

MILWAUKIE
CITY COUNCIL MEETING
February 21, 1984
7 p.m.

COUNCIL CHAMBERS

1450th MEETING

At 5:30 p.m. prior to the regular Council Meeting the City Council had a work session to discuss Oregon Election Law and budget process. All Council members were present as well as the City Manager, the City Attorney and the Finance Director. (Secretary arrived at 6:15) Finance Director discussed types of levy measures, state requirements, and budget expenditures and revenues for 1984-85. The work session was adjourned at 6:35.

REGULAR MEETING

The one thousand four hundred and fiftieth meeting of the Milwaukie City Council was held on February 21, 1984 with the following Councilors present:

Mayor Joy Burgess	Don Graf
Ron Kinsella	Roger Hall
Mike Richmond	

Also present:

Hugh Brown, City Manager	Steve Hall, P.W. Director
Greg Eades, City Attorney	Marge Post, Finance Director
Dick Bailey, Fire Chief	Laurie Perkin, Secretary

AUDIENCE PARTICIPATION

John Coursey from Friends of the Center, presented Council with a check for \$2500 as second payment on their pledge of \$10,000 for support of the Milwaukie Senior Center.

Bill Hupp complained about the exhaust fumes from Tri-Met buses killing the trees by City Hall and also about the number of parking spaces being used by Tri-Met.

Bee Hall said that Tri-Met is considering cutting off bus service from Milwaukie after 6 p.m. She requested that Council write to Tri-Met protesting this decrease in service.

City Manager said that an agreement with Tri-Met has been drafted and that one of the provisions is that Tri-Met bus drivers turn off their engines while waiting at the transit center. There was consensus of Council that a letter should be sent to Tri-Met protesting the reduction in service.

Jim Backenstos complained about the discourteous attitude of Tri Met drivers and about the additional parking spaces they were using. City Manager said they were given an additional space because of the new Sellwood line.

Public Hearing- Federal Revenue Sharing

City Manager said Council is required by state law to allow written and or oral comments on the proposed use of revenue sharing. Finance Director has listed proposed use of the

funds which amount to \$353,000 total with \$103,000 under capital outlay and \$249,450 under transfer to general fund. Kinsella suggested taking \$75,000 out of the transfer to general fund and place it under capital outlay - the \$75,000 to be taken out of general government on page 65 of the proposed budget under salary adjustments. He said that this much was not needed under salary adjustments due to the recent information regarding the arbitrators award. City Manager said he felt the projections with regard to contract settlement were accurate and that these funds were intended for individual position adjustments.

There was extended discussion on transfer of funds. City Manager suggested discussing this at the next public hearing on the budget. Finance Director explained items listed under Capital Outlay.

Citizen Comments

Al Liane, 4809 SE Monroe, objected to the use of federal revenue sharing funds for the purchase of the fire truck. He expressed concern that the city was depending on these revenue sharing funds.

Bill Hupp, 2626 SE Washington, said the \$75,000 should go to street repair.
The public hearing closed at 8 p.m.

Public Hearing - 1984-85 Budget

The City Manager said the decision before Council was to decide the levy amount that will be submitted to the county and placed on the ballot on March 27, 1984. The total budget is 9.2 million dollars, slightly less than last year he said. Finance Director has submitted information for public hearing which must allow for citizens to give oral or written comment on the proposed use of state shared revenues and any portion of all of the 1984-85 budget. Included in the material provided was a list of summary schedules of the approved budget, proposed use of state shared revenues and a resolution calling for an election and proposed ballot title. Finance Director talked about the types of levy measures, budget expenditures and revenues and pointed out which areas were included in the general fund, non-operating funds, legislative, administrative and general government fund and community services fund. She said that property tax is only used for the general fund and is not used for special services nor for bonded indebtedness. She pointed out that \$35,000 cigarette tax and the \$138,000 liquor allotment were revenues in the general fund and are proposed as an offset to property tax. The state gas tax of \$286,000 was to be used for street improvements only.

There was discussion on percentage of contingency fund needed. Finance Director said 10% was desirable but many cities operated at far less, and that the contingencies in this budget were minimal.

Citizen Comments

Jim Backenstos, 3636 SE Harrison, spoke in opposition to the budget. He said that he objected to the \$257,000 reserve for salary adjustments, the waiving of the bidding process on the purchase of the fire truck, and the 7 year debt incurred by the purchase of the fire truck.

Al Liane, 4809 SE Monroe, expressed concern about the general fund section of the budget, the medical and dental benefits, the emergency purchase of the fire truck and the related expenses of remodeling of the fire station, interest charges, travelling expenses.

Ken Upton, 11175 SE 30th, spoke in favor of the budget. He said he felt the budget committee was responsible and that the tax rate was acceptable and he hoped the budget would not be held hostage because of the purchase of the fire truck.

Bill Hupp, 2626 SE Washington, asked if the proposals discussed during the Budget Committee meetings were ever going to be discussed by the Council. City Manager said a list of these proposals would be presented to the Council.

The following correspondence has been received:
letter from Senior Citizen Advisory Council dated 2/13/84 in support of the budget, letter from Center Advisory Board dated 2/20/84 in support of the budget.

The public hearing was closed at 8:50 p.m.

It was MOVED by Kinsella to remove \$75,000 under revenue sharing -transfer to general fund and put it into capital outlay under machinery and equipment and that \$75,000 be removed under salaries adjustment on page 65 of the proposed budget thereby making this amount \$182,000. Burgess asked that the motion be amended to state that the \$75,000 be added to street repair. The meeting was recessed at 8:50 - reconvened at 9:05 p.m.

Kinsella WITHDREW his MOTION. Burgess WITHDREW her amendment. It was MOVED by Kinsella, that on page 142 of the proposed budget under revenue sharing- transfer to general fund, \$75,00 be removed and placed under street fund and that on page 65, line 05 under salaries reserved for adjustments \$75,000 be removed. MOTION was SECONDED by Burgess. MOTION CARRIED unanimously.

It was MOVED by Richmond, SECONDED by Kinsella, to adopt Resolution 4-1984 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE CALLING AN ELECTION ON THE 1984-85 OPERATING TAX LEVY 1984-85) Under discussion, Burgess said

she could not support resolution because of the 7 year debt incurred by purchase of the fire truck and the waiving of the bidding process. There was extended discussion on the purchase of the fire truck, the waiving of the bidding process, the cost of remodeling the station, the need for a new fire truck, the selling of the other fire trucks, etc. On the MOTION to adopt Resolution 4-1984, MOTION CARRIED with the following vote: AYES: Kinsella, Richmond, Graf, Hall, NO: Burgess.

LEGISLATION

Payment of bills

It was MOVED by Graf, SECONDED by Hall, that the bills listed for February 21, 1984 be approved for payment. MOTION CARRIED unanimously.

Discussion of McLoughlin improvements

Mayor reported on meeting with representatives from City of Portland regarding McLoughlin improvements and read a letter from Dennis Buchanan, County Executive. Both jurisdictions supported further study of the flyover alternative. Jim McClure of ODOT said that ODOT was preparing a report on the flyover. It was agreed that a work session would be scheduled when more information was available.

Purchase of Fire Truck

Finance Director has prepared memo dated Feb. 17, 1984 requesting Council approve City Manager signing the lease purchase agreement of fire truck after testing and acceptance in Michigan and declare surplus and authorize sale of trucks 50 and 53 upon signing the lease agreement. Total cost of the truck plus interest is \$297,382.25. It was MOVED by Graf, SECONDED by Kinsella, to approve purchase of fire truck. MOTION CARRIED with the following vote: AYES: Kinsella, Richmond, Graf, Hall. NO: Burgess. It was MOVED by Graf, SECONDED by Kinsella, to declare surplus and authorize sale of trucks 50 and 53. MOTION CARRIED with the following vote: AYES: Kinsella, Richmond, Graf, Hall. NO: Burgess.

RR/Harmony/Lake Rd. project

City Manager said analysis is now complete and is ready for Council review and will be provided at the next meeting. It was decided to have a public hearing on May 17 at Hector Campbell School.

Firestop proposal

Mayor has written letter to Mike Kearney, Chairman of Oak Lodge Board, stating Council intention to table the discussions of the firestop proposal. Council concurred to send the letter.

Appointments to Planning Commission

It was MOVED by Burgess, SECONDED by Kinsella, to appoint Robert Knudson and Betty Roholt to the four year terms on the Planning Commission and to appoint Don Trotter to the one year position vacated by Rebecca Sweetland. MOTION CARRIED with the following vote: AYES: Burgess, Richmond, Kinsella. NOES: Graf, Hall.

OTHER BUSINESS

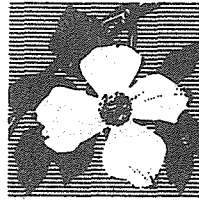
Kinsella reported that he had received many phone calls and letters from citizens supporting the budget. Mayor has received letter from Nick Knapp of the Housing Authority, requesting Council support of application to HUD for funding. It was agreed to send a letter of support as requested.

Staff was directed to provide a design for a certificate to be awarded to Milwaukie businesses as requested by Bill Hupp.

The meeting was adjourned at 10:50 p.m.

Joy Burgess, Mayor

Lauric Perkin, Secretary



CITY COUNCIL AGENDA
February 21, 1984
7 p.m.

COUNCIL CHAMBERS

1450th Meeting

5:30 p.m. - Work Session concerning Oregon election law and budget process.

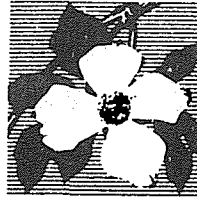
- I CALL TO ORDER
 - a) Call to Order
 - b) Invocation
 - c) Pledge of allegiance
- II AUDIENCE PARTICIPATION
 - Presentation from Friends of Center - John Coursey
- III PUBLIC HEARINGS
 - a) Proposed use of Federal Revenue Sharing Funds
 - b) 1984-85 one year special operating levy
RESOLUTION _____ calling for an election
- IV LEGISLATION
 - a) Payment of bills
- V OTHER BUSINESS
 - a) Discussion of McLoughlin improvements
 - b) Purchase of Fire Truck
 - c) Discussion of RR/Harmony/Lake Rd. project
 - d) Discussion of Firestop proposal
 - e) Consideration of terms of appointment of Planning Commission
- VI CONSENT AGENDA
 - a) Approval of Minutes - Jan. 31 & Feb. 7, 1984
 - b) Approval of liquor license renewals
 - 1. Ferguson's Markets Inc.
 - 2. Sunnycorner Market # 2
 - 3. American Legion Post 180
 - 4. Pal's Shanty
 - 5. Fernwood Inn
 - c) Island Station Waterline Improvements
- VII INFORMATION
 - a) Letter to/from Mayor re backyard burning ban
 - b) Letter from Bill Hupp re award to businessmen
 - c) Letter to Jerry Justice re Cable TV companies
 - d) Letter from LOC re City of Salem appeal of ERB decision
 - e) Minutes - SCAC, 1/13/84

Information ---continued

- f) Minutes - Civil Service Comm., 1/24/84
- g) Minutes - Planning Commission, 1/24/84
- h) Minutes - Traffic Safety Commission, 1/9/84
- i) Minutes - Parks & Recreation Commission, 1/31/84
- j) Letter from Don Kopp re Clackamas Review information

VIII ADJOURNMENT

CITY OF MILWAUKIE



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FINANCE DEPARTMENT
in the City Hall • phone 659-5171

TO: Hugh Brown, City Manager
FROM: Margaret Post, Finance Director *Marge Post*
SUBJECT: Revenue Sharing Hearing - February 21, 1984
DATE: February 10, 1984

February 21, 1984 at 7:00 p.m. is the time and date set for the public hearing on the Proposed Use of Revenue Sharing before the City Council. The Council is required to allow written and/or oral comments on the Proposed Use of Revenue Sharing. Listed below is the Proposed Use of Revenue Sharing as shown in the approved budget for fiscal year 1984-85:

CAPITAL OUTLAY

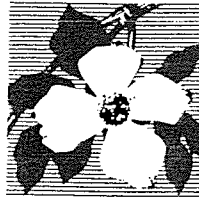
<u>Item</u>	<u>Amount</u>
Fire Truck	\$ 25,000
Retro-Police Vehicles	6,000
Building Inspector Vehicle	2,000
Park Tables	2,000
Sr. Center Tables & Chairs	2,000
Cash Register	5,000
Data Processing	61,550
Subtotal	<u>\$103,550</u>
Transfer to General Fund for operation	\$249,450
TOTAL	<u>\$353,000</u>

The resources include \$45,000 of available fund balance and anticipated receipts of \$308,000.

The passage of "Local Government Fiscal Assistance Amendments of 1983" by Congress and signature by the President continue Revenue Sharing payments to local governments for three years, ending September 30, 1986. The changes in the legislation were minor and the City of Milwaukie has met all the provisions of the Congressional action. The specific areas of change were related to handicap provisions, public hearings and auditing.

If you have questions or desire additional information please advise me.

CITY OF MILWAUKIE



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FINANCE DEPARTMENT
in the City Hall • phone 659-5171

TO: Hugh Brown, City Manager
FROM: Margaret A. Post, Finance Director
SUBJECT: PUBLIC HEARING ON 1984-85 BUDGET, CALLING FOR AN
ELECTION AND ADOPTING THE BALLOT TITLE
DATE: February 14, 1984

February 21, 1984 at 7 p.m. is the time and date set for the public hearing on the approved budget. The public hearing must allow for citizens to give oral or written comment on the proposed use of state shared revenues and any portion or all of the 1984-85 budget.

At the close of the public hearing the Council, by Resolution, should call for an election for the 1984-85 one year special operating levy and adopt the ballot title. The City Attorney has prepared the necessary Resolution and proposed ballot title.

Attached for your information are:

Attachment A: Summary Schedules of the Approved Budget
Attachment B: Proposed Use of State Shared Revenues
Attachment C: Resolution Calling for an Election and Proposed Ballot Title

cc: Greg Eades

Attachments

loval Recommended
Hugh H. Brown
Hugh H. Brown
City Manager



CITY OF MILWAUKIE

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EXHIBIT I

TAX INFORMATION

HISTORICAL TAX DATA AND ESTIMATE FOR FISCAL YEAR 1984-85

<u>YEAR</u>	<u>TAX RATE PER \$1000</u>	<u>ASSESSED VALUATION</u>	<u>TOTAL LEVY</u>	<u>GENERAL FUND LEVY</u>	<u>DEBT SERVICE LEVY</u>
1973-74	\$4.10	\$184,014,480	\$ 754,425	\$	\$
1974-75	6.58	196,612,150	1,294,224		
1975-76	6.11	215,036,540	1,324,251		
1976-77	5.59	236,730,000	1,323,183		
1977-78	3.72	297,647,000	1,107,242	1,064,613	42,629
1978-79	3.78	319,520,000	1,207,784	1,165,194	42,590
1979-80	4.27	384,047,090	1,639,881	1,620,086	19,795
1980-81	4.29	429,581,210	1,851,500	1,848,305	3,195
1981-82	4.46	464,542,476	2,068,850	2,068,850	
1982-83	4.91	499,367,410	2,483,164	2,483,164	
1983-84	4.67	549,639,480	2,584,335	2,584,335	
1984-85	5.08 ¹	571,625,060 ¹	2,901,551	2,901,551	

¹ Estimate: Based on the following

- A. A 4% increase in assessed valuation
- B. A 10% delinquency rate in collection of taxes



CITY OF MILWAUKIE

EXHIBIT II

FINANCIAL SUMMARY 1984-85

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FUND

GENERAL:

Resources except Taxes to be Levied	\$2,122,771	\$
AD VALORUM TAX TO BE LEVIED*	\$2,901,551	
Less Estimated Tax Not to be Received	<u>290,156</u>	
Ad valorum Tax Resource	<u>2,611,395</u>	
TOTAL GENERAL	4,734,166	4,734,166
STREET	392,249	392,249
EQUIPMENT REPAIR	71,815	71,815
BIKE PATH	6,015	6,015
SEWER	1,395,000	1,395,000
WATER	1,033,000	1,033,000
EQUIPMENT RESERVE	437,550	437,550
IMPROVEMENT BOND SINKING	627,000	627,000
STREET IMPROVEMENT	161,100	161,100
REVENUE SHARING	353,000	353,000
TOTAL	<u>\$9,210,895</u>	<u>\$9,210,895</u>

*Analysis of Tax to be Levied

Tax Base, within 6% Limitation	\$1,350,735
Special Operating Levy	<u>1,550,816</u>

TOTAL LEVY	\$2,901,551
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A meeting of the City Council Governing Body will be held on February 21, 1984
 at ~~7:00~~ ^{8:00} p.m. at City Hall, 10722 S.E. Main St., Milwaukee. The purpose of this meeting is to discuss the budget

for the fiscal year beginning July 1, 19 84 as approved by the City of Milwaukee
Municipal Corporation

Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained free of charge at City Hall, 10722 S.E. Main St., Milwaukee between the hours of 8:00 A.M. and 5:00 P.M.

The budget was prepared on a basis of accounting consistent not consistent with the basis of accounting used during the preceding year. Major changes, if any, and their effect on the budget, are explained below.

