



Study Session

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Milwaukie City Council



MINUTES
 MILWAUKIE CITY COUNCIL
 www.milwaukieoregon.gov

STUDY SESSION
 FEBRUARY 25, 2015
 City Hall Conference Room

Mayor Parks called the Study Session to order at 7:24 p.m.

Council Present: Council President Batey and Councilors Scott Churchill, Mark Gamba, and Karin Power

Staff Present: Assistant to the City Manager Mitch Nieman, City Recorder Pat DuVal, Finance Director Casey Camors, Engineering Director Jason Rice, and Civil Engineer Brad Albert

Solid Waste Rates 101 and Commercial Compost Program

Ms. Camors introduced Rick Winterhalter, Senior Sustainability Analyst with Clackamas County, and provided an overview of the solid waste rate setting process.

Mr. Winterhalter explained that historically municipalities have been responsible for garbage collection and rates. He said that in Oregon the garbage collection system is a private-public partnership with the haulers providing the collection information which the County analyzes and the City oversees. He discussed the move to uniform rates and he noted the March 15, 2015, deadline for haulers to report their collection and rate information to the County. He talked about how the County analyzes the hauler data and the rate adjustment process. He reviewed the cost components of collection fees and noted that the franchise system allows for an integrated curbside collection service. He reported that most residential customers use a 20 or 32 gallon container.

Council President Batey asked about tipping fees, and **Mr. Winterhalter** explained the differences between the tipping, solid waste disposal, and yard debris disposal fees.

Mr. Winterhalter discussed overhead and incidental costs that make-up the fee. He explained that the haulers' return on revenue was not a guaranteed rate but was established at 10% based on an annual analysis of the collection data. He noted that hauler data is confidential and not shared with the other haulers.

Mayor Parks asked about the effects of societal changes on the collection system, and **Mr. Winterhalter** replied that the industry has started to change its practices in response to different recycling habits, and he talked about the need to compensate collectors while maintaining an even return on revenue.

Councilor Gamba asked what moving to a single can collection and sorting system would do to rates, and **Mr. Winterhalter** said he did not know how rates would change.

Mr. Winterhalter discussed the current pay-as-you-throw fee structure which is based on customers having the right size container for their garbage and recycling needs. He reported that 5%, or 212, Milwaukie users have a 90 gallon container.

Ms. Camors reported that the County was starting a commercial food scraps program, and **Mr. Winterhalter** explained that food scraps were the last waste stream that had value as a material and was not currently being recycled. He noted that there was no problem from the collection standpoint in picking-up food scraps, but there would be additional expenses with another truck on the road. He said there would be a food scraps program in the region at some point and that the question was how vast the

service provided would be and how customers will be encouraged to participate. He stated that the currently proposed program was for commercial customers and he noted that the region currently lacked the infrastructure to process residential food scraps.

Councilor Power and **Mr. Winterhalter** discussed why there is a lack of local facilities that can handle food scraps. **Mr. Winterhalter** suggested that finding acceptable locations for sorting facilities was the reason there were so few in the region.

Mr. Winterhalter provided background information on what other cities do to manage solid waste disposal services, and explained that the new commercial food scrap program has been part of the County's plan for a long time. He said that there was no immediate plan to change the collection fees and suggested that the challenge for the collectors will be the geographically scattered locations of commercial customers. He talked about making sure costs resided where they should, creating incentives for users to participate in the program, and making sure the material was moved to where it was wanted. He discussed the challenges in dealing with the changes this program will bring to the evenly distributed volume based fee system currently in place. He said the first phase of the outreach campaign has started by targeting the Clackamas Town Center area, and that phase two will probably focus on businesses in Milwaukie.

The group discussed how the commercial food scrap program was getting started, and what businesses had been identified as early adopters. **Mr. Winterhalter** said that cardboard would not be included in food scrap collection, and he did not have an estimated time frame for when Milwaukie businesses would be targeted.

Councilor Gamba and **Mr. Winterhalter** discussed how food scraps collections costs will be shared by commercial and residential customers.

Mr. Winterhalter said he plans to check-in with the Council as the program is rolled out, and he reported that the Board of County Commissioners (BCC) had approved the program based on the fact that there was no fee change involved.

Mayor Parks summarized that the Council seemed interested in the program and would want to hear more information as Milwaukie participates in the future.

Fee in Lieu of Construction (FILOC) Discussion

Mr. Rice referenced a recent Council discussion on exactions that had noted difficulty staff has in applying some sections of the development chapter of the Milwaukie Municipal Code (MMC) that are ambiguous, and others that are discretionary. He reported receiving questions regarding the City's FILOC program and suggested that a solution might be adding a criterion for single lot development with a caveat that the development not be adjacent to a right-of-way (ROW) that was already improved. He explained that the goal of the new criterion would be to extend existing ROW improvements, and he discussed the differences in FILOC work in neighborhoods with and without ROW improvements around the new development. This was a suggestion from staff that might address some of the citizen comments that had been received. He also noted the ambiguous nature of the section of the MMC that requires staff to "coordinate" with the neighborhood on how to spend FILOC funds. He said that in the past staff had understood that the Capital Improvement Plan (CIP) process, the City's budgeting process, and other public meeting discussions, provided the opportunities for the public to speak out about the use FILOC funds. More recently, staff went further in the 17th Avenue Multimodal Path project, directly approaching the Historic Milwaukie neighborhood about the use of FILOC funds from that neighborhood for the 17th Ave project. **Mr. Rice** suggested that, if Council were to make other code amendments, this "coordination" language should perhaps be subject of clarification. He reviewed the process and timeline to change the MMC and if Council desired to act on the staff recommendations, he proposed that in the meantime it could be agreed that the City would hold a FILOC on retainer assuming that the code would be changed, or if the

code was not changed then the FILOC would be given back to the property owner to build the improvements.

Councilor Gamba noted that the systems development charges (SDCs) are also paid when a property was developed, and he asked about the current SDCs. **Mr. Rice** explained that the SDCs are based on two factors, first the cost of the built environment and then the anticipated need for infrastructure capacity expansion. He then noted that because Milwaukie was an already built out environment, the City's sewer SDCs were among the lowest in the region. He clarified the differences between the City and the much higher Clackamas County Water Environment Services (WES) SDCs, and said that overall the impact of SDCs to the property developer is comparatively low relative to other jurisdictions.

Mr. Albert enumerated all the SDCs for one equivalent development unit (EDU) which totaled about \$15,000. **Mr. Rice** noted that certain SDC charges varied based on the property size and commercial and residential uses.

The group discussed the ability of the City to exact a FILOC on a home built on the site of a home that had been torn down. Staff reported that it was their understanding that a new home of any size, built on the site of a torn down home, could not be charged a FILOC. Some Council members reported that they understood the City's Counsel to have said that a FILOC could be charged for new homes that were larger than the original home. Exacting a FILOC on additional dwelling units (ADUs) and home expansions were discussed.

Mr. Rice said he believed that if there was any applicant pushback on a FILOC exaction that the City was usually reluctant to risk being sued and would not pursue FILOC. He reported that staff had been advised to require street improvements or assess FILOC only for new homes, and only require on local streets with the minimum standards.

Councilor Power asked Councilor Gamba if he felt the fees were high, and **Councilor Gamba** said Council needed to look at the SDC issue for ADUs and consider the SDCs relative to house size. He commented on coming up with a new way to look at the FILOC program with a focus on making street improvements that best served the neighborhood instead of just benefiting the property being developed.

Mr. Nieman and **Councilor Gamba** noted that projects that could utilize FILOC funds need to be, and are, identified in the CIP or the Transportation System Plan (TSP).

Council President Batey asked why there are different FILOC funds, and **Mr. Rice** explained that in certain cases under the old code the City had collected a residential non-remonstrance agreement and a commercial development traffic impact fee. He noted that a FILOC not used within 10 years were to be reimbursed, and that Council might consider changing the 10-year limit. **Mr. Albert** added it was his understanding that the City had added the time limit based on input from the City Attorney.

Councilor Churchill asked if the non-remonstrance letters were tracked, and **Mr. Rice** and **Mr. Albert** replied that the City had some non-remonstrance files and they reported receiving calls inquiring about the City's intention to enforce the agreements.

The group discussed how non-remonstrance properties could be identified for the specific time period the City had issued letters of non-remonstrance.

Councilor Churchill noted it would be helpful to know where the non-remonstrance commitments are located so that they could be factored in to future street improvement projects.

The group identified and discussed several known non-remonstrance properties.

Council President Batey asked if the improvement projects listed in the Staff Report had been identified in traffic safety studies. **Mr. Rice** said a majority of the projects listed were not tied to a traffic safety study, and he discussed using available FILOC funds to do specific projects and leveraging FILOC funds to match grant funding.

Councilor Gamba suggested that the sunset clause should be removed, the default approach should be to collect FILOC rather than have improvements built, and that instead of being called a FILOC it should be called a transportation system fee.

Mr. Rice noted that the fee amount always seems confusingly low because it is applied as if the entire block were to develop at once, and **Mr. Albert** explained that an exaction is based on what it would cost to improve the whole block, with the FILOC being the cost to develop the property's portion of the block, which he said would usually be less than the cost to the property owner to actually build the improvements.

The group discussed how the City can calculate and utilize FILOC funds, and **Mr. Albert** noted that a FILOC could improve the street the property is on or make improvements within the neighborhood in which the funds were collected.

The group discussed whether or not a road fee could pay for sidewalk projects, and it was noted that some property owners had already paid a FILOC and would be paying for sidewalks again if the road SDC were raised to pay for sidewalk projects.

Councilor Power suggested that Council was in agreement on wanting to do the improvement projects but that there were concerns about the funding mechanism.

Council President Batey asked why a neighborhood-based standard per-linear-foot fee could not be applied, and **Mr. Albert** said the fee amount depended on the condition of the street where the property is located and is evaluated on a case-by-case basis.

The group discussed different fee scenarios based on the happenstance of the property and the current economic conditions. The group also discussed which scenarios to seek legal input on from the City Attorney.

Councilor Power summarized that the Council wanted to ask the City Attorney to research fees related to improvement projects, and if a per-linear-foot fee could be set for each neighborhood. She asked if staff had any other MMC revision recommendations for Council to consider.

