

**CITY OF MILWAUKIE
CITY COUNCIL SPECIAL MEETING
NOVEMBER 3, 1995**

The special meeting of the Milwaukie City Council was called to order by Mayor Lomnicki at 12:00 p.m. in the Council Chambers at Milwaukie City Hall. The following Councilors were present:

Craig Lomnicki, Mayor	Jean Schreiber Rob Kappa
Rick Farley	Don Trotter

Also present:

Charlene Richards, Acting City Manager	Terry Marthaller, Police Sergeant
Angus Anderson, Finance Director	Kelly Somers, Facilities and Fleet Manager
Brent Collier, Police Chief	Dean Penni, Facilities and Fleet Shop Foreman
Greg Drechsler, Acting Public Works Director	

Authorize the Acting City Manager to Issue a Purchase Order

Richards explained this item was brought forward to this special meeting from the November 7, 1995, City Council agenda. It became apparent that certain discount deadlines for the purchase of three police patrol cars would not be met if the purchase order was not signed this week.

Anderson discussed the pattern established for the purchase of patrol vehicles. He explained that last year the City purchased Caprices, but GM is not manufacturing that body style this year. The Ford Motor Company is the only other car manufacturer who makes a patrol car model with a V-8 engine and rear-wheel drive. Fleet Services Staff is requesting this action in order to achieve an overall savings of \$3,300 by placing its order with the City of Oregon City. On each vehicle, the City would save \$400 for an early order discount and \$700 for the black and white factory painting.

Councilmember Kappa asked how many patrol cars the City of Milwaukie was purchasing.

Richards said the City would purchase the three patrol cars in the adopted budget. Milwaukie and Oregon City are combining their orders for a total of six vehicles to meet the minimum factory painting requirements.

Councilmember Kappa asked if there would be a problem with keeping parts for both the GM and Ford vehicles.

Somers said parts from the vendors are not usually a problem. He pointed out the Caprices are no longer available.

Collier added that the department did not want to change from its rear-wheel vehicle training.

Councilmember Farley asked if a police car would last for five years.

Collier said five years was optimistic for a police vehicle.

Somers said some of the vehicles in the organization were ten years old, but they have been recycled for use in other departments.

Councilmember Schreiber asked about the public response to the black and white paint scheme.

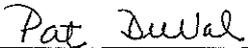
Collier said he had many phone calls supporting the black and white vehicles. He added that he believed it provided higher visibility.

It was moved by Councilmember Kappa and seconded by Councilmember Trotter to authorize the contract release order in the amount of \$78,000.

Anderson said \$78,000 was originally budgeted, but in this action staff is seeking authorization of a purchase order to Skyline Sales in the amount \$57,386. The balance of the amount includes such add-ons as light bars which would be considered as a separate item that would not need City Council authorization.

Councilmember Kappa amended his motion to state that the City Council authorized the purchase order to Skyline Sales in the amount of \$57,386 for three budgeted, police patrol cars. Councilmember Trotter seconded the amendment. The amended motion passed unanimously.

Mayor Lomnicki adjourned the special session at 12:13 p.m.



Pat DuVal, Recorder/Secretary

**CITY OF MILWAUKIE
CITY COUNCIL AGENDA
NOVEMBER 3, 1995**

MILWAUKIE CITY HALL
10722 SE Main Street

SPECIAL MEETING

REGULAR SESSION

12:00 p.m.

I. CALL TO ORDER

- II. 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.)*

Consider Coordinated Purchase of Budgeted Police Patrol Cars for the Purpose of Meeting a Discount Deadline for Cost and Painting

VIII. ADJOURNMENT

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



MEMORANDUM

TO: Mayor and City Council

THROUGH: Charlene S. Richards, Acting City Manager 

FROM: Gregory J. Drechsler, Acting Public Works Director 

DATE: November 2, 1995

RE: Authorize Acting City Manager to issue Purchase Order

RECOMMENDATION:

Consider authorizing Acting City Manager to execute necessary documents including issuance of a Purchase Order for the acquisition of three police patrol vehicles. The Council packet for the coming November 7, 1995 meeting contains a request for this action. Since preparation of the staff memo circumstances have arisen that warrant consideration in advance of the regularly scheduled meeting.

BACKGROUND INFORMATION:

The Police Department and Fleet Services Division of the Public Works Department have spent considerable effort over the past three years refining the specifications for police patrol vehicles. As Council may recall from last year, the "window" in which orders for State bid vehicles was allowed was exceptionally narrow. This year an additional twist has been added to the situation: Chevrolet Motor Division of General Motors Corporation has ceased manufacturing the Caprice body style. That vehicle was a rear wheel drive full sized automobile powered by a V-8 engine and was considered completely suitable for police patrol vehicle use. Although this vehicle was considered the vehicle of choice for several years, the importance of a consistent level of vehicle handling is considered more important than consistency in manufacturer. Therefore, rear wheel drive in all vehicles is considered to be a very important attribute. The only other manufacturer that markets a police patrol vehicle with rear wheel drive is Ford Motor Company with the Crown Victoria body style.

Fleet Services developed specifications for the police patrol vehicles to be ordered for this fiscal year in light of the unavailability of Caprice's. When the Price Agreement Summary was received from State of Oregon General Services Division on October 23, 1995 it allowed a longer "window" for ordering but it provided an "early order incentive" in the form of a \$400.00 discount for orders received by GSA prior to 5pm on November 5, 1995. Fleet Services began working on the bid which resulted in the staff report prepared on October 25, 1995. At that time, as stated in the staff report, the cost was \$19,151 per vehicle plus "make ready" costs totaling \$ 4,335 per vehicle including \$700 for the Black & White paint scheme. The \$700 was added as an after market cost because the factory would only paint vehicles a special color scheme if a minimum of five were ordered at the same time with exactly the same scheme (out of a total of twelve potential choices). Yesterday Fleet Services determined that the City of Oregon City is also ordering three vehicles and they are in agreement with our color scheme.

The purpose of presenting the requested action is monetary savings. It is true that the City could still receive the vehicles this year even if they were not ordered prior to the November 5th deadline. In addition, the City could spend the \$700 per vehicle to acquire an after-market paint scheme consistent with our established standard. Potentially the City could find another entity that would order vehicles with the same paint scheme. However, by executing the Contract Release Order and issuing a Purchase Order prior to 5:00 p.m. Sunday evening the total savings to the City of Milwaukie would be \$3,300. The savings is made up of \$400 per vehicle for early order discount and \$700 per vehicle for savings on a factory applied paint scheme. An added benefit of course is the appearance and durability of a factory applied paint job versus an after market paint job.

Staff recommends Council approves the request. If Council does approve, the Contract Release Order and Purchase Order will be processed immediately. The City should expect delivery in 120 days.



TO: Mayor and City Council *DM*

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

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

DATE: October 25, 1995

RE: Purchase Police Patrol Cars

Recommendation/Action Requested

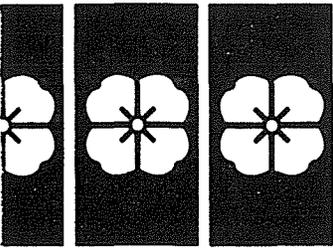
Authorize the City Manager to sign purchase orders totaling \$72,558.00 to purchase three new Police patrol cars.