Clackamas Milwaukee 1/26/84 Joy Burgess
(County) (City) (Date) (Chairperson of Governing Body)

FINANCIAL SUMMARY

		ADOPTED BUDGET This Year 19 <u>84</u>	APPROVED BUDGET Next Year 19 <u>85</u>
ANTICIPATED REQUIREMENTS	Total Personal Services	\$3,813,662	\$4,098,246
	Total Materials and Services	2,035,937	2,152,826
	Total Capital Outlay	1,614,836	1,407,508
	Total All Other Expenditures and Requirements	1,769,572	1,552,215
	TOTAL ANTICIPATED REQUIREMENTS	\$9,234,007	\$9,210,895
ANTICIPATED REVENUES	Total Revenues Except Property Taxes	6,933,333	6,599,500
	Total Property Taxes Required to Balance Budget	2,300,674	2,611,395
	TOTAL ANTICIPATED REVENUES	\$9,234,007	\$9,210,895
ANTICIPATED TAX LEVY	Total Property Taxes Required to Balance Budget	2,300,674	2,611,395
	Plus: Estimated Property Taxes Not to Be Received	284,671	290,156
	TOTAL PROPERTY TAX LEVY	\$2,585,345	\$2,901,551
TAX LEVIES PARTIALLY FUNDED BY STATE OF OREGON	Levy Within Tax Base	1,275,278	1,350,735
	One-Year Special Levy Outside Tax Base	1,023,624	987,049
	Serial Levies	---	---
	TOTAL PROPERTY TAX TO BE PARTIALLY FUNDED BY STATE OF OREGON	\$2,298,902	\$2,337,784
TAX LEVIES TOTALLY FUNDED BY LOCAL TAXPAYERS	One-Year Special Levy Outside Tax Base	286,443	563,767
	Serial Levies		
	TOTAL PROPERTY TAX TO BE TOTALLY FUNDED BY LOCAL TAXPAYERS	\$ 286,443	\$ 563,767

STATEMENT OF INDEBTEDNESS			
DEBT OUTSTANDING		DEBT AUTHORIZED, NOT INCURRED	
<input type="checkbox"/> NONE	<input type="checkbox"/> AS SUMMARIZED BELOW	<input type="checkbox"/> NONE	<input checked="" type="checkbox"/> AS SUMMARIZED BELOW

PUBLISH TABLE BELOW ONLY IF COMPLETED

TYPE OF DEBT	DEBT OUTSTANDING		DEBT AUTHORIZED, NOT INCURRED	
	This Year as of July 1	Next Year as of July 1	This Year as of July 1	Next Year as of July 1
Bonds				
Interest-Bearing Warrants				
Short-Term Note				
Tax Anticipation Notes (other)				\$2,321,241
TOTAL INDEBTEDNESS				\$2,321,241

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FUNDS REQUIRING A PROPERTY TAX TO BE LEVIED

GENERAL

FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$3,284,344	\$3,313,966	\$3,605,347
Total Material and Services	752,757	929,485	1,012,211
Total Capital Outlay	56,429	65,176	16,608
Total All Other Expenditures and Requirements	50,500	95,500	100,000
Total Expenditures and Requirements	4,144,030	4,404,127	4,734,166
Total Resources Except Property Taxes	2,037,041	2,103,453	2,122,771
Property Taxes Received	2,102,213		
Property Taxes Required to Balance		2,300,674	2,611,395
Estimated Property Taxes Not to be Received		234,661	290,156
Total Property Tax Levy		2,535,335	2,901,551
Levy Within Tax Base		1,974,829	1,250,735
One-Year Special Levies Outside Tax Base		1,310,506	1,550,816
Serial Levies and Continuing Levies			
Levy For Payment of Bonded Debt			

FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs)			
Total Material and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources Except Property Taxes			
Property Taxes Received			
Property Taxes Required to Balance			
Estimated Property Taxes Not to be Received			
Total Property Tax Levy			
Levy Within Tax Base			
One-Year Special Levies Outside Tax Base			
Serial Levies and Continuing Levies			
Levy For Payment of Bonded Debt			

FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs)			
Total Material and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources Except Property Taxes			
Property Taxes Received			
Property Taxes Required to Balance			
Estimated Property Taxes Not to be Received			
Total Property Tax Levy			
Levy Within Tax Base			
One-Year Special Levies Outside Tax Base			
Serial Levies and Continuing Levies			
Levy For Payment of Bonded Debt			

ORGANIZATIONAL UNITS--PROGRAMS

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CITY COUNCIL ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ ---	\$ ---	\$ ---
Total Materials and Services	5,665	6,650	10,150
Total Capital Outlay	---	---	---
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 5,665	\$ 6,650	\$ 10,150

ADMINISTRATION SERVICES DEPT. ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 230,282	\$ 240,256	\$ 241,517
Total Materials and Services	58,322	40,480	54,255
Total Capital Outlay	---	250	2,058
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 288,604	\$ 280,986	\$ 297,830

FINANCE DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 242,533	\$ 238,557	\$ 258,785
Total Materials and Services	44,583	81,370	78,425
Total Capital Outlay	---	225	---
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 287,116	\$ 320,152	\$ 337,210

COMMUNITY SERVICES DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 506,748	\$ 510,031	\$ 517,975
Total Materials and Services	148,857	228,680	240,780
Total Capital Outlay	55,797	54,500	1,500
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 711,402	\$ 793,211	\$ 760,255

GENERAL GOVERNMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ ---	\$ ---	\$ 257,000
Total Materials and Services	282,805	317,400	337,600
Total Capital Outlay	---	---	---
Total All Other Expenditures and Requirements	50,000	95,000	100,000
Total Expenditures and Requirements	\$ 332,805	\$ 412,400	\$ 694,600

ORGANIZATIONAL UNITS-PROGRAMS

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ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND
 POLICE DEPARTMENT

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 991,695	\$1,044,050	\$1,031,447
Total Materials and Services	87,842	106,840	116,561
Total Capital Outlay	---	3,001	800
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$1,079,537	\$1,153,891	\$1,148,808

ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND
 FIRE DEPARTMENT

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$1,085,100	\$1,044,869	\$1,038,563
Total Materials and Services	113,021	133,070	160,790
Total Capital Outlay	632	7,500	12,000
Total All Other Expenditures and Requirements	500	---	---
Total Expenditures and Requirements	\$1,199,253	\$1,185,439	\$1,211,353

ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND
 PUBLIC WORKS DEPARTMENT

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (includes all Payroll Costs)	\$ 227,986	\$ 236,203	\$ 260,060
Total Materials and Services	11,662	14,995	13,650
Total Capital Outlay	---	200	250
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 239,648	\$ 251,398	\$ 273,960

ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs)			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			

ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs)			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			

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FUNDS NOT REQUIRING A PROPERTY TAX TO BE LEVIED

	STREET		
	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 129,908	\$ 169,447	\$ 170,637
Total Materials and Services	108,616	109,900	123,450
Total Capital Outlay	6,716	27,200	13,700
Total All Other Expenditures and Requirements	9,520	99,453	84,462
Total Expenditures and Requirements	254,760	406,000	392,249
Total Resources	\$ 436,154	\$ 406,000	\$ 392,249

	BIKE PATH		
	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	---	---	---
Total Materials and Services	5,996	2,000	5,015
Total Capital Outlay	---	4,350	1,000
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	5,996	7,350	6,015
Total Resources	\$ 9,160	\$ 7,350	\$ 6,015

	EQUIPMENT REPAIR		
	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 53,991	\$ 49,303	\$ 43,278
Total Materials and Services	29,337	20,050	23,150
Total Capital Outlay	320	---	4,100
Total All Other Expenditures and Requirements	---	3,747	1,287
Total Expenditures and Requirements	83,648	73,100	71,815
Total Resources	\$ 17,582	\$ 73,100	\$ 71,815

	SEWER		
	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 93,384	\$ 124,532	\$ 133,807
Total Materials and Services	581,627	746,402	758,700
Total Capital Outlay	15,504	295,300	300,100
Total All Other Expenditures and Requirements	260,803	188,386	202,393
Total Expenditures and Requirements	951,318	1,354,620	1,395,000
Total Resources	\$1,223,659	\$1,354,620	\$1,395,000

	WATER		
	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 144,292	\$ 156,414	\$ 145,277
Total Materials and Services	106,103	149,100	169,300
Total Capital Outlay	108,543	583,000	430,800
Total All Other Expenditures and Requirements	343,388	296,486	287,623
Total Expenditures and Requirements	702,326	1,185,000	1,033,000
Total Resources	\$1,083,126	\$1,185,000	\$1,033,000

	EQUIPMENT RESERVE		
	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	36,872	63,000	60,000
Total Capital Outlay	20,460	353,100	377,550
Total All Other Expenditures and Requirements	31,955	---	---
Total Expenditures and Requirements	89,287	416,100	437,550
Total Resources	\$ 296,651	\$ 416,100	\$ 437,550

III
B(9)

FUNDS NOT REQUIRING A PROPERTY TAX TO BE LEVIED

-----IMPROVEMENT BOND SINKING----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	---	---	---
Total Capital Outlay	---	---	---
Total All Other Expenditures and Requirements	503,711	865,000	627,000
Total Expenditures and Requirements	503,711	865,000	627,000
Total Resources	\$ 762,545	\$ 865,000	\$ 627,000

-----STREET IMPROVEMENT----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	9,657	5,000	1,000
Total Capital Outlay	8,050	171,100	160,100
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	17,707	176,100	161,100
Total Resources	\$ 177,098	\$ 176,100	\$ 161,100

-----REVENUE SHARING----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	10,261	10,000	---
Total Capital Outlay	65,510	115,610	103,550
Total All Other Expenditures and Requirements	190,600	221,000	249,450
Total Expenditures and Requirements	266,371	346,610	353,000
Total Resources	\$ 334,536	\$ 346,610	\$ 353,000

----- FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs) . . .			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources			

----- FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs) . . .			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources			

----- FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs) . . .			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources			

III
B (10)

POSSIBLE USES OF STATE SHARED REVENUE FUNDS

FISCAL YEAR 1984-85

ORS 221,770 requires that a city, to be entitled to receive State Shared Revenue Funds, must provide a public hearing before the governing body on the possible uses of State Shared Revenue Funds. The public can make oral or written comments on the proposed use.

Historically, the City of Milwaukie and a majority of other cities use State Shared Revenues to offset property taxes. The rationale for this type of use is to allow the municipality maximum flexibility in managing City affairs and to reduce property taxes wherever possible.

State Shared Revenues in the Approved 1984-85 Budget include the following:

<u>General Fund</u> :	State Revenue Sharing	\$110,000
	Cigarette Tax	35,000
	Liquor Allotment	<u>138,000</u>
	Subtotal	\$283,000
<u>Street Fund</u> :	State Gas Tax	<u>\$286,449</u>
	TOTAL	\$569,449

Finance
2/14/84

RESOLUTION NUMBER _____

III
B (11)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE
CALLING AN ELECTION ON THE 1984-85 OPERATING TAX LEVY.

BE IT RESOLVED by the City Council of the City of
Milwaukie that the city will submit to the voters of the
city at a special election on March 27, 1984 the question
of whether the city should levy an amount necessary to fund
general city operation during 1984-85.

BE IT FURTHER RESOLVED that the question will be
voted on as follows:

CAPTION: Milwaukie 1984-85 Operating Levy

QUESTION: Shall Milwaukie levy \$1,550,816 outside
its tax base and increase its tax rate
limit to permit raising this amount?

PURPOSE: Approval of this measure is required to
fund needed city services set by the Budget
Committee and City Council. Without approval,
the city can levy only \$1,350,785 (the tax
base set in 1966). This covers only about
one-half of the city's service needs.

The tax rate would be about \$5.08 per
\$1000 assessed value. The estimated
tax cost for this measure is an estimate
only based on the best information avail-
able from the county assessor at the time
of the estimate.

This levy request would maintain current
fire, police, senior, court, library,
parks and other general fund services.

Resolution Number _____

TIL
B (12)

BE IT FURTHER RESOLVED that the City Recorder is directed to give notice of this election as required by the Milwaukie Charter and the statutes of the State of Oregon.

Introduced and adopted by the City Council on _____, 1984.

Joy Burgess, Mayor

ATTEST:

Laurie Perkin, City Recorder

Approved as to form;

Greg Eades, City Attorney

filed
III b (13)

MEMORANDUM

February 13, 1984

TO: MAYOR JOY BURGESS
MEMBERS OF THE MILWAUKIE CITY COUNCIL

FROM: SENIOR CITIZEN ADVISORY COMMISSION

SUBJECT: The 1984-1985 CITY OF MILWAUKIE BUDGET

The SCAC held its regular meeting on February 10, with Councilman Kinsella as the invited speaker. In a very informative hour, he brought members up to date on the work of the Task Force on the Transit Center Site, answered their questions concerning the City Budget, and suggested ways they might help pass that budget if they care to assist.

Because so many of them would be unable to attend the February 21 Council Meeting, the members of the Commission felt it would be advisable to present a memo indicating their feelings. They want the Mayor and Councilmen to know that it appears to them that the Budget Committee has done an excellent job of retaining all of the City's essential services and programs without having to increase the rate per thousand above the \$ 5.08 approved by the voters last year.

The members of the SCAC want to go on record as supporting the budget!

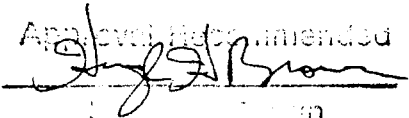
Kay Stevens

Kay Stevens, Chairperson
Senior Citizen Advisory
Commission

IV
a ①

CITY OF MILWAUKIE
BILLS PAYABLE FEBRUARY 21, 1984

1.	A & A Welder's Supply, Inc.	7.00	1-62	7.00
2.	ABC Fire Extinguishers	30.90	12-	30.90
3.	Acorn Engineering Company	17,472.00	1-36	17,472.00
4.	Alder Street Clock Shop, Inc.	60.00	1-21	60.00
5.	Alexander's	81.57	1-52	34.40
			12-	47.17
6.	Al's Family Shoe Store	94.00	12-	94.00
7.	Aschenbrenner, John	64.00	1-52	64.00
8.	B & P Print	118.97	1-31	118.97
9.	Bailey Tool	94.74	30-	94.74
10.	Baker & Taylor	8.64	1-34	8.64
11.	A Beeper Company	48.00	1-52	48.00
12.	Bernard's Garage	628.47	7-	628.47
13.	Bernstein Bros.	35.20	1-62	35.20
14.	Bischof, Bruce	3,500.00	1-28	3,500.00
15.	Blakeman's	16.97	12-	16.97
16.	Boise Cascade	102.45	1-21	38.09
			1-25	24.52
			1-53	40.04
17.	Bound to Stay Bound	469.30	1-34	469.30
18.	Bruning	12.46	1-92	12.46
19.	Bud's Upholstery	25.00	30-	25.00
20.	Bureau of Governmental Research	5.50	1-23	5.50
21.	Casey-Collins Fire Extinguishers	545.20	1-32	10.00
			1-34	22.25
			1-37	24.25
			1-52	137.00
			4-	140.68
			20-	105.51
			30-	105.51
22.	Chevron U.S.A.	165.00	4-	165.00
23.	City Council	275.00	1-10	275.00
24.	Clackamas County Review	310.12	1-21	267.28
			1-35	42.84
25.	Clackamas Water District	30.00	1-32	30.00
26.	Clean One	265.81	1-37	27.42
			1-62	238.39
27.	Clothing Allowance	3,840.00	1-62	3,840.00
28.	Columbia Battery	121.45	7-	121.45
29.	Coopers & Lybrand	2,500.00	1-23	2,500.00
30.	Clackamas Cty. Dept Environmental Services	854.47	1-24	36.10
			1-32	92.40
			1-37	61.60
			1-52	327.33
			1-53	92.08
			1-62	244.96
31.	Clackamas Cty. Fire Dist. #1	4,525.65	1-62	4,525.65

Approved & Recommended


 City Manager

CITY OF MILWAUKIE
BILLS PAYABLE FEBRUARY 21, 1984

IV
② a

32.	Clackamas County Printing	683.73	1-23	315.86
			1-32	201.15
			1-34	166.72
33.	Clackamas County Service Dist. #1	42,484.44	1-32	60.00
			20-	42,424.44
34.	Data Graphics	102.90	1-24	102.90
35.	Dick's Color Center	70.44	1-62	70.44
36.	Dyer Community Hospital	258.78	1-62	258.78
37.	Endeavors for Excellence, Oregon State University	65.00	1-23	65.00
38.	Enterprise Courier	257.76	1-21	241.80
			1-28	15.96
39.	Environmental Law	50.00	1-35	50.00
40.	Eugene Hilton	84.00	1-52	84.00
41.	Explorer Post 960	25.00	1-52	25.00
42.	F & M Plumbing Supplies, Inc.	64.59	4-	43.59
			30-	21.00
43.	Finzer Business Systems	2,600.00	1-23	2,600.00
44.	Gates, Vincent	25.30	1-32	25.30
45.	Goodyear Truck Tire Centers	192.34	1-62	192.34
46.	Graham's Book & Stationery	58.32	1-52	58.32
47.	Graphic Products, Inc.	109.01	1-92	109.01
48.	Highsmith Co., Inc.	30.38	1-34	30.38
49.	Home Laundry	170.07	1-62	170.07
50.	Hondale, Inc.	19.85	1-34	19.85
51.	Horton Electric	102.45	1-62	42.45
			30-	60.00
52.	R. K. Howell, D.O.	640.00	1-62	640.00
53.	Hyneman, Glorianne C., RN	382.30	1-32	382.30
54.	ICMA	153.67	1-21	101.67
			1-35	52.00
55.	Jess's Bear Frame & Axle	20.00	1-52	20.00
56.	Senator Packwood's Office, Keeper of Stationery	6.25	4-	6.25
57.	Keller Supply	59.94	30-	59.94
58.	Leonard J. Kovac, Jr.	612.00	1-22	612.00
59.	L & M Appliance Parts & Service	86.60	1-32	86.60
60.	Labor Education & Research Center	45.00	1-22	45.00
61.	Langley, Kathleen	38.60	1-32	38.60
62.	Langwig, J. Russell III, Atty.	55.00	1-26	55.00
63.	Legislative Counsel Committee	180.00	1-22	180.00
64.	Lipscomb, Robert T.	2,678.00	20-	2,678.00
65.	McConnell, Cecil W.	42.00	20-	42.00
66.	McFarlane Bark	79.00	1-36	79.00
67.	M.A.D. House	4.00	1-52	4.00

CITY OF MILWAUKIE
 BILLS PAYABLE FEBRUARY 21, 1984

IV
 ③ a

68.	Main Street Cleaners	650.75	1-52	501.15
			1-61	4.49
			1-62	134.64
			1-63	10.47
69.	Marvac Products	60.00	20-	60.00
70.	Meyer, Lee	21.60	1-32	21.60
71.	I. Miller Tree Service	500.00	1-37	500.00
72.	Milwaukie Automotive Service	2,643.00	3-	2,643.00
73.	Milwaukie Lumber	184.24	1-37	49.70
			1-53	55.37
			1-65	45.30
			4-	17.20
			30-	36.67
74.	Monroe Sewer Service	55.00	20-	55.00
75.	Motorola, Inc.	143.75	1-52	143.75
76.	Multigraphics	29.09	1-24	29.09
77.	Northwest Check Investigators Assn.	15.00	1-52	15.00
78.	Northwest Law Enforcement Equipment	75.68	12-	75.68
79.	Nudelmans	149.00	1-52	73.00
			12-	76.00
80.	Northwest Natural Gas	2,101.33	1-32	682.54
			1-34	474.21
			7-	380.53
			4-	25.26
			20-	25.25
			30-	513.54
81.	OMFA	15.00	1-23	15.00
82.	Oak Grove Auto Parts	106.58	1-62	33.78
			7-	72.80
83.	Oregonian Publishing Co.	145.00	1-32	145.00
84.	PGE	9,732.77	1-34	414.75
			1-37	569.51
			1-41	11.40
			1-52	249.11
			1-61	367.05
			4-	952.55
			6-	17.70
			7-	101.21
			20-	469.00
			30-	6,580.49
85.	Pace Auto Parts	12.56	1-52	12.56
86.	Pacific Northwest Bell	3,005.37	1-21	182.05
			1-22	72.82
			1-23	218.46
			1-24	72.82
			1-26	72.82
			1-31	36.41
			1-34	178.60
			1-35	72.82
			1-36	36.41
			1-37	230.53
			1-53	774.90
			1-61	79.69

CITY OF MILWAUKIE
BILLS PAYABLE FEBRUARY 21, 1984

IV
④^a

86.	Pacific Northwest Bell(Continued)		1-62	302.45
			1-91	72.82
			1-92	109.23
			1-93	36.41
			4-	213.27
			7-	57.12
			20-	57.12
			30-	128.62
87.	Pacific Pioneer Equipment Co.	105.40	4-	35.13
			20-	35.13
			30-	35.14
88.	Pacific Safety Supply Inc.	75.00	4-	25.00
			20-	25.00
			30-	25.00
89.	Pacific Water Works Supply Co.	156.42	30-	156.42
90.	The Parts Store	46.63	7-	46.63
91.	Perkin, Laurie	30.10	1-10	30.10
92.	Petty Cash	388.60	1-10	19.28
			1-21	5.73
			1-23	16.50
			1-28	.51
			1-31	42.65
			1-32	48.07
			1-37	7.10
			1-51	10.72
			1-52	74.39
			1-53	24.70
			1-61	16.00
			1-62	62.18
			1-63	1.25
			1-91	20.00
			7-	20.55
			12-	18.97
93.	Pioneer Business Forms	997.63	1-23	997.63
94.	Pixler Auto Parts	50.00	1-62	50.00
95.	Platt Electric Supply	88.68	1-62	88.68
96.	City of Portland	353.67	1-52	353.67
97.	Portland Observer	24.25	1-32	24.25
98.	Portland Road & Driveway Co.	46.00	4-	46.00
99.	Rapp, Janice T.	210.89	1-23	210.89
100.	Red Lion Motor Inn	29.35	1-52	29.35
101.	Robben Oil Company	561.63	1-53	561.63
102.	Rock Creek Sand & Gravel	450.00	4-	450.00
103.	Rub-A-Dub Car Washes	12.00	1-52	12.00
104.	Sage Publications.	25.00	1-35	25.00
105.	Salishan Lodge	56.00	1-21	56.00
106.	Sanderson Safety Supply	37.60	12-	37.60
107.	Shell Oil Company	35.07	1-61	35.07
108.	Solomon, Ken	350.00	1-31	350.00
109.	Steptoe's Auto Body	395.00	12-	395.00