Council President Batey stated she was not in favor of changing the current FILOC system, but suggested that if the majority of Council was inclined to change the system, then the per-linear-foot measurement be considered.

Mr. Nieman asked if the projects like the Kellogg Lake Bridge would be included as an improvement project to be funded by fees, and **Mr. Albert** explained that such projects would not be included because those FILOC funds were previously collected and to exact a fee the project would have to be site specific. He also noted that a homeowner has to ask for a FILOC and could not be forced to pay a FILOC.

The group discussed the differences in public improvements desired by the City in a new subdivision versus on an individual lot.

Council President Batey said she was okay with sidewalks to nowhere and discussed how sidewalks without connections are used daily. **Councilor Churchill** noted that identifying non-remonstrance properties may help build more sidewalks.

The group discussed different non-remonstrance situations, the need for more information on the number of non-remonstrance properties, and staff suggested that Council would need to support any new non-remonstrance request effort given the likely contentious reaction of property owners.

Councilor Power noted that several Councilors had expressed an interest in not changing the FILOC program, and she said the City should continue collecting fees to address pedestrian safety issues while exploring better ways to use the fees collected.

Council President Batey noted that sidewalks to nowhere in the middle of a block can help create ROW line expectations for future improvement projects. **Mr. Rice** discussed the precedence set by a sidewalk to nowhere in the Island Station neighborhood and reported that he had not heard the same complaints in other neighborhoods.

Councilor Churchill stated his support for building sidewalks but said he could not make a decision until he had more information on the non-remonstrance properties.

The group discussed the possibility of collector street improvements being built to non-collector street standards that may one day have to be replaced to meet collector street standards. Staff noted that the City could work with the builder to pay a FILOC, identify an SDC credit, or to calculate sidewalk and street widths to meet the standards of the street and to accommodate any possible future improvements.

Mayor Parks said she needed more information, talked about the appeal of sidewalks, and asked if many developers were opting to pay a FILOC. **Mr. Rice** and **Mr. Albert** responded that some developers were seeking to pay a FILOC, others were not. Some wanted to build the sidewalks even when not required.

The group discussed a situation where street improvements in front of a new home on 19th Avenue were being questioned by residents of the Island Station Neighborhood District Association (NDA). Several Councilors suggested that the objections to sidewalks in one neighborhood did not reflect the general support for sidewalks across the City, and expressed concern that the City not set a precedent for other neighborhoods by not building sidewalks in one part of the City.

Mayor Parks asked if staff had enough direction from Council, and the group discussed the Council request for background information on non-remonstrance properties.

Councilor Gamba clarified that he was not anti-sidewalk, but rather that he was in favor of useful sidewalks on streets that really needed them using money that would otherwise be put in to a sidewalk to nowhere.

Councilor Power commented on the built out state of Milwaukie and said she agreed that the City should seek other ways to build sidewalks.

Councilor Gamba, Mr. Rice and **Mr. Albert** discussed whether SDCs or street improvement fees could be charged on a house built on the site of a torn-down home.

Mr. Rice said he would work to research and track the non-remonstrance agreements and report back to Council. He explained that his recommendation to revise parts of the MMC was in response to questions he has started to receive from the neighborhoods, and he was asking for Council clarification and guidance on a solution.

Councilor Churchill concurred with Council President Batey's concern about setting a citywide precedent based on one neighborhood's issues with one development.

The group discussed and agreed that development applications would continue to go through the FILOC program as it currently stands while staff researched the existing non-remonstrance agreements and Council considered alternate fee structures.

The Council asked Mr. Rice to create a City map showing all the infill lots, non-remonstrance properties, and sidewalks to nowhere. Several Councilors suggested that Council prioritize projects to help ease the staff workload.

Grant Funding for Parks Discussion

Councilor Gamba said he would like to see Council direct Mr. Rice to not submit a grant for Wichita Park given the lack of matching funds. The group discussed the timing of when to give staff direction regarding the Wichita Park grant application.

Mr. Rice reported that the Oregon Parks and Recreation Department (OPRD) grant application process had been changed to require that other agencies weigh-in on the two projects the City had considered seeking grant funding for and that the process timelines were now uncertain. **Councilor Churchill** and **Mr. Rice** noted that given the changes to the application process it may already be too late for the City to seek the OPRD grant funding for the Wichita Park project.

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The Council discussed when to give staff direction regarding the OPRD grant application for the Wichita Park project and the need to prioritize projects for staff.

Mr. Rice confirmed that the OPRD grant application timeline for the 17th Avenue Multimodal Path project was on track, and he reported that it looked like the City would likely receive two Community Development Block Grants (CDBG) for the Washington Street crossing and Americans with Disabilities Act (ADA) ramp projects.

Councilor Gamba commented that Metro may be able to provide funding for the Kellogg Lake Bridge connections.

Mayor Parks adjourned the Study Session at 9:34 p.m.

Respectfully submitted,



Scott S. Stauffer, Administrative Specialist II



Food Scraps Program Development Plan Unincorporated Clackamas

January 20, 2015

Introduction

Food scraps are a major component of our waste stream and represent a significant priority for recovery. Food scraps are the largest single component of discarded waste from our region, by tons. (Over 200,000 tons annually as of 2009-2010 according to the most recent DEQ waste composition study.) 55% of this is generated by the commercial and industrial sectors. Our Regional Solid Waste Management Plan identifies food scraps as a priority for additional recovery, and it is now a focus of local solid waste planning throughout Oregon.

Clackamas County has addressed food scraps management in some form in its Annual Waste Reduction Plans since 2006, beginning with assistance to businesses to reduce food waste and promote food donation. Since that time plans have identified the potential to begin promoting food waste collection for businesses generating large quantities. Since 2010, as the cities of Canby, West Linn, and Lake Oswego have opted to initiate commercial food scrap collection, the County has worked with the cities and their collectors (Republic Services and Kahut Waste Services) under a *'We Compost'* brand to assist businesses who are opting into food scrap collection and conduct outreach to others to encourage participation. County staff works with these businesses in our role as the county-wide technical assistance provider. Grants have supported the purchase of containers to provide businesses and personnel to conduct targeted outreach.

Businesses in Clackamas County are asking for this service. Under this program development plan Clackamas County and franchised collectors will extend food scrap collection and *We Compost* outreach and assistance to businesses within the urban fee zone of Unincorporated County. The planned outreach will be conducted strategically. At present fifteen businesses that are significant generators of food waste have requested food scrap collection. Working with these customers and nearby customers will maximize the amount of material collected and create collection density. The food scrap collection service will be offered at an interim fee from the Approved Solid Waste Collection Fee schedule (i.e. at the current garbage rate).

A goal during the coming year will be to research an appropriate collection fee that will aid in meeting the policy objective of separate collection of food scraps from other solid waste. Collectors will report information such as volumes collected, tons collected, and changes in service as a result of introducing food scraps collection service. This data will include information from the earlier phases of the *We Compost* program begun in the

cities of Lake Oswego, Canby and West Linn. The purpose of the data collection is to better understand the collection costs and the revenue requirements for providing this service.

The project will also allow staff to evaluate the service level and equipment needs for businesses by type and size. This understanding will inform Design Review standards for new developments. Adding food scrap collection service supports the business community's desire to participate in the County's *We Compost* program and meets our objective to capture the energy and nutrient value from food scraps.

The key components of this development phase: 1) The service will be available to all Urban customers requesting it; 2) Areas selected for outreach will begin where there is the greatest concentration of customer requests and will continue in a fashion to create route density; 3) The expenses associated with the program rollout are allowable and will be reflected in the annual review; and 4) The interim fees for the service will be the same as the fees on the approved Clackamas County Fee Schedule for Urban Commercial Containers and Roll carts (i.e. service at the 'garbage rate'); 5) Minimum collection service is a 60 gallon roll carts.

Fee Study

The current fee structure serves the policy needs of the county well, supports the integrated solid waste collection system and provides an opportunity to encourage all commercial customers to sort dry recyclables from their garbage. However, the disposal component of the container fees is calculated using the same pounds per yard across the entire customer base, not differentiating customers with heavier containers from those with light containers. Yet, food generating businesses produce heavier waste that incurs a heavier fee for disposal at transfer stations. A recent study in Washington County and one franchisee's daily weight records show that food producing businesses generate slightly more than 300 pounds per cubic yard. Our container fees are calculated using 125 pounds per cubic yard for disposal. Effectively, the additional cost of disposing of heavy waste such as food scraps is spread across all business customers.

This fee structure is easy to administer and raises the necessary revenue for franchisees to provide affordable integrated collection service to our community, offer living wage jobs, and purchase and maintain equipment. However, this fee structure currently subsidizes disposal for those businesses with food scraps and staff wishes to evaluate and present other options in order to develop a collection program designed to encourage recovery of food scraps.

The development of an appropriate fee structure to eliminate the existing subsidy of food scrap generators and encourage the separation of food scraps from garbage requires some research. Earlier studies conducted within the region were completed when more than just food scraps were collected and therefore a "food only" program, may reveal different

outcomes. Staff and the franchisees intend to work on this research effort over the next 12 months with the goal of presenting fee options to the Board in 2016.

Through our work with franchisees and customers in the cities and unincorporated Clackamas County, it has been determined we can create an efficient food scrap collection program beginning with early adopters with no special fee considerations at this time. The customers currently requesting the service (*see Outreach Strategy below*) are doing so because of a corporate or personal belief in maximizing the value from the discards they manage.

Outreach Strategy

Generator List

County staff has created a map with food generators identified. Franchisees will provide the current service levels for the identified customers. Franchisees will create routes to target phased outreach in North Clackamas area of Unincorporated Clackamas County and the Cities of Milwaukie and Happy Valley.

