from that point while keeping the improvements compatible with the ultimate design.

Mayor Lomnicki said the standard should be there so that the vision could be carried forward in the community. The City Council should not let money drive the vision even though reality might not make it possible within a short time frame.

Councilmember Schreiber said the City Council has this standard of perfection which has certain stages. She urged that residents be given a view of the steps in the process of street improvements and what is needed to reach the established standard. She suggested this as a priority in the neighborhoods.

Drechsler commented that these standards also take into consideration that the underground utilities are up to an acceptable standard. He discussed the standard for a local street established in the Subdivision Ordinance.

Councilmember Trotter said he felt the neighbors should understand what is already in place and be given the opportunity to see what can be done.

Councilmember Schreiber commented this approach would take the burden off staff for the case-by-case improvement projects.

Drechsler said he was concerned about Licynta Lane improvements which would cost \$10,000 to improve 750 feet. Although full standard improvements may not be achievable in each case, we still want to keep within the framework. He said staff would like to get guidance and direction from Council and then implement the department's engineering judgment rather than coming to Council with individual local street assignments.

Mayor Lomnicki discussed Licynta as a safe pedestrian and bike passage to Rowe Jr. High. In some cases, City Council and staff may need to look at the individual situation to determine if another identified goal might be achieved.

Councilmember Kappa said the School Trip Safety Program is supposed to address these types of issues.

Drechsler agreed in that it is important to determine the best way to get the kids to school safely.

Councilmember Kappa said he would like to see, at a minimum, the underground infrastructure in place. **Drechsler** said that is a given.

Councilmember Kappa said he felt all that was needed on some of the streets near Kellogg Creek was a sidewalk on one side. Curbs and gutters can serve as a kind of trailway in an area that does not abut any school. These would be streets that are far from the bus route and may not need sidewalks. Areas of greater capacity due to public transportation or schools may require higher standards such as installation of sidewalks.

Mayor Lomnicki discussed the vision of Milwaukie as a walkable community. In his mind, this meant that each neighborhood has at least one sidewalk on each street. Residents should not have to walk in the street. He urged that the City's vision and standards be that houses have the opportunity to be connected by sidewalks.

Bartlett discussed the Fieldcrest area. This is a classic example of the older residents not wanting children in the neighborhood being opposed by the bus drivers and parents who want sidewalks for child safety.

Councilmember Trotter discussed the City's policy on local improvement districts and the City funding at 25%.

Mayor Lomnicki said this percentage could change to 50/50, providing an opportunity to encourage sidewalk construction.

Councilmember Trotter said the sidewalk cost will be the determining factor. He asked if this data would be used to develop the CIP with a street-by-street specific design basis.

Drechsler discussed the current backlog. He commented that it may be in the City's best interest not to work on the backlog, but to look at some of the major streets. Monroe, for example, is in desperate need of upgrading. The only way such a large project could be accomplished with current funding is to save money from year-to-year on small projects. We need to use judgment to look at what is best for the City as a whole.

Councilmember Kappa agreed that Monroe Street improvements were a top priority. Sidewalks, bike trails, curbs, and drainage should be the standard.

Drechsler said reconstruction of Monroe will probably cost about \$1.5 million.

Bartlett said that it probably does not make sense debating Licyntra Lane improvements in the face of Monroe Street needs.

Councilmember Trotter said if this document goes to the public, and it is said that certain streets will be rehabilitated, there needs to be some discussion that it will be used as a guide.

Drechsler said this document helped staff make its determination on Monroe and Stanley. Certain conclusions were drawn from the data, but it does not mean the backlog needs to be done.

Cruz distributed a graph based on PMSI information that outlined the estimated annual costs to accomplish the backlog improvements. There were about four different types of projects that included overlay and seals. The graph does not reflect reconstruction projects that would be much more expensive than an overlay. He pointed out that the PMSI backlog information was not in the CIP.

Mayor Lomnicki asked for clarification of the maintenance backlog and the streets that needed some type of work in the next five years. **Drechsler** said, based on PMSI information, these are the streets which need maintenance to keep at the current standards.

Councilmember Kappa discussed concentrating improvement funds for Monroe Street between Linwood Avenue and 42nd Avenue. He asked how this would impact the overlay and seal backlog. **Drechsler** said it was possible that the backlog would become much worse. Certain maintenance needs were identified visually. Minor overlay projects would be done if staff felt it would prevent a larger reconstruction project in the future. The City would not be doing much more than maintaining current conditions, and there would be no other significant improvements to the streets. This would become a CIP issue. He said the design process on Monroe would take nine to twelve months in order to talk with neighbors and consider the alignment. He recommended that the process be started so it will be ready to go when time and funds are available.

Councilmember Schreiber said Monroe will be needed for traffic if there is light rail on Railroad Avenue.

Councilmember Farley asked how other streets could be cycled into the program. **Drechsler** noted that funding street projects was a City Council Goal, and it is his responsibility to develop a plan to do that. He said staff believes it is a better expenditure of the City funds to look at upgrading the major streets like Monroe and Stanley.

Councilmember Trotter recommended starting with a basic design as the given. Less than that would become exceptions.

Mayor Lomnicki said the standard improvements will be established with exceptions.

Councilmember Trotter said options will not be cut with this approach.

Bartlett said there would be a set of plans in the file, and full street improvements will come later.

Councilmember Kappa urged identification of a realistic funding mechanism to support City streets.

The work session was adjourned at 6:50 p.m.

Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE
CITY COUNCIL MEETING
DECEMBER 5, 1995**

The one thousand seven hundred and thirty-second meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 7:00 p.m. in the Milwaukie City Hall Council Chambers. The following Councilors were present:

Craig Lomnicki,
Mayor
Rick Farley

Jean Schreiber
Rob Kappa
Don Trotter

Also present:

Dan Bartlett,
City Manager
Charlene Richards,
Assistant to the
City Manager
Ted Baird,
City Attorney

Greg Drechsler,
Acting Public Works Director
Linda Mullen,
Neighborhood Services Coordinator
JoAnn Herrigel,
Program Services Coordinator

PROCLAMATIONS, COMMENDATIONS, SPECIAL REPORTS, AND AWARDS

Recognition of Hector Campbell Neighborhood District Association -- Resolution

Linda Mullen, Neighborhood Services Coordinator, presented the staff report in which the City Council was asked to officially recognize the Hector Campbell Neighborhood Association. The group has adopted the standard City bylaws. She commented that the group has been very active and a significant number of residents have been attending the organizational meetings. Co-Chair Kim Christiansen and Vice-Chair Don Hammang were in the audience.

It was moved by Councilmember Kappa and seconded by Councilmember Schreiber to adopt the Resolution recognizing the Hector Campbell Neighborhood Association as the official representative for District #5.

Councilmember Trotter said he attended the Campbell NDA first meeting and believed it would be a very active group and set a good example for the other Associations.

Councilmember Kappa said the group is enthusiastic and encouraged it to continue.

Motion to adopt the Resolution passed unanimously.

RESOLUTION NO. 50-1995:

A RESOLUTION OF THE CITY OF MILWAUKIE RECOGNIZING THE HECTOR CAMPBELL NEIGHBORHOOD ASSOCIATION AS THE OFFICIAL REPRESENTATIVE ORGANIZATION FOR NEIGHBORHOOD DISTRICT #5 AS DEFINED IN RESOLUTION #6-1994.

Mullen announced that the Downtown/Waverly group scheduled its organizational meeting.

B.R.A.G. (BUSINESS RECYCLING AWARDS GROUP) AWARDS

JoAnn Herrigel, Program Services Coordinator, presented the staff report. The program was developed over the past summer, and awards are presented to those who are doing an extraordinary job of recycling. The criteria are both recycling and reducing waste by buying recycled products. Those receiving the awards were: ADP Autosource; the Milwaukie Center, represented by Joan Young; Kellogg Treatment Plant, represented by Dave Benfield and Carol Butus; City of Milwaukie Johnson Creek Facility, represented by Jack Perry; the Ledding Library, represented by David Anderson; the Milwaukie Public Safety Building, represented by Deb Torpey; and Milwaukie City Hall, represented by Mayor Craig Lomnicki.

Traffic Safety Award

Greg Drechsler, Acting Public Works Director, introduced Helen Leary of the Alliance for Community Traffic Safety in Oregon.

Leary said the organization provides assistance and advocacy on common traffic safety issues in Oregon communities. In addition to providing one-on-one assistance to traffic safety commissions, the Alliance also administers grants and becomes involved with legislation. Eight programs were recognized in addition to the City of Milwaukie's. These included the City of Sutherlin, Tillamook County, Airlife, Clatsop County, the City of Portland, and ODOT. Special recognition went to Susan Stone for her leadership to the Ardenwald Traffic Safety Task Force and Julie Wisner for her work on the 34th Avenue Traffic Calming Task Force.

Nancy Anderson, Traffic Safety Commission Chair; **Susan Stone**, and **Julie Wisner** accepted their awards.

Anderson said she was pleased to accept the award on behalf of all the Traffic Safety Commission members who have been working very hard during the past year.

Wisner stated that she was proud to accept the award which represents that volunteers can make a difference. The neighborhoods are becoming safer and more livable by working toward making streets a place where pedestrians and automobiles can coexist.

Mayor Lomnicki said the City was very proud of its advisory boards and the work the volunteer members do to make the community a good place to live.

AUDIENCE PARTICIPATION

None.

PUBLIC HEARING

None scheduled.

OTHER BUSINESS

Center/Community Advisory Board Appointment

Mayor Lomnicki said the Center/Community Advisory Board recommended that Molly Jo Hanthorn be appointed to the C/CAB. This person was not interviewed through the normal channels, but he was in favor of making this appointment during the period until the advisory board review process was complete.

Councilmember Kappa said he met the applicant and was comfortable with making the appointment.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to appoint Molly Jo Hanthorn to the Center/Community Advisory Board.

Councilmember Schreiber felt the applicant should have a more clear idea of the length of her appointment.

Bartlett pointed out that all advisory board terms were extended until the project was completed.

Councilmember Kappa modified his motion to include reference to a time period of six to seven months or until the City Council review process of the advisory boards was complete. Councilmember Trotter, as second to the motion, concurred with the amendment.

The motion to appoint Molly Jo Hanthorn to the C/CAB for a term of six months or until the board and commission review process is complete passed unanimously.

Municipal Code Amendment: Chapter 10, Vehicles and Traffic -- Ordinance

Drechsler presented the staff report in which the City Council was requested to adopt an Ordinance that would amend Municipal Code Section 10. This was done at the recommendation of the Municipal Court Judge and the Code Enforcement worker to enhance the enforcement of the maximum parking time limits in the downtown area and strengthen certain parking violations.

Councilmember Farley asked if this would impact trucks parking at the ends of blocks and blocking walkways. **Drechsler** responded that this type of activity is enforced under another section of the Municipal Code.

Councilmember Kappa asked if this amendment was proposed as a technical question or was it at the request of the MDDA. **Drechsler** said this definition of "block" is being proposed to make it more clear to both the citizen and the Municipal Court Judge.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to read the Ordinance amending Chapter 10, Vehicles and Traffic for the first time by title only. Motion passed unanimously. The Ordinance was read for the first time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to read the Ordinance amending Chapter 10, Vehicles and Traffic for the second time by title only. Motion passed unanimously. The Ordinance was read for the second time by title only.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Ordinance amending Chapter 10, Vehicles and Traffic. Motion passed unanimously.

ORDINANCE NO. 1791:

**AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON,
AMENDING CHAPTER 10, VEHICLES AND TRAFFIC, OF THE
MUNICIPAL CODE.**

Intergovernmental Agreement: Cities of Portland and Milwaukie for Brookside Lift Station Elimination Project -- Resolution

Drechsler presented the staff report in which the City Council was requested to consider a Resolution that would authorize the City Manager to sign an intergovernmental agreement with the City of Portland for the elimination of the Brookside lift station and construction of approximately 300 feet of sanitary sewer line at SE Brookside Drive and SE Johnson Creek Blvd.

Drechsler said both cities have been working together for the past years to eliminate the pump station. Portland's Bureau of Environmental Services approves directing this sewage flow to the Lents line rather than going to the Kellogg Treatment Plant. He discussed the improvements to Johnson Creek Boulevard and the City of Milwaukie's feeling that it would be advantageous to be part of those improvements.

Councilmember Farley asked if this would be a gravity line. **Drechsler** said that was correct, and it replaces the current mechanical pump station. It will be all gravity into the Lents interceptor. He added that there are manholes for access points.

Councilmember Trotter referred to Section H of the intergovernmental agreement and said he thought there were some words left out of the third line. **Drechsler** said it should probably read: resulting from Milwaukie's decision to terminate "this contract." He discussed the project cost estimates and contract management costs. This gives the City an opportunity to escape the contract with Portland.

Baird said he believed a comma needed to be inserted after the word "decision."

Bartlett said this is more of an implementation detail that needs to be reviewed by the Milwaukie and Portland city attorneys.

Councilmember Schreiber said she would like to see the document as clean as possible.

Drechsler commented that the City of Portland developed the agreement.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Resolution authorizing the City Manager to sign an intergovernmental agreement between the City of Portland and the City of Milwaukie.

Councilmember Kappa asked if a dollar amount was necessary in the motion. **Bartlett** said a dollar amount was not necessary for this agreement.

Motion passed unanimously.

RESOLUTION NO. 51-1995:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING THE CITY MANAGER TO SIGN AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF MILWAUKIE AND THE CITY OF PORTLAND.

Preliminary Regional Water Supply Plan

Drechsler presented the staff report in which the City Council was requested to provide for staff Council's position on the Preliminary Regional Water Supply Plan. The City of Milwaukie has been a participant in this regional activity for several years. He was seeking City Council direction for the second phase of the program.

He reviewed the six source options that included: 1) third dam in Bull Run Watershed; 2) additional diversion and treatment capacity on the Clackamas River; 3) diversion and treatment capacity on the Willamette River; 4) diversion and treatment on the Columbia River; 5) increase the storage capacity in Barney Reservoir on the Trask River; and 6) aquifer storage and recovery. Strategy 1.5 recommends these additional sources: 1) outdoor water conservation; 2) aquifer storage and recovery; 3) Clackamas River; and 4) Willamette River.

Drechsler recommended that the City consider diversity for both the long and short term in the event there is a need for a backup water supply. He discussed the recent damage on the conduits from Bull Run to the City of Portland caused by landslides. We need to conserve the water we have in order to prolong future water supplies. The preliminary recommended the strategy which combines outdoor conservation, aquifer storage and recovery, additional capacity from the Clackamas River, and phased development on the Columbia. In addition, he recommended further consideration of the Columbia and an additional dam on Bull Run. He also recommended that the City of Milwaukie continue to be a participant in the Regional Water Supply Plan.

Drechsler added that at this point there was no governance recommendation. A similar adoption process is currently taking place throughout the region.

Councilmember Kappa said, although there are environmental issues with Bull Run and the Columbia, both are still viable options. He expressed concerns about governance if these options were included.

Drechsler said Bull Run still has the best water quality, and he was not sure that it should be eliminated as a viable source. He added that a very small quantity of water -- less than .5% -- would be removed from the Columbia River. Rockwood has the only current water rights on that river. He said he did not believe the Columbia should be discounted at this point.

Councilmember Farley said there was significant concern about the Willamette River water quality. **Drechsler** said the Willamette will be looked at over time. Attention is being given to the Clackamas River because the treatment costs would be substantially less than the Willamette. Aquifer storage and recovery is the process of taking excess water in the winter and injecting and storing it in the system for use during the higher use and lower volume times of the year.

Councilmember Farley expressed concern about raw sewage going into the Willamette from the City of Portland. **Drechsler** said the intake structures would from Wilsonville to the south.

Councilmember Trotter said, after listening to the comments this evening, that some of the recommendations are not within the City of Milwaukie's control.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa that Milwaukie's water supply policy be: to continue to consider diversity of water supply as both short and long term options for the City; continue to consider ways of implementing both indoor and outdoor water conservation; and continue to be part of the RWSP by devoting staff time and energy to participating with the other water providers in the region.

Councilmember Trotter explained that he made the motion in this manner because he was not sure that inclusion of Bull Run and the Columbia was Milwaukie's decision. He felt Milwaukie's policy should be to continue in the process to get both long and short term options for the City. That was his reason for eliminating what he felt was background information from the policy recommendation.

Councilmember Schreiber agreed that it seemed to be Council's role to encourage continued investigation and to keep the options open. She supported the motion to allow for flexibility. Until all of the players have resolved their issues, there will not be a concise plan.

Mayor Lomnicki pointed out that the fourth paragraph of the staff recommendation discusses keeping all of the identified source options open -- including Bull Run and the Columbia River.

Councilmember Schreiber said she did not believe the fourth paragraph needed to be in the City Council's statement at this time because it begins to define a solution.

Councilmember Trotter said he felt the process needed to continue, and it should be the City policy to keep options open.

Mayor Lomnicki said this would direct that these sources be available for future consideration.

Drechsler said the question on page two of the staff report is whether to agree with the lead strategy that specifically excludes Bull Run and the Columbia River. That was staff's attempt to get to a process with City Council for its opinion and guidance to represent the community.

Councilmember Farley said he did not think there would be a solution until the City of Portland comes up with something.

Councilmember Kappa said Milwaukie has a certain amount of control through our representatives. He did not want to tie staff's hands in discussion. His main concern was governance. He supported a motion that included the Clackamas and Willamette Rivers, aquifer storage, and which would allow staff to investigate the Columbia and Bull Run options.

The motion to adopt staff recommendations that Milwaukie's water supply policy be: 1) to continue to consider diversity of water supply as both short and long term options for the City; 2) continue to consider ways of implementing both indoor and outdoor water conservation; and 3) continue to be part of the RWSP by devoting staff time and energy to participating with the other water providers in the region passed 3 - 2 with the following vote: Councilmember Farley, Councilmember Schreiber, and Councilmember Trotter aye; Mayor Lomnicki and Councilmember Kappa nay; no abstentions.

Councilmember Trotter said he did not feel staff's hands were tied. He said he did not feel he had enough information at this time to make a recommendation as to the direction to take. He felt it was appropriate for staff to ask questions and pursue its participation.

Mayor Lomnicki said he was concerned that staff would have to go back without being able to voice an opinion on the Columbia and Bull Run options. The City may wish it had such an opportunity.

Drechsler said he would be able to adequately represent the City in its basic support of the Regional Water Supply Plan strategy.

Councilmember Schreiber said Council did not vote down any option.

Bartlett added that Dale Jutilla frequently represents the City. The City has not foreclosed any options; it has favored the initial recommendation. Milwaukie will continue to pay its share of the cost and follow along with the process.

Councilmember Kappa had a question about the feeling that Milwaukie was essentially supporting strategy 1.5 and eliminating the Columbia River and Bull Run options. He wanted Milwaukie's representatives to have the opportunity to respond to any questions about the Columbia and Bull Run options. Staff should have the latitude to discuss these issues.

Drechsler referred City Council to page 38 of the staff report on which the level 1 resources were ranked. All of the options are prioritized.

Councilmember Kappa said these options will be impacted by governance in the next phase. He wants Milwaukie staff to be able to be part of these discussions.

Councilmember Trotter said he made the motion because he did not hear why Milwaukie should not go along with the recommendation of the regional water systems. He did not hear why, other than what was written in the staff recommendation, the motion should be changed.

Property Acquisitions

Bartlett presented the staff report in which the City Council was requested to adopt Resolutions declaring the need to acquire property for riverfront area improvements. These parcels have been discussed in executive session and both are located on McLoughlin Boulevard. One property owner asked the City if it wished to begin negotiations for acquisition and begin the initial steps for appraisal and environmental assessment. It would also be advantageous to acquire the adjacent property. He said he was seeking authority to begin appraisal, begin discussions with the property owner, prepare the purchase and sale agreement, and initiate the environmental assessment and survey. The process would probably not be complete this fiscal year.

Councilmember Kappa said the City Council is being asked to direct staff to look at the feasibility of acquiring the properties but is not designating funds for purchase.

Bartlett said funds are available in the interim for the appraisal and to begin the preliminary work. The appraisal is needed to move funds into the CIP. He added that the dollar amount was still in executive session. The two properties are Active Water Sports and the Lowry Hotel.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the Resolution declaring the need to acquire property for the purpose of assembling lots for riverfront improvements.

Baird pointed out that this adopting these Resolutions only allows for preliminary action. Other aspects are still considered under executive session until the City Council comes to a just compensation figure for the property.

Motion passed unanimously.

RESOLUTION NO. 52-1995:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE NEED TO ACQUIRE PROPERTY FOR THE PURPOSE OF ASSEMBLING LOTS FOR RIVERFRONT IMPROVEMENTS.

It was moved by Councilmember Trotter and seconded by Councilmember Kappa to adopt the Resolution declaring the need to acquire property for the purpose of assembling lots for riverfront improvements. Motion passed unanimously.

RESOLUTION NO. 53-1995:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, DECLARING THE NEED TO ACQUIRE PROPERTY FOR THE PURPOSE OF ASSEMBLING LOTS FOR RIVERFRONT IMPROVEMENTS.

Metro Study of Boundary Commission

Councilmember Kappa asked if there would be a discussion on the Metro Study of the Boundary Commission since information was included in the packet.

Bartlett said the City Council had asked staff if it was necessary to have its position on record before MPAC. Many cities have chosen not to make a comment at this time because of possible negative reactions from the special districts or the Boundary Commission.

Councilmember Kappa asked if it was appropriate to give direction at this time.

Councilmember Schreiber said an MPAC subcommittee is working on the issue at this time, and it will come before MPAC relatively soon. She added that many grievances have been aired. She did not know what the City of Milwaukie would have to contribute to the discussion at this time. She saw no reason to comment unless the City had something constructive to say.

Mayor Lomnicki said there have been no discussions of what happens when it moves forward from MPAC. He felt there could be an impact on the City of Milwaukie.

Councilmember Schreiber said there will be at least two legislative sessions before decisions are made.

Bartlett agreed with Councilmember Schreiber that this might not be the appropriate time to comment on the issue. There may be a point in the future when the City of Milwaukie should develop its position. Entities are currently commenting on concerns based on previous Boundary Commission decisions.

Councilmember Kappa said he was concerned because of decisions that could be taken before the state legislature that might impact the City.

Councilmember Trotter said he felt the City had many issues before it at this time. He trusted that Councilmember Schreiber would provide the rest of Council with pertinent information from MPAC.

Mayor Lomnicki said these types of issues relating to the areas within the Urban Growth Boundary have been discussed with County Commissioner Hammerstad at recent Clackamas Cities meetings. He asked what would take place with MPAC after the subcommittee made its report.

Councilmember Schreiber said all of the meetings and information are public.

Mayor Lomnicki said he would like to know when it is appropriate for the City to enter into the discussions.

Bartlett said he felt there were more productive issues on which the City Council and staff could put their time. The issue will not reach critical mass until MPAC gets a recommendation from the subcommittee. He was confident that Councilmember Schreiber, Maggie Collins, and Ken Martin would let Milwaukie know when it was time to get involved.

Mayor Lomnicki said he was simply concerned about MPAC feeling the pressure.

Awards Case

Councilmember Kappa said he felt all of the City's staff and volunteer awards should be displayed prominently.

CONSENT AGENDA

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to adopt the Consent Agenda which consisted of the City Council Minutes of November 14 & 21, 1995.

INFORMATION

1. **Councilmember Farley** reported he attended a Stop Smoking conference last week.
2. **Councilmember Trotter** reminded residents that the City Council meeting will be at the Public Safety Building for the light rail alignment hearing.

3. **Councilmember Schreiber** said she had a video from Metro on the 2040 Plan if anyone wanted to view it.
4. **Mayor Lomnicki** discussed the activities of the Willamette Valley Livability Council.

Mayor Lomnicki announced that the City Council would meet in executive session immediately following adjournment of the regular session to discuss potential litigation and property acquisition pursuant to ORS 192.660.

ADJOURNMENT

Mayor Lomnicki adjourned the meeting at 8:41 p.m.

Pat DuVal, Recorder/Secretary

EXECUTIVE SESSION

Council met in Executive Session with Ted Baird, Charlene Richards, JoAnn Herrigel, and Dan Bartlett to discuss potential litigation in regard to the City's solid waste franchise. Council heard information from staff and the City Attorney's office. Staff recommended that no action be taken. Richards and Herrigel left the meeting.

Council continued the Executive Session to discuss property acquisition. Bartlett reported on the status of negotiations for appraisal of riverfront property. He asked if Council would like resolutions brought forward for additional properties. Council requested the resolutions for the next meeting. Staff outlined counter offers for two properties.

The Executive Session was adjourned at 9:30 p.m.

Dan Bartlett, City Manager

**CITY OF MILWAUKIE
CITY COUNCIL EXECUTIVE SESSION
DECEMBER 12, 1995**

Councilors Trotter, Kappa, and Farley met in Executive Session at 4:30 p.m. to consult with the City Attorney on a matter of potential litigation. Also present were Ted Baird, Charlene Richards, Dan Bartlett, and Chief Collier.

Staff briefed Council. Attorney Baird noted the strict need for confidentiality based on five sections of the ORS. He discussed each. Staff reported that the City's insurance carrier was investigating and would handle the case.

The Executive Session was adjourned at 5:15 p.m.

Dan Bartlett, City Manager



MEMORANDUM

To: Mayor and City Council
From: Dan Bartlett, City Manager
Subject: Establishing Regular Meetings
Date: December 15, 1995

Action Requested

Adopt a Resolution which continues the current practice.

Background

Chapter VI, Section 20 of the Milwaukie Charter calls for regular meetings at least twice a month at a time and place the Council designates. The current Milwaukie Code Section 2.04.070 sets the regular meetings as the first and third Tuesdays of each month.

Recommendation

The Council may continue the current practice by adopting the attached Resolution. If the Council wishes to change the meeting date, time, or place, then the Council should direct staff to prepare an Ordinance modifying the code.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE,
OREGON, DESIGNATING THE FIRST AND THIRD TUESDAYS OF EACH
MONTH AS THE REGULAR CITY COUNCIL MEETING DATE.**

WHEREAS, Section 20 of the Milwaukie City Charter requires the City Council to hold a regular meeting at least twice each month in the City at a time and at a place which it designates,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie, Oregon, designates the regular Council session will be called to order at 7:00 p.m. on the first and third Tuesdays of each month at the Milwaukie City Hall.

Introduced and adopted by the City Council on January 2, 1996.

By _____
Craig J. Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'Donnell, Ramis, Crew, Corrigan & Bachrach



****MEMORANDUM****

To: Mayor and City Council
From: Dan Bartlett, City Manager
Subject: Designating Paper of Record
Date: December 15, 1995

Action Requested

Consider a Resolution which designates the *Clackamas Review* and the *Oregonian* as papers of record for the City of Milwaukie.

Background

Oregon Public Meetings Law requires that the public be aware of the deliberations and decisions of the governing body. ORS 193 further defines a newspaper of general circulation and in which newspapers notices may be published.

Recommendation

Staff recommends that the City Council adopt the proposed Resolution that designates the *Clackamas Review* and the *Oregonian* as the City of Milwaukie's paper of record. Both newspapers meet the City's public notice needs and requirement of State statutes.

RESOLUTION NO.

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,
DESIGNATING THE CLACKAMAS REVIEW AND THE OREGONIAN AS THE
PAPERS OF RECORD FOR THE CITY OF MILWAUKIE,**

WHEREAS, ORS 192.620, Public Meetings law Policy, requires an "Informed public aware of the deliberations and decisions of the governing bodies"; and

WHEREAS, ORS 193.010 defines a newspaper of general circulation and ORS 193.020 defines a newspaper in which public notices may be published; and

WHEREAS, both the both the *Clackamas Review* and the *Oregonian* meet the needs of the City and the requirements of State statutes,

NOW, THEREFORE, BE IT RESOLVED that the Council of the City of Milwaukie, Oregon, designates the *Clackamas Review* and the *Oregonian* as the papers of record for the City of Milwaukie.

Introduced and adopted by the City Council on January 2, 1996.

By _____

Craig Lomnicki , Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'Donnell, Ramis, Crew, Corrigan & Bachrach

NEWSPAPER PUBLICATION

193.010 Definitions. (1) As used in the statute laws of this state, unless the context or a specially applicable definition requires otherwise, "public notice" means any legal publication which requires an affidavit of publication as required in ORS 193.070, or is required by law to be published.

(2) As used in this section and in ORS 193.020:

(a) "Bona fide subscriber" means a person who has been a paid subscriber for an uninterrupted period of 12 months, such subscription in no case to be over six months in arrears.

(b) "Newspaper" means a newspaper of general circulation, published in the English language for the dissemination of local or transmitted news or for the dissemination of legal news, made up of at least four pages of at least five columns each, with type matter of a depth of at least 14 inches, or, if smaller pages, then comprising an equivalent amount of type matter, which has bona fide subscribers representing more than half of the total distribution of copies circulated, or distribution verified by an independent circulation auditing firm, and which has been established and regularly and uninterruptedly published at least once a week during a period of at least 12 consecutive months immediately preceding the first publication of the public notice. Interrupted publication because of labor-management disputes, fire, flood or the elements for a period not to exceed 120 days, either before or after a newspaper is qualified for publication of public notices, shall not affect such qualification. [Amended by 1979 c.760 §1]

193.020 Newspaper in which public notice may be published. (1) Any public notice of any description, the publication of which is now or hereafter required by law, shall be published in any newspaper, as defined in ORS 193.010, which is published within the county, city of which any part lies within that county, city, district or other jurisdiction where the action, suit or other proceeding is pending, or is to be commenced or had, or in which the legal publication is required to be given.

(2) If publication in only one newspaper is required by law, and if more than one newspaper fulfills the requirements of subsection (1) of this section, the public notice shall be published in that newspaper which the moving party considers best suited to give actual notice. However, nothing in this subsection prohibits the publication in more than one newspaper if desired by the moving party.

(3) If no newspaper is published within the county, city, district or jurisdiction where the action, suit or other proceeding is pending, or is to be commenced or had, or in which the legal publication is required to be given, public notice shall be published in:

(a) The newspaper published nearest to such county, city, district or jurisdiction; or

(b) Any publication that is published in such county, city, district or jurisdiction and that satisfies all the requirements for being a newspaper except that it is published less than once a week but not less than once a month.

(4) If more than one newspaper or publication fulfills the requirements of subsection (3) of this section, the public notice shall be published in that newspaper or publication which the moving party considers most effective for providing actual notice. [Amended by 1963 c.432 §1; 1979 c.760 §2; 1983 c.831 §1]

193.030 Newspaper in which district legal advertisements and notices may be published. Legal advertisements and notices for irrigation districts and road districts, the publication of which is now required by law, shall be published in a newspaper within the district; and if there is no newspaper in the district, in the newspaper nearest to the district affected. [Amended by 1973 c.57 §3]

193.040 Publication on weekdays in daily paper. Where publication of any form of notice for successive or consecutive days in a daily paper is provided for by statute, the publication of such notice on weekdays is a full compliance with such statute.

193.050 Notice by telegraph. Whenever any notice, information or intelligence, written or otherwise, is required to be given, the same may be given by telegraph. The dispatch containing the same shall be delivered to the person entitled thereto, or to the agent or attorney of the person. Notice by telegraph is actual notice.

193.060 Computation of publication time. The time for the publication of legal notices shall be computed so as to exclude the first day of publication and to include the day on which the act or event of which notice is given is to happen, or which completes the full period required for publication.

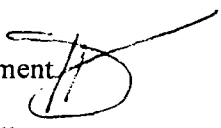
193.070 Proof of publication. Proof of publication of a document or notice required by law, or by an order of a court or judge, to be published in a newspaper, may be made by the affidavit of the owner, editor, publisher, manager or advertising manager of the newspaper or the principal clerk of any of them, or the printer or the foreman of the printer, showing the same. The affidavit may

* * * MEMORANDUM * * *

26 December, 1995

To: Mayor Lomnicki and City Council

Through: Dan R. Bartlett, City Manager

From: Dan Olsen, Fire-Rescue Department 

Subject: Emergency Medical Service Delivery
Request for Manual Defibrillation Waiver

Action Requested:

The Chief of the Fire-Rescue Department respectfully request the Mayor and Council to adopt a resolution authorizing the execution of a request for a manual defibrillation waiver from the Oregon Health Division Emergency Medical Services (OR-EMS).

Background:

The City Fire-Rescue Department provides advanced life support emergency medical services to the community. Recently, the State of Oregon revised the standards for emergency medical personnel. The State identified three classifications where there had been five. These classifications for emergency medical technicians (EMTs) are "Basic", "Intermediate" and "Paramedic".

Defibrillation (providing electric stimulation to the heart) is a vital component of advanced cardiac care. Paramedics can provide this procedure within their standard of care. EMT-Intermediates may provide this procedure if the governing body of the agency request a waiver authorizing its chief executive office to enter into an agreement with the Oregon Health Division Emergency Medical Services (OR-EMS).

The City Fire-Rescue Department currently possesses the equipment (Life Pac 10's). More than one-third of the City's Firefighters are currently certified as EMT-Intermediates. The Physician Advisor to the Fire-Rescue Department, Dr. James Maras from Milwaukie Providence Hospital, is supportive of the EMT-Intermediates being able to provide the procedure.

The resolution would authorized the City Manager to sign the agency application for a waiver to permit EMT-Intermediates in the employ of the City to make use of manual defibrillators in lieu of semi-automatic defibrillators prescribed by the EMT-Intermediate program.

RESOLUTION NO. 96-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON,
AUTHORIZING THE EXECUTION OF AN APPLICATION FOR WAIVER ALLOWING
THE USE OF MANUAL DEFIBRILLATION FOR EMT-INTERMEDIATES.

WHEREAS, the Oregon Health Division Emergency Medical Services (OR-EMS) regulates
the activities of Emergency Medical Technicians (EMTs) through its
certification authority;

WHEREAS, the City of Milwaukie employs firefighters who are "EMT-Intermediate"
certified in the provision of providing emergency medical services;

WHEREAS, the "EMT-Intermediate" certified firefighters are permitted to operate automatic
defibrillation equipment;

WHEREAS, The City of Milwaukie Fire-rescue Department maintains only manual
defibrillation equipment;

**THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
MILWAUKIE THAT:**

The City Council of the City of Milwaukie authorizes the City Manager to sign
an agency application for a waiver to permit EMT-Intermediates in its employ to
make use of manual defibrillators in lieu of the automatic or semi-automatic
defibrillators prescribed by the EMT-Intermediate program.

Introduced and adopted by the City Council on _____, 1996.

Craig Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'Donnell, Ramis, Crew, Corrigan & Bachrach

RESOLUTION NO. 96-_____



OREGON HEALTH DIVISION
EMERGENCY MEDICAL SERVICES



AGENCY APPLICATION

MANUAL DEFIBRILLATION WAIVER PROGRAM
FOR EMT-INTERMEDIATES

Name of Agency: _____

Name of Person _____
Completing Application:

The above-named agency hereby makes application for a waiver to permit EMT-Intermediates in its employ (including volunteers) to make use of manual defibrillators in lieu of the automatic or semi-automatic defibrillators prescribed by the EMT-Intermediate program.

In making this application, this agency agrees to all requirements, terms, and conditions set forth in the Health Division's manual entitled "Manual Defibrillation Agency Waiver Program for EMT-Intermediates".

The following must be included with this application:

- Written authorization of governing body to request waiver (see manual for complete requirements).
- Written agreement of supervising physician to be responsible for waiver and for the performance of EMTs under his/her supervision (see manual for complete requirements).

Agency specifically agrees to comply with the following requirements:

- Before undergoing manual defibrillation training, all participating EMTs must successfully complete all aspects of EMT-Intermediate training and certification, including the AED/SAD component, and must be so certified by OR-EMS.
- All EMT-Intermediates employed by the agency requesting a waiver must be required by the agency to complete manual defibrillation training prior to their engaging in the use of a manual defibrillator. This includes individuals who were previously certified at the EMT 2D level (see amplifying information on page iv of the program manual). Individuals who come to the agency from another agency holding a manual defibrillation waiver will be oriented to the new agency's manual defibrillation device and will complete written and practical examinations.
- Instruction in manual defibrillation for EMTs will be provided only by currently certified EMT-Paramedics, or by physicians or registered nurses currently certified in Advanced Cardiac Life Support. The designated course instructor is responsible for all components of the course.

Application for Manual Defibrillation Waiver for EMT-Intermediates

Name of Agency: _____

- The agency will utilize the OHD-EMS curriculum entitled "Manual Defibrillation Waiver Program for Agencies Utilizing EMT-Intermediate" and any accompanying skill sheets, scenarios, and supporting materials, as prescribed by OR-EMS in this manual, for instruction. There will be no deviation from this curriculum.
- The agency will administer written and practical examinations as prescribed in this manual to all participants. Practical testing will be done by the supervising physician, whose presence (or the presence of an authorized physician agent) is required at the test site. The supervising physician may utilize paramedics, ACLS certified physicians, or ACLS certified registered nurses or physician assistants as practical skills examiners. The agency will retain written and practical examination records and will permit those records to be examined by an OR-EMS representative during normal business hours.
- The agency will keep adequate records of attendance for all participants. Attendance records will include the signature of each participant at each session, and a certification by the course director that attests to the validity of the signatures.
- The agency will keep examination materials properly secured. In the event that an agency fails to keep examination materials properly secured and those materials are compromised (disclosed to unauthorized persons), the agency agrees that it will bear all costs incurred by OR-EMS in developing and distributing replacement examination materials.
- Prior to commencement of a manual defibrillation class under an agency manual defibrillation waiver, the agency shall notify OR-EMS of (a) the proposed course schedule, including dates, times, and locations of each class session, (b) the dates, times, and locations of final written and practical examinations, and (c) the name and telephone numbers of the instructor who will serve as course director. If the proposed instructor is other than a certified EMT-Paramedic, the agency will provide OR-EMS with a copy of the proposed instructor's advanced cardiac life support certification document. Final decisions regarding approval of any instructor will be made by OR-EMS. OR-EMS shall have the option of observing any class session and inspecting all records to determine compliance with the terms of the waiver. A waiver may be revoked for non-compliance to the curriculum.

I hereby make application for a Manual Defibrillation Waiver for EMT-Intermediates affiliated with this agency. This agency agrees to comply with all terms and conditions set forth in the waiver program manual. I understand that a waiver may be revoked for non-compliance with the terms and conditions set forth in this application and the waiver program manual.

(signature)

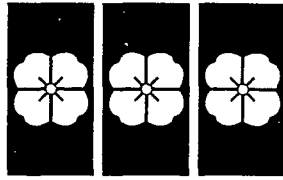
(print or type name)

(date)

(official title)

Be sure to attach all required documents, and to check each box on this application. Applications which are incomplete will be returned.

CITY OF



MILWAUKIE

TO: Mayor and City Council

THRU: Dan Bartlett, City Manager
Greg Drechsler, Acting Public Works Director *GD*

FROM: Kelly Somers, Fleet/Facilities Manager *Kelly*

DATE: ~~November 29, 1995~~ DECEMBER 22, 1995

RE: Purchase Dump Truck

Recommendation/Action Requested

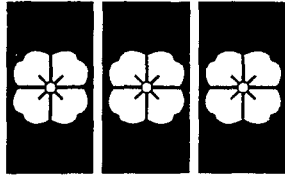
Authorize the City Manager to sign purchase orders for a new GMC truck and a new Crysteel dump box totaling \$51,639.00.

Discussion

Staff has advertised for bids for the purchase of one new cab and chassis(truck) to meet our specifications and has received the bid of Diesel Service Inc. in the amount of \$39,982.00. No other bids were received. The dump body will be purchased by means of piggy back with the City of Portland. The dump body will be supplied by Truckstell North west Inc. in the amount of \$11,657.00.

The water department has budgeted for the purchase of the truck and the dump body.

C I T Y O F



MILWAUKIE

*** M E M O R A N D U M ***

December 8, 1995

To: Mayor and City Council
From: Dan Bartlett, City Manager *Dan*
Re: South/North Narrowing Final Report
City Council Comments

Action Requested

Authorize the Mayor to sign letter to Metro South/North Transit Corridor Study advising Metro of Milwaukie's review and concurrence with the Design Option Narrowing Final Report dated November 20, 1995.

Background

Since the fall of 1992 nearly one hundred informational meetings have been held to consider the South/North Project. Many of these meetings have been in Milwaukie. The planning process has reached a point of narrowing the possible alignments to be studied in detail. The Design Option Narrowing Final Report dated November 20, 1995, identifies those alignments for Milwaukie which will be continued into the next phase of the project, the Draft Environmental Impact Statement. This process will identify the detailed impacts of the various alignments. It will help identify possible mitigation measures or ways to better design the light rail line through Milwaukie.

On November 28, 1995, the City Council and Planning Commission held a joint work session on the Narrowing Report. At that point, Councilors were presented with a Recommendation Notebook which documents the Milwaukie portion of the project. After the work session, the Planning Commission considered the Project Steering Group's recommendation. They split consideration into two motions. The Planning Commission supported the Railroad Avenue alignment on a 7-0 vote. The Planning Commission accepted the two downtown options on a 6-1 vote.

The Planning Commission expressed concerns about the size and location of the proposed maintenance facility (six members concerned). Three commissioners were concerned about the comparative cost of the downtown segment. Two commissioners were concerned about the overall cost of Light Rail. (Planning Commission minutes are included with this memo.)

Based upon the Planning Commission comments, staff have prepared a draft letter to be considered by the City Council. This letter can be revised by the Council after completion of the public hearing to reflect additional comments. The draft letter immediately follows this cover memo. It is followed by the relevant pages of the Design Option Narrowing Final Report and the Planning Commission minutes. More detailed information is included in the Recommendation Notebook distributed on November 28, 1995.

cc: File
cm910/hd

MILWAUKIE CITY HALL
10722 SE MAIN STREET
MILWAUKIE, OREGON 97222
PHONE: (503) 786-7555 • FAX: (503) 652-4433

DRAFT

[date]

Mr. Leon Skiles, Project Manager
Metro South/North Transit Corridor Study
600 NE Grand
Portland, OR 97232

RE: South/North Steering Group
Design Option Narrowing Final Report Dated November 20, 1995

Dear Leon:

The Milwaukie City Council has reviewed the Steering Group Report, the recommendations from the Milwaukie Light Rail Working Group, the Milwaukie Downtown Development Association, and the Milwaukie Planning Commission. In addition, the Planning Commission and Council have reviewed the information from over two years of technical study and public comments and reviews undertaken by the Metro Study team working in conjunction with City Staff. Finally, on December 12, 1995, the Council held a public meeting and received additional public comments on the recommendations of the Steering Group.

Specific Comments on Section 3.2 of the Final Report

The City Council concludes that the design option listed (Railroad Avenue) is appropriate for inclusion in the Draft Environmental Impact Statement phase of this Study. City staff have reviewed the plans and profiles for this segment, and City concerns have been noted.

1. Section 3.2.2 (1) (Issues) notes that an alignment for study that significantly reduces the number of displacements has been agreed to by City and Study staff as the starting point for DEIS work.
2. Conclusions involving points 3.2.2 (2) and (3) will be reviewed by the City for input in the next months.
3. [Other items, comments, etc.]

4

Leon Skiles, Project Manager
[Date]
Page 2

DRAFT

Specific Comments on Section 3.3 of the Final Report

The City Council concludes that the design options listed (SE Monroe to East of the Southern Pacific Tillamook Branch Line and SE Monroe to SE 21st Avenue/McLoughlin Boulevard) are appropriate for inclusion in the Draft Environmental Impact Stage of the South/North Transit Corridor Study.

1. In particular, upcoming studies regarding proposed park-and-ride lots in a location north of Milwaukie and regarding location of a light rail maintenance facility in the north Milwaukie area are important to the City. The conclusions of these special studies will be reviewed the City for input in the next two months.