CITY OF MILWAUKIE
BILLS PAYABLE FEBRUARY 21, 1984

IV
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110.	Supra Products, Inc.	11.70	1-62	11.70
111.	Timm's Jewelry	112.95	1-21	112.95
112.	Tower Records	197.66	1-34	197.66
113.	Tuggle, Carol A. (Witness Fees (2))	10.00	1-26	10.00
114.	United Grocer's	64.34	1-10	64.34
115.	U.S. Pipe & Foundry Co.	1,573.67	30-	1,573.67
116.	University of Washington	94.00	7-	94.00
117.	Valley Communications	572.00	1-36	21.00
			1-52	189.00
			1-91	34.00
			4-	100.00
			12-	128.00
			30-	100.00
118.	Van Gas	222.60	4-	74.20
			20-	74.20
			30-	74.20
119.	W-D Automotive	82.50	1-52	82.50
120.	Wajax-Pacific Fire Equipment	103.20	1-62	103.20
121.	Wall Street Journal	101.00	1-23	101.00
122.	Waste By Products	39.20	4-	39.20
123.	Water, Food & Research Lab, Inc.	132.00	30-	132.00
124.	Water Metrics	1,454.10	30-	1,454.10
125.	Watts, Franklin, Inc.	9.05	1-34	9.05
126.	Weiler Chevrolet	292.35	1-52	17.81
			7-	274.54
127.	Western Pacific Construction Materials	596.35	4-	596.35
128.	Western Pump Service	735.00	20-	735.00
129.	Wichita Feed & Hardware Store	335.05	1-32	13.20
			1-36	50.76
			1-62	40.42
			4-	39.42
			7-	17.50
			20-	32.46
			30-	141.29
130.	H.W. Wilson Co.	254.00	1-34	254.00
131.	Woodburn Recreation & Parks	170.00	1-36	170.00
132.	Woodroof, Jacqueline	57.80	1-32	57.80
133.	Zellerbach Paper Company	107.00	1-62	107.00
		\$120,342.75		\$120,342.75

CHART OF ACCOUNTS
FUNDS & DEPARTMENTS

- 01 General Fund
 - 10 City Council
 - 21 City Administration
 - 22 City Attorney
 - 23 Finance
 - 24 Purchasing
 - 26 Court
 - 27 Cable Franchise
 - 28 Personnel
 - 31 Community Services Administration
 - 32 Milwaukie Center
 - 34 Library
 - 35 Planning
 - 36 Parks & Recreation
 - 37 City Hall
 - 41 General Government
 - 51 Police Administration
 - 52 Field Services
 - 53 Support Services
 - 61 Fire Administration
 - 62 Fire Suppression
 - 63 Fire Prevention
 - 91 Public Works Administration
 - 92 Public Works Engineering
 - 93 Public Work Building
- 03 Equipment Reserve Fund
- 04 State Tax Street Fund
- 05 Improvement Bond Sinking Fund
- 06 Street Improvement Fund
- 07 Equipment Repair Fund
- 09 Bike Path Fund
- 10 Fixed Asset Account Group
- 12 Federal Revenue Sharing Fund
- 13 Community Development Fund
- 20 Sewer Fund
- 30 Water Fund

IV
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CITY OF MILWAUKIE



IV a ①
CITY COUNCIL
in the City Hall • phone 659-5171

February 15, 1984

MEMORANDUM

TO: MILWAUKIE CITY COUNCIL
CLACKAMAS COUNTY COMMISSIONERS
CITY OF PORTLAND COMMISSIONERS
MULTNOMAH COUNTY COMMISSIONERS
INTERESTED PARTIES

FROM: MAYOR JOY BURGESS

SUBJECT: INFORMATION REGARDING MCLOUGHLIN BLVD.

In order for you to be better informed as we approach decision time on the McLoughlin issue, I am including two recent editorials which appeared in the Oregonian.

Joy Burgess
Mayor

South Metro Editorial

V a 2

Reject plan for overpass

Plans to build a \$10.6 million overpass of McLoughlin Boulevard at Southeast Tacoma Street should be rejected by the Milwaukie City Council. The latest plan is more expensive, and no better for Milwaukie, than a proposal the state made two years ago that the City Council turned down as too costly.

The long-range solution to McLoughlin's and Milwaukie's traffic problems is a light rail line to serve Clackamas County.

Abandonment of the Mount Hood Freeway project made money available to be apportioned for metropolitan-area transportation improvements. The McLoughlin corridor share is \$25 million. That nest egg should be used to generate long-range projects like a light rail line for the good of the whole area. It should not be bled off to finance short-range solutions to Portland neighborhood problems.

From the inception of the Tacoma Street overpass plan, state highway planners have held a hard line against alternative proposals, maintaining that only the expensive overpass will solve the problem. The problem is a bottleneck that backs up rush-hour traffic and sends motorists into bordering residential areas in search of escape routes.

An overpass undoubtedly would solve the problem for some neighborhoods. However, other problems it would create can be foreseen. One problem, for sure, would be a substantial increase in the Tacoma Street traffic that would be lifted over McLoughlin and poured onto Southeast Johnson Creek Boulevard and into an area now served only by what is little more than a winding country road.

Another certain problem it would create is a widening of McLoughlin to freeway proportions south through Milwaukie, further cutting the city off from its attractive riverfront and impair-

ing its chances of benefiting from a River C image. Any provision for overpasses, underpasses, tunnels or other devices to facilitate travel between the riverfront and the city's commercial center would have to be financed outside the project, or added to it, boosting the \$10.6 million price tag.

Additional problems would boost the project's regional price tag even higher.

It is in Milwaukie's best interest to weigh carefully any proposal that would drain money away from its light rail nest egg. This proposal is one that will provide problems exceeding its benefits. The city should withhold its blessing.

'Opinion' guidelines

The South Metro section's "In my opinion" column is available to readers desiring to comment on current affairs. Commentaries should be on local or regional issues.

Views opposing those expressed in South Metro columns and articles are welcome, but should be independently of the original article or column.

The essays should be about 750 words in length (three double-spaced pages, if typewritten). They must not have been published previously and must be submitted exclusively to The Oregonian. They belong to the authors after we publish them.

Publication will be the only payment.

Address to: Editorial Page Editor, The Oregonian, 1320 S.W. Broadway, Portland, Ore. 97201.

Letters

Letters for publication should be addressed: To the Editor, The Oregonian, 1320 S.W. Broadway, Portland, Ore., 97201. All letters are subject to abridgement and must be signed and carry an address. Short typed letters, double spaced, are preferred, but all letters will be considered.

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FRIDAY, JANUARY 13, 1984

High-priced overpass is dizzy planning detour

Building a \$10 million freeway-style overpass at Southeast McLoughlin Boulevard and Tacoma Street might take five minutes off a commuter's travel time. However, it also surely would add millions of dollars more to taxpayer bills as highway engineers have to come up with new projects to deal with the shift, not the solution, to traffic congestion.

Despite recent traffic counts showing that the I-205 freeway has taken some of the vehicles off McLoughlin, transportation planners of Portland, Milwaukie and Multnomah and Clackamas counties have dismissed various, less-expensive, at-grade proposals for the congested Tacoma Street intersection as "no real solution." Rather, they continue to look upon McLoughlin as an eventual six- to eight-lane freeway, and the Tacoma overpass is the key to opening the public treasure chest that would be needed.

This is what the overpass bodes:

— Millions more dollars to widen McLoughlin to the Ross Island Bridge.

— Millions more to deal with the bottleneck certain to develop where McLoughlin meets Union and Grand avenues beyond the Ross Island Bridge.

— Widening to freeway proportions McLoughlin south through Milwaukie, further cutting that suburban community from its riverfront and sentencing the city to a future as not even a wayside for traffic speeding through.

— Ensuring construction of a new Sellwood Bridge and probably requiring the widening of Tacoma Street through that Portland neighborhood, as traffic increases along Southwest Macadam Avenue to use the new overpass.

— Eventual reconstruction of Johnson Creek Boulevard, now little more than a winding country road, as traffic is funneled across the overpass into Ardenwald and other neighborhoods east of McLoughlin.

The planners argue that the overpass is ~~not~~ the most expensive option for the Tacoma Street intersection in the long run. It certainly is when taxpayers look beyond the 4.4-mile section of McLoughlin immediately served.

Moreover, the money to be used for the proposed "Cadillac" overpass (it would have pedestrian elevators to facilitate bus transfers) is money made available by abandonment of the Mount Hood Freeway — money that could, and should, be used to begin the light-rail alternative to auto congestion.

Cynics might view the costly overpass proposal as a guaranteed full-employment program for highway engineers rather than a solution for commuting problems. It is a highway solution that breeds a succession of more highway problems and solutions, with no realistic end to the costly, dizzy spiral.

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Extreme overexpenditures of public funds upon construction of roads has subjected the nation of which Milwaukie is a part to extensive damage of its environment, destruction of privately funded railway facilities, and depletion of basic resources.

A large part of the inflation which has eroded the value of earnings and savings is a consequence of that environmental damage, facility destruction, and resource depletion.

Highway advocates declare that because present congestion is on the roads, it should be solved by expanding the roads.

True enough, where no railway exists, there's no congestion on the track. A community certainly should not have to wait for congestion to occur on a railway before any funds are spent to establish a railway facility.

No one should be surprised that the agencies which administer expenditures upon roads can and do contrive to perpetuate those expenditures.

A publicly funded program to utilize railway technology would better serve the Portland - Milwaukie - Oregon City corridor, and far less severely impact the environment and public treasuries than would highway expansion of equal capacity.

Take note that the word is "utilize"; no respect is due "studies" by highway-dominated bodies dispensing pre-ordained conclusions that railway development will, or perhaps may, be desirable several years hence--but that immediate problems should be solved by spending whatever money is currently available to expand the highway system.

In deciding their courses of action, bodies which preside over government, whether of the nation or units such as Milwaukie, should recognize the foregoing factors.

February 7, 1984
Ken McFarling *Ken McFarling*
7417 S E 20th Avenue
Portland, Oregon 97202

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Rapid Transit Under Siege

By Cliff Henke

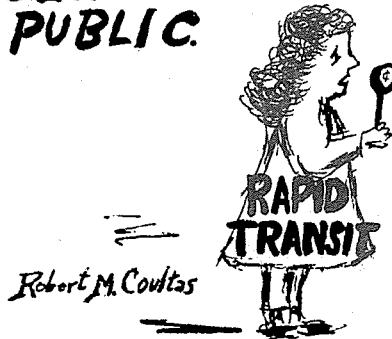
Several attempts by highway using pressure groups are afoot to undermine federal finance of rail transit. The attacks take the form of two directions; the impact of such jabs depend on how well organized transit's resistance will be.

From one direction, several studies question the validity of even the existence of federal rail transit programs. According to the Congressional Budget Office, new transit starts are simply not justified, because the benefits of such projects are "essentially local in nature." The CBO report, entitled *Public Works Infrastructure: Policy Considerations for the 1980s*, does not conclude that rail modernization be dealt with in a similar fashion, however.

The rationale is that more of a federal philosophical commitment exists for rail mod than new starts, and federal dollars should be directed at areas with the most transit use. It is interesting that figures released by the census bureau show massive increases in transit use in areas presumed by CBO to be high use transit areas (namely the West); the same study shows transit use declining in areas deemed high use regions (namely Eastern seaboard cities such as Philadelphia and New York.)

One can draw the conclusion from such conflicting data that either both new rail and rail mod should be financed by the feds or that neither should, because one cannot ignore the needs of emerging urban centers that are transportation starved. Concludes yet another study, called *An Infrastructure Planning Process for the United States* and written by John Hirten, James Freeman, and Donald Taylor, "As the country grows and society becomes more complex, this [current funding arrangement] will not continue to be satisfactory . . . Currently, no formal mechanism or

HEY, GIVE THAT
BACK TO ME.
I NEED IT TO
SERVE THE
PUBLIC.



Federal transit: A victim of unkept promises?

process exists within the federal government to analyze and assess infrastructure tradeoffs, or to make rational resource allocations. Yet the absence of a formal mechanism and process is at the root of the issue."

The Highway Users Federation and other groups attack federal transit capital programs from a different direction altogether. While many of these groups also question the efficacy of rapid transit, they concentrate their arguments principally on how these programs are to be funded. Their intent is clear: Elimination of the penny of the five cent gas tax dedicated to transit would be just fine by them.

Their reason is, quite simply, that users should pay for transportation modes: Transit patrons should pay for transit; airline customers should pay for airports and air traffic control, and so on. If it were a simple matter of the economics of use, that would be the case. But truly national concerns such as mobility in a national emergency, the general economic welfare of all, and the smooth facilitation of interstate commerce as recognized in the Constitution all affect transportation policy. Then there is the equity of a user fee — and if it should be based on the ability to pay — to consider.



The point here is that these are very confusing times with extremely complex signals to read. How transit interests can "make decisions stick at the local level," as SCRTD General Manager John Dyer pointed out at the recent APTA Annual, will determine in large part how these policies are funded. The federal government will not fund something that is not strongly supported locally; that is supported by history (i.e. the long struggle in Los Angeles to get a subway) and is vindicated by SecDOT Dole's recent speech in Denver.

Dyer also warned that transit must have not just a national organization like APTA but local and state organizations like the automobile clubs to make those decisions stick and ensure that both sides of the story are told.

John Kennedy was fond of the fact that the Chinese expression for "crisis" combined the characters that symbolized "danger" and "opportunity." Rail transit interests, even those of all modes of transportation, can learn from such an attitude.

Robert Coultas, who supplied the illustration, recently retired from APTA as director of technical service.

The term "user groups" includes paving contractors, vehicle mfrs,

MAYOR JOY BURGESS
City of Milwaukie
10722 S. E. Main Street
Milwaukie, Oregon 97222

Bill McConnel
12115 S. E. Sequoia Ave
Milwaukie, Or 97222

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Dear Mayor Burgess

February 8, 1984

On Tuesday, February 7, 1984 I attended the Milwaukie City Council meeting dealing with the proposed overcrossing of Tacoma Street at it's intersection with McLoughlin Blvd. Although this intersection is in the City of portland, the proposed project has a significant impact on traffic flows along the section of McLoughlin Blvd which is in the City of Milwaukie. As a taxpayer of the City of Milwaukie since 1971, I would like to go on record as favoring the proposed overpass which has the support of the "Technical Advisory Committee", who have been studying this intersection since early 1980, this committee is made up of representatives of the City of Milwaukie, City of Portland, Clackamas County, Multnomah County, Tri-Met, Metro, Oregon State Highway Department and others. I feel that this improvement would be of benefit to the residents of the City of Milwaukie.

At the City Council meeting on Feb. 7, 1984, there was a great deal of discussion dealing with "Kasch's Nursery". This business is located in the City of Portland approximately 1/4 mile North of the North city limits of Milwaukie (see Attached Map) and as a taxpayer of the City of Milwaukie I feel that Kasch's comments about the proposed project should be addressed before the city council of the City of Portland.

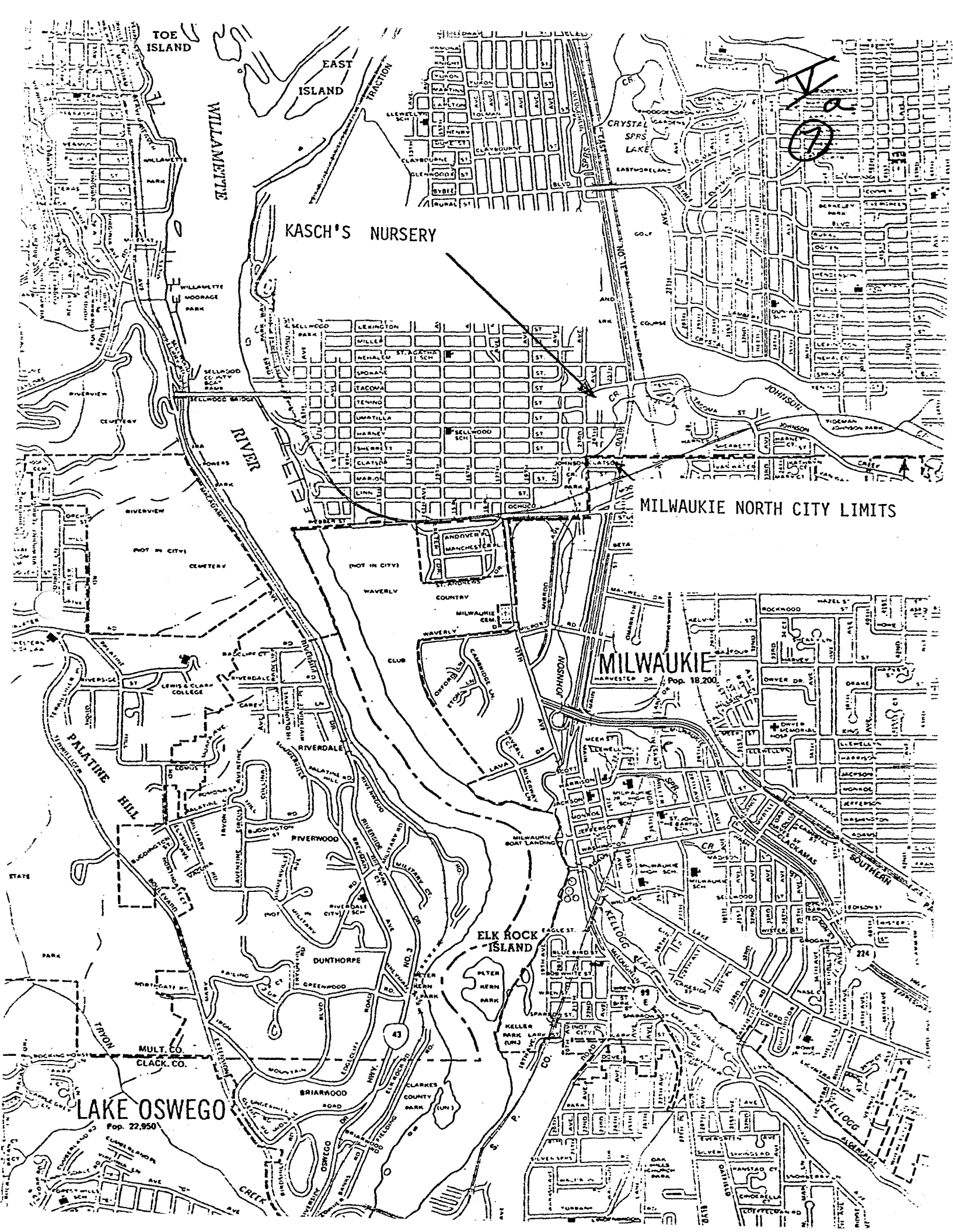
The city council of the City of Milwaukie should be concerned with representing there own taxpayers.

Sincerely



BILL McCONNEL

CC: Graf
Hall
Richmond
Kinsella



TOE ISLAND

EAST ISLAND

WILLAMETTE RIVER

KASCH'S NURSERY

CRYSTAL SPRINGS LAKE

7

RIVER

MILWAUKIE NORTH CITY LIMITS

MILWAUKIE
Pop. 18,200

ELK ROCK ISLAND

LAKE OSWEGO
Pop. 22,950

MULT. CO.
CLACK CO.

