



CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: TRI-MET Fare Information

Report No. 81-15

At its November 12, 1981 meeting, Commissioner Johnson requested information on new fares being proposed by TRI-MET. This information was to be placed on the December 2nd agenda.

TRI-MET is currently in the process of restructuring their fare system which will result in a "zone" system. The purpose for a zone system is to insure the collection of higher fares for longer trips.

Currently there are three zones; i.e., a Downtown Portland Fareless Square being one zone, the inner-city areas to Milwaukie (on the east side) being the second zone, and from Milwaukie to the outer areas (including Oregon City and beyond) being the third zone. At this time the fare from Oregon City to Milwaukie is 65¢ and from Oregon City to Downtown Portland is 90¢.

The new system would consist of five zones (see attachment). Under this system, a ride from Oregon City to Gladstone would be 75¢ and \$1.00 to Milwaukie. A ride from Oregon City to Downtown Portland would be \$1.25.

Regarding "no-cost" rides, only traveling within Downtown Portland's Fareless Square is free. At the present time, the cities of Beaverton and Gresham have requested a Fareless Square for their Downtown areas. At this date, TRI-MET has taken no action on their requests.

Regarding reduced fares for shorter rides, under the new fare system a ride from the Hilltop area of Oregon City to Downtown Oregon City would be 65¢. TRI-MET is also instituting a "Short Hopper" rate which would allow the same ride for 50¢, only if a 10-ride ticket is purchased at \$5.00. This would be a value for regular bus riders within Oregon City. The existing special arrangement for reduced fares between the Oregon City Shopping Center "Park and Ride" lot to Downtown Oregon City will be continued, although it is not heavily used. Under this arrangement, an \$8.00 monthly ticket allows persons to ride between these two points. These tickets are only sold at the County Courthouse.

TRI-MET's position on requests for special lower-cost fares is that their priority is to increase the number of passengers using tickets and passes. This will free the driver from full-time observation of the cash fare box. If this goal is achieved, TRI-MET will be better able to consider requests for "special" arrangements within a community.

This report is being presented as information. Therefore, no action is required of the Commission.

Attach.

Gerald Pecinovsky
GERALD PECINOVSKY
General Manager

Fair Fares.

Means you'll pay only for your trip, not someone else's:

We're going to borrow an idea from the oldest and best transit systems in Europe, and become the first American bus system to have riders responsible for determining their own fares.

We'll post in most buses and bus shelters, our new "Zone Map" which divides our service area into five zones—each about four miles thick.

You will be responsible for your correct fare:

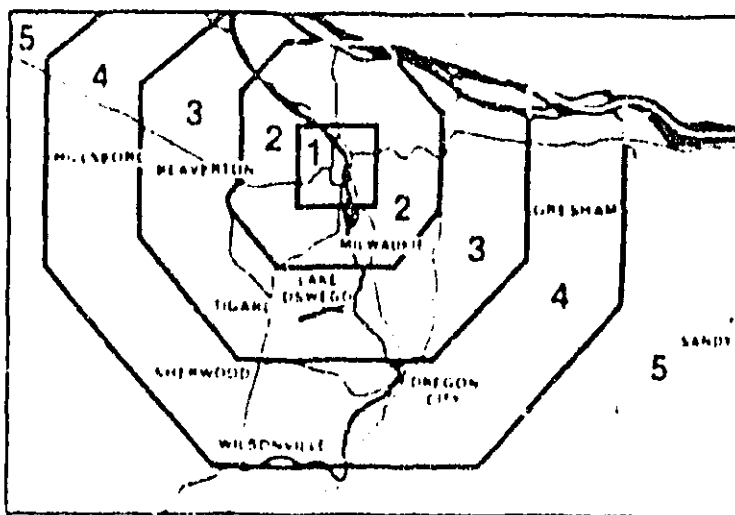
On boarding, you'll have the correct fare—which you have pre-determined. Occasionally, we'll have Tri-Met Fare Inspectors asking for proof of payment, and will charge violators a "penalty" fare.

Self-service will mean you can board through any door, drivers can concentrate on driving, and we'll save \$1.7 million yearly in bus running time, because neither we nor you will have to deal with passenger bottlenecks at the fare box.

How the zones will work:

Central eastside and downtown are Zone 1. Inside it is Fareless Square, where you'll be able to ride free 24 hours a day. As you move out, it costs a bit more.

Here are the zones. . .



Important: to go from zone to zone you will not have to start downtown or move in any single direction. You can ride from anyplace you wish to any other place within our service area. A two zone trip, for example, could be between Beaverton-Hillsboro, or between Lake Oswego-Oregon City.

If you travel right next to home, it'll cost as little as 50 cents (see the "Short Hopper", later). Moving to the next zone, or next two zones, would be 75 cents. To go through three zones, \$1, and four or more, \$1.25.

Specific, proposed "cash" fare paid at the bus:

Remember now, *none* of the following fares except those for Honored Citizens goes into effect until June 20, 1982. The fare for seniors and disabled becomes effective on January 31, 1982.

The three proposed fare categories will be:

GENERAL	Fareless Square free
PUBLIC	.75 2-zone trips
	\$ 1.00 3-zone trips/Vancouver
	\$ 1.25 4 + zone trips
STUDENTS	.50 (all zones)
HONORED	.25 (off peak)
CITIZENS	

You can still beat inflation:

When the above cash fares go into effect, with their modest increases, our 10-ride ticket prices will remain the same as in 1981!