Discussion

The Police Department has budgeted \$78,000.00 for the purchase of three new patrol cars. These vehicles will be purchased off of the state bid list. The vehicles available for purchase are Ford Crown Victoria's. The cost of each vehicle from state bid is \$19,151.00.

The specialized equipment such as interior cages, special bumpers, etc. are purchased from McLoughlin & Eardley at a cost of \$4335.00 per vehicle and special paint is \$700.00 per vehicle. This gives us a total cost per vehicle of \$24,186.00.

I T Y O F



MILWAUKIE

PURCHASE ORDER

ACCOUNTS PAYABLE
10722 S.E. Main St.
Milwaukie, OR 97222
(503) 786-7523

↑
BILLING ADDRESS

Unless you notify us within ten (10) days of the date of this order, you agree to be bound by the terms and conditions printed on the front and reverse side of this purchase order, and those incorporated by reference.

No. 20312

Our Purchase Order No. must appear on all invoices, packing slips, and correspondence.

Date 11/3/95

SKYLINE SALES, INC.
P.O. BOX 2288

SALEM, OR, 97308-

ORDER NO. SK3000

QUANTITY REQUIRED	F.O.B. DESTINATION	SHIP VIA
	THREE POLICE VEHICLES	

SHIP TO: (Ship Prepaid)

- City Hall, 10722 S.E. Main St.
- Attention:
- Johnson Creek Facility, 6101 S.E. Johnson Creek Blvd.
- Library, 10660 S.E. 21st Ave.
- Public Safety, 3200 S.E. Harrison
- Other:

QTY.	UNIT	DESCRIPTION	ACCOUNT NO.	UNIT PRICE	AMOUNT
1		THREE FORD CROWN VICTORIA	11 312 7130 0000	7386.00	57386.00
1		POLICE PATROL VEHICLES IAW	11 312 7130 0000	0.00	0.00
1		CONTRACT RELEASE ORDER NUMBER	11 312 7130 0000	0.00	0.00
1		50611 ISSUED 11/03/95	11 312 7130 0000	0.00	0.00

PURCHASE ORDER TOTAL → 57,386.00

Received by _____ Date _____

Authorized By _____ Title _____

VENDOR

CONTRACT RELEASE
ORDER

STATE OF OREGON

SHOW THIS NUMBER ON
ALL PAPERS AND PACKAGES
PERTAINING TO THIS ORDER

CRO 50611

PAGE OF

SHIP TO	City of Milwaukie 6101 SE Johnson Creek Blvd, Milwaukie OR 97206	C.R.O. DATE
	10722 SE Main St, Milwaukie OR 97222	NO. INVOICES

ACCOUNT NUMBER 71-7130	FISCAL YEAR 95/96	PRICE AGREEMENT NO. 5412
CLASS. FUND. PROJECT OR APPROPRIATION	REQ. NO.	AGENCY NO. KM0010

ENDOR Skyline Sales Inc 2510 Commercial St SE PO Box 2288 Salem OR 97308	FOR AGENCY USE
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FOB. DELIVERY REQUIRED	TERMS
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A. ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE
	Ford Crown Victoria P71 with 122P pkg	3	ea	17,489.00	52,467.00
60P	Special Early Ordering Discount	3	ea	(400.00)	(1,200.00)
553	anti-lock braking system	3	ea	596.00	1,788.00
wt	portofino blue HP base	3	ea	N/C	N/C
153	front license plate bracket	3	ea	N/C	N/C
127	heavy duty rubber floor mats	3	ea	23.00	69.00
21A	6 way power drive seat front	3	ea	321.00	963.00
pln	auxiliary fuse panel	3	ea	37.00	111.00
e	order code saddle map lamp	3	ea	27.00	81.00
p	power lock - driver only control	3	ea	12.00	36.00
pw4	power windows - driver only	3	ea	12.00	36.00
pr8	radio interference bonding straps	3	ea	59.00	177.00
pl1	6" spot lamps	3	ea	290.00	870.00
plu	warning lights - deck lid lamps	3	ea	116.00	348.00
pw7	wiring package front	3	ea	55.00	165.00
	body/mechanical parts book	1	ea	40.00	40.00
	shop maintenance & repair	1	ea	76.00	76.00
	emissions manual	1	ea	35.00	35.00
	electrical schematic	1	ea	28.00	28.00
	technical service bulletins - 1 year	1	ea	75.00	75.00
fla	locking system single key code	3	ea	29.00	87.00
sp212	exterior colors (roof, pillars, 4 doors white) rest of vehicle black	3	ea	378.00	1,134.00

TOTAL \$ 57,386.00

VERIFY THE ABOVE ITEMS ARE WITHIN CURRENT BUDGET ALLOWANCE	PHONE EXT.	I CERTIFY THESE ITEMS ARE AUTHORIZED BY THE DEPT. OF GENERAL SERVICES
ORDERED BY		AUTHORIZED AGENT
APPROVED		
		SIGNATURE DATE

DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

PAGE: 1
PA NUMBER: 5412

COMMODITY CODE: 07006
BUYER NAME: J. STEGER (503) 378-4292

ITEM: SEDAN POLICE SPECIAL, FULL SIZE
FORD CROWN VICTORIA, P71 WITH 122P PACKAGE
UNLEADED FUEL ENGINE

AGENCY: STATE AGENCIES AND ORCPF MEMBERS

CONTRACTOR: SKYLINE SALES INC
2510 COMMERCIAL ST SE
PO BOX 2288
SALEM OR 97308

PH#: (503) 581-2411 FAX: 503 371 8146 CONTACT: CLARENCE FREDERICKSON

BRAND/TRADE NAME: FORD CROWN VICTORIA P71 WITH 122P PACKAGE

PRICE: \$17,489.00

TERMS: NET 30
FOB: FOB DESTINATION

CONTRACT PERIOD: OCT 4 1995 THROUGH SEP 30 1996

DAYS REQUIRED FOR DELIVERY: 120 DAYS AFTER RECEIPT OF ORDER
MINIMUM ORDER: ONE UNIT
TRANSPORTATION CHARGES: SEE OTHER COMMENTS
OTHER CONDITIONS:

PRICE IS ON A DELIVERED BASIS TO SALEM, PORTLAND, EUGENE AND CORVALLIS
OR ANY LOCATION WITHIN 25 MILE RADIUS OF THESE CITIES. THIS INCLUDES
ALL ORDERS. DELIVERIES TO OTHER LOCATIONS OUTSIDE THE ABOVE LISTED
AREAS WILL BE A FLAT RATE OF \$90.00 PER VEHICLE. AGENCIES MAY CHOOSE
TO PICK UP THEIR VEHICLE(S) FROM THE DEALERSHIP.

THE STATE AGENCY OR AGENCIES LISTED ARE REQUIRED TO PURCHASE FROM THE
CONTRACTOR WHEN PURCHASING THE ITEMS LISTED IN THE PRICE SCHEDULE UNLESS
AN EXCEPTION IS INDICATED.

IF PRODUCTS OR SERVICES PURCHASED UNDER THIS CONTRACT ARE UNSATISFACTORY
ASSISTANCE MAY BE OBTAINED BY SUBMITTING A PURCHASING PERFORMANCE REPORT
(FORM NO. 125-3001) TO THE QUALITY ASSURANCE UNIT OF THE PURCHASING DIV.