10 FEB 24 12: 01

10 FEB 24 12: 01

Handwritten: *McLoughlin*
Va
(8)

8266 S. E. 32nd Avenue
Portland, OR 97202
February 12, 1984

Milwaukie City Council
10722 S. E. Main Street
Milwaukie, OR 97222

Gentlemen:

We attended the city council meeting on March 7 to hear more information about the proposed overpass. Unfortunately, we had to leave at 9:30 p.m. because of work schedules and did not get to hear all of the testimony.

As stated in our earlier letter to you of March 15, 1983, we are very opposed to the building of an overpass at Tacoma and McLoughlin because it will obviously mean more and faster traffic coming east on Tacoma-Johnson Creek Boulevard. We are particularly alarmed with the other proposal of the interchange at Lester Road which would make all of Johnson Creek Boulevard-Tacoma an overburdened road with dissipation of traffic in the entire neighborhood. If there has to be an interchange at Lester Road, then it is absolutely essential to limit truck traffic on the section from 45th Avenue to McLoughlin. This through traffic could be discouraged and slowed by installing several additional stop signs. We, who live in this neighborhood, would like to improve our area, not have it further ruined and have further deterioration take place because of increased and faster traffic on Johnson Creek Boulevard-Tacoma Street and also on 32nd Avenue south. To us the "flyover" sounded like the best solution to moving traffic on McLoughlin Boulevard while still allowing traffic to move smoothly on Tacoma Street. It would certainly be less disruptive to businesses and the neighborhood.

Though we do not want the overpass to be built, if plans are further developed for that project, we have a very urgent request. Plans must be made to develop a bicycle-pedestrian pathway (sidewalk) on the south side of Tacoma from 32nd to McLoughlin. The narrow, dirt path which is there is used a lot by pedestrians and some bikers. More bikers would use it, if it were wider and paved, to negotiate the hill. With the increased traffic that will obviously result from a proposed overpass, it is imperative that adequate planning be done in this area for pedestrians and bikers or it will be disastrous.

Milwaukie City Council

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February 12, 1984

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We are asking two things of you: (1) Do not approve the overpass because it will simply deteriorate livability in the entire Ardenwald neighborhood, and (2) any changes which are considered need to include adequate plans for pedestrians and bikers in the area.

We wish that greater consideration would be given to the impact on those who live in the area. We face this impact 24 hours a day, seven days a week, year in and year out.

Sincerely yours,

Wayne Gingerich

Julise Gingerich

Mr. and Mrs. Wayne Gingerich

cc: Bebe Rucker, Multnomah County
Steve Dotterer, City of Portland
Winston Kurth, Clackamas County
Andy Catugno, Metro
Ed Hardt, ODOT
Janet Schaeffer, Bicycle-Pedestrian Program

MEMORANDUM

TO: HUGH BROWN
CITY MANAGER

FROM: STEVE HALL
PUBLIC WORKS DIRECTOR *J. Hall*

SUBJECT: MCLOUGHLIN BOULEVARD
COUNCIL QUESTIONS

DATE: FEBRUARY 16, 1984

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At the last regular Council meeting the City Council indicated they may have several questions which they will need answered prior to or at the next Council meeting.

Question (Mike Richmond): "Can the signal intertie be completed before other phases of the McLoughlin project? If so, how can this be accomplished?"

Answer: Ed Hart indicated at the last meeting that the signal intertie could be completed before the other phases of the McLoughlin project.

I contacted Bob Heard and he indicated that the Oregon Department of Transportation could program this particular portion of the project without the need of the Federal Environmental Impact Statement as required for the other project. Bob indicated that ODOT could include that in their program for construction and use McLoughlin funds.

Bob indicated to me also that ODOT believes that the signal intertie will only help traffic flow during the low volume hours. He told me that the point of congestion for the early morning and late afternoon rush hour is due to the Tacoma intersection and that the signal intertie would not relieve that condition.

Question (Joy Burgess): "What will the final impact on Milwaukie be at the completion of the McLoughlin corridor as proposed, particularly the acquisition of additional right-of-way; the number of sequoia trees removed; the extension of the project in downtown?"

Answer: Attached are maps indicating the right-of-way necessary to complete the project based on the Oregon Department of Transportation preliminary plans. The heavy black lines indicate existing public right-of-way while the cross-hatch lines indicate areas of additional right-of-way needed for the project.

The businesses most critically affected by the additional right-of-way are the Harrison Animal Clinic on SE Ochoco Street, the Chalet Motel, the Onion Ring restaurant and Irv Leopold on SE McLoughlin Boulevard, a single family residence in the proposed extension of SE 24th Street on Moore Street, and the Battery Exchange located on McLoughlin Blvd. at SE Harrison Street. Other businesses less severely affected are: Holman Transfer at Main and Beta Streets, Jacuzzi Pump, Rudy Wilhelm,

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the Southgate Theater on Main Street and vacant property owned by the Jantzen Mills near the intersection of SE 17th and Johnson Creek Boulevard.

Bob Heard of ODOT indicated to me that 6-7 Sequoias would be removed with the total project.

The widening of McLoughlin will extend to Highway 224 and then taper from six lanes to the current four lanes near the north side of Red's Restaurant. No additional right-of-way is required between Highway 224 and the south end of the project.

Question (Joy Burgess): "Are there any future plans for the widening of McLoughlin Boulevard through the City of Milwaukie?"

Answer: There are currently no plans for widening McLoughlin between the end of the proposed project and the south city limits of Milwaukie.

Question (Joy Burgess): "What will the final Tacoma intersection look like based on the preferred alternative?"

Answer: ODOT is working on some detailed information which would give a view of the intersection as contemplated. This information is not currently available but Bob Heard of ODOT indicated to me that the lower portion of the bridge would be approximately 17 feet above McLoughlin Blvd. and 24 feet above the top of the rails on the Southern Pacific Mainline.

Question (Joy Burgess): "How much fill will be involved in the selected alternative for Tacoma Avenue?"

Answer: As with the question above, ODOT will be providing information as soon as it is completed.

Question (Joy Burgess): "Will the construction of the Tacoma Overpass require the Sellwood Bridge to be widened?"

Answer: According to ODOT; No.

Question (Joy Burgess): "What will the effect of the Tacoma Overcrossing on Johnson Creek Boulevard be?"

Answer: At the present time, the only information available is that presented by Andy Cotugno of Metro at the meeting. He noted that the impact of the structure would be minimal, if any. He indicated that the major traffic increase on Johnson Creek Boulevard would be the development of undeveloped residential and industrial/commercial land.

Question (Joy Burgess): "How could Johnson Creek Boulevard be rebuilt in the future?"

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Answer: Currently the operation and maintenance of Johnson Creek Boulevard is within the jurisdictions of the City of Portland, Multnomah County and Clackamas County. The City of Milwaukie is only responsible for traffic control and signs within the City limits. By submitting an application to the Metropolitan Service District, Johnson Creek Boulevard could be placed on a priority list for future funding through federal highway funds. It would have to compete with other projects in the region.

A second alternative for upgrading Johnson Creek Boulevard could be the formation of local improvement districts or tax increment financing districts to support such construction. In either case, it is assumed that each jurisdiction would have to provide a local match in the amount of 15-20 percent of the total project.

Question (Joy Burgess): "What effect will the industrial growth on Johnson Creek Boulevard between SE 45th and SE 82nd have upon Johnson Creek Boulevard?"

Answer: There is no doubt that there will be increased truck traffic and automobile traffic from the industrial growth in this area on the entire Johnson Creek area. The prediction of the direction of that traffic at this time is pure speculation. The only answer is, there will be an impact.

Enclosure: Maps.

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EXISTING RIGHT OF WAY

NORTH

JANTZEN MILLS

60' WIDE

BATTERY

EXCHANGE

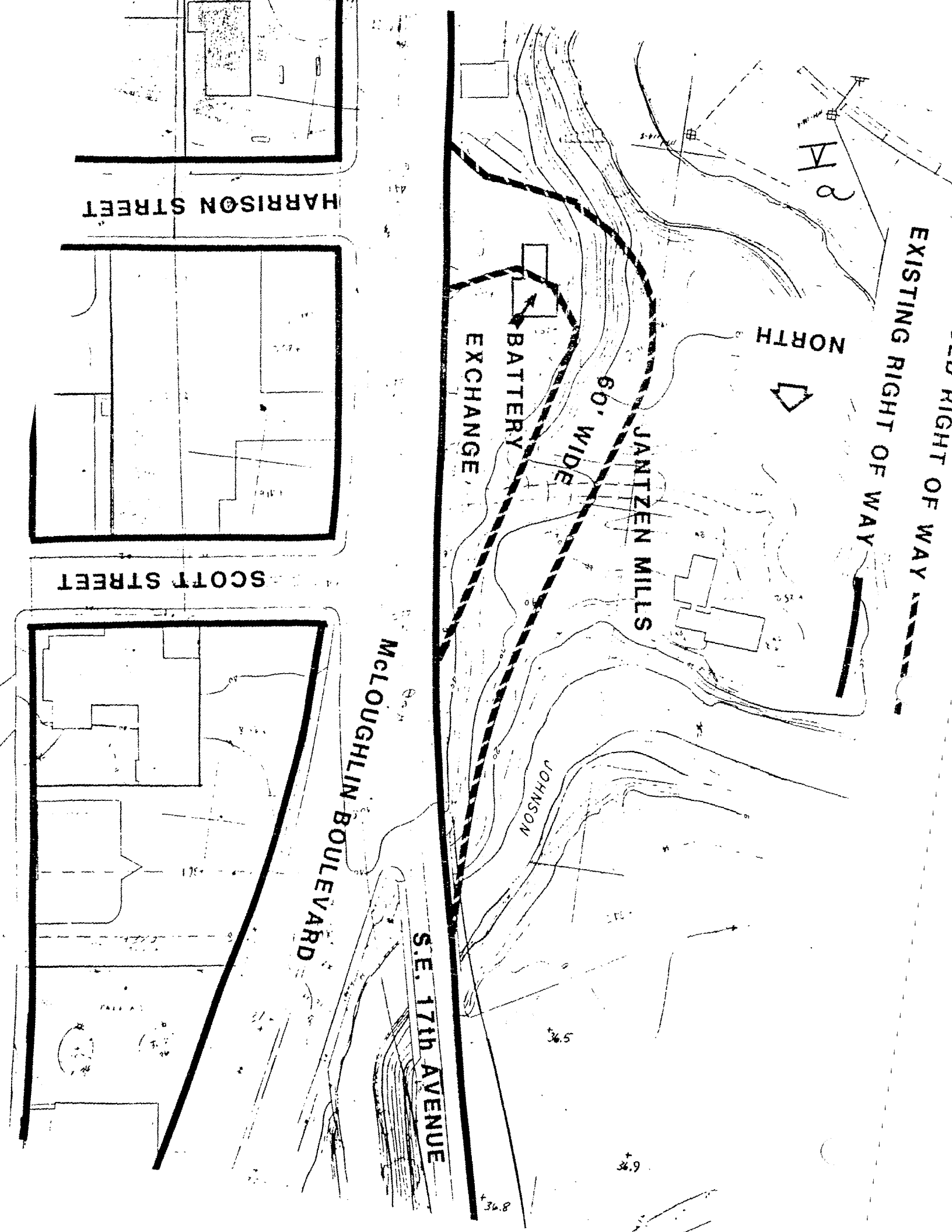
JOHNSON

S.E. 17th AVENUE

McLOUGHLIN BOULEVARD

HARRISON STREET

SCOTT STREET



EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY

NORTH

WEST SIDE FRONTAGE ROAD
McLOUGHLIN BOULEVARD

MAIN STREET

CORNER
90' RADIUS
HOLMAN TRANSFER

BETA STREET
2-5-2
ELEV 469

OF TRANSPORTATION

50' WIDE

OREGON DEPARTMENT

STUBB STREET

CHALET MOTEL

S. E. 24th

OCHOCO STREET

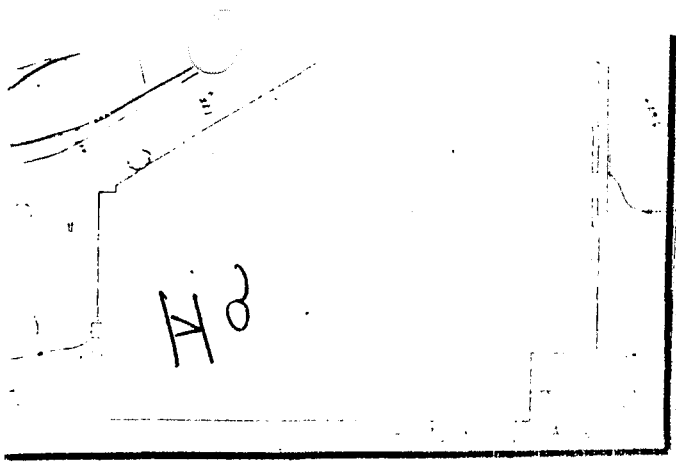
50' WIDE

CUSTOM PARTS

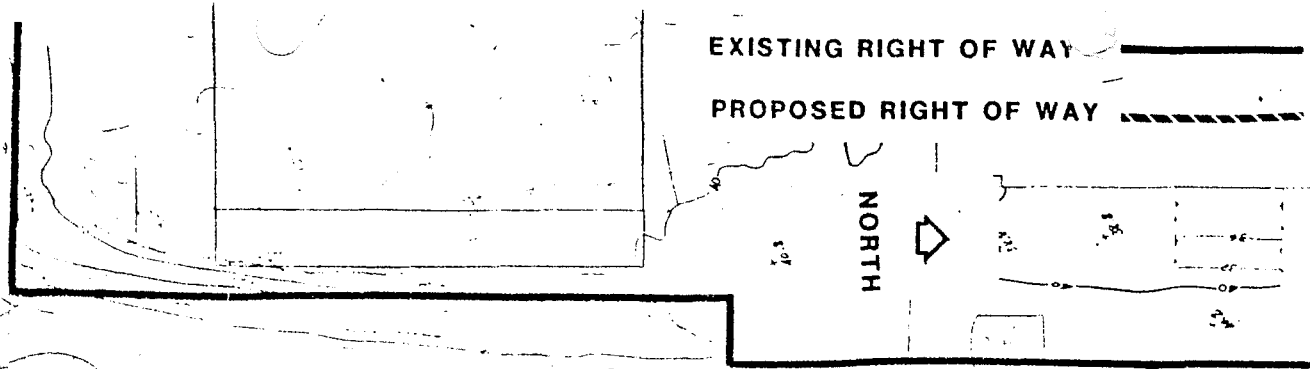
HARRISON
ANIMAL CLINIC

50' WIDE

10' WIDE



MILPORT ROAD



EXISTING RIGHT OF WAY ———
PROPOSED RIGHT OF WAY - - - - -

NORTH

WEST SIDE FRONTAGE ROAD

McLOUGHLIN BOULEVARD

MAIN STREET

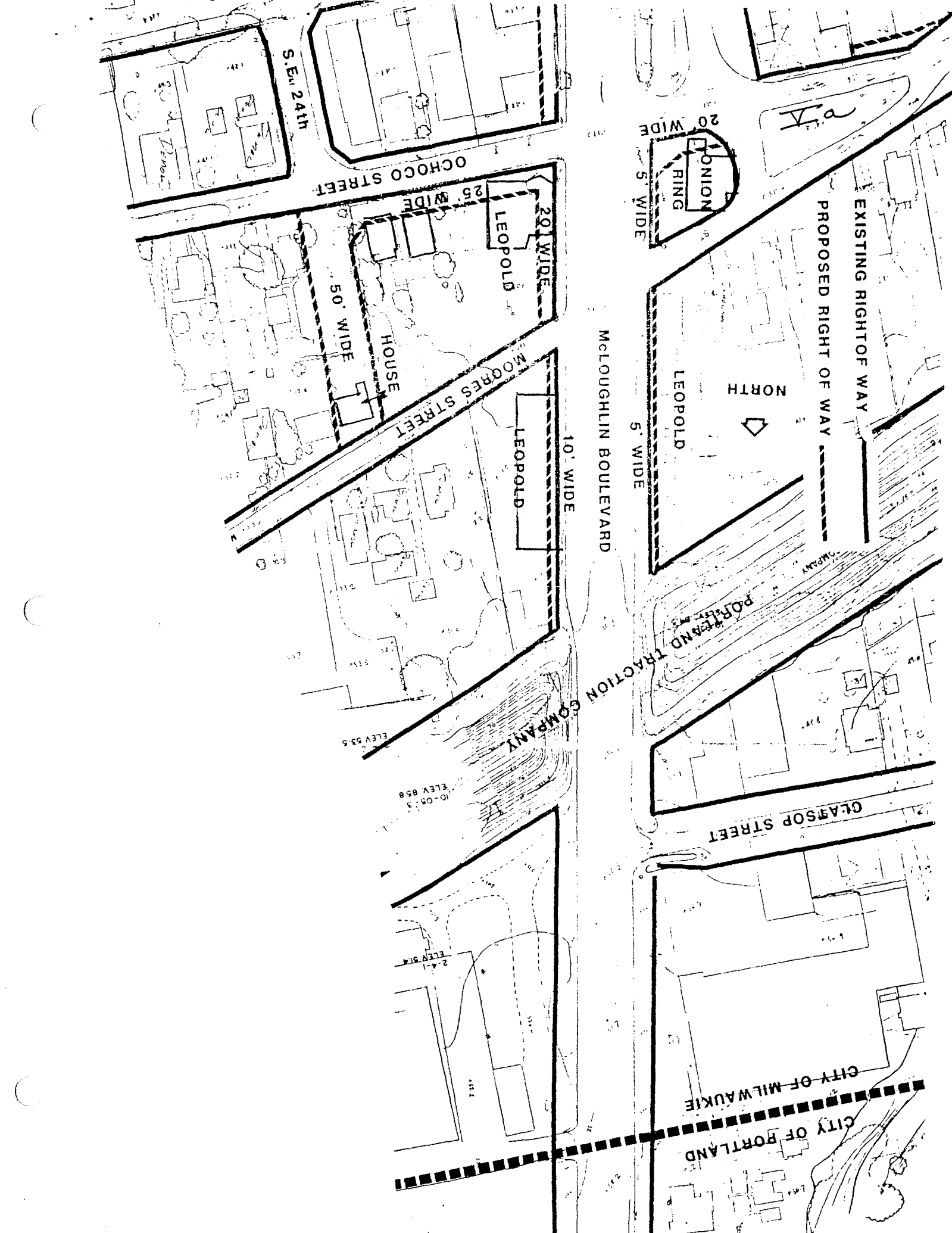
20' WIDE

SOUTHGATE THEATER

RUDIE
WILHELM

JACUZZI
PUMP

MAILWELL DRIVE



S. Eu. 24th

OCHOCHO STREET

25' WIDE

LEOPOLD

20' WIDE

50' WIDE

HOUSE

MOOGRES STREET

LEOPOLD

10' WIDE

McLOUGHLIN BOULEVARD

5' WIDE

LEOPOLD

NORTH

20' WIDE

5' WIDE

UNION RING

EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY

PORTLAND TRACTION COMPANY

CLEARY STREET

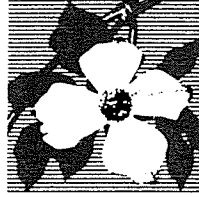
ELEV 85.8
10-05-3

ELEV 84.6
2-4-1

CITY OF MILWAUKIE

CITY OF PORTLAND

CITY OF MILWAUKIE



OFFICE OF THE CITY MANAGER
in the City Hall • phone 659-5171

February 17, 1984

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MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: HUGH H. BROWN, CITY MANAGER
SUBJECT: PURCHASE OF FIRE TRUCK

The attached memorandum from Finance Director Marge Post details the financing arrangements which have now been completed for the purchase of the new fire truck. The terms of the financing are very favorable and the annual payments are well within the city's ability to pay. The financing is over a period of seven years at a fixed simple interest rate of 8.75%. With revenue sharing approved through 1987 and using proceeds from the sale of two pieces of equipment, the first four years of the purchase are already provided for. Even if revenue sharing is not continued past 1987, the annual payment of approximately \$30,000 would not be an inappropriate burden on city finances.