2. The estimated cost of bringing a light rail line into downtown Milwaukie has been mentioned often as a concern of area residents who support the light rail line. The City will monitor DEIS conclusions and economic studies to ensure that the costs projected bring the most benefits to Milwaukie and to the region as a whole. Especially, the City is concerned about cost assumptions regarding maintenance and operation of the proposed feeder bus system if a downtown station is constructed.

3. [Other items, comments, etc.]

General Comments

The Council would like to acknowledge and thank the Metro and Tri-Met staff assigned to work with Milwaukie's segments. These include: Ted Leybold and Susan Shepherd with Metro, and Jennifer Ryan and Tony Mendoza with Tri-Met. Through the past year and even before, these people have been helpful and have listened and responded to the community's concerns.

During the plans and profiles review, several points regarding traffic circulation and physical rail alignment were pointed out. These are itemized in the November 29, 1995 letter on Plan and Profile Review from the City of Milwaukie. It should also be noted that Milwaukie will continue to work on traffic studies in areas where we see that special scrutiny is needed.

[Other general comments here]

Leon Skiles, Project Manager
[Date]
Page 3

DRAFT

The City is appreciative of the way that Metro and Tri-Met staff have listened and responded to questions and concerns raised by Milwaukie. We trust that this relationship will continue through the duration of the Study, resulting in the best possible project for the City and the region.

Sincerely,

Craig Lomnicki, Mayor

The S.E. 93rd Avenue Town Center Area Terminus is the selected "South of the Mall" option because:

- [a] It would be \$34 and \$124 million (\$YOE) less expensive than the "South of the Mall" options that connect to the Sunnyside Terminus or the Highway 212/224 Terminus options.
- [b] It would provide an additional park-and-ride lot opportunity for the south of CTC alignment over the 84th Avenue CTC terminus option.
- [c] It would be capable of being extended south at a future date, if so desired.

The Sunnyside Terminus is the selected "North of the Mall" option because:

- [a] It would serve the major growth area along S.E. Sunnyside Road east of I-205, where the other options would not.
- [b] Its number of light rail boardings in the CTC segment would be 64% - 89% greater than the other "North of the Mall" options.
- [c] It would be \$106 million (\$YOE) less expensive to construct, \$180,000 per year less expensive to operate and faster to operate than the Highway 212/224 Terminus option.
- [d] It would be capable of being extended to the south at a future date, if so desired.

3.2 CTC TO MILWAUKIE

3.2.1 CTC to Milwaukie: Selected Options (See Figure 3)

In this segment, one design option is selected to be examined further in the DEIS:

1. *Railroad Avenue:* From the south side of S.E. Harmony Road, the light rail alignment would cross under S.E. Harmony Road east of its intersection with S.E. Linwood and S.E. Railroad Avenues. A potential park-and-ride station would be located at S.E. Harmony Road/S.E. Linwood Avenue. The alignment would proceed westward on the south side of S.E. Railroad Avenue in the public right-of-way adjacent to the Southern Pacific main line. Railroad Avenue would be reconstructed to accommodate the light rail alignment. A station could be located near S.E. Home Avenue to serve the residential area to the north and the industrial area to the south. The alignment would continue adjacent to the SP main line until crossing over the main line in the vicinity of S.E. Oak and S.E. Myrtle

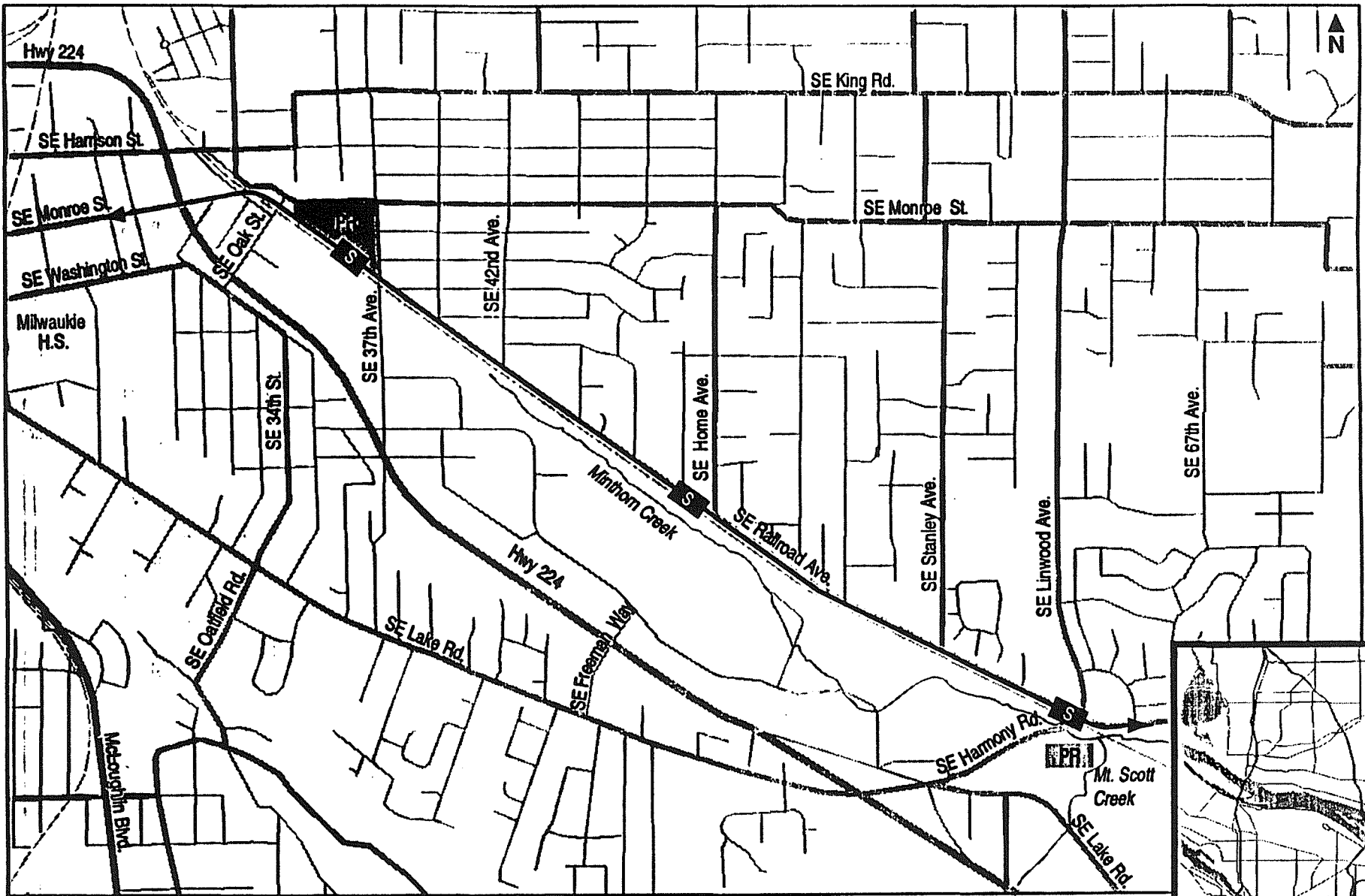



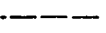


Figure 3



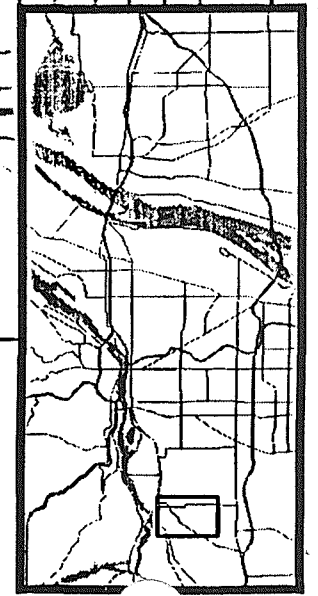
**Light Rail Design Options:
Highway 224
Railroad Avenue**

October 1995

-  Light Rail Transit (LRT) Design Option
-  Station
-  Alternative LRT Alignment
-  Existing Railroad

-  Transit Center
-  Park and Ride

Note: Alignment, station and park and ride locations are currently under study and may change.



Streets, just west of the Milwaukie Market Place. A station would serve the area and a potential park-and-ride lot. The structure would overpass Highway 224, landing on S.E. Monroe Street.

3.2.2 CTC to Milwaukie: Issues

Three issues require continued investigation in this area:

- 1. *Design of Railroad Avenue Collector:* The initial design of the Railroad Avenue option required substantial residential displacement and, as a result, relatively high capital cost due to the relocation and reconstruction of Railroad Avenue. A modified option providing for a Railroad Avenue reconstructed as a "collector" is now proposed. This modification would reduce the possible displacement impacts and capital costs of the option. As the EIS is prepared, project staff will investigate the possibility of using Southern Pacific right-of-way as a method to further reduce possible displacements and costs.
- 2. *Access to industrial area:* Railroad Avenue parallels the north side of major employment centers along Highway 224. Special consideration will be given to the alignment, station locations and access ways in this segment to ensure that light rail is accessible is to these centers.
- 3. *Location and design of station in the vicinity of S.E. Railroad Avenue and S.E. Oak Street:* The design and location of the Milwaukie Market Place station will be refined over the next two months to improve its auto access, neighborhood access and cost.

3.2.3 CTC to Milwaukie: Rationale

The S.E. Railroad Avenue option is the selected option in the CTC to Milwaukie segment for inclusion in the DEIS because:

- [a] It would be \$8 to \$23 million (\$YOE) less expensive to construct than the Highway 224 options.
- [b] It would be slightly faster (8 - 19 seconds) to operate and would attract slightly more light rail boardings (30 - 60 per day) in the CTC to Milwaukie segment than the Highway 224 options.
- [c] Its comparative ratio would be 13% to 32% better than the Highway 224 options.
- [d] It would allow for a park-and-ride facility east of the Milwaukie CBD (in the vicinity of S.E. Railroad Avenue and S.E. Oak Street) which would serve the travel shed for the residential area north of S.E. Railroad Avenue. The station also would provide walk-on access to portions of the residential area north of S.E. Railroad Avenue.

3.3 MILWAUKIE

3.3.1 Milwaukie: Selected Options (See Figure 4)

In this segment, two design options are selected to be examined in the DEIS:

1. *S.E. Monroe Street to East of the Southern Pacific Tillamook Branch Line:* From the Highway 224 overcrossing, the alignment would proceed westerly on S.E. Monroe Street. S.E. Monroe Street would be configured to operate two tracks of light rail and one westbound traffic lane between S.E. 25th and S.E. 9th Streets.

The alignment would curve northerly in the vicinity of S.E. 25th Street to a transit center just east of the S.P. branch line between S.E. Monroe and S.E. Harrison Streets. The alignment would then proceed adjacent to the east side of the S.P. Branch line, through an existing underpass of Highway 224 and on structure over to the westside of the branch line, to a potential park-and-ride station at S.E. Ochoco Street. The alignment would then continue northerly along the branch line to about S.E. Umatilla Street where it would veer towards S.E. McLoughlin Boulevard as it continues northerly.

2. *S.E. Monroe to S.E. 21st Avenue/S.E. McLoughlin Boulevard:* From the overcrossing of Highway 224, the alignment would proceed westerly on S.E. Monroe Street. S.E. Monroe Street would be configured to operate two tracks of light rail and one westbound traffic lane between S.E. 25th and S.E. 9th Avenues.

The alignment would pass under the SP branch line and proceed to a transit center at S.E. 21st Avenue. The alignment would then proceed northward to McLoughlin Boulevard, crossing underneath Highway 224 where there could be a park-and-ride station. It would then continue northerly paralleling McLoughlin Boulevard to a park-and-ride station at S.E. Ochoco Street and then continue north.

3.3.2 Milwaukie: Issues

Six issues require continued investigation in this area:

1. *Changes in Comprehensive Plan:* The central Milwaukie area is proposed to be a Regional Center in the Region 2040 Plan. The success of the South/North Project depends, in part, on the integration of the LRT alignment with an on-the-ground transit-supportive land use pattern and related (re)development site plans in Central Milwaukie. As a result, the planning currently underway regarding the Regional Center concept and transportation system plan in Milwaukie may result in changes to the alignment and design options.



Light Rail Design Options: Milwaukie Monroe Street

October 1995

Note: Alignment, station and park and ride locations are currently under study and may change.

- Light Rail Transit (LRT) Design Option
- Station
- Alternative LRT Alignment
- Existing Railroad
- Transit Center
- Park and Ride

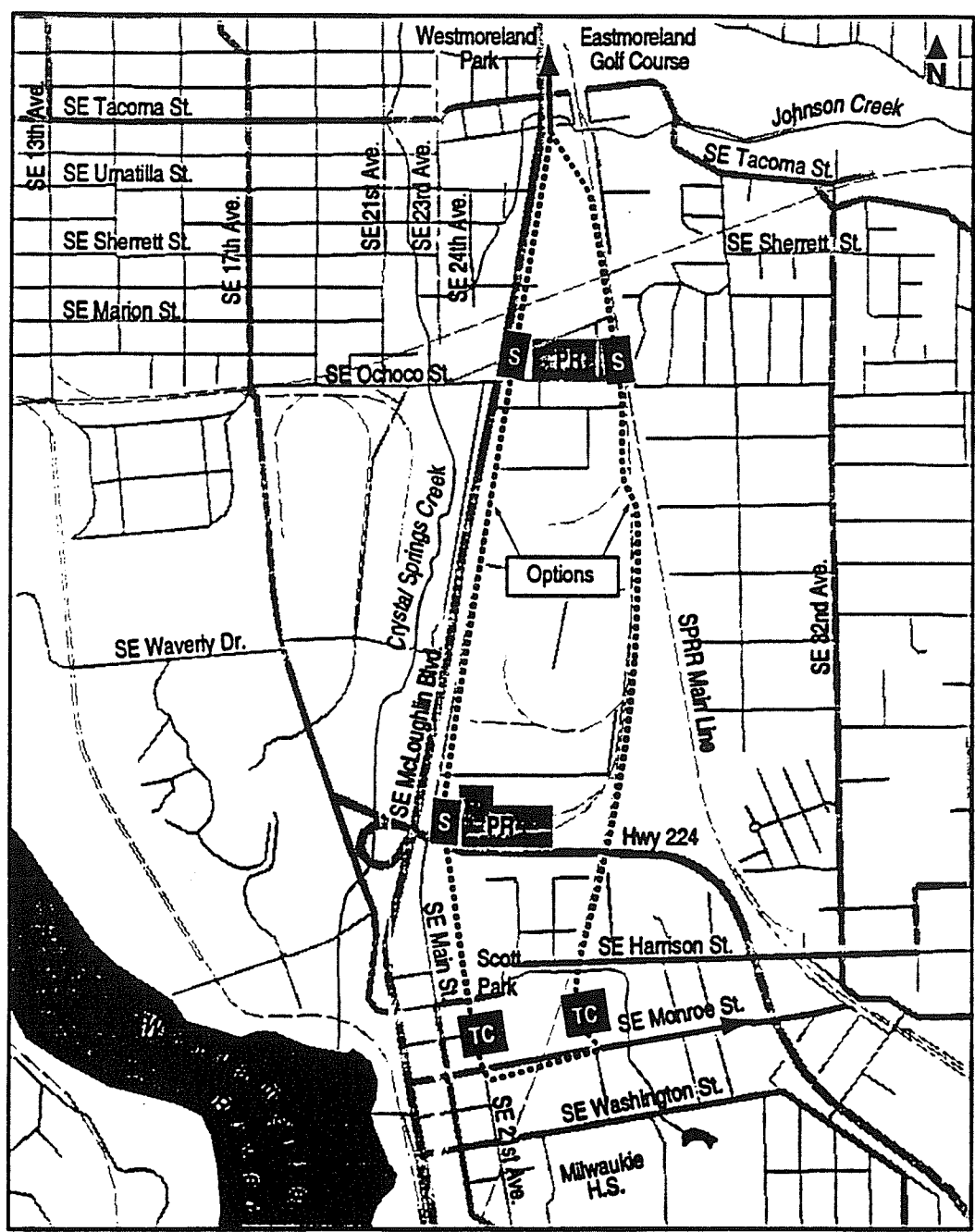


Figure 4

2. *Design and location of Milwaukie Transit Center options:* Notwithstanding land use changes resulting from the Regional Center designation, the design and location of the Milwaukie Transit Center for both the S.E. Monroe Street to East of the Southern Pacific Tillamook Branch Line option and the S.E. Monroe to S.E. 21st Avenue option need to be refined over the next two months to maximize local access and to mitigate displacement and traffic impacts.
3. *Extension to Oregon City:* Pursuant to the Tier I decision, an effort parallel to the DEIS process will consider alternative ways to extend the South/North LRT to Oregon City in a Phase II project. One of the options to be considered would use the McLoughlin Boulevard corridor from downtown Milwaukie. This study may result in refinements/modifications to the light rail alignments, station locations and station sites/designs in central Milwaukie which are incorporated in the EIS¹.
4. *Need to consider land use integration in selecting the preferred alignment through central Milwaukie:* The central Milwaukie alignment is predicated on its integration with a Regional Center plan for the area. If such a plan is not agreed upon by the City of Milwaukie prior to the completion of the DEIS or is not likely to be realized in the foreseeable future, less expensive alignment options serving central Milwaukie will be considered for inclusion in the EIS¹ in lieu of or addition to the currently recommended alignments.
5. *Park-and-ride lot location north of Milwaukie:* A special study of park-and-ride lot locations and capacity will be undertaken for the north Milwaukie area between Highway 224 and S.E. Tacoma Street. The study will identify potential park-and-ride sites which meet the anticipated demand and will use DEIS-level data to select site(s) for inclusion in the EIS¹. This study will be coordinated with the study proposed under issue 6.
6. *Maintenance facility location north of Milwaukie:* A special study of maintenance facility locations and designs will be undertaken for the north Milwaukie and other areas. The study will identify potential maintenance facility sites and designs which meet the anticipated South/North LRT needs and will use DEIS-level data to select site(s)/design(s) for inclusion in the EIS¹.

3.3.3 Milwaukie: Rationale

One of the fundamental objectives of the South/North LRT Project is to serve the central Milwaukie business district. Two of the options examined in this segment, the SP Main Line option and the Milwaukie Expressway option, would bypass the Milwaukie central business district. As a result, these options fundamentally fail to meet a primary objective of the project and, therefore, are recommended to be eliminated from further consideration.

Each of the three remaining "east-west" alignment options (S.E. Harrison Street, S.E. Washington Street and S.E. Monroe Street) has two "north-south" sub-options (the East of the SP Branch

Line option and the S.E. 21st/Main Street/McLoughlin Boulevard option). For each of the "east-west" alignment options, the following relationship holds for the "north-south" sub-option:

- [a] The SP Branch Line option would be shorter, less expensive to build and operate and faster than the S.E. 21st Street/McLoughlin Boulevard option.
- [b] The S.E. 21st/Main Street/McLoughlin Boulevard option may better serve City of Milwaukie land use objectives by assisting in the redevelopment of the central business district.

As a result, irrespective of which "east-west" option(s) are recommended in the Milwaukie segment, a fundamental issue in this segment is: are the land use benefits of the S.E. 21st/Main Street/McLoughlin Boulevard sub-option worth its greater costs and longer travel times? To best assess this issue, it is recommended that the DEIS examine both "north-south" sub-options for whichever "east-west" sub-option(s) are proposed.

Regarding the "east-west" sub-options in the Milwaukie segment, the S.E. Monroe Street option is selected for inclusion in the DEIS because:

- [a] It would provide better access and wider coverage to the central business district than the S.E. Harrison Street option.
- [b] It would be \$22 - \$28 million (\$YOE) less expensive to construct than the S.E. Washington Street option (depending on the north-south sub-option selected) and \$4 million (\$YOE) less expensive to construct than the S.E. Harrison Street - S.E. Main Street/McLoughlin Boulevard option (the SP Main Line sub-option would be \$14 million (\$YOE) less expensive with the S.E. Harrison Street option).
- [c] It would be \$360,000 per year less expensive to operate than the McLoughlin Boulevard/21st Avenue and S.E. Washington Street option (depending on the north-south sub-option selected) and \$650,000 - \$710,000 per year less expensive to operate than the S.E. Harrison Street options.
- [d] It would be 70 - 88 seconds faster (depending on the north-south sub-option), attract 170-190 more boardings per day and exhibit a 17-20% better comparative ratio than the S.E. Washington Street option.
- [e] It has greater community support than the other options.

PLANNING COMMISSION
MINUTES
TUESDAY, NOVEMBER 28, 1995

15
DRAFT

COMMISSIONERS PRESENT

Carolyn Tomei
Bill Johnson
Gordon Jones
Debi Linn
Scott McClure
Michael Smith
Calvin Walter

STAFF PRESENT

Maggie Collins,
Comm. Dev. Dir.
Nancy Waddell
Pub. Involv. Coord.
Diana Myrvang,
Pub. Involv. Coord.

OTHERS

Ted Leybold, Metro
Tony Mendoza, Tri-Met
Jennifer Ryan, Tri-Met
Susan Shepherd, Metro

1.0 CALL TO ORDER

Chair Tomei called the meeting to order at 7:00 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 CONSENT AGENDA

3.1 Planning Commission Minutes -- November 14, 1995

Calvin Walter moved to approve the minutes of November 14, 1995, as presented. **Michael Smith** seconded. MOTION CARRIED 6-0. Scott McClure abstained because he was not at that meeting.

4.0 PUBLIC COMMENT -- None.

5.0 PUBLIC HEARINGS -- None.

6.0 WORKSESSIONS

6.1 HB 3065 - Expedited Land Division Legislative Bill

Maggie Collins reviewed the Staff Report on HB 3065 with the Commissioners. She explained that this bill was not supported by the League of Oregon Cities; but it was passed and became effective on September 9, 1995. The bill bypasses Milwaukie's local review processes and procedures. This bill sets up a new procedure for "expedited land divisions" and a fee must be set by January 7, 1996, by City Council.

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Staff is bringing this issue to the Planning Commission tonight for review and comment to be passed along to City Council. Staff is recommending a fee of \$2,365 which is the total of a subdivision fee plus an appeal. The fee will be reviewed by City Council on December 5, 1995.

Chair Tomei asked why all jurisdictions are not doing this if it's easier? **Maggie Collins** explained that developers in some areas felt that public involvement was too long and slow and wanted to bypass it. **Bill Johnson** asked how this bill will fit with the "limited land division" requirements. **Maggie Collins** stated that Milwaukie does not have "limited land division" requirements; they were incorporated into the regular processes. **Chair Tomei** asked what this will mean for Neighborhood Associations? **Maggie Collins** explained that there will be no public hearings and there will be a shorter time for review. This will make it difficult for the public to comment. Milwaukie will try to make this process work for its residents and keep them involved. **Debi Linn** asked if developers will still have to meet criteria of zoning? **Maggie Collins** stated that developers will have to submit "clean" proposals to use this process, no deviations. **Scott McClure** expressed concern about the 100-foot notification standard in the new bill. **Maggie Collins** stated that the notification requirements are not as much as the City currently uses, and we will continue to use our current notice standards. **Mike Smith** asked if the Neighborhood Associations would be notified of this new Bill? **Maggie Collins** stated that a meeting is scheduled in January with the land use committees and HB 3065 will be a discussion item.

Chair Tomei asked the public if they had any comments. There were none.

6.2 Light Rail Recommendation Discussion

Maggie Collins distributed the Tri-Met April 1994 Security Survey which was given to City Council members at the earlier worksession. She explained that tonight's action is a recommendation to City Council on design options for Milwaukie segments, which means concurring or not with the Metro Steering Group Report.

Maggie Collins reviewed the land use portion of the Staff Report, which includes a consultant report by Fred Glick, urban designer. The report encourages saving whatever open spaces are available, enhancing them, and making sure that people can walk to them. Urban designers mostly agree on these principles. Light Rail can be used as a tool for economic development if Milwaukie so desires.

Discussion followed on the nine design options, keeping in mind the principles from the Staff Report.

The two Monroe Street options have been merged into one option which has one-way auto traffic between 25th and 29th Avenues. **Jennifer Ryan**, Tri-Met, explained that this configuration minimizes neighborhood impacts on the north side of Monroe and allows the street to be narrower than if it was two-way traffic.

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Gordon Jones said he felt the costs as laid out in the documents are difficult to follow and that analysis needs to be done on cost as well as a land use analysis. **Debi Linn** agreed. There needs to be an outside source to review the data. **Ted Leybold** stated that Metro has had two separate analyses done on the cost methodology and this information can be made available to the Commissioners.

Gordon Jones stated that he is concerned that the lowest cost option is not being recommended. There is an \$80 million difference between the chosen option and the lowest one. He questions the degree of accuracy of these estimates, given the experience with West Side Light Rail. **Jennifer Ryan** explained that they are using the contract information from the West Side Light Rail for estimating purposes. They have contingency funds budgeted and are not doing the same kind of tunnel. At 5% engineering level, they know some of the issues involved, but not the answers. **Maggie Collins** stated that the DEIS will study the fiscal impacts, historic properties, safety and security, environmental, traffic impacts, noise, etc.

Michael Smith asked why there are two options in downtown Milwaukie? **Ted Leybold** stated that there needs to be more information on costs vs. impacts in order to choose between them. This information will be developed in DEIS.

Debi Linn asked about the options for the maintenance facility? **Jennifer Ryan** stated that the maintenance facility is only for light rail vehicles. Tri-Met is looking in the Milwaukie and Portland areas because that area is in all "minimum operable segments." They need direct access from Light Rail tracks - about 840 sq. ft. Or 20 acres. Consideration is being given to the relationship to other maintenance sites in Gresham and the West Side Line. **Michael Smith** explained that the City is interested in changing the zoning in the proposed Milwaukie area to more commercial uses. This is why there is concern about the location of the maintenance facility.

The Commissioners were asked if they supported the Steering Group recommendations. **Michael Smith** stated that he supported the downtown Milwaukie options, but is concerned about the maintenance facility. **Scott McClure** stated that he supports the Steering Group recommendations. **Debi Linn** stated that she supports the recommendations, but is concerned about the costs. **Calvin Walter** stated that he supports the recommendation. **Chair Tomei** stated that she supports the recommendation. **Bill Johnson** stated that he was very concerned about the cost and financing methods, as it will affect future generations. **Gordon Jones** stated that he disagrees with the alignment choice because of the costs to go through downtown. There will be a negative impact on downtown and the neighborhoods. This will increase rental housing potential and the City needs to encourage owner-occupied properties.

Michael Smith moved to accept the recommendation of the Steering Group noting the concerns that were raised tonight. The motion declined for lack of a second. **Gordon Jones** moved to amend the motion so that the two segments could be voted on separately.

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CITY OF MILWAUKIE PLANNING COMMISSION MEETING
MINUTES OF NOVEMBER 28, 1995
PAGE 4

Bill Johnson seconded. MOTION CARRIED 5-2. Calvin Walters and Scott McClure voted nay.

Gordon Jones moved to recommend acceptance of the recommendation of the Railroad Avenue alignment. **Bill Johnson** seconded. MOTION CARRIED 7-0.

Michael Smith recommended acceptance of the two downtown options as defined in Section 3.3.1 on Page 15 of the Steering Group Report. **Calvin Walter** seconded. MOTION CARRIED 6-1. Gordon Jones voted in opposition.

The following concerns were noted about the recommendations:

1. Size and location of the maintenance facility - Six Commissioners concerned
2. Comparative cost of downtown segment - Three Commissioners concerned
3. Overall cost of Light Rail in general - Two Commissioners concerned

7.0 DISCUSSION ITEMS -- None.

8.0 OLD BUSINESS

8.1 Light Rail Study Update -- No further discussion.

8.2 2040 Study Update

Maggie Collins mentioned an article in the Oregonian Metro South quoting her and others about growth allocations from Metro. She and others believe that Milwaukie can take more population than Metro has estimated without degrading neighborhoods. Most of the increase would be in the expanded downtown area. **Gordon Jones** agreed that Milwaukie could take 6,000 more people. However, he voiced concern about rental housing; there needs to be more owner-occupied housing to keep Milwaukie viable. High density can still be achieved through rowhouses, townhouses, etc. **Maggie Collins** agreed that first-time ownership should be kept available to young families. She said community banking organizations can help out, as well as incentive programs for developers.

Chair Tomei asked if rezoning will be required for the expanded City Center? **Maggie Collins** stated that no rezoning is planned. The City will start on the expanded Clackamas County TGM grant in January. **Chair Tomei** said she hoped that the Planning Commission will be involved in that process.

Gordon Jones suggested looking at the industrial quadrant between Ochoco Street and Highway 224 for additional growth. **Maggie Collins** stated that there is no project planned there yet. **Gordon Jones** said it should include the Johnson Creek side of McLoughlin to 17th. It could be like the planning process for the new River District in Portland. **Calvin Walter** and **Gordon Jones** suggested taking a tour of the Crown Lofts in northeast Portland and the Pearl District and River District. This type of planning creates value where there

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isn't very much, it stimulates investments, and places industrial land further out from the city center. It was the consensus of the Commission to have Staff pursue this idea.

9.0 OTHER BUSINESS

9.1 Historic Resources Commission

Debi Linn reported that the final draft of the video is ready to send to the film crew for review. The Historical Resources Commission is very pleased with the way the video came out. Yearly tasks have been reviewed and they will be working with the Planning Commission on many issues: Light Rail, Riverfront, Downtown. City Council has officially changed the name of the Commission to Historic Resources Commission in order to broaden its scope.

9.2 Town Center Area Task Force Report -- No report.

9.3 Tree Committee Report

Scott McClure reported that there is a meeting scheduled for next week.

9.4 Community Development Report

Chair Tomei reminded the Planning Commission about the suggestion to assign a specific goal to each Commissioner. This Commissioner would be responsible for reporting on the status of that goal at each meeting, just as other liaison assignments are handled. **Gordon Jones** suggested that Commissioners take issues they feel affinity for and keep that issue before the Planning Commission and City Council. **Maggie Collins** will put together a worksheet for the Commissioners for the next meeting.

10.0 Next Meeting -- December 12, 1995

10.1 CSO-95-12 -- Immovable Foundation Church

10.2 TSP Draft Worksession

10.3 CD Report

Debi Linn moved to adjourn the meeting of November 28, 1995. **Bill Johnson** seconded. MOTION PASSED UNANIMOUSLY. The meeting adjourned at 8:45 p.m.

Carolyn Tomei, Chair


Nancy Waddell, C.D. Staff



MEMORANDUM
December 22, 1995

TO: Mayor and City Council

THRU: Dan R. Bartlett, City Manager

FROM: Gregory J. Drechsler, Acting Public Works Director 

SUBJECT: Assumption of electrical permit program

Recommendation/Action Requested

By Council resolution authorize the City to proceed with the application to the State Building Codes Division for the delegation of the electrical program.

Background/Discussion

One of the City of Milwaukie's goals is to be a "one stop" building permit center and the assumption of the electrical program will allow the city to meet one of the last steps in achieving this goal. The City is also in the process of applying for the assumption of the plumbing program.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE,
OREGON, AUTHORIZING THE CITY TO CONDUCT ITS OWN ELECTRICAL
INSPECTION AND PERMIT PROGRAM.**

WHEREAS, the City of Milwaukie's electrical inspection and permit program is presently administrated by Clackamas County; and

WHEREAS, the City desires to fully operate the electrical inspection and permit program effective July 1, 1996; and

WHEREAS, the City of Milwaukie will administer a complete building, construction, inspection, plan review and permits program.

NOW THEREFORE, BE IT RESOLVED that the City of Milwaukie authorize the application to assume full administration of the electrical permit, inspection, plan review program, with full authority to require compliance with Oregon Revised Statues Chapter 479 including disciplinary action and stop work orders committing to binding compliance to Oregon Administrative Rules Chapter 918, Divisions 300, 302, 303, 304, as of July 1, 1996.

Introduced and adopted by the City Council of the City of Milwaukie, Oregon on

_____.

Craig J. Lomnicki, Mayor

ATTEST:

Pat DuVal, City Recorder

APPROVED AS TO FORM:

O'DONNELL, RAMIS, CREW & CORRIGAN


City Attorney

* * * MEMORANDUM * * *

26 December, 1995

To: Mayor Lomnicki and City Council

Through: Dan R. Bartlett, City Manager

From: Dan Olsen, Fire-Rescue Department 

Subject: Exercise Equipment for Public Safety Building
Request to terminate portion of bid award and rebid.

Action Requested:

The Chief of the Fire-Rescue Department respectfully request the Mayor and Council to terminate the portion of exercise equipment bid award to Exercise Equipment NW (\$18,811.00), for cause, and authorize staff to rebid that portion of the contract.

Background:

At the November 21, 1995, City Council meeting, the City awarded bids for the purchase and installation of exercise equipment at the Public Safety Building in the total amount of \$24,936.00. The successful bidders were:

Exercise Equipment NW 11211 SE 82nd Avenue Portland, Oregon	\$ 18,811.00
Exercise Equipment Center 2285 NW Johnson Street Portland, Oregon	\$ 6,125.00

The successful bidders were contacted via telephone and sent purchase orders via mail.

At time of the City Council meeting (21 November, 1995), all documents submitted indicated Exercise Equipment Northwest was a qualified bidder. There was no reason to ask for any requirements to be waived by Council, in the best interest of the City, prior to the bid award.

Subsequent to the bid award, a bid protest was received by the City via telephone and faxed letter. The protest stated Exercise Equipment Northwest was ineligible to bid due

to not being in business for at least five years. The five year history was a requirement stated in the "Request For Bid".

On Thursday, 30 November, 1995, representatives of Exercise Equipment NW (Daniel Keller) and Exercise Equipment Center (John Ridgeway) were contacted via telephone. They were informed all deliveries of machines and equipment to be put "on hold" pending outcome of the bid protest.

The bid documents originally submitted by Exercise Equipment NW stated the firm met all requirements including being in business for at least five years. Inquiry pursuant to the bid protest indicates Exercise Equipment NW was formed in January, 1992. This was later confirmed in writing by an authorized representative of Exercise Equipment NW.

The bid award to Exercise Equipment Center (\$6,125.00) remains in effect. The rebid will not involve equipment provided by Exercise Equipment Center.

This request is made based on current information, a full review of the facts by the City Attorney's Office and its recommendations in this matter.

Citizen's Utility Advisory Commission

October 4, 1995

6:30 pm

The fifty-sixth meeting of the CUAC was held October 4th at 6:30 pm in the conference room at the Johnson Creek Facility. No quorum was achieved by 6:40 pm, and the meeting was declared a work session.

Present were:

Alan Fletcher, Chair
Ralph Klein
Anne Smith

Absent were:

Tom Alford
Jim Backenstos
Michael Kay

Staff Present:

Gregory Drechsler, City Engineer
Linda Mullen, Neighborhood Involvement
Coordinator
Connie Leasure, Staff Assistant

Linda Mullen was introduced to the commission, and it was noted that Mullen was formerly associated with the City of Vancouver's Water Conservation program. Mullen was present to discuss how Milwaukie might put together a water conservation public education program, and she brought some information that she thought would be valuable in planning this task.

The first item she passed around was a list of issues, and this list was used as an informal agenda for her discussion. She noted that she feels that there are some difficult issues raised by conservation, including equity concerns with commercial/industrial users as well as single family residences versus multifamily. She also emphasized that the City must serve as an example; it is very difficult to convince citizens that conservation is important if the City has not "put its own house in order", i.e. carry out necessary repairs to the water system, etc. She was pleased that the City has undertaken several water system repairs and improvements this year, such as repairing the leak in reservoir #1 that is so visible to the public.

Linda passed around an example of the "prenotification" letter that Vancouver had mailed out to all of its' customers the fall before they implemented block rates for their sewer bills; this letter showed what the customer would have paid for a two-month sewer bill if the new rates had been in effect. By showing how their usage impacts their bill after block rates are implemented, they gave the customer more than six months to make changes that could reduce their bills once the block rates come into effect.

Drechsler explained to Mullen that the last water rate study had indicated that a small rate increase may be adviseable in January of 1997, and that the CUAC had indicated an interest in promoting water conservation prior to that increase. He asked her what her opinion was regarding the timing of various elements of a conservation education program. This led into a discussion about deciding some of the equity issues prior to a rate increase; one particularly difficult customer class is commercial/industrial users, some of which must consume large amounts of water in manufacturing processes. Mullen suggested that the blocks for that customer class might be based on a percentage of their normal use, rather than gallons used.

Phasing in of the ascending block rates was discussed. Drechsler noted that the Finance Director has indicated an interest in adjusting the billing cycle so that all of the bimonthly billings are mailed out in the same month; this may happen in concert with the change in billing rates, consolidating all of the billing changes so that Finance personnel will only have to answer questions from citizens one month instead of over a two-month period.

The meeting ended with informal discussion. The next meeting will be held November 1st.

Traffic Safety Commission
November 14, 1995
6:00 pm
City Hall Council Chambers

I CALL TO ORDER

Chair Anderson called the meeting to order at 6:18 pm. Present were:

Nancy Anderson, Chair
Susan Stone

Dick Baker
Julie Wisner

Absent:

Lynsey Barbour

Staff present:

Gregory Drechsler, City Engineer
Rafael Cruz, Civil Engineer

These minutes were transcribed from a tape recording made at the meeting.

II CONSENT AGENDA

Anderson began by saying that the commission members were pleased to receive the commission packet a week ahead of the meeting, as requested.

Anderson asked if anyone had comments about the October 9th minutes. Stone had the following comments: she had requested time to finish reading the minutes, rather than a few minutes to finish reading them. She wished to add that she had requested the packets be delivered a week before the meeting as opposed to the Friday before the meeting (the minutes reflected that she had asked if the minutes could be delivered the Monday before the meeting). On page 2, she noted a typographic error stated that Baker had "tuned" the training over to Cruz, rather than turned the training over. Page 3, end of the first paragraph, Stone stated that she had finished by commenting that the group needs "criteria regarding how many people would we need to be present to justify a training session so that we know when to cancel and when not to cancel." Page 5, first paragraph, she wanted to add "She specifically asked if Traffic Safety Commission was on the (City Council) agenda for the following night, Tuesday, October 10th. After looking at the agenda, Greg Drechsler and Don Trotter determined that the TSC was not on the agenda for that evening." She explained that she wished this noted because the meeting on October 10th did end up covering the TSC and, indeed, the commission was reviewed.

Stone then repeated information she had given at that meeting, which she had received from a Milwaukee citizen, regarding objections to the proposed East County Recycling plant.

Anderson asked if there were any other revisions to the minutes; none were offered. The minutes were approved as revised.

During the transcription of these proceedings, the recorder noted an error in the October 9th minutes that had not been stated; under CALL TO ORDER it stated that Chair Baker had called the meeting to order. This is incorrect; Chair Anderson called the October 9th meeting to order.

III DISCUSSION

A. Audience Participation - none.

Baker took this opportunity to inform the group that he is scheduled to be away from the area the second week in December and the second week in February, which would leave the commission in a position of possibly not having a quorum for those two meetings unless the Council appoints a new member to the vacant position. Anderson noted that the North Clackamas School District position is still vacant, and asked how the school district goes about appointing for that position. Baker and Drechsler discussed how that position is filled. Wisner commented that she is aware that other Traffic Safety Commissions have a representative from the Police Dept. as a voting member; she would like to see the City drop the NCSD#12 affiliation and adopt having a Police Dept. member in that position. Anderson agreed, noting that once the Board and Commission review is completed, there may be an opportunity to make such a recommendation to Council. Wisner then commented that she was quite disappointed that the TSC was reviewed without adequate notice to the commission members. Baker replied that he had been present, and that at that point little or no comment was sought from the commission members. Once the commission is invited to review the outcome, the members will have an opportunity to comment. Stone wished it noted for the record that the meeting agenda had obviously been changed between the evening of the October 9th TSC meeting and the Board and Commission Review meeting on the evening of the 10th; such changes do not allow the members of the commission who wish to be present to make such arrangements. As Council member Trotter had been present at the Oct. 9th TSC meeting and this had been discussed with him, it seemed inappropriate to make such short-notice changes if the members are really welcome to attend.

There was further discussion about this issue, but Anderson pointed out that the relevant point to be made is that the Traffic Safety Commission has one position vacant, one school district position unfilled, and one member absent (Milwaukie High student). As the commission has felt itself under scrutiny by the Council and pressured to produce on its' assignments, the vacancies affect their ability to perform.

B. Neighborhood Speed Watch

Cruz reported that on October 25th a training session was held at the Ardenwald Elementary School, and 10 people attended. Baker was the main spokesperson. The first

group of four people began recording speeds on 32nd Avenue for the first speed watch run-through. The banner has been hung over McLoughlin Boulevard and a second location is being sought. Pat DuVal of the City Manager's office has contacted Cruz, saying that a City Councilor has asked when the next training will be held; that date has not been set. Cruz recommends putting an article in The Pilot announcing that Milwaukie's Neighborhood Speed Watch program has begun. Stone asked how many individual speed watch sessions were done by the group, and how many letters will be generated from those sessions; Cruz replied that he is aware of three sessions, but has not received the speed watch violation records back so cannot say how many vehicles were observed speeding.

Anderson asked if Baker had anything to add; he replied that the class was very receptive, the radar gun worked well, but although he would have like to attend the first speed watch session he was unable due to his professional obligations. Stone asked how long the groups will be allowed to retain the radar gun and equipment; Cruz replied that normally it will be one week, but as he had no other requests this time he allowed the group to keep it one more week. Wisner asked if the doorhangers were used; Cruz was not sure. Stone commented that she had received a Speed Watch brochure on her door rather than the doorhanger; Cruz replied that perhaps the group ran out of the doorhangers. Anderson suggested that perhaps TSC could ask the Ardenwald group to come and give their impressions of how the first Speed Watch went. Stone said that she would ask Venina Rondeau if she would be willing to come to the next TSC; Drechsler will place that on the December agenda.

C. Traffic Control Device Requests - none.

D. Status Report Speed Hump Pilot Project Neighborhood Questionnaire

Wisner reported that Anderson and Baker had canvassed 33rd Street, she and Stone had canvassed 34th, and 35th has yet to be done. Anderson interjected that the cross streets are also left, although Wister has also been done.

Anderson asked if those homes where they had not contacted anyone had to be redone; the group agreed that the 1/2 to 2/3 response was quite acceptable, as mailers usually generate far less. Wisner noted that as personal canvassing is so labor-intensive, the weather has changed and its' getting dark sooner in the evening, perhaps using a mailer for the remainder of the homes would be a good alternative to going house-to-house. Baker commented that they shouldn't change the method on this pilot project. Anderson commented that it took only three hours to cover one street with two canvassers; it would only take one more afternoon to gather the remaining information.

E. Milwaukie/St. John's Pedestrian Safety Task Force Meeting report

Anderson reported that the group has had two meetings to date, October 16th and November 6th. There was good representation at the Milwaukie Elementary meeting

with teachers, parents, City staff and Anderson as the TSC representative. Unfortunately, there were no representative from St. John's at the first two meetings, but they did commit to having a representative at the next meeting slated for November 15th. Anderson noted that some of the work has been done, particularly for the Milwaukie Elementary area and concentrating on issues presented by Lake Road and the High School. Signage, crossing guards, projects that groups such as the Eagle Scouts could undertake, physical changes on school grounds have been discussed. There has been good progress, and Anderson noted that the progress may have been facilitated using the Ardenwald model and by Linda Mullen's involvement. Llewellyn Elementary will be the next school to be tackled. Stone asked if the flashing yellow beacons were discussed; Anderson was unsure whether this subject had come up. Baker asked what the primary safety concerns were; Anderson replied that crossing Lake Road and 27th were foremost concerns. Wisner asked if the yellow lines painted on the sidewalk (delineating where the kids are to stand before boarding the buses) were going to be repainted, as they are very faded; Anderson said that the group did discuss repainting some yellow lines, but she is unsure exactly where they are located. She invited anyone with an interest to come to the next meeting.