THIS CONTRACT COVERS ONLY THOSE ITEMS LISTED.

DATE OF ISSUANCE: 09/27/1995
BID NO.: 10200047 95

OCT 23 '95 02:10PM PURCHASING STATE OF OREGON
DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

COMMODITY CODE: 07006

PA NUMBER: 5412

ITEM - 00001 UNIT - EA COMMODITY - 07022 PRICE - \$17,489.0000
POLICE SEDAN, FULL SIZE, 4 DOOR
Year: 1996 Make: Ford
Model: Crown Victoria Style: Interceptor Police Package
Order Code: P71 with 122P package

The following equipment comes with the base unit.

MECHANICAL:

- Engine - 4.6 liter, overhead cam, SEFI V-6
- 4-speed electronically-controlled auto transmission w/OD, and OD/lockout
- Brake-shift interlock
- Standard Emissions
- Distributor less ignition system
- Electronic voltage regulator
- Easy access labeled fuse panel
- Coolant recovery system
- Viscous fan
- Low friction lube-for-life upper ball joints
- Front coil spring suspension
- Rear 4-bar link coil spring suspension
- HD 15" X 6.5" steel wheel rims
- Speed sensitive variable assist pwr steering
- Pwr 4-wheel disc brakes, police level (brake shift interlock)
- Single stroke parking brake
- Automatic parking brake release w/manual emergency override
- 20.0 gallon fuel tank w/tethered fuel cap
- Scissors jack

OCT 03 '95 02:11PM PURCHASING STATE OF OREGON
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EXTERIOR:

Solid Clearcoat Paint

Anti-chip paint primer

Urethane protection lower bodyside

Body-color B & C-pillars

Concealed body-color bumpers-inc: one piece full wrap cover, bright insert

Bodyside molding delete, front door (molding shipped in trunk)

Black rocker panel moldings

Black windshield/backlight moldings

Body-color door/bright window frames

Bright/center design grille

Low profile dual aero automatic headlamps w/on/off delay

Dual black heated/fold-away remote control pwr mirrors

Solar tinted glass

Rear quarter windows

Interval windshield wipers w/dual jet fluid washer system

Theft resistant decklid latch

Gas cylinder hood assists

Underhood insulation deleted

Antenna, Radio hidden in rear window defroster

INTERIOR:

Cloth reclining bucket seats w/2-way headrests, front armrests, manual reclining with anti-stab plate driver/passenger-exclude armrests

Dual note horn

OCT 23 '95 02:11PM PURCHASING STATE OF OREGON
DEPARTMENT OF ADMINISTRATIVE SERVICES
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Headliner, molded

16 ounce color-keyed carpet

Driver-side footrest under carpet

Color-keyed tilt steering wheel w/mounted stalk controls for washer/wipers,

Hi/low headlamp beam, turn signal, flash-to-pass

Analog gauge cluster-inc: volt, oil pressure, water temp, fuel level

Trip odometer

Headlamps-on reminder chimes

Power windows

Manual air conditioner-inc: R134A refrigerant, positive shut off registers

Rear window defroster

Instrument Panel with side window demisters

ETR AM/FM stereo w/clock, 4 speakers: (2) in door/(2) in pkg tray

Large lockable, illuminated glove box w/dampened glove box door, embossed logo zippered owner's pouch

Defroster grille w/integral vertical ribs

Cigar lighter in instrument panel center stack

Power point, 12 volt, located rear floor heat register

Dual ashtray-mounted cup holders

Day/night inside rearview mirror

Electronic 0-140 MPH speedometer

Remote decklid release

Front door trim panel w/armrests, 12 oz carpeted

Easy access inside door release handles

OCT 03 '95 02:11PM PURCHASING STATE OF OREGON
DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

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- Rear ashtrays integral w/door panels
- Cloth covered sun visors w/retention clips
- Engine compartment light
- Luggage compartment light
- Inner/outer color-keyed one-piece scuff plates for front/rear doors
- Luxury luggage compartment trim
- Deep-well trunk design

SAFETY FEATURES:

- Dual air bag supplemental restraint system (SRS)
- Front/rear outboard 3-point active seat belts w/front comfort adjustment
- Brake-shift interlock

122P POLICE INTERCEPTOR EQUIPMENT:

- Lock group, power including power door locks and speed control
- Unique calibration w/increased idle speed
- 3.27 rear axle ratio, with non-lockable axle
- HD U-joints w/3.5" aluminum driveshaft
- HD 84 amp-hr maintenance-free battery w/battery saver
- HD 130 amp alternator
- Police accessory feed wires-inc:
 - (1) ignition, 3 connectors at 30 amps each
 - (1) direct, 3 connectors at 50 amps each
- Courtesy lamp wiring
- Lower radiator air dam
- Police level extra cooling package

COMMODITY CODE: 07006

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Engine oil cooler

Transmission oil cooler

Power steering oil cooler

HD body-frame construction

P225/70VR15 BSW all-season tires

Conventional spare tire & wheel

Full wheel covers

Dual stainless steel exhaust system

Single key locking system

Light engine compartment

Electronic 0-140 MPH speedometer

Remote decklid release

Molded headliner w/o grab handles

Dual beam map dome lights

HD suspension-inc: HD front/rear springs, nitrogen pressurized shock absorbers, front/rear stabilizer bars, drive shafts and U-joints

ITEM - 00002 UNIT - EA COMMODITY - 07022 PRICE - \$0.0000

THE FOLLOWING OPTION ITEMS ARE AVAILABLE FOR ITEM 1

OPTION

CODES DESCRIPTION PRICE

60P SPECIAL EARLY ORDERING DISCOUNT (-\$400.00)

Purchases of a 1996 model year Ford Crown Victoria Police Interceptor vehicles will be able to take a special discount off the base price.

Orders must be placed with the dealer by 5pm on November 5, 1995. Orders must be complete with all information. Orders placed later than this date are not eligible for the discount.

COMMODITY CODE: 07006

PA NUMBER: 541

***** EXTERIOR AND INTERIOR COLORS FOR SPLIT BENCH ***** ALT BASE
 AND VINYL REAR SEATS

DZ	EXTERIOR COLOR	INTERIOR COLORS	ORDER CODE	
FL	LIGHT SADDLE	SADDLE	ES	INCLUDED
LD	TOREADOR RED	SADDLE	ES	INCLUDED
		GRAPHITE	E2	INCLUDED
SH	MED WEDGEWOOD BLUE	PORTOFINO BLUE	EP	INCLUDED
		GRAPHITE	E2	INCLUDED
TS	MED WILLOW GREEN	SADDLE	ES	INCLUDED
		GRAPHITE	E2	INCLUDED
UA	SILVER FROST	PORTOFINO BLUE	EP	INCLUDED
		GRAPHITE	E2	INCLUDED
WT	VIBRANT WHITE	PORTOFINO BLUE	EP	INCLUDED
		GRAPHITE	E2	INCLUDED
		SADDLE	ES	INCLUDED