The need for the vehicle has been presented previously and is based particularly on the need to replace the city's 21 year old ladder truck. Major overhaul work would be required for it to be able to meet the requirements of the city.

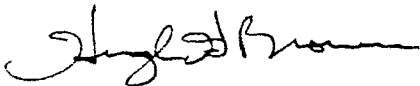
The purchase price of \$231,704 for the available demonstrator vehicle saves the city at least \$40,000 using figures paid by other cities' for similar new vehicles purchased through a bid process. The best example is the joint purchase of six vehicles by several cities in December 1983. The price paid for the same vehicle with less equipment than that being received by the City of Milwaukie was ~~\$236,600~~ \$263,600. A similar vehicle on a smaller chassis was delivered to a Washington county for \$250,500. Future bid prices will also include projected price increases of both the vehicle manufacturer and the builder of the ladder component which comprises approximately 1/3 of the cost of the truck.

Given that 1) Oregon law specifically allows for waiving of the bid process provided substantial cost savings are available (ORS 279.015 (2) (b), 2) the vehicle has been inspected and tested to meet city specifications and

performance standards and 3) the financing is favorable and within the means of the city, I recommend approval of the lease purchase agreement.

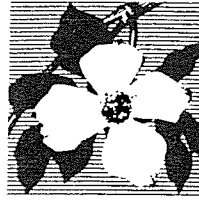
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With approval of the financing, remodeling work will commence on the fire station to accomodate the vehicle. Bids have been received for the modifications and the cost of construction will be \$4,137. The fee of the architect as previously agreed to will be \$500. All modifications have the approval of the architect, Ray Bartels, who will be present Tuesday evening to answer any questions. Modifications will be completed for the arrival of the vehicle approximately March 2. Approval is also recommended for declaring surplus the two vehicles to be sold and authorizing their sale. This process would be implemented with the signing of the lease purchase agreement.



Hugh H. Brown
City Manager

CITY OF MILWAUKIE



FINANCE DEPARTMENT
in the City Hall • phone 659-5171

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TO: Hugh Brown, City Manager
FROM: Margaret A. Post, Finance Director
SUBJECT: Approval of Lease Purchase for Fire Truck
DATE: February 17, 1984

The modifications to the fire truck will be completed on February 23, 1984. Staff will be leaving on February 22, 1984 to take delivery, make final inspection and recommend acceptance to the City. It is anticipated that the truck will arrive in Milwaukie between February 29 and March 2, 1984.

The lease purchase agreement has been completed. The agreement is for seven (7) years at an interest rate of 8.75%. This rate is less than the other quoted rate of 9.50% and additionally, two financial institutions did not make a quotation, due to their ability to be responsive to a municipal lease. The 8.75% rate is less than the rate of interest the City is currently earning on funds being invested.

The payment schedule calls for a split down payment. \$20,000 due upon acceptance and \$26,340.00 due on July 1, 1984. Listed below are the remaining payments:

February 24, 1985	\$43,501.67
February 24, 1986	40,382.67
February 24, 1987	38,065.66
February 24, 1988	35,748.62
February 24, 1989	33,431.58
February 24, 1990	31,114.53
February 24, 1991	28,797.49

The total cost, including interest is \$297,382.25. The payments will be funded in the following manner. For payments due in 1984-1987 we will use combined Revenue Sharing funds and proceeds from the sale of surplus fire equipment. The 1983-84 and the 1984-85 budget currently has allocations specifically earmarked for fire equipment in the Revenue Sharing budget. From 1988 through 1991 payments will be funded partially from the sale of equipment or revenue sharing from previous year. If revenue sharing is continued beyond 1987 payments could continue to be funded from revenue sharing. Additionally general fund dollars could be used for this purpose.

Hugh Brown
Page 2
February 17, 1984

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It should also be noted that in November of 1986 lease payments of \$16,539 will end on Engine Number 55. We are in the process of reviewing this lease agreement with the possibility of re-financing the equipment at a lesser interest cost.

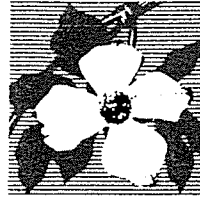
Other costs related to procurement of this equipment include the remodel, which will cost \$4,637. This includes \$500.00 for an architect, \$2,995 for structural remodeling and \$1,142 for remodeling the door.

Council Action Requested:

1. City Council approve the City Manager signing the lease purchase agreement after testing and acceptance in Michigan
2. Declare surplus and authorize the sale of equipment numbers 50 and 53 upon signing the lease agreement.

cc: Greg Eades, City Attorney
Chief Dick Bailey

CITY OF MILWAUKIE



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PUBLIC WORKS DEPARTMENT
in the City Hall • phone 659-5171

MEMORANDUM

TO: HUGH BROWN
CITY MANAGER

FROM: STEVE HALL
PUBLIC WORKS DIRECTOR *S.H.*

SUBJECT: PUBLIC HEARING
RAILROAD/LAKE/HARMONY PROJECT

DATE: FEBRUARY 16, 1984

ACTION REQUESTED

City Council set date for public hearing for the Railroad/Lake/Harmony Project at Hector Campbell Grade School gymnasium on Thursday, May 17th, 1984, at 7:00 p.m.

BACKGROUND

The City Council has held a public hearing on the initial assessment summary and project. As a result of that, the Lake Road option was added to the assessment summary in addition to the Railroad/Harmony access from Linwood to the central business district in Milwaukie.

Based on that information, the City Council indicated they would hold another public hearing to continue the process of selection of a preferred alternative. Clackamas County Department of Environmental Services has completed the draft assessment summary and is now ready for the public hearing process as required by Federal law. The release of that document is scheduled for March 6, 1984 and will be available to the general public at that point in time.

The information and process has reached the point for a final hearing and consideration of the draft assessment summary. After the selection of the preferred route by the City Council and the Clackamas County Commissioners, it is assumed that a document titled "A Finding of No Significant Impact" (FONSI), will be issued for final approval by the State Highway Department and the Federal Highway Administration.

After that action by the State and Federal government, design of the final roadway in preparation for construction will commence.

The construction of that project within the City of Milwaukie jurisdiction will be a consideration in future budgets. This project may be staged over several years to lessen the impact on the City budget if that is the wish of the City Council.

I am enclosing a copy of the previous report submitted to the City

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Council for additional background information.

SUMMARY

1. City Council has approved application for grant for the project.
2. A grant has been approved for the project by Metro, State Highway Department and the Federal Highway Administration.
3. City of Milwaukie and Clackamas County have signed a memorandum of understanding on the break down of responsibilities for the project.
4. City Council is at the time of making a final decision on the preferred route.
5. Funding for any construction is not currently available within the 1983-84 or 1984-85 budget.

Enclosure: Previous Report

SMH:kmc

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

file 306.11

VC (3)

DATE: July 26, 1983

TO: Hugh Brown
City Manager

FROM: Steven Hall
Public Works Director



SUBJECT: Railroad/Harmony Project
Agreement
Lake Road Alternative

ACTION REQUESTED

Staff recommends City Council allow City Manager to enter into a memorandum of Understanding between Clackamas County, Oregon and the City of Milwaukie as attached.

Note: If Council wishes to include the Lake Road Alternative after consideration of the attached report, they should alter the third paragraph to read "It is proposed that the City and County pledge to commit local matching funds for preliminary engineering studies of Railroad Ave./Harmony Road and Lake Road/Harmony Road."

BACKGROUND

The City Council has received the bulk of the information as to the background on this project with their packet at the last regular Council meeting.

At that meeting, Mrs. Jean Baker, representing a neighborhood group, proposed the study of the Lake Road as an alternative to Railroad Ave. for a trunk transit line between the Milwaukie central business district and the Town Center.

Based on that request, City Council directed staff to return with a feasibility study of the Lake/Harmony alternative which is attached as prepared by Gary Spanovich, Project Manager.

Within that document it is noted that the Lake/Harmony Road alternative is feasible and recommends that it be carried along with the Railroad/Harmony alternative in the environmental assessment for a more detailed study.

It must be noted that the study of each of these alternatives will cost the City and County additional funds. At this point in time, the exact additional cost is not known although it will not exceed the total estimated preliminary engineering study for the Railroad/Harmony alternative for local match of \$33,000 of which \$13,860 is for the City's portion.

BACKGROUND (continued)

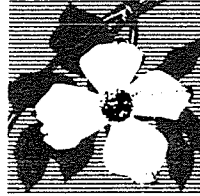
Additional consideration must be given to the attached memo from Andy Cotugno, Metropolitan Service District, regarding the possible conversion of the bus route to LRT in the future as well as the route's compatability to the proposed major timed transfer stations for both bus and LRT.

SUMMARY

1. City Council has requested a review of the Lake/Harmony Road as an alternative transit trunk route to Railroad/Harmony.
2. The Lake/Harmony corridor is a feasible alternative.
3. Conversion and tie-in to LRT and major timed transfer facilities must be considered.

Enclosure: Letter/Agreement
Feasibility Report
Memo/Metropolitan Service District

SMH:js



MEMORANDUM

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TO: MAYOR AND CITY COUNCIL
FROM: LAURIE PERKIN, CITY RECORDER
DATE: FEBRUARY 17, 1984
SUBJECT: PLANNING COMMISSION APPOINTMENTS.

I am providing the following background information on Planning Commission appointments:

Robert G. Knudson
Appointed 2/7/84

Mr. Knudson has never served on the Planning Commission and is eligible for 2 terms of 4 years.

Betty Roholt
Appointed 9/7/82

Ms. Roholt filled the vacancy created by Patricia Jamtgaard's resignation. This term expired 2/84.

Reappointed 2/7/84

She is now eligible for 2 terms of 4 years.

Donald Trotter
Appointed 12/3/79

Mr. Trotter filled the vacancy created by resignation of Mark Landis. This term expired 2/83.

Reappointed 2/7/84

Mr. Trotter is eligible for 2 terms of 4 years.

MILWAUKIE
CITY COUNCIL MEETING
January 31, 1984
7 p.m.

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COUNCIL CHAMBERS

SPECIAL MEETING

At 5:30 p.m. prior to the special meeting an executive session was held under ORS 192.660 (1) (d) to discuss real property transaction.

The Milwaukie City Council held a special meeting on January 31, 1984 to discuss Firestop, the proposed inter-governmental agreement between the City of Milwaukie and Oak Lodge Fire District. The following Councilors were present:

Mayor Joy Burgess	Don Graf
Ron Kinsella	Roger Hall
Mike Richmond	

Also present:

Hugh H. Brown, City Manager
Dick Bailey, Fire Chief
Bill Mills, Fire Chief Oak Lodge
Mike Kearney, Chairman of Oak Lodge Board
Glen Parker, Oak Lodge Board member
Laurie Perkin, Secretary

Public Hearing - Fire Stop

City Manager said the city would like to have public input into this proposal which was designed to provide better and more cost effective fire service. He introduced Fire Chief Dick Bailey who spoke of the background of the proposal, the study which was done with the cooperation of the unions and the International Association of Fire-fighters. He said the aims were to provide better service at a lower cost and to cap costs for two years. He described makeup of the board which would consist of two Milwaukie City Council members and two members of the Oak Lodge Board of Directors. He spoke of the facilities, location of stations and manning levels.

Kinsella said the objections voiced thus far had to do with loss of city identity, higher salaries, and citizens not having a chance to vote on the proposal.

Gordon Morterud, 12405 SE 18th, spoke in favor of the proposal. He said that the City of Milwaukie had insufficient manning levels at the present time and that Firestop would alleviate this problem. He said that he based his opinion on the National Fire Protection Standards and his experience as Fire Chief for the City of Portland.

There was general discussion on manning levels, the recent fire on Main Street, response time, insurance ratings.

Mel Brink, 11577 SE 34th, spoke in support of the proposal stating that consolidation of resources would be a benefit

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to the citizens and pointed out that the agreement would not be irreversible. He said he had been involved in another such merger which had worked very well.

Mike Kearney, Chairman of Oak Lodge Board, said the Board had completed four public hearings on the proposal and will meet soon to discuss information they had received.

The public hearing was closed at 7:40 p.m.

There was further discussion on emergency medical services, response time, risk factors, growth potential, insurance rating, and personnel cuts.

Graf said he thought the Council should get together with the Oak Lodge Board. Burgess said she saw advantages with the proposal but thought it should be decided by the vote of the people. Kinsella said he was not convinced that people were in favor of the proposal. Richmond said that he did not think any decision should be made now, that Council should wait until hearing from Oak Lodge Board. Hall said that maintaining city identity should not be a determining criteria in deciding whether to vote on the issue, that the City Council has a responsibility to seek cost effective methods of providing service. Kearney said the Oak Lodge Board will be meeting within the next two weeks. It was decided to discuss meeting schedule at the next regular City Council meeting.

City Manager said he would provide Council with alternative proposals which could be implemented regardless of the decision on Firestop before the next meeting.

The meeting was adjourned at 8:15 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary

MILWAUKIE
CITY COUNCIL MEETING
February 7, 1984
7 p.m.

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COUNCIL CHAMBERS

1449th Meeting

At 5 p.m prior to the regular meeting the Council interviewed the following persons for positions on city advisory bodies.

Betty Roholt, 3154 SE Lake Rd. - Planning Commission
Robert Knudson, 10708 SE Home Ave.- Planning Commission
Don Trotter, 12102 SE 36th - Planning Commission

Brian S. King, 4266 SE Harvey St. - Parks Commission
James Schuld, 5603 SE Aldercrest Rd. - Parks Commission

John Kauffman, 11105 SE Home Ave. - Civil Service Commission

Mary Wilson, applicant for Traffic Safety Commission and
Joan A. Langsev, applicant for Parks Commission did not
appear for their scheduled interviews.

REGULAR MEETING

The one thousand four hundred and forty ninth meeting of the Milwaukie City Council was held on February 7, 1984 with the following Councilors present:

Mayor Joy Burgess Don Graf
Ron Kinsella Roger Hall
Mike Richmond

Also present:

Hugh H. Brown, City Manager Marge Post, Finance Dir.
Greg Eades, City Attorney (arrived 11 p.m.)
Steve Hall, Public Works Director Dick Bailey, Fire Chief
Laurie Perkin, Secretary

AUDIENCE PARTICIPATION

Mayor Burgess presented silver tray to Dolora Hegg, former Director of Milwaukie Loaves and Fishes, in appreciation for her many years of service to senior citizens in the community. Sara Hite, Senior Center Director, thanked Dolora for her contribution to the Milwaukie Senior Center.

Jim Backenstos expressed his opposition to the waiving of the bidding process in the purchase of a new fire truck. He objected also to the high cost of salaries and benefits and said that the Concerned Citizens would not be supporting the proposed budget. He said that more money should be spent on street repairs.

Kinsella pointed out that the budget had been approved by the entire budget committee, of which Backenstos was Chairman. He said the fire truck was built into that budget and that the bidding process had been waived before under similar circumstances.

Al Liane objected also to the waiving of the bidding process. He expressed concern that if the city could not pay the debt on the fire truck, the citizens would have to pick up the debt.

City Manager said the final decision on the fire truck will come before Council in March.

OTHER BUSINESS

Mayor opened the meeting to discussion of McLoughlin Blvd. improvements. City Manager said after extensive study the Oregon Dept. of Transportation had recommended an alternative which would be presented tonight. Steve Hall, Public Works Director, has submitted staff report dated January, 1984, which included background, cost options, technical analysis summary of alternatives, hearing study report with exhibits and a copy of Resolution 25-1982 passed by the City Council in August of 1982. In summary the report stated that technically, only Alternative 3 with the traffic loop in the southwest quadrant meets the current goals of the Milwaukie City Council Resolution 25-1982 and the project goals established by the Draft Environmental Impact Statement prepared by the Oregon Dept. of Transportation. P. Works Director has provided map of the proposed improvements and spoke of businesses which would be impacted, trees which would have to be removed and traffic problems and projections. He listed criteria in Resolution 25-1982 and referred to traffic analysis of downtown Milwaukie done by Tom Schwabb.

Andy Catugno, Metro, spoke of traffic projections and impact of the Tacoma Overpass on Johnson Creek Blvd. He said the overpass would not have significant impact on Johnson Creek Blvd. traffic, that traffic would increase due to industrial development.

Ed Hardt, Oregon Dept. of Transportation, addressed ODOT position paper, dated December 1, 1983 outlining reasons for recommendation of Alternative # 3, the Tacoma Overpass. He said of the three final alternatives studied-the flyover, alternative #18 from the Conradt report, and the overpass, the overpass was significantly superior. Among deficiencies listed for the other alternatives were; too costly, did not relieve rail crossing problem, did not relieve congestion on Tacoma, did not attract traffic from neighborhoods from 17th to McLoughlin.

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Alonzo Wertz, Tri-Met, said Tri-Met is not taking a position at this time. He said Alternative # 3 does not work well with light rail alignment and the configuration of the interchange does not provide for transfer of buses or pull-outs but the design does move traffic well.

The following persons spoke in opposition to the overpass:

Ray Polani, Citizens for Better Transit
Easton Cross, Kasch's Nursery and Garden Center
Ernest R. Munch, Attorney for Kasch's Nursery
Steve Johnson, 3635 SE Johnson Creek Blvd.
Ken McFarling, 7417 SE 20th Ave. Oregon Assn. of Railway Passengers
Douglas R. Allen, 2247 SE 51st. Ave. Citizens for Better Transit
Douglas Coleman, 6125 SE 23rd Ave. Portland
Walt Schmunk, 3714 SE Johnson Creek Blvd.
Alice Elmstrom, 8715 SE 36th
James Gotcher, 3606 SE Johnson Creek Blvd.

Speaking in favor of the overpass:

Roy Marvin, Precision Cast Parts, 8838 57th
Harold Kulm, 8808 SE 43rd
Duane Forney, Public Project Engineer for Southern Pacific

Raising Questions:

Gary Madson, 240 SE Caruthers, Central Eastside Industrial Council
Russ Davis, 40th & Johnson Creek, Boyd Peyton, 9704 SE 37th
Among objections raised were: the overpass was too costly, it would have adverse impact on neighborhood and businesses and would result in people losing jobs, a more extensive study of the flyover alternative should be done, it would increase traffic on Johnson Creek Blvd.

Among comments in favor of the overpass: the overpass would solve the railway crossing problem, it would cost less than the flyover, it would not significantly increase traffic on Johnson Creek Blvd., it would solve the traffic problem on Tacoma.

There was extended discussion on population growth statistics, traffic figures, projected ridership, signal improvement, impact to businesses and traffic on Johnson Creek Blvd. Catugno said statistics listed in analysis report were recent. He said that although light rail would be better and cheaper service, it would not serve that many more people.

Hardt said businesses impacted would be Kasch's, Shell Station, Appletree Restaurant, auto repair shop east of restaurant and Edwards Mfg.

Mayor has received the following correspondence from Kenneth & Nola Cook, 8802 SE 41st, objecting to the overpass. She received phone calls objecting to overpass from Anthony Pawol, 9527 SE 33rd and Stephen Elliott, 9739 SE 42nd.