F. Update on Wake Street No Parking

Cruz reported that the Traffic Regulation designating a walking path on the north side of Wake Street (School Days only, from 7:45 am to 4:15 pm) was signed by the City Manager on November 7th, and the Street Supervisor has the regulation for signing and striping. Baker asked if striping will be done on the street; Cruz explained how he envisions the zone appearing. Stone asked how the neighborhood seemed to respond; Cruz said that he had heard nothing from the residents.

IV INFORMATION SHARING

A. SAAD REPORT - none.

B. Community Traffic Safety Mini-Conference

Anderson reported that she, Wisner, Stone, Baker and Cruz attended the mini-conference on November 9th, and she personally felt it was very good. She also noted that the Milwaukie Traffic Safety Commission could be considered "on the leading edge" compared to what the other commissions are doing. Anderson was also pleased to report that Milwaukie TSC had received a Community Traffic Safety award presented by ACTS/Oregon with special recognition of Susan Stone and Julie Wisner in appreciation of outstanding efforts in and support of community traffic safety in Oregon. Anderson offered the placard to the City for mounting somewhere in City Hall; she also noted that Stone and Wisner received their own individual copies. Wisner commented that she thought they were the only TSC which attended "in force" i.e. the whole commission attended. Stone commented that one of the nominees for an award was a three-person group from Bend, which had put together a video of public service traffic safety messages

that are currently being shown on OPB. She was very impressed with the video, and noted that a copy could be obtained from Helen Liere of ACTS/Oregon.

- I. Work Session Minutes of October 16, 1995
For information only, no approval necessary.

Anderson commented that this brought up a question as to whether TSC will attempt to garner another traffic safety grant for 1996. A long discussion ensued about what issue would be pursued, with DUI monies and issues as a focus. Stone suggested writing a grant request based on DUI reduction; one cornerstone could be obtaining a new device which appears to be a flashlight, but also has an LED which operates when alcohol is detected in the air. There was extensive discussion about the pros and cons of using such a device. Stone said that she had discussed the idea with Police Chief Brent Collier, saying that TSC would need a letter of endorsement from him if they were to pursue a grant. Baker suggested that while this is a good idea, the commission is only vaguely committed to pursuing a grant, and they would need to distill their ideas to a firm subject such as DUI education for teens. Stone then suggested considering a Neighborhood Traffic Management Plan of which Neighborhood Speed Watch could be an element; various driving tips, etc. Wisner commented that with only 7 days left before the grant request is due, only one grant should be pursued, rather than two.

There was further discussion about how long it took to put together the grant request, what was involved, and what would and would not be covered by grant funds. Baker asked what would be required of the City if a grant was pursued; Drechsler replied that a signature by the City Manager was required, the City Managers endorsement, and an endorsement by the Police Chief.

Stone read some information from a book by David Engwicht about education campaigns that might be considered. Discussion about public service announcements, what can and can't be done.

Anderson MOVED that the Milwaukie TSC write a grant proposal, the main focus being community traffic safety education library. Stone SECONDED the motion. Wisner asked if the commission has adequate time to complete a grant proposal. There was discussion on time frames; Stone volunteered to work on it and hand-deliver if necessary. Anderson amended her motion to note that two commissioners will make the effort, allowing that if time is too short, the grant will be passed on for this year. Further discussion ensued. Stone SECONDED the amended motion. The motion passed unanimously.

VI ADJOURNMENT

Anderson MOVED to adjourn the meeting, Stone SECONDED; the meeting was adjourned at 7:33pm.

/cjl

MILWAUKIE DOWNTOWN DEVELOPMENT ASSOCIATION

Minutes of NOVEMBER 8, 1995 Board Meeting

MDDA President, Arlie Brown called the meeting to order.

Board Members Present:

Mark Ellington
Gary McClain
Champ Husted

Arlie Brown
Paul Graham
Doug Naef

Pamela Reynolds

Paul Graham

Absent: Melissa Whitcomb, Roxanne Bross, Darlene Weil, Don Zavada, David Mealy, Dodi Linder

Guests: George Van Bergen, Scott McCampbell, Bill Hupp, Cheri Baker, Joyce Henstrand, Nancy Wadell, Debbie Bishoff

Business:

a. Design Committee Update - Banner Budget

David Mealy, Design Committee Chairman, gave an excellent report including the proposed locations and numbers of banners, banner brackets and flower pots and brackets. He also showed examples of the brackets and explained the need to purchase the more expensive bracket. He also indicated that he had learned that the banners probably only have a two year life, hence a major expansion plan for the banner locations would probably be restricted by budget considerations. The proposed program includes 27 banners and 14 flower pot locations and associated brackets. Staff recommended that the association budget a total of \$7,318.40 for brackets and banners, allocate approximately \$1,300 toward plant maintenance and that the planters be "sold" to local businesses at a cost of \$67.50. The total request of this budget recommendation was \$8,618.40. It was suggested that staff contact the Sabin Skills center for making of the planters.

Gary McClain moved in support and Paul seconded the motion. He hoped that youth, perhaps from Milwaukie High School might be involved in designing a banner. This was unanimously approved by the board.

b. Business recruitment Exercise

Paul Graham spoke to the group regarding the work he and staff had initiated relative to recruiting new businesses. He also reiterated the objectives of the City of Milwaukie's Vision Statement. Paul outlined a number of businesses that he felt would be desirable assets to the mix of downtown. Sheri Baker concurred that there is a need for additional specialty retail. George Van Bergen felt that any planning for new business needed to tie into the transportation plan. Mark Ellington explained that his company had been attempting to lease several buildings and interest was there but not as strong as he would like to see. He felt that employees needed places to go, that we needed goals to get there, and that we also needed incentives to offer businesses.

c. City of Milwaukie Transportation Plan.

Debbie Bischoff, transportation Planner with the City of Milwaukie outlined why the City was preparing a Transportation System Plan. She explained that there were a number of downtown issues including the anticipated major congestion on McLoughlin and 224. That the downtown streets become difficult to access and that the signalization was important. She also indicated that the draft plan would be available for our groups review within the next thirty days.

The meeting adjourned at 840 a.m

(1)

**NORTH CLACKAMAS PARKS & RECREATION DISTRICT
ADVISORY BOARD MINUTES**

Meeting #54, November 9, 1995

BOARD MEMBERS PRESENT:

Jim Ellis, Southgate/Town Center representative
Sarah Eraker, Sunnyside representative
Daisa Lawson, Oatfield representative
Don Trotter, Milwaukie representative
Mitch Wall, Chairman and Milwaukie Center representative

BOARD MEMBERS ABSENT:

Gary Barth, Oak Lodge representative
Bill Brod, at-large member
Champ Husted, at-large member
Lynn Sharp, at-large member

STAFF PRESENT:

Roger Brown, Director
Diane Campbell, Administrative Analyst
Thom Kaffun, Park Services Manager
Don Robertson, Program Services Manager
June Southworth, Administrative Assistant
Joan Young, Milwaukie Center Director

STAFF ABSENT:

None

GUESTS:

None

Minutes

Following a meeting of the North Clackamas Parks Foundation, the meeting was called to order at 7:45 P.M. in the Salal Room of the Milwaukie Center by Chairman Mitch Wall.

1. Welcome to New Board Members:

Chairman Wall extended a welcome to Sarah Eraker as a new member of the District Advisory Board.

2. Approval of Minutes of September 14 and October 12, 1995 Meetings:

Wall reiterated that at the October 12 Board meeting he had asked that the minutes of the September 14 meeting be amended to reflect more information. Roger Brown then pointed out the changes that were made to the original minutes of that meeting.

Jim Ellis moved to approve the minutes of the September 14 and October 12 Board meetings. Daisa Lawson seconded the motion. Minutes approved unanimously.

3. Increase of Rental Rates at Milwaukie Center:

Joan Young noted that the Board packets contained information on rental charges at the Milwaukie Center. The Center Advisory Board had recently requested that rental rates be reviewed and it was found that the Milwaukie Center's rates had not changed since prior to 1987. Lin Dahl conducted a survey of rental rates at comparable facilities in the area.

Young explained that the recommended rental change includes changing from one rate based on space alone to a rate that differentiates between in-District and out-of-District. One option is proposed that would allow customers to purchase cleaning service by Milwaukie Center staff rather than cleaning themselves after an event. Also, the new renter's handbook will advertise the fact that tents are also available for rent. Young also noted that the damage deposit practice will be continued as is.

The Director asked when the proposed changes would become effective. Young responded that the target date is January 1, 1996. Discussion was held regarding the possible increase in revenue, etc. The question was raised about possibly increasing rental rates at the Aquatic Park. Brown noted that this was not an issue at this time due to the types of rentals being booked there.

Daisa Lawson moved to accept the recommendations of the Center Advisory Board effective January 1, 1996. Sarah Eraker seconded the motion. Motion approved unanimously.

4. Sunnyside Neighborhood Park Advisory Board Appointment:

The Director noted that this appointment was held up pending revision on how the NPABs would function. He then asked Sarah Eraker to provide information on Bob Simons who is applying to serve on the Sunnyside NPAB. Eraker stated that this application brings special representation to the District in the way of handicap uses because of a family situation.

Jim Ellis moved to accept the application of Bob Simons. Don Trotter seconded the motion. Application accepted unanimously.

5. Greenspaces Program:

Brown stated that staff is asking for more direction from the District Advisory Board on how to proceed with some of the issues associated with the Greenspaces Program.

Diane Campbell gave an overview of several projects, beginning with Boardman Slough. She noted that currently the District has a Community Development Block Grant of \$36,400 approved for the 1995-96 fiscal year for appraisals, planning, permits and related preliminary work. An additional grant has been submitted for 1996-97 to cover the actual acquisition cost of \$116,000. Campbell pointed out the subject properties on a map and explained the possibility of some wetlands being conveyed to the District. Staff attended a hearing on October 23 which revealed that many of the residents along wetlands are not happy with the possibility of having this land become available for public use.

Don Trotter asked if the District has already started a process for acquisition of the properties in question. The Director stated that staff is aware of available properties, but does not anticipate acquiring any properties during this fiscal year. Since specific properties were being discussed, the Board determined that an Executive Session was appropriate.

6. Executive Session:

Chairman Wall called the meeting into Executive Session according to ORS 192.660 at 8:20 P.M. to discuss possible property acquisitions. Executive Session ended at 8:49 P.M.

7. Light Rail Alignment at District Park:

Roger Brown noted that this item is on the agenda simply for the purpose of updating the District Advisory Board. The Steering Committee meets later this month and staff wanted to update everyone on the current status. Thom Kaffun displayed a map showing the two proposed light rail options. Both options would take the line underneath Harmony Road.

Don Trotter questioned the process that Metro goes through relative to these types of decisions. Roger Brown noted that the Steering Committee would recommend moving forward with preparation of environmental impact statements on the proposed routes. The District would have opportunity in the next year for input into the process. Trotter also noted that Light Rail would not be able to take or impact any park land. The question was raised as to whether the DAB would have dialogue directly with

NCPRD Advisory Board Meeting Minutes
November 9, 1995
Page 4

Metro or through the BCC. The Director responded that he did not have the answer but would find out.

8. **Speakers from the Floor:**

None.

9. **Board Members' Comments:**

Don Trotter asked if he and Sarah Eraker should be members of the North Clackamas Parks Foundation, Inc. Board. Jim Ellis explained that a requirement is that you are a member of the Foundation first and it is not automatic that you are a member of the Board. Ellis also noted that the number of Foundation Board members could be increased.

Ellis complimented staff on the development project at Mill Park. Mitch Wall mentioned that Riverville Park is now paved and looks very nice. Wall also noted that the Visual Arts Exhibit, put on in conjunction with the North Clackamas Arts Guild, was very successful. He noted the efforts of Faye Brown, and asked that she be congratulated. The Director added that approximately 500 people attended this event.

10. **Director's Comments:**

None.

11. **Adjournment:**

Jim Ellis moved for adjournment of the meeting. Daisa Lawson seconded the motion. Meeting adjourned at 9:15 P.M.

*North Clackamas Parks & Recreation District
Advisory Board*

Executive Session Minutes

November 9, 1995

Roger Brown noted that the District staff needed direction regarding Greenspaces acquisition. He asked Diane Campbell to identify potential problems relative to acquisition, noting specifically that it is likely that the District would force the issue of condemnation at some point. District policy is not to condemn property. Brown asked the District Advisory Board for direction regarding this issue - does the District need to back away or rethink and approach each site on an individual basis?

Jim Ellis questioned how District staff is dealing with property owners of wetland areas. Thom Kaffun stated that property owners have been sent a letter by the County informing them that their properties contain an identified wetland. He further stated that there are 20-25 significant wetlands; others are marginal and, as such, could be filled in.

Don Trotter said that he felt all options should be laid on the table to avoid running into obstacles down the road. Brown noted that staff probably would not make any contact with property owners until a wetlands ordinance is adopted in the Spring of 1996. Thom Kaffun has reviewed the ordinance and has no problems with areas that have been identified. Mitch Wall asked if the District's only option was to condemn property in order to be able to use the money available through the Greenspaces program. Brown stated that it was his understanding that Metro would not approve condemnation. Diane Campbell stated that the District could state that property is unavailable and go to public forum to decide how to reallocate Greenspaces funds. Brown noted that it is his understanding that the District has to go back to the neighborhoods and then to the District Advisory Board.

Campbell pointed out several parcels of land on Jennings Avenue and stated that staff is running into the same issue of residents not wanting a public area in their neighborhood.

Campbell then gave an overview of property located on Mt. Talbert which is a potential donation. She noted that a hearings officer stated that the District would receive 34.4 acres if a proposed subdivision is platted. The developer has not yet been able to get approval. The State has received an application to log an

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Executive Session Meeting Minutes
November 9, 1995
Page 2

area on the west side of Mt. Talbert. The District's request for Regional Greenspaces money to assist in the purchase of this land was denied.

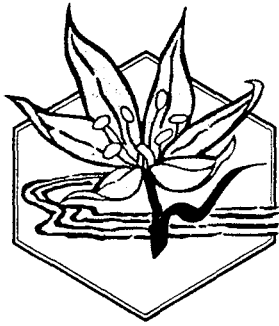
Jim Ellis asked that the Board of County Commissioners, Don Morisette and other pertinent personnel be informed of this pending logging. Don Trotter stated that he felt this issue was being presented too early. Campbell responded that the money was allocated for expenditure during 1997. Brown noted that the issue is the 40 acres of land to be logged now and questioned whether staff should wait to see if any land would be donated before seeking acquisition through purchase.

Discussion was held among Board members regarding the issue. Brown stated that staff would obtain more information and present it to the board at the December meeting.

Campbell noted that the District has informed Metro about a feasibility study planned to see if we can obtain the Portland Traction Line. Brown added that information is being pulled together for the District Advisory Board to review.

It was reiterated by Campbell that the \$571,000 from Metro will not cover the entire cost of the Portland Traction Line acquisition. Planning is compiling information and will advise us of the value of this property.

The Executive Session was closed at 8:49 P.M.



**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

MEMORANDUM

TO: MITCH WALL, DAB CHAIR
FROM: ~~ROGER K. BROWN, DIRECTOR~~
Roger K. Brown
DATE: NOVEMBER 7, 1995
SUBJECT: UPDATE

1. The shelter and most of the playground equipment has been installed at Ardenwald Park.
2. As of this date, Gary Barth and Bill Brod have indicated they will be unable to attend the Board meeting Thursday night.
3. The Visual Arts Exhibit was very successful and a first-class event. Almost 300 people attended the opening reception with the total number for the weekend approaching 500. The North Clackamas Arts Guild is very pleased with their first effort with us.
4. Negotiating teams have reached an impasse on the union agreement regarding temporary and part-time employees. The issue is going to mediation which will occur November 28.
5. I attended a Focus Group meeting on October 30 for the North Clackamas School District in regards to their plans for re-submitting the bond issue to the public in 1996.
6. I will be working in the Nutrition Program at the Milwaukie Center Monday morning, November 13, attempting to do what volunteers do to get the food prepared and meals delivered.
7. Ten members of the District staff volunteer to give up their lunch hour once every two months to deliver meals for the Milwaukie Center.
8. Donna Lugibihl began work with the District November 1, and is the receptionist at the Milwaukie Center. She comes to us from the University of Portland Athletic Department.

RKB

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**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

MEMORANDUM

TO: MITCH WALL, DAB CHAIR

FROM: ROGER K. BROWN, DIRECTOR
Roger K. Brown

DATE: NOVEMBER 15, 1995

SUBJECT: WEEKLY UPDATE

1. The heavy rains over the weekend caused only minor problems with the new parks under construction. Some creeks overflowed resulting in some erosion, but not enough to cause concern to the construction companies or us.
2. The Nutrition Program fed 389 at its Sunday fund-raiser dinner. This set a record and, more importantly, we obtained sponsors who provided most of the food at no cost.
3. I worked as a "volunteer" in the kitchen of the Milwaukie Center this past Monday morning, November 13. A great experience! Highly recommended.
4. We expect to name a new custodian for the Milwaukie Center this week. Staff reports very good candidates.
5. The rainy weather over the weekend provided us with very good attendance at the Aquatic Center.
6. Paving at Rivervilla Park on the Willamette River has been completed.
7. The shelter and playground equipment at Ardenwald Park are installed.
8. Pam De Cristoforo began work on Monday, November 13, as staff for the Friends of Milwaukie Center. She was selected by the Friends as a replacement for Eleanor Berg who died in August.

RKB

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**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

MEMORANDUM

TO: MITCH WALL, DAB CHAIR

FROM: ROGER K. BROWN, DIRECTOR

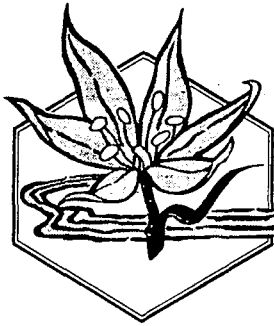
DATE: NOVEMBER 22, 1995

SUBJECT: WEEKLY UPDATE

1. A directional sign to the Aquatic Park has been installed at the entrance to the Chamber of Commerce parking lot. OIT has requested a similar sign be installed at the entrance to the parking area they share with the Clackamas Community College. We will honor this request.
2. Staff will meet with NC School District staff on Nov. 30 to discuss school properties and other issues related to their planned bond issue election.
3. The Aquatic Park had another good weekend of activity.
4. I met with Bill Brandon, City Administrator of Happy Valley, on November 20. I expect further contact within the next 30 days that would start a process to formalize some type of working agreement. No commitments have been made by either organization.
5. Staff has followed up on the discussion with the DAB regarding Mt. Talbert. Another meeting is scheduled for Monday, Nov. 27, with other interested parties.
6. Staff is also following up on the wetlands ordinance discussion with the DAB. A copy of the proposed ordinance has been sent to the DAB with a request for input as the County Planning Commission will consider the ordinance prior to our December DAB meeting.
7. I will be out of the office Friday, November 24. Don Robertson will be Acting Director in my absence.

RKB

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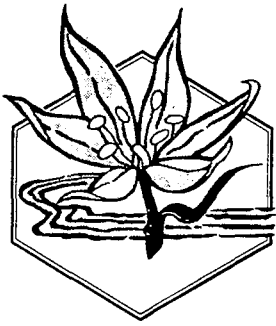


**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

MEMORANDUM

TO: MITCH WALL, DAB CHAIR
FROM: ROGER K. BROWN, DIRECTOR
DATE: NOVEMBER 28, 1995
SUBJECT: WEEKLY UPDATE

1. Kyle Hagestad will begin his duties as custodian at the Milwaukie Center on December 1.
2. The District is working with the Milwaukie Downtown Development Association in support of their Share Thke Lights Festival, conducting the Umbrella Parade which begins at 3:30 p.m., Saturday, December 2.
3. A 911 call was made from the Aquatic Park Monday night, Novembver 27. in regard to a potential spinal injury resulting from a person exiting from the slide catch pool being struck byi another person coming out of the other slide. Accident now under investigation by staff.
4. 1996-97 budget planning documents will be distributed to staff on December 5. Staff is requesting a buddget work session with the DAB for March 21, 1996, if acceptable to the DAB.
- 5.



**NORTH
CLACKAMAS**
PARKS & RECREATION
DISTRICT

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MEMORANDUM

TO: MITCH WALL, DAB CHAIR

FROM:  ROGER K. BROWN, DIRECTOR

DATE: DECEMBER 6, 1995

SUBJECT: WEEKLY UPDATE

1. Staff had an excellent meeting with the Superintendent of North Clackamas School District last week. Enthusiasm is high in both organizations to find ways in which we can work better together. More meetings to follow.
2. At the request of the North Clackamas Jr. Baseball/Softball Association, a proposal was made for the District to handle all registrations. The Association has some internal issues to resolve before they can contract with us.
3. Staff has secured a proposal from a developer to donate about four acres of Resource Protection Land to the District. This proposal will work its way through the Sunnyside NPAB and DAB.
4. Don, Joan, Thom and I are providing a Holiday Breakfast for staff on Tuesday, December 19.
5. Staff has again decided to take care of a family in need for the Holidays rather than to exchange gifts with each other. Participation is voluntary.

RKB

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North Clackamas Parks and Recreation District
Milwaukie Center Division
Monthly Report
November 1995

Program and Service Highlights:

The first annual Visual Arts Exhibit, co-sponsored by North Clackamas Arts Guild and the Parks District, was very successful and well-attended by the community. Seventy-four artists entered 215 pieces of art.

Over thirty five Milwaukie Center interest group leaders attended a gathering which helped them realize the strength in the diversity of offerings at the Center (from Bingo to Quilting, to Stamp Collecting and Computer people!)

Milwaukie Center Cable Vision is rolling again with a healthy agenda of tapings monthly. Watch for "Center Stage", "A Word from the Wise" and "Senior News and Views" broadcasted regularly from Jones Intercable.

"A Place at the Center", the respite program for people with memory loss/confusion, held it's bi-annual volunteer training this month, involving twelve dedicated people.

Milwaukie Center staff are meeting regularly to determine how to use and implement the mandatory computerized client program (NAPIS) at the Center to best serve the staff and the Center users.

Staffing:

Donna Lugibihl joined the Milwaukie Center staff as our first fulltime paid receptionist. Donna will be orchestrating clerical work through volunteers and help staff in many other ways.

The Friends of the Milwaukie Center, Inc. now have on staff Pam Asla-DeCristoforo, half-time Friends Office Coordinator.

Fundraising:

The Nutrition Program Famous Sunday Thanksgiving Dinner had 389 paying guests! This monthly project has gathered sponsorship from all of our major program vendors to assist it in being a tremendous fund-raiser!

The Friends' Rose Garden project is moving ahead with identification of capital grant entities and grant writing to obtain money to begin Phase I of the project.

*North Clackamas Parks & Recreation District
PARK SERVICES DIVISION
Monthly Report
November, 1995*

System Development Charges:

Clackamas County's SDC collection for the month of November was \$31,292.98. (October's collection totaled \$29,353.50 - it was not reported last month.) The City of Milwaukie has collected \$1,881.00 for the month of November. The total Parks SDC program has collected \$318,539.92.

Some house keeping issues need to be resolved within the Parks System Development Charges as it relates to the East Sunnyside Village. The ordinance will appear before the BCC for changes to the amount of fees the Park SDCs can collect for development as it relates to land acquisition for parks within the East Sunnyside Village. The fees for Park SDCs will not change. The amount for development within the East Sunnyside Village will change as land prices go up.

County Counsel is preparing an IGA between DTD and NCPRD enabling the District to be in control of the land acquisition SDC funds for the 1996-97 budget process. The County Finance Department will also remove the trust account which contained our SDCs and enter this money into our 1996-97 budget.

Park Construction Projects:

The "winter shutdown" has commenced for Ann-Toni Schreiber Park and Heddie Notz Park. Construction will resume April 1, 1996. These sites will be fenced off to discourage any usage. Alma Myra is substantially complete and will soon be ready for the District's maintenance staff to begin installation of the irrigation system.

The flood that hit this area in the end of November and first week of December was cause for concern with our newly constructed parks. The flood did not impact Mill Park, as Johnson Creek in that area did not overflow. Additionally, the drainage system at Mill Park functioned well when the creek rose to about two feet below the top of the basalt wall. Rivervilla Park was a site to see. The Willamette covered nearly two thirds of the park! Unfortunately, the split rail fence incurred some damage as the river flowed through it. Once the river recedes staff and the contractors will assess the extent of the damage to the park. Southern Lites Park was not impacted by the flood, however, the Mt. Scott Creek tributary that traverses the western portion of the site was loaded with rapidly running water. Maintaining the silt fenced along the tributary has been an on-going job.

Ardenwald park is almost complete with the shelter and play equipment being installed in November. The only items remaining are the light bollards and landscaping.

Greenspaces

Staff is currently assessing the acquisition possibilities along Kellogg Creek.

Vandalism Report:

During the month of November there were several acts of vandalism. All incidents occurred at Dogwood Park and Scott Park. Particularly disturbing to staff and one of our citizens was the destruction of a memorial bench located at Dogwood Park. Fortunately, our maintenance staff was able to recover the plaque that had been mounted on the bench. The plaque was returned to the citizen who had donated the bench. The total cost for the month of November was \$1,250.00



**NORTH
CLACKAMAS
PARKS & RECREATION
DISTRICT**

MEMO

TO: Roger K. Brown, Director

FROM: Diane Kean Campbell, Administrative Analyst
Diane Kean Campbell

DATE: December 7, 1995

RE: MT. TALBERT PROPERTY

This memo will serve as an update to the November 16, 1995, memo regarding the potential logging of 40 acres on the west face of Mt. Talbert. Jeff Hepler of the State Dept. of Forestry has informed the District that the owner of the 40 acres has submitted a revised notification to log the property through a thinning process as opposed to his original notification to clear cut the entire area.

As the November 16th memo pointed out, there is no permit required by the Dept. of Forestry when logging; however, there is a notification requirement. The Dept. of Forestry can step in and regulate only when there is a threat to streams and soil productivity. The Dept. of Forestry requires that the logger minimize disturbance to the ground by using a specific method of cutting down the trees. Before the contractor logs, they give the Dept. of Forestry a plan that shows the number of skid trails, erosion control, time of year, fire hazards, and any aesthetic impacts. There are no laws that restrict logging except if the logging will affect a domestic water supply, a scenic highway, endangered wildlife, and creeks within 100 feet of the logging. The Dept. of Forestry representative says that Mt. Scott Creek is not within 100 feet of the logging.

Additionally, there normally is a permit required for fire protection. However, Mt. Talbert does not fall within the fire district boundary that the state regulates. Several weeks ago the Dept. of Forestry representative stated that there is a fire concern here; however, with the abundance of rain recently, fire may not be an immediate concern.

The State maintains that there is an input process whereby agencies who may be concerned about a logging, such as on Mt. Talbert, would be informed. Clackamas County was informed through Donna Peterson of the BCC. The Dept. of Forestry representative believed that she had contacted some of the County division heads. The Sanitary District and local businesses were not informed. The Parks District was informed of the owner's most recent notification to the State because of our request to the State that we be informed of any intents to log on Mt. Talbert.

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After my conversation with Mr. Hepler, I spoke with Dan Zinzer of Clackamas County. He relayed that the county is interested in preserving Mt. Talbert but is unable at this time to participate in the purchase of the 40 acres at the current selling price of \$1.6 million.

It is staff's assumption that this tract to be logged is the same property for sale for \$1.6 million since the name on the sale is the same on the state's notification to log the 40 acres. Staff is also making the assumption that the property for sale did not receive a buyer and therefore the owner is beginning the process to log. As the value of the property will be less once it is logged, the District may want to assess at a later time whether or not it wishes to pursue this site through its greenspaces allocation.

Bottom line: The property owner has the right to cut down trees on his own property if he follows the regulations to ensure that the environment is not harmed. At this point, he is within the State's regulations and logging can begin as early as tomorrow.

DKC

cc: Thom Kaffun, Park Services Manager

**NORTH CLACKAMAS PARKS & RECREATION DISTRICT
1996-97 BUDGET CALENDAR**

<u>Date</u>	<u>ITEM</u>	<u>Resp.</u>
12/05/95	Distribution of Budget Work Documents to Divisions	Director
12/6-31/95	Budget Info to Advisory Boards	Liaisons
1/1-31/96	Advisory Boards Hold Public Meetings	Liaisons
1/31/96	Budget Requests Received from Advisory Boards	Liaisons
2/7/96	Division Budgets to Director	Div. Heads
2/8-23/96	Director/Division Meetings	Director
2/26-29/96*	Staff Review with NPAB's & C/CAB	Liaisons
3/4/96	Proposed Budget to Printer	Director
3/14/96	Proposed Budget to DAB	Director
3/15/96	Budget Submitted to Clackamas County Budget Office	Director
3/18/96	Notice of Budget Committee Meeting Sent to Budget Committee Including Copies of Budget	Director
3/21/96	DAB Budget Work Session	Director
3/22-4/5/96	Staff Meets with Citizens Budget Committee Members	Director
4/11/96	DAB Approves District Budget	Director
4/15/96	Budget Committee Meeting Notice to Newspaper	Admin. Asst.
4/25/96	Budget Committee Meeting Notice Published	Admin. Asst.
5/01/96	Telephone Reminder to Budget Committee	Admin. Asst.
5/07/96	Meeting of Budget Committee	Director
5/8-9/96*	Revision of Budget as Required by Budget Committee	Director
5/11/96*	Revised Budget Submitted to RPAB	Director
5/15/96	1996-97 Budget Hearing Notice (1st) with Financial Summary Due to Newspaper (Re: 6/13/96 Budget Hearing)	Admin. Asst.
5/23/96	Above Notice Published	Admin. Asst.
5/24/96	2nd Hearing Notice (Same as 5/15/95) to Newspaper	Admin. Asst.
5/30/96	2nd Hearing Notice Published	Admin. Asst.
6/06/96	Budget Hearing Orders to the BCC	Director
6/13/96	BCC Hearing and Adoption of Budget	Director
6/14/96	Final Budget Document to Printing	Director
7/12/96	Certification of Tax Levy and Budget Document to Assessor	Admin. Asst.


* (if necessary)
 Note: Meeting Dates Subject to Change by the DAB, BCC or Budget Committee



**NORTH
CLACKAMAS
PARKS & RECREATION
DISTRICT**

MEMO

TO: Roger K. Brown, Director

FROM: Thomas E. Kaffun, Park Services Manager 

DATE: November 30, 1995

SUBJECT: **AMENDMENT TO POLICY LETTER #9 LAND ACQUISITION POLICY AND PROCEDURES**

Screening Parks From Private Properties:

Many of the urban parks that the District builds will be surrounded by private homes. Most of the homes have fences or plant materials along the adjoining property lines. However, it may become necessary to screen adjacent property lines in order to keep people from crossing onto private property through ingress or egress to the parks. Also, screening may be necessary if park elements like picnic tables or play equipment cause visual concerns for the private homeowners.

The District recognizes that screening may or could be a problem in the future. The District does not want to install fences along park property lines but is willing to install plant material to create site obscuring screens or privacy barrier. These barriers could be accomplished by the District planting a hedge of five foot arborvitae or other appropriate plant material.

Use of Indigenous Plants:

The District is committed to the use and preservation of indigenous plant materials when appropriate. Part of this commitment includes evaluation and assessment of existing vegetation on all land acquisition made by the District. The proposed policy establishes the procedures to be followed in making these site evaluations and assessments.

The proposed policy for **Screening Parks From Private Properties** was reviewed by Lynn Sharp and Don Trotter. The proposed **Vegetation Policy** was reviewed with Lynn Sharp.

Attachment: **Amendments to Policy Letter #9 Land Acquisition Policy and Procedures**

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DRAFT

POLICY LETTER # 9
LAND ACQUISITION POLICY AND PROCEDURES
AMENDMENT

VIII. SCREENING PARKS FROM PRIVATE PROPERTIES

The District recognizes that many of the urban parks that the District builds will be surrounded by private homes. Many of the houses have fences or plant materials along the adjoining property lines. However, it may become necessary to screen adjacent property lines in order to keep people from crossing onto private property through ingress or egress to the parks. Also, screening may be necessary if park elements like picnic tables or play equipment cause visual concerns for the private homeowners.

The District recognizes that the absence of screening could be a problem in the future, except in unusual situations. The District will not install fences along park property lines, but is willing to install plant material to create site obscuring screens or privacy barrier. These barriers will be accomplished by the District planting a hedge of five foot arborvitae or other appropriate plant material.

During the Master Planning Process for each park site, privacy barriers and site obscuring screens shall be considered. Once the park is being used by the public, considerations may be addressed that are not apparent during the Master Planning Process.

IX. VEGETATION POLICY

North Clackamas Parks & Recreation District is committed to the continuous enhancement of its facilities through the preservation of indigenous plant materials which add to the wildlife habitat, educational value and overall quality of the visitor's recreational experience.

As part of the acquisition policy and before property is acquired, a site inspection shall be made to determine whether the site contains indigenous species that should be protected. This inspection shall be made by the District Advisory Board (DAB) member with the expertise, or designee to make said determination and the Park Services Manager. *The person making the site inspection shall have a working knowledge of indigenous species and be able to identify said species in the area.*

DRAFT

Upon completion of the site inspection a report shall be prepared and placed in the acquisition file. The report shall identify all indigenous species and the significance of those species as they occur on the property in question *and what precautions should be taken to insure survival when deemed appropriate.* The report shall also include the intended purpose of the site and the compatibility of indigenous species with the intended use. The District shall use as a guide and reference the information on indigenous species contained within sources such as "*Hortus Northwest*" catalogue and "*Garden with Native Plants in the Pacific Northwest.*"

DRAFT

Adopted Date Amended
DBA

BCC (if applicable)

North Clackamas Parks & Recreation District
PROGRAM SERVICES DIVISION
Monthly Report
November, 1995

Program Guide: Information for the Program Guide was developed and formatted for the printer. This winter's publication will feature 40 pages and become available in mid December.

In-Line Skating: Twenty participants from children through adult enjoyed our November in-line skating classes. This program was taught at the OIT gym. An outgrowth of this class is resulting in an event scheduled for this summer. Planning is now underway for Skate Jam '96. This event will feature free in-line skating classes, stunt team demonstrations, hockey demonstrations, and skateboard and in-line skating competition. More information will be forthcoming as the event develops.

Advertising/Promotions: The production of the *Kids Club* commercial run is complete. FOX 49 will also be sponsoring a Public Service Day sometime in the month of February. FOX will be using the February Public Service Day to gain viewership for their Sweeps Week so we will benefit from the publicity that FOX will be giving for their event. Discussions with local business people include Albertson's and Tom Peterson's and Gloria's Too. Letters are being sent to NIKE for their P.L.A.Y. (participate in the lives of area youth) program, Ron Tonkin, Scott Thomason, Fred Meyer and Price-COSTCO stores.

Sammy the Seal has been on tour at the Clackamas Town Center to kick off the holiday shopping season. He will also appear at the *Jingle Bell Run*. On Tuesdays, patrons can receive reduced swim with can food donation. All donations will be split between the Lions Club Big Brother program and the KOIN Sunshine food collection. Additional commercials will be run on local cable stations as well as on John Phillips Sports Talk Show. We are still trying to work with Pepsi for tags on their various commercials. *The Women's Journal* continues its trade-out options for their monthly newspaper and we are looking forward to working with the *Milwaukie Journal* for some human interest stories. The new Aquatic Park brochures are being distributed and are going like hotcakes! The bright colors and wonderful photography are a definite added incentive for people to pick one up and check out the park.

Swim Meet: On November 18, the Aquatic Park hosted its first Master's Swim Meet. Over 50 people participated. The event was a success! The Oregon City Swim Club held a mock meet on November 11 and used the Colorado Timing System in its entirety. This meet went off without a hitch!

A Typical Fall/Winter Day: Multiple programming seems to be the key to a successful fall and winter schedule. A typical weekday schedule includes the following: *Master swim practice* at 5:00 a.m. will have 40 seniors in the Senior Aqua Exercise class (what a great class!); *daytime swim lessons* start at 9:30 and 10:00 a.m.; 10:00 also marks the start of the *Clackamas Community College* class and the *Parent/Tot swim*; the *High School Water Safety Instructor* class is at 1:00 p.m., followed by *homeschoolers in swim lesson*; at 3:00 p.m., the *swim teams* roll in; *open swim* starts at 3:30; *lessons* run from 5:30-8:00 p.m., followed by more *open swims* and then a *rental* with Kayakers. This is just an overview. Quite often there will be a group rental from 10:00 a.m.-1:00 p.m., birthday parties stacked on top of each other during open swim times, meeting room bookings, facility tours and an assortment of other special interest programs!

A brief summary of patrons follows for the month of November (1994 statistics are in parenthesis).

Open swims: In-District	4,616 (3,735)	Lap swimmers: In-District	484 (315)
Out-of-District	7,137 (6,493)	Out-of-District	120 (99)
Birthday party participants	1,237 (961)	Tube rental per cap.	\$.26 (\$.30)
Group participants	1,209 (1,391)	Locker rental per cap.	\$.27 (\$.22)
Grand Totals for fiscal year	91,129 (123,595)		
Concessions per cap	\$1.11/\$13,010 (\$.86/\$8,896)		
Open swims: In-District	31,426 38% (32,487 30%)		
Out-of-District	51,429 62% (72,757 70%)		

N.C.A.P. CASH FLASH					
NOVEMBER, 1995					
		ADMISSIONS	CONCESSIONS	TOTAL	NOVEMBER '94
WED	1	\$2,299.50	\$186.40	\$2,485.90	\$1,970.45
THU	2	\$987.50	\$108.43	\$1,095.93	\$1,086.25
FRI	3	\$2,705.35	\$312.04	\$3,017.39	\$738.55
SAT	4	\$6,226.00	\$1,031.25	\$7,257.25	\$2,148.15
SUN	5	\$3,678.75	\$770.85	\$4,449.60	\$4,469.25
MON	6	\$1,111.25	\$149.19	\$1,260.44	\$3,981.85
TUE	7	\$1,259.50	\$175.30	\$1,434.80	\$916.30
WED	8	\$1,820.75	\$226.41	\$2,047.16	\$886.35
THU	9	\$1,323.75	\$248.44	\$1,572.19	\$1,653.26
FRI	10	\$6,295.50	\$1,236.20	\$7,531.70	\$1,823.95
SAT	11	\$6,117.45	\$1,003.85	\$7,121.30	\$4,835.46
SUN	12	\$2,894.25	\$721.99	\$3,616.24	\$4,765.29
MON	13	\$1,516.75	\$190.59	\$1,707.34	\$4,413.56
TUE	14	\$856.25	\$143.70	\$999.95	\$1,393
WED	15	\$1,479.75	\$402.82	\$1,882.57	\$2,995.20
THU	16	\$1,409.00	\$301.90	\$1,710.90	\$1,248.75
FRI	17	\$2,943.75	\$370.16	\$3,313.91	\$1,977.20
SAT	18	\$7,327.35	\$1,290.52	\$8,617.87	\$3,122.50
SUN	19	\$3,527.25	\$825.61	\$4,352.86	\$4,677.35
MON	20	\$1,374.15	\$160.10	\$1,534.25	\$4,418.15
TUE	21	\$772.00	\$165.43	\$937.43	\$1,232.35
WED	22	\$1,162.75	\$313.67	\$1,476.42	\$822.35
THU	23	THANKSGIVING DAY !		OFF	\$1,212.70
FRI	24	\$4,663.00	\$759.14	\$5,422.14	OFF
SAT	25	\$4,831.75	\$788.55	\$5,620.30	\$5,181.85
SUN	26	\$2,218.75	\$486.35	\$2,705.10	\$5,190.05
MON	27	\$1,452.75	\$156.98	\$1,609.73	\$3,049.22
TUE	28	\$714.75	\$130.85	\$845.60	\$988.15
WED	29	\$1,789.00	\$190.55	\$1,979.55	\$1,954.00
THU	30	\$1,174.00	\$162.80	\$1,336.80	\$955
TOTALS		\$75,932.55	\$13,010.07	\$88,942.62	\$74,107

DRAFT

CLACKAMAS COUNTY PUBLIC SAFETY COORDINATING COUNCIL

Minutes from the November 30, 1995

Members present: John Foote, Chair; Bruce Billesbach,; Deborah Martson; Ris Bradshaw; Doug Poppen; Terry Gassaway; Jono Hildner; Judie Hammerstad; Gay Canaday; Robert Selander

Excused: Mary Ann Hard, Rob Kappa, Scott Taylor, Ron Thom
Unexcused: Susan Johnson

Others present: Jerry LaBash

Chair Foote convened this second meeting of the CCPSCC at 4:40 p.m. An update of the Planning Committee was added to the agenda. The Chair solicited comments on changes to the minutes. There were none. Staff distributed a memo informing the Council of comments submitted by Member Kappa on the draft by-laws. The Council began its discussion with the topic of the number of members in attendance necessary to constitute a quorum for adoption of the by-laws.

Chair Foote suggested that the by-laws be discussed article by article and noted that Article I, Section 2 could be very important to the future work of the group. Comments on the draft language in this section included: prevention of further criminal activity needed to apply to both juveniles and adults; that the language appears to deal with juveniles and adults as separate systems; that there was not enough language about prevention; sentences were too long; language was too formal ("legalese"). Staff was directed to rewrite Article I, Section 2. Article I, Section 3 was left as drafted.

No changes were recommended to Article II, Section 1. Article II, Section 2 generated discussion about positions which are designated in the legislation and consequently, have no term limits on them as opposed to those which are appointments. Staff was directed to attempt redrafting this section to acknowledge the distinction between designated and appointed members while retaining the 3 year term and adding language regarding reappointments.

Article II, Section 3 generated discussion regarding the appropriate body on which to place the requirement for notification of vacancies. Staff was directed to redraft this section, placing a requirement for notification of vacancies on the CCPSCC Chair with a reasonable time frame. Article II, Sections 3 and 4 were left as written.

Decisions on Article III, Section 1 were: to keep language establishing the vice-chair position; to use a fiscal year basis for terms of officers; and to allow officers to be eligible for re-election. Minor changes requested to Article III, Section 2 were: change language in from "sole spokesperson" to "official spokesperson"; not to require confirmation by the Council for appointments to committees; to allow the Chair to designate another Council member to represent the group at conferences. Article III, Section 3 was left as written.

There was a great deal of discussion about Article IV generally. It was decided that all committees should be advisory in nature and consequently, there was no need for separate language regarding subcommittees and advisory committees. Staff was directed to redraft the language of this article by eliminating Section 1, rewriting and combining some elements of Section 1 with Section 2 and retaining Section 3. It was stressed that committees are solely advisory in nature and that language regarding Council members sitting on committees should be permissive rather than mandatory.

Changes requested in Article V included: rewording of the second sentence of Section 1 as the sentence was awkward; change "causes" to "cause" in Section 2; add "of the Council" following executive sessions in Section 3, but retain language regarding the public meeting laws. Sections 4 and 6 were retained as written. Staff was directed to rewrite Section 7, deleting the phrase "from time to time" and adding

Page 2. Minutes from the 11/30/95 Meeting of the CCPSCC.

language that allows the Chair to limit the amount of testimony for any single individual. Staff was also directed to develop sign-up sheets for those members of the audience wishing to offer public testimony.

Article V, Section 5 generated the most discussion. Several options were discussed for a quorum. The difficulties of ensuring adequate attendance for a quorum with a large group was a concern mentioned. It was noted that the drawback of allowing the majority of members in attendance to decide issues for the Council was the potential for a very small number of members to make decisions on important issues that would not ultimately be supported by a majority of the full Council. Discussion moved to the possibility of establishing a set number of members as a quorum and the number 9 was suggested. Commissioner Hammerstad noted the possibility of this being a minority of members if Council membership were expanded. Staff was directed to rewrite this section offering several options for establishing a quorum.