***** EXTERIOR AND INTERIOR COLORS FOR CLOTH FRONT ***** BASE
 BUCKETS/CLOTH REAR SEATS

DZ	EXTERIOR COLOR	INTERIOR COLORS	ORDER CODE	
FL	LIGHT SADDLE	SADDLE	HS	INCLUDED
LD	TOREADOR RED	SADDLE	HS	INCLUDED
		GRAPHITE	H2	INCLUDED
SH	MED WEDGEWOOD BLUE	PORTOFINO BLUE	HP	INCLUDED
		GRAPHITE	H2	INCLUDED
TS	MED WILLOW GREEN	SADDLE	HS	INCLUDED
		GRAPHITE	H2	INCLUDED
UA	SILVER FROST	PORTOFINO BLUE	HP	INCLUDED
		GRAPHITE	H2	INCLUDED
WT	VIBRANT WHITE	PORTOFINO BLUE	HP	INCLUDED
		GRAPHITE	H2	INCLUDED
		SADDLE	HS	INCLUDED

***** EXTERIOR AND INTERIOR COLORS FOR CLOTH FRONT ***** ADD
 BUCKETS/VINYL REAR SEATS

DZ	EXTERIOR COLOR	INTERIOR COLORS	ORDER CODE
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DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

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FL	LIGHT SADDLE	SADDLE	IS	\$58.00
LD	TOREADOR RED	SADDLE	IS	\$58.00
		GRAPHITE	I2	\$58.00
SH	MED WEDGEWOOD BLUE	PORTOFINO BLUE	IP	\$58.00
		GRAPHITE	I2	\$58.00
TS	MED WILLOW GREEN	SADDLE	IS	\$58.00
		GRAPHITE	I2	\$58.00
UA	SILVER FROST	PORTOFINO BLUE	IP	\$58.00
		GRAPHITE	I2	\$58.00
WT	VIBRANT WHITE	PORTOFINO BLUE	IP	\$58.00
		GRAPHITE	I2	\$58.00
		SADDLE	IS	\$58.00

***** EXTERIOR AND INTERIOR COLORS FOR CLOTH SPLIT ***** ADD
BENCH/CLOTH REAR SEATS

DZ	EXTERIOR COLOR	INTERIOR COLORS	ORDER CODE	
FL	LIGHT SADDLE	SADDLE	KS	\$80.00
LD	TOREADOR RED	SADDLE	KS	\$80.00
		GRAPHITE	K2	\$80.00
SH	MED WEDGEWOOD BLUE	PORTOFINO BLUE	KP	\$80.00
		GRAPHITE	K2	\$80.00
TS	MED WILLOW GREEN	SADDLE	KS	\$80.00
		GRAPHITE	K2	\$80.00
UA	SILVER FROST	PORTOFINO BLUE	KP	\$80.00
		GRAPHITE	K2	\$80.00
WT	VIBRANT WHITE	PORTOFINO BLUE	KP	\$80.00
		GRAPHITE	K2	\$80.00
		SADDLE	KS	\$80.00

***** SPECIAL PAINT COMBINATIONS FOR TWO TONE COMBINATIONS *****
(call dealer for additional information)

Two tone vehilces must use the same special paint color in Area B.

All special paint vehilces will receive Black mirror caps and Black
bodyside moldings.

COMMODITY CODE: 07006

FA NUMBER: 5417

Call dealer for the availability of matching bumpers and their costs

All two-tone configurations will cost \$378.00.

SP101 Solid color with different colored bumpers

SP203 Accent paint decklid

SP204 Accent paint front and rear doors, lower B pillar, decklid

SP205 Accent paint hood and decklid

SP206 Accent paint hood and roof (including A and C pillar), upper B pillar, decklid

SP208 Accent paint roof (including A and C pillar), B pillar, front and rear doors, decklid

SP209 Accent paint hood and roof (including A and C pillar), front and rear doors, b pillar, and decklid

SP210 Accent paint front and rear doors, lower B pillar

SP211 Accent paint front door

SP212 Accent paint roof (including A and C pillar), B pillar and front and rear doors

SP213 Accent paint roof (including A and C pillar), B pillar and front door

SP215 Accent paint roof (including A and C pillar), upper B pillar

EMISSIONS:

428 HIGH ALTITUDE EMISSIONS No Charge

429 NON-HIGH ALTITUDE EMISSIONS *for units shipped/sold No Charge
to dealers in high altitude areas for registration in
standard emissions areas * (REQ: Standard emissions)

SEAT TYPE:

553 ANTI-LOCK BRAKING SYSTEM/ELECTRONIC TRACTION-ASSIST \$596.00
(N/A w/45D Limited Slip Differential)

DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

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153	FRONT LICENSE PLATE BRACKET	No Charge
127	HEAVY DUTY RUBBER FLOOR MATS *replaces STD carpeting *(N/A w/12H or 12Q floor mats)	\$23.00
12H	COLOR-KEYED FRONT CARPETED FLOOR MATS	\$23.00
12Q	COLOR-KEYED REAR CARPETED FLOOR MATS	\$18.00
41H	ENGINE BLOCK IMMERSION HEATER	\$23.00
45D	LIMITED SLIP DIFFERENTIAL (N/A w/553 Anti-Lock Brakes)	\$85.00
21A	6-WAY PWR DRIVER SEAT	\$321.00
589	ETR AM/FM STEREO W/CASSETTE/CLOCK	\$165.00
PRE	Antenna Cable (no hole in roof), RG58U (solid) or RG58AU (stranded) coaxial radio antenna cable routed from truck left hand or right hand side and coiled 14/15 " forward of rear edge of roof panel. Excess wire coiled in trunk for hook up to customer equipment	\$20.00
PRU	Auxiliary speakers and wiring, for use with standard radio speakers are mounted in right hand and left hand front doors and are connected to wiring which is routed to center of instrument panel with a 36" coil of wire for customer connection to radio. Wire is coiled below center of instrument panel. 3.2 ohm-6 watt	\$37.00
PR9	Auxiliary speakers and wiring, for use with standard radio speakers are mounted in right hand and left hand front doors and are connected to wiring which is routed to center of instrument panel with a 36" coil of wire for customer connection to radio. Wire is coiled below center of instrument panel. 6.0 ohm-10 watt	\$42.00
PLN	Auxiliary fuse panel, six circuit fuse panel located under instrument panel passenger side. Each fuse holder is capable of 20 amps maximum. Fuses not included.	\$37.00

(1) #10 gauge wire direct battery feed to (3) fuse holders (not to exceed 50 amps total)

STATE OF OREGON
DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

PAGE: 11

REVISION NUMBER: 001
PA NUMBER: 5412

COMMODITY CODE: 07006

(1) #10 gauge wire direct battery feed to (3)
fuse holders (not to exceed 30 amps total)

Note: these circuits are connected to Police Package accessory feeds

PLA Lamp, courtesy, inoperative, courtesy lamp circuits \$12.00
are non-functional at all 4 doors, so dome and
courtesy lamps will not operate when doors are opened.
Dome reading lamp controlled by headlamp switch or
switch on reading lamp.

✓ PLV Order code saddle, map lamp, auxiliary 32 candle- \$27.00
power map lamp located approximately 6 inches rear
of windshield. Lamp switch wired to battery feed.
Fused through courtesy lamp circuit.

FLW Order code saddle, map lamp, auxiliary 32 candle- \$27.00
power map lamp located approximately 6 inches rear
of windshield. Lamp switch wired to battery feed.
Fused through courtesy lamp circuit.

PLP Power door lock linkages and control knobs deleted \$12.00
(available with power door locks only) Rear door
bellcrank, linkages and remote-control rear door
latches deleted, packaged and shipped in trunk.
When used with RPO power locks, this combination
provides front operated power locks.