Targeted Outreach

1. **Phase 1 – February-April**
Clackamas Town Center / 82nd Ave to Kings Ave./Kaiser
(Waste Management)
2. **Phase 2 – April-May**
82nd Ave -Clatsop/ International Way / Downtown
Milwaukie/Retirement Homes *(Waste Management)*
82nd Ave –Clatsop *(Sunset)*
3. **Phase 3 –June-August**
Happy Valley/N. Clackamas
(Hoodview Disposal & Recycling, Sunset, Waste Management)
4. **Phase 4 – August-September**
McLoughlin Blvd. *(Waste Management)*

The following businesses in urban unincorporated Clackamas County have requested food scrap collection service (beyond those already participating in Canby, West Linn, and Lake Oswego):

1. California Pizza Kitchen
2. Chevy's Restaurant
3. Claim Jumper
4. Costco (from line staff)
5. Great Harvest
6. Kaiser
7. McMenamins
8. Monarch Hotel and Restaurant
9. Nordstrom Café (Already serviced – 6 roll carts)

10. Old Spaghetti Factory
11. Ram Restaurant and Brewery
12. Sweet Tomatoes
13. Willamette View
14. Rose Villa
15. Homewoods on the Willamette

Data Collection

Existing service levels, volume and costs. (February, March)

Collectors will provide current service levels of food producing businesses to be used as a baseline. The County will send the current information on file to each collector requesting the tables be updated.

Additional time will be spent in the field to observe actual volumes being generated in targeted outreach areas. In those scenarios where the driver must maneuver the container/cart for collection a volume observation (<50%, 50% or >50%) will be recorded. County staff will record the volumes from customers where the driver is not required to leave the truck to maneuver the container for collection.

New service levels, volume and costs.

County staff will track new service levels once a business is participating to compare with the baseline service. Additional time will be spent in the field to gage the actual volume (garbage and compost) being generated after food scrap collection service is established. Service level cost scenarios will be created to better understand the actual costs of delivering the service to the customer and the impact to the system.

Percent of participation

County staff will track the number of participants compared to the overall number of food generating businesses in the targeted service areas. This will be compared with neighboring jurisdictions and reviewed in light of those jurisdictions

Tons or volume recovered

It is important to track weights collected to determine a density measure for food scraps only. In addition to the food scrap density, it will be necessary to develop a system to measure the density for the material remaining after food scraps are removed. The County believes route level data, including cross jurisdictional routes, will provide the necessary information to examine impacts to fees. There may also be a need to gather customer specific weights. The methodologies developed will strive to ensure data integrity and minimize the impacts to daily routine.

Examples:

Method 1: Tons weighed at disposal divided by the gross yards/gallons collected on the respective route. Identify businesses on route to compare routes for any

measurable differences in results. Apply weight to routes/jurisdictions using these formulas.

Drop Boxes: Identify volume in ¼ increments attach to weight ticket, submit and record.

Method 2: If all are collected in carts weigh individual carts from variety of participating businesses. Ascertain if differences by type i.e. grocery, etc.

Barriers to Participation

Staff will collect information relating to barriers businesses perceive around composting. Cost, lack of enclosure space, or additional effort on the part of the businesses staff are examples of barriers. For example a recent Washington County study identifies cost as the primary reported barrier to participation. Understanding the reasons why businesses do not participate will help County staff in identifying policy options for the Board's consideration at the close of this program development phase.

Transfer/Disposal Capacity

Metro Central Transfer station and Willamette Resources Inc. (WRI) are the two locations available for franchisees to deliver food scraps. The material delivered to WRI will be transferred to Pacific Regional Compost (PRC) a DEQ approved composting facility located north of Corvallis. The commercial food scraps disposed at Metro Central are transferred to JC BioMethane (JCBio) an anaerobic digester located south of Junction City.

PRC creates compost that is sold to landscapers, homeowners and the farming community to enrich the soil. JCBio creates gas, used to fuel an engine for generating electricity that is delivered to the grid.

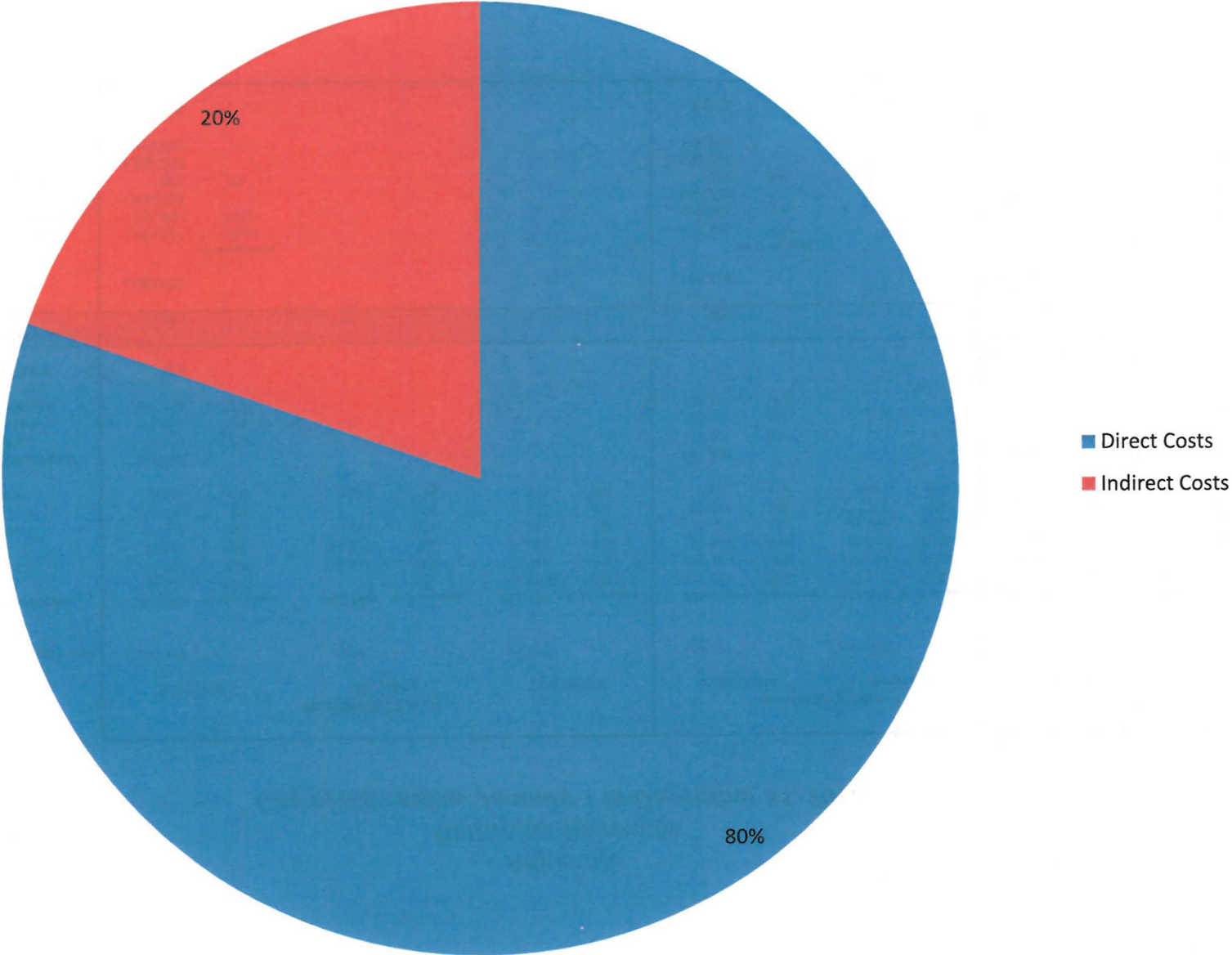
The City of St. Helens recently granted a conditional use permit to a proposed anaerobic digester with an estimated build out capacity of 50,000 tons. The proposal contemplates receiving material from the Metro region. If built it is anticipated as a welcomed addition to the food scraps collection infrastructure.

Metro has developed a Food Scraps Capacity Development document to provide context and background information for the Food Scraps Capacity project, which is part of Metro's Solid Waste Roadmap. Commercial food scraps transfer is ranked as the second priority needed at Metro South. County staff intends to continue participating in the regional disposal roadmap efforts to include Metro South as a transfer option for commercial food scrap collection.

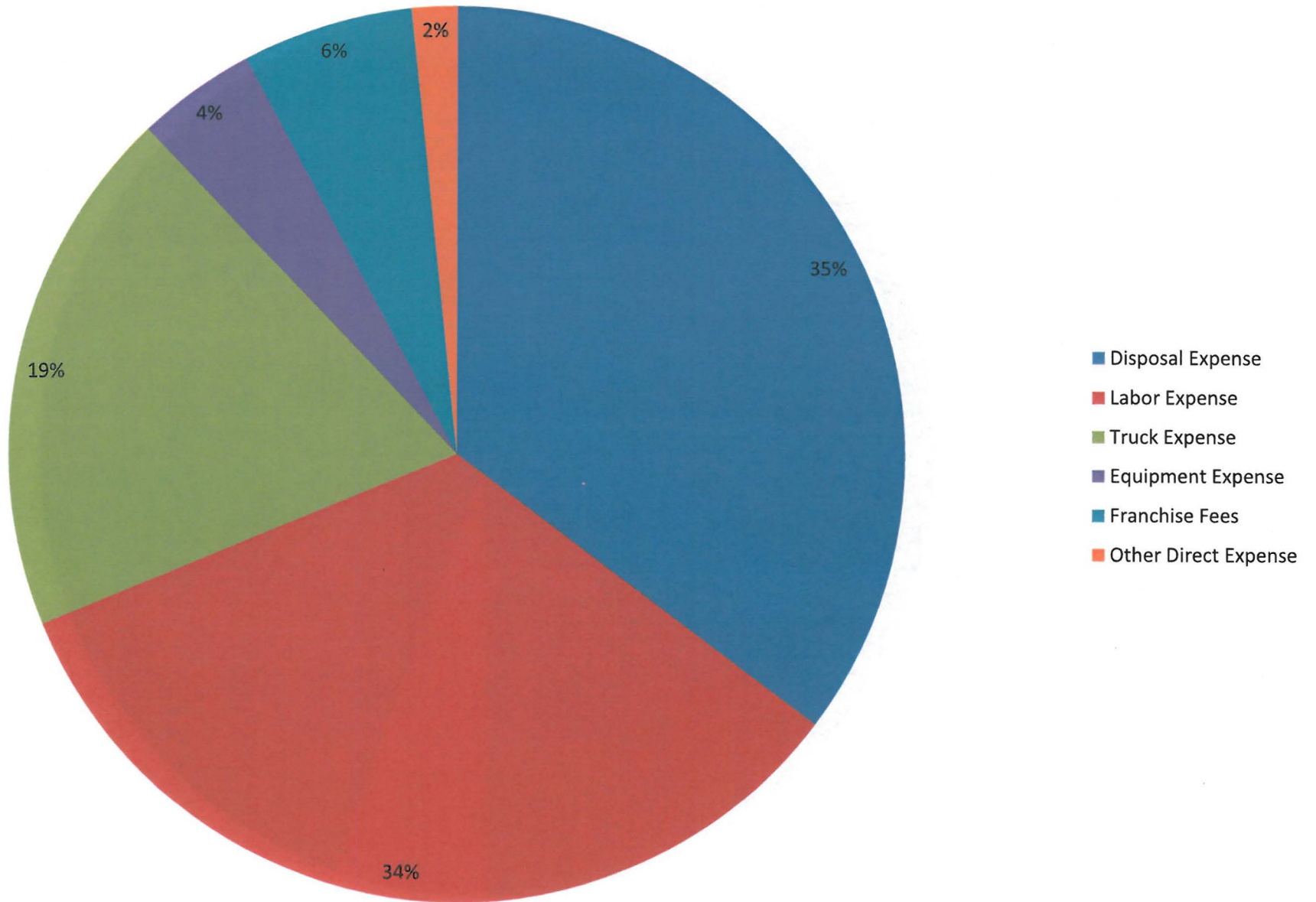
Adjusted
Return on Revenues
City of Milwaukie January 1 to December 31, 2012