There was discussion on signalization improvements, limiting truck traffic on Johnson Creek Blvd., limiting impact on Kasch's Nursery and traffic increase on Johnson Creek Blvd.

It was decided by Council that more information was needed before making any decision. Members of the Council were asked to contact Steve Hall, Public Works Director, with any questions. ODOT was requested to provide more information on impact on Kasch's, traffic impact on Johnson Creek and cost of the flyover alternative.

It was the consensus of Council to excuse Don Graf from the meeting of January 31, 1984.

LEGISLATION

Payment of bills

It was MOVED by Graf, SECONDED by Kinsella, that the bills listed for February 7, 1984 be approved for payment. MOTION CARRIED unanimously.

It was MOVED by Kinsella SECONDED by Richmond to extend the meeting. MOTION CARRIED unanimously.

Deferred Compensation

Finance Director has prepared memo dated Feb. 1, 1984, requesting adoption of resolution maintaining participation in ICMA Retirement Trust. It was MOVED by Graf, SECONDED by Hall to adopt Resolution 1-1984 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE REGARDING DEFERRED COMPENSATION PLAN ADMINISTERED BY ICMA RETIREMENT CORPORATION). MOTION CARRIED unanimously.

Ordinance Records Retention

City Attorney has prepared ordinance repealing records retention ordinance which is out of date. The city will then comply with retention schedules adopted by State Archivist. It was MOVED by Hall, SECONDED by Graf, to read the ordinance the first time by title only. MOTION CARRIED unanimously. It was MOVED by Hall, SECONDED by Graf, to read the ordinance the second time by title only. MOTION CARRIED unanimously. It was MOVED by Hall SECONDED by Graf, to adopt Ordinance 1559 (AN ORDINANCE OF THE CITY OF MILWAUKIE, OREGON, REPEALING ORDINANCE NO. 1388 PROVIDING FOR THE RETENTION AND DISPOSAL OF CITY RECORDS). MOTION CARRIED unanimously.

Audit Report

Finance Director has prepared memo dated Feb. 1, 1984 regarding audit disclosures 1982-83 and requesting adoption

of resolutions indicating action on deficiencies found in audit report. She has listed recommended action to be taken and time frame. It was MOVED by Graf, SECONDED by Hall to adopt Resolution 2-1984 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE REGARDING THE REPAYMENT OF CERTAIN INTERFUND LOANS) MOTION CARRIED unanimously. It was MOVED by Graf, SECONDED by Hall, to adopt Resolution 3-1984 (A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE REGARDING THE REPAYMENT OF CERTAIN INTERFUND LOANS) MOTION CARRIED unanimously.

Finance Director has prepared memo dated Feb. 1, 1984 regarding Audit report June 30, 1984 Letter to Management summarizing comments cited by auditors and staff comments.

Finance Director has prepared memo dated January 30, 1984 recommending deletion of Principal Clerk position and addition of position of Data Control Accountant due to present duties in Finance Department since the installation of the computer. It was MOVED by Hall, SECONDED by Graf, to accept recommendation of Finance Director.

It was MOVED by Graf, SECONDED by Hall, to extend the meeting. MOTION CARRIED unanimously.

Purchase of Fire Truck

Finance Director has prepared report of status of purchase of fire truck. The vehicle will be in the city at the end of February, she said. She has listed in summary status of each portion of the transaction including remodeling of fire station, lease purchase agreement, and details of sale of trucks # 53 & 56.

Fire Chief, Dick Bailey, gave presentation on the one-station proposal which could be implemented even if the firestop proposal was not approved. He talked about changes in manning levels, mutual aid, risk factors, and benefits of one station operation. City Manager said this proposal will need to be presented to the public and will come back before Council in two to four weeks.

DEQ - Backyard burning policy

Bill McDonald, Administrative Assistant, has submitted memo regarding backyard burning public hearings and recommending the city adopt a position which emphasises the public's need for convenient, economical options. Graf suggesting writing a letter opposing the ban on backyard burning until viable options are available. Council concurred.

CONSENT AGENDA

Approval of minutes, 1-17, 23, 25, 1984.

Liquor license renewals: Albertsons Inc., Red's Coach Inn, Plaid Pantry No. 79, Safeway Stores, Inc., 7-11 Food Store No.'s 19325 and 14508. It was MOVED by Graf, SECONDED by Kinsella, to adopt the consent agenda. MOTION CARRIED unanimously.

OTHER BUSINESS

Bill Hupp has suggested awarding certificates of appreciation to long-time businessmen in the city. City Manager said he would check with business community.

Kinsella suggested Council direct Planning Dept. to change policy regarding granting of 10% administrative variance. City Attorney said Planning Staff was already working on an ordinance which would require that property owners be notified of an administrative variance.

Kinsella reported that the task force on the transit center would be looking at 27 sites and that Alonzo Wertz from Tri-Met would be present at the next meeting to answer questions on number of buses, etc.

Appointment to Commissions

It was MOVED by Graf, SECONDED by Hall, to appoint Don Trotter, Betty Roholt, and Robert Knudson to the Planning Commission. MOTION CARRIED with the following vote: AYES: Richmond, Kinsella, Graf, Hall. NO: Burgess

It was MOVED by Graf, SECONDED by Hall, to appoint Brian King and James Schuld to the Parks & Recreation Commission. MOTION CARRIED unanimously.

It was MOVED by Graf, SECONDED by Hall, to appoint John Kauffman to the Civil Service Commission. MOTION CARRIED unanimously.

The meeting was adjourned at 12:20 p.m.

Joy Burgess, Mayor

Laurie Perkin, Secretary

M E M O R A N D U M

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TO: Hugh Brown, City Manager
FROM: Gayle Easterday, Acting Chief of Police
DATE: February 8, 1984
SUBJECT: APPLICATION FOR LIQUOR LICENSE RENEWAL

Gayle Easterday

State and local law enforcement records fail to reflect any negative information on the below-listed applicant. I therefore find no reason to deny issuance of the requested license renewal.

APPLICANT: Ferguson's Markets, Inc.
dba FOOD WAREHOUSE
4200 King Road
Milwaukie, Oregon 97222

GGE:ck

M E M O R A N D U M

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TO: Hugh Brown, City Manager
FROM: Gayle Easterday, Acting Chief of Police
DATE: February 8, 1984
SUBJECT: APPLICATION FOR LIQUOR LICENSE RENEWAL

Gayle Easterday

State and local law enforcement records fail to reflect any negative information on the below-listed applicant. I therefore find no reason to deny issuance of the requested license renewal.

APPLICANT: Parsons, William R. Jr.
Parsons, Jeanne F.
dba SUNNY CORNER MARKET #2
5010 SE Monroe Street
Milwaukie, Oregon 97222

GGE:ck

MEMORANDUM

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TO: Hugh Brown, City Manager
FROM: Gayle G. Easterday, Acting Police Chief
DATE: February 3, 1984
SUBJECT: APPLICATION FOR LIQUOR LICENSE RENEWAL

Gayle G. Easterday

State and local law enforcement records fail to reflect any negative information on the below-listed applicant. I therefore find no reason to deny issuance of the requested license renewal.

APPLICANT: American Legion Milwaukie Post 1
AMERICAN LEGION POST NO. 180
11126 SE Main Street
Milwaukie, Oregon 97222

GGE:ck

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MEMORANDUM

TO: HUGH BROWN
CITY MANAGER

FROM: STEVE HALL
PUBLIC WORKS DIRECTOR *J. Hall*

SUBJECT: ISLAND STATION WATER LINE IMPROVEMENTS

DATE: FEBRUARY 8, 1984

ACTION REQUESTED:

City Council accept the attached report and facilities for operation and maintenance by the City.

BACKGROUND:

Approximately four years ago the City of Milwaukie was successful in attaining a grant in excess of \$100,000 per year for a period of three years for the purpose of constructing new water mains and fire protection systems in the Island Station area.

Approximately two years ago, the Island Station intertie was completed extending a line from Oatfield Road at Kellogg Creek to McLoughlin Boulevard near the Milwaukie Interior Building. The final phase of this project was construction of actual water mains within the Island Station area replacing the old antiquated 1-3 inch diameter galvanized lines.

This project is now complete and meets or exceeds all specifications and is ready for acceptance by the City of Milwaukie Council.

This addition to the water system provides two sources of water supplying the Island Station area and water mains adequate for domestic and fire protection which had been sadly lacking for many decades.

Enclosure: Memo

cc: Marge Post
Finance Director

CITY OF MILWAUKIE
M E M O R A N D U M
PUBLIC WORKS DEPARTMENT

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DATE: 2/7/84

TO: City Manager

FROM: Department of Public Works

SUBJECT: Island Station Water Line
Street and Utility Improvements
City Acceptance

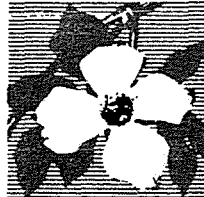
Street and utility improvements in the above referenced subdivision have been constructed in accordance with plans and specifications for the project. Total value of said improvements is \$ 356,150.33

It is the recommendation of this office that these improvements be accepted by the City.

Breakdown of cost and length of project is as follows:

	LENGTH	COST
Street	--	
Waterline	8,679 L.F.	\$ 306,618.96
Sanitary sewer	--	
Engineering	* * *	<u>49,531.37</u>
TOTAL		\$ 356,150.33

CITY OF MILWAUKIE



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CITY COUNCIL
in the City Hall • phone 659-5171

February 13, 1984

Wilbur A. Bishop, Mayor
12755 SW Ash
Tigard, OR 97223

Dear Wilbur:

Thank you for sending copies of your letter to Governor Atiyeh and Resolution 8405 concerning Tigard's objection to DEQ's backyard burning program.

I will forward this information on to other members of our City Council and ask that this item be placed on the February 21 City Council agenda for discussion. I anticipate our city submitting a very similar protest letter to DEQ and feel certain that I will send you a copy.

It was nice hearing from you Wilbur, and I hope you enjoy the remainder of your term.

Sincerely,

Joy Burgess, Mayor

JB/lp



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February 10, 1984

February 10, 1984

The Honorable Jay Burgess
Mayor of Milwaukie
10722 S.E. Main
Milwaukie, Oregon 97222

The Honorable Jay Burgess
Mayor of Milwaukie
10722 S.E. Main
Milwaukie, Oregon 97222

Dear Mayor Burgess:

Dear Mayor Burgess:

Enclosed for your information is a copy of my letter to Governor Atiyeh and a copy of Resolution No. 84-05 concerning the City of Tigard's objection to the D.E.Q. Backyard Burning Ban Policy and Program.

Enclosed for your information is a copy of my letter to Governor Atiyeh and a copy of Resolution No. 84-05 concerning the City of Tigard's objection to the D.E.Q. Backyard Burning Ban Policy and Program.

I will be interested in learning of your City's feelings on this matter.

I will be interested in learning of your City's feelings on this matter.

Sincerely,

Sincerely,

CITY OF TIGARD

CITY OF TIGARD

Wilbur A. Bishop
Mayor

Wilbur A. Bishop
Mayor

WAB/pn
Enclosures
(0256p)

WAB/pn
Enclosures
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February 10, 1984

The Honorable Vic Atiyeh
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

The City of Tigard, on behalf of its citizens, objects to the D.E.Q. Backyard Burning Ban Policy and Program, of which the Ban is to become effective July 1, 1984.

We do not believe sufficient data has been established with regard to the health hazard risk of continued backyard burning, and feel any and all alternatives to this program must be thoroughly investigated prior to implementation.

Therefore, we felt it necessary to place on the record Resolution No. 84-05, copy enclosed, passed by the Tigard City Council on January 16, 1984.

Sincerely,

CITY OF TIGARD

Wilbur A. Bishop
Mayor

WAB/pn
Enclosure
(0252p)

CITY OF TIGARD, OREGON

RESOLUTION NO. 84-05

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A RESOLUTION OBJECTING TO DEQ BACKYARD BURNING BAN POLICY AND PROGRAM.

WHEREAS, the Oregon Legislature has delayed implementation of any backyard burning ban until the Department of Environmental Quality establishes a workable alternative disposal process; and

WHEREAS, the proposed processes to date are found by the City of Tigard to be unworkable; and

WHEREAS, there has yet been no significant data established as to the health hazard risk of continued backyard burning; and

WHEREAS, the proposed ban as such would still not make a significant dent in air quality, except under extreme conditions when other options to an outright ban might prove acceptable.

NOW, THEREFORE,

BE IT RESOLVED the City of Tigard, on behalf of its citizens, hereby objects to the DEQ backyard burning program and, further, that the City of Tigard requests closer Legislative review of the policy as presently stated.

PASSED: This 16th day of January, 1984.

Wilbur A. Bishop
Mayor - City of Tigard

ATTEST:

Jean R. Wilson
Deputy City Recorder - City of Tigard

15470 S.E. Dana Avenue
Milwaukie, Or. 97222
January 18, 1984

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Clackamas County Commissioners
906 Main St.
Oregon City, Or. 97045

Attention: Jerry Justice

Gentlemen:

I want to lodge a vigorous complaint against the cable companies operating in the Oak Grove area of Clackamas County.

We have service from Liberty Cable. On January 17 at 12:45 P.M. a Storer truck stopped in front of our house and then backed up the street out of sight. Several minutes later a Storer serviceman stepped from behind a car near our property line, opened the cable system box, closed it, padlocked it and raced back to his truck.

He had disconnected our Liberty cable connection. I followed him and when he stopped I approached him and asked for his ID and a reason for his actions. His name is Chris Stone and he was driving a truck with license plate #424312. He said Liberty was illegally hooked up to Storer's "drop".

It took an entire afternoon of phone calls to get either cable company to respond. I don't know which cable company was in the wrong, but I don't like either company's business practices.

If Liberty was hooked up to Storer's drop they should not do that without agreements. Storer is no better; sneaking on to property and disconnecting service without notifying the homeowner.

The Storer people should come to the front door and explain that they were disconnecting an illegal connection. My 9 year old has that much business sense.

What type of hooligans have been given the cable franchises in our County? One uses the others drops and the second uses car repossession tactics to retaliate. If we hadn't been home would the Storer representative have come up and ripped the cable connections out of the wall of our house?

If this is the type of childish behavior we can expect from these two companies, the County should rescind both franchises and find a reputable firm to service our County.

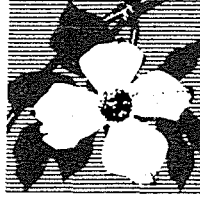
cc: Better Business Bureau
Storer Cable
Liberty Cable
Milwaukie City Council**

Yours truly,

Joseph P. Ballas

** If you are considering either of these suppliers, you should be aware of their lousy business practices.

CITY OF MILWAUKIE



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OFFICE OF THE CITY MANAGER
in the City Hall • phone 659-5171

MEMORANDUM

February 17, 1984

TO: MAYOR AND CITY COUNCIL

FROM: HUGH H. BROWN, CITY MANAGER

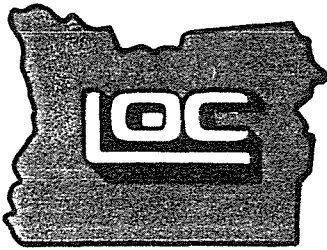
SUBJECT: CITY OF SALEM APPEAL OF ERB DECISION

The League of Oregon Cities has informed cities who contributed to the filing of collective bargaining amicus brief on behalf of the City of Salem that the request has been rejected by the Oregon Court of Appeals. The reasoning was not specifically provided but apparently relates to the possible filing of new evidence which was objected to by the attorney for the Salem firefighters.

As you may remember, the City of Milwaukie contributed \$500 to assist with the case. The League has asked to retain the funds for possible future use regarding this case. Although we are not obligated to, I recommend we continue to participate and offer our support. The case still has considerable potential to damage employer rights in collective bargaining.

Hugh H. Brown
City Manager

lp



League of Oregon Cities ^{VII} d 2

SALEM: Local Government Center, 1201 Court Street N.E., P.O. Box 928, Salem 97308, Telephone: (503) 588-6466

EUGENE: Hendricks Hall, University of Oregon, P.O. Box 3177, Eugene 97403, Telephone: (503) 686-5232

Salem, Oregon
January 3, 1984

To: Cities which Contributed in the Collective Bargaining Amicus Brief

On behalf of the League's Executive Committee, I would like to thank your city for its recent contribution to the collective bargaining amicus brief. Because of the support of nearly 30 cities, the League achieved its goal of \$10,000.

This good news is, however, overshadowed by the bad news - the Oregon Court of Appeals has rejected the League's request to file an amicus curiae brief in the City of Salem's appeal of an Employment Relations Board decision relating to "manning standards."

The Court is not obligated to give a reason for rejecting amicus briefs and they did not give one in this case. We do know that the attorney for the Salem firefighters filed an objection to the League's petition for permission to appear as amicus curiae on the grounds that the brief would seek to introduce new evidence which the City of Salem "could have, but did not present at hearing with respect to the impact manning language in a contract would have on an employer's ability to manage the assignment and use of employees." (Quoted from firefighter's objection.)

At this point the City of Salem is proceeding with its appeal. Their brief has been filed with the Court. While the League is precluded from filing an amicus at this time, it may be that some financial support of the City of Salem may be appropriate in presenting the case to the Court or in possibly seeking to file an amicus with the Supreme Court if the case proceeds to that level.

Because of the gravity of this issue and the potential impact on all cities, the League would like to retain the amicus brief fund for the time being. Any expenditures would, of course, be directly related to the appeal of this case and would be made only with the approval of the Executive Committee.

If your city would prefer not to leave your contribution in the amicus fund for the time being, please notify the League and we will refund your contribution. Again, we would like to express our appreciation for your city's willingness to join our collective effort to seek a reversal of the serious erosions this case could have on rights of employers in negotiations with employee unions.

Sincerely,

Stephen C. Bauer
Executive Director

SCB:bp

MINUTES
SENIOR CITIZEN ADVISORY COMMISSION

JANUARY 13, 1984

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Members present: Katherine Stevens, Joe Keller, Doris Olsen, Doug McClure,
Lillie Moore, Louise Trimpler

Members excused: Alice Measure, Nick Knapp

Staff present: Sara Hite

Guest: Lori Mastantonio-Meuser, Associate Planner

Meeting was called to order by chairman, Katherine Stevens

Minutes of December 9, 1984 were corrected as follows:

Gertrude Shirk spelling to Sherk
Ron Shanaker spelling to Schanaker

Minutes approved as corrected.

Committee Reports:

- A. Housing----none
- B. Center Programs. Doris Olsen reported that an outreach/case management worker would be hired for six month for the Center. Funds provided by AAA.
- C. Transportation---none

Lori Mastrantonio-Meuser, associate planner for the city of Milwaukie presented a history of the progression of establishing a Milwaukie Transit Center Site and the present consideration which is under study by the City Council appointed task force. The task force has been mandated to consider all possible alternatives and to recommend to the Council a site for final consideration.

There was a lively discussion generated by the Senior Citizens Advisory Commission concerning the necessity for a site and the alternatives. The final consensus was that the Milwaukie City Council should be advised of these considerations which were as follows;

- a.) It should be located in the downtown area;
- b.) TriMet should provide more shelters and rest rooms.
- c.) As long as present site is used TriMet should provide custodial service at City Hall and help pay for the wear and tear on city facilities.
- d.) Traffic hazards created by the present site exist at Main and Harrison and Harrison at 21st.

The proposed city budget was reported as unanimously passed by the Budget Committee. The next step is passage on the March ballot.

Plans for the process of hiring and bringing on board of the AAA funded outreach worker was reported on by Sara Hite.

A nominating committee for the slate of new officers was appointed by Katherine Stevens. Doris Olsen will chair and Joe Keller and Alice measure are members.