PLL Power locks, driver only control, power locks on \$12.00
all four doors operable only through driver master
control switch mounted on driver's door panel.
(rear door handles remain operational)

✓ J PLM Power locks, driver only control, power locks on \$12.00
all four doors operable only through driver master
control switch mounted on driver's door panel.
(rear door handles inoperative)

✓ PW4 Power windows, driver only control, power windows \$12.00
in all four doors operable only through driver master
control switch mounted on driver's door panel. Power
feed to other switches disconnected at driver's switch.

✓ PR8 Radio Interference suppression bonding straps, \$59.00
this option provides bonding straps for the
following areas:

1. Hood to body (RH and LH)
2. Decklid to body (RH and LH)

DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
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3. Engine to frame
4. Exhaust to body (RH and LH)
5. Body to frame (RH and LH)
6. Radiator bracket to frame (RH and LH)
7. Engine to body

PRS	Roof Reinforcement, reinforced lateral bar with extension plate to windshield header. Provides mounting of roof light up to 14" diameter and 25 pounds. Centerline of lamp approximately 24/25" from windshield header.	\$55.00
PL1	Spot lamps, are 6 inch industry standard, with 150,000 candlepower halogen bulbs. Sport lamps are A-pillar mounted and wired direct to battery and fused. Fuse is located in standard fuse panel. (Districts must assure compliance with local regulations prior to ordering)	\$290.00
PL4	Spot lamps prep package, provides all components necessary for dealer to install A-pillar mounted, purchased spot lamp kit from manufacturer. The components include: <ol style="list-style-type: none"> 1. Access hole in A-pillar 2. Mounting bracket in place 3. Wiring and fuse located in standard fuse panel 4. Door edge reworked and trimmed 5. A-pillar moldings trimmed 	\$154.00
PLU	Warning lights, deck lid lamps, provides wiring switch and (2) 4" red alternate flashing lamps on underside of decklid.	\$116.00
PLT	Warning lights, package tray lamps, provides RH and LH package tray with 4" red lamps which function with brake, turn and emergency lamps	\$88.00
PW7	Wiring package, front, five circuit harness provides (1) circuit to alternate flasher with (2) feeds for flashing lights. Additional (4) circuits for customer connection. One end coiled on RH shock tower routes through dash panel with other end in a 36 inch coil at center of dash	\$55.00
PW2	Wiring roof lamp - 10 wires (hole in roof), 24" of grommetted wiring is coiled and taped to exterior roof panel. 48 inches is coiled on RH floor under the glove box. Box wires individually	\$63.00

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color coded

- (1) 1 1/4 " hole located 29" from header on roof C/L
- (2) #10 gauge wires
- (2) #12 gauge wires
- (6) #14 gauge wires

***** DEALER PROVIDED OPTIONS: *****

Undercoat	\$44.00
Manual sets (not copies):	
Body / Mechanical parts listing	\$40.00
Shop maintenance and repair instructions	\$76.00
Emissions Manual	\$35.00
Electrical Schematic	\$28.00
Repair Labor Times manual	\$80.00
Technical Service Bulletins and updates (1 YEAR)	\$75.00

Warranty:

Drive Line Coverage - 100,000 miles - \$50.00 deductible

4 years	\$1240.00
5 years	\$1290.00
6 years	\$1340.00

Premium Care Coverage - 100,000 miles - \$50.00 deductible
(check with dealer for areas covered)

4 years	\$2055.00
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FROM SKYLINE3718146

DEPARTMENT OF ADMINISTRATIVE SERVICES
PURCHASING DIVISION
PRICE AGREEMENT SUMMARY

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COMMODITY CODE: 07006

PA NUMBER: 5412

5 years

\$2195.00

6 years

\$2295.00

“developing and/or reviewing project proposals to further transportation safety and the transportation system plan” and Item D. “identifying traffic problems and investigating solutions”. She commented that between the two items that the intent to allow research is included in the new ordinance. Drechsler pointed out that the transportation system plan is a new, added responsibility; he feels that research is implied in the two items. **Wisner recommended that the word “research” be added Item D. to clarify that it is still a TSC responsibility.**

Farley asked how often TSC members have to go outside of the City for instruction on some portion of traffic safety, as directed by the City; Anderson and Drechsler asserted that every single member other than the Milwaukie High School student have attended training sessions or seminars, and they listed quite a few that several members have attended together.

Wisner noted that this brought up a question about another section of the old ordinance which did not seem to be reflected in the new, reading the following from the old ordinance: “the commission shall have the power and the authority to request testimony relative to their prime goals and objectives; to this end they may and have the authority to request testimony from other governmental agencies with responsibility and knowledge of traffic safety and shall have the right to call at any meeting, with proper notification, expertise from any field of endeavor that would give them the required information to proceed to the ultimate goal of meeting their responsibilities....” she noted that the new ordinance adds “with the approval of Council”. She pointed out that until now information has been solicited, at no charge, from other jurisdictions; she wonders if this would still be allowed. Drechsler responded that 2.10.030 Item G. of the new general ordinance states only that the commission cannot bind the City in a contractual obligation; nowhere does it state that the commission may not solicit gratis information. Baker brought up the seatbelt diversion sentencing option that involved working with other jurisdictions - again, at no cost to the City. He doesn’t see this type of cooperation as being prohibited in the new ordinance. Anderson read from the new ordinance 2.24.010 Item E. “cooperating with the public and private school systems in the promotion of traffic safety aids to the schools and City”. **Baker then suggested that this item could be clarified by rewording it to read “cooperating with the public and private school systems in the promotion of traffic safety to those schools and their adjacent communities within the City.”**

Wisner, returning to the research question, addressed the Council members, asking why it is in the best interest of the community to remove “research”. **Drechsler pointed out that she had recommended adding to 2.24.010 Item D. to have it read “identify traffic problems, researching and investigating solutions”**, and he thought that the question was covered by that recommendation. She wanted to know what the rationale was to delete “research”. She also wanted to know why the commission would now only advise Council, not the City Manager. Drechsler pointed to the general ordinance which states they would be working in an advisory capacity to Council.

Anderson suggested that the members go over the old enabling ordinance and cross-checking to see what was addressed in the new ordinances and what might no longer be represented. The first item had already been discussed earlier in the meeting, and would be covered by adding the word “research” to Item D. **Baker felt that adding wording to the general statement that follows 2.24.010 would enhance the understanding that they would be “advising and making recommendations towards implementation to the City Council...”**

Stone said that she would like to see another item listed, a new Item I. in 2.24.010 to read “Work cooperatively with other jurisdictions to research, develop, and make recommendations toward implementing coordinated traffic safety programs which meet citizen needs.” She felt that this would address traffic safety programs, which she did not see listed in the new ordinance. Lomnicki asked if Item A. doesn’t cover this concern. Stone wanted to be more specific, as she feels the new ordinance is quite specific in the duties and responsibilities outlined.