	Residential Service			Commercial Service			Drop Box	Grand Totals					
	Solid Waste	Recycling	Yard Debris	Solid Waste	Recycling								
Collection & Service Revenues	1,898,350	43,765	118,507	1,114,578	52,068		959,052	4,186,320					
Direct Costs of Operations	867,088	% of revenue	382,762	% of revenue	301,197	% of revenue	685,898	% of revenue	185,517	% of revenue	890,301	% of revenue	3,312,763
Disposal Expense	349,635	18%	0	0%	61,193	3%	377,364	34%	0	0%	529,040	55%	1,317,232
Labor Expense	268,502	14%	210,848	11%	147,142	8%	156,138	14%	113,474	218%	210,022	22%	1,106,126
Truck Expense	121,688	6%	125,257	7%	75,602	4%	69,135	6%	42,301	81%	102,241	11%	536,224
Equipment Expense	26,846	1%	36,701	2%	11,046	1%	23,438	2%	24,964	48%	5,688	1%	128,683
Franchise Fees	89,569	5%	0	0%	0	0%	52,858	5%	0	0%	30,731	3%	173,158
Other Direct Expense	10,848	1%	9,956	1%	6,214	0%	6,965	1%	4,778	9%	12,579	1%	51,340
Indirect Costs of Operations	316,485						191,323				28,209		536,017
Management Expense	77,609	4%					27,226	2%			6,531	1%	111,366
Administrative Expense	108,737	6%					35,983	3%			7,280	1%	152,000
Other Overhead Expenses	130,139	7%					128,114	11%			14,398	2%	272,651
Less Unallowable Costs	952						754				54		1,760
Customer Count / Drop Box Pulls	5,984						470				2,153		
Revenues	2,060,622						1,166,646				959,052		4,186,320
Direct Costs of Operations	1,551,047	75%					871,415	75%			890,301		3,312,763
Indirect Costs of Operations	316,485	15%					191,323	16%			28,209		536,017
Total Cost	1,867,532						1,062,738				918,510		3,848,780
Less Unallowable Costs	952	0%					754	0%			54		1,760
Allowable Costs	1,866,580						1,061,984				918,456		3,847,020
Franchise Income	194,042						104,662				40,596		339,300
Return on revenues	9.42%						8.97%				4.23%		8.10%

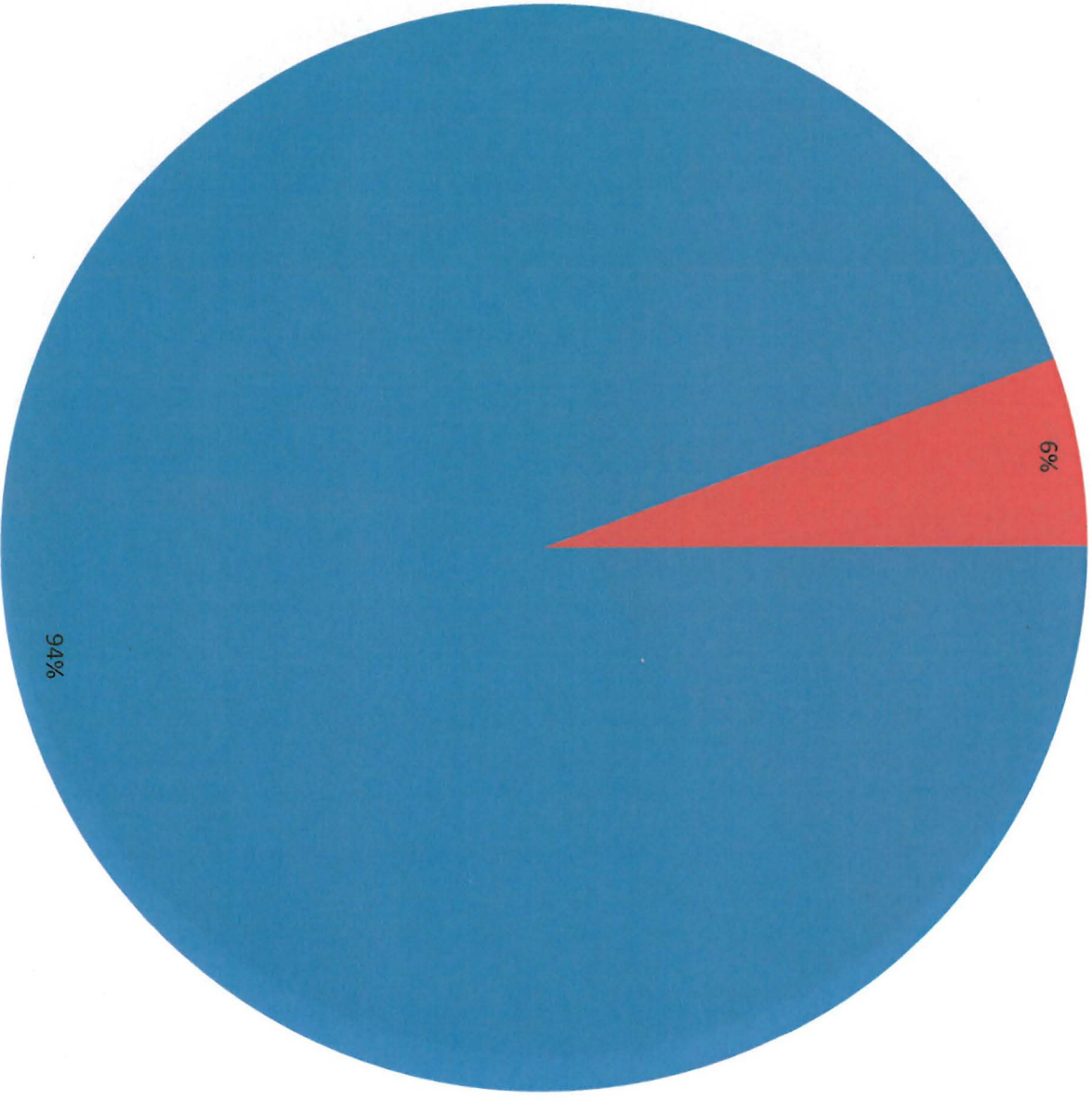
Direct & Indirect Costs: Container Cart Service