Council members noted the need for some housekeeping changes to correct references to subcommittees throughout the document. In particular, Article VI, Sections 1 and 3 required amending. Staff was directed to delete Section 4. Some discussion occurred regarding the need for committees to follow the public meetings and records laws applicable to the Council itself. It was noted that as subgroups of a public body, these laws apply to them as well. Regardless, it was decided that all committees of the Council should be held to the public meeting and records law as a matter of principle.

Discussion on Article VII, Section 1 involved requiring a 2/3rds or "super" majority to amend the by-laws. It was noted that this approach is not unusual with other groups. Staff was directed to rewrite this section to require amendments to be approved "by the majority of the voting members of the full Council".

Discussion turned to the potential need for language regarding minority reports. Opinion appeared divided over the usefulness of these reports. Judge Selander emphasized his support for the concept noting that he finds dissenting opinions informative. Discussion moved to whether or not a certain number of dissenting members should be required to file a minority report and whether staff should be required to draft both majority and minority reports. Staff was directed to draft language on minority reports for possible inclusion in the by-laws.

A quorum of members had arrived during the by-laws discussion. Chair Foote returned the meeting to the minutes from the 11/6/95 meeting. MOTION: Adopt minutes from the 11/6/95 meeting as written. (D. Popen moved, J. Hildner, second). MOTION APPROVED UNANIMOUSLY.

Chair Foote moved discussion to Scott Taylor, noting that Mr. Taylor would be resigning due to his new position as Assistant Director of the State Dept. of Corrections. Scott had informed the Chair that it would be a conflict of interest for him to continue on the Council as he may be involved in reviewing the County's applications for construction funds and the plans when they are completed. Chair Foote did note that a written resignation had not been received as yet. The Chair asked Planning Committee members if there were a need for appointment of a new Chair and/or additional member to the committee. Member Hart responded no, stating that the committee had greater consensus than originally thought and was ready to offer options for a process.

Member Martson suggested using current staff as a facilitator at the time the Council needs one. She mentioned the past experience of staff in other planning efforts.

Chair Foote set Agenda Items 4 and 5 over to the next meeting agenda and requested that staff set aside a large amount of time for discussion of the planning process. Staff distributed copies of an 11/6 letter from Governor Kitzhaber and an 11/9 letter from Reps. Tiernan and Mannix. Members of the Council informed the group of the problems that the Tiernan/Mannix letter was creating in the general public and the misinformation contained within it. Members Hammerstad and Bradshaw spoke about current efforts of other groups to oppose and respond to the effort of Tiernan and Mannix to undermine the 1145 process.

Page 3. Minutes from the 11/30/95 Meeting of CCPSCC.

Member Hildner suggested that staff be directed to draft an op/ed piece in response. Chair Foote directed staff to draft the letter.

Chair Foote advised the Council that future meetings will begin on time and that the attendance of members is needed to ensure a quorum and progress on their work. It was decided that there would be no meeting on 12/28/95 and that next year's meeting schedule would be discussed at the next Council meeting on 12/14/95.

The Chair called for public comment. There being none, the meeting was adjourned at 6:30 p.m.



T. HOOD ECONOMIC ALLIANCE

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Board Meeting Minutes

November 17, 1995

OR Department of Transportation Maintenance Office
Troutdale, OR

The meeting was called to order at 8:30 am by Chair, Bill Baker. The following people attended:

Board Members:

Hank Jansen, Eldon McGarvin, Greg Satchell - Clackamas County
Bill Baker, Eric Cederstam, Bill Lyons, Thom Nelson - Hood River County

Others:

Don Mann, Bob Warren - OEDD; Deanna Thronson, David Dickson - CCC Horticulture Project; Clint Smith - Four Mile Nursery; Janet Ronacher - Oregon Employment Department; Kathleen Curtis Dottan, Cindi Carroll - Oregon Metals Industry Council, Harvey Barner - City of Molalla; Greg Ellis - City of Estacada; Rick Gustafson - Oregon Garden Project; Miles McCoy - Oregon Nurserymans Assn; Ken Roth - CCC Multi Media Center

AGENDA ITEM 1 - Approval of October 13, 1995 Minutes

Minutes were approved unanimously. (BL, EC)

AGENDA ITEM 3 - Multi-Region Project Presentations

Oregon Garden Project - Miles McCoy - \$16 million botanical garden in Silverton. Marketing tool for showcasing Oregon nursery products, research facility for new products to maintain competitive edge. Nursery initiative, in conjunction with Clackamas Community College. Provide practical education to students, provide plant material for garden, student labor and internships. Clint Smith - Number one industry in agriculture in state and in Clackamas County, many of fruit tree root stock used by Hood River County. David Dickson - Proposing to build a garden laboratory classroom and greenhouse. Workforce training provided by the college. Currently, facilities at college under par. Project is industry-driven, nursery owner on board, involved in planning, would commit 50% match for the college project. Export product industry, 90% is sold outside the county. College component will be approximately a \$1 million project, \$62,500 from MHEA, matched by \$62,500 from college, matched by \$125,000 from multi-region, matched by \$500,000 from industry. Quail Ridge Nursery is an example of successful graduate from program.

Metals Schools to Work Partnership Project - Kathleen Dottan, Cindi Carroll. 56,000 employees within industry if include aerospace. 13% of workforce within MHEA or 6,500 jobs ('92 figures). Oregon Metals Competitiveness Strategy, making it competitive worldwide, through trained workforce - entry level positions, material sciences positions. Average annual wage is \$33,000, most include benefits. Teams of teachers metals employers working together to develop well-rounded metals industry education curriculum. Looking to going State-wide with the program. Requesting \$90,000 from Rural Investment Fund to help leverage \$500,000 multi-region. Companies within MHEA region have committed funding include: Precision, Blount, Eagle Foundry

Weather-Modifying Barrier Structure - Agriculture Multi-Region Project. Out of Jackson/Josephine region (which doesn't have agriculture as an industry) and will need a sponsoring region. Could have application for Hood River apples, pears, cherries. Could address spray-drip problems. Umbrella structures that cover fields for sun and wind protection give workers a more defined sense of workspace and thus more ownership in their work.

AGENDA ITEM 3 - Project Updates.

Multi-Media Center - Ken Roth. Been working with the industry regarding the development of the facility. Suggesting Lab would include seminars and services for telecomputing (intro to super highway, world-wide web page development and management, services and seminars); CD-ROM authoring/replicating (technical assistance, co-production, volume replication); non-linear editing/media design (Lightworks computer-based editing). Co-sponsoring conference/workshops in December, 1995 and March, 1996

Mary handed out the MHEA Project Quarterly Progress Report. The Board asked that next time the report summarize progress on MHEA overall goals and performance at end of report.

AGENDA ITEM 6 - 1995 - 1997 Regional Strategies Application Process. Greg will serve on both tourism and agriculture subcommittees. Continue to have split between 2 years, and have application recommendations. Guide line 40/40/20, but bring in best projects from each sub-committee. Final January 19. Also, opportunity to talk about projects have concern about.

AGENDA ITEM 7 - 1995 - 1997 Rural Investment Planning. Mary passed out the list of questions the Mid-Willamette Board will discussing regarding their Rural Investment Plan. The MHEA Board concluded that the list included good questions, but didn't want to preset all those conditions into the MHEA plan, fearing a loss of flexibility. Amendments to the draft Plan include: Fix page 4 - Project Selection Process #1 - Change three counties to two counties; Project Selection Criteria - first bullet change the word priority to consideration. Harvey Barner from the City of Molalla expressed concern that if the Plan relies too much on leveraging other dollars, it just turns into a bigger pot of Regional Strategies dollars, rather than staying true to the intent of the Rural Investment Fund. He urged that monies are not just used to support industry projects or those that already have funding. Preferred is seeing the funds go to projects from smaller communities and projects that need it. MHEA Rural Action Plan is intended to be gap financing/assistance but not sole source for funding. Applicants will not necessarily have to leverage Regional Strategies or SCERTS funds. Greg Ellis from Estacada noted a concern that tying Rural Investment funds into Regional Strategies projects, penalize those projects that didn't submit a Regional Strategies application. The motion to pass MHEA's 1995 - 1997 Rural Action Plan passed unanimously (BL, GS).

Recorded: Mary McArthur, Administrator

Bill Baker, Chair

FACSIMILE TRANSMITTAL

TO: Phase 2 Participants Committee (see distribution list below)
FROM: Dominique Bessée
DATE: December 14, 1995
SUBJ: The Oregonian Article Regarding Portland City Council Action - 12/14/95

Number of Pages sent: 2

For your information.

Distribution List

Jeffrey Sarvis, City of Fairview
John D. Thomas, Manager, Mt. Scott Water District
Larry Sparling, South Fork Water Board
Gregory E. DiLoreto, The City of Gresham
Mike Walker, City of Sandy
Mike McKillip, City of Tualatin
Robert Rapp, Viktoria Milhauser, Dirk Borges, Canby Utility Board
Tim Erwert, City of Hillsboro/Joint Water Commission
Denny Klingbile, Damascus Water District
Dale L. Jutila, Clackamas Water District
Dan Bartlett, City of Milwaukie
Alan Fletcher, Clairmont Water District
Ed Wegner, City of Tigard Water Department
Duane E. Robinson, Rockwood Water PUD
Roger Meyer, West Slope Water District
Jim Galloway, City of Troutdale
Von Walter, Raleigh Water District
Sheila Ritz, City of Wood Village
Ronald J. Partch, City of Gladstone
Gene Seibel, Tualatin Valley Water District
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Duane Cline, Joel Komarek, City of Lake Oswego
Thomas Hoffman, Oak Lodge Water District
Ron Hudson, City of Sherwood
Jeff Bauman, City of Wilsonville
David Winship, City of Beaverton
John Fregonese, Rosemary Furfey, Metro

...over to the South Park Blocks in downtown Portland on Wednesday. Their mission: cut down a wind whipped, teetering 100-foot elm tree that could fall on pedestrians.

"This is definitely a public hazard... and we will take it completely down," said Brian McNerney, the city's Urban Forestry manager.

McNerney spent most of the day zipping around Portland, eyeballing storm-ravaged trees and assessing their danger to citizens.

"We are still collecting information, but it seems like there's a billion hazardous trees in the city now," McNerney said. "If we find something uprooted, leaning we can assume it will fall at some time, and it's becomes a priority for us to deal with."

David Judd, deputy parks director, said a full damage report from Portland's 200 parks would not be available until Thursday. He had no dollar estimates

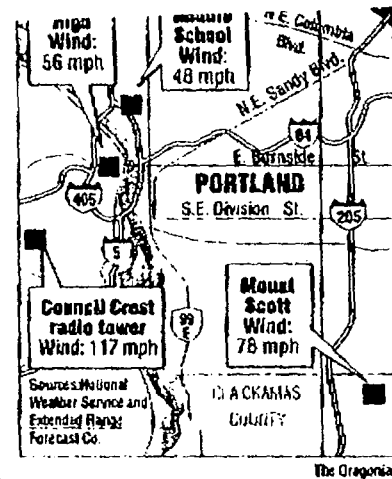
...should steer clear of areas in parks where yellow caution tape has been put up by city employees, or where warning signs have been posted.

Park visitors are being warned to stay clear of "widow makers" — branches caught in other trees that could fall at any time. Forestry crews are removing them as soon as possible.

Hales asked his staff to keep close tabs on park damage and replacement costs.

"We want to know what it's going to take to replace those damaged trees," Hales said. "We may not be able to replace a tree with a 12-inch trunk, but we do know a replacement tree with a 3- to 4-inch trunk would cost several hundred dollars."

If citizens have a problem with a tree in a city right of way (along the sidewalk), or see a hazardous tree in a park, they should call Urban Forestry at 823-4489.



Bull Run water system passes crucial tests

Commissioners reject adding other water sources, such as, the Willamette River, in the first half of the next century

By R. GREGORY NOKES
of The Oregonian staff

Portland's water system has taken three tough hits without failing, underscoring its reliability as the city's water system for the next 50 years, says City Commissioner Mike Lindberg.

The first was a landslide on Nov. 29; the second was an ice storm on Dec. 9; and the third was Tuesday's windstorm.

The slide knocked out two of the three water conduits from the Bull Run watershed. The

windstorm shut off electric pumps supplying water to storage tanks on Portland's west side.

Lindberg's comments came Wednesday as the City Council unanimously rejected a recommendation to develop a new water source from the Willamette River during the first half of the next century. The council pledged to maintain "the Bull Run as its sole source of potable drinking water," along with some water from wellfields, beyond midcentury.

The recent Bull Run problems have been addressed without anyone running short of water, said Mike Rosenberger, administrator of the Portland Water Bureau. "There is no threat to public health; we are meeting all demand; the system is working."

The pumps were connected to emergency power during the night. The city plans to have

the conduits repaired by Dec. 22. "We will not accept the recommendation brought before us," Lindberg said. "It's time to be very clear what will and won't work for Portland."

The council kept open the possibility of building another dam in the Bull Run, but didn't recommend it. To help meet future water demand, it urged greater reliance on conservation and so-called "green alternatives" for non-drinking purposes, such as reuse of treated wastewater.

Rosenberger told the council the regional water group will prepare a final water study by March, taking into account the recommendations of Portland and other local governments.

"I'm optimistic we can come up with a plan that the City Council and the region can adopt," he said.

worst part of the storm or said. So she contacted Tri-Met the transit company to modify schedule during the early a

Tri-Met responded by a busses and increasing the light-rail departures to even

"But before we could get busses out, things were all Mary Fetsch, a Tri-Met "We had some busses that for passengers."

Lou Bruneau, a maintenance manager and the in-charge for Operation Windy (code name for Tuesday's operations, supported Katz's decision to staggered early dismissal.

Part of the problem was the public of the storm's serious

"There was a heck of a lot there," Bruneau said. "So we clear this was a real event, clogged up."

Even in hindsight, both Lindberg and Bruneau say they would make the dismissal call — given the circumstances.

"Was it a mistake?" said Lindberg. "I doubt it."

"Would we do it again?" Bruneau said. "I think so."

Nena Baker covers Portland and politics for The Oregonian Life team. She can be reached at 221-8564, by mail at 1320 S.W. Portland, Ore. 97201, or by e-mail at Baker@news.oregonian.com.

Water running out of space

The agency would need 11,000 square feet for a branch office. It would like to have 2,600 square feet for the senior activity center. Earlier renderings of the community center showed only 400 square feet given for that use.

As the wish list for senior activity grew, some task force members wondered if everything would fit into the 32,000-square-foot building. With more activity proposed, some asked about the effect on neighborhood and parking

about a co-location to bring services to where the elderly congregate.

The term "dedicated space" rankled others on the panel. Several agreed with chairman Richard Cooley that space-sharing is necessary.

Others wondered how to meet the demands in the next two decades and concluded aloud that the community center may need to be larger at the outset.

Architectural consultant Kurt Schultz of Thompson Vaivoda & Associates

Portland is a good place to feel good

Research by the National Public Health and Hospital Institute shows the city has advanced in providing critical social and health services

Socially speaking, Portland is one of the healthier communities in America.

Research from the National Public Health and Hospital Institute shows Portland has improved its standing among large U.S. cities in measurements of crime, unemployment, public health and poverty.

the most part, Portland has only strengthened

ary gonorrhea, up from 12th in 1990.

Portland rose to 15th from 23rd in 19 school graduation rates.

The city went from 21st to 16th in dealing with the problem of births to teen mothers.

The city improved from 40th to 32nd in dealing with the problem of households headed by women.

Not all the news was good, however.

Portland's infant mortality rate

503-623-6133 BUREAU OF WATER 808 P02/02 DEC 14 '95 09:59

Sleepy Clackamas Review rouses itself

Changes format to free 45,000-circulation weekly

By RACHEL ZIMMERMAN

Under the tutelage of political consultant Richard J. Skayhan, the Clackamas Review has undergone a dramatic transformation from an \$18-a-year, 7,000-circulation tabloid into a free, 45,000-circulation weekly that will land on every doorstep from Milwaukie to Oregon City and beyond.

"Little papers like ours don't grow unless you give them away," said Evan Mackenzie, an advertising sales representative at The Clackamas Review. "We're in the process of going to total market coverage."

Within three weeks, Mackenzie said, the paper's circulation will swell to 45,000. "We will go to every home and business from Milwaukie to Oregon City," he said. And as of Nov. 21, the 25-cent-a-copy weekly became free.

Skayhan, publisher of The Clackamas Review, who also owns the Portland consulting firm Campaigns West, which last year collected signatures for a 5 percent sales tax initiative, said that editorial content at the Review, recently beefed up and growing more aggressive, will stay in tact.

"We will remain a news-driven community paper," Skayhan said, adding that his staff of reporters, photographers and

sales reps has doubled to 10 employees, since last April.

The decision to shift from paid circulation to total market coverage "was all a marketing question," said Skayhan. "There is not one community newspaper that can reach 30 percent market penetration. The Oregonian has an average of 62 percent penetration in the metro area and you can't get big advertisers until you begin to compete with that."

"The Oregonian has an average of 62 percent penetration in the metro area and you can't get big advertisers until you begin to compete with that."

— Publisher Richard Skayhan

But the shift in market strategy isn't entirely risk-free. "The transition from paid to free is a delicate one and if done well can be very successful," said Mark Zusman, editor of Willamette Week who transformed the alternative weekly from a paid publication to a freebie in 1984.

"Having said that, doing it when paper prices are soaring is going to be quite a shock to their print bill."

Stark changes hit The Clackamas Review last April when a new management team came in, led by president and CEO Skayhan. At the time, the management-stockholders invested an undisclosed amount of cash in the paper. In addition, the group, whose members Skayhan would not name, converted the tabloid into a four-color broadsheet last July.

The paper is practically unrecognizable today compared to the early 1990s when Portland businessman Terry Emmert took it over from a previous owner embroiled in bankruptcy proceedings. Emmert, who remains a stockholder, made his mark by frequently featuring himself in the paper. Stories were often accompanied by contrived, grip-and-grin-type photos. These days, political profiles and local intergovernmental sparring are the editorial norm and national columnists, from Alexander Cockburn to Thomas Sowell, have given the paper a respectable edge.

Once the 45,000-circulation goal has been reached, Skayhan said, the ceiling will get even higher. "Now we're covering Oregon City, Milwaukie and Happy Valley," he said, "but sometime soon we'd like to go across the river to Lake Oswego, West Linn and Lake Grove."

PLAYERS



Myron Orfield

Man with a Map

Go to any major city in the East or the Midwest, drive through its transitional neighborhoods, and once beyond the city limits you're bound to pass through at least a few suburban towns that remind you of the city streets you just left. But suggest to those towns' leaders that their political future might lie more with the city than with the richer suburbs farther out, and you'll be laughed out of their offices.

Which was pretty much the response Myron Orfield got until he started drawing his maps. Orfield is a 34-year-old Democrat who represents a chunk of southwest Minneapolis in the Minnesota House, and over the past few years he has emerged as something of a zealot on the matter of suburban decline. Older, inner suburbs are in trouble, Orfield argues, as are some of the newer ones farther out that are dotted with cheap subdivisions and trailer parks. The only answer, he says, is a more equitable sharing of development, taxes and housing on a regional basis.

Orfield is smart, fast-talking and utterly sure of his convictions, but it wasn't until he started creating town-by-town por-



traits of suburban distress that he began capturing wider attention. Using such measures as crime rates, childhood poverty and households headed by single mothers, he has shown in graphically stark terms that urban decay has reached well beyond the Twin Cities' borders, and that its impact is quite unequal, affecting some communities—especially along the cities' northern tier—far more than others.

The problem with this argument, of course, is that neither the haves nor the have-nots particularly want to hear it. So building a coalition in behalf of regionwide fair housing or property-tax sharing—measures Orfield has pushed in the legislature—hasn't been easy. Especially since Orfield's no-holds-barred approach, which includes a distinct taste for rhetorical combat, rubs many of his colleagues the wrong way.

That's where the maps come in. "The first thing that happens when you approach inner suburbs about this," Orfield says, "is they tell you to go to hell, since they're not interested in allying with the central cities. So I give them the maps, they take them home, put them under their pillow, eventually they get curious and look at them and then they look some more, and pretty soon they've got to smell the coffee." Orfield's work is convincing, and it has paid off: His tax-sharing initiative passed the legislature this year, although it was vetoed by Republican Governor Arne Carlson, whose political base is anchored by the more fortunate suburbs; a modest stab at dispersing low- and moderate-income housing has passed as well, although it was sponsored by another legislator.

Orfield hasn't been content to limit his work to the Twin Cities. Underwritten by several foundations interested in regionalism, he has done maps of the areas around Philadelphia, Chicago and Portland, Oregon, finding in the case of the first two that decline has spread through five or more rings beyond the central city.

—Rob Gurwitt

BY THE NUMBERS

Metropolitan Minneapolis-St. Paul

	CENTRAL CITIES	INNER-RING SUBURBS	AFFLUENT SOUTHWEST SUBURBS
Tax Base Per Household	\$1,762	\$1,838	\$2,749
Average Median Household Income	\$25,911	\$34,872	\$48,589
Average Home Value (1992)	\$74,972	\$82,339	\$135,339
Share of Job Growth, (1980-92)	1.0%	18.5%	61.4%
Households Headed By Single Mothers	30.8%	19.1%	11.3%
Households of Married Couples with Children	16.1%	24.3%	33.9%
Children Under Age 5	31.9%	10.6%	4.4%

Start Lobbying Now for Increased Transportation Funding

WHAT HAS THE TRANSPORTATION community learned from the failure to win increased funding in the past two legislative sessions?

"It's going to take hand-to-hand, person-to-person contact with legislators," says Jack Svadlenak, ODOT economist.

"Legislators want to know their constituents support increased funding . . . that support for funding extends beyond the transportation lobby," says Jim Huddleston, APAO executive director.

"We've got to persuade legislators and legislative candidates to leave a window open for increased transportation funding whenever they campaign on a platform of 'no new taxes,'" says Victor Dodier of the Oregon Transportation Finance Committee.

Clearly, communicating with legislators and legislative candidates is the key. APAO urges you to persuade your business associates, fellow club members, friends, and relatives to . . .

- call,
- write or e-mail,
- set up meetings, and
- bend their legislators' ears at every opportunity.

For the 1997 session, the time

to start communicating is now, according to Dodier.

A Multi-Billion Dollar Gap

The need for increased funding has been well-documented. Here's an excerpt from the comprehensive 1993 Oregon Roads Finance Study:

Nearly one-third of Oregon's road miles are in poor condition, and 785 of its bridges need structural repair. Traffic exceeds capacity on many urban and rural roads, and vehicle miles traveled are increasing at a faster rate than increases in population or employment warrant. Inflation threatens to overwhelm static revenue sources. The long-term outlook for roads, under current funding authorizations, is bleak.

The study concludes that, over the next 20 years in Oregon, the gap between current transportation resources and available funding totals \$19.2 billion.

Key Messages

As the chart below shows, it is dramatically less expensive to drive a car in Oregon than in any other Western State. Although Oregon's gas tax is relatively high, other auto-related taxes and fees are low or non-existent,

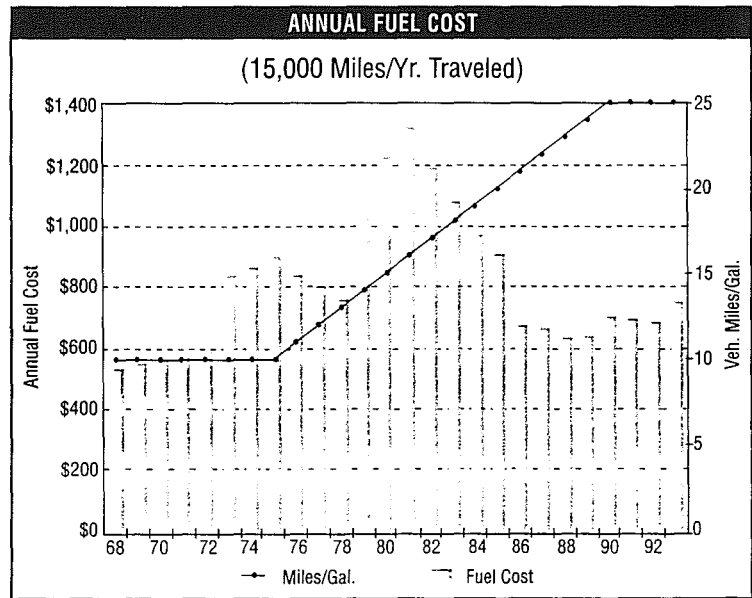
so the total cost per gallon is only 26.4 cents (see bottom line of chart).

In fact, because of increased fuel efficiency and because Oregon's gas taxes are not indexed to inflation, it's actually cheaper now to gas up a car than it was 10 or 20 years ago, as shown by the chart titled "Annual Fuel Cost."

Finally, it's important for legislators and the public to know that transportation funding, in Oregon, is driven by user's fees. In Oregon, 94 percent of road

revenues comes from user fees and taxes; that compares to the U.S. average of 78 percent.

"People need to know that there's a direct correlation between gas tax expenditures and concrete, here-and-now improvements," says ODOT's Dodier. "If legislators don't act to increase funding, there will be no improvements made to the system after 2000. We can fix potholes and continue with overlays and general maintenance, but we won't be able to expand or improve the system." ▲



COMPARISON OF 1993 AUTO-RELATED FEES

Tax	Oregon		Bordering States			Other Western States	
	Oregon	Washington	California	Idaho	Nevada	Arizona	Montana
Gas tax	24¢	23¢	22.7¢	21¢	27¢	19¢	24¢
Registration fee	\$15/yr	\$24/yr	\$27/yr	\$44/yr	\$17/yr	\$16/yr	\$16/yr
(Tax equivalent cents/gal.)	2.4¢	3.8¢	4.3¢	7.0¢	2.7¢	2.5¢	2.5¢
Average ad valorem taxes	0	\$155/yr	\$135/yr	0	0	\$133/yr	\$101/yr
(Tax equivalent cents/gal.)	0	24.5¢	21.3¢	0	0	21¢	16¢
Prorated automobile sales tax	0	\$154/yr	\$156/yr	\$99/yr	\$118/yr	\$118/yr	0
(Tax equivalent cents/gal.)	0	\$24.4/yr	\$24.7/yr	\$15.6/yr	\$18.7/yr	\$18.7/yr	0
Total auto-related fees (Equivalent cents/gal.)	26.4¢	75.7¢	73¢	43.6¢	48.4¢	61.2¢	42.5¢

Livability Lessons From Europe

Transit Coverage, Reliability And Commitment Impress Managers

by George G. Wynne

The political commitment to public transit in Europe at all levels of government resulting in comprehensive and reliable region-wide systems, dazzled managers of public transit services who returned from a two week study mission in June. Participating system executives (see box) took a close look at the connection between transit and the livability of urbanized regions. All of the systems in seven regions of four countries examined by the study team were marked by full integration of fares among dozens of service providers.

The 15 member team led by William W. Millar, Executive Director of the Port Authority of Allegheny County in Pittsburgh PA represented public transit systems in cities and metropolitan regions of various size throughout the U.S. The European cities visited are widely known for their dense transit coverage, traffic innovation and quality of life. Managed by the Eno Transportation Foundation, which runs the program for the Transit Cooperative Research Program, the mission included stops in Austria, Switzerland, Germany and France. All of the places visited maintain area-wide systems, with passenger totals, farebox coverages and service frequencies that are the envy of U.S. operators. Headways are short, recovery of operating costs is generally above

state-of-the-art and there is a strong commitment to maintain and expand them.

Bill Millar notes: "All of the areas we visited have transit systems and/or planning and financing mechanisms which cover more than the central city. Often the geographic areas covered equated roughly to the size of many American counties. I was most impressed by the consistency of customer information available at the bus or rail stop—the point of sale—and the overwhelming commitment to maintaining dependable schedules. Transit operators are able to do this through consistent and adequate funding, usually from regional funding and service coordinating agencies, such as the ZVV in Zurich and the VOR in Vienna."

The financing models explored by the team include a payroll tax on employers in France and cross-subsidies for heavily discounted monthly and annual transit passes by profitable public utility companies controlled by cities and regions. High ridership with more than 300 trips per capita per year in all the places we visited are the rule. In Zurich they are estimated to reach above 500, and passengers totals have gone up consistently since the phasing in of the regional transit associations, a development that started more than ten years ago and continues unabated. (The province of Salzburg, Austria inaugurated its area wide, single

than a dozen service providers and took years to negotiate during the team's visit.)

The modal split is changing in favor of public transit, biking and walking in all of the cities. Sherry Burford who manages the transit services of Frederick County Md., was particularly impressed with the fact that "in European communities public transportation is not viewed as a 'social service' for people who are unable to afford private means of transportation. Instead, it is regarded as a solution to protect and preserve the environment, to reduce automobile use and traffic congestion and to improve mobility for the overall population."

"There are strong incentives to encourage the use of public transportation. Parking is limited and parking rates are high, while transit fares are discounted for the purchase of annual transit passes (12 months for the cost of 10) and there is service coordination and fare integration for regional transit services."

Among the most spectacular new hardware seen by the team were Vienna's ultra-low floor (ULF) prototypes, the first of a fleet of one hundred to be phased in over the next few years. They are just six inches off the ground, level throughout, and can be raised hydraulically in case snow blocks the entrance. The recently phased in fleet of 26 double articulated tramways of Freiburg 110 feet

than 200 passengers, and the 'Century 21' Strasbourg light rail system which went into service earlier this year made a similar indelible impression. The Strasbourg tramway is level throughout and totally passenger-friendly. The exterior and operator's cab have the look and feel of a space ship, a striking contrast with the mediaeval downtown through which it passes. The system has reclaimed for pedestrians and bikers the historic core of the city which had been inundated by some 50,000 cars daily.

The most consistent public policy success resulting in a modal split of more than half, and a farebox coverage between 60 and 70 percent was encountered in Zurich. The envy of public transit professionals throughout Europe, the canton of Zurich (pop. 1.2 million), has been served since 1990 by the Zurich Transport Association (ZVV) which comprises 43 public and private transit providers.

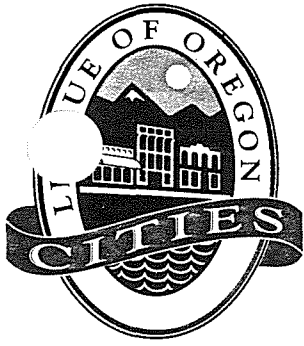
Together they operate a total of 262 commuter rail, light rail, bus and trolleybus lines, paddle wheel lake steamers, mountain rail and cable car lines. The network comprises a total of 2,700 route kilometers. The regional rail (S Bahn) serves as the main distributor with 27 station stops inside the city limits. A fleet of nearly 700 trolleys, trams and buses circulate throughout the city (pop. 350,000) and bring passengers home or convey

system. The objective: A transit stop within 300 meters of each doorstep.

Unlike most transit operators, the Zurich S Bahn system has the avowed objective of offering a seat to every passenger. Standing is considered an exception to be tolerated only for the briefest of periods. This requirement reflects the desire for comfortable travel and an amenable egalitarian transit environment for all passengers—whether they be top government officials, bank presidents, white or blue collar employees, homemakers or students.

There is full fare integration throughout the region which is divided into 45 tariff zones, and a total of about 35 million single, multiple, monthly and annual tickets are sold each year. According to a study conducted by an independent research institute (Socialdata of Munich) this works out to 560 public transit trips per inhabitant per year, a level that is way above even of the high levels registered by other metropolitan regions in western Europe. (The most successful US public transit systems register far fewer than 200 annual trips per capita.)

A report on the study mission, which was coordinated by the author, will be available later this year from the Eno Transportation Foundation, Inc. 44211 Slatestone Court, Lansdowne, VA 22075, Tel: 703/729-7200; Fax: 703/729-



*Working together
for livable
Oregon
communities*

League of Oregon Cities
Local Government
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Salem, OR 97308
(503) 588-6550 or
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Dallas

EXECUTIVE
DIRECTOR

Richard C. Townsend

December 14, 1995

TO: Selected City Officials
FROM: Phillip Fell, League staff
RE: Community Development Standing Committee Topics

The League's Community Development Standing Committee will meet in Salem on Thursday, January 11th. The Committee is responsible for examining issues and proposing policy positions on issues which fall into specific areas. **These areas include: Housing, including historic preservation; Environmental Quality, including air quality; Solid and hazardous waste; Economic Development; and Land Use.**

Thus far, the Committee has identified three specific issues which it will address in preparation for the 1997 Legislative Session: Tsunami Construction Zones; reducing the number of Land Use Appeals; and, "Takings", i.e. paying compensation to landowners when regulations relating to environmental quality reduce the value of the landowners property.

To date, no city official has identified other issues which the Committee should examine.

The purpose of this letter is to ask you to take a few minutes and review any issues in your community which may fall into the Committee's areas of responsibility. If you can identify issues in state law or regulation which you believe the Committee should examine, please contact me at the League office. If possible, I would like to receive a paragraph or two which describes your local circumstances and defines the problem.

I know we're in the Holiday Season, but I would appreciate your feedback, if possible, by Friday, January 5th. That will give me some time to put together information for the Committee members.

Thanks!!



C O A L I T I O N F O R A L I V A B L E F U T U R E

M E M O R A N D U M

Date: December 14, 1995
To: Regional Water Supply Plan participants
From: Zachary Semke, Program Coordinator
Re: CLF comments on the Regional Water Supply Plan draft

Enclosed you will find the Coalition for a Livable Future's position on the current draft of the Regional Water Supply Plan. We are submitting these comments to Metro Council and Portland City Council.

Please direct questions or comments to me at 497-1000. The Coalition appreciates your hard work on the plan.

COALITION FOR A LIVABLE FUTURE

Regional Water Supply Comments & Observations

The Coalition for a Livable Future (CLF), a growing coalition currently comprised of 33 diverse organizations, is dedicated to protecting, restoring and maintaining healthy, equitable and sustainable communities for present and future residents of our region.

A primary objective of the Coalition is to develop a more sustainable relationship between human residents and the ecosystems of the Portland metropolitan region by (1) reducing consumption, pollution, and waste and (2) protecting, restoring and maintaining healthy watersheds, fish and wildlife and their habitats, greenspaces, and other natural resources within and outside urban growth boundaries.

The Coalition would first like to commend the Regional Water Suppliers for an impressive analysis of our future needs. Because water is essential to the welfare of both the human and natural environment, it poses a massive challenge to all who must grapple with the task of providing for future generations. The Regional Water Supply Plan marks a significant step forward in a process that promises to be arduous.

The Coalition offers the following comments for consideration and inclusion in revising the first draft of the Regional Water Supply Plan. Recognizing that water is a limited resource we urge citizens, local governments, and organizations throughout this region to consider a resource strategy that satisfies the following:

1. Plans for less than peak use – "level one" reliability is both ecologically and economically problematic;
2. Plans for safe drinking water;
3. Emphasizes conservation by residential *and* non-residential users of the entire metropolitan region and examines the Willamette River as a non potable supply source;
4. Puts higher priority on the preservation of biodiversity – maintains in-stream flows and avoids new dams in the Bull Run watershed;
5. Continues to plan for and implement a regional water plan on a regional basis with all stakeholders at the table.

A discussion of each of these criteria follows.

1. **Plan for less than peak use.** The Coalition questions the assumption that level one reliability is necessary or desirable. In fact, we believe level one reliability will undermine incentives for the region to temper demand. A more thorough evaluation of options for level two or three reliability should be made. We view a reasonable level of uncertainty as an effective means to keep water conservation at the forefront of public consciousness.

2. **Plan for safe drinking water.** One of the most valuable assets of the metropolitan region is an unequaled source of clean, safe drinking water. Any scenario regarding future potable sources must exceed current guidelines for potable supplies under the Safe Drinking Water Act. This will require protecting all sources of water from contamination. Source protection measures have not been given adequate consideration and must be included in any scenario under consideration. This may also require strengthening our measures for raw water treatment.

3. **Emphasize conservation by residential *and* non-residential users of the entire metropolitan region and examine the Willamette River as a non potable supply source.** We applaud the efforts of the metropolitan water providers to fully develop a viable conservation strategy for the region. The following principles should guide the refinement of a regional conservation strategy:

- (a) The Coalition feels strongly that all local water providers must participate in, implement, and adhere to a regional plan for the delivery and conservation of water supplies;
- (b) Residential customers should not be expected to shoulder the entire burden of a regional conservation strategy. We suggest that regional providers undertake a detailed analysis of water use and conservation by non-residential customers and seriously examine the potential for conservation strategies by non-residential users;
- (c) We support the exploration of any strategy that seeks to curtail demand of potable supplies for non-potable uses, and especially encourage a comprehensive analysis of dual systems. All sectors of society should be encouraged to use non-potable water when and where possible, including water reuse (e.g. using stormwater and graywater as sources for landscape maintenance). We also support examining the Willamette as a non-potable supply source;
- (d) CLF strongly urges the region to fully develop all conservation strategies that reward users for proactive resource management. While residential customers, especially those of low and moderate income, should be assured safe, low-cost delivery of potable water for domestic use, we advocate analysis of conservation pricing as one way to temper demand in excess of normal residential needs;

(e) Education is an essential element of any conservation plan. We urge the regional participants to undertake short-term and long-term education efforts aimed at residential and non-residential users.

4. Put higher priority on the preservation of biodiversity – maintain in-stream flows and avoid new dams in the Bull Run watershed. The Coalition cannot support supply options that potentially diminish the ability of any sensitive, threatened or endangered species to survive within its native habitat, nor should a supply plan result in any localized extirpation of native species. However, construction of a third dam on Bull Run would clearly impact biodiversity. The Coalition would therefore oppose supply scenarios involving a new Bull Run dam.

Also, in-stream flow for native fish species must be provided, especially in the Clackamas and Sandy basins. Any additional use of these water resources for the regional water supply system must be postponed until additional studies using Instream Flow Incremental Methodology (IFIM) can be completed.

Ground water represents an additional, relatively ignored water source. With the exception of the existing Portland well field, ground water appears to be unexamined. The following questions should be examined by the plan: Would additional ground water commitment pose a threat to basin aquifers? Does additional ground water use present a potential localized supply source for small communities or large non-residential users within the region? How do ASR proposals affect ground water availability in the communities of Powell Valley and Cooper-Bull Mountain?

5. Continue to plan for and implement a regional water plan on a regional basis with all stakeholders at the table. Integration of wastewater, water quality and water supply planning is essential. Exceptional work is underway with such projects as the City of Portland's Combined Sewer Overflow reduction, Metro's Region 2040 planning process, the Willamette Basin Water Quality Study, Coordinated Resource Management Plans, "Naturescaping", and dozens of localized efforts to manage our resource base. We view this plan as a tremendous opportunity to leverage additional support for a diverse range of worthy programs and projects. However, clear lines of communication must be established to better integrate regional water quality and water quantity planning efforts.

Conclusion

In summary, the Coalition commends the effort put forth by water providers on the regional water supply plan. We are confident that a workable solution can be defined in the months ahead. We hope that the public process is given time to mature and provide the many components of this proposal that have yet to be explored and developed. The Coalition looks forward to continuing this constructive dialogue with citizens and governing bodies throughout the region.



REGIONAL WATER SUPPLY PLAN

Portland Metropolitan Area

December 20, 1995

PARTICIPATING
WATER
PROVIDERS

City of Beaverton
Canby Utilities
Board
Clackamas Water
District
City of Gladstone
Clairmont Water
District
Damascus Water
District
City of Fairview
City of Gresham
City of Hillsboro,
Utilities Commission
City of Forest Grove
City of Lake Oswego
City of Milwaukie
Mt. Scott Water
District
Oak Lodge Water
District
City of Portland
Raleigh Water
District
Rockwood Water
City of Sandy
City of Sherwood
South Fork Water
Board,
(City of Oregon City
City of West Linn)
Tigard Water Dist.
City of Troutdale
City of Tualatin
Tualatin Valley
Water District
West Slope Water
District
City of Wilsonville
City of Wood Village
Metro

MEMORANDUM

TO: Participants Committee Members

FROM: Lorna Stickel

RE: Responses to the Preliminary Regional Water
Supply Plan
(RWSP)

First of all, I hope all of you have had or will have a very happy holiday season.

There has been a few of you who have called regarding the press coverage of the recent responses by a couple of the Participant's to the questions which all the Participant decision making bodies have been asked to answer about the preliminary RWSP. Since the Participants Committee decided not to meet this month I though a brief update might help.

So far, everyone is still committed to the process of developing a regional supply plan. Many of the participant responses have commended the regional providers for preparing a plan. The commitment of all of you has been really remarkable. Although there are differences in how the various providers are responding to the plan, the main message is to continue with preparing a draft final plan in the first part of 1996.

The Steering Committee has asked the staff to keep a record of all the responses which have come in over the last few weeks (12 so far) and these have been sent out in PC packets. The staff is compiling all of the responses in a summary report which will be made available to all of the Participants when we have all the responses in hand that we anticipate receiving. In the meantime, the actions of individual entities will be reported in the press and rather than have the press coverage become the focus of your decision making entities deliberations you should wait until you receive copies of the responses being provided by the various entities. The answers to the questions are important

summary of the responses to be prepared it is important that as many providers as possible provide these responses as early in January as possible. If you have questions about entity responses or want some assistance for your decision maker meetings please call me at 823-7502.

**PARTICIPANT RESPONSE TO
PRELIMINARY REGIONAL WATER SUPPLY PLAN OF AUGUST 1995**

(Revised 12/19/95)

PARTICIPANT	RESPONSE RECEIVED	OTHER COMMENTS
Beaverton		
Canby Utility Board		
Clackamas River Water	X	
Damascus Water District		
Fairview		
Gladstone		
Gresham		
Hillsboro/Joint Water Commission	X	
Forest Grove		
Lake Oswego		
Metro	X	
Milwaukie		
Mt. Scott Water District	X	

PARTICIPANT	RESPONSE RECEIVED	OTHER COMMENTS
Oak Lodge Water District	X	
Portland	X	
Raleigh Water District		
Rockwood Water	X	
Sandy		
Sherwood		
South Fork Water Board		
Tigard		
Troutdale	X	Not in form of questions.
Tualatin	X	
Tualatin Valley Water District	X	
West Slope Water District	X	
Wilsonville		
Wood Village	X	



10602 S.E. 129th Avenue • Portland, OR 97236-6271 • Phone - (503) 761-0220 • Fax - (503) 761-7406

December 12, 1995

Ms. Lorna Stickel
Project Manager
City of Portland, Oregon
Bureau of Water Works
1120 SW 5th Avenue
Portland, OR 97204

SUBJECT: DRAFT REGIONAL WATER SUPPLY PLAN

Dear Ms. Stickel:

The Board of Commissioners and Staff have reviewed the Draft Regional Water Supply Plan and have the following comments:

1. The District agrees that the water providers who participated in the Study should form a Consortium through an intergovernmental agreement; this Consortium would begin to implement and refine the Plan.
2. The District does not necessarily support Option 1.5 as the best alternative; however, the District does support the concept that all of the supply options should be considered as future supplies. The District believes these options need further investigation and additional refinement before any decisions are made as to "a final" source scenario. The District's recommendation does not necessarily preclude the Willamette River or the Columbia River options as possible sources.
3. The District suggests that no recommendation be made on a preferred scenario. The Plan should identify the potential sources and, as demographics and technologies change, the Plan should adapt to these changes. The District recommends that all of the options--the Bull Run, the Columbia, the Willamette, the Clackamas, ASR, and outdoor conservation--be part of an overall strategy, with no particular deletion at this point.
4. The first tier key policy values of primary concern to the District in meeting our future water needs are quality, flexibility, and system reliability; the second tier values include cost, diversity of source, and environmental impact (these last values are all of equal concern).