Announcements were as follows:

- A.) Friends Dinner January 15, 1984 from 12-2
- B.) Roof Repair finally finished
- C.) Flood damage from broken pipes. New carpet in Craft room. Minimal damage in gift nook.
- D.) Five additional Handicapped parking spaces from 8-5 weekdays.

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Next meeting will be February 10, 1984.

Meeting adjourned at 11:45.

Respectfully submitted

DO

Doris V. Olsen

MILWAUKIE
CIVIL SERVICE COMMISSION
MINUTES
January 24, 1984

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MILWAUKIE SENIOR CENTER

7 p.m.

A meeting of the Milwaukie Civil Service Commission was held on January 24, 1984 with the following Commissioners present:

Charles Sirianni, Chairman Chuck Stoudt
Gordon Morterud Gary Salyers

Also present:

Jo Durand, Chief Examiner
Marge Post, Finance Director
Laurie Perkin, Secretary

It was MOVED by Morterud, SECONDED by Salyers, that the minutes of November 28, 1984 be approved. MOTION CARRIED unanimously.

Public Hearing - Reclassification

It has been recommended by City Manager and Finance Director that Merlin Becker, Senior Account Clerk, be reclassified to Data Control Accountant. This is necessitated said Durand, by the shift in his work assignment resulting from installation of the new computer. A job description for Data Control Accountant has been submitted which better describes the functions now being performed.

There were questions concerning salary, qualifications, training and supervision. Durand said the salary range will be the same, that the computer vendor had provided hands-on training, that Becker had been performing this task, and that he would be supervising only those people using the computer while they were using the computer.

Morterud asked if the position should be opened to competitive examination. Durand said she did not believe it was the intention of the Civil Service that people lose their jobs. Sirianni asked if the city paid for outside training at Community Colleges, etc. Durand explained procedures and requirements for city paid training.

It was MOVED by Stoudt, SECONDED by Morterud, to approve request for reclassification. MOTION CARRIED unanimously.

INFORMATION

The following errors were noted on the agenda page: Jane Hall and Judy Small should be listed as Clerk III's rather than Clerk II's. Kim Chamberlain was terminated 1/6/84 rather than 12/6/83. Betty Dearnaley was appointed 11/30/83 rather than 11/30/84.

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Appointments

Richard Davis, P.W. U.W. I, 11/28/83
Betty Dearnaley, Supervising Ct. Clerk, temp. 11/30/83
Vivian Mumper, Finance, Principal Clk, temp. 12/7/83
Cynthia Nagy, Finance, Principal Clk, temp. 12/8/83
Lil McAdams, Adm. Clk. T. II, temp. 12/5/83
Kim Chamberlain, Planning, Clk. T. II, temp. 12/14/83
Katherine Segura, Clk. T. II, Center, temp. 12/20/83
Stephen Munson, Lib. Page (ETBS-trainee), 1/4/84
Cathy Clark, Planning Intern, temp., 1/4/84
Irene Parks, Center, Clk. T. II, 1/3/84
Kim Chamberlain, P.W. Clk. T. II, temp., 1/16/84

Terminations

Verna Nortell, Clk. T. II, Center, 12/9/83
Jane Hall, Police, Clk. T. II, 1/9/84
Ron Schanaker, Police Chief, 1/16/84
Vivian Mumper, Finance, 12/20/83
Kim Chamberlain, Planning, 1/6/84
Lil McAdams, Adm. Clk. T. II, 1/6/84
Katherine Segura, Clk. T. II, Center, temp. 12/20/83

Promotions

Gayle Easterday, Police Lt. to Acting Police Chief, temp. 1/16/84
Judy Small, Clk. T. II to Sup. Ct. Clerk, 1/20/84
Jack Stennet, Cpt. to Asst. Fire Chief, temp. 12/20/83

Exams in Progress

Police Chief

Outreach Worker

Clerk Typist II & III

Durand said the position of Outreach Worker was funded by a grant from Area Agency on Aging for 6 months but was being treated as a permanent position because of the possibility of continued funding.

Mortnerud asked if any one from the city would be applying for Chief of Police. Durand said that possibly one or more may apply.

Exams Completed and Eligible Lists Established

Library Page

Supervising Court Clerk

Job Descriptions

Library Page

Outreach Worker

Data Control Accountant

Durand said the new job description for Library Page was done because the previous one did not accurately describe all the work functions.

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OTHER BUSINESS

Election of Officers

It was MOVED by Morterud, SECONDED by Salyers, to elect Chuck Sirianni as Chairman. MOTION CARRIED unanimously. It was MOVED by Salyers, SECONDED by Stoudt, to elect Morterud as Vice Chairman. MOTION CARRIED unanimously.

Request for extension of temporary appointment

Chief Examiner has requested extension of temporary appointment of Don Robertson, Parks & Recreation Coordinator, up to 90 days. The need to recruit and select two department head positions has taken longer than was anticipated, she said. Also there was a possibility that changes might be made in staffing for the Parks & Recreation Division during the budget process; however no significant change was made. It was MOVED by Morterud, SECONDED by Sirianni, to approve extension one time only. MOTION CARRIED unanimously.

Plans to complete rules discussion

Sirianni suggested discussing the rules at the next meeting. Durand said the previous discussions had ended with Rule 6 (c). She said most of the changes were housecleaning type items to assure conformance with the charter and that any rule changes would require a public hearing.

Durand gave update on labor negotiations.

There was some discussion on Firestop, the proposed inter-governmental agreement with Oak Lodge Fire District. Durand said one public hearings had been held and another scheduled for January 31st. The final decision on this will be made after this by the Milwaukie City Council and the Oak Lodge Board. In the event the proposal is accepted, the Oak Lodge Civil Service system will govern hiring procedures, etc. since it is a simpler system than Milwaukie's.

The meeting was adjourned at 8 p.m.

Charles Sirianni, Chairman

Laurie Perkin, Secretary

PLANNING COMMISSION MINUTES

REGULAR MEETING

JANUARY 24, 1984

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MEMBERS PRESENT

GEORGE CATHEY
REBECCA SWEETLAND
JOHN LITTLEHALES
JOHN FOSTER
AL LIANE
BETTY ROHOLT

STAFF PRESENT

LORI MASTRANTONIO, ASSOC. PLNR.
STEVE HALL, PUBLIC WORKS DIR.
CAROL LEE, SECRETARY

EXCUSED ABSENCE

BOB BROWN

Mr. Cathey called the meeting to order at 6:30 PM.

- 3.2 DAN ZINZER AND JAMES KNAPP JR., S-83-5
LOCATION: East of 42nd Avenue, West of Mason Hille Drive,
and North of Mason Lane
PROPOSAL: Request approval of a Preliminary Plat for a
10-lot Subdivision, CONTINUED FROM JANUARY 10, 1984 MEETING.

Lori presented the Staff Report. Mr. Littlehales asked if Tax Lot 300 currently abuts the 20' strip. Lori answered that Tax Lot 300 currently will not have access from the half street, it will have access from 42nd Avenue. Mr. Cathey asked who the current owner of Tax Lot 9800 is, and why was it decided to make Tax Lot 9800 part of the existing Tax Lot 300. Lori explained the Public Works Department required that Tax Lot 300 include the 20' strip for future development of the adjacent parcels. The City does not want the 20' strip dedication because future expansion and current maintenance would be an added burden to the public. Mr. Cathey asked Staff if a variance situation was being created by the existing pump house. Lori explained that whatever structures exist will be grandfather in and there will be no variances for setbacks necessary for the existing house or pump house. Mr. Cathey mentioned that a turnaround had not been provided for emergency vehicles at the end of the temporary cul-de-sac. Mr. Hall said the Fire Department did not require a turnaround if the street is extended to 42nd Avenue.

Ms. Sweetland joined the panel at 7:00 PM.

CITY OF MILWAUKIE - PLANNING DEPARTMENT
PLANNING COMMISSION MINTUES
REGULAR MEETING - JANUARY 24, 1984

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APPLICANT'S RESPONSE:

SPEAKING: CARL KNEE, 12703 SE Oatfield Rd. Milwaukie

Mr. Knee said the request is in compliance with the Subdivision, Zoning Ordinance, and Comprehensive Plan in that it provides for logical future extension of streets and neighborhoods. Mr. Knee did contact the Fire Department regarding the turnaround area, suggesting that the accessway be paved or graveled through to 42nd Avenue instead of constructing a turnaround area. There is room to construct a sidewalk along the north border of the property without disturbing the existing pump house. It is the applicants intent to provide a deed restriction to the 20 foot strip so that it could be used for a public roadway. The east end of the access will tie into the existing accessway of Mason Hill Drive.

SPEAKING: BILL HIGLEY, 9086 SE 42nd Avenue, Milwaukie

Mr Higley presented a copy of a Perpetual Deed for the 20' access strip along the most southerly section of Tax Lot 501. He is also concerned about requirements for sidewalk improvements.

Mr. Cathey explained that the land owners of the adjacent properties may participate in improving that portion of the street, at that time additional right-of-way dedication will be required and the street widened to City Standards of 32 feet.

There was no further testimony in favor or opposition of the request.

Ms. Roholt asked Staff to explain the term "half-street". Mr. Cathey explained it as a typical term to indicate a more narrow street that is paved to a width allowing two vehicles to pass each other.

Mr. Liane asked if consideration had been given to underground utilities. Mr. Cathey said that City Standards already require installation of underground utilities.

Mr. Cathey asked Mr. Knee if there are Fir trees on the property. Mr. Knee said there are several Fir trees within the proposed right-of-way that would have to be removed.

Mr. Cathey asked Staff to clarify the property line radii. Mr. Hall confirmed that the intent of the proposed Condition #2 includes the entire Public Works Memorandum.

CITY OF MILWAUKIE - PLANNING DEPARTMENT
PLANNING COMMISSION MINUTES
REGULAR MEETING - JANUARY 24, 1984

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S-83-5 CONTINUED

Mr. Cathey asked Staff to clarify the connection of the east end of the accessway to Mason Hill Drive. Mr. Hall explained that the connection will be made some 15 feet into the existing Subdivision and provide for a through street at that time, the actual point of connection will not be determined until the survey is completed.

Mr. Laine asked for clarification regarding the 1' spike strip at the west end of the accessway. Mr. Hall said the 1' strip is reserved to allow further development of the roadway for public access. Access is controlled by that strip for eventual 32' roadway and 50' right-of-way. In the case of Tax Lot #501, a temporary access could be allowed for the existing home.

Mr. Cathey asked Staff for recommendation involving a Deed Restriction. Mr. Hall suggested that a dedication of the 20' access strip, with a 1' spike strip encircling the entire parcel, be provided.

Mr. Cathey made a Motion to approve S-83-5 as presented in the Staff Report with Findings and Conditions as proposed with the exception of Condition #4 to read: The 20-foot strip, west of the subdivision should be combined with Tax Lot 300, of Tax Map 1 2E Sec. 30BC, or submit a Deed Restriction reserving said 20-foot strip for access and utilities but if the access is not necessary to 42nd Ave., as per Planning and Public Works then that strip can be part of future lot development. Condition #5, to read: A 1' strip along the north and west side of the proposed street be provided as per the specifications of the Public Works Memorandum, dated January 4, 1984. Condition #6, to read: A temporary access easement over the 1' spike strip be provided for Tax Lot 501, Tax Map 1 2E Sec. 30BC, as presented on the plat submitted by the applicant. Mr. Hall stated the Conditions will allow the current owner the option of selling the parcel to the owner of Tax Lot 300 through a Deed Restriction, or dedicating the 20' strip to the City for public access and utilities regardless who the owner may be in the future. The Motion was Seconded by Mr. Littlehales, it carried unanimously.

FINDINGS: S-83-5

1. The request is in compliance with the R-7 uses and standards in that the lot size, lot width and depth requirements are met.
2. The request is in compliance with the Subdivision Ordinance criteria in that adequate public facilities and improvements are proposed including provisions for future street improvements.

CITY OF MILWAUKIE - PLANNING DEPARTMENT
PLANNING COMMISSION MINUTES
REGULAR MEETING - JANUARY 24, 1984

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FINDINGS: CONTINUED

3. The request is in compliance with the Comprehensive Plan in that:
 - a. The development will provide for sound adequate new housing to meet the needs of the city, while preserving and enhancing the local neighborhood.
 - b. The density of this development is consistent with the surrounding area allowing for a continuation of single-family houses at the R-7 Density.
 - c. The east-west direction of the street allows flexibility in home designs allowing the opportunity for solar access orientation.

CONDITONS: S-83-5

1. That street trees be provided. The size, species and spacing shall be reviewed and approved by Staff.
2. All public facilities shall be provided as per the specifications of the Public Works Director, and Fire Marshal, including adequate street radii and street lights.
3. That a survey of the site be submitted prior to approval of the Final Plat.
4. The 20-foot strip, west of the subdivision should be combined with Tax Lot 300, of Tax Map 1 2E Sec. 30BC, or submit a Deed Restriction reserving said 20-foot strip for access and utilities but if the access is not necessary to 42nd Ave., as per Planning and Public Works, then that strip can be part of future lot development.
5. A 1' strip along the north and west side of the proposed street be provided as per the specifications of the Public Works Memorandum, dated January 4, 1984.
6. A temporary access easement over the 1' spike strip be provided for Tax Lot 501, Tax Map 1 2E Sec. 30BC, as presented on the plat submitted by the applicant.

CITY OF MILWAUKIE - PLANNING DEPARTMENT
PLANNING COMMISSION MINUTES
REGULAR MEETING - JANUARY 24, 1984

3.1 PROPOSED AMENDMENTS TO THE MILWAUKIE ZONING ORDINANCE
Density Bonuses - Continued from January 10, 1984.

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The Commission and Staff discussed significant conflicts between certain Comprehensive Plan Policies and Planning Commission Guidelines regarding density bonuses. The Commission suggested certain changes to Section 4.13.3 to read: Gradual density changes. A new project may not have a density change greater than 25 percent over the allowable density on lower density residential parcels abutting the project. If abutting parcels have a variety of allowable residential densities, parcels with similar allowable densities abutting the highest percentage of the project perimeter will govern.

Mr. Littlehales made a Motion that the Planning Commission recommend to the City Council approval of Amendments to the Zoning Ordinance Section 3.18 - Planned Development Zone, and Section 4. as revised throughout, affecting Density Bonuses and the criteria therefore. Section 4.13.3 to be reviewed by the City Attorney. Ms. Sweetland Seconded the Motion, it carried 5-1, Mr. Foster voting in opposition stating that he does not concur with the Structural Design Schedule. Mr. Foster stated that he wished to clarify his opposition. He said, "Page 30, of Item 3 states: In all planned unit developments the density bonus up to 20% over the allowable density may be granted in exchange for exceptional design quality or special project amenities. I did go along with the first one, where the site was involved, but when we get into studs, and thermostats and so forth, I don't consider those to be exceptional or special project amenities."

6.0 OLD BUSINESS

Lori explained that the appeal for Dwight Newton's request (VR-83-18; VR-83-30; M-83-11) was presented before the City Council, January 17, 1984. The appellants have indicated that since Council has upheld the Planning Commission's decision an appeal would be filed with the Land Use Board of Appeals.

Lori mentioned that the Tri Met Task Force had appointed Ron Kinsella as Chairman. The first meeting was held January 18, to discuss alternative sites within certain perimeters.

5.2 PLANNING COMMISSION MINUTES - January 10, 1984

Mr. Cathey made a Motion to approve the January 10, 1984 Planning Commission Minutes, Mr. Littlehales Seconded the Motion it carried unanimously.

The Meeting Adjourned at 9:30 PM.

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TRAFFIC SAFETY COMMISSION MINUTES
City Council Chambers
January 9, 1984

I CALL TO ORDER: Meeting was called to order at 7:30 p.m. by Chairman Louis Bruneau.

MEMBERS PRESENT: Dick Samuels
Louis Bruneau, Chairman
Jim Stell
Karen Bergio
Delbert Binkley

MEMBERS ABSENT: Warren Bottemiller

STAFF PRESENT: Paul Roeger, Office Engineer
Judy Small, Secretary

II APPROVAL OF MINUTES:

Regular Meeting - December 12, 1983, Stell MOVED and Binkley SECONDED to approve the minutes. Motion carried by unanimous vote.

III AUDIENCE PARTICIPATION: None

IV OLD BUSINESS:

A. Project Status Report - Roeger reported that a public hearing is still scheduled for March 21st, 1984, on the Railroad/Harmony Improvement Project. Also, additional right-of-way has been acquired from the condominiums east of Cedarcrest at Harmony and Linwood.

McLoughlin Boulevard - Roeger read in the Oregonian that the committee has chosen the Tacoma/McLoughlin Overpass with the Portland loop (Jughandle) in it. The project still needs approval from the County of Multnomah, the Cities of Portland and Milwaukie, Tri-Met and possibly the County of Clackamas.

B. Re-Election of Chairman - It was MOVED by Stell that Bruneau remain as Chairman until his term on the commission expires. Samuels SECONDED the Motion with an addition that Stell remain as Vice-Chairman. Motion carried unanimously.

V NEW BUSINESS:

A. Railroad Avenue Speed Limit - Roeger reported that they will do a speed study on Railroad Avenue. The complaintant would like the legal limit slowed down.

TSC - Meeting
1/9/84

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- B. Traffic Signal Changes - Roeger received some information from the State of Oregon to the members of the Oregon Traffic Control Devices Committee. The State is in the process of developing criteria for an all-way flashing red mode in traffic signals during emergency situations.

Audible traffic signals for the blind is another possibility being considered. First the State will check with the School for the Blind to see if there is a need for such devices.

- C. Bottemiller's Resignation - Stell MOVED to accept Bottemiller's resignation. Binkley SECONDED the Motion. Motion carried by unanimous vote.

VI OTHER BUSINESS:

Stell informed commission of an excellent fund-raising mailer he received from MADD.

Binkley brought up the problem of the intersection of Brookside and Johnson Creek Boulevard. Lengthy discussion followed.

- VII IT WAS MOVED by Stell to Adjourn, SECONDED by Samuels. Motion carried unanimously.

Meeting adjourned at 8:15 p.m.

Louis Bruneau, Chairman

Judy Small, Secretary

MILWAUKIE PARKS AND RECREATION COMMISSION

MEETING MINUTES

JANUARY 31, 1984

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MEMBERS PRESENT

BETTY STEPHENS
JON GERRARD
SUSAN WAGNER
WALT HAYNES

STAFF PRESENT

DON ROBERTSON,
PARKS AND RECREATION COORDINATOR

MEMBERS EXCUSED

WAYNE LOGEMAN

AUDIENCE

LIEUTENANT EASTERDAY

The meeting was called to order by Vice Chairperson, Betty Stephens. The minutes were read, and Motion made to approve the Minutes carried.

The Staff Report was presented by Don Robertson. Other items discussed consisted of an update of the bathroom situation at Jefferson Street Boat Ramp. Don Robertson mentioned that bids had been solicited and replies of costs are higher than expected. Jon Gerrard suggested that the Milwaukie J.C.'s may be interested in a project such as the bathroom construction. A copy of the plans will be submitted for review.

Lieutenant Esterday, Milwaukie Police Department, proposed a project for the North Clackamas Park. If PARC and the City Council approves the project the Police Department will construct an obstacle course in the corner of the park, just south of the main gate. The purpose of the project will be to provide a testing area for Civil Service use, as well as the general public. Questions regarding liability will be addressed by Staff. The course will consist of various temporary obstacles, and two permanent obstacles, small tubes to crawl through, and a wall to scale, all placed to the side of the area allowing the majority of the space to be utilized for other functions.