Direct Costs: Container Cart Service

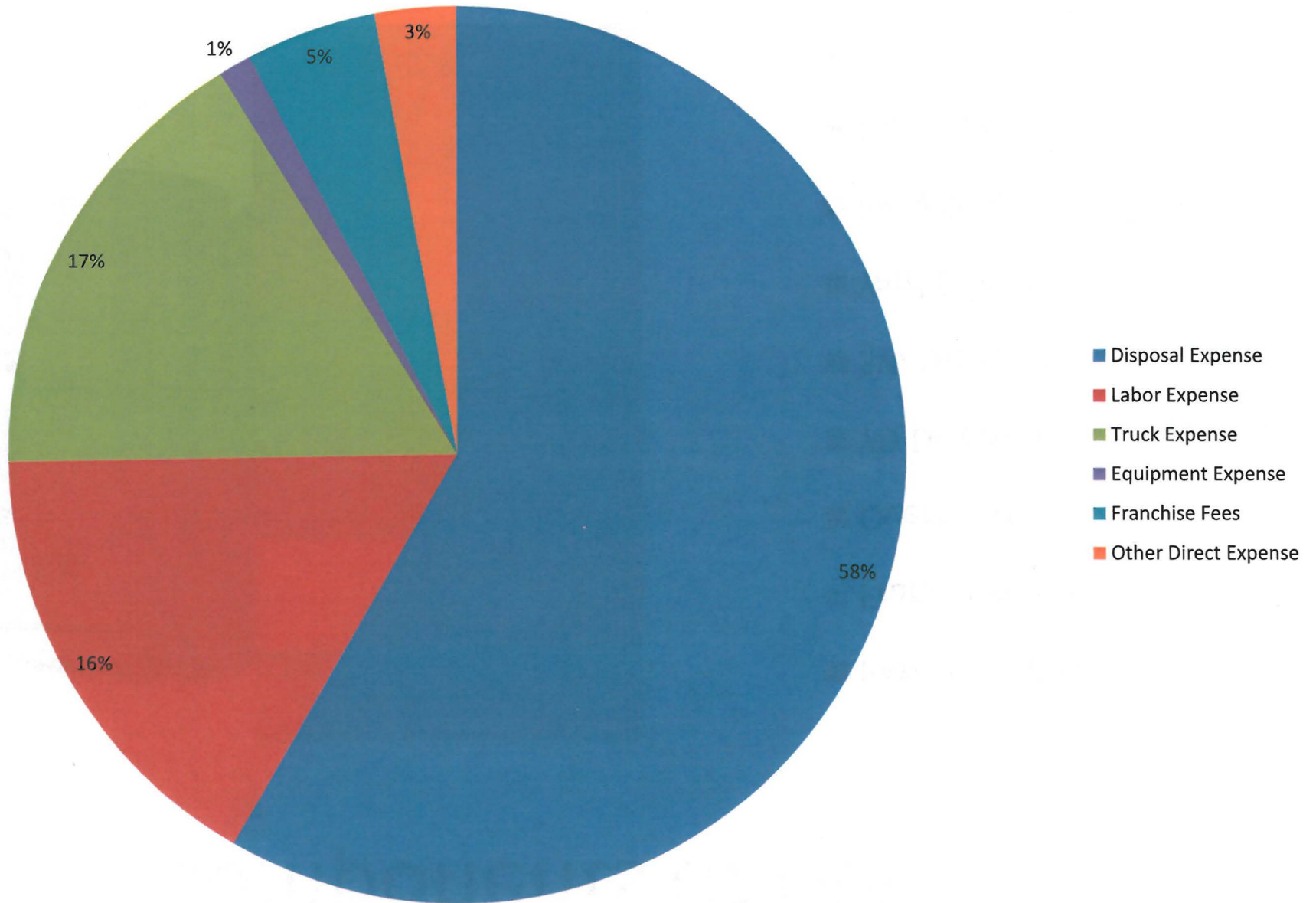


Direct & Indirect Costs: Drop Box Service

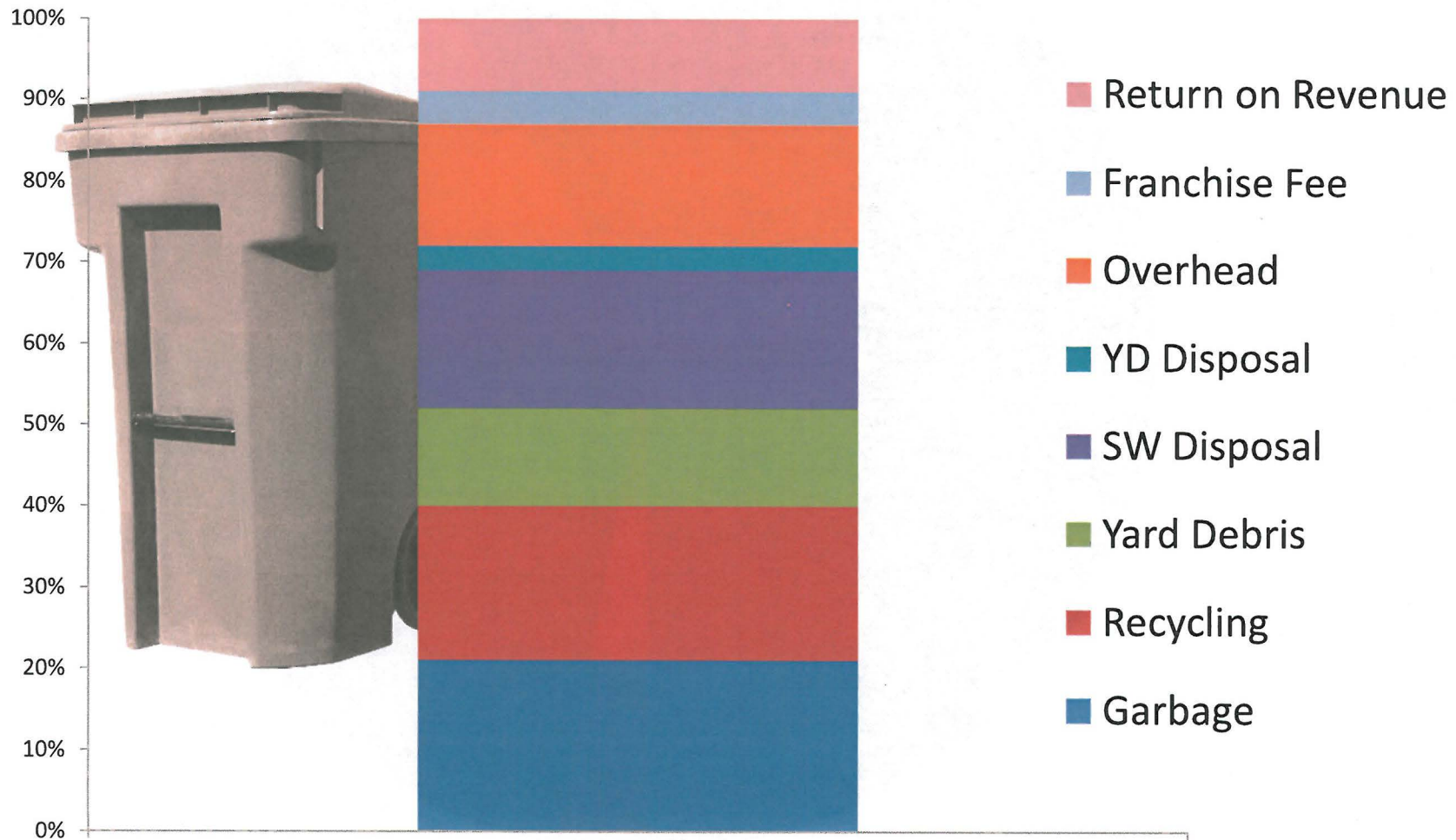


■ Direct Costs
■ Indirect Costs

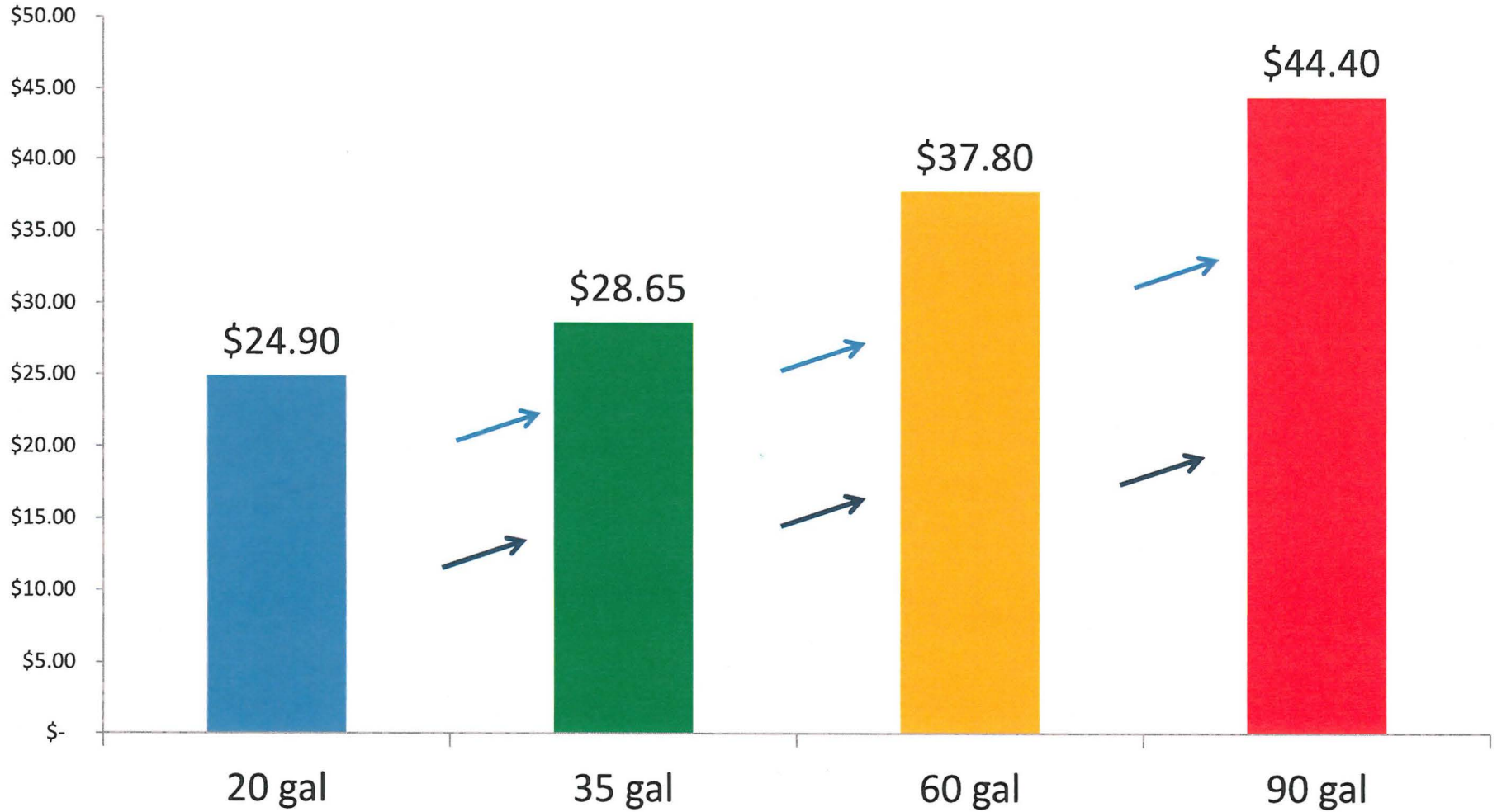
Direct Costs: Drop Box Service



Components of Fee



Pay as you Throw Fee Structure



CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

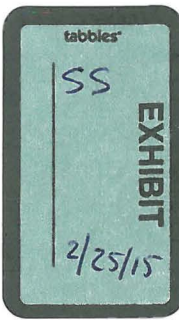
Presentation Date: 1/27/15 **Approx Start Time:** 11:00 **Approx Length:** 30 minutes

Presentation Title: Food Scrap Collection

Department: DTD-Resource Conservation and Solid Waste

Presenters: Rick Winterhalter, Eben Polk

Other Invitees: Scott Caufield



WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Pursuant to the County's Annual Solid Waste Management Plan and the Regional Solid Waste Management Plan, DTD's Resource Conservation and Solid Waste program is prepared to expand the development of commercial food scrap collection (currently in 3 cities) into urban unincorporated Clackamas County. Staff requests Board assent for a program development phase including limited service to businesses requesting collection, and research and development of rate structure options and service requirements, to be presented to the Board for formal consideration in 18 months.