The Board of Commissioners of the Mt. Scott Water District appreciates the opportunity to comment on this project, and appreciates the efforts of all the people involved in developing the Plan. The District looks forward to working

Page two -- Stickel/Draft Regional Water Supply Plan

with the regional water purveyors in the future to develop a strategy to meet the area's long-term needs.

Sincerely,

MT. SCOTT WATER DISTRICT



Gordon D. Riedel
President, Board of
Commissioners

MT. SCOTT WATER DISTRICT



John Rissberger
Vice-President, Board of
Commissioners

GR:jp



OAK LODGE WATER DISTRICT

December 12, 1995

Ms. Lorna Stickel
Project Manager, RWSP
c/o Portland Water Bureau
1120 SW 5th Ave
Portland, OR 97204

Re: Responses to questions for boards and councils

Dear Ms. Stickel:

Oak Lodge Water District (OLWD) is pleased to have the opportunity to comment on the preliminary Regional Water Supply Plan (RWSP). The OLWD Board of Commissioners has been kept apprised of the project as it has progressed and has had numerous conversations about it.

Our responses to your questions are as follows:

- 1) In the preliminary Regional Water Supply Plan (RWSP) prepared by the water provider staff there are a number of long term supply resource strategies which are presented. The providers have recommended one of these long term strategies based on an equal balance between the various key policy values which were identified during the project. The choices presented in the plan however, allow decision makers to select other alternatives based on different policy value emphasis. Which of these key policy values are most important to you in meeting your future water needs?

RESPONSE:

The Oak Lodge Water District Board of Commissioners and customers have arranged the key policy values in the following order of importance:

- System reliability
- Quality of the water sources (including factors of raw water quality, treatment levels, required, and protect ability of the upstream watershed)
- Cost
- Environmental impacts
- Diversity of sources
- The efficient use of water

December 12, 1995

Ms. Lorna Stickel

Page 2

Reliability of source is our number one concern for the future. We must plan for 100% reliability to provide the region with a choice of resources that will meet their needs when the time comes. Flexibility in future sources is key in this planning process and all the supply scenarios considered can meet the region's needs.

We did not identify other policy values that were of significant importance that were not embodied within the six listed.

- 2) Do you agree with the recommended strategies contained in the Preliminary Regional Water Supply Plan? If so, why? What strategies specifically do you not support and why?

RESPONSE:

We agree with the recommendation that resource sequence 1.5 and the related strategies effectively meet the key policy objectives and offer significant flexibility in meeting future needs. This strategy represents a reasonable balance of the tradeoffs necessary for any of the source options. It offers flexibility to make future changes to insert another source if some study or event makes it impossible to develop that source. We do believe that any of the five example level 1 reliability resource sequences could meet the regional demands, and strongly believe that we must keep all of these source options available for the future.

Conservation is a critical element of the plan, and we agree that working toward implementation of outdoor conservation should start as soon as it is practical. The existing Columbia-Willamette Water Conservation Coalition will be a good forum for coordination of conservation activities.

- 3) What changes would you recommend for consideration in the final RWSP? Why?

RESPONSE:

The one area we would like to see more effort is that of watershed management. With the Clackamas Basin having a potential to supply approximately 25% of the region's future water supply, protection of that watershed is critical. Also as stated by the City of Hillsboro "We do believe that periodic inspection of the plan is crucial in order to see changing trends or circumstances early enough to allow a corresponding change in the plan well ahead of an implementation deadline."

December 12, 1995
Ms. Lorna Stickel
Page 3

- 4) Do you support the concept of forming a formal consortium of water producers through the adoption of an intergovernmental agreement when the final RWSP is adopted? What types of functions do you think the region's water provider should carry out in a cooperative approach? If you do not support a formal organization how would you recommend that these functions be carried out?


RESPONSE:

We support continuation of the cooperation that has been established through this project. Forming a consortium of water providers will assist continuing the present cooperation while assuring that water needs in the region are effectively met. By working closely on this project, we have built a trust that is not often seen in the public sector. Our customers will receive the benefit of this work.

The functions to be carried out by the consortium would include all of the items listed in Section XII pages 238-239 of the Regional Water Supply Plan Preliminary Report. This list is a good place to start and will get the ball rolling.

If you have any question regarding this matter or these comments, please do not hesitate to call upon us through our General Manager, Thomas Hoffman.

Sincerely,



Allen F. Herr, President
Board of Commissioners

RESOLUTION NO.

Provide Comments on the Preliminary Regional Water Supply Plan.
(Resolution)

WHEREAS, the Portland City Council adopted a resolution January 9, 1991, directing the Water Bureau to plan, develop, and implement sound solutions to water supply for the benefit of Portland and the metropolitan region. The resolution also directed the Bureau to exercise leadership and foster cooperative working relationships with other water supply agencies in the metropolitan area; and

WHEREAS, the Portland City Council adopted a Regional Water Supply Plan Intergovernmental Agreement (Agreement No. 50045) in April 1993 to cooperatively finance and manage the development of a Regional Water Supply Plan; and

WHEREAS, a preliminary Regional Water Supply Plan was developed and distributed for public comment in September 1995, and each of the 27 participating water provider entities have been asked to provide responses to four common questions about the preliminary plan, as well as any other comments; and

WHEREAS, the preliminary plan has been the subject of a City Council informal briefing on August 10, 1995, several public workshops in and around Portland including a public workshop at the Convention Center on September 27, 1995, a City Council public hearing on October 18, 1995, and another Council informal on November 9, 1995.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Portland, Oregon, that the Council continues to support the unprecedented regional effort of the water providers to jointly develop a Regional Water Supply Plan (RWSP).

BE IT FURTHER RESOLVED that the Council has considered the water policy values identified by the plan and rates "raw water quality" as the most important, followed closely by "environmental impact" and "cost."

BE IT FURTHER RESOLVED that the Council has reviewed the preliminary Regional Water Supply Plan and provides the following specific major recommendations be incorporated into the refinement and development of a draft final RWSP:

1. Recognize that Portland has enjoyed the use of the Bull Run for its water supply for over a hundred years and, consistent with the values prioritization mentioned above, is committed to maintaining the Bull Run as its sole source of potable drinking water (with the exception of seasonal and emergency supplements as needed from the Columbia Southshore wellfields and other sources identified in the City's Annual Seasonal Water Contingency Plan) beyond the end of the Plan's timeline (2050). (In the event of a catastrophic emergency that disrupts access to the Bull Run supply, the City of Portland will take all reasonable measures to restore the Bull Run supply as quickly as possible.)
2. Implement comprehensive aggressive water conservation, conservation education and conservation-based water pricing as the cornerstone of any future regional water supply strategy. This is key to stewardship of our environment and continued livability of our community.
3. As part of this cornerstone, the final plan should incorporate a stronger commitment to the development of "green alternatives" for meeting future needs. These include beneficial uses of gray water and storm water, re-use of treated wastewater, industrial recycling, and the use of other non-potable water sources that better match the quality of water with user needs. Portland will not actively participate in the development of major new potable supply facilities until these alternatives are fully explored. Aquifer Storage and Recovery (ASR) is another alternative with potential environmental benefits that should be carefully explored.
4. Give the strongest consideration to adopting a "reliability" level less than Level 1 as defined in the Plan. The Council believes that it is not sound policy to expend significant economic and environmental resources to construct new facilities merely to assure that outdoor water use will never be limited during the driest 1-5 day periods of exceptionally dry years when very short term 20-30% reductions of outdoor

use demand can meet the need. It is further suggested that in future drafts of the plan the word "reliability" be replaced by a phrase that describes this dimension more precisely.

5. Affirm the responsibility of all regional participants to demonstrate and support sound environmental stewardship of the region's water resources. In the case of the City of Portland that responsibility includes continuing efforts to:
 - a) secure maximum protection for the Bull Run and Little Sandy watersheds.
 - b) improve Willamette and Columbia Rivers water quality, including:
 - implementation of the planned CSO program
 - a variety of "Clean Rivers" pollution protection efforts such as urban watershed restoration
 - cooperation with multi-jurisdictional efforts to reduce pollution along the entire length of the Willamette River and encouragement of state government to support and facilitate those efforts.
 - c) secure the most comprehensive possible remediation of the contamination in the Columbia South Shore wellfields, and to insure maximum protection from future pollution.
6. A regional consortium of water providers should be formed to implement the RWSP that is eventually adopted. Its charge should include the development of clear and binding agreements to be adopted by all participants that:
 - a) insures that the costs of supply development are allocated as precisely as possible to the beneficiaries of that development in accordance with the principle of "growth pays for growth."
 - b) recognizes that jurisdiction of each participant over its supply system and water policy such that future revisions of institutional arrangements are the results of voluntary decisions.

- c) clarifies the rights of individual or sub-groups of participants to pursue "sub-regional" development without the involvement of all participants.
- d) encourages cooperative partnerships to responsibly enhance water supply and reduce water demand.
- e) continually seeks to enhance region-wide awareness of the pivotal importance of conservation and efficient-use strategies to all future supply planning.
- f) anticipates the need for planning decisions and implementation in a timely manner.

BE IT FURTHER RESOLVED that the Council submits to the regional participants the attached Exhibit A which answers the four common questions and expands on the major recommendations above for consideration in preparing the draft final Regional Water Supply Plan.

Adopted by the Council,

Commissioner Mike Lindberg
Jeff Golden
November 30, 1995

BARBARA CLARK
Auditor of the City of Portland
By
Deputy

Exhibit A
Portland City Council Response to the
Regional Water Supply Plan - Preliminary Report (August 1995)

The Portland City Council, in concert with 26 other regional water supply entities and Metro, has provided an extensive amount of staff and fiscal commitment to the preparation of a Regional Water Supply Plan (RWSP). This effort began with discussions with the region's water providers in 1989. A jointly financed and managed regional water supply planning project commenced in May 1993.

The project participants released a preliminary RWSP in September 1995 for public review region-wide. In Portland, the preliminary plan has been the subject of a City Council informal briefing on August 10, 1995, a public workshop at the Convention Center on September 27, 1995, a City Council public hearing on October 18, 1995, and another Council informal on November 9, 1995. Most of the other providers in this project are sponsoring similar public briefings and hearings.

Each participant entity has been asked to answer a set of four common questions regarding their views on the preliminary RWSP. The project consultant and staff team will use participant responses to these common questions and feedback on other issues of concern as the basis for crafting a final draft RWSP that meets the region's diverse needs.

The Portland City Council submits the following responses to the four common questions for consideration by the RWSP project participants.

Question 1. The preliminary Regional Water Supply Plan has identified policy values. Which of these key policy values are most important to you in meeting future water needs? Are there other policy values that are equally or more important to you, if so what are they?

Tier 1 Values

Raw Water Quality - From Portland's perspective, we have had one of the nation's highest raw water quality sources for municipal purposes for over 100 years. That source is the Bull Run. The current Bull Run system, augmented by the Columbia South Shore wellfield, is more than sufficient to meet the needs of the City of Portland until long past the 2050 planning horizon.

The rate payers of Portland have benefited from selling surplus Bull Run water wholesale since in 1905 in eastern portions of Multnomah County and since the 1920's in Washington County. Retail rates are currently about 20% lower than they would be if the Bureau did not wholesale surplus water. The continued ability to wholesale Bull Run water through renewal of contracts will be an implementation issue affecting future updates of the RWSP.

The City Council intends to continue supplying Bull Run water to City of Portland residents as a first priority. In addition the region overall should consider high quality drinking water both at the source and at the tap as one of the highest priorities in the development of a final plan.

Efficient Use of Water and Environmental Impacts - In keeping with Portland's strong commitment to sustainable development principles, the Council views the implementation of a strong conservation element as the first means to meeting future water demand. In so doing the region can stretch its existing high quality sources to serve increasing demands while reducing the amount and the timing of the need for new supplies.

The Council recognizes that increased development of storage within the Bull Run or the Little Sandy river systems should remain an option for the long term future, but is concerned about the environmental impacts associated with major new storage projects. By concentrating on more sustainable "green" alternatives such as more efficient use of potable water and the potential development and use of non-potable sources, it should be possible to put off the need to develop large amounts of new supply in the region overall.

In addition, Portland is supportive of efforts to improve the condition of the waters in all of the sources under consideration in the RWSP. The region's providers together should aggressively advocate the protection of the existing sources such as the Bull Run, the Clackamas, and the Tualatin Basin. In addition, the Willamette Water Quality study results both recognize the contributing role of non-point pollution sources and the need for more effective monitoring, evaluation, and program development to improve the quality of the Willamette River. The City of Portland has a strong stake in the continued improvement in the quality of this river, as do the other participant entities which may tap this source over the planning horizon contained in the RWSP.

Cost/Equity - Many of the responses to surveys, both those done by the Bureau and those done for the Regional Water Supply Plan make it clear that costs are a concern for our rate payers. We support plan recommendations for the timely implementation of cost effective outdoor conservation programs and to explore cost effective non-potable water systems.

In addition, Portland and others have heard throughout this process that cost equity is a major priority for existing customers. The costs of development new supplies must be borne throughout the region by those entities which require and would benefit from new supplies or programs on a cost equitable basis. The City Council wishes to make it clear that Portland will consider the cost equity implications of financial participation in any new programs or projects. Those entities needing new supplies must take on the proportional share of the financial burden to meet their own needs.

Portland will be examining the cost implications of new programs to meet water needs both inside and outside of Portland, particularly in the context of contract renewal. Cost-sharing for major infrastructure needs that have relationships between water supplies and wastewater/stormwater management may offer options for future partnerships within parts of the region. In addition, criteria related to conservation and cost sharing will be considered as part of future contracts for surplus water wholesaling from the Portland system.

Second Tier Values

Diversity of Sources (for protection against service disruption from catastrophic events). Portland realizes that the Bull Run and Columbia South Shore wellfield systems currently provide water to 62% of the Oregon metropolitan region's population. By developing reliance on water system efficiencies, diverse sources other than strictly potable, and by developing longer term strategies which rely on smaller increments of supply it would seem clear that the region's water systems can be made more robust over time. The exploration of the next increments of supply such as ASR can contribute to system diversity enhancement for the region overall. Although Portland may not need or choose to participate in the development of some of the sources under consideration for the longer term, other entities in the region may wish to explore these further.

Third Tier values

System Reliability - The preliminary RWSP did present different long term strategies based on different levels of reliability¹. The preliminary plan defined three different levels of system reliability during peak events as noted in the following table:

THREE LEVELS OF SYSTEM RELIABILITY

	Highest Nodal Peak-Day Shortage Under Worst Historical Weather	Probability of Any Nodal Peak-Day Shortage	Probability of 5% Nodal Peak-Day Shortage	Probability of 10% Nodal Peak-Day Shortage	Probability of 15% Nodal Peak-Day Shortage	Expected Peak-Day Shortage
Level 1	0	0	0	0	0	0
Level 2	10%	15%	6%	0	0	1%
Level 3	20%	20%	15%	12%	5%	2%

Considering the cost and environmental tradeoffs identified in the preliminary plan, along with public testimony on the plan, the Council does not support construction of a 100 percent reliable water supply system. The Council defines such reliability as a system designed to meet the very highest peak day(s) water demand associated with the hottest summers on record. This

¹ System reliability is defined in the preliminary plan as being related to building water supply systems sized to meet the level and frequency of shortages during peak events which are 1-5 days in length in the hottest parts of typical and unusually hot summers. Reliability in the plan is not defined as purposefully building systems which don't meet needs over sustained periods of time such as what happened in the Portland system during 1992 when the wellfield was not available, or more specifically water not being available at all. (See pages from the Preliminary RWSP, September 1995, pages 188-190.)

approach is analogous to providing enough parking spaces to meet peak holiday shopping demand every single day of the year.

The Council recommends that the region engage in immediate and ongoing consideration of system reliability related issues and impacts in refining the RWSP. The Council suggests that Level 3 reliability might be acceptable. As defined in the preliminary plan, this reliability level almost always meets the needs of regional customers. This reliability level does, however, allow for no more than a 20% peak-day shortage in any of the three counties under weather conditions that duplicate the single hottest day experiences over the past 65 years. Under typical weather conditions the expected peak-day shortage in the most severely-affected county will never exceed 2%. Management of these short term deficits by individual providers would require use of in-town storage and/or some reductions in outdoor water use for periods ranging from 1-5 days in duration. In return for this level of shortages, the region would see the benefits of reduced costs and reduced or delayed environmental impacts due to resource development.

The consideration of system reliability tradeoffs and uncertainties should be reflected in the magnitude and timing estimates for system improvements as presented in the plan's long term strategies. Portland specifically intends to evaluate reliability issues relating to the sale of surplus water as we move into contract renewal negotiations over the next several years.

We further suggest that consideration be given to using a term other than "reliability" to indicate this dimension of the plan. We believe that some have interpreted the term much more broadly than intended, thinking of it as a measure of the likelihood that high-quality water will be available when they turn on the tap at any given moment. This interpretation may have led to confusion and potentially an overvaluation of "reliability" relative to other values. A more precise term along the lines of "Peak Event Availability" or "Extreme Hot-Weather Availability" might more effectively serve the purpose.

The Council remains committed to maintaining water supply needed to ensure public safety to fight fires, for emergency backup, and for meeting realistic municipal potable water needs of our residents. But we should engage our residents in a discussion of meeting the most extreme needs over the long term and what we might be able to accomplish by developing more sustainable water systems that cost less and do less damage to other resource values.

2. Do you agree with the recommended strategies contained in the Preliminary Regional Water Supply Plan? What strategies do you specifically not support and why?

Because the debate over the recommended strategy has focused so intently on inclusion of the Willamette River as a long term supply source it has become difficult to focus on the broad range of real issues at hand. While we recognize the providers' efforts to meet a range of policy objectives, we cannot support the recommended Strategy 1.5 as specified in the preliminary plan.

In keeping with our expressed key policy values, the Council recommends that the preliminary plan be revised to meet the following overall objectives:

- Retain and stress further the importance of the near-term strategies contained in the preliminary plan. It should be clearer that these strategies must be accomplished in order to delay the need for major new supply increments and to buy time to explore alternatives. Portland recognizes its key role in pursuing remediation of the Portland wellfield and return of this already installed capacity to the Portland water supply system for backup purposes and as summer peaking supplies.
- Emphasize the development of "green alternatives" (e.g., water conservation, reuse, recycling, and non-potable use) to put off the need to develop new supplies.
- Address more directly water system reliability as a key contingency, (along with water demand increases over time) in the characterization of any long-term resource strategies. Portland will support a plan which is not predicated upon 100% system reliability for the entire region, but is based upon the variables that will affect timing and amounts of system expansions such as growth in demand, conservation, re-use, non-potable supplies, and system reliability.
- Explain more clearly the importance of meeting sub-regional needs in any proposed long-term strategies. The revised plan should also reflect the different needs and policy emphases that may be reflected in the 27 different entity responses to the preliminary plan.
- Address more explicitly the development of criteria to ensure that financing of resource strategies, both near- and long- term, will be equitable and based on the principle of "growth pays for growth".

Our responses to the next question provide more specific recommendations for accomplishing these broad objectives.

3. What changes would you recommend for consideration in the final RWSP?

A. *Greater emphasis on the development of "green alternatives"*

Portland offers its partnership with the region to implement outdoor conservation programs recommended in all of the long term strategy options and for other non-potable supply enhancements. In addition we recommend:

* That the region consider including other conservation programs including indoor and outdoor conservation education for all customers and a greater focus on comprehensive conservation opportunities in the non-residential (commercial, industrial, institutional) sector. In particular, we recommend directing conservation resources toward high-tech and other high-volume customers, with an emphasis on measures to require and encourage more efficient processing technologies and other major water savings approaches.

* Stating explicitly in the plan how conservation targets are to be met over time so that the level of commitment needed to implement these programs is clear. Metro's role in adopting a water supply element of the Regional Framework Plan should also contain the same

requirements. Portland and some other providers in the region have made strong commitments to active conservation programs, but the preliminary plan also makes it clear that many of these programs will be more effective and lower cost if they are implemented on a regional or at least a sub-regional basis. A commitment to cost-effective conservation programs is likely to be a pre-requisite to continued wholesaling of Portland water supplies in the future. The adoption of a plan which makes this commitment clear will go some distance toward meeting our policy values and needs.

* That the preliminary plan recommendations pertaining to water reuse, recycling and non-potable sources be expanded to include:

- more detailed regional examination of treated wastewater effluent reuse
- exploration and promotion of changes to the plumbing codes to allow for individual graywater systems
- study of opportunities to meld surface water management programs of individual entities with the need to provide water supplies
- region-wide evaluation of options to use untreated sources for non-potable purposes. Opportunities should be identified for capital facilities and private development plans to include the installation of dual pipe systems when cost-effective. Portland, specifically, should work with the Port of Portland in developing the Rivergate non-potable system, and support other demonstration projects which enhance the knowledge of this alternative
- assessment of potential water transfers
- establishment of demonstration Aquifer Storage and Recovery Projects

B. Regional cooperation and the development of staged long-term resource strategies

Portland is committed to the process of refining the plan. We believe that the plan refinement process must be responsive to the key objectives of other participating entities, as well as to our own expressed concerns and recommendations.

We have observed that the specificity with which the plan addresses particular source options has become the focus of public discussion. The Council has no desire to specify how each entity in the region should address its water supply needs. In response to citizen input, however, we do request that the region consider changes to the characterization of the plan implementation process.

The Council recommends that the RWSP long-term resource strategies be staged to reflect more clearly the iterative, dynamic, and cooperative nature of the proposed implementation strategy. This would reflect more explicitly the uncertainties associated with decision-making in the longer term. Our staged

concept is our specific recommendation. The suggested staging approach is as follows:

Stage I - Conservation, Development of "Green Alternatives," Completion of Near-Term Strategies, and Regional Coordination.

This stage is envisioned to take place during the next two or three decades, very roughly from now to the 2020 or so. This is estimated to be the window during which the region as a whole should not need major new regional supply increments, so long as the near-term strategies contained in the preliminary plan are implemented.

The Council supports the plan concept that actions must be taken to keep the various source options viable (and potentially make them more viable) over the long-term as proposed in the preliminary plan. These actions are many and diverse. They range from ASR research and pilots projects to participation in regulatory development, to fishery studies and watershed health efforts on the Clackamas River. We also support continued water quality monitoring and research for the Willamette and Columbia rivers. Small supply increments if developed for localities with imminent water supply needs could also provide useful information regarding the long viability of these sources.

During this stage the City of Portland would have four distinct responsibilities:

- Support implementation of near-term strategies with key leadership roles in protecting the Bull Run and Little Sandy watersheds and remediation of the Columbia South Shore wellfield
- Aggressively pursue outdoor conservation and other programs that target large industrial and commercial users and indoor education programs.
- Research and develop the "Green Options" listed above.
- Help establish a regional consortium of Water Providers with a charge that includes the development of clear agreements to be adopted by all participants that:
 - 1) Ensures that the costs of supply development are allocated as precisely as possible to the beneficiaries of that development.
 - 2) Recognizes that jurisdiction of each participant over its supply system and water policy such that future revisions of institutional arrangements are the results of voluntary decisions.
 - 3) Clarifies the rights of individual or sub-groups of participants to pursue "sub-regional" development without the involvement of all participants.
 - 4) Encourages cooperative partnerships to responsibly enhance water supply and reduce water demand.
 - 5) Continually seeks to enhance region-wide awareness of the pivotal importance of conservation and efficient-use strategies to all future supply planning.
 - 6) Anticipates the need for planning decisions and implementation in a timely manner.

Stage II - Major Option Selection and Implementation

From Portland's perspective it appears that the City's long term needs will continue to be met by the Bull Run and the wellfield. By exhibiting leadership

and partnership in exploring and developing sustainable green alternatives during Stage I, and by clarifying the role of system reliability for the hot summer peak events, the region as a whole may be able to delay the need for significant new supply sources beyond the period identified in the preliminary RWSP. These points should be included in the revised plan.

In addition, the plan should be revised to make clear that bringing on-line any major resource options should not be construed as year-specific. The plan should make it clear that decisions regarding the addition of new sources will depend on the evolution of the following variables in the different parts of the region:

- actual growth and revised growth forecasts,
- actual savings generated by conservation programs,
- determination of desired reliability for hot summer periods based on avoided costs and tradeoffs,
- current conditions and information regarding key issues such as water quality, environmental needs, etc.,
- actual and potential ability to rely on water recycling, reuse, and other high efficiency technologies
- direct use of lower quality water sources for end uses which do not require potable water.

Rather than specifying source options as contained in the preliminary plan recommendations, the region should consider revising the plan to focus on keeping certain options viable and open for consideration at the appropriate times. The plan could state that the long-term options which the region's providers may wish to include in the plan must be reconsidered in light of the variables listed above to determine their viability in serving the region within the 2050 time frame.

The plan should also acknowledge the resource needs and lead times required to bring on-line conservation and any major new source increments through regular plan revisions and a commitment to effective implementation. The plan should be made more descriptive regarding the time frames, criteria, benchmarks and milestones for initiating plan revisions and updates.

C. Minimizing Environmental Impacts

In line with the Council's key values, the plan recommendations should be amended to acknowledge more explicitly the value of the region's watersheds, aquatic resources, and fisheries. We support the region in identifying and taking near-term actions geared toward maintaining the viability of supply sources. These actions should also serve the purpose of monitoring and addressing environmental conditions associated with potential water sources. For example, the plan proposes that fisheries issues on the Clackamas River be further examined and clarified through the development of an incremental instream flow methodology study (IFIM). It is recommended that this type of study be used by the entities in the Clackamas Basin to determine the location and size of any future expansions of intakes on the Clackamas River. The plan also recommends participation in the Watershed Analysis for the Bull Run under the President's Northwest Forest Plan. In addition, the plan should support continued research seeking the cause of fish deformities in the Willamette River. Regional entities should actively pursue an effective state and local program to ensure that the causes of pollutant loadings in the

Willamette are effectively reduced through a combination of cooperative watershed council efforts, regulatory programs, and incentives to improved practices. The plan should make clear that the results of such analyses will be incorporated into future plan revisions, and be used to help minimize adverse environmental impacts in future decisions.

As mentioned above, Portland will provide leadership in maintaining the viability of future storage options in the Bull Run and Little Sandy River systems, as recommended in the preliminary plan. However, the Council acknowledges that there are significant environmental impacts associated with developing new storage projects these sub-basins. Much further analysis and consideration of these impacts would be required before making any decisions about whether to establish the institutional and financial partnerships needed to develop these resources for the larger metropolitan region.

D. Cost Efficiency and equity should be more formally addressed in the plan implementation strategy.

A number of individuals and advisory groups have told us that the plan is deficient in stating how the resource strategies would be financed over time. Their concerns have focused in on the need for equity in the allocation of costs to implement the plan.

One of the key policy values in the preliminary plan states that those who benefit from system development should pay for it. The Council supports this policy and recognizes that the actual determination of who should pay and how to pay for improvements which may be needed decades in the future is far beyond the scope of any planning level document. However, it is relevant to provide within the document some clearer policy direction and possible short term and long term strategies to meet the policy objectives.

The Council recommends that the final plan address these policy-level issues by establishing a basic tenet for plan implementation, namely, that the burden of financing system improvements should fall on those who will benefit from the improvements. The plan should outline equity-related financing approaches, e.g., current rate payers should be compensated for buying into system expansions through the use of adequate system development charges. The use of bond sales should be examined for potential use in financing conservation programs and/or development of non-potable systems if the rate or bill impacts are net positive over a reasonable time period. The region should examine whether and how to build up advance funds to pay for system expansions, particularly in areas where high-growth is projected.

As stated above, there is strong support among citizens in the region for water conservation as a source. Different conservation approaches levels may be cost-effective and appropriate for different parts of the region. However, it will be important for the plan to specify some commitment to conservation on the part of all participants in order to meet agreed upon overall conservation targets. Portland also supports the development of regional or subregional conservation programs when such cooperative efforts are projected to be more effective and less costly. Efficient water use programs will be an important consideration in the renewal of contracts in the early part of the next century.

The recommended preliminary plan strategy is based on the concept of developing small to mid-size resource increments as needed over time. Council recognizes that this "stair-step" approach will allow more direct financial and institutional arrangements to be made closer to the time when these actual improvements are needed. This approach also allows costs to be spread more readily over those residents who would benefit from resource enhancements. Near-term actions (e.g., wellfield remediation, Clackamas expansions, and ASR pilots) need to be incorporated into the relevant agency CIP and financial plans. Participating agencies must recognize and account for the lead times associated to bring programs and projects on-line.

4. Do you support the concept of forming a consortium of water providers through the adoption of an intergovernmental agreement when the final RWSP is adopted? What types of function do you think the region's water providers should carry out in a cooperative approach?

The Portland City Council strongly supports the concept of a regional providers organization. We would like to see an organization responsible for overseeing the implementation of this plan, and for ensuring the commitment to implement those near-term strategies and conservation programs which are appropriately carried out at regional level. However, it is important that the charter of such a group ensure that local governments retain decision making authority regarding the components of plan implementation. The consortium must adopt and act in accordance with the values of its members.

If the plan were to create a cooperative organization without establishing a clear commitment to the implementation of the plan, then we fear the plan would become meaningless and ineffective. Reconfirming our regional coordination must imply more than just a process in which cities and district come together to plan, but then go our own separate ways to implement the plan. Reconfirming regional coordination to implement the plan will require different types of commitments from the various water provider entities, but the agreement to coordinate implementation of the plan may well result in new partnerships and potentially new institutional arrangements over time.

We would reiterate that our commitment to being careful environmental stewards means that our participation in a regional body will be directed towards specific objectives such as:

- A) Helping to clean-up the Willamette River
- B) Protection of the Bull Run and Little Sandy Watersheds
- C) Remediation of the Columbia Southshore wellfields

We wish to make clear that the Council is not recommending that one entity drive the planning process. This would never work, nor would forcing plan implementation on unwilling participants. We have together engaged in an open and deliberative process over the last five years. A continued relationship must contain a commitment to meet our collective water supply needs in ways which respect each other's policy values as embodied in an adopted Regional Water Supply Plan. We look forward to continuing the collaborative development of this plan, and working with Metro so that the Regional Water Supply Plan can be readily incorporated into the Regional Framework Plan.



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November 30, 1995

Lorna Stickel
Project Manager, RWSP
% Portland Water Bureau
1120 SW 5th Avenue
Portland, Oregon 97204

Tualatin Valley Water District is pleased to have the opportunity to comment on the preliminary Regional Water Supply Plan (RWSP). On behalf of the Board of Commissioners, we would like to compliment the Steering Committee on a job well done, and appreciate their years of commitment to the regional planning effort.

The questions to which you have asked us to respond, and our responses follow.

1. In the preliminary Regional Water Supply Plan (RWSP) prepared by the water provider staff there are a number of long term supply resource strategies which are presented. The providers have recommended one of these long term strategies based on an equal balance between the various key policy values which were identified during the project. The choices presented in the plan, however, allow decision makers to select other alternatives based on different policy value emphasis. Which of these key policy values are most important to you in meeting your future water needs?

Costs
The efficient use of water
Environmental impacts
System reliability
Diversity of sources
Quality of water sources (including factors of raw water quality, treatment levels required, and protectability of the upstream watershed)

Are there other policy values that are equally or more important to you, if so, what are they?

RESPONSE:

Although all of the above policy values are important, we feel the priority values are system reliability and the diversity of sources. We believe that the regional resource strategy should be to pursue those sources that will provide for 100% reliability of capacity during peak demands during even the driest years based on historical records. Diversity of sources allows for flexibility, and should assure our present and future customers that potable water will be there to meet their needs.

2. Do you agree with the recommended strategies contained in the Preliminary Regional Supply Plan? If so, why? What strategies specifically do you not support and why?

RESPONSE:

We agree with the recommendation that resource sequence 1.5 and the related strategies meet the key policy objectives. Again, flexibility and reliability are issues that cannot be overlooked in meeting future needs, and is significant in this resource sequence. This strategy also offers the most reasonable balance of source options while incorporating a good balance of tradeoffs to achieve quality sources.

Even with our support of resource sequence 1.5, we feel that all the source options should remain on the table for future consideration.

Conservation is a critical element of the Regional Plan. While we, as a provider, may support the percentage in the plan, the percentage of conservation that the public will support may be different.

3. What changes would you recommend for consideration in the final RWSP/ Why?

RESPONSE:

We do not have any specific changes for the final draft of the RWSP other than our comments in this response sheet. However, we suggest implementation of the Plan should start on a sub-regional level, then looked at periodically. Periodic review will give us the opportunity to decide the appropriate action at any time in the future. Also, regional transmission and inter-connection should have a high priority in the Regional Plan.

4. Do you support the concept of forming a formal consortium of water providers through the adoption of an intergovernmental agreement when the final RWSP is adopted? What types of functions do you think the region's water providers should carry out in a cooperative approach? If you do not support a formal organization, how would you recommend that these functions be carried out?

RESPONSE:

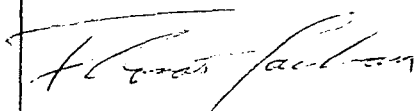
We very strongly support continuation of the cooperation that has been established throughout this project. An intergovernmental agreement among water providers will help continue that cooperation, while assuring that water needs in the region are effectively met. We hope that other providers who have not been participants in this Phase II process will also join in that agreement. Tremendous accord develops as we work closely together - and residents and businesses of the region reap the benefits.

We should allow the agreement to be flexible so that the cooperation already established can grow stronger over time. Working together will ensure that future water needs will be met in an effective and efficient manner.

Again, we are grateful for the opportunity to comment on the Regional Water Supply Plan. We believe that each of the source options should be kept open for the future. Water from any of the identified sources is treatable, can provide high quality drinking water, and can be delivered in an efficient manner.

If you have any questions regarding these comments, please contact us through our General Manager, Gene Seibel.

Sincerely,



Thomas Jackman, President
Tualatin Valley Water District
Board of Commissioners

City of GLADSTONE



December 20, 1995

Clackamas County Charter Committee
c/o Jack Hammond, Chair
21790 Willamette Drive
West Linn, OR 97068

Re: Clackamas County Charter Proposals

The purpose of this letter is to provide comments on two separate proposals for a Clackamas County home rule charter. These comments may reflect circumstances that are already apparent to most people familiar with the charter proposals. Our comments are listed below.

Background The current form of Clackamas County government was created many years ago. The form of government's influence on current issues should not be taken into account in judging the performance of the current Board of County Commissioners. We believe that members of the current Board are some of the best commissioners that have served for perhaps the last twenty to thirty years. Changes normally occur more slowly within large organizations such as the county. During the last twenty years, changes within the county organization have been substantial and have resulted in major improvements.

Election by Districts vs. At Large The charter could establish districts for election of board members. Apparently one reason for considering whether or not to establish districts is due to a concern about rural interests not being fairly represented relative to urban interests. Compared to this concern, we believe that a more significant difference exists in representation of incorporated vs unincorporated interests. The Board seems to give most representation to interests within the urbanizing portion of unincorporated Clackamas County, which we believe is appropriate. The Board should represent the interests of those voters not otherwise represented by city officials and provide the greatest representation in areas of the county where the county's responsibilities are the greatest. The county's need to represent the urbanizing portion of unincorporated Clackamas County can be reduced by "the county getting out of the urban service business," which the current Board of County Commissioners has indicated it might try to do. In our judgement, if the county gets out of the urban service business, then election of county commissioners by district may be less desirable compared to their election at large. The city of Gladstone encourages the charter committee to carefully evaluate whether or not to propose a charter that institutionalizes election by districts in part to resolve a concern that might be relatively short term.

Compensation for Commissions Without describing the various reasons, the city of

City Hall
525 Portland Avenue
Gladstone, OR 970
(503) 656-5223

Municipal Court
525 Portland Avenue
Gladstone, OR 970
(503) 656-5224

Police Department
535 Portland Avenue
Gladstone, OR 970
(503) 656-4253

Fire Department
525 Portland Avenue
Gladstone, OR 970
(503) 656-4253

Public Library
135 E. Dartmouth
Gladstone, OR 970
(503) 656-2411

Senior Center
1050 Portland Avenue
Gladstone, OR 970
(503) 655-7701

City Shop
18595 Portland Avenue
Gladstone, OR 970
(503) 656-7957

Gladstone understands why provisions for a county manager are recommended in the proposed charter, why several city managers and administrators are recommending that the county commissioners not be compensated and why several mayors are recommending that the commissioners be compensated at a salary of \$18,000 to \$20,000 per year. Compared to the current Board, a future board that is paid less may also be less concerned about re-election and therefore less motivated by politics including less politically responsive to concerns by cities. The city of Gladstone simply encourages the charter committee to carefully consider the potential reduction of political responsiveness relative to the benefits of providing for a county manager in conjunction with reducing or eliminating board compensation.

Form of Government We understand that the Board currently shares responsibility for overseeing all county functions. However, these functions are informally divided among board members. A home rule charter could institutionalize the segregation of county functions amongst board members. We believe that the segregation of county functions could lead to each commissioner developing a narrow focus, and not effectively understanding nor being responsible for the day to day functional concerns of other board members. This organizational structure is typical of the commission form of government that we believe is suitable for small organizations with less complex responsibilities and where management staff is limited or non-existent, unlike the county. Therefore, we strongly encourage the charter committee to not propose a charter that segregates county functions.

Row Officers As you know, row officers include the sheriff, the director of elections, county surveyor, county treasure, county assessor, etc. Regardless of the job performance of current row officers, we believe that people should be appointed and not elected to these offices in part to be accountable on a day to day basis to someone besides the general public. The only exception might be the sheriff.

Although our opinion of appointing row officers may be philosophically correct, we are concerned from a practical perspective that a provision in a proposed charter for appointment of row officers may seriously reduce the probability of voters approving a charter proposal. Many voters may believe that they have greater control if they can elect row officers. We simply encourage the charter committee to evaluate whether a provision for appointment of row officers should be postponed until later as an amendment to the charter.

Thanks for the opportunity to comment on a proposed home rule charter for Clackamas County.

CITY OF GLADSTONE


Wade Byers,
Mayor

c: Dan Weisin, Petitioner for Citizens Charter

MEETING NOTICE

CLACKAMAS COUNTY HOME RULE CHARTER COMMITTEE

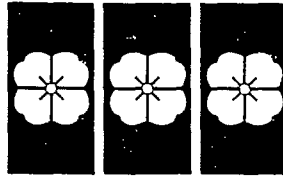
THURSDAY, DECEMBER 28, 1995

7:00 PM

**WEST LINN LIBRARY
1595 BURNS ST.
WEST LINN**

The Committee will continue discussions of issues as they relate to the proposed Home Rule Charter and will accept public comment.

CITY OF



MILWAUKIE

MEMORANDUM

TO: CITY COUNCIL and BUDGET COMMITTEE,
CITY OF MILWAUKIE, OREGON

THRU: Dan R. Bartlett, City Manager *Dan*

FROM: Angus M. Anderson, Finance Director *Angus*

DATE: December 13, 1995

RE: Monthly Financial Reports

This report is the financial report for November 30, 1995, covering the period July 1, 1995 through November 30, 1995. The final post closing and post audit adjusting entries have been entered. As such, the results of the last fiscal year are considered complete.

As stated last month, the budget presentation was changed this year to include PROGRAM format presentation instead of only a FUND/FUNCTION format. Because of that change, the financial reports that are presented have been changed to reflect the new format. In addition, as stated last month the new reports are trying to provide a more "high level" management type of presentation. The included reports are:

- A) PROGRAM SUMMARY:** This report is presented in exactly the same format as was used in the Budget Document. This provides a view of the adopted budget, year to date results (through November), budget balance and full year projections for each program that is budgeted.
- B) APPROPRIATION REPORT:** This report presents all FUNDS and APPROPRIATION CATEGORIES as adopted by City Council. Presented are figures for adopted budget, year to date results (through November), budget balance and full year projections for each fund and appropriation category.
- C) REVENUE REPORT:** This report presents all FUNDS and all major resource classification in each fund. It also presents the adopted budget, year to date results (through November), budget balance and full year projections for each classification and fund.
- D) FUND BALANCE REPORT:** This report is a true "snapshot" of the fund balances as of one day in time, in this case November 30, 1995. The results presented are Total Revenues, Total Expenditures and Fund Balance (always resulting in a zero for budget presentation). These classifications are shown as adopted budget, year to date results, budget balance and full year projections. As this is a snapshot that changes monthly, there isn't much emphasis placed on this report until nearing the end of the fiscal year. Until that time the report is considered to contain very preliminary data.