Farley commented that the new name Transportation Safety Board would seem to imply all forms of transportation, including air and water. Anderson did not see the group covering anything that does not travel on the roadways, i.e. vehicles, bikes, people. Wisner stated that she thinks that the group should remain the Traffic Safety Commission, rather than become a Transportation Safety Board, and pointed out that the 6/20/95 Council excerpts indicate that Trotter had stated that “perhaps the commission’s role should be more similar to that of the Planning Commission”. Drechsler directed attention to the proposed general ordinance, which spells out that the difference between a board and a commission is that a commission is a decision-making body on behalf of the Council. He asked how Wisner sees the group making decision on behalf of the Council, particularly since they had just discussed how they are an advisory body to Council, and the old ordinance states that they are an advisory board. Wisner pointed out that the terms Board and Commission are not addressed in the Boards and Commission Handbook, written in February 1995. There was extensive discussion about the two terms; Anderson discussed how the Historic Resource Commission (HRC) has the responsibility of designating what constitutes a historic resource within the City, and that their decision can be appealed to Council. She asked what items would TSC make binding decisions on behalf of the Council. Wisner said that this subject would take some work sessions to research.

Stone, continuing with the Board vs. Commission discussion, expressed a feeling that sometimes the group isn’t “even being allowed to function as a board”. She read from a sheet discussing citizen advisory boards and committees; quoting it as saying that “Advisory committees can be an effective way of shifting the political heat of a volatile issue away from you the decision maker, to create time for discussion”. She cited the 32nd Avenue incident, noting that it was a volatile incident, but that the “TSC was never utilized as a commission *or* a board; we were totally glossed over, and it created a lot of problems for everybody.” She felt that this illustrated how sometimes their hands are tied as either a board or a commission. Anderson disagreed, noting that the TSC was charged with implementing a School Trip Safety Task Force. Stone expressed her feeling that the Task

Force was a political move to calm down the situation, but the TSC's advice wasn't solicited until after the City had already chosen a solution for the 32nd Avenue crossing problem. If TSC advice isn't being solicited, she said, then why are we here?

Baker commented that in the 32nd Avenue incident, the community didn't have an acceptable timeline to answer their dilemma; when they don't, they will seek any open door. He said that TSC has grown with the acceptance of greater responsibility during the last 4 or 5 years. When he volunteered to the commission, he had been warned that he might be bored working with what used to be a quiet, relatively inactive commission. He found just the opposite.

Wisner also addressing the 32nd Avenue incident, stated that the incident really illustrated the research and development skills that the group possess. She felt that the outcome showed how they saved the City money by doing research and development themselves; the final solution was cost-effective, expedient to install, and was considered by many to be the best solution for the problem. She also supported Stone's comments about the TSC having been "skipped over in that process", saying that a staff person had come to her and apologize to her for "skipping" the TSC in that process; pointing out that the feeling of exclusion was real, not imagined, or the apology wouldn't have been necessary. Stone hoped that some better lines of communication would be set up with Council.

Anderson noted that the Mayor, several staff, and all of the Council members are present at this meeting, and hoped that they hear the message "loud and clear" that the group wants to be involved and does work hard. She urged the group to see this meeting as an opportunity to get into the ordinance and show their interest by making any recommendations necessary to make the board work better. Wisner stated that she felt that TSC should meet with Council on a quarterly basis, even if only as a work session. She feels that the Council excerpts are full of information that TSC needed to clarify.

Councilor Kappa asked how the TSC will become involved in the TSP. Stone said that she and Wisner had been involved in the Auto and Freight Task Force; she wished that Traffic Safety, as a group, had been involved from the very beginning. She felt that they had a chance to work toward making the City not only safe, but also livable, by their involvement. Farley asked if TSC had been asked to give a decision or do any work at all in regard to light rail; the group agreed that they had not. Baker noted that the light rail work had been done on a neighborhood level.

Anderson went back to the discussion on the new name: Transportation Safety Board, and asked if everyone was comfortable with that designation. Wisner reiterated that it would require additional work sessions to research. Stone asked where the definitions of board or commission came from; Councilor Schreiber stated that she had made the name designation an issue with Council. She said that there is a lot of responsibility that goes with being a commission member; it has some legal standing and a higher degree of personal accountability. Bartlett commented that the State Transportation Safety Commission had their name changed to the Transportation Safety Committee, for exactly that reason.

Wisner asked what else changed, in terms of their authority? Bartlett replied that the scope of their work was broadened. Wisner stated that she had heard from a former member that the name change adversely affected their authority. Bartlett replied that their authority was broadened to include all forms of transportation, including rail, bike, etc.

There was extensive discussion about whether the group should remain a commission or accept the board designation. Anderson emphasized that for the time being, the group should accept that they are the Traffic Safety Board. Wisner commented that if they feel that it is important, work sessions can be scheduled for a later date to discuss the board/commission issue further. Councilor Trotter stated that while there will be a public hearing on the revised ordinances, tonight is the group's best opportunity to comment on the changes before public hearings.

Anderson brought the focus back to comparing the old and new ordinances. Stone pointed out that the new ordinance states that the group will advise City Council; does that mean that the City Manager will no longer make requests? Drechsler stated that the language was simply made uniform for all of the boards and commissions. Trotter explained that Council asks the City Manager to provide information or do a task, and that it is the City Manager's function to refer items to staff, who may ask a board or commission for a recommendation.

Wisner asked where Traffic Control Device Requests (TCDR's) fit into the new ordinance, and read from the Council excerpts of 10/10/95 where Bartlett stated that Council designated to him the responsibility for TCDCR's. She feels that TCDCR's are an integral part of the group's public participation on the behalf of the citizens, and that citizens need peer review. She noted that the excerpts seem to dwell on turn-around time for TCDCR's and that there might be a misconception that too much time is spent on review of TCDCR's. She pointed out that it takes time for staff to provide reports for the group to base their recommendations on. Anderson agreed, saying that she feels TCDCR's are an integral part of providing traffic safety. Drechsler reiterated that the Municipal code does designate the City Manager as the signing authority. **Wisner stated that the group wants to continue reviewing TCDCR's, and would like to see this spelled out in the new ordinance. Anderson pointed out that if they don't see TCDCR's, there is no way that the group can be aware that any traffic or safety problem exists.** She asked if they will still see the TCDCR's. Bartlett replied that it depends; they will see the routine requests after the ordinance is signed, noting that many of the TCDCR's can be reviewed against the Manual of Uniform Traffic Control Devices (MUTCD) and require no special review. He thinks that the group needs to see every TCDCR that is approved. Stone asked how that process fits in with the charge of preventing accidents and injuries. She feels that TCDCR's are a key to being proactive in preventing accidents, and if they only see the approved requests, she feels that the group will not have been involved at all in the process. Wisner pointed out that TCDCR's fit into a City Council goal of encouraging citizens to become involved in all aspects of the City. There was further discussion about TCDCR's, the importance that the group places on being able to review them, and how they fit under Item D, Identifying traffic problems and investigating solutions.

Anderson continued with 2.24.070 Item A.(3) of the old ordinance - "Upon request, provide research and furnish information to the City, County, and State officials". She noted that this seems to be contained in various portions of the new ordinance. Lomnicki interjected that during discussions, the Council had agreed that TSC advised Milwaukie City Council, and is not an advisory body to the State or County . The intent was to ensure that the flow of information is from TSC to City Council in making recommendations about issues within Milwaukie, and that it is clear that TSC is not to make recommendations to the County or State without going through Council. Wisner asked about sharing items such as the Stop sign brochure or the speed hump criteria; Lomnicki agreed that sharing information is fine, but recommendations to other jurisdictions need to go through Council rather than directly to outside agencies. Anderson clarified that the only place where recommendations would be directed to other agencies would be as a part of the TSP review; Lomnicki agreed, as the TSP is supported by City Council.