EXECUTIVE SUMMARY:

Food scraps are a major component of our waste stream and represent a significant priority for recovery. Food scraps were first managed through solid waste collection for the protection of public health. Today's modern integrated solid waste management systems attempt to maximize the value from discards while protecting public health and the cleanliness of air and water.

Food scraps are the largest single component of discarded waste from our region, by tons. (Over 200,000 tons annually as of 2009-2010.) 55% of this is generated by the commercial and industrial sectors. Our Regional Solid Waste Management Plan identifies food scraps as a priority for additional recovery, and it is now a focus of local solid waste planning throughout Oregon. Three cities in Clackamas County, plus Beaverton, Gresham, and Portland currently offer commercial food scrap collection. Opportunities exist to recover food scraps for anaerobic digestion or composting, processes that recover energy for electricity or fuel, generate a valuable soil amendment, and reduce the generation of methane in landfills.

County history with food scraps:

- In 2006 the County began addressing food scraps in our Annual Solid Waste Management Plan, assisting businesses with waste reduction and food donation. Plans noted that in the future staff would begin to promote collection opportunities for businesses generating large quantities of food waste.
- 2010-present: As the cities of Canby, West Linn, and Lake Oswego have opted to initiate commercial food scrap collection programs, staff has worked with the cities and their collectors (Republic Services and Kahut Waste Services) to assist businesses who are opting into food scrap collection and conduct outreach to others to encourage participation. County staff works with these businesses in our role as the county-wide technical assistance provider.

Businesses are asking for the service:

Fifteen businesses generating significant food waste in urban North Clackamas and Town Center areas have requested food scrap collection in recent months. (see page 3 of attached Program Development Plan) In addition one franchised collector has already opted to provide the service to three business customers in unincorporated county and City of Milwaukie, because these businesses receive the service in other jurisdictions where the collector operates. County staff has worked with these early adopting businesses to provide education and technical assistance.

Program Development Phase Elements

A. Early Adopter Service

As part of the program development phase, commercial food scraps collection is proposed as an optional service for businesses in urban unincorporated Clackamas County. Through our work with franchised collectors and customers in the cities and unincorporated Clackamas County, it has been determined we can create an efficient food scrap collection program beginning with early adopters with no special fee considerations at this time. All of the franchised collectors are prepared to begin offering services and staff is prepared to support businesses requesting the service. Continuing to work with existing customers and adding those requesting the service will promote the development of more efficient collection routes.

The County has developed additional specifics as presented on the attached Program Development Plan. Some key components are: 1) The service will be available to all Urban customers requesting it; 2) Areas selected for outreach will begin where there is the greatest concentration of customer requests and will continue in a fashion to create route density; 3) The expenses associated with the program rollout are allowable and will be reflected in the annual review; and 4) The interim fees for the service will be the same as the fees on the approved Clackamas County Fee Schedule for Urban Commercial Containers and Roll carts (i.e. service at the 'garbage rate').

Several existing concentrations of food scrap producing businesses in the North Clackamas area represent logical points to target outreach efforts. This will provide the best opportunity to develop route efficiencies and will focus the research effort. Funding for the staff time to conduct additional outreach has already been secured through an IGA with Metro approved by the Board earlier this fiscal year.

In order to ensure additional service is offered as efficiently as possible, franchised collectors may enter into Board-approved Joint Service Franchises or subcontracts as allowed by County Code 10.03.230, 10.03.260A.3. This allows a neighboring franchisee to provide the service when it is more efficient. Once participation is sufficient to allow the franchised collector to operate efficiently the franchisee may choose to begin collecting food scraps with approval from the County.

B. Transfer / Disposal Locations

Metro Central Transfer station in North Portland and Willamette Resources Inc. (WRI) in Wilsonville are the two locations available for franchisees to deliver food scraps. Material is then transferred to Pacific Region Compost north of Corvallis in Benton County, or to JC Biomethane in Junction City for anaerobic digestion.

C. Fees

The existing fee structure is relatively easy to administer and raises the necessary revenue for franchised collectors to provide an affordable service to residents and businesses in the County, with the necessary equipment, while supporting living wage jobs. The current fee structure offers and encourages all commercial customers to sort dry recyclables from their garbage.

In introducing an additional service, it is incumbent on staff to balance the attribution of costs of service with policy goals and simplicity of rate structure, designing a fee that covers costs and provides a reasonable return. This is relevant to the adoption of food scrap collection because the food scraps are relatively heavy, and thus are charged a higher disposal fee at transfer stations. At a given container size, however, there is no differentiation in price among commercial customers. Effectively, the additional cost of disposing of heavy waste such as food scraps is spread across all business customers. Consequently, the current fee structure does not accurately price disposal of customers with heavier containers, i.e. those businesses with food scraps.

During the development phase staff will research and identify options for the amendment of our fee structure in a way that encourages the collection of food scraps and food waste prevention and aligns fees closer with costs incurred for disposal. Staff intends to work on this effort, in collaboration with the franchised collectors, over the next 18 months, with an update to the Board intended around May of 2016.

FINANCIAL IMPLICATIONS (current year and ongoing): See below

LEGAL/POLICY REQUIREMENTS:

Solid Waste regulation through administration of Chapter 10.03 of the County Code.

PUBLIC/GOVERNMENTAL PARTICIPATION:

Continue to work with Metro on disposal options and to secure funding for staffing and/or collateral materials.

OPTIONS:

- Initiate development phase for food scrap collection as outlined.
 - Pros:
 - Provide service to businesses requesting it and consistency for businesses working throughout the region.
 - Meet requirements of the DEQ approved Annual Plan.
 - Increase supply of material recovered for its energy and nutrient value.
 - Create an opportunity to establish a fee structure to encourage participation and recovery.
 - Additional temporary staff funding is currently available.
 - Cons:
 - We may encounter some commercial garbage enclosures that lack space to hold another container.
 - Staff resources for outreach and technical assistance are limited and we may not be able to support all interested businesses at once.

- Testing food scraps service at the same cost as garbage service may make it difficult to attract participants.
 - Do not proceed with a development phase.
 - Pros:
 - Existing system remains in place.
 - Cons:
 - Fail to meet business customer requests for food collection service, including those working in other jurisdictions where the service is provided.
 - Return funding for staff from Metro IGA.
 - Postpone research into fee structure encouraging participation.
 - Continued landfill disposal of all commercial food scraps.

RECOMMENDATION:

Staff recommends the Board of Commissioners allow staff to continue working with the Solid Waste collection franchisees and the business customers generating food scraps in a food scrap collection program development phase.

ATTACHMENTS: Food Scraps Program Development Plan for Unincorporated Clackamas County.

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Rick Winterhalter @ 503-742-4466.

Fiscal Impact Form

RESOURCES:

Is this item in your current work plan and budget?

- YES
 NO

START-UP EXPENSES AND STAFFING (if applicable):

The Board approved (9/11/14 B.3) an IGA with Metro to secure \$50,000 to support 1 FTE for 12 months to provide additional outreach and educational efforts for food scraps collection.

ONGOING OPERATING EXPENSES/SAVINGS AND STAFFING (if applicable):

The ongoing work is a function of the existing Recycle at Work program. The current budget includes 2.8 FTE and funds to produce the necessary collateral materials to support this program.

ANTICIPATED RESULTS:

Fulfill the requests of unincorporated County businesses to receive food scraps collection service. Work with franchisees to roll out an efficient collection system for food scraps that will become another service offering in the County's integrated solid waste collection system. Develop a fee structure to encourage the capture of energy and nutrients from food scraps and meet the revenue requirements of franchisees. Maintain compliance with the DEQ's approved Solid Waste Management Plan for the region.

COSTS & BENEFITS:

The staff labor and collateral expenses associated with this program are included in the current Resource Conservation and Solid Waste budget. The primary ongoing cost will be outreach and assistance for participating businesses, costs which we anticipate will be subsumed into existing business technical assistance efforts. If additional supplemental funding is available regionally (such as the current Metro IGA) it would be considered in due course and could be included in future budgets.

The annual costs and benefits of the collection service will be the subject of the program development phase and policy presentations to the Board, including during annual system financial reviews.

Costs:							
	Item	Hours	Start-up Capital	Other Start-up	Annual Operations	Annual Capital	TOTAL
	Supplemental outreach and technical assistance	~1700	0	\$50,000*			
Total Start-up Costs		~1700	0	\$50,000*	0	0	\$50,000
Ongoing Annual Costs							
Benefits/Savings:							
	Item	Hours	Start-up Capital	Other Start-up	Annual Operations	Annual Capital	TOTAL
Total Start-up Benefit/Savings							
Ongoing Annual Benefit/Savings							

*This cost is already funded through a supplemental IGA with Metro—see above.



**MILWAUKIE CITY COUNCIL
STUDY SESSION**

City Hall Conference Room
10722 SE Main Street
www.milwaukieoregon.gov

**AGENDA
FEBRUARY 25, 2015**

A light dinner will be served.

**Page
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- 1. 7:00 p.m. EXECUTIVE SESSION**
The City Council will meet in executive session pursuant to ORS 192.660(2)(d) to conduct deliberations with persons designated by the governing body to carry on labor negotiations
- STUDY SESSION**
- 2. 7:15 p.m. Solid Waste Rates 101 and Commercial Compost Program**
Staff: Finance Director Casey Camors
- 3. 8:30 p.m. Fee in Lieu of Construction Discussion** **1**
Staff: Engineering Director Jason Rice
- 4. 9:00 p.m. Adjourn**

Meeting Information

The time listed for each item is approximate; the actual time each item is considered may change due to the length of time devoted to the previous item. The Council may vote in Work Session on non-legislative issues.