Walt Haynes made a Motion to approve the proposal, Susan Wagner Seconded the Motion, it carried unanimously. The request will be recommended to the City Council.

MILWAUKIE PARKS AND RECREATION COMMISSION
MEETING MINUTES - JANUARY 31, 1984

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The Commission discussed a new program recommended by Larry Cereghino, which would provide grouping of various youth sports activities. Organizing this type of program would provide better leadership coverage by supervising gym scheduling team fees, and team registration. The Commission concurred that the program would be a benefit to the community.

Don Robertson mentioned that the AARP has expressed some interest in constructing an exercise path at the North Clackamas Park. The Commission requested Staff to research other sources of financial assistance. The National Guard and the AARP will be contacted to find if they are interested in assisting the project.

Staff is preparing a list of possible work activities and will be sent to the PARC members for distribution to various organizations who have expressed interest in the volunteer work program.

Jon Gerrard asked Staff to research possibility of a boat race event to be held in conjunction with the Milwaukie J.C.'s and the Muscular Dystrophy Association.

Walt Haynes made a Motion to adjourn the meeting, it was Seconded by Jon Gerrard, and carried unanimously.

Carol Lee

Carol Lee, Secretary

Betty Stephens, Vice Chairperson

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: GREG EADES, CITY ATTORNEY *GE*
DATE: FEBRUARY 17, 1984
SUBJECT: ARBITRATION AWARD

We received the arbitrator's decision in the bargaining dispute between the city and IAFF Local 1159 today. The major elements of the award are:

1. Two year agreement.
2. 1983-84 wages: No adjustment
1984-85: 4% on July 1
2% on Jan. 1
2% on Mar. 1
3. Additional EMT premium of 2% of base salary for EMT III's effective July 1, 1984.
4. Reduced on-the-job injury leave - any leave time not covered by workers comp. is deducted from sick leave.
5. Uniform allowance discontinued - city will provide uniforms.
6. Overtime shifts paid at straight time instead of time and one-half, subject to 24 hours notice.
7. Minimum manning made subject to staffing level and funds available.
8. New language on layoffs and recall.

The arbitrator rejected city proposals on insurance, tuition reimbursement, sick leave, vacations, grievance procedure, maintenance of standards and duration of the agreement. Union proposals rejected include engineers' pay, longevity pay, retirement/layoff benefits, transfer pay, funeral leave and additional holiday pay.

GE/vk

~~Mayor Burg~~
Nugb

DATE : February 20, 1984
TO : Mayor Joy Burgess
Members of Milwaukie City Council
FROM : Milwaukie Center Advisory Board
SUBJECT: City of Milwaukie Budget, FY '84-'85

Milwaukie Center Advisory Board unanimously voted at its regular monthly meeting of February 17 to write a memorandum supporting the Budget Committee approved City Budget, FY'84-'85.

Since Councilor Ron Kinsella was unable to attend the Board's meeting as planned, the Center Director and Board Chairperson informed the Board members re budget issues from verbal information received from the Councilman at the Senior Citizen Advisory Commission's meeting of February 10.

The Advisory Board wishes to go on record that it wholeheartedly supports the Budget Committee's position "to maintain service and programs currently provided while making every effort to minimize additional costs" without increasing the tax rate above \$5.08 per \$1000 as passed by voters last year.

Milwaukie Center Advisory Board upholds the Budget Committee's approved FY'84-'85 City Budget.

Thank you.

Maxine W. Hansen.

Maxine W. Hansen, Chairperson
Milwaukie Center Advisory Board

III-B(4)

A meeting of the City Council Governing Body will be held on February 21, 1984
 at 7:00 p.m. at City Hall, 10722 S.E. Main St., Milwaukie The purpose of this meeting is to discuss the budget
 for the fiscal year beginning July 1, 1984 as approved by the City of Milwaukie
Municipal Corporation

Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained free of charge at City Hall, 10722 S.E. Main St., Milwaukie between the hours of 8:00 A.M. and 5:00 P.M.

The budget was prepared on a basis of accounting consistent not consistent with the basis of accounting used during the preceding year. Major changes, if any, and their effect on the budget, are explained below.

Clackamas Milwaukie 1/26/84 Jov Burgess
(County) (City) (Date) (Chairperson of Governing Body)

FINANCIAL SUMMARY

		ADOPTED BUDGET This Year 19 <u>84</u>	APPROVED BUDGET Next Year 19 <u>85</u>
ANTICIPATED REQUIREMENTS	Total Personal Services	\$3,813,662	\$4,098,246
	Total Materials and Services	2,035,937	2,152,826
	Total Capital Outlay	1,614,836	1,407,508
	Total All Other Expenditures and Requirements	1,769,572	1,552,215
	TOTAL ANTICIPATED REQUIREMENTS	\$9,234,007	\$9,210,895
ANTICIPATED REVENUES	Total Revenues Except Property Taxes	6,933,333	6,599,500
	Total Property Taxes Required to Balance Budget	2,300,674	2,611,395
	TOTAL ANTICIPATED REVENUES	\$9,234,007	\$9,210,895
ANTICIPATED TAX LEVY	Total Property Taxes Required to Balance Budget	2,300,674	2,611,395
	Plus: Estimated Property Taxes Not to Be Received	284,671	290,156
	TOTAL PROPERTY TAX LEVY	\$2,585,345	\$2,901,551
TAX LEVIES PARTIALLY FUNDED BY STATE OF OREGON	Levy Within Tax Base	1,275,278	1,350,735
	One-Year Special Levy Outside Tax Base	1,023,624	987,049
	Serial Levies	---	---
	TOTAL PROPERTY TAX TO BE PARTIALLY FUNDED BY STATE OF OREGON	\$2,298,902	\$2,337,784
	One-Year Special Levy Outside Tax Base	286,443	563,767
TAX LEVIES TOTALLY FUNDED BY LOCAL TAXPAYERS	Serial Levies		
	Levy for Payment of Bonded Debt		
	TOTAL PROPERTY TAX TO BE TOTALLY FUNDED BY LOCAL TAXPAYERS	\$ 286,443	\$ 563,767

STATEMENT OF INDEBTEDNESS			
DEBT OUTSTANDING		DEBT AUTHORIZED, NOT INCURRED	
<input type="checkbox"/> NONE	<input type="checkbox"/> AS SUMMARIZED BELOW	<input type="checkbox"/> NONE	<input checked="" type="checkbox"/> AS SUMMARIZED BELOW

PUBLISH TABLE BELOW ONLY IF COMPLETED

TYPE OF DEBT	DEBT OUTSTANDING		DEBT AUTHORIZED, NOT INCURRED	
	This Year as of July 1	Next Year as of July 1	This Year as of July 1	Next Year as of July 1
Bonds				
Interest-Bearing Warrants				
Short-Term Note				
Tax Anticipation Notes (other)				\$2,321,241
TOTAL INDEBTEDNESS				\$2,321,241

III
B (5)

FUNDS REQUIRING A PROPERTY TAX TO BE LEVIED

GENERAL

FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$3,284,344	\$3,313,966	\$3,605,347
Total Material and Services	752,757	929,485	1,012,211
Total Capital Outlay	56,429	65,176	16,608
Total All Other Expenditures and Requirements	50,500	95,500	100,000
Total Expenditures and Requirements	4,144,030	4,404,127	4,734,166
Total Resources Except Property Taxes	2,037,041	2,103,453	2,122,771
Property Taxes Received	2,165,318		
Property Taxes Required to Balance		2,200,674	2,611,395
Estimated Property Taxes Not to be Received		284,661	290,156
Total Property Tax Levy		2,585,335	2,901,551
Levy Within Tax Base		1,274,829	1,350,735
One-Year Special Levies Outside Tax Base		1,310,506	1,550,816
Serial Levies and Continuing Levies			
Levy For Payment of Bonded Debt			

FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs)			
Total Material and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources Except Property Taxes			
Property Taxes Received			
Property Taxes Required to Balance			
Estimated Property Taxes Not to be Received			
Total Property Tax Levy			
Levy Within Tax Base			
One-Year Special Levies Outside Tax Base			
Serial Levies and Continuing Levies			
Levy For Payment of Bonded Debt			

FUND

	ACTUAL DATA LAST YEAR	ADOPTED BUDGET THIS YEAR	APPROVED BUDGET NEXT YEAR
Total Personal Services (Includes all Payroll Costs)			
Total Material and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources Except Property Taxes			
Property Taxes Received			
Property Taxes Required to Balance			
Estimated Property Taxes Not to be Received			
Total Property Tax Levy			
Levy Within Tax Base			
One-Year Special Levies Outside Tax Base			
Serial Levies and Continuing Levies			
Levy For Payment of Bonded Debt			

ORGANIZATIONAL UNITS-PROGRAMS

III
B (6)

CITY COUNCIL ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ ---	\$ ---	\$ ---
Total Materials and Services	5,665	6,650	10,150
Total Capital Outlay	---	---	---
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 5,665	\$ 6,650	\$ 10,150

ADMINISTRATION SERVICES DEPT. ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 230,282	\$ 240,256	\$ 241,517
Total Materials and Services	58,322	40,480	54,255
Total Capital Outlay	---	250	2,058
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 288,604	\$ 280,986	\$ 297,830

FINANCE DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 242,533	\$ 238,557	\$ 258,785
Total Materials and Services	44,583	81,370	78,425
Total Capital Outlay	---	225	---
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 287,116	\$ 320,152	\$ 337,210

COMMUNITY SERVICES DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 506,748	\$ 510,031	\$ 517,975
Total Materials and Services	148,857	228,680	240,780
Total Capital Outlay	55,797	54,500	1,500
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 711,402	\$ 793,211	\$ 760,255

GENERAL GOVERNMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ ---	\$ ---	\$ 257,000
Total Materials and Services	282,805	317,400	337,600
Total Capital Outlay	---	---	---
Total All Other Expenditures and Requirements	50,000	95,000	100,000
Total Expenditures and Requirements	\$ 332,805	\$ 412,400	\$ 694,600

ORGANIZATIONAL UNITS-PROGRAMS

III B (7)

POLICE DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 991,695	\$1,044,050	\$1,031,447
Total Materials and Services	87,842	106,840	116,561
Total Capital Outlay	---	3,001	800
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$1,079,537	\$1,153,891	\$1,148,808

FIRE DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$1,085,100	\$1,044,869	\$1,038,563
Total Materials and Services	113,021	133,070	160,790
Total Capital Outlay	632	7,500	12,000
Total All Other Expenditures and Requirements	500	---	---
Total Expenditures and Requirements	\$1,199,253	\$1,185,439	\$1,211,353

PUBLIC WORKS DEPARTMENT ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs)	\$ 227,986	\$ 236,203	\$ 260,060
Total Materials and Services	11,662	14,995	13,650
Total Capital Outlay	---	200	250
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	\$ 239,648	\$ 251,398	\$ 273,960

ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs)			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			

ORGANIZATIONAL UNIT/PROGRAM GENERAL FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs)			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			

III
B (8)

FUNDS NOT REQUIRING A PROPERTY TAX TO BE LEVIED

STREET ----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 129,908	\$ 169,447	\$ 170,637
Total Materials and Services	108,616	109,900	123,450
Total Capital Outlay	6,716	27,200	13,700
Total All Other Expenditures and Requirements	9,520	99,453	84,462
Total Expenditures and Requirements	254,760	406,000	392,249
Total Resources	\$ 436,154	\$ 406,000	\$ 392,249

BIKE PATH ----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	5,996	3,000	5,015
Total Capital Outlay		4,350	1,000
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements	5,996	7,350	6,015
Total Resources	\$ 9,160	\$ 7,350	\$ 6,015

EQUIPMENT REPAIR ----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 53,991	\$ 49,303	\$ 43,278
Total Materials and Services	29,337	20,050	23,150
Total Capital Outlay	320	---	4,100
Total All Other Expenditures and Requirements		3,747	1,287
Total Expenditures and Requirements	83,648	73,100	71,815
Total Resources	\$ 47,582	\$ 73,100	\$ 71,815

SEWER ----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 93,384	\$ 124,532	\$ 133,807
Total Materials and Services	581,627	746,402	758,700
Total Capital Outlay	15,504	295,300	300,100
Total All Other Expenditures and Requirements	260,803	188,386	202,393
Total Expenditures and Requirements	951,318	1,354,620	1,395,000
Total Resources	\$1,223,659	\$1,354,620	\$1,395,000

WATER ----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ 144,292	\$ 156,414	\$ 145,277
Total Materials and Services	106,103	149,100	169,300
Total Capital Outlay	108,543	583,000	430,800
Total All Other Expenditures and Requirements	343,388	296,486	287,623
Total Expenditures and Requirements	702,326	1,185,000	1,033,000
Total Resources	\$1,083,126	\$1,185,000	\$1,033,000

EQUIPMENT RESERVE ----- FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	36,872	63,000	60,000
Total Capital Outlay	20,460	353,100	377,550
Total All Other Expenditures and Requirements	31,955	---	---
Total Expenditures and Requirements	89,287	416,100	437,550
Total Resources	\$ 296,651	\$ 416,100	\$ 437,550

III
B(9)

FUNDS NOT REQUIRING A PROPERTY TAX TO BE LEVIED

IMPROVEMENT BOND SINKING FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	---	---	---
Total Capital Outlay	---	---	---
Total All Other Expenditures and Requirements	503,711	865,000	627,000
Total Expenditures and Requirements	503,711	865,000	627,000
Total Resources	\$ 762,545	\$ 865,000	\$ 627,000

STREET IMPROVEMENT FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	9,657	5,000	1,000
Total Capital Outlay	8,050	171,100	160,100
Total All Other Expenditures and Requirements	---	---	---
Total Expenditures and Requirements	17,707	176,100	161,100
Total Resources	\$ 177,098	\$ 176,100	\$ 161,100

REVENUE SHARING FUND

	ACTUAL DATA LAST YEAR 82-83	ADOPTED BUDGET THIS YEAR 83-84	APPROVED BUDGET NEXT YEAR 84-85
Total Personal Services (Includes all Payroll Costs) . . .	\$ ---	\$ ---	\$ ---
Total Materials and Services	10,261	10,000	---
Total Capital Outlay	65,510	115,610	103,550
Total All Other Expenditures and Requirements	190,600	221,000	249,450
Total Expenditures and Requirements	266,371	346,610	353,000
Total Resources	\$ 334,536	\$ 346,610	\$ 353,000

FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs) . . .			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources			

FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs) . . .			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources			

FUND

	ACTUAL DATA LAST YEAR _____	ADOPTED BUDGET THIS YEAR _____	APPROVED BUDGET NEXT YEAR _____
Total Personal Services (Includes all Payroll Costs) . . .			
Total Materials and Services			
Total Capital Outlay			
Total All Other Expenditures and Requirements			
Total Expenditures and Requirements			
Total Resources			

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: GREG EADES, CITY ATTORNEY *ME*
DATE: FEBRUARY 17, 1984
SUBJECT: CLAIMS AND LITIGATION UPDATE.

Following is a list of closed, pending or threatened litigation involving the city:

1. Claimant: Robert H. Adams
Date filed: 5/29/80
Date closed: 4/20/83

Claim for death benefits arising out of a police chase involving several agencies. Case was handled by our liability insurance carrier.

2. Claimant: James Redman
Date filed: 7/16/80
Date closed: 4/20/83

Claimant sought an injunction against enforcement of stop work order on building remodeling. Work was completed to city's satisfaction and the case was dismissed.

3. Claimant: 1000 Friends of Oregon and State Housing Council
Date filed: 3/31/81

Claimants appealed LCDC approval of city's Comprehensive Plan on the grounds that it did not provide for up-zoning of property designated for increased density development. City has completed rezoning and case will be dismissed.

4. Claimant: Several property owners on 32nd Avenue.
Date filed: 2/5/82
Date closed: 11/15/83

Claim for damages arising out of vibrations caused by asphalt patch. Insurance company denied claim.

5. Claimant: Douglas L. Jones
Date filed: 5/6/82
Suit filed: 9/8/83

False arrest claim for \$50,000. Defense provided by false arrest carrier.

6. Claimant: Vern G. and Susan Bradshaw Davis
Date filed: 10/23/81
Suite filed: 5/12/83

Claim for \$75,000 damages against police department arising out of child custody dispute. Defense provided by false arrest carrier, who has denied claim.

7. Claimant: Sarah Sue Wiedman
Date filed: 11/19/81
Date closed: 12/31/83

Claim for damages incurred when claimant stepped into a hole in the pavement on SE 33rd Avenue. Denied by insurance carrier.

8. Claimant: Jacqueline Washington
Date filed: 5/3/82
Date closed: 11/15/83

Claim for \$75,000 for false arrest. City officer arrested claimant under a Multnomah County warrant. Case against city was dismissed.

9. Claimant: North Pacific Insurance Company
Date filed: 8/3/82
Date closed: 12/31/83

Claim for auto repairs and expenses incurred from an automobile accident allegedly attributed to police officer's negligence. Insurance carrier denied claim.

10. Claimant: Rick DeLance
Date filed: 8/16/82
Date closed: 12/31/83

Civil claim for false arrest and imprisonment, arising out of a street fight between claimant and another individual. Denied by false arrest carrier.

11. Claimant: Mrs. James Backenstos
Date filed: 10/29/82
Date closed: 12/31/83

Slip-and-fall claim for medical costs, no amount specified. Claim paid by insurance carrier.

12. Claimant: Cascade Mobile Catering
Date filed: 10/11/83
Date closed: 12/31/83

Claim for vehicle damages of \$500 done when street sweeper backed into parked truck. Paid by liability carrier.

13. Claimant: Randy Delivik
Date filed: 3/19/83

Claim for false arrest due to a faulty warrant from city court. Claimant seeks damages of \$8500. False arrest carrier has closed without payment, citing immunity as a defense.

14. Claimant: Larry Hart
Date filed: 5/17/83

Claim for medical expenses and property damage sustained when claimant rode bicycle into a pothole. No amount specified. Handled by our liability carrier.

15. Claimant: Linda Huntley
Date filed: 9/17/83

Claim for \$100 damage to vehicle when claimant hit a pothole. Denied by liability carrier.

16. Claimant: Robert Jeffries
Date filed: 7/12/83

False arrest claim, no amount specified. Denied by insurance carrier.

17. Claimant: Irene McBain
Date filed: 9/26/82

Claim for medical expenses for slip and fall. Denied by liability carrier.

18. Claimant: Mary Martin
Date filed: 10/11/83

Claim for medical expenses for slip-and-fall. Now under investigation by liability carrier.

19. Claimant: Jeff and Laretta Pugh
Date filed: 12/1/82
Suit filed: 12/13/83

Claim arising out of child custody dispute. Suit claims more than \$100,000 damages, including punitive damages. Defense provided by liability carrier.

20. Claimant: Jeff Ruby
Date filed: 10/19/83
Date closed: 12/31/83

Claim for vehicle damage done by Public Works crew. Paid by insurance carrier.

21. Claimant: Kathryn Terrill
Date filed: 10/4/83
Date closed: 12/31/83

Claim for vehicle damage when car was struck by park gate. Paid by insurance carrier.

22. Claimant: Ronald Bowen
Date filed: 2/18/83

Employee terminated for medical reasons claimed \$70,000 for accumulated sick leave and one year's injury leave provided by labor agreement. City has denied grievance, and employee is waiting for results of workers compensation claim to proceed.

23. Claimant: Delbert Landis
Date filed: 3/29/83

Defendant dissatisfied with municipal court process filed writ of mandamus against judge. No legal basis for the claim and hearing will probably never occur.

24. Claimant: G. Buckley
Date filed: 5/16/83

Claim for injuries for slip-and-fall. Denied by insurance carrier.