The remainder of the items under 2.24.070 Section 6 of the old ordinance were found to be included in the new ordinance.

Anderson went on to discuss the last portion of Section 6 of the old ordinance - "The Commission shall have the authority and power to delegate and formulate rules and policies for solicitation, promotion and advertising the activities of the TSC and to this end the Commission shall be provided funds to grants from any individual, firm, corporation or city to promote the general concept of traffic safety." Anderson noted that this does not seem to be covered within the new ordinance. Baker commented that these appear to be commission powers, not board authority. Anderson wondered about the ACTS-Oregon grant that the group had received in 1995; Baker pointed out that the grant had been offered, and was not solicited. After further discussion, it was decided that there would be no effect on applying for any grants, as the City Manager signs applications and therefore the group is not binding the City in any legal way without approval of the City.

Anderson continued with the new general ordinance, asking about Section 2.10.040 - Removal. Drechsler explained that all of the items listed under Removal came from the City's Personnel Rules, Standards of Conduct. He noted that another commission had suggested that these causes for removal be presented in a more positive light, i.e. "We expect board and commission members to exhibit good conduct exemplifying public service, which includes refraining from (the removal list). The reason the causes are listed in this way is that previously, a member could be removed "for cause", but cause was never defined. This list identifies what constitutes reasonable cause for removal.

Anderson went on to "Duties of Officers", noting that 2.10.050 Item B. states "The Chair shall be responsible to provide orientation for all new members and make training available for members of the board or commission"; she pointed out that Item E. goes on to state that "The City will provide for.....new member orientation and training." Drechsler explained that new member orientation and training is a staff duty, while it is the Chair's responsibility to provide the month-to-month training as needed to keep members informed. The intent of having all the terms expire in the same month is to expedite the initial

orientation and training of all new members of every board and commission. Trotter interjected that while the Chair may provide all of the training and orientation, staff is charged to support this function and can be requested to handle it without Chair's involvement. Wisner commented that a uniform orientation would be very helpful, and Anderson pointed out that the TSC meeting where Bartlett and the City Attorney discussed the charge and responsibilities of the commission was very helpful in clarifying the member's personal level of liability.

Stone asked about 2.10.050 A. - Organization, noting that it states "Terms of office will be for one calendar year". She wondered when the year begins and ends, as current TSC officers are elected in June and serve July through June. Drechsler said that the new terms would expire in March, with new officer elections in April. Anderson asked if Council expects to implement the new ordinance within the next month; Trotter replied that it is their goal. Stone commented that April 2nd is when the public hearing is scheduled. Baker asked if term lengths will be flexible, pointing out that the current terms run two years, while the new terms will be four years; will Council give the current members a choice as to whether they finish out the current two-year term or elect to serve for four years? Drechsler replied that Council needs to ensure that all of the terms do not end the same year, so that there are always some experienced members, so some accommodation may have to be devised, but that has not been decided.

Baker brought up that the new ordinance states that the TSB will consist of seven voting members and two ex-officio (non-voting) members appointed by North Clackamas School District. He noted that the group is short one member already. Anderson wondered how Council expects to fill even more seats? Councilor Kappa pointed out that it is Council's responsibility to recruit new members, and once the group begins work on the TSP they will need the additional members. Anderson asked if other boards and commissions have the same problem with vacant seats; the answer was yes. Trotter pointed out that with the new neighborhood associations, Council has access to a large number of involved citizens, and hopes that recruitment will be easier if these people are encouraged to apply for boards and commissions.

Stone commented that 2.24.030 - Membership - states that "Not more than three voting members may be non-residents". It was noted that the old ordinance spelled out only two could be non-residents; Drechsler explained that as the scope of the TSB is expanded, the numbers of people are expanded as well. Stone stated that if non-residents will be accepted, she would hope that preference will be given to people with expertise in traffic safety such as traffic engineers. There was much discussion about why TSB members might be non-residents; Drechsler pointed out that people who live somewhat outside City limits, such as further south on Oatfield, or who work within Milwaukie and therefore drive here every day have a vested interest in how transportation works in Milwaukie. Stone wondered if it was a requirement that three members be non-residents. **Stone suggested that the number of non-resident members be retained at two, rather than the proposed three.**

Wisner asked whether a driver's license was no longer required in the new ordinance. Trotter said that 2.24.020 states that "It is desirable that an applicant have a familiarity with basic traffic laws." Kappa explained that the focus must be multi-modal now, as someone may not drive for any number of reasons but still have a familiarity with traffic laws.

The meeting was opened to audience participation at 9:55 pm. First to speak was Patty Wisner of 3325 SE Wister, who encouraged Council to listen to and try to retain the recommendations made tonight intact. She noted the ACTS-Oregon award, applauded TSC's efforts and thanks them for their commitment.

Donald Hammang of 11104 SE Home spoke briefly, stating that he feels that it is desirable to retain the Traffic Safety Commission's current name. Citizens recognize that the TSC is a peer group, and he feels that the name recognition is a valuable asset. As a consumer, he doesn't relate to the name Transportation Safety Board, which makes him think of a Federal entity. **There was further discussion about the name change; Traffic Safety Board was suggested.** Trotter said that the group needs to broaden their scope; the anticipated work on the TSP will make their current focus on traffic seem too narrow. **Anderson urged Council to hear the community voice that retaining the name TSC is desirable. Traffic Safety and Transportation Board was a final option thrown into the arena for consideration.**

The meeting was adjourned at 10:03 pm.

Nancy Anderson, Chair

Connie Leasure, Staff Assistant

/cjl

SIGN-IN SHEET

NAME	ADDRESS	PHONE #
LEONA Seaborg	11989 SE 34 th	6530698
Don Bartlett		
Mel Broun	11577 SE 347H	654-3418
DONALD HAMMAN	11104 SE HOME	652-0968
LISA SNYDER	11104 SE HOME	652-9638
PATTI & RON CASANOVA	3788 SE LAKE RD	653-9602
Sharon Van Horn	3011 SE Bascom	659-5651
Patty Wynn	3325 SE Wister St.	654-7468
PAUL HAWKINS	4350 SE ELSEWHERE LN	653 7389
DICK BAKER	TSC	6596249
George Van Bergen	12366 S.E. Guilford Dr	654-4724
CRAIG J. Lomwick	4420 SE Johnson Creek Blvd	652-2492
RICK FARLEY	4623 S.E. LEWELLYN	652-0972
Rob Kapp	MILW. COUNCIL	
Don Trotter	" "	
Nancy Jenderson	MTSC Chair	652-0945
Kim Martin	11305 SE 34 th Ave Mil	786-1731
MARY SMITH	3316 SE WASHINGTON ST.	786-1947
Gene Rodriguez	2725 SE Monroe St	659-2701
John Will	9901 SE. 53 rd	654-5143
Tina Krause-Marshall	9901 SE 53RD AVE, Milw	654-5143
GREGORY DRECHSLER	CITY of MILWAUKEE	786-7605
Susan Stone	9212 SE 32 nd AVE	654-7209
Julie Wrona	3325 S.E. Wister	654-7468

HECTOR CAMPBELL NEIGHBORHOOD ASSOCIATION
Minutes of the Regular Meeting
January 29, 1996

The first regular meeting of the City of Milwaukie Hector Campbell Neighborhood Association (HCA) was called order at 7:00 PM by Kim Christiansen, Co-chair. Those in attendance are noted on the attached sign-in sheet.