Public Notice

Executive Sessions: The Milwaukie City Council may meet in Executive Session immediately following adjournment pursuant to ORS 192.660(2). All Executive Session discussions are confidential and those present may disclose nothing; representatives of the news media may attend as provided by ORS 192.660(3) but must not disclose any information discussed. Executive Sessions may not be held for the purpose of taking final actions or making final decisions and they are closed to the public.

The Council requests that mobile devices be set on silent or turned off during the meeting.

The City of Milwaukie is committed to providing equal access to information and public meetings per the Americans with Disabilities Act. For special accommodations, please call 503-786-7502 or email ocr@milwaukieoregon.gov at least 48 hours prior to the meeting.



MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item: **SS 3.**
Meeting Date: **2/25/2015**

To: Mayor and City Council

Through: Bill Monahan, City Manager

Subject: **Fee In-Lieu of Construction Code Amendments**

From: Jason Rice, Engineering Director

Date: February 25, 2015

ACTION REQUESTED

Staff requests feedback regarding the concept for allowing, if requested, Fee In-Lieu of Construction (FILOC) for all new single residential unit development in the City.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

February 3, 2015 – The City's Legal Staff and Engineering Director participated in a discussion with Council regarding the evolution of Development Code within Milwaukie.

BACKGROUND

Prior to the adoption of a FILOC Program, on occasions where roadway improvements didn't necessarily make sense, the City used "Letter's of Non-Remonstrance". This document would commit a property owner to construct, or pay for, the triggered improvements at a date in which the City saw fit. This concept of providing improvements in the future, was built around the idea that eventually either a Local Improvement District (LID) would eventually form or the City would fund a project through its Capital Improvement Program (CIP). Either way, the owner was committing to participating without "remonstrance".

In 2002, by introducing formal FILOC code (MMC 19.706 – Attachment 1), Staff was able to make a determination that a developing property may qualify for a fee in-lieu of constructing the required improvements if it met one of the three following conditions:

1. Required improvements are not feasible due to the inability to achieve proper design standards.
2. Required improvements would create a safety hazard.
3. Required improvements are part of a larger approved capital improvement project that is listed as a funded project *in* the City's Capital Improvement Program (CIP) and is scheduled for construction within 3 years of the City's approval of the proposed development.

The difficulty is that these three criteria are actually difficult to meet. Most often, a project can be designed to meet the City's Standards. Most often the addition of sidewalk and paved road width, adds to the safety of the neighborhood. And lastly, over the past 12 years the City has rarely had a sidewalk or road-widening project in the CIP. As a result, in cases where an

applicant does request a fee in-lieu of constructing improvements, Staff is often forced to deny the request based on the strict criteria.

Furthermore, with the introduction of legal guidance based on *Koontz v. St. Johns River Water Management District*, the matter has been even further complicated. In summary, only new dwelling units shall improve the accessing roadway to the least restrictive design standard. In Milwaukie, this standard is the local street standard. The notion is that a property developing on a Collector or Arerial shouldn't have to construct anything beyond that of a property located on a local street. As long as this direction is coming from Legal Counsel, Staff would like to allow, if requested, a FILOC for all new single unit residential development in the City. This change would not by applied to partitions or sub-developments.

CONCURRENCE

The general concept of modifying the FILOC Program has been discussed with Legal Counsel. Based on this conversation, specific changes will be discussed further to assure the City is obeying applicable laws.

FISCAL IMPACTS

In cases where Staff has found development (documented in Attachment 2 – FILOC Tracker) to meet the three criteria, that money has been pooled within each neighborhood to help fund projects such as:

1. 42nd Avenue Sidewalks
2. ADA Ramp Enhancements
3. Logus Road Phase I Improvements
4. King Road Sidewalks
5. Lake Road Multimodal Project
6. Railroad Sidewalk Crossings
7. 17th Avenue Multiuse Path
8. Kellogg Bike/Ped Bridge Connections

Assuming the proposed change is acceptable to Council and that FILOC could be accepted more often, the City should more often see continuous street improvements rather that the perceived “sidewalks to nowhere”.

WORK LOAD IMPACTS

The proposed change would have the ability (for each approval of FILOC) to reduce: internal paperwork, plan review, and inspections by Engineering Staff.

As an added benefit, the change would likely give homeowners more confidence in attempting to add Additional Dwelling Units (ADU's) to their properties. Knowing that the process of hiring a Professional Civil Engineer to design required improvements can often be daunting, staff recommends accepting FILOC on these occasions, resulting in less work for the “developers”.

ALTERNATIVES

1. Take no action, leave the present system in place.

ATTACHMENTS

1. MMC 19.706 – FEE IN LIEU OF CONSTRUCTION (Current)
2. FILOC Tracker (Updated on 2/18)

Attachment 1

19.706 FEE IN LIEU OF CONSTRUCTION

If transportation facility improvements are required and determined to be proportional, the City will require construction of the improvements at the time of development. However, the applicant may request to pay a *fee in lieu* of constructing the required transportation facility improvements. The *fee in lieu* of construction (FILOC) program ensures that opportunities to improve public transportation facilities are maximized and that the goals and requirements of this chapter are met. This section provides criteria for making FILOC determinations and administering the FILOC program.

19.706.1 FILOC Criteria

The City may accept a *fee in lieu* of construction of required transportation facility improvements if one or more of the following conditions exist.

- A. Required improvements are not feasible due to the inability to achieve proper design standards.
- B. Required improvements would create a safety hazard.
- C. Required improvements are part of a larger approved capital improvement project that is listed as a funded project *in* the City's Capital Improvement Program (CIP) and is scheduled for construction within 3 years of the City's approval of the proposed development.

19.706.2 FILOC Findings

If the Engineering Director determines that a *fee in lieu* of construction satisfies one of the criteria *in* Subsection 19.706.1 above, the City will accept a *fee* upon the Engineering Director finding that deferring construction of transportation facility improvements will not result *in* any safety hazards. If the Engineering Director cannot make such a finding, then the City will not accept a *fee* and will require construction of the improvements.

19.706.3 FILOC Fees

If determined by the Engineering Director that required transportation facility improvements are eligible for FILOC, the applicant shall pay to the City an amount equal to the estimated cost to construct the required improvements. The amount of the *fee* shall be determined by the Engineering Director and shall be based on the average cost of the most recent capital improvement project itemized bid prices. All fees shall be paid to the City prior to the issuance of any development permits.

- A. If full transportation facility improvements have been assessed with previous development(s) on the development property and the proposed development has additional impacts, the City may only assess additional FILOC fees when there has been a change to the City's street design standards.
- B. If partial transportation facility improvements have been assessed with previous development(s) on the development property and the proposed development has additional impacts, the City may assess additional FILOC fees for the balance of the improvements.

19.706.4 FILOC Administration

Fees collected by the City may be used to construct public transportation facility improvements or to leverage additional grant money for larger transportation facility improvement projects. An accounting of fees collected and expended will be made available by the City to the public on an annual basis at the end of the fiscal year. Expenditure of fees is subject to the following:

- A. Fees shall be used for construction of public transportation facility improvement projects that benefit the development site and that are within the same Neighborhood District Association (NDA) boundary as the development site, with the following two exceptions.
 - 1. For development within a downtown zone, fees shall be used for construction of transportation facility improvements that benefit the development site and are within one or more of the downtown zones.
 - 2. For development within the Historic Milwaukie NDA and not within a downtown zone, fees shall be used for construction of transportation facility improvements that benefit the development site and that are within the Historic Milwaukie NDA and not within a downtown zone. Fees collected *in* the Historic Milwaukie NDA may be spent *in* one or more of the downtown zones with the approval of the Historic Milwaukie NDA.
- B. Fees shall be used within 10 years of the date on which they were collected. Fees that have not been used within 10 years of collection will be returned to the owner of the development property at the time the refund is issued.
- C. Staff shall identify the transportation facility improvement projects that meet the requirement of benefiting the development site per Subsection 19.706.4.A and that can be constructed within the 10-year time period per Subsection 19.706.4.B. Staff shall coordinate with the neighborhood district associations to prioritize the project lists for each neighborhood. (Ord. 2025 § 2, 2011)