PROGRAM STATUS REPORT
WITH FYE PROJECTIONS

PROGRAM	FY 1995-96	YTD	PROJECTION	
	budget	11/30/95	balance	6/30/96
LEGISLATIVE				
Total Expenditures	\$29,150	\$9,429	\$19,721	\$26,000
ADMINISTRATION/COMMUNITY SERVICES				
City Manager	106,611	40,001	66,610	113,757
City Records	137,124	38,511	98,613	99,911
Data Processing	204,427	40,312	164,115	162,934
Neighborhood Services	93,709	32,821	60,888	89,347
City Attorney	109,100	19,415	89,685	79,359
Human Resources	183,724	55,464	128,260	219,541
Recycling Programs	82,396	21,561	60,835	76,798
Parks Land Acquisition	445,835	251,464	194,371	442,565
Ledding Library	1,349,811	320,784	1,029,027	1,113,994
Public Safety Bldg Const	233,373	36,942	196,431	257,184
Total Expenditures	\$2,946,110	\$857,275	\$2,088,835	\$2,655,390
PUBLIC SAFETY				
Police Administration	220,192	73,387	146,805	219,134
Police Field Services	2,575,857	765,134	1,810,723	2,534,961
Police Support Services	192,248	47,278	144,970	159,802
Emergency Dispatch	366,960	107,298	259,662	348,941
Fire Administration	463,776	63,318	400,458	186,163
Fire Operations	2,385,135	668,237	1,716,898	2,116,059
Fire Prevention	158,565	40,140	118,425	145,675
Emergency Radio Comm	390,000	222,963	167,037	390,000
Total Expenditures	\$6,752,733	\$1,987,756	\$4,764,977	\$6,100,735
COMMUNITY DEVELOPMENT				
Total Expenditures	\$642,631	\$181,604	\$642,631	\$606,920
PUBLIC WORKS				
Public Works Administration	316,672	78,373	238,299	236,378
Public Works Engineering	400,944	122,942	278,002	367,845
Building	293,406	87,229	206,177	271,863
Code Enforcement Abatement	61,000	0	61,000	10,000
State Gas Tax/Street Repair	1,447,823	482,262	965,561	1,419,822
Bike Path	155,961	815	155,146	116,444
Water	3,258,493	760,969	2,497,524	2,013,669
Water SDC	211,340	1,671	209,669	5,014
Sewer	2,682,831	519,565	2,163,266	1,820,071
Sewer SDC	631,243	1,951	629,292	5,854
Storm Sewer	1,169,028	326,592	842,436	659,054
Storm Sewer SDC	31,730	596	31,134	1,788
Fleet Services	369,702	140,648	229,054	451,369
Facilities Maintenance	446,433	102,263	344,170	287,686
Public Parking Facilities	20,271	12,323	7,948	17,973
Total Expenditures	\$11,496,877	\$2,638,201	\$8,858,676	\$7,684,830
FINANCE				
Finance Administration	178,331	65,663	112,668	201,812
General Government	249,700	250,550	-850	244,163
Municipal Court	118,930	40,783	78,147	119,229
Accounting	237,261	66,053	171,208	192,042
Intergovernmental/Interfund	3,504,977	841,141	2,663,836	2,608,520
Improvement Bond Sinking	1,076,928	12,240	1,064,688	14,222
PSB Debt Service	909,921	0	909,921	454,250
Photocopier	47,000	13,670	33,330	35,370
Telephone	135,951	28,921	107,030	86,763
Knutson Cemetary Trust	39,375	0	39,375	0
Forfeiture Trust	5,000	0	5,000	0
Total Expenditures	\$6,503,374	\$1,319,022	\$5,184,352	\$3,956,371
TOTAL ALL PROGRAMS				
Total Expenditures	\$28,370,875	\$6,993,286	\$21,559,193	\$21,030,246

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APPROPRIATION REPORT
WITH FYE PROJECTIONS

FUND	APPROPRIATION CATEGORY	FY 1995-96 APPROPRIATION	YTD 11/30/95	balance	PROJECTION 6/30/96
GENERAL FUND					
	Administration/Community Service	176,105	54,382	121,723	166,145
	Police Services	3,026,855	993,097	2,033,758	3,262,838
	Community Development	642,631	181,604	461,027	606,920
	Public Works	293,406	87,309	206,097	271,863
	Finance	118,930	43,555	75,375	119,229
	Transfers	2,608,520	841,141	1,767,379	2,608,520
	Contingency	896,457		896,457	0
	TOTAL GENERAL FUND	\$7,762,904	\$2,201,088	\$5,561,816	\$7,035,515
CODE ENFORCEMENT ABATEMENT FUND					
	Public Works	56,000	0	56,000	10,000
	Contingency	5,000		5,000	0
	CODE ENFORCMENT ABATMNT	\$61,000	\$0	\$61,000	\$10,000
STATE GAS TAX/ST REPAIR FND					
	Public Works	1,444,365	482,262	962,103	1,419,822
	Contingency	3,458		3,458	0
	TOTAL STATE GAS TAX FUND	\$1,447,823	\$482,262	\$965,561	\$1,419,822
BIKE PATH FUND					
	Public Works	116,444	815	115,629	116,444
	Contingency	39,517		39,517	0
	TOTAL BIKE PATH FUND	\$155,961	\$815	\$155,146	\$116,444
STORM SEWER SDC FUND					
	Public Works	1,788	596	1,192	1,788
	Contingency	29,942		29,942	0
	TOTAL STORM SEWER SDC FND	\$31,730	\$596	\$31,134	\$1,788
WATER SDC FUND					
	Public Works	5,014	1,671	3,343	5,014
	Contingency	206,326		206,326	0
	TOTAL WATER SDC FND	\$211,340	\$1,671	\$209,669	\$5,014
SEWER SDC FUND					
	Public Works	5,854	1,951	3,903	5,854
	Contingency	625,389		625,389	0
	TOTAL SEWER SDC FUND	\$631,243	\$1,951	\$629,292	\$5,854
PARKS & REC DISTRICT FUND					
	Administration/Community Service	\$445,835	\$251,464	\$194,371	\$442,565
LIBRARY SERVICES FUND					
	Administration/Community Service	1,217,112	320,784	896,328	1,113,994
	Contingency	132,699		132,699	0
	TOTAL LIBRARY SRVCS FUND	\$1,349,811	\$320,784	\$1,029,027	\$1,113,994
PUBLIC SAFETY FUND					
	Police Services	328,402	0	328,402	0
	Fire-Rescue Services	2,757,476	771,695	1,985,781	2,447,897
	Emergency Radio Communications	390,000	222,963	167,037	390,000
	Contingency	250,000		250,000	0
	TOTAL PUBLIC SAFETY FUND	\$3,725,878	\$994,658	\$2,731,220	\$2,837,897

APPROPRIATION REPORT
WITH FYE PROJECTIONS

WATER FUND				
Public Works	1,918,802	760,969	1,157,833	2,013,669
Debt Service	146,227	0	146,227	
Reserves	74,411	0	74,411	
Contingency	1,119,053		1,119,053	0
TOTAL WATER FUND	\$3,258,493	\$760,969	\$2,497,524	\$2,013,669
SEWER FUND				
Public Works	2,337,727	519,565	1,818,162	1,820,071
Contingency	345,104		345,104	0
TOTAL SEWER FUND	\$2,682,831	\$519,565	\$2,163,266	\$1,820,071
STORM SEWER FUND				
Public Works	876,025	326,592	549,433	659,054
Contingency	293,003		293,003	0
TOTAL STORM SEWER FUND	\$1,169,028	\$326,592	\$842,436	\$659,054
IMPROVEMENT BOND SINKING FUND				
Debt Service	14,222	12,240	1,982	14,222
Reserves	1,062,706		1,062,706	0
TOTAL IMPRVMT BOND FND	\$1,076,928	\$12,240	\$1,064,688	\$14,222
PUBLIC SAFETY FACILITY DEBT SERVICE FUND				
Debt Service	454,240	0	454,240	454,250
Reserves	455,681		455,681	0
TOTAL PUBLIC SAFETY FAC DEBT SRV	\$909,921	\$0	\$909,921	\$454,250
CAPITAL PROJECTS				
Capital outlay	\$233,373	\$36,942	\$196,431	\$257,184
FLEET SERVICES				
Public Works	\$369,702	\$140,648	\$229,054	\$451,369
FACILITIES MANAGEMENT				
Public Works	\$466,704	\$114,583	\$352,121	\$305,659
ADMINISTRATIVE SERVICES				
Legislative	29,150	9,429	19,721	26,000
Administration/Community Service	740,986	193,703	547,283	675,502
Public Works	717,616	201,239	516,377	604,223
Finance	848,243	422,085	426,158	760,150
TOTAL ADMIN SERVICES FUND	\$2,335,995	\$826,456	\$1,509,539	\$2,065,875
KNUTSON CEMETARY TRUST				
Public Works	\$39,375	\$0	\$39,375	\$0
FORFEITURE TRUST				
Transfers	\$5,000	\$0	\$5,000	\$0
TOTALS	\$28,370,875	\$6,993,286	\$21,377,589	\$21,030,246

REVENUE REPORT
WITH FYE PROJECTIONS

<u>FUND</u>	<u>CATEGORY</u>	FY 1995-96 <u>budget</u>	YTD <u>11/30/95</u>	<u>balance</u>	PROJECTION <u>6/30/96</u>
GENERAL FUND					
	Fund Balance Available	1,139,993	1,226,492	-86,499	1,226,492
	Property Taxes	4,653,650	113,005	4,540,645	4,500,000
	Intergovernmental Revenue	569,261	37,594	531,667	245,406
	Licenses, Permits & Charges for Service	284,000	63,957	220,043	293,500
	Fines & Forfeitures	140,000	39,381	100,619	125,000
	Franchise Fees	861,000	3,182	857,818	851,000
	Other Financing Sources	115,000	46,835	68,165	95,423
	TOTAL GENERAL FUND	\$7,762,904	\$1,530,446	\$6,232,458	\$7,336,821
CODE ENFORCEMENT ABATEMENT FUND					
	Fund Balance Available	60,000	0	60,000	60,000
	Fines & Forfeitures	1,000	0	1,000	1,000
	Other Financing Sources	0	7	-7	0
	CODE ENFORCMT ABATMNT	\$61,000	\$7	\$60,993	\$61,000
STATE GAS TAX/ST REPAIR FND					
	Fund Balance Available	250,445	560,978	-310,533	560,978
	Intergovernmental Revenue	901,218	140,141	761,077	927,932
	Licenses, Permits & Charges for Service	5,000	6,342	-1,342	26,883
	Franchise Fees	275,160	74,700	200,460	275,160
	Other Financing Sources	16,000	5,241	10,760	22,450
	TOTAL STATE GAS TAX FUND	\$1,447,823	\$787,402	\$660,421	\$1,813,403
BIKE PATH FUND					
	Fund Balance Available	53,908	56,895	-2,987	56,894
	Intergovernmental Revenue	100,303	1,416	98,887	6,767
	Other Financing Sources	1,750	573	1,177	2,000
	TOTAL BIKE PATH FUND	\$165,961	\$58,883	\$97,078	\$65,661
STORM SEWER SDC FUND					
	Fund Balance Available	4,730	17,911	-13,181	17,911
	Licenses, Permits & Charges for Service	26,000	6,622	19,378	33,000
	Other Financing Sources	1,000	193	807	1,000
	TOTAL STORM SEWER SDC FND	\$31,730	\$24,726	\$7,004	\$51,911
WATER SDC FUND					
	Fund Balance Available	180,340	196,584	-16,244	196,584
	Licenses, Permits & Charges for Service	26,000	10,080	15,920	108,000
	Other Financing Sources	5,000	2,024	2,976	35,000
	TOTAL WATER SDC FND	\$211,340	\$208,688	\$2,652	\$339,584
SEWER SDC FUND					
	Fund Balance Available	572,243	616,423	-44,180	616,423
	Licenses, Permits & Charges for Service	49,000	16,967	32,033	71,000
	Other Financing Sources	10,000	6,361	3,639	35,000
	TOTAL SEWER SDC FUND	\$631,243	\$639,751	(\$8,508)	\$722,423
PARKS & REC DISTRICT FUND					
	Fund Balance Available	445,835	433,565	12,270	433,565
	Other Financing Sources				9,000
	Interfund Transfers	0	2,360	-2,360	0
	TOTAL PARKS & REC FUND	\$445,835	\$435,925	\$9,910	\$442,565
LIBRARY SERVICES FUND					
	Fund Balance Available	305,649	335,333	-29,684	334,484
	Property Taxes	186,500	4,086	182,414	190,000
	Intergovernmental Revenue	526,872	25	526,847	515,500
	Fines & Forfeitures	21,000	7,323	13,677	23,000
	Other Financing Sources	3,500	3,027	473	10,000
	Interfund Transfers	308,290	102,097	204,193	308,290
	TOTAL LIBRARY SRVCS FUND	\$1,349,811	\$461,890	\$897,921	\$1,379,274
PUBLIC SAFETY FUND					
	Fund Balance Available	463,369	495,026	-31,657	492,886
	Property Taxes	787,200	10,201	776,999	775,000
	Intergovernmental Revenue	235,750	0	235,750	0
	Licenses, Permits & Charges for Service	2,000	12	1,988	0
	Other Financing Sources	9,500	6,754	2,746	26,400
	Interfund Transfers	2,228,059	737,853	1,490,206	0
	TOTAL PUBLIC SAFETY FUND	\$3,725,878	\$1,249,846	\$2,476,032	\$1,294,286

REVENUE REPORT
WITH FYE PROJECTIONS

WATER FUND				
Fund Balance Available	1,582,755	1,758,008	-175,253	1,758,008
Licenses, Permits & Charges for Service	1,640,797	502,191	1,138,606	1,497,987
Other Financing Sources	34,941	26,922	8,019	60,000
TOTAL WATER FUND	\$3,258,493	\$2,287,121	\$971,372	\$3,316,996
SEWER FUND				
Fund Balance Available	527,007	420,298	106,709	420,297
Licenses, Permits & Charges for Service	2,143,824	478,742	1,665,082	1,412,346
Other Financing Sources	12,000	3,287	8,713	50,000
Special Assessment Debt Payments	0	8,665	-8,665	8,500
TOTAL SEWER FUND	\$2,682,831	\$910,992	\$1,771,839	\$1,891,143
STORM SEWER FUND				
Fund Balance Available	523,213	517,240	5,973	517,239
Licenses, Permits & Charges for Service	645,315	149,038	496,277	441,939
Other Financing Sources	500	4,995	-4,495	23,500
TOTAL STORM SEWER FUND	\$1,169,028	\$671,273	\$497,755	\$982,678
IMPROVEMENT BOND SINKING FUND				
Fund Balance Available	993,928	1,039,880	-45,952	1,039,879
Other Financing Sources	33,000	10,028	22,972	85,000
Special Assessment Debt Payments	50,000	8,716	41,284	1,124,879
TOTAL IMPRVMT BOND FND	\$1,076,928	\$1,058,624	\$18,304	\$2,249,768
PUBLIC SAFETY FACILITY DEBT SERVICE FUND				
Fund Balance Available	460,143	509,336	-49,193	509,336
Property Taxes	442,278	11,688	430,590	440,000
Other Financing Sources	7,500	5,069	2,431	12,500
TOTAL PUBLIC SAFETY FAC DEBT SRV	\$909,921	\$526,094	\$383,827	\$961,836
CAPITAL PROJECTS				
Fund Balance Available	233,373	233,184	189	248,184
Other Financing Sources	0	2,506	-2,506	9,000
TOTAL CAPITAL PROJECTS	\$233,373	\$235,690	(\$2,317)	\$257,184
FLEET SERVICES				
Fund Balance Available	0	14,713	-14,713	14,713
Licenses, Permits & Charges for Service	297,106	66,588	230,519	199,763
Other Financing Sources	7,000	144	6,856	0
Interfund Transfers	65,596	0	65,596	0
TOTAL FLEET SERVICES	\$369,702	\$81,445	\$288,257	\$214,476
FACILITIES MANAGEMENT				
Fund Balance Available	0	0	0	0
Licenses, Permits & Charges for Service	444,433	138,572	305,861	415,716
Fines & Forfeitures	20,271	3,452	16,820	1,500
Other Financing Sources	2,000	300	1,700	0
TOTAL FACILITIES MANAGEMENT	\$466,704	\$142,324	\$324,380	\$417,216
ADMINISTRATIVE SERVICES				
Fund Balance Available	0	-559	559	-558
Licenses, Permits & Charges for Service	2,333,416	741,284	1,592,132	2,201,748
Other Financing Sources	2,579	-1,108	3,687	30,000
TOTAL ADMIN SERVICES FUND	\$2,336,995	\$739,618	\$1,696,377	\$2,231,190
KNUTSON CEMETARY TRUST				
Fund Balance Available	37,500	37,714	-214	37,714
Other Financing Sources	1,875	383	1,492	2,220
TOTAL KNUTSON CEMETARY TRUST	\$39,375	\$38,098	\$1,278	\$39,934
FORFEITURE TRUST				
Fund Balance Available	0	0	0	0
Fines & Forfeitures	5,000	0	5,000	0
TOTAL FORFEITURE TRUST	\$5,000	\$0	\$5,000	\$0
TOTALS	\$28,370,875	\$12,078,842	\$16,292,033	\$26,068,337

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FUND BALANCE REPORT
WITH FYE PROJECTIONS

<u>FUND</u>	<u>CATEGORY</u>	FY 1995-96 <u>budget</u>	YTD <u>11/30/95</u>	<u>balance</u>	PROJECTION <u>6/30/96</u>
GENERAL FUND					
	Total Revenues	7,762,904	1,530,446	6,232,458	7,336,821
	Total Expenditures	7,762,904	2,201,088	5,561,816	7,035,515
	TOTAL GENERAL FUND	\$0	(\$670,642)	\$670,642	\$301,306
CODE ENFORCEMENT ABATEMENT FUND					
	Total Revenues	61,000	7	60,993	61,000
	Total Expenditures	61,000	0	61,000	10,000
	CODE ENFORCMNT ABATMNT	\$0	\$7	(\$7)	\$51,000
STATE GAS TAX/ST REPAIR FND					
	Total Revenues	1,447,823	787,402	660,421	1,813,403
	Total Expenditures	1,447,823	482,262	965,561	1,419,822
	TOTAL STATE GAS TAX FUND	\$0	\$305,139	(\$305,139)	\$393,581
BIKE PATH FUND					
	Total Revenues	155,961	58,883	97,078	65,661
	Total Expenditures	155,961	815	155,146	116,444
	TOTAL BIKE PATH FUND	\$0	\$58,069	(\$58,069)	(\$50,784)
STORM SEWER SDC FUND					
	Total Revenues	31,730	24,726	7,004	51,911
	Total Expenditures	31,730	596	31,134	1,788
	TOTAL STORM SEWER SDC FND	\$0	\$24,130	(\$24,130)	\$50,123
WATER SDC FUND					
	Total Revenues	211,340	208,688	2,652	339,584
	Total Expenditures	211,340	1,671	209,669	5,014
	TOTAL WATER SDC FND	\$0	\$207,017	(\$207,017)	\$334,570
SEWER SDC FUND					
	Total Revenues	631,243	639,751	-8,508	722,423
	Total Expenditures	631,243	1,951	629,292	5,854
	TOTAL SEWER SDC FUND	\$0	\$637,800	(\$637,800)	\$716,569
PARKS & REC DISTRICT FUND					
	Total Revenues	445,835	435,925	9,910	442,565
	Total Expenditures	445,835	251,464	194,371	442,565
	TOTAL PARKS & REC FUND	\$0	\$184,461	(\$184,461)	\$0
LIBRARY SERVICES FUND					
	Total Revenues	1,349,811	451,890	897,921	1,379,274
	Total Expenditures	1,349,811	320,784	1,029,027	1,113,994
	TOTAL LIBRARY SRVCS FUND	\$0	\$131,106	(\$131,106)	\$265,280
PUBLIC SAFETY FUND					
	Total Revenues	3,725,878	1,249,846	2,476,032	1,294,286
	Total Expenditures	3,725,878	994,658	2,731,220	2,837,897
	TOTAL PUBLIC SAFETY FUND	\$0	\$255,187	(\$255,187)	(\$1,543,611)
WATER FUND					
	Total Revenues	3,258,493	2,287,121	971,372	3,315,995
	Total Expenditures	3,258,493	760,969	2,497,524	2,013,669
	TOTAL WATER FUND	\$0	\$1,526,153	(\$1,526,153)	\$1,302,326

FUND BALANCE REPORT
WITH FYE PROJECTIONS

SEWER FUND				
Total Revenues	2,682,831	910,992	1,771,839	1,891,143
Total Expenditures	2,682,831	519,565	2,163,266	1,820,071
TOTAL SEWER FUND	\$0	\$391,427	(\$391,427)	\$71,072
STORM SEWER FUND				
Total Revenues	1,169,028	671,273	497,755	982,678
Total Expenditures	1,169,028	326,592	842,436	659,054
TOTAL STORM SEWER FUND	\$0	\$344,680	(\$344,680)	\$323,624
IMPROVEMENT BOND SINKING FUND				
Total Revenues	1,076,928	1,058,624	18,304	2,249,758
Total Expenditures	1,076,928	12,240	1,064,688	14,222
TOTAL IMPRVMT BOND FND	\$0	\$1,046,384	(\$1,046,384)	\$2,235,536
PUBLIC SAFETY FACILITY DEBT SERVICE FUND				
Total Revenues	909,921	526,094	383,827	961,836
Total Expenditures	909,921	0	909,921	454,250
TOTAL PUBLIC SAFETY FAC DEBT SRV	\$0	\$526,094	(\$526,094)	\$507,586
CAPITAL PROJECTS				
Total Revenues	233,373	235,690	-2,317	257,184
Total Expenditures	233,373	36,942	196,431	257,184
TOTAL CAPITAL PROJECTS	\$0	\$198,748	(\$198,748)	(\$0)
FLEET SERVICES				
Total Revenues	369,702	81,445	288,257	214,475
Total Expenditures	369,702	140,648	229,054	451,369
TOTAL FLEET SERVICES	\$0	(\$59,203)	\$59,203	(\$236,894)
FACILITIES MANAGEMENT				
Total Revenues	466,704	142,324	324,380	417,216
Total Expenditures	466,704	114,583	352,121	305,659
TOTAL FACILITIES MANAGEMENT	\$0	\$27,740	(\$27,740)	\$111,557
ADMINISTRATIVE SERVICES				
Total Revenues	2,335,995	739,618	1,596,377	2,231,190
Total Expenditures	2,335,995	826,456	1,509,539	2,065,875
TOTAL ADMIN SERVICES FUND	\$0	(\$86,838)	\$86,838	\$165,315
KNUTSON CEMETARY TRUST				
Total Revenues	39,375	38,098	1,278	39,934
Total Expenditures	39,375	0	39,375	0
TOTAL KNUTSON CEMETARY TRUST	\$0	\$38,098	(\$38,098)	\$39,934
FORFEITURE TRUST				
Total Revenues	5,000	0	5,000	0
Total Expenditures	5,000	0	5,000	0
TOTAL FORFEITURE TRUST	\$0	\$0	\$0	\$0
TOTALS	\$0	\$5,085,556	(\$5,085,556)	\$5,038,091

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55121	911 DISTRIBUTORS, INC.	11 312 6220 0000 11 312 6220 0000	RECHARGEABLE FLASHLIGHTS 26" ASP & ASP HOLDER	150.00 62.95	212.95
55036	A T & T WIRELESS SERVICE	75 752 6318 0000	WIRELESS PHONE SVC	674.79	674.79
55189	ABBOTT & LIND INC.	75 712 6130 0000 75 712 6130 0000 75 712 6130 0000	MAINTENANCE AGREEMENT MAINTENANCE AGREEMENT MAINTENANCE AGREEMENT	300.00 195.00 195.00	690.00
55037	ABE'S MAIN ST CLEANERS	11 312 6220 0000 29 420 6120 0200	POLICE DRY CLEANING & LAUNDRY CLEANING & LAUNDRY SRVC FOR	390.50 62.40	452.90
55038	ACE FIRST AID SUPPLY	11 312 6220 0000	FIRST AID SUPPLIES	154.50	154.50
55039	ADVANCED DRAINAGE SYSTEMS	33 000 6100 0000 33 000 7533 9610	MISCELLANEOUS PIPE MISCELLANEOUS PIPE	77.00 186.17	263.17
55190	ADVANCED TRAFFIC PRODUCTS	29 420 6110 0000 29 420 6110 0000	EMITTER W/SWITCH EMITTER W/SWITCH	747.50 - 697.50	50.00
55279	AL LAURIE, III	*29 420 5686 0000	VISION ALLOWANCE 1994-1996	100.00	100.00
55191	ALBERT B ASHFORTH OF	72 622 6020 0000	MGMT FEE/MTHLY BILLING FEES	282.00	282.00
55192	ALBERTSON'S	32 000 6100 0000 33 000 6100 0000 11 511 6260 0000 75 611 6260 0000	SUPPLIES FOR MEETINGS SUPPLIES FOR MEETINGS SUPPLIES FOR MEETINGS FOR PURCHASE OF MEETING FOOD &	41.84 11.29 52.43 112.52	218.08
55193	ALFAX WHOLESALE FURNITURE	64 000 7510 2015	AL3 WALL BAR W/3 DBL HOOKS	174.75	174.75
55040	ALL PURE CHEMICAL CO	31 000 6100 0000 31 000 6100 0000	8 CYL CHLORINE GAS 8 CYL CHLORINE GAS	921.68 921.68	1,843.36
55194	AMERICAN AIR-GAS	71 000 6110 0000	PROPANE FOR AUX PWR PLANTS	100.00	100.00
55195	AMERICAN BUSINESS MKTG	28 233 6310 0000	PORTLAND METRO HARDBOUND DIR	355.00	355.00
55041	AMERICAN FAMILY LIFE	11 000 2150 0000 22 000 2150 0000 28 000 2150 0000 29 000 2150 0000 31 000 2150 0000 71 000 2150 0000 75 000 2150 0000	CANCER INSURANCE 10/31 P/R CANCER INSURANCE 10/31 P/R CANCER INSURANCE 10/31 P/R CANCER INSURANCE 10/31 P/R CANCER INSURANCE 10/31 P/R CANCER INSURANCE 10/31 P/R CANCER INSURANCE 10/31 P/R	79.50 26.70 66.12 133.04 9.00 17.70 87.72	419.78
55367	AMERICAN INSTITUTE OF	72 621 6250 0000	1996 MEMBERSHIP	152.50	152.50

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55042	AMERICAN PAYROLL ASSN	75 731 6270 0000	REGISTER: ANNUAL CONFERENCE	895.00	895.00
55196	AMERICAN PLANNING ASSN	11 511 6250 0000	APA MEMBERSHIP DUES	155.00	155.00
55368	AMERICAN PLANNING ASSN	11 511 6250 0000	APA MEMBERSHIP	179.00	179.00
55197	AMERICAN SOCIETY OF	75 612 6270 0000	URBAN WATERSHED MGMT SEMINAR	695.00	695.00
55198	ANTAL EQUIPMENT, INC.	33 000 6100 0000	SPRING CREEK CLEAN OUT	1,700.00	1,700.00
55199	APPLIED CONCEPTS MKTG INC	11 312 6220 0000	MOTORCYCLE RADARS	4,330.00	4,330.00
55184	APRIL TATMAN	11 721 6240 0000	CITATION #18944A&B & 18945A	10.00	10.00
55200	ASSET VALUATION SVCS, INC	75 711 6020 0000	FLEX FIXED ASSET SOFTWARE	1,095.00	1,095.00
55202	AUGUST HOUSE, INC.	28 233 7160 0302	THREE TITLES	39.09	39.09
55369	AUTO ADDITIONS, INC.	11 312 6110 0000	INSTALL STROBE LIGHTING	190.00	190.00
55203	BABICKY CONSULTING GROUP	75 231 6270 1000 75 231 6270 1000	FINAL ACTION PLAN FINAL ACTION PLAN	120.00 120.00	240.00
55206	BAKER & TAYLOR	28 233 6200 0000	30 TITLES AS LISTED	404.26	404.26
55043	BAKER & TAYLOR BOOKS	28 233 7160 0303 28 233 7160 0303	WHO'S WHO IN AMERICA STANDING ORDER-ACCT #10991	473.09 36.71	509.80
55205	BAKER & TAYLOR BOOKS	28 233 7160 0303	TWO TITLES	32.81	32.81
55371	BAKER & TAYLOR BOOKS	28 233 7160 0303	STANDING ORDER-ACCT #10991	147.53	147.53
55044	BAKER & TAYLOR CO	28 233 7160 0302	TITLES AS LISTED ON ORDER	10.92	10.92
55372	BAKER & TAYLOR CO	28 233 7160 0302 28 233 7160 0302	TITLES AS LISTED TITLES AS LISTED	54.70 343.01	397.71
55204	BAKER & TAYLOR ENTERTAIN	28 233 7160 0301	VARIOUS VIDEOS	25.12	25.12
55370	BAKER & TAYLOR ENTERTAIN	28 233 7160 0301	VARIOUS VIDEOS	494.96	494.96
55046	BAXTER AUTO PARTS	71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000 71 000 1505 0000	CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS CAR AND TRUCK PARTS	12.19 7.34 -12.19 1.35 -7.34 37.95 12.49 4.58 7.44	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55046	BAXTER AUTO PAR ..CONTINUED	71 000 1505 0000	CAR AND TRUCK PARTS	12.15	
		71 000 1505 0000	CAR AND TRUCK PARTS	30.48	
		71 000 1505 0000	CAR AND TRUCK PARTS	114.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	9.45	
		71 000 1505 0000	CAR AND TRUCK PARTS	27.00	
		71 000 1505 0000	CAR AND TRUCK PARTS	36.64	
		71 000 1505 0000	CAR AND TRUCK PARTS	114.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	85.00	
		71 000 1505 0000	CAR AND TRUCK PARTS	16.62	
		71 000 1505 0000	CAR AND TRUCK PARTS	44.32	
		71 000 1505 0000	2% 10TH DISCOUNT	-11.11	544.26
55207	BECKER PROJECTS	75 712 6230 0000	CABLE-TV QUESTIONNAIRE	885.03	885.03
55047	BEGAN CARCO	71 000 6120 0000	HOSE NOZZLE	38.33	38.33
55208	BEN FRANKLIN CRAFTS	29 420 6210 0000	OFFICE SUPPLIES	127.92	127.92
55048	BEN-KO-MATIC BRUSH &	22 000 6310 0000	RENT: KELLY CRESSWELL PUMP	875.00	875.00
55375	BEN-KO-MATIC BRUSH &	22 000 7140 0000	KELLY CRESSWELL PWR PUMP POHDP2	5,000.00	5,000.00
55034	BERT R DREW	11 000 2004 0000	BAIL REFUND/CITATION #2296A/B	264.00	
		11 000 2010 0000	BAIL REFUND/CITATION #2296A/B	-50.00	
		11 000 2013 0000	BAIL REFUND/CITATION #2296A/B	-28.00	
		11 000 4310 0000	BAIL REFUND/CITATION #2296A/B	- 120.00	66.00
55049	BETTER BOOKS CO	28 233 7160 0301	TITLES AS LISTED	145.97	145.97
55364	BEULAH CASALE	11 000 2004 0000	BAIL REFUND/CITATION #2250A	99.00	
		11 000 2010 0000	BAIL REFUND/CITATION #2250A	-25.00	
		11 000 2013 0000	BAIL REFUND/CITATION #2250A	-12.00	
		11 000 4310 0000	BAIL REFUND/CITATION #2250A	-45.00	17.00
55209	BIZON LANDSCAPE	32 000 6020 0000	JACK'S PARK	216.00	
		72 621 6020 0000	CITY HALL	530.00	
		72 621 6020 0000	OLD POLICE STATION	100.00	846.00
55210	BLUE MOUNTAIN IMAGERY	11 312 6220 0000	CAMERA/EQUIPMENT - DETECTIVES	119.95	119.95
55050	BLUE RIBBON BUSINESS	11 511 6210 0000	TONER	114.95	
		75 611 6210 0000	TONER	114.95	
		75 751 6210 0000	TONER RETURNED	- 189.95	
		75 751 6210 0000	TONER	189.95	229.90
55201	BOB ATIYEH	*29 420 6270 0400	REIMBURSE: ACLS CLASS	140.00	140.00
55051	BOB FRINK CHEVROLET INC	71 000 1504 0000	WARRANTY WORK ON CITY VEHICLES	174.00	
		71 000 1504 0000	WARRANTY WORK ON CITY VEHICLES	52.70	226.70

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55211	BOB FRINK CHEVROLET INC	71 000 1504 0000	PUMP #000026055706	227.08	227.08
55377	BOB FRINK CHEVROLET INC	71 000 1504 0000	WARRANTY WORK ON CITY VEHICLES	158.50	286.45
		71 000 1504 0000	WARRANTY WORK ON CITY VEHICLES	127.95	
55379	BOB'S BIKE CENTER	11 312 6220 0000	TREK 850 MOUNTAIN BIKES	780.00	955.94
		11 312 6220 0000	JAND TRUNK BAGS	95.98	
		11 312 6220 0000	FENDER SETS	44.78	
		11 312 6220 0000	BICYCLE RACKS	35.18	
55052	BOBBI LOW CATERING	75 111 6260 0000	BOX DINNER CC WORK SESSION	80.00	80.00
55212	BOBBI LOW CATERING	75 111 6260 0000	COUNCIL SUPPER	88.00	88.00
55378	BOBBI LOW CATERING	75 111 6260 0000	COUNCIL SUPPER	96.00	96.00
55380	BONNIE EISENMEN	28 233 6210 0000	VIDEO REPAIR SERVICES	29.50	29.50
55148	BONNIE S. SHIELDS	*75 731 6260 0000	PER DIEM: A/P WORKSHOP	12.00	12.00
55328	BONNIE S. SHIELDS	*75 731 6260 0000	MILEAGE: A/P SEMINAR	16.80	16.80
55053	BOOK WHOLESALERS	28 233 7160 0302	TITLES AS LISTED	82.37	82.37
55213	BOOK WHOLESALERS	28 233 7160 0302	TITLES AS LISTED	40.27	40.27
55054	BOY SCOUTS OF AMERICA	29 411 6250 0000	CHARTER RENEWAL	20.00	20.00
55381	BOY SCOUTS OF AMERICA	11 312 6250 0000	MEMBERSHIP FEES	61.00	61.00
55182	BREE BUNDICK	11 000 2004 0000	BAIL REFUND/CITATION #PT013717	20.00	10.00
		72 000 4311 0000	BAIL REFUND/CITATION #PT013717	-10.00	
55055	BREWED HOT COFFEE	11 312 6210 0000	COFFEE / SUPPLIES	98.30	98.30
55214	BREWED HOT COFFEE	11 511 6260 1000	COFFEE SERVICE - 1 YEAR	62.40	124.80
		75 611 6260 1000	COFFEE SERVICE - 1 YEAR	62.40	
55382	BREWED HOT COFFEE	11 312 6210 0000	COFFEE / SUPPLIES	7.80	7.80
55215	BRODART CO	28 233 6210 0000	#34-351-0012 "SCOTCH" TAPING	43.95	74.47
		28 233 6210 0000	#34-351-0092 RPLC BLADE (SALE)	5.90	
		28 233 6210 0000	#35-358-0022 J-LAR II BK TAPE	15.25	
		28 233 6210 0000	SHIPPING	9.37	
55383	BUREAU OF WATER WORKS	31 000 6020 0000	WATER SERVICE CHARGES	288.46	288.46
55357	BURRELL PALMER	11 000 2004 0000	BAIL REFUND/CITATION #22717A	99.00	-25.00
		11 000 2010 0000	BAIL REFUND/CITATION #22717A	-25.00	
		11 000 2013 0000	BAIL REFUND/CITATION #22717A	-12.00	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55357	BURRELL PALMER	11 000 4310 0000	BAIL REFUND/CITATION #22717A	-40.00	22.00
55216	BUSINESS & LEGAL REPORTS	75 231 6270 1000	BOOKLETS: SEXUAL HARASSMENT	108.00	108.00
55217	C REG	29 411 6250 0000	GEN OP EXPENSES C REG	871.22	871.22
55218	CAMERA WORLD	11 511 6210 0000	KODAK 4600 PROJECTOR	340.00	
		11 511 6210 0000	ZOOM LENS	90.00	
		11 511 6210 0000	KODAK CAROUSEL-2 FOR 1 OFFER	13.00	
		11 511 6210 0000	TIFFIN CASE	50.00	493.00
55219	CARLSON TESTING	33 000 7533 9502	DENSOMETER TECHNICIAN	55.50	55.50
55276	CAROL LA BRADO	*75 731 6260 0000	REIMBURSE: TRAVEL EXP>SEATTLE	79.76	79.76
55057	CASCADE FORM SYSTEM	75 731 6210 0000	UTILITY BILLING FORMS	712.50	712.50
55359	CATHERINE THORSNESS	11 000 2004 0000	BAIL REFUND/CITATION #22538A	99.00	
		11 000 2010 0000	BAIL REFUND/CITATION #22538A	-25.00	
		11 000 2013 0000	BAIL REFUND/CITATION #22538A	-12.00	
		11 000 4310 0000	BAIL REFUND/CITATION #22538A	-45.00	17.00
55058	CENTRAL CITY CONCERN	11 312 6020 0000	CIVIL HOLD ADM - OCT 1995	150.00	150.00
55059	CENTRIC ELEVATOR CORP	72 621 6020 0000	CITY HALL ELEVATOR	115.61	
		72 621 6020 0000	PUBLIC SAFETY BLDG ELEVATOR	115.61	
		72 621 6020 0000	LIBRARY ELEVATOR	117.41	
		72 621 6020 0000	LABOR DUMB WAITER	47.67	396.30
55060	CERIDIAN	75 712 6020 0000	PAYROLL PROCESSING FEES	296.30	296.30
55220	CERIDIAN	75 712 6020 0000	PAYROLL PROCESSING FEES	256.69	256.69
55384	CERIDIAN	75 712 6020 0000	PAYROLL PROCESSING FEES	344.45	344.45
55221	CESSCO INC	71 000 1505 0000	AIR CLEANER ELEMENT	62.80	62.80
55222	CHEVRON U.S.A., INC	11 312 6260 0000	AUTO FUEL	32.38	32.38
55223	CHIVERS NORTH AMERICA	28 233 7160 0301	14 TITLES AS LISTED	77.18	77.18
55061	CHOWN HARDWARE	64 000 7510 2015	INSTALL ELECTRIC OPERATED DOOR	941.00	
		64 000 7510 2015	TERMS: 1% 10TH PROX	-9.41	
		11 312 6220 0000	50 3MK MASTER & KEYED	500.00	
		11 312 6220 0000	1% 10TH PROX	-5.00	1,426.59
55346	CHRIS D. WRIGHT	*11 312 6260 0000	PER DIEM: 11/28 - 11/30	75.00	75.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55062	CHRISTENSON ELECTRIC INC	64 000 7510 2015	INSTALL ONE VOICE/DATA	1,288.27	1,288.27
55224	CITY OF LAKE OSWEGO	75 111 6260 0000 75 211 6260 0000	DINNER @ HOLIDAY CROWNE PLAZA DINNER @ HOLIDAY CROWNE PLAZA	17.49 17.49	34.98
55225	CITY OF PORTLAND	32 000 6020 0000	SEWAGE TREATMENT AUG/SEP '95	23,884.12	23,884.12
55386	CITY OF PORTLAND	11 312 6120 0000	RADIO MAINTENANCE/ACCESS FEES	3,188.87	3,188.87
55226	CLACKAMAS COMMUNICATIONS	11 312 6120 0000 11 312 6120 0000 11 312 6120 0000 11 312 6120 0000 11 312 6120 0000 11 312 6120 0000 29 420 6120 0800	MAINTENANCE FOR POLICE DEPT MAINTENANCE FOR POLICE DEPT MAINTENANCE FOR POLICE DEPT MAINTENANCE FOR POLICE DEPT MAINTENANCE FOR POLICE DEPT MAINTENANCE FOR POLICE DEPT MAINT FOR FIRE DEPT RADIOS	55.00 27.50 192.50 55.00 161.64 110.00 605.00	1,206.64
55387	CLACKAMAS COMMUNICATIONS	11 312 6310 0000 11 312 6310 0000	RENTAL: 2 RADIOS RENTAL: 3 RADIOS	120.00 180.00	300.00
55227	CLACKAMAS COUNTY	11 312 6010 0000	PARTICIPATION FESTIVAL DAZE 95	100.00	100.00
55063	CLACKAMAS COUNTY FINANCE	22 000 6210 0000 31 000 6210 0000 32 000 6210 0000 28 233 6210 0000	JOB COST BREAK DOWN SHEET JOB COST BREAK DOWN SHEET JOB COST BREAK DOWN SHEET KEYBOARDS/PRINTERS	127.02 127.02 127.02 2,116.00	2,497.06
55228	CLACKAMAS COUNTY FINANCE	11 000 1490 0013 11 000 2013 0000 22 000 6020 0000 28 233 6210 0000	TRAFFIC MAINTENANCE CHARGES COUNTY COURT ASSESSMENT FEES SIGNAL MAINT & PAVEMENT STRIP FACEPLATE	511.40 2,933.21 14,393.61 7.50	17,845.72
55390	CLACKAMAS COUNTY FINANCE	11 000 2013 0000 11 312 6210 0000 11 312 6210 0000 11 312 6230 0000 11 314 6220 0000	COUNTY COURT ASSESSMENT LETTERHEAD-"PUBLIC SAFETY" #CCP-SF64A-CIVIL FORFEITURE PRINTING REQUESTS POLICE/FIRE DISPATCH CARDS	2,280.00 258.80 86.56 1,466.62 427.36	4,519.34
55391	CLACKAMAS COUNTY RECORDER	75 612 6240 0000 75 612 6240 0000 75 612 6240 0000	RECORDERS FEE RECORDERS FEE RECORDERS FEE	10.00 5.00 5.00	20.00
55388	CLACKAMAS COUNTY SERVICE	32 000 2032 0000 32 000 6020 0000	RETAINAGE TO PO #B10099 SEWER TREATMENT OCT 1995	-4,283.15 85,663.00	81,379.85
55389	CLACKAMAS COUNTY TAX	27 123 7511 0000 27 123 7511 0000	EASTMAN PROPERTY TAX EASTMAN PROPERTY TAX	2,638.75 1,304.00	3,942.75

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55064	CLACKAMAS REVIEW	11 312 6230 0000	AD: NOTICE OF TOWED VEHICLE	36.25	
		11 312 6230 0000	AD: NOTICE OF TOWED VEHICLE	39.88	
		11 312 6230 0000	AD: NOTICE OF TOWED VEHICLE	39.88	
		11 312 6230 0000	AD: NOTICE OF TOWED VEHICLE	36.25	
		11 312 6230 0000	AD: NOTICE OF TOWED VEHICLE	36.25	
		11 312 6230 0000	AD: NOTICE OF TOWED VEHICLE	36.25	
		29 411 6230 0000	AD: NOTICE OF TOWED VEHICLE	32.63	
		11 511 6230 0000	LEGAL NOTICES FOR COMMUNITY	54.38	
		11 511 6230 0000	LEGAL NOTICES FOR COMMUNITY	98.00	
		11 511 6230 0000	LEGAL NOTICES FOR COMMUNITY	101.50	511.27
55229	CLACKAMAS STEEL & MFG INC	29 420 6120 0000	129 MISC ALUMINUM REMNA	109.50	109.50
55230	CLACKAMAS WATER DISTRICT	31 000 6020 0000	WATER SERVICE 9/15 - 10/18/95	502.80	502.80
55065	CLYDE/WEST, INC.	71 000 1505 0000	FURNISH SWEEPER PARTS FOR	175.00	175.00
55231	COACHMAN AUTO BODY	71 000 1504 0000	REPAIR 1994 CAPRICE	566.20	566.20
55066	CODE 2 EQUIPMENT, INC.	11 312 6220 0000	BICYCLE LIGHT BARS	299.80	299.80
55232	COLUMBIA ART & DRAFTING	75 612 6210 0000	PLOTTER SUPPLIES	526.19	526.19
55233	COLUMBIA CASCADE CO	72 621 6100 0000	2170-7 BIKE RACK CYCLOOPS	565.00	565.00
55392	COLUMBIA CHAPTER NIGP	75 611 6250 0000	MEMBERSHIP DUES	140.00	140.00
55234	COLUMBIA HOUSE	28 233 7160 0305	FIVE TITLES	23.23	
		28 233 7160 0305	3 TITLES	34.89	58.12
55393	COLUMBIA HOUSE	28 233 7160 0305	3 TITLES	26.91	26.91
55068	COMMERCIAL FURNISHINGS	32 000 7150 0000	OFFICE FURNISHINGS	1,261.61	
		33 000 7150 0000	OFFICE FURNISHINGS	1,261.61	2,523.22
55235	COMMERCIAL INFO SYSTEMS	11 312 6020 0000	CIS DATA BASE ACCESS	125.00	125.00
55069	CONCANNON PAPER	72 621 6210 0000	JANITORIAL SUPPLES	409.80	409.80
55426	CRAIG LOMNICKI	75 111 6240 0000	COUNCIL STIPEND DEC 1995	200.00	200.00
55236	CRAWFORD ROLL LITE	72 621 6100 0000	TIGHTENED COVER ON BRAKE	97.50	97.50
55070	CREDIT NORTHWEST CORP.	11 312 6020 0000	FY 95-96 COMPUTER CREDIT INFO	20.00	20.00
55071	CRITTER GITTER	11 312 6010 0000	TRANSPORT INJURED DOG	40.00	40.00
55072	CRYSTAL SPRINGS	11 314 6260 0000	HOT & COLD WATER DISPENSER	20.50	20.50