1.0 Brief introductions were given by the HCA Officers: Co-chairs, Valori Fletcher and Kim Christiansen; Vice-chair, Donald Hammang; and Secretary-treasurer, Alan Fletcher. Each member of the audience introduced themselves to the assemblage.

2.0 Vice-chair Donald Hammang gave a brief overview of purposed changes to the City's numerous boards and commissions. Most notables were the changes to the Transportation Safety Commission (TSC) and the Citizens Utility Advisory Commission. Mr. Dick Baker, a member of the TSC joined the meeting and discussed some the proposed changes, the history of the TSC and the importance of maintaining strong citizen-lead boards and commissions.

Donald Hammang moved that HCA send a letter to the City Council requesting further information as well as justification for the changes to these boards and commissions. A vote by show of hands ensued with 16 residents voting Yes to the proposal and 0 voting No, carried.

3.0 Discussion was held regarding the possible formation of a City-wide association consisting of representatives from each neighborhood association. The purpose of this group would be to better coordinate information flow between neighborhood associations and the City. Mr. Hammang moved that a representative from HCA be appointed to participate on this proposed City of Milwaukie Association of Neighborhood Associations. A vote by a show of hands ensued with 16 residents voting Yes and 0 voting No, carried.

4.0 Discussion was held regarding the proposed formation of a City-wide Land Use Board, similar in composition to the aforementioned association. Mr. Hammang moved that HCA encourage the creation of a Neighborhood Association Land Use Board consisting of representatives from each of the neighborhood associations. A vote by a show of hands ensued with 17 residents voting Yes and 0 voting No, carried.

5.0 Information was provided on the City's Transportation System Plan. Review comments on the plan were to be submitted by February 1, 1996. There will be a public meeting on the plan on February 22, 1996, 7:00 PM at the Public Safety Building.

Employees of Metro and Tri-Met were present to address HCA. The presenters included Susan Shepherd, Mary Webber and Brenda Bernard of Metro; and Jennifer Ryan and Nancy Wago of Tri-Met. Presentations were given on the Metro 2040 Plan, Urban Growth Boundary expansion and Urban Reserves Study Areas. Information was also presented on the proposed South/North light rail project, how proposed routes were selected for analysis and where the project was in its pre-design. Members of the audience asked many questions with the Metro and Tri-Met representatives responding. It was noted that the public participation stage of the selection process has ended and that the next decision point will be a formal 45 day comment period after the Environmental Impact Study is completed. A build / no-build decision is anticipated in mid-to-late 1997.

6.0 The next meeting of the HCA is scheduled for Monday, February 26, 1996, 7:00 PM at Hector Campbell School. There being no further business to come before the HCA, the meeting adjourned at 8:30 PM.

Respectfully Submitted,

Alan Fletcher, Secretary-Treasurer

LINWOOD NEIGHBORHOOD ASSOCIATION

Minutes from general meeting - February 22, 1996, held at Linwood Elementary School, 7:00PM.

1. Due to the expected length of the meeting, reading of last month's minutes was not done, however, copies were available and anyone with changes or corrections should contact Dolly Macken-Hambright, secretary (659-7582).

2. Susan Stone, Traffic Safety Commission, will be on the agenda for our March meeting.

3. Karen Lauckman, Linwood Elementary School Principal (653-3676 or 653-3697) presented the results of a Transportation Survey for Parents regarding travel to and from school. The survey included 215 total responses, with 87 parents expressing concerns. The extensive survey covered school bus transportation, students who walk to school and general school safety. Should you have any questions, contact Karen and she will fill you in. As a reminder, the school opens doors at 8:15AM and will call for any student without transportation 15 minutes or more after closing, AND the day care begins at 6:00AM and closes at 6:30PM, school days.

4. Susan Shephard, Metro (797-1872), Jennifer Ryan, Tri-Met (239-2177) and Diana Myrvang, Milwaukie City Public Involvement Co-Ordinator (786-7657) presented information on Lite Rail and answered questions about some of the possible impacts to Milwaukie residents.

The proposed route is from Downtown Milwaukie to Clackamas Town Center via Railroad Ave./Harmony Rd. Tracks will be on the North side of Railroad Ave. from Downtown to Linwood, cross over and proceed on the South side of Harmony Rd. to Fuller, cross Harmony and go up Fuller Rd. and then cut across to the vicinity of Town Center. New transit stations are proposed at Wood Ave., Linwood, near LaSalle H.S. and Near Town Center.

There were a multitude of questions from the floor including:

Q. Why has there not been more notification to those people who will be most affected?

A. All present felt that notification had been ample, including info. in the Milwaukie Pilot (with the water bill), the Clackamas Review, and the Oregonian.

Q. Why is Lite Rail being used to connect shopping areas, instead of other high use areas such as the airport?

A. Because Lite Rail uses recognizable landmarks and the final rails may be a half-mile or so from the landmark. I-205 was rejected as a route due to ridership not expected to be as high as this route.

Q. Who is doing the Environmental Impact Statement?

A. Input will come from visitation to those most affected through Metro staff's 14 jurisdictional members, the Citizen's Advisory Committee (which meets monthly and invites public comment at each meeting), the elected and appointed Steering Group (which includes Mayor Lomnicki), the Milwaukie City Council and the Clackamas County Commissioners.

Q. Are current homeowners going to be displaced?

A. Yes, apparently homes in The Grove and others will be fall under the Eminent Domain of the City, Metro, County or other.

Q. Will owners be compensated for any possible devaluation of property along the route?

A. Not unless Lite Rail actually touches the property, or possible damage can be directly attributed to Lite Rail.

Q. Does Tri-Met know what is expected as to crime impact and are the law enforcement agencies capable of stopping this impact with extra patrols, etc?

A. There is no study that shows a crime increase along existing lite rail routes. Tri-Met is confident that by station location and design and the use of cameras and patrols crime will not increase. However, it was mentioned that an increase in the volume of people will undoubtedly add to criminal activity (although constant patrols may reduce the problem).

A comment came from the floor that according to this member's source, the existing lite rail line is a "pipeline for crime".

Q. Are there any other areas being studied, such as along Highway 224?

A. No.

Q. Are names of the decision makers available?

A. Yes, call Susan Shephard (797-1872) for that information.

Other neighborhood changes proposed are the widening of Harmony Rd. to 5 lanes by the County and possibly a second set of tracks within the Southern Pacific right-of-way to be used as a "passing lane".

For further information regarding Lite Rail, contact any of the above mentioned folks and for a copy of "MAX Facts" available at the meeting, contact Don Colfels (659-8039).

5. The next Association Land-Use Committee meeting will be March 7, 1996. Call Tracy Cook (654-2946) for location and time.

6. The next Milwaukie City Budget Meeting will be at the Public Safety Bg. on March 13, 1996. Call for time.

7. The next Linwood Neighborhood Association meeting will be March 28, 1996, 7:00PM at Linwood Elementary School, Library.

Respectfully submitted,

Dolly

D.I. Macken-Hambright, secretary