Attachment 2

FEE IN-LIEU OF CONSTRUCTION TRACKER

Building Permit No.	Property Address	Fees Collected						Fees Expended				
		Neighborhood	Street	Length (ft)	Date Paid	Funds In Lieu	Specified Improvement	Fee In Lieu Spent	Total Funds Spent	Daid Paid / Budget Year	Project Number	Project
108888	11365 SE Linwood Ave.	Linwood	SE Linwood Ave.	20.00	9/13/2003	\$1,272.76	No	\$1,272.76	Yes	2013-14	CIP-2013-S08	ADA Ramp Enhancement
	11381 SE Linwood Ave.	Linwood	SE Linwood Ave.	103.97	9/13/2003	\$6,616.44	No	\$6,616.44	Yes	2013-14	CIP-2013-S08	ADA Ramp Enhancement
101111	4479 SE Logus Rd.	Lewelling	SE Logus Rd.	75.54	9/19/2002	\$6,418.23	No	\$6,418.23	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
	4465 SE Logus Rd.	Lewelling	SE Logus Rd.	20.5	9/19/2002	\$1,741.77	No	\$1,741.77	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
102222	8816 SE 28 TH Pl.	Ardenwald	SE 28th Pl.	50.00	5/29/2003	\$5,390.00	No	\$5,390.00	Yes	2005-06	CIP-06-002	42nd SW
103333	9831 SE Stanley Ave.	Lewelling	SE Stanley Ave.	83.01	7/14/2003	\$7,333.18	No	\$7,333.18	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
	9829 SE Stanley Ave.	Lewelling	SE Stanley Ave.	20.00	7/14/2003	\$1,766.82	No	\$1,766.82	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
104444	3718 SE Jackson St.	Hector Campbell	SE Jackson St.	50.00	10/6/2003	\$5,155.00	No	\$5,155.00	Yes	2004-05	CIP-04-003	CDBGKing 40th/37th
105555	4142 SE Drake St.	Lewelling	SE Drake St.	50.00	11/14/2003	\$3,675.00	No	\$3,675.00	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
030535	12800 SE Maplewood Ct.	Lake Road	SE Somewhere Dr.	81.00	12/10/2003	\$7,918.62	No	\$7,918.62	Yes	2007-08	CIP-07-001	Lake Road Multimodal Ph 1
	12812 SE Maplewood Ct.	Lake Road	SE Somewhere Dr.	89.12	12/10/2003	\$8,712.44	No	\$8,712.44	Yes	2007-08	CIP-07-001	Lake Road Multimodal Ph 1
	12824 SE Maplewood Ct.	Lake Road	SE Somewhere Dr.	72.97	12/10/2003	\$7,133.60	No	\$7,133.60	Yes	2007-08	CIP-07-001	Lake Road Multimodal Ph 1
	12836 SE Maplewood Ct.	Lake Road	SE Somewhere Dr.	60.00	12/10/2003	\$5,865.64	No	\$5,865.64	Yes	2012-13	CIP-07-002	Lake Road Multimodal Ph 1
	12848 SE Maplewood Ct.	Lake Road	SE Somewhere Dr.	61.01	12/10/2003	\$5,964.38	No	\$5,964.38	Yes	2012-13	CIP-07-003	Lake Road Multimodal Ph 1
	Maplewood Sub. Tract B	Lake Road	SE Somewhere Dr.	94.98	12/10/2003	\$9,285.32	No	\$9,285.32	Yes	2012-13	CIP-07-004	Lake Road Multimodal Ph 1
	12532 SE Maplewood Ct.	Lake Road	SE Lake Rd.	63.00	12/10/2003	\$11,160.40	No	\$11,160.40	Yes	2012-13	CIP-07-005	Lake Road Multimodal Ph 1
	12564 SE Maplewood Ct.	Lake Road	SE Lake Rd.	80.19	12/10/2003	\$14,205.60	No	\$14,205.60	Yes	2012-13	CIP-07-006	Lake Road Multimodal Ph 1
	Addition of left turn lane	Lake Road	SE Lake Rd.		12/10/2003	\$9,946.53	No	\$9,946.53	Yes	2012-13	CIP-07-007	Lake Road Multimodal Ph 1
106666	9989 SE 43 RD Ave.	Lewelling	SE 43rd Ave.	79.60	3/3/2004	\$6,644.76	No	\$6,644.76	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
	9997 SE 43 RD Ave.	Lewelling	SE 43rd Ave.	23.15	3/3/2004	\$1,932.49	No	\$1,932.49	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
040058	5024 SE Monroe St.	Hector Campbell	SE Monroe St.	50.00	3/26/2004	\$5,679.30	No	\$5,679.30	Yes	2004-05	CIP-04-003	CDBGKing 40th/37th
107777	1750 SE Ochoco St.	McLoughlin Industrial	South Portion of SE 17th Ave.	600.00	5/21/2004	\$62,400.00	No	\$62,400.00	Yes	2013-14	CIP-2012-10	17th Ave Multi-Use Connector
040320	8636 SE 28 TH Pl.	Ardenwald	SE 28th Pl.	50.00	8/6/2004	\$4,800.00	No	\$4,800.00	Yes	2004-05	CIP-04-003	CDBGKing 40th/37th
040323	9626 SE 29 TH Ave.	Ardenwald	SE 29th Ave.	70.00	8/30/2004	\$6,080.00	No	\$6,080.00	Yes	2004-05	CIP-04-003	CDBGKing 40th/37th
040324	9634 SE 29 TH Ave.	Ardenwald	SE 29th Ave.	70.00	8/30/2004	\$6,080.00	No	\$6,080.00	Yes	2004-05	CIP-04-003	CDBGKing 40th/37th
040351	5878 SE Hill St.	Lewelling	SE Hill St.	59.00	9/7/2004	\$3,826.15	No	\$3,826.15	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
040352	5918 SE Hill St.	Lewelling	SE Hill St.	59.00	9/3/2004	\$3,826.15	No	\$3,826.15	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
040354	5928 SE Hill St.	Lewelling	SE Hill St.	58.00	9/2/2004	\$3,761.30	No	\$3,761.30	Yes	2007-08	CIP-07-006	Logus Road Improve Ph I
040457	8816 SE 29 TH Ave.	Ardenwald	SE 29th Ave.	50.00	11/30/2004	\$4,800.00	No	\$4,800.00	Yes	2005-06	CIP-06-002	42nd SW
040399	5807 SE Hill St.	Lewelling	SE Hill St.	70.00	12/23/2004	\$4,539.50	No	\$4,539.15	No	2007-08	CIP-07-006	Logus Road Improve Ph I
050119	11401 SE Home Ave.	Hector Campbell	SE Home Ave.	75.00	3/29/2005	\$7,083.21	Yes					
	11437 SE Home Ave.	Hector Campbell	SE Home Ave.	65.00	3/29/2005	\$6,138.79	Yes					
050211	12119 SE 21 ST Ave.	Island Station	SE 21st Ave.	65.00	6/20/2005	\$5,710.00	No	To be spent on Kellogg Bridge Connection				
050212	4953 SE Jackson St.	Hector Campbell	SE Jackson St.	50.00	6/30/2005	\$4,800.00	No	\$4,800.00	Yes	2007-08	CIP-07-002	Railroad Crossings
050277	5822 SE Harrison St.	Linwood	SE Harrison St.	100.00	7/27/2005	\$8,000.00	No					
050500	12017 SE River Road	Island Station	SE River Road	50.00	10/25/2005	\$9,101.40	Yes					
050541	8606 SE 28 TH Pl.	Ardenwald	SE 28 TH Pl.	53	12/15/2005	\$4,438.57	Yes					
		Ardenwald	SE Van Water St.	82	12/15/2005	\$6,867.23	Yes					
050631	4115 SE Jefferson St.	Hector Campbell	SE Jefferson St.	50	1/17/2006	\$5,999.40	No	\$5,999.40	Yes	2007-08	CIP-07-002	Railroad Crossings
060040	8646 SE 28th Ave.	Ardenwald	SE 28th Ave.	50	4/12/2006	\$6,645.10	No	\$6,645.10	Yes	2006-07	CIP-06-002	42nd SW
060085	12113 SE River Road	Island Station	SE River Road	75	3/23/2006	\$9,963.80	No	To be spent on Kellogg Bridge Connection				
060409	5174 SE Monroe Street	Hector Campbell	SE Monroe St.	59	9/18/2006	\$14,220.80	No	\$14,220.80	Yes	2007-08	CIP-07-002	Railroad Crossings
060397	4014 SE Jackson Street	Hector Campbell	SE Jackson St.	50	12/18/2006	\$9,359.34	No	\$9,359.34	Yes	2007-08	CIP-07-002	Railroad Crossings
060396	4006 SE Jackson Street	Hector Campbell	SE Jackson St.	50	4/3/2007	\$9,019.27	No					
		Hector Campbell	SE 40th Ave.	100	4/3/2007	\$18,038.53	No					
060191	4549 SE Llewellyn Street	Hector Campbell	SE Llewellyn St.	50	4/24/2007	\$9,359.24	No					
070144	3104 SE Kelvin Street	Ardenwald	SE Kelvin Street	72	5/8/2007	\$13,272.60	No					
070164	12917 SE Vernie Avenue	Lake Road	SE Vernie Avenue	20	5/11/2007	\$4,642.44	No	\$2,736.16	No	6/30/2008		BP #070608
070478	4117 SE Harrison Street	Hector Campbell	SE Harrison Street	75	11/30/2007	\$16,763.52	No					
		Ardenwald	SE Olsen Street	131	2/4/2008	\$11,632.72	No					
070395	4665 SE Monroe Street	Hector Campbell	SE Monroe St.	75	2/11/2008	\$15,941.55	No					
		Hector Campbell	SE 47th Avenue	100	2/11/2008	\$21,255.39	No					
070463	3537 SE Edison Street	Lake Road	SE Edison Street	70	2/25/2008	\$2,400.00	No					
080113	11300 SE 23rd Avenue	Historic Milwaukie	SE Lake Rd.	225	6/23/2008	\$83,002.80	No	To be spent on SE 17th Ave				
080103	11909 SE Linwood Avenue	Linwood	Intersect. Harmony & Linwood	0	7/31/2009	\$53,137.80	Yes					
080464	4909 SE Llewellyn Street	Hector Campbell	SE Llewellyn St.	87.5	11/19/2008	\$6,811.20	No					
80391	3039 SE Olsen Street	Ardenwald	SE Olsen Street	58	1/6/2009	\$9,000.00	No					
		Ardenwald	SE Olsen Street	58	1/6/2009	\$4,354.08	No					
	5881 SE Harrison Street	Linwood	SE Harrison Street	104	1/13/2009	\$19,458.24	No					
090412	2027 SE Jefferson St Ste 203	Historic Milwaukie	SE Jefferson St.	52.5	1/6/2010	\$1,543.14	No	To be spent on SE 17th Ave				
100262	11919 SE 19th Ave	Island Station	SE 19th Ave	70	8/3/2010	\$6,098.30	No	To be spent on Kellogg Bridge Connection				
110168	10883 SE Main St	Historic Milwaukie	SE Main St	155	6/2/2011	\$13,857.39	No					
601-11-000145	5209 SE International Way	Mil. Business Industrial	SE International Way	775	10/25/2011	\$4,324.22	No					
601-12-000622	6364 SE Furnberg	Linwood	SE Furnberg	25	12/18/2012	\$6,827.40	No					
601-13-000538	2400 SE Mailwell	McLoughlin Industrial	SE Mailwell	315	3/29/2013	\$497.30	No	To be spent on SE 17th Ave				
601-13-000564	2300 SE Beta	McLoughlin Industrial	SE Beta	669	5/23/2013	\$1,713.10	No	To be spent on SE 17th Ave				
601-13-001242	1682 SE Waverly	Historic Milwaukie	SE 17th Ave	40	10/7/2013	\$15,832.80	No	\$15,832.80	Yes	3/21/2014	Refund to property owner as part of settlement agreement	
601-14-000123	5250 SE Logus	Lewelling	SE Logus Rd.	100	6/11/2014	\$21,033.00	No					
601-14-001931	3900 SE Jackson St		SE Jackson St.	50		\$10,467.00	No	Still needs to be collected, pending				