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55237	CRYSTAL SPRINGS	11 314 6260 0000	HOT & COLD WATER DISPENSER	20.50	20.50
55073	CUES, INC	32 000 6120 0000	CABLE ASSY, PROSCOUT PCU	93.62	93.62
55395	CUSTOMLINE SHOWER CO	29 420 6100 0000	MIRRORS IN EX ROOM	390.00	390.00
55074	D & A JANITORIAL	72 621 6020 0000	JANITORIAL SERVICES FOR CITY	6,847.11	6,847.11
55238	D M V	11 721 6240 0000	CERTIFIED COURT PRINTS	6.00	6.00
55239	D S U PETERBILT & GMC	71 000 1504 0000	ENGINE OVERHALL #4256	5,919.08	5,919.08
55373	DAN BARTLETT	*75 211 6210 0000	REIMBURSE: WREATHS & GARLAND	166.00	166.00
55186	DANIEL M SMITH	11 721 6240 0000	CITATION #18944A&B & #18945A	10.00	10.00
55035	DAVID GRIFFITH & ASSOC	11 000 4210 0000	OVERPAYMENT: BUSINESS LICENSES	35.00	35.00
55396	DAVID M GRIFFITH & ASSOC	75 611 6010 0000	RECRUITMENT - PW DIRECTOR	4,397.92	4,397.92
55461	DAVID RASH	*11 312 6260 0000	PER DIEM: 12/08/95	6.00	6.00
55076	DAY TIMERS, INC.	75 612 6210 0000	DAILY PLANNER AND REFILLS	55.85	55.85
55185	DEBRA SMITH	11 721 6240 0000	CITATION #18944A&B & #18945A	10.00	10.00
55397	DELMONICO'S	22 000 6260 0000	LUNCH MEETING CLACK TRANS DEPT	183.10	183.10
55078	DEMCO EDUCATIONAL CORP	28 233 6210 0000	ITEMS AS LISTED	180.69	
		28 233 6210 0000	ITEMS AS LISTED	107.48	
		28 233 6210 0000	RETURNED ITEMS	-15.80	272.37
55240	DEMCO EDUCATIONAL CORP	28 233 6210 0000	CLASSIFICATION LABELS	56.47	56.47
55398	DEMCO EDUCATIONAL CORP	28 233 6210 0000	P146-8556 BOOK EASELS	39.75	
		28 233 6210 0000	P148-0408 VERTICAL FRAMES	17.38	
		28 233 6210 0000	P146-8548 HORIZONTAL FRAMES	17.38	
		28 233 6210 0000	SHIPPING & HANDLING	8.24	
		28 233 6210 0000	P142-5730 BURGUNDY-CORNER CUT	44.28	
		28 233 6210 0000	P122-7435 16" X 200' COVERS	35.59	
		28 233 6210 0000	P122-7425 12" X 300' COVERS	39.69	
		28 233 6210 0000	SHIPPING	10.16	212.47
55399	DEPT OF STATE POLICE	11 312 6310 0000	LEDS LEASING	1,419.00	1,419.00
55241	DICTAPHONE CORPORATION	11 314 6220 0000	CLEANING PADS	58.19	58.19
55363	DIERDRE FLIEDER	11 000 2004 0000	BAIL REFUND/CITATION #22604A	99.00	
		11 000 2010 0000	BAIL REFUND/CITATION #22604A	-25.00	
		11 000 2013 0000	BAIL REFUND/CITATION #22604A	-12.00	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55363	DIERDRE FLIEDER ..CONTINUED	11 000 4310 0000	BAIL REFUND/CITATION #22604A	-45.00	17.00
55079	DIGITAL DIRECTORY	28 233 7160 0303	PHONE DISC BUSINEWS/RESIDENTIA	72.00	72.00
55080	DIVERSEY CORP	72 621 6100 0000	JETTACIN/NEUTRASUDS	277.02	277.02
55242	DON THOMAS PETROLEUM	71 000 1502 0000 71 000 1503 0000	3000 GALLONS UNLEADED GASOLINE 801 GALLONS DIESEL FUEL	2,957.10 537.98	3,495.08
55475	DON TROTTER	75 111 6240 0000	COUNCIL STIPEND OCT 1995	150.00	150.00
55401	DONALD G. DODD	*11 312 6260 0000	REIMBURSE: TRAVEL EXPENSES	36.12	36.12
55081	DOVE LEWIS MEMORIAL	11 312 6010 0000	HOSPITALIZATION INJURED DOG	83.25	83.25
55402	DR VIDEO PRODUCTIONS	75 111 6020 0000	AUDIO/VIDO OPERATOR	145.00	145.00
55243	DWIGHT NEWTON CONST	72 621 6100 0000	REPAIRS @ JCB & PSB	645.00	645.00
55404	EBSCO SUBSCRIPTION SVC	28 233 6210 0000 28 233 7160 0304	EBSCO SPINE LABELS PUBLICATION INCREASE	62.70 7.97	70.67
55256	ELLA GOSSETT	*11 314 6260 0000	MILEAGE	50.40	50.40
55410	ELLA GOSSETT	*11 314 6260 0000	REIMBURSE: MILEAGE & MEALS	34.18	34.18
55244	ELMER'S FLAG AND BANNER	29 420 6220 0700	NYLON SEW EMB FLAG H&G	40.60	40.60
55187	EMILIA ANABELLA MENENDEZ	11 721 6240 0000	CITATION #18944A&B & #18945A	10.00	10.00
55405	ENTERPRISE RENT-A-CAR	11 611 6260 0000	RENTAL: SHIRLEY HAMILTON	78.96	78.96
55245	ENVIRONMENTAL SYSTEMS	75 611 6010 0000	GIS PILOT PROJECT	2,100.00	2,100.00
55181	ERIC L SORENSEN	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22729A BAIL REFUND/CITATION #22729A BAIL REFUND/CITATION #22729A BAIL REFUND/CITATION #22729A	165.00 -25.00 -20.00 -100.00	20.00
55246	EXECUTIVE FORUM	75 231 6270 1000	BEYOND COMPETITION & REWARDS	295.00	295.00
55406	EXECUTIVE FORUM	75 231 6270 1000	REGISTER: JOANNE HERRIGEL	115.00	115.00
55407	FAMILIAN NW	31 000 6100 0000 31 000 6100 0000 31 000 6100 0000 31 000 6100 0000	1 1/2" BADGER METER 2" BADGER METER 1 1/2" BADGER METER 2" BADGER METER	237.24 305.00 474.48 305.00	1,321.72

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55247	FIRE & EMERGENCY	29 411 6250 0000	SUBSCRIPTION NOV 1995	408.00	408.00
55082	FIRE EXTINGUISHER SERVICE	11 312 6120 0000	EXTINGUISHERS MAINTENANCE	50.50	50.50
55083	FIRE SERVICE LABOR MTLY	29 420 6250 0000	SUBSCRIPTION	97.00	97.00
55248	FIRST INTERSTATE BANK	22 000 6260 0000	DOWNTOWN UNION, SPOKANE, WA	14.50	
		22 000 6260 0000	SHARI'S, SPOKANE, WA	14.63	
		22 000 6260 0000	EXXON, SPOKANE, WA	39.55	
		22 000 6260 0000	RED LION, SPOKANE	376.60	
		22 000 6270 0000	AZTECA, PTLD, OR	16.70	
		32 000 6260 0000	ELMERS PANCAKES, CLACKAMAS, OR	44.15	
		33 000 6100 0000	FISHERMAN'S PTLD, OR	45.45	
		33 000 6220 0000	FISHERMAN'S PTLD, OR	106.97	
		71 000 1504 0000	GAS CONNECTION, PTLD, OR	58.75	
		71 000 1504 0000	CLACKAMAS STEEL, CLACKAMAS	22.31	
		71 000 1505 0000	NAPA AUTO PARTS, CLACKAMAS, OR	45.49	
		71 000 6210 0000	OFFICEMAX, PTLD, OR	2.07	
		75 211 6210 0000	OFFICEMAX, PTLD	3.99	
		75 211 6210 0000	OFFICE MAX, TIGARD, OR	79.80	
		75 211 6210 0000	J THAYER, BEAVERTON, OR	17.91	
		75 211 6210 0000	J THAYER, BEAVERTON, OR	22.90	
		75 211 6260 0000	N CLACK CHAMBER, MILW, OR	10.00	
		75 211 6260 0000	N CLACK CHAMBER, MILW, OR	10.00	
		75 211 6260 0000	MILW TRAVEL, MILW	5.00	
		75 211 6260 0000	TWA, PTLD <> SEATTLE	116.00	
		75 211 6270 0000	VERANDA COMM, LOUISVILLE, KY	39.00	
		75 212 6210 0000	OFFICE MAX, TIGARD, OR	78.16	
		75 212 6210 0000	J THAYER, BEAVERTON, OR	76.58	
		75 212 6210 0000	J THAYER, BEAVERTON, OR	22.90	
		11 214 6210 0000	OFFICE MAX, TIGARD, OR	9.98	
		11 214 6210 0000	J THAYER, BEAVERTON, OR	22.90	
		75 231 6210 0000	EGGHEAD SOFTWARE, PTLD, OR	264.08	
		75 231 6210 0000	OFFICE MAX, TIGARD, OR	15.98	
		75 231 6210 0000	J THAYER, BEAVERTON, OR	42.47	
		75 231 6210 0000	J THAYER, BEAVERTON, OR	22.90	
		75 231 6260 1000	OFFICE MAX, TIGARD, OR	9.99	
		11 235 6210 0000	J THAYER, BEAVERTON, OR	22.92	
		11 311 6210 0000	OFFICEMAX, PTLD, OR	34.99	
		11 312 6220 0000	UHAUL M'CLOUGHLIN, PTLD, OR	112.00	
		11 312 6220 0000	FRED MEYER, OAK GROVE, OR	59.98	
		11 312 6220 0000	BEST, MILWAUKIE, OR	188.91	
		11 312 6220 0000	CAMERA WORLD, PTLD, OR	363.80	
		11 312 6260 0000	UNITED: PORTLAND<>SAN FRANCISCO	101.00	
		11 312 6260 0000	UNITED: PORTLAND<>SAN FRANCISCO	101.00	
		11 312 6260 0000	MRS BEASLEYS, REDMOND, OR	5.95	
		11 312 6260 0000	BRAND REST, REDMOND, OR	13.70	
		11 312 6260 0000	DANNY'S BAR & GRILL, REDMOND	4.25	
		11 312 6260 0000	BI-MART, LA GRANDE, OR	10.99	
		11 312 6260 0000	THRIFTY RENT-A-CAR, PTLD, OR	94.77	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55248	FIRST INTERSTAT ..CONTINUED	11 312 6270 0000	EMANUEL HOSPITAL, PTLD, OR	130.00	
		11 312 6270 0000	EMANUEL HOSPITAL, PTLD, OR	130.00	
		11 313 6210 0000	EGGHEAD SOFTWARE, CLACKAMAS	288.72	
		11 313 6260 0000	MCGRATHS PUBLCK FSH HSE, MILW	20.10	
		11 314 6260 0000	VALLEY RIVER INN, EUGENE, OR	346.37	
		11 314 6260 0000	SHARI'S, MILW, OR	11.90	
		11 314 6260 0000	PAYLESS DRUG, MILW, OR	5.97	
		29 411 6210 0000	ALBERTSON'S MILW, OR	32.91	
		29 411 6210 0000	GRAHAM'S BOOKS, MILW	9.50	
		29 411 6260 0000	LIBBEY REST, MILW, OR	10.70	
		29 411 6260 0000	LIBBEY REST, MILW, OR	9.95	
		29 411 6260 0000	LIBBEY REST, MILW, OR	18.65	
		29 420 6100 0000	PAYLESS, MILW, OR	24.51	
		29 420 6270 0000	GRAHAM'S BOOKS, MILW, OR	12.95	
		11 511 6210 0000	OFFICEMAX, PTLD, OR	1.39	
		11 511 6210 0000	OFFICEMAX, PTLD, OR	42.00	
		11 511 6210 0000	OFFICEMAX, PTLD, OR	130.21	
		11 511 6260 0000	WATERFRONT CENTER, WASH DC	67.00	
		11 511 6260 1000	PARTY DEPOT, PTLD, OR	16.26	
		11 511 6260 1000	PARTY CITY, CLACKAMAS, OR	30.56	
		11 511 6260 1000	PARTY CITY, CLACKAMAS, OR	30.55	
		11 511 6270 0000	WATERFRONT CTR, WASH DC	250.00	
		11 511 6270 0000	WATERFRONT CTR, WASH DC	57.00	
		75 611 6210 0000	OFFICEMAX, PTLD, OR	3.99	
		75 611 6260 1000	BASKIN ROBBINS, PTLD, OR	24.50	
		75 612 6210 0000	OFFICEMAX, PTLD, OR	41.97	
		72 621 6260 0000	TONY ROMA, PTLD, OR	23.05	
		75 711 6210 0000	EGGHEAD SOFTWARE, CLACKAMAS	318.53	
		75 711 6210 0000	J THAYER, BEAVERTON, OR	22.70	
		75 711 6260 1000	WILLAMETTE ANCHORAGE, PTLD	100.00	
		75 712 6210 0000	OFFICE MAX, TIGARD, OR	17.98	5,001.89
55249	FIRST TRUST N.A.	52 000 6445 0000	INTEREST ON GO BONDS	139,620.00	139,620.00
55250	FOREST HOUSE	28 233 7160 0302	TITLES AS LISTED	151.79	151.79
55251	FORSYTH DECOR DISPLAY	11 312 6100 0000	INSTALL, STORAGE & MAINT	372.00	
		29 420 6100 0000	LIGHT STRINGS	618.97	990.97
55084	FORTIS BENEFITS INSURANCE	11 000 2119 0000	LIFE INSURANCE 10/31 P/R	23.80	
		11 000 2119 0000	LIFE INSURANCE 10/31 P/R	-0.70	
		29 000 2119 0000	LIFE INSURANCE 10/31 P/R	18.20	41.30
55252	FRONTIER COMMUNICATIONS	75 752 6318 0000	LONG DISTANCE PHONE SERVICE	322.76	322.76
55085	GALL'S INC.	11 312 6220 0000	LIFTING TAPE/ETC.	67.84	67.84
55253	GALL'S INC.	11 312 6220 0000	PRINT POWDERS/BRUSHES	314.29	314.29

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55086	GASLIGHT FRAMERY	29 420 6100 0000	MISC FRAMING/MATTING	747.00	747.00
55409	GAYLORD BROS INC	28 233 6210 0000	ON ORDER CARDS	11.15	11.15
55254	GENUINE PARTS COMPANY	29 420 6110 0000	MECHANICAL PARTS & HARDWARE	27.26	27.26
55255	GOODWILL INDUSTRIES	75 611 6210 0000	MEMBER NAMEPLATES & HOLDERS	130.35	130.35
55411	GOVERNMENT FINANCE	75 711 6260 0000	MEMBERSHIP: ANGUS ANDERSON	135.00	135.00
55087	GREENHAVEN PRESS, INC.	28 233 7160 0302	TITLES AS LISTED-PER DAN LEONE	71.78	71.78
55257	GREENHAVEN PRESS, INC.	28 233 7160 0301	NEW OPPOSING VIEWPOINTS -	98.86	98.86
55258	GREENSTEEL	29 420 6210 0000	TYPE 2 TAC BOARD-SILVER LINING	122.00	122.00
55354	GREGORY HENDRICKS	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22756A&B BAIL REFUND/CITATION #22756A&B BAIL REFUND/CITATION #22756A&B BAIL REFUND/CITATION #22756A&B	198.00 -25.00 -12.00 -40.00	121.00
55260	GROVE, MUELLER, HALL &	75 711 6010 0000	AUDIT SERVICES FY 1994/95	7,000.00	7,000.00
55088	H D FOWLER CO	31 000 6100 0000 33 000 6100 0000	FITTINGS/VALVES/BRASS PARTS FITTING, VALVES, BRASS PARTS	84.32 85.93	170.25
55262	HALTON CO	71 000 1505 0000	LAMPS	31.68	31.68
55413	HALTON CO	71 000 1505 0000	EXTENDED WARRANTY PARTS FOR	23.36	23.36
55263	HAMILTON'S APPLIANCE & TV	75 611 6260 0000	REIMBURSE: LODGING	87.37	87.37
55415	HANNA CAR WASH	11 312 6110 0000	CAR WASHES OCT 1995	32.00	32.00
55264	HARRIS UNIFORMS	11 312 6220 0000	UNIFORM ITEMS	154.00	154.00
55265	HAWK	11 313 6210 0000 29 420 6210 0000	LABELSHOP, ETC. LABELING TAPE	336.25 103.25	439.50
55266	HEARING RESOURCES	28 233 6210 0000	W6B-K-M BLACK WALKER&COMP HS	64.95	64.95
55090	HENRY HOLT & COMPANY, INC	28 233 7160 0302	TITLES AS LISTED	194.85	194.85
55267	HORTON ELECTRIC	64 000 7510 2015	INSTALL LIGHTS-PSB COMM ROOM	995.00	995.00
55268	HYDRONIX INC.	32 000 6120 0000	EMERGENCY SERVICES FOR LIFT	22.66	22.66
55092	I B M CORPORATION	75 213 6310 0000	PAYMENT DUE 11/01/95	1,589.25	1,589.25

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55269	I B M CORPORATION	75 213 6310 0000	PAYMENT DUE 11/01/95	117.03	117.03
55093	IAFF LOCAL 1159	29 000 2135 0000	UNION DUES FROM 10/31 P/R	1,206.41	1,206.41
55094	ICMA	75 211 6250 0000	MIS SERVICES	529.00	529.00
55270	ICMA RETIREMENT TRUST-45711	000 2124 0000	DEFERRED COMP FROM 11/15 P/R	240.00	
		31 000 2124 0000	DEFERRED COMP FROM 11/15 P/R	225.00	
		32 000 2124 0000	DEFERRED COMP FROM 11/15 P/R	84.00	
		75 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	2,500.00	
		75 000 2124 0000	DEFERRED COMP FROM 11/15 P/R	-2,265.00	784.00
55179	IMMOVABLE FOUNDATION	11 000 3999 0000	REFUND APPLICATION FEE	257.50	257.50
55416	INDEPENDENT ORDER OF	72 622 6310 0000	PARKING AT SPRINGCREEK APTS	1.00	1.00
55417	INITIAL IMPRESSIONS	11 312 6120 0000	ENGRAVE PORTABLE RADIOS-2 LINE	354.50	
		29 420 6120 0800	ENGRAVING SSN# ON RADIOS	176.00	
		29 420 6120 0800	SET-UP	2.50	533.00
55067	JAMES M. COLT	*11 312 6260 0000	PER DIEM: FIREARMS CLASS	6.00	6.00
55153	JAMES STOCKTON	*75 731 6260 0000	MILEAGE: EUGENE	71.40	71.40
55464	JEAN SCHREIBER	75 111 6240 0000	COUNCIL STIPEND DEC 1995	150.00	150.00
55362	JENNIE HANSEN	11 000 2004 0000	BAIL REFUND/CITATION #22615A	99.00	
		11 000 2010 0000	BAIL REFUND/CITATION #22615A	-25.00	
		11 000 2013 0000	BAIL REFUND/CITATION #22615A	-12.00	
		11 000 4310 0000	BAIL REFUND/CITATION #22615A	-45.00	17.00
55309	JILL YOUNG	OR11 312 6210 0000	PETTY CASH	8.86	
		11 312 6210 0000	PETTY CASH	1.78	
		11 312 6210 0000	PETTY CASH	5.00	
		11 312 6210 0000	PETTY CASH	5.40	
		11 312 6210 0000	PETTY CASH	9.52	
		11 312 6210 0000	PETTY CASH	18.75	
		11 312 6210 0000	PETTY CASH	6.47	
		11 312 6210 0000	PETTY CASH	27.84	
		11 312 6220 0000	PETTY CASH	22.68	
		11 312 6220 0000	PETTY CASH	30.00	
		11 312 6260 0000	PETTY CASH	1.00	
		11 312 6260 0000	PETTY CASH	11.24	
		11 312 6260 0000	PETTY CASH	9.57	
		11 312 6260 0000	PETTY CASH	9.25	
		11 312 6260 0000	PETTY CASH	6.34	
		29 411 6270 0000	PETTY CASH	17.37	
		29 411 6270 0000	PETTY CASH	25.70	
		29 411 6270 0000	PETTY CASH	19.99	
		29 420 6210 0000	PETTY CASH	9.75	246.51

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55349	JILL YOUNG	OR11 000 1002 0500	CHANGE FOR PSB CASH DRAWER	300.00	300.00
55419	JIM KNAPP CONCRETE	72 621 7510 0000	REPLACE SIDEWALK 99E RIVER FR	3,000.00	3,000.00
55289	JIM MILLER	*32 000 6220 0000	BOOT ALLOWANCE FYE 1996	75.00	75.00
55355	JOHN EBERHARDT	11 000 3999 0000	REFUND CITATION #19925A	30.00	30.00
55420	JONES INTERCABLE, INC	75 612 6230 0000	BANNER FOR SPEED WATCH	160.00	160.00
55097	K C COMMUNICATIONS	11 214 6020 0000 11 214 6020 0000	GRAPHICS ON DISK LETERHEAD PMT'S	25.00 90.00	115.00
55421	KAESER & BLAIR INC.	29 420 6220 0000	ROUND SAFETY PLUG/PLATE CHARGE	22.00	22.00
55098	KELLY SERVICES, INC.	11 721 6260 0000	W/E 10/22 DE TODD	154.88	154.88
55272	KELLY SERVICES, INC.	11 721 6020 0000 11 721 6020 0000	W/E 10/29 DE TODD W/E 10/29 SR HESSIAN	154.88 116.16	271.04
55149	KELLY SOMERS	*75 611 5686 0000	VISION ALLOWANCE 1994-1996	100.00	100.00
55099	KENT-MOORE DIVISION	71 000 6120 0000 71 000 6120 0000	J29883 J29882	8.35 8.90	17.25
55273	KENT-MOORE DIVISION	71 000 6120 0000 71 000 6120 0000 71 000 6120 0000 71 000 6120 0000 71 000 6120 0000	J21368 J24773A J36418-2A J36418-1 J3985-2	27.65 37.20 5.19 37.85 16.10	123.99
55423	KEYE PRODUCTIVITY CTR	11 313 6270 0000 11 313 6270 0000	REGISTER: FRONT DESK SECURITY REGISTER: FRONT DESK SECURITY	139.00 139.00	278.00
55274	KING ROAD PHARMACY	29 420 6100 0000	MISC SUPPLIES	41.64	41.64
55100	KUHNKE DISTRIBUTORS	71 000 6110 0000 71 000 6110 0000 71 000 6110 0000 71 000 6110 0000 71 000 6110 0000	AUTO REPAIR AUTO ENGINE TUNE-UP PARTS AND TIME GUIDE LIGHT TRUCK AND VAN COMPONET LOCATOR	175.00 170.00 110.00 105.00 90.00	650.00
55275	L N CURTIS & SONS	29 420 6220 0000	EMERGENCY RES EQUIP & SUPPLS	683.94	683.94
55101	LANDA	71 000 1504 0000	REPAIR PULSATING PUMP	90.25	90.25
55278	LANGLITZ LEATHER	11 312 6220 0000	GLOVES LITCHFIELD & GILBERT	90.00	90.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55424	LANTER BROTHERS, INC	33 000 2022 9501	RETAINAGE TO PO 20074	5,607.75	
		33 000 7533 9501	1995 MASON STORMLINE PROJECT	14,754.00	20,361.75
55277	LARRY W MYERS	22 000 6100 0000	REPAIR DOOR @ JCB	135.00	135.00
55102	LAW ENFORCEMENT TV NETWORK	11 312 6270 0000	LETN CABLE SERVICE	776.00	776.00
55103	LEAGUE OF OREGON CITIES	11 000 1402 0000	MED/DENT INS FROM 10/31 P/R	34.28	
		11 000 1402 0000	MED/DENT INS FROM 10/31 P/R	12.38	
		11 000 2111 0000	MED/DENT INS FROM 10/31 P/R	13,251.43	
		11 000 2111 0000	MED/DENT INS FROM 10/31 P/R	3.00	
		11 000 2111 0000	MED/DENT INS FROM 10/31 P/R	122.15	
		11 000 2111 0000	MED/DENT INS FROM 10/31 P/R	169.85	
		11 000 2114 0000	MED/DENT INS FROM 10/31 P/R	2,494.98	
		11 000 2114 0000	MED/DENT INS FROM 10/31 P/R	21.42	
		11 000 2114 0000	MED/DENT INS FROM 10/31 P/R	54.33	
		11 000 2114 0000	MED/DENT INS FROM 10/31 P/R	-3.00	
		11 000 4625 0000	MED/DENT INS FROM 10/31 P/R	0.94	
		22 000 2111 0000	MED/DENT INS FROM 10/31 P/R	1,237.00	
		22 000 2114 0000	MED/DENT INS FROM 10/31 P/R	240.22	
		28 000 2111 0000	MED/DENT INS FROM 10/31 P/R	2,960.98	
		28 000 2114 0000	MED/DENT INS FROM 10/31 P/R	559.58	
		29 000 2111 0000	MED/DENT INS FROM 10/31 P/R	8,108.88	
		29 000 2111 0000	MED/DENT INS FROM 10/31 P/R	-70.80	
		29 000 2114 0000	MED/DENT INS FROM 10/31 P/R	1,548.69	
		29 000 2114 0000	MED/DENT INS FROM 10/31 P/R	-1.00	
		31 000 2111 0000	MED/DENT INS FROM 10/31 P/R	1,333.34	
		31 000 2114 0000	MED/DENT INS FROM 10/31 P/R	315.84	
		31 000 5670 0000	MED/DENT INS FROM 10/31 P/R	325.72	
		31 000 5680 0000	MED/DENT INS FROM 10/31 P/R	57.12	
		32 000 2111 0000	MED/DENT INS FROM 10/31 P/R	847.26	
		32 000 2114 0000	MED/DENT INS FROM 10/31 P/R	178.16	
		33 000 2111 0000	MED/DENT INS FROM 10/31 P/R	389.34	
		33 000 2114 0000	MED/DENT INS FROM 10/31 P/R	94.82	
		71 000 2111 0000	MED/DENT INS FROM 10/31 P/R	464.98	
		71 000 2114 0000	MED/DENT INS FROM 10/31 P/R	73.84	
		72 000 2111 0000	MED/DENT INS FROM 10/31 P/R	120.02	
		72 000 2114 0000	MED/DENT INS FROM 10/31 P/R	69.50	
		75 000 2111 0000	MED/DENT INS FROM 10/31 P/R	5,719.26	
		75 000 2114 0000	MED/DENT INS FROM 10/31 P/R	1,143.32	41,877.83
55104	LEAGUE OF OREGON CITIES	11 000 1402 0000	COBRA INSURANCE FROM 10/31 P/R	1,695.44	
		75 231 5690 0000	COBRA INSURANCE FROM 10/31 P/R	2,025.51	3,720.95
55280	LIQUI VISION TEC, INC.	31 000 6100 0000	INSPECT 40TH & HARVEY TANK	1,400.00	1,400.00
55282	LON R. LOUDENBACK	*11 312 6260 0000	PER DIEM 11/28 - 11/30	75.00	75.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55281	LONG PAINTING COMPANY	72 621 6100 0000	REPAIR BLOCK WALL @ PSB	1,181.00	1,181.00
55105	LUCENT BOOKS, INC.	28 233 7160 0302	TITLES AS LISTED-LESS 10%	51.87	51.87
55106	LUMBERMEN'S	31 000 6100 0000 31 000 6100 0000	MISC BUILDING MATERIALS MISC BUILDING MATERIALS	18.98 31.93	50.91
55358	MADELINE HENIGES	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22725A BAIL REFUND/CITATION #22725A BAIL REFUND/CITATION #22725A BAIL REFUND/CITATION #22725A	99.00 -25.00 -12.00 -45.00	17.00
55283	MARCONI'S INT'L REGISTER	28 233 7160 0301	MARCONI'S INTL REG - 96TH ED	120.00	120.00
55107	MARSH MEDICAL SERVICE INC29	420 6220 0400	EMERGENCY MEDICAL SUPPLIES	150.32	150.32
55427	MARSH MEDICAL SERVICE INC29	420 6220 0400	EMERGENCY MEDICAL SUPPLIES	289.82	289.82
55108	MARSHALL CAVENDISH CORP	28 233 7160 0302	TITLES AS LISTED	103.51	103.51
55284	MARSHALL CAVENDISH CORP	28 233 7160 0302 28 233 7160 0302 28 233 7160 0302 28 233 7160 0302	TITLES AS LISTED TITLES AS LISTED TITLES AS LISTED TITLES AS LISTED	144.59 17.80 17.80 17.80	197.99
55045	MARY BARTHOLET	*11 314 6260 0000	PER DIEM: 11/9/95	6.00	6.00
55110	MASONS SUPPLY COMPANY	32 000 6100 0000	PATCH 50LB ALL CRETE 20 MINU	13.50	13.50
55111	MATHER & SONS	31 000 6100 0000 31 000 6100 0000	MOTOR WORK-BEARINGS DIP & BAKE REPLACE PUMP @ WELL #8	3,600.00 9,943.00	13,543.00
55112	MCKEEVER/MORRIS, INC.	11 511 6010 0112 11 511 6010 0112 11 511 6010 0112 11 511 6010 0112	MILWAUKIE HISTORIC REVIEW MILWAUKIE HISTORIC REVIEW MILWAUKIE HISTORIC REVIEW MILWAUKIE HISTORIC REVIEW	499.82 681.21 1,085.25 552.08	2,818.36
55285	MCLOUGHLIN & EARDLEY	71 000 1504 0000 11 312 6220 0000 29 420 6110 0000 29 420 6110 0000 29 420 6110 0000 29 420 6110 0000 29 420 6110 0000 29 420 6110 0000	REPAIRS 3M OPITICOM EMITTER HALOGEN FLASH HAL FLASHERS 64 SERIES HAL, FLNG, RED SPS460C-P/SUPPLY, COMET FEDERAL L/BAR	27.00 1,020.50 92.29 968.71 244.17 27.00 1,124.20	3,503.87
55286	MEDTECH INTERNATIONAL INC11	312 6220 0000	SEARCHERS	142.20	142.20
55287	MEL DEINES	72 621 6323 0000	GARBAGE SERVICE OCT 1995	282.60	282.60

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55374	MERLIN BECKER	*75 213 6260 0000	MILEAGE: 10/24 - 11/23	35.40	35.40
55288	METEREADERS	31 000 6020 0000	3105 METERS READ NOV 1995	1,179.90	1,179.90
55183	MICHAEL D TATMAN	11 721 6240 0000	CITATION #18944A&B & 18945A	10.00	10.00
55429	MICK'S LANDSCAPE SERVICE	31 000 6020 0000	WELL SITE #4	150.00	
		72 621 6020 0000	PUBLIC SAFETY BUILDING	85.00	
		72 621 6020 0000	PUBLIC SAFETY BUILDING	180.00	
		72 621 6020 0000	PUBLIC SERVICE BUILDING	452.60	867.60
55113	MILLBROOK APPROVAL	28 233 7160 0302	TITLES AS LISTED	193.26	193.26
55114	MILLER, NASH, WEINER	75 231 6010 0000	LEGAL SERVICES FOR SEP 1995	1,332.50	1,332.50
55430	MILLER, NASH, WEINER	75 231 6010 0000	LEGAL SERVICES OCT 1995	150.00	150.00
55118	MILW POLICE EMPLOYEE ASSN	11 000 2132 0000	UNION DUES FROM 10/31 P/R	1,226.00	1,226.00
55290	MILWAUKIE DOWNTOWN	75 111 6260 0000	ANNUAL AWARDS LUNCHEON	11.00	
		75 111 6260 0000	ANNUAL AWARDS LUNCHEON	11.00	
		75 211 6260 0000	ANNUAL AWARDS LUNCHEON	11.00	33.00
55116	MILWAUKIE LUMBER CO	32 000 6100 0000	MISC BUILDING MATERIALS	7.38	
		72 621 6100 0000	BUILDING MAINT SUPPLYS	37.20	
		72 621 6100 0000	BUILDING MAINT SUPPLYS	4.10	48.68
55117	MILWAUKIE MAILERS	75 731 6210 0000	3466 WATER BILLS FOR MAILING	356.60	356.60
55291	MILWAUKIE PLUMBING	72 621 6100 0000	REPAIR PLUMBING @ PSB	665.08	
		72 621 6100 0000	REPAIR PLUMBING @ LIBRARY	284.33	
		72 621 6100 0000	REPAIR PLUMBING @ CITY HALL	285.97	1,235.38
55119	MILWAUKIE POLICE RESERVES	11 312 6020 1234	COURT BAILIFF OCT 1995	60.00	60.00
55120	MT HOOD OIL CO	71 000 1505 0000	ANTI-FREEZE	536.66	536.66
55292	MUNIMETRIX SYSTEMS CORP	75 213 6210 0000	CR-CS CCAR FILE CONV SERVICE	100.00	100.00
55432	MURRAY, SMITH & ASSOC, INC	31 000 6010 0000	ENGINEERING SERVICES	1,269.23	
		32 000 6010 0000	ENGINEERING SERVICES	80.00	
		32 000 7532 9501	ENGINEERING SERVICES OCT 95	605.00	1,954.23
55365	N W GENERAL CONTRACTORS	11 000 4222 0000	OVERCHARGE ON BUILDING PERMIT	160.12	160.12
55075	NANCY DAVIS	*75 212 5686 0000	VISION ALLOWANCE 1994-1996	75.00	75.00
55433	NORTH CLACKAMAS COUNTY	11 214 6230 0000	REGISTER: BUSINESS EXPO '96	175.00	175.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55434	NORTH CLACKAMAS SCHOOL	11 214 6020 0000	RENT: H CAMPBELL SCHOOL	21.25	21.25
55122	NORTHSIDE FORD	71 000 1505 0000	D9HS*7A020*AA DIPSTICK	148.62	148.62
55123	NORTHWEST DEMOLITION	27 123 7511 0000	BLDG REMOVAL AS PER CONTRACT	3,918.86	3,918.86
55293	NORTHWEST INFORMATION	64 000 7510 2015	PROFESSIONAL SERVICES	219.00	219.00
55124	NORTHWEST NATURAL GAS CO	11 611 6322 0000 72 621 6322 0000 72 621 6322 0000	JCB/162434340001 (3%) JCB/162434340001 JCB/162434340001	4.35 18.93 206.98	230.26
55294	NORTHWEST NATURAL GAS CO	22 000 6322 0000 22 621 6322 3036 72 621 6322 0000 72 621 6322 0000	3810 SE HARVEY/070522360001 NATURAL GAS 5/10 - 6/9 LIBRARY/022211490001 3810 SE HARVEY/070522360001	26.02 13.82 338.46 28.31	406.61
55435	NORTHWEST NATURAL GAS CO	72 621 6322 0000 72 621 6322 0000	PSB/070223730001 40 & HARVEY/070224380001	146.29 166.16	312.45
55436	O I T	31 000 6270 0000 31 000 6270 0000	INTRO TO WORD INTRO TO WINDOWS	65.00 95.00	160.00
55437	O N E A	11 312 6250 0000 11 312 6250 0000 11 312 6270 0000 11 312 6270 0000 11 312 6270 0000	MEMBERSHIP DUES MEMBERSHIP DUES REGISTER: TRAINING SEMINAR REGISTER: TRAINING SEMINAR REGISTER: TRAINING SEMINAR	30.00 30.00 55.00 55.00 55.00	225.00
55438	O'DONNELL, RAMIS, CREW &	75 221 6010 0000	LEGAL SERVICES OCT 1995	6,243.50	6,243.50
55130	O'SON ORIGINALS	11 214 6230 0000	MILWAUKIE PILOT ISSUES	196.00	196.00
55125	OAK LODGE SANITARY DIST	33 000 6325 0000 33 000 6325 0000 33 000 6325 0000 33 000 6325 0000 33 000 6325 0000 33 000 6325 0000	SEWER #12-060008 SURFACE WATER #12-060008 SEWER #12-060009 SURFACE WATER #12-060009 SEWER #12-060042 SURFACE WATER #12-060042	520.00 64.00 780.00 152.00 104.00 8.00	1,628.00
55295	OHD	75 111 6270 0000 75 111 6270 0000	REGISTRATION REGISTRATION	10.00 20.00	30.00
55126	OIL FILTER SERVICE CO.	71 000 1505 0000	FURNISH AEROQUIP HYDRAULIC	116.79	116.79
55439	OIL FILTER SERVICE CO.	71 000 1505 0000	FURNISH AEROQUIP HYDRAULIC	7.41	7.41
55296	OLSON BROS SERVICE INC	71 000 1504 0000	TOWING	280.00	280.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55440	OLSON BROS SERVICE INC	71 000 1504 0000	MISC. TOWING IN CITY LIMITS	27.00	27.00
55441	ONE CALL CONCEPTS	31 000 6020 0000 32 000 6020 0000	UTILITY LOCATE CALLS UTILITY LOCATE CALLS	46.35 46.35	92.70
55442	OPERATOR CERTIFICATION	33 000 6270 0000	COLLECTION SYSTEMS PREP SCH	285.00	285.00
55127	OREGON AFSCME COUNCIL 75	11 000 2138 0000 22 000 2138 0000 28 000 2138 0000 29 000 2138 0000 31 000 2138 0000 32 000 2138 0000 33 000 2138 0000 71 000 2138 0000 72 000 2138 0000 75 000 2138 0000	UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R UNION DUES FROM 10/31 P/R	390.00 100.00 400.00 25.00 110.00 75.00 50.00 50.00 25.00 395.00	1,620.00
55128	OREGON APCO	11 314 6270 0000	REGISTRATION: APCO MEETING	35.00	35.00
55443	OREGON ASSOCIATION OF	11 311 6250 0000	MEMBERSHIP DUES: B COLLIER	80.00	80.00
55444	OREGON DEPARTMENT OF	22 000 6318 0000	ELECTRICAL SERVICE	254.98	254.98
55297	OREGON DEPT OF REVENUE	11 000 2010 0000 11 000 2011 0000	STATE ASSESSMENT FEES STATE ASSESSMENT FEES	5,518.00 71.00	5,589.00
55445	OREGON DEPT OF REVENUE	11 000 2010 0000 11 000 2011 0000	STATE ASSESSMENT FEES STATE ASSESSMENT FEES	4,100.00 26.00	4,126.00
55298	OREGON FIRE EQUIPMENT CO.	29 420 6110 0000	CAB LIFT LOCK CABLE & PLATE	112.55	112.55
55446	OREGON HEALTH DIVISION	22 000 6250 0000 31 000 6270 0000 31 000 6270 0000 31 000 6270 0000 31 000 6270 0000	CERTIFICATION RENEWAL CERTIFICATION RENEWAL CERTIFICATION RENEWAL CERTIFICATION RENEWAL CERTIFICATION RENEWAL	40.00 40.00 40.00 40.00 40.00	200.00
55447	OREGON HEALTH SCIENCES	11 312 6010 0000 29 420 6010 0200	VACCINES 10/95 IMMUNIZATION/EDUCATION	250.20 201.00	451.20
55448	OREGON MILITARY DEPT	11 312 6310 0000	RANGE USE/CAMP WITHYCOMBE	120.00	120.00
55449	OREGON WATER RESOURCES	11 611 6240 0000	POND REGISTRATION	100.00	100.00
55129	ORKIN EXTERMINATING INC.	72 621 6210 0000 72 621 6210 0000 72 621 6210 0000 72 621 6210 0000 72 621 6210 0000	PEST CONTROL SERVICES PEST CONTROL SERVICES PEST CONTROL SERVICES PEST CONTROL SERVICES PEST CONTROL SERVICES	35.00 35.00 35.00 35.00 35.00	175.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55131	P E R S	11 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	13,745.66	
		11 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	-9.10	
		11 000 2129 0000	PERS CONTRIBUTION 10/31 P/R	83.72	
		22 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	780.73	
		28 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	2,443.41	
		29 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	8,624.98	
		29 000 2129 0000	PERS CONTRIBUTION 10/31 P/R	57.48	
		31 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	790.62	
		32 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	576.04	
		32 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	23.48	
		33 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	268.45	
		71 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	423.32	
		72 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	64.40	
		75 000 2126 0000	PERS CONTRIBUTION 10/31 P/R	5,621.77	33,494.96
		55299	P E R S	11 000 2126 0000	PERS CONTRIBUTION 11/15 P/R
11 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			-0.45	
11 000 2129 0000	PERS CONTRIBUTION 11/15 P/R			44.84	
11 000 4625 0000	PERS CONTRIBUTION 11/15 P/R			0.02	
22 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			780.73	
28 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			1,309.74	
29 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			4,083.62	
29 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			212.90	
29 000 2129 0000	PERS CONTRIBUTION 11/15 P/R			21.64	
31 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			960.83	
31 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			30.00	
32 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			418.01	
33 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			418.00	
71 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			424.44	
72 000 2126 0000	PERS CONTRIBUTION 11/15 P/R			65.51	
75 000 2126 0000	PERS CONTRIBUTION 11/15 P/R	2,992.34	19,929.61		
55300	PACIFIC AIRGAS, INC.	29 420 6100 0000	CYLINDER OXYGEN OX156	154.00	
		29 420 6120 0400	CYLINDER SERVICE	4.21	158.21
55450	PACIFIC AUTO TRIM	71 000 1504 0000	RECOVER SEATS FOR VEHICLES	225.00	
		71 000 1504 0000	RECOVER SEATS FOR VEHICLES	130.00	355.00
55301	PACIFIC COAST INDUSTRIAL	71 000 6020 0000	LAUNDRY SERVICE	365.32	
		29 420 6210 0000	LAUNDRY SERVICE	367.05	
		72 621 6020 0000	LAUNDRY SERVICE	128.37	860.74
55132	PACIFIC COAST PRINTING	11 511 6210 0000	500 CARDS - GARST	43.50	
		11 511 6210 0000	500 CARDS - HAMLEY	43.50	
		11 511 6210 0000	500 CARDS - MYRVANG	43.50	
		11 511 6210 0000	500 CARDS - BISHOFF	43.50	
		11 511 6210 0000	500 CARDS - CRUMLEY	43.50	
		11 511 6210 0000	500 CARDS - COMMUNITY DEVEL	43.50	261.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55302	PACIFIC COAST PRINTING	11 214 6210 0000	NOTE CARDS W/LOGO	122.15	
		11 214 6210 0000	ENVELOPES	25.00	
		11 214 6230 0000	MONTHLY NEWSLETTERS OCT-NOV 95	1,250.00	1,397.15
55451	PACIFIC COAST PRINTING	11 312 6220 0000	POLICE BUSINESS CARDS	127.00	127.00
55303	PACIFIC INFO SYSTEMS	75 711 7150 0000	PC WITH 100 MHZ PENTIUM	3,517.00	3,517.00
55133	PACIFIC OFFICE AUTOMATION	31 000 6210 0000	MURATA FAX PAPER	31.67	
		32 000 6210 0000	MURATA FAX PAPER	31.67	
		33 000 6210 0000	MURATA FAX PAPER	31.66	95.00
55452	PACIFIC ROCK PROCUCTS INC	22 000 6100 0000	CRUSHED ROCK 1"- 0	320.40	320.40
55304	PACIFIC WATER WORKS	31 000 6100 0000	12" BUTTERFLY VALVE	575.00	
		31 000 6100 0000	12" LONG PATTERN SLEEVE	87.00	662.00
55453	PALMER, GROTH, PIETKA INC	11 511 6010 0000	SUMMARY APPRAISAL REPORT	4,000.00	4,000.00
55403	PAT DUVAL	*75 212 6260 0000	MILEAGE: 11/15 - 11/20	40.50	40.50
55305	PAULSEN & ROLES LABS	72 621 6100 0000	SOAP DISPENSER	62.40	62.40
55306	PAVEMENT MANAGEMENT	22 000 6010 0000	PAVEMENT MGMT PROJECT	4,000.00	
		22 000 6010 0000	PAVEMENT MGMT PROJECT	1,000.00	5,000.00
55178	PENNY EDGAR-BURGARD	32 000 3998 0000	REFUND OF SEWER PAYMENTS	330.45	330.45
55310	PHOTO DESIGN	75 611 6230 0000	COLOR 5X7 R-PRINT	57.00	57.00
55134	PHOTOMASTER	11 312 6220 0000	PHOTO DEVELOPING	240.56	240.56
55456	POLICE EXECUTIVE RESEARCH	11 312 6270 0000	CRIME ANALYSIS/COMPUTER MAPPNG	37.45	37.45
55457	PONDEROSA PROCUCTS	29 420 6100 0000	5 GALS ODOR FREE & GREASE REMV	280.00	280.00
55312	PORTER W YETT CO	22 000 6100 0000	MISCELLANEOUS PAVING MATERIAL	26.00	
		31 000 6100 0000	SPOILS DISPOSAL	36.00	
		31 000 6100 0000	SPOILS DISPOSAL	126.00	188.00
55458	PORTLAND COMMUNITY COLL	71 000 6270 0000	DEQ CLASS OCT 19 & 20-PENNI	100.00	100.00
55136	PORTLAND GENERAL ELECTRIC	22 000 6319 0000	841516B/SE HARMONY & CDRCRST	12.17	
		22 000 6319 0000	089426B/RAILROAD AVE	106.85	
		22 000 6319 0000	841516B/SE HARMONY & CDRCRST	12.11	
		22 000 6319 0000	089426B/RAILROAD AVE	109.47	
		22 000 6319 0000	841516B/SE HARMONY & CDRCRST	12.51	
		22 000 6319 0000	089426B/RAILROAD AVE	108.99	
		22 000 6319 0000	841516B/SE HARMONY & CDRCRST	12.30	
		22 000 6319 0000	089426B/RAILROAD AVE	110.08	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55136	PORTLAND GENERA ..CONTINUED	22 000 6319 0000	841516B/SE HARMONY & CDRCRST	12.17	
		22 000 6319 0000	089426B/RAILROAD AVE	109.76	
		22 000 6319 0000	612788B/SE 17 & HWY 224	109.83	
		22 000 6319 0000	0000000/AT 17 & LAVA DR	38.27	
		22 000 6319 0000	119202B/AT SE 17 & MILPORT RD	30.48	
		22 000 6319 0000	756720E/NW COR OCHOCO & MCLGH	151.82	
		22 000 6319 0000	327202N/SE MAIN & MILPORT	482.71	
		22 000 6319 0000	548220E/SE MAIN & MILPORT	214.89	
		22 000 6319 0000	841516B/SE HARMONY & CDRCRST	10.27	
		22 000 6319 0000	089426B/RAILROAD AVE	93.30	
		22 000 6319 0000	158553B/3011 SE MONROE	81.20	
		22 000 6319 0000	467993B/NW OAK & MILW EXP	150.99	
		22 000 6319 0000	SEBTLGT/SE 24 AVE & MONROE	10.23	
		22 000 6319 0000	104787E/SE 21 & JACKSON	16.54	
		22 000 6319 0000	771028B/11301 SE MAIN ST	12.17	
		22 000 6319 0000	837308E/10722 SE MAIN ST	8.50	
		22 000 6319 0000	546601E/MCLOUGHLIN & HARRISON	84.69	
		22 000 6319 0000	841372E/MCLOUGHLIN & RVR RD	80.19	
		22 000 6319 0000	119284B/3047 SE HARRISON ST	87.16	
		31 000 6319 0000	K82272X/3RD PRESSURE PUMP STA	485.31	
		31 000 6319 0000	K72223X/11806 SE STANLEY WL#6	1,127.86	
		31 000 6319 0000	K82272X/3RD PRESSURE PUMP STA	447.76	
		31 000 6319 0000	K72223X/11806 SE STANLEY WL#6	1,115.11	
		31 000 6319 0000	K82272X/3RD PRESSURE PUMP STA	412.05	
		31 000 6319 0000	K72223X/11806 SE STANLEY WL#6	1,102.02	
		31 000 6319 0000	K72223X/11806 SE STANLEY WL#6	1,818.57	
		31 000 6319 0000	K82272X/3RD PRESSURE PUMP STA	452.35	
		31 000 6319 0000	381278E/SE 42 & MASON LN	8.50	
		31 000 6319 0000	K82272X/3RD PRESSURE PUMP STA	379.39	
		31 000 6319 0000	K72223X/11806 SE STANLEY WL#6	869.97	
		31 000 6319 0000	062058X/3800 SE HARVEY ST	371.70	
		31 000 6319 0000	548094X/3800 SE HARVEY PUMP 3	570.95	
		31 000 6319 0000	K82276X/9951 SE 40TH WELL #2	1,132.01	
		31 000 6319 0000	85748X/9890 SE 40TH WELL #6	23.46	
		31 000 6319 0000	K65526X/9870 SE 49TH WELL #5	92.60	
		31 000 6319 0000	K70226X/11020 37TH WL #7	1,257.39	
		32 000 6319 0000	887969R/HOME & MONROE LFT ST	65.69	
		32 000 6319 0000	887969R/HOME & MONROE LFT ST	53.54	
		32 000 6319 0000	887969R/HOME & MONROE LFT ST	65.75	
		32 000 6319 0000	070487R/5901 SE HARRISON	394.01	
		32 000 6319 0000	887969R/HOME & MONROE LFT ST	65.70	
		32 000 6319 0000	068781R/STANLEY SEWER LFT	17.89	
		32 000 6319 0000	887969R/HOME & MONROE LFT ST	58.67	
		32 000 6319 0000	185367R/19TH & BLUEBIRD LIFT	42.65	
		72 621 6319 0000	K07397W/JOHNSON CRK BLVD	770.38	
		72 621 6319 0000	049248C/2566 SE HARRISON ST	16.48	
		72 621 6319 0000	K35630S/2105 SE HARRISON	550.02	
		72 621 6319 0000	K07107X/PUBLIC SAFETY BLDG	2,526.09	18,563.52

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55313	PORTLAND GENERAL ELECTRIC	22 000 6319 0000	392739E/SE HARMONY & INTL WAY	76.26	
		22 000 6319 0000	063242B/AT HWY 224 & FREEMAN	87.92	
		22 000 6319 0000	612791B/AT OATFIELD & LAKE RD	99.82	
		22 000 6319 0000	000000/SE JACKSON & MAIN	12.32	
		22 000 6319 0000	632758B/NE COR 21 & LAKE	21.48	
		22 000 6319 0000	771009B/WASHINGTON & MAIN	11.22	
		22 000 6319 0000	913315B/10722 SE MAIN ST	72.53	
		22 000 6319 0000	841417B/3702 SE EDISON ST	86.27	
		22 000 6319 0000	RATE 91/1920 SE HARRISON	35.67	
		22 000 6319 0000	758593B/8815 SE 32ND AVENUE	17.71	
		22 000 6319 0000	327202N/ST & HWY LIGHTS	20,922.09	
		31 000 6319 0000	K44285X/5399 LAKE RD WELL #8	56.80	
		31 000 6319 0000	K86994X/1631 SE LAVA DR	295.72	
		31 000 6319 0000	K85196R/SE 38TH & HARVEY	42.40	
		31 000 6319 0000	K65526X/9870 SE 49TH WELL #5	622.78	
		31 000 6319 0000	K23432X/3301 RR AVE WL #4	2,916.84	
		32 000 6319 0000	622966X/J C SEWER LIFT	176.02	
		32 000 6319 0000	070487R/5901 SE HARRISON	12.51	
		11 213 6319 0000	K83314S/10722 SE MAIN (6%)	25.19	
		72 621 6319 0000	K83314S/CITY HALL	559.37	26,150.92
55314	PORTLAND GENERAL ELECTRIC	22 000 6100 0000	TRENCHING SE WEIKO	224.91	224.91
55315	PORTLAND ROAD & DRIVEWAY	22 000 6100 0000	MISCELLANEOUS PAVING MATERIAL	160.33	160.33
55138	POWELL'S BOOKS INC.	28 233 7160 0302	BOOKS TO BE SELECTED ON SITE	483.42	483.42
55139	PRO-GRASS	31 000 6100 0000	LANDSCAPING SERVICE	135.00	135.00
55316	PROMOTIONS NORTHWEST	75 231 6260 1000	ENAMEL LAPEL PINS	647.05	647.05
55317	PUPPETS ON THE PIER	28 233 6210 0000	PUPPETS AS LISTED	137.00	137.00
55140	QUALITY BOOKS, INC	28 233 7160 0301	TITLES AS LISTED	878.26	878.26
55459	QUICKTIME SIGN CENTER	72 621 6100 0000	SIGNS FOR OFFICE DOORS @ C/H	39.90	39.90
55141	R & R UNIFORMS	11 312 6220 0000	UNIFORM ITEMS	- 114.09	
		11 312 6220 0000	UNIFORM ITEMS	95.00	
		11 312 6220 0000	UNIFORM ITEMS	38.00	
		11 312 6220 0000	UNIFORM ITEMS	17.78	
		11 312 6220 0000	UNIFORM ITEMS	70.95	
		11 312 6220 0000	UNIFORM ITEMS	54.90	
		11 312 6220 0000	UNIFORM ITEMS	63.60	
		11 312 6220 0000	UNIFORM ITEMS	104.98	
		11 312 6220 0000	UNIFORM ITEMS	79.00	
		11 312 6220 0000	UNIFORM ITEMS	157.05	
		11 312 6220 0000	UNIFORM ITEMS	80.70	
		11 312 6220 0000	UNIFORM ITEMS	612.41	
		29 420 6220 0200	UNIFORM SUPPLIES	51.60	

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55141	R & R UNIFORMS	29 420 6220 0200	UNIFORM SUPPLIES	24.10	
		29 420 6220 0200	UNIFORM SUPPLIES	151.60	1,487.58
55318	R & R UNIFORMS	11 312 6220 0000	UNIFORM ITEMS	454.50	
		11 312 6220 0000	UNIFORM ITEMS	94.60	
		11 312 6220 0000	UNIFORM ITEMS	76.00	
		11 312 6220 0000	UNIFORM ITEMS	3.00	
		11 312 6220 0000	UNIFORM ITEMS	245.99	
		11 312 6220 0000	UNIFORM ITEMS	426.54	
		11 312 6220 0000	UNIFORM ITEMS	157.05	
		11 312 6220 0000	UNIFORM ITEMS	76.00	
		11 312 6220 0000	UNIFORM ITEMS	356.08	
		29 420 6220 0200	UNIFORM SUPPLIES	164.01	2,053.77
55460	R & R UNIFORMS	29 420 6220 0200	UNIFORM SUPPLIES	240.83	
		29 420 6220 0200	UNIFORM SUPPLIES	24.98	265.81
55394	RAFAEL CRUZ	*75 612 6270 0000	REGISTER: CHANGING THE MAPS	50.00	50.00
55376	RANDAL R. BLANKENBAKER	*31 000 6220 0000	BOOT ALLOWANCE FYE 1996	59.97	59.97
55142	REITMEIER MECHANICAL	72 621 6020 0000	PSB SERVICES	198.00	198.00
55319	REITMEIER MECHANICAL	72 621 6020 0000	LIBRARY SERVICES	307.93	
		72 621 6020 0000	PSB SERVICES	576.32	
		72 621 6020 0000	PSB SERVICES	1,092.55	
		72 621 6100 0000	REPAIRS TO BOILER @ CITY HALL	121.16	
		72 621 6100 0000	REPAIRS TO BOILER @ CITY HALL	845.38	
		72 621 6100 0000	REPAIRS TO BOILER @ CITY HALL	280.13	
		72 621 6100 0000	REPAIRS TO BOILER @ CITY HALL	426.45	
		72 621 6100 0000	REPAIRS TO FURNACE @ JCB	321.50	3,971.42
55408	RICK FARLEY	75 111 6240 0000	COUNCIL STIPEND DEC 1995	150.00	150.00
55422	ROB KAPPA	75 111 6240 0000	COUNCIL STIPEND DEC 1995	150.00	150.00
55143	RODDA PAINT CO	72 621 6100 0000	MISCELLANEOUS PAINT SUPPLIES	10.99	10.99
55077	ROGER DELAY	11 000 1402 0000	OVERPAYMENT OF MEDICAL INS.	60.08	60.08
55412	RONALD L. GRAY	11 721 6010 0000	MUNICIPAL COURT JUDGE NOV 199	1,050.00	1,050.00
55144	ROSE CITY LABEL	11 312 6230 0000	"MILWAUKIE'S FINEST" STICKERS	158.00	158.00
55320	RUBY J'S CUSTOM SEWING	29 420 7140 0600	BLUE BAG	40.00	
		29 420 7140 0600	SEW STRAP END	10.00	50.00
55462	S & K PAINTING INC.	31 000 2031 9502	RETAINAGE TO PO 10186	9,587.36	
		31 000 7510 0000	MAINT & REPAINT STANLEY RESV	11,115.74	20,703.10

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55321	SAFETY & SUPPLY COMPANY	29 420 6120 0000	REGULATOR	342.19	342.19
55145	SAFETY-KLEEN CORP	71 000 6020 0000	FURNISH PARTS & BRAKE CLEANER	176.25	176.25
55322	SAFEWAY, INC.	75 111 6260 0000 11 511 6260 0000	REFRESHMENTS FOR COUNCIL MEETING SUPPLIES FOR	17.56 5.24	22.80
55323	SAN DIEGO POLICE EQUIP CO	11 312 6220 0000	REMINGTON 11-87 SHOTGUN	2,290.00	2,290.00
55463	SANDERSON SAFETY SUPPLY	32 000 6220 0000	MISC SAFETY EQUIPMENT	172.45	172.45
55385	SANDRA CHAIRET	*28 233 5686 0000	VISION ALLOWANCE 1994-1996	50.00	50.00
55261	SCOTT GUY	*11 312 5320 0000	REIMBURSE: CLOTHING ALLOWANCE	178.10	178.10
55360	SEAMUS LENNON	11 000 2004 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22539A BAIL REFUND/CITATION #22539A BAIL REFUND/CITATION #22539A	67.00 -12.00 -25.00	30.00
55146	SECRETARY OF STATE	75 731 6210 0000	OREGON BLUE BOOK	12.00	12.00
55325	SECURITY CONTRACTOR SVCS	27 123 7511 0000 27 123 7511 0000	PORTA PANEL FENCE-OCT-JAN 96 DELIVERY	585.00 70.00	655.00
55147	SEDGWICK JAMES OF OREGON	75 712 6330 0000	ADDING 1995 ELGIN SWEEPER	948.00	948.00
55326	SEDGWICK JAMES OF OREGON	75 712 6330 0000	VEHICLES IN FLEET	348.00	348.00
55361	SERAFIN GASCOIGNE	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22614A BAIL REFUND/CITATION #22614A BAIL REFUND/CITATION #22614A BAIL REFUND/CITATION #22614A	99.00 -25.00 -12.00 -45.00	17.00
55353	SHARLA A SEVY	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22770A BAIL REFUND/CITATION #22770A BAIL REFUND/CITATION #22770A BAIL REFUND/CITATION #22770A	165.00 -25.00 -14.00 -55.00	71.00
55327	SHERMAN SPECIALTY CO	28 233 6210 0000	ITEMS AS LISTED	22.90	22.90
55308	SHIRLEY HAMILTON	31 000 6100 0000 71 000 1504 0000 71 000 6270 0000 11 511 6210 0000 11 511 6260 0000 75 612 6260 0000 72 621 6100 0000 72 621 6100 0000 72 621 6260 0000 72 621 6260 0000	PETTY CASH PETTY CASH PETTY CASH PETTY CASH PETTY CASH PETTY CASH PETTY CASH PETTY CASH PETTY CASH PETTY CASH	12.60 10.00 4.00 82.11 46.80 3.80 19.75 9.91 17.25 13.00	219.22

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55089	SHIRLEY HAMILTON	*75 611 6230 0000	REIMBURSE: SEMINAR FEE	20.00	20.00
55414	SHIRLEY HAMILTON	*11 611 6210 0000	REIMBURSE: LODGING 11/02/95	87.37	87.37
55329	SIX ROBBLEES' INC.	71 000 1505 0000	TURBO BEAM 22" HALOG	355.41	355.41
55150	SONITROL PACIFIC	72 621 6100 0000	REPAIRED DOOR IN POLL BLDG	45.00	45.00
55330	SONITROL PACIFIC	75 611 6020 0000 72 621 6020 0000	JOHNSON CREEK ALARM MONITOR- SECURITY AND FIRE ALARM	241.00 261.00	502.00
55331	SOUTHERN PACIFIC TRANS	72 622 6310 0000	LEASE FOR PARKING LOT ALONG	368.00	368.00
55332	SPEED'S TOWING	29 420 6110 0000	TOWING	195.60	195.60
55465	SPENCER ENVIRONMENTAL	27 551 7527 1001 27 551 7527 1001	HYDROCARBON SAMPLING HAZMAT TEST - EASTMAN PROP	191.00 583.00	774.00
55466	SPIRIT COMMUNICATIONS INC33	000 6100 0000	RUN PHONE LINE & PLUG	400.00	400.00
55467	SPRINT	75 752 6318 0000 75 752 6318 0000 75 752 6318 0000	LONG DISTANCE SERVICE LONG DISTANCE SERVICE LONG DISTANCE SERVICE	0.18 0.63 3.34	4.15
55151	STANDARD INSURANCE CO	11 000 2117 0000 22 000 2117 0000 28 000 2117 0000 28 000 2117 0000 29 000 2117 0000 31 000 2117 0000 31 000 5650 0000 31 000 5660 0000 32 000 2117 0000 33 000 2117 0000 71 000 2117 0000 72 000 2117 0000 75 000 2117 0000 11 511 5650 0000 11 511 5660 0000	LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R LIFE INSURANCE 10/31 P/R	875.09 81.38 273.45 1.25 381.28 81.92 4.00 9.90 66.34 28.28 28.34 13.90 420.58 4.00 9.34	2,279.05
55152	STANDARD INSURANCE CO	11 000 2118 0000 28 000 2118 0000 29 000 2118 0000 32 000 2118 0000 71 000 2118 0000 75 000 2118 0000	LIFE INSURANCE FROM 10/31 P/R LIFE INSURANCE FROM 10/31 P/R LIFE INSURANCE FROM 10/31 P/R LIFE INSURANCE FROM 10/31 P/R LIFE INSURANCE FROM 10/31 P/R LIFE INSURANCE FROM 10/31 P/R	183.30 58.50 33.80 15.60 9.90 22.70	323.80
55468	STAR METAL FAB	71 000 1504 0000	SAFETY ITEMS WELLS 4 & 5	958.00	958.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55469	STATE OF OREGON	11 000 2012 0000	STATE SURCHARGE OCTOBER 1995	259.85	259.85
55356	STEPHEN WALBORN	11 000 2004 0000	BAIL REFUND/CITATION #22353A	165.00	
		11 000 2010 0000	BAIL REFUND/CITATION #22353A	-25.00	
		11 000 2013 0000	BAIL REFUND/CITATION #22353A	-14.00	
		11 000 4310 0000	BAIL REFUND/CITATION #22353A	-55.00	71.00
55056	STEVE BYRD	*32 000 6220 0000	BOOT ALLOWANCE FYE 1996	75.00	75.00
55154	SUBWAY STAMP SHOP	28 233 7160 0303	SCOTT STAMP CAT. 1996	31.68	31.68
55333	SUCCESSORIES	29 420 6210 0000	PATH_16X16_PURPLE MTS_I CAN	54.95	54.95
55470	SUNSET FUEL CO.	72 621 6322 0000	HEATING FUEL OIL (PRICE RANGE	108.23	108.23
55091	TARA HERDENER	*11 314 6260 0000	PER DIEM: 11/9/95	6.00	6.00
55155	TAYLOR ELECTRIC SUPPLY	72 621 6100 0000	MISC ELECTRICAL SUPPLIES	132.24	132.24
55334	TAYLOR ELECTRIC SUPPLY	72 621 6100 0000	MISC ELECTRICAL SUPPLIES	121.89	121.89
55156	TEAM ELECTRIC	64 000 7510 2015	LABOR & MATERIALS-REPAIR DOOR	1,227.00	
		72 621 6100 0000	CHECK/REPAIR OUTDOOR LIGHTS	250.00	1,477.00
55335	TEAM ELECTRIC	72 621 6100 0000	REPAIR AIR COND @ CITY HALL	169.00	
		72 621 6100 0000	CIRCUIT CONTROL FOR DOOR OPENR	113.00	282.00
55180	TED QUIGLEY	31 000 3998 0000	REFUND OF OVERPAYMENT	23.89	23.89
55157	TELEPHONE SALES &	64 000 7510 2015	8 PORT STATION CARD	1,837.50	
		28 233 6210 0000	HANDSET	165.00	2,002.50
55336	TELEPHONE SALES &	75 213 6318 0000	LABOR & MATERIALS	81.25	81.25
55471	TELEPHONE SALES &	33 000 6100 0000	DKT 1100 - PHONE SET	163.00	
		33 000 6100 0000	INSTALL-MAX 1.5 HOURS	97.50	260.50
55428	TERRANCE A. MARTIN	*11 312 6260 0000	PER DIEM: 11/28 - 12/1	24.00	24.00
55109	TERRENCE F MARTHALLER	*11 312 6260 0000	PER DIEM: GLOCK RECERTIFY	6.00	6.00
55259	TERRI R GREGG	*11 313 5686 0000	VISION ALLOWANCE 1994-1996	22.99	22.99
55400	THE DISPATCH INSTITUTE	11 314 6270 0000	TELECOMMUNICATOR TRAINING	75.00	
		11 314 6270 0000	TELECOMMUNICATOR TRAINING	75.00	150.00
55095	THE INSTITUTE FOR	28 233 7160 0303	E SETS CAREER MONOGRAPHS	87.25	87.25

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL		
55096	THE J. THAYER COMPANY	11 313 6210 0000	MISC OFFICE SUPPLIES	105.47			
		29 420 6210 0000	OFFICE SUPPLIES	78.86			
		11 511 6210 0000	MAX-MF-2HDFRMT DISKETTES	15.66			
		11 511 6210 0000	FAB-60080 PENS	2.06			
		11 511 6210 0000	FAB-60082 PENS	2.06			
		11 511 6210 0000	FAB-60083 PENS	2.06			
		11 511 6210 0000	FAB-60084 PENS	2.06			
		11 511 6210 0000	FAB-60085 PENS	2.06			
		11 511 6210 0000	UNV-01107 RUBBER BANDS	1.81			
		11 511 6210 0000	UNV-01117 RUBBER BANDS	2.44			
		11 511 6210 0000	RETURNED TRIMMER	- 134.60			
		11 511 6210 0000	RETURNED TRIMMER	- 134.60			
		11 511 6210 0000	TRIMMER	134.62			
		75 611 6210 0000	PEN R206MBV PENS	13.32			
		11 613 6210 0000	FAB-60041 PENS	11.28			
		75 711 6210 0000	MISC OFFICE SUPPLIES	98.43			
		75 711 6210 0000	MISC OFFICE SUPPLIES	64.84	267.83		
		55271	THE J. THAYER COMPANY	28 233 6210 0000	MMM-202-1 1" SCOTCH M TAPE	34.74	
				28 233 6210 0000	HEW-92274A LASERJET 4L TONER	58.79	
				11 313 6210 0000	MISC OFFICE SUPPLIES	152.09	
11 313 6210 0000	MISC OFFICE SUPPLIES			287.31			
29 420 6100 0000	CTV 9413 227 SMOKE EXEC CHAIR			350.95			
29 420 6100 0000	CTV 9413 227 SMOKE EXEC CHAIR			350.95			
29 420 6210 0000	OFFICE SUPPLIES			177.87			
75 612 6210 0000	MMM-654-5UC POST IT			23.84			
75 731 6210 0000	MNM-68137 MOBILE PEDESTAL			172.42			
75 731 6210 0000	ELD-1767-3 SMOKE/5" HIGH			9.60	1,618.56		
55418	THE J. THAYER COMPANY			71 000 6210 0000	MAX-MF-2HDFRMT DISKETTES	31.32	
		11 313 6210 0000	MISC OFFICE SUPPLIES	1.46			
		11 313 6210 0000	MISC OFFICE SUPPLIES	76.08			
		11 313 6210 0000	MISC OFFICE SUPPLIES	22.15			
		29 420 6210 0000	OFFICE SUPPLIES	1.82			
		29 420 6210 0000	OFFICE SUPPLIES	5.96			
		11 511 6210 0000	QRT-1104G PAPER TRIMMER	122.76			
		11 511 6210 0000	FAB-60081 PENS	2.06			
		75 611 6210 0000	MMM-WR512 3M GEL FILLED	63.96			
		75 611 6210 0000	CCV-LTM03 MOUSE PAD	8.76			
		72 621 6210 0000	MMM-WR512 3M GEL FILLED	63.96			
		72 621 6210 0000	SAN-83056 EXPO 6 MARKER ORG	9.75			
		72 621 6210 0000	SAN-81850 DRY ERASE TOWLETTES	7.69	417.73		
55425	THE LAWN CENTER	33 000 7533 9610	SEED & MULCH @21ST & WREN	450.75	450.75		
55135	THE PICKLE BARREL	11 312 6260 0000	LUNCHES-ORAL BOARD	25.65	25.65		
55311	THE PICKLE BARREL	22 000 6260 0000	LUNCHES: ORAL BOARD UWI	22.33			
		32 000 6260 0000	LUNCHES: ORAL BOARD UWI	22.32	44.65		

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55455	THE PICKLE BARREL	75 231 6270 1000	LUNCHES: TRAINING SESSION	88.50	88.50
55324	THE SCOTTS COMPANY	72 621 6100 0000	TIP FEES FOR 6.3 TONS MATERIAL	157.50	157.50
55472	TOTAL OFFICE PROD, INC.	11 313 6210 0000	RECORDS SUPPLIES	3.99	3.99
55158	TOWER RECORDS	28 233 7160 0305	CD'S SELECTED ON SITE BY	422.55	422.55
55159	TOWN CENTER MOTORCYCLE	11 312 6110 0000 11 312 6110 0000	MOTORCYCLE PARTS MOTORCYCLE PARTS	51.24 66.00	117.24
55473	TOWN GROCERY & DELI	11 312 6210 0000	DAMAGED WINE BOTTLES	21.76	21.76
55160	TRAFFIC SMITHY, INC.	75 612 6020 0000	TRAFFIC COUNTING SERVICES	2,244.00	2,244.00
55474	TRANS UNION CORPORATION	11 312 6020 0000	SERVICE FOR OCTOBER 1995	2.90	2.90
55366	TROY JOLLIFFE	22 000 2007 0000	REFUND OF STREET BOND	500.00	500.00
55033	TROY KETSDEVER	11 000 2004 0000 11 000 2010 0000 11 000 2013 0000 11 000 4310 0000	BAIL REFUND/CITATION #22189A BAIL REFUND/CITATION #22189A BAIL REFUND/CITATION #22189A BAIL REFUND/CITATION #22189A	165.00 -25.00 -14.00 -60.00	66.00
55161	U S POSTAL SERVICE	11 235 6210 0000	BULK MAIL FOR CABLE SURVEY	1,260.00	1,260.00
55476	U S POSTAL SERVICE	75 731 6210 0000	AREA 2 BILLING-BULK PERMIT	850.00	850.00
55337	U S POSTMASTER	75 712 6210 0000	REPLENISH POSTAGE MACH @ C/H	3,000.00	3,000.00
55162	U S WEST COMMUNICATIONS	75 752 6318 0000	PHONE LINE SERVICE OCT 1995	527.00	527.00
55338	U S WEST COMMUNICATIONS	75 752 6318 0000 75 752 6318 0000	PHONE SERVICE OCT 1995 PHONE SERVICE OCT 1995	46.20 4,886.89	4,933.09
55163	UNITED PARCEL SERVICE	72 621 6210 0000	SHIPPER #91-125	32.00	32.00
55477	UNITED PARCEL SERVICE	72 621 6210 0000	SHIPPER #91-125	32.00	32.00
55164	UNITED PIPE & SUPPLY CO	31 000 6100 0000	MISC WATER WORKS SUPPLIES	368.56	368.56
55339	UNITED PIPE & SUPPLY CO	31 000 6100 0000 31 000 6100 0000 32 000 6100 0000	MISC WATER WORKS SUPPLIES 12" ROMAC GRIP RINGS PVC PIPE FITTINGS, VALVES	40.77 410.18 233.76	684.71
55478	UNITED PIPE & SUPPLY CO	31 000 6100 0000	MISC WATER WORKS SUPPLIES	15.84	15.84
55165	UNITED WAY	11 000 2141 0000 29 000 2141 0000 75 000 2141 0000	CONTRIBUTIONS FROM 10/31 P/R CONTRIBUTIONS FROM 10/31 P/R CONTRIBUTIONS FROM 10/31 P/R	5.00 20.00 15.00	40.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55340	USCM/WEST	11 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	2,363.50	
		28 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	289.50	
		29 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	660.00	
		31 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	213.00	
		32 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	200.00	
		75 000 2123 0000	DEFERRED COMP FROM 11/15 P/R	3,185.00	
		75 000 2124 0000	DEFERRED COMP FROM 11/15 P/R	-2,500.00	4,411.00
55166	VANCOUVER ROOFING &	28 233 7510 9501	ROOFING AS PER BID	8,853.00	
		28 233 7510 9501	RETAINAGE DUE TO LEAKY ROOF	- 442.65	8,410.35
55188	VICTORIA JACKSON	11 721 6240 0000	CITATION #18944A&B & 18945A	10.00	10.00
55341	VIKING OFFICE PRODUCTS	22 000 6210 0000	YP9-BLP6 BRITE LINER	2.97	
		31 000 6210 0000	YO9-3710CL BOX SEALING TAPE	1.69	
		32 000 6210 0000	YO9-88910 STRAPPING TAPE	2.59	
		11 511 6210 0000	YO9-AC631-1 HOL COPY PAPER	13.96	
		75 611 6210 0000	YO9-37321 GELLY ROLL PENS	8.28	
		75 612 6210 0000	YO9-37321 GELLY ROLL PENS	8.28	
		11 613 6210 0000	YO9-37323 GELLY ROLL PENS	8.28	46.05
55167	W W GRAINGER INC	11 000 4620 0000	CREDIT FROM ALLIED SAFETY	-29.44	
		22 000 6100 0000	GREEN & ORANGE TAPE RULE	18.68	
		22 000 6100 0000	FOLD OVER POCKET CALCULATORS	45.68	
		22 000 6100 0000	1-TON RATCHETT PULLER	61.71	
		72 621 6100 0000	SUPER SAWZALL KIT	189.50	286.13
55479	W W GRAINGER INC	22 000 6100 0000	12VOLT IMPACT DRIVER	229.50	
		31 000 6100 0000	25FT MOD REPLACE CORD	4.06	233.56
55168	WASTE MANAGEMENT	72 621 6323 0000	0104801/CITY HALL	120.30	
		72 621 6323 0000	0206086/LIBRARY	120.30	
		72 621 6323 0000	020366/MAIN & JACKSON	30.90	
		72 621 6323 0000	0260455/23RD & WASHINGTON	30.90	
		72 621 6323 0000	0260463/21ST & JACKSON	30.90	
		72 621 6323 0000	0260471/21ST & JACKSON	30.90	
		72 621 6323 0000	0260501/21ST & WASHINGTON	30.90	
		72 621 6323 0000	0260528/21ST & MONROE	30.90	
		72 621 6323 0000	0260536/21ST & ADAMS	30.90	
		72 621 6323 0000	0260544/MAIN & MONROE	30.90	
		72 621 6323 0000	0260552/MAIN & MONROE	30.90	
		72 621 6323 0000	0260579/MAIN & JEFFERSON	30.90	
		72 621 6323 0000	0260609/MAIN & HARRISON	30.90	
		72 621 6323 0000	0260617/CITY HALL	30.90	
		72 621 6323 0000	0260625/MAIN & JACKSON	30.90	
		72 621 6323 0000	0385959/40TH & HARVEY	159.35	
		72 621 6323 0000	0600612/21ST & JACKSON	30.90	
72 621 6323 0000	0600639/21ST & JACKSON	30.90			
72 621 6323 0000	0757015/PUBLIC SAFETY BLDG	300.15	1,163.60		

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55169	WASTE RECOVERY PARTNERS	71 000 1504 0000	JUNK TIRES	106.50	155.70
		71 000 1504 0000	JUNK TIRES	49.20	
55174	WENDY LEFF OR	22 000 6260 0000	PETTY CASH	6.25	81.19
		28 233 6210 0000	PETTY CASH	74.94	
55307	WENDY LEFF OR	22 000 6210 0000	PETTY CASH	26.11	211.78
		32 000 6210 0000	PETTY CASH	26.11	
		75 211 6260 1000	PETTY CASH	26.29	
		75 213 6260 0000	PETTY CASH	1.30	
		28 233 6210 0000	PETTY CASH	17.71	
		28 233 7160 0302	PETTY CASH	26.91	
		11 235 6010 0000	PETTY CASH	3.27	
		29 420 6100 0000	PETTY CASH	5.97	
		29 420 6110 0000	PETTY CASH	6.11	
		75 711 6260 1000	PETTY CASH	44.10	
		75 711 6260 1000	PETTY CASH	20.00	
		75 731 6260 0000	PETTY CASH	7.90	
		55454	WENDY LEFF OR	75 211 6260 1000	
75 213 6260 0000	PETTY CASH			2.60	
75 231 6260 0000	PETTY CASH			8.85	
75 231 6260 1000	PETTY CASH			14.80	
28 233 6210 0000	PETTY CASH			65.28	
28 233 7160 0301	PETTY CASH			24.00	
11 312 6260 0000	PETTY CASH			3.00	
29 420 6210 0000	PETTY CASH			21.16	
29 420 6260 0000	PETTY CASH			16.00	
55480	WESTCOTT COMMUNICATIONS			75 712 6250 0000	GSTN 12 MONTH SUBSCRIPTION
55342	WESTERN TANK & PIPE	31 000 2031 9601	RETAINAGE TO PO #20239	- 796.25	15,128.75
		31 000 7530 0000	CONCRETE RESERVOIR LINER	15,925.00	
55481	WESTLINK PAGING	11 312 6310 0000	PAGERS	164.25	164.25
55170	WFR ENVIRONMENTAL LAB	31 000 6020 0000	BAC TEE SAMPLES	263.25	263.25
55482	WICHITA FEED & HARDWARE	22 000 6100 0000	MISC HARDWARE	105.19	831.97
		31 000 6100 0000	MISC HARDWARE	157.52	
		32 000 6100 0000	MISC HARDWARE	130.16	
		33 000 6100 0000	MISC HARDWARE	176.45	
		71 000 1505 0000	MISC HARDWARE	11.61	
		29 420 6100 0000	MISC HARDWARE	89.22	
		72 621 6100 0000	MISC HARDWARE	161.82	
55171	WILEY SERVICES INC.	72 621 6100 0000	LEVER ENTRY SET/SERVICE CALL	115.00	115.00

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55343	WILEY SERVICES INC.	72 621 6100 0000	LOCKSMITH SERVICES	9.80	
		72 621 6100 0000	LOCKSMITH SERVICES	87.00	96.80
55483	WILEY SERVICES INC.	72 621 6100 0000	LOCKSMITH SERVICES	190.00	190.00
55172	WILLAMETTE FALLS HOSPITAL	11 312 6010 0000	TESTING: NEITCH-FULTON, ULAIK	33.50	33.50
55115	WILLIE MILLER	*72 621 6260 0000	MILEAGE	41.27	41.27
55431	WILLIE MILLER	*71 000 6260 0000	REIMBURSE: MILEAGE	46.59	46.59
55344	WOLF SUPPLY COMPANY, INC.	71 000 1505 0000	CAR AND TRUCK PARTS	35.08	
		71 000 1505 0000	CAR AND TRUCK PARTS	31.19	
		71 000 1505 0000	CAR AND TRUCK PARTS	1.67	
		71 000 1505 0000	CAR AND TRUCK PARTS	46.15	
		71 000 1505 0000	CAR AND TRUCK PARTS	34.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	78.27	
		71 000 1505 0000	CAR AND TRUCK PARTS	27.49	
		71 000 1505 0000	CAR AND TRUCK PARTS	12.22	
		71 000 1505 0000	CAR AND TRUCK PARTS	31.02	
		71 000 1505 0000	CAR AND TRUCK PARTS	5.01	
		71 000 1505 0000	CAR AND TRUCK PARTS	10.78	
		71 000 1505 0000	CAR AND TRUCK PARTS	7.78	
		71 000 1505 0000	CAR AND TRUCK PARTS	5.10	
		71 000 1505 0000	CAR AND TRUCK PARTS	10.20	
		71 000 1505 0000	CAR AND TRUCK PARTS	62.90	
		71 000 1505 0000	CAR AND TRUCK PARTS	25.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	2.46	
		71 000 1505 0000	CAR AND TRUCK PARTS	45.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	5.89	
		71 000 1505 0000	CAR AND TRUCK PARTS	42.52	
		71 000 1505 0000	CAR AND TRUCK PARTS	51.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	8.89	
		71 000 1505 0000	CAR AND TRUCK PARTS	3.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	-17.00	
		71 000 1505 0000	CAR AND TRUCK PARTS	36.95	
		71 000 1505 0000	CAR AND TRUCK PARTS	8.52	
		71 000 1505 0000	CAR AND TRUCK PARTS	8.52	
		71 000 1505 0000	CAR AND TRUCK PARTS	44.55	
		71 000 1505 0000	CAR AND TRUCK PARTS	26.10	
		71 000 1505 0000	CAR AND TRUCK PARTS	9.10	
		71 000 1505 0000	CAR AND TRUCK PARTS	39.70	
		71 000 1505 0000	CAR AND TRUCK PARTS	18.66	762.47
55345	WORLD BOOK EDUCATION PROD	28 233 7160 0302	MULTIMEDIA INFO FINDER	99.00	99.00
55173	XEROX CORPORATION	75 751 6310 0000	XEROX #5365 FIN, JOHNSON CRK	564.82	
		75 751 6310 0000	XEROX #5365 FIN, CITY HALL	706.98	
		75 751 6310 0000	XEROX #5350 AST, POLICE DEPT	518.94	
		75 751 6310 0000	XEROX EQUIP EQUITY PLAN	38.62	

ACCOUNTS PAYABLE - AP7030
CITY OF MILWAUKIE

AP TRANSACTIONS BY VENDOR/CHECK NUMBER
FOR PERIOD 11/04/95 THRU 12/04/95

07:33AM 12/04/95
PAGE 33

CHK #	VENDOR	ACCOUNT #	DESCRIPTION	AMOUNT	TOTAL
55173	XEROX CORPORATI ..CONTINUED	75 751 6310 0000	XEROX EQUIP EQUITY PLAN	50.52	1,879.88
55347	XEROX CORPORATION	75 751 6310 0000	XEROX LEASE AGREEMENT	460.07	460.07
55348	ZEE MEDICAL SERVICE	22 000 6220 0000	REPLENISH FIRST AID CABINETS	11.38	
		31 000 6220 0000	AT JCB AS NEEDED: MAIN SHOP	11.38	
		32 000 6220 0000	SIGN SHOP, OFFICE LUNCHROOM	11.39	34.15
1143	TOTAL CHECKS		**** REPORT TOTAL ****		730,674.04

Date 1-2-96

I wish to address City Council on Agenda Item # _____

Name Tom Alford

Organization _____

Address _____

Phone _____

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1/2/96

I wish to address City Council on Agenda Item # Light Rail

Name George Rodriguez

Organization Home owner

Address 2725 SE Monroe St

Phone 659-2701

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1-2-96

I wish to address City Council on Agenda Item # Lite Rail

Name George Van Boven

Organization Self

Address 12306 S.E. Guilford Dr

Phone 654-4724

Speaking in Support Speaking in Opposition ^{3/16}

Raising Questions Providing Information

Comments Support Monroe after review of auto
diversion via 25th to Washington and
benefit of route and ride to Milwaukee
Area if any benefit

Date 1/02/96 WRITTEN COMMENT ONLY

I wish to address City Council on Agenda Item # _____

Name BOBBE ANDERSON

Organization ANDERSON DIE + MFG CO. INC

Address 2425 S.E. MOORE, MILWAUKEE

Phone 503 650 5629

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments IF YOU WANT TO MAKE GOD
LAUGH, JUST TELL HIM YOUR
PLANS!

Date 1/2/96

I wish to address City Council on Agenda Item # LR

Name Gary Michael

Organization Home Owners

Address 197th Ave, Mt. W.

Phone 659-9116

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

* Comments Would like to speak
at 9:20-9:25 - when he arrives -
Mayor will be notified upon
his arrival.

~~Arthur White~~

Date 1/2/95

I wish to address City Council on Agenda Item # Light Rail

Name ^{Orlene White} Karen O Dowd

Organization MDDA

Address 10952 SE 21st #5

Phone 653-0376

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1-2

I wish to address City Council on Agenda Item # Light Rail

Name Howard W Dietrich

Organization Oregon Wooded Co. Mill Prod Spore, ^{st. Co. in} textile

Address 9701 S.E. McLaughlin Blvd

Phone 786-1234

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1/2/95

I wish to address City Council on Agenda Item # Light Rail

Name George Anderson

Organization Anderson Die + Mfg. Co

Address 2925 SE Moores St.

Phone Portland, Oregon

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1-2-96

I wish to address City Council on Agenda Item # V

Name Jeanie Baker Northstar

Organization _____

Address 3407 SE Monahan

Phone 659-4070

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1-2-95

I wish to address City Council on Agenda Item # _____

Name Annelise Ammers

Organization _____

Address _____

Phone _____

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments Inform us on how to stop this thing
this bondocale from going thru our street
and neighborhood.

Date 1/03/96

I wish to address City Council on Agenda Item # light rail

Name ^{Kadie} EDIE HERBAGG

Organization Linwood Neighbor hood Assoc.

Address 2341 SE 67th CL

Phone 653-8015

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments _____

Date 1/2/96

I wish to address City Council on Agenda Item # V

Name DAVID MORROW + Odie Linden

Organization Metropolitan Area Council for the

Address _____

Phone (503) 652-2592

Speaking in Support Speaking in Opposition

Raising Questions Providing Information

Comments of proposed light rail

Date 1/2/96

I wish to address City Council on Agenda Item # LIGHT RAIL

Name DAN KRAUS

Organization _____

Address 2535 SE MONROE

Phone 786 5067

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 1/2/96

I wish to address City Council on Agenda Item # Monroe Alignment

Name Patty WILSON

Organization LAKE ROAD NEIGHBORHOOD ASSOC.

Address 3325 SE WILSON ST

Phone 654-7468

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 1-02-95

I wish to address City Council on Agenda Item # _____ ✓

Name Robert A. Kennedy

Organization Homeowner

Address 2936 SE Monroe St

Phone 654-3705

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

Date 2 Jan.

I wish to address City Council on Agenda Item # Light-Rail

Name Hedy Kraus

Organization _____

Address 2535 SE Monroe St.

Phone 786-1011

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

WRITTEN COMMENT - Only

Date JAN 2nd

I wish to address City Council on Agenda Item # _____

Name JENNIFER NEWBERRY

Organization _____

Address 11280 SE 32nd Ave

Phone 654-6190

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments if you put light rail thru our town you are going to hurt my children and the kids of today and if you want to risk our lives with some machine that will get us there faster →

Date 1/2/96

I wish to address City Council on Agenda Item # _____

Name BUNNY CASABE

Organization _____

Address 17021 SE OATFIELD

Phone 659-0995

Speaking in Support

MONROE
 Speaking in Opposition

Raising Questions

Providing Information

Comments VOTED TO GO PORTLAND TO OREGON CITY

Date 1/2/96

I wish to address City Council on Agenda Item # _____

Name Irene Park

Organization CAE member

Address 8717 SE Monterey, #203

Phone 654-8799

Speaking in Support

Speaking in Opposition

Raising Questions

Providing Information

Comments _____

then you are hurting your town and city.
I wish you will listen to the teens of today
Those of us in high school now listen to
what we have to say about all of this
especially M.H.S.

Bennett Newberry
age 15

Date _____

I wish to address City Council on Agenda Item # _____

Name LOU CASTLE

Organization _____

Address _____

Phone _____

- Speaking in Support
- Speaking in Opposition
- Raising Questions
- Providing Information

Comments QUESTION