Only 65¢ (10 for \$ 6.50)	2-zone trips
Only 90¢ (10 for \$ 9.00)	3-zone trips
Only \$ 1.15 (10 for \$ 11.50)	4 + zone trips

And passes will remain your best bet:

Although our pass rates must rise a bit too, buying a pass will still save the average rider 11% over the 10-ride tickets and 20% over paying cash:

\$ 23 monthly	2-zone pass
\$ 32 monthly	3-zone pass
\$ 40 monthly	4 + zone pass

Students' monthly passes will cost \$15, up \$1. Honored Citizens' passes will be \$6 monthly, a new pass and a new discount.

Two brand new bargain rates:

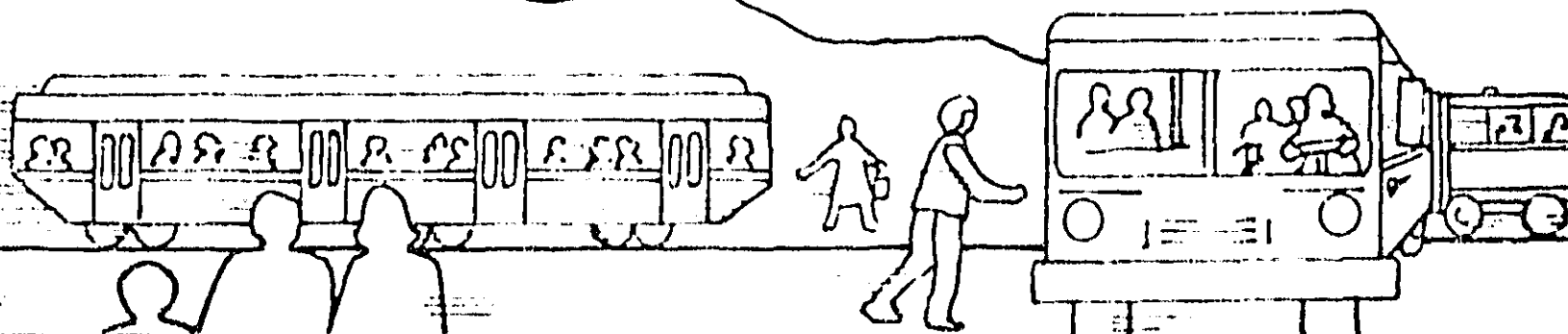
"Short-Hopper"—Just \$5 for a 10-ride ticket if you're going to move only within a single zone, perhaps just around your own neighborhood. That's 50 cents per trip.

"All-Day Ticket"—Only \$2.50, to go wherever you wish within our entire system during one 24-hour period. Ideal for dedicated shoppers, downstate visitors, tourists.

That gives you a picture of what we would like to initiate in 1982.

Now let's hear what you think.

But first, look at our Fair Share concept for spreading the tax load equitably throughout our service area.





CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
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December 2, 1981

COMMISSION REPORT

Page 1 of 2

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Cable TV Advisory Board

Report No. 81-16

At its October 15, 1981 meeting, the Commission requested a report from the General Manager on the composition of a Cable Communications Advisory Board.

Ordinance No. 1970, Section 9, Regulatory Provisions, in part states as follows:

9.14 Cable Communications Advisory Board

The City shall establish a Cable Communications Advisory Board to recommend to the City Commission regarding the regulation and control of the use of all community access channels operated by grantee.

After examining various arrangements, it is recommended that a seven-member board be appointed by the Mayor. The composition of the Cable Communications Advisory Board could be as follows:

School District No. 62	1
Clackamas Community College	1
Oregon City Area Seniors	1
Council of Churches	1
Oregon City Residents at-large	<u>3</u>
Total	7

The Commission may want to change this composition.

The City, through Liberty Cable Television, has obtained copies of a book entitled "The New Communicators", by Dorothy Forbes and Sanderson Layng. This book, although published in Canada, is a guide for developing community programming. A copy of this book will be provided each member of the board.

It is further suggested that the Commission charge the board with the responsibility of first outlining their goals and by-laws. Subsequently, these rules and by-laws should be submitted to the Commission for approval. This should be accomplished before the board attempts to control or regulate access channels.

The City currently collects 3% as a franchise fee from Liberty Cable Television. This fee does not provide funds for programming and/or cable television development. Rather, the fee is used to cover administrative costs incurred by various City departments in assisting the franchise. As the Commission will recall, a franchise fee up to 5% can be collected. The excess between the 3% and the 5% then would be used for program development.

It would be appropriate for the Commission at its December 2nd meeting to



CITY OF OREGON CITY

INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 2 of 2

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Cable TV Advisory Board

Report No. 81-16

designate precisely the composition of the Cable Communications Advisory Board. Subsequently, the Mayor could make the appointments.

GERALD PEGINOVSKY
General Manager



CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Approving Resolution No. 81-28, as Amended.

Report No. 81-17

At its November 12, 1981 meeting, the Commission approved Resolution No. 81-28, regarding the annexation of approximately 84 acres of land located between South End Road, Central Point Road and Partlow Road.

Following Commission approval, the legal description as contained in the Resolution was forwarded to the Clackamas County Assessor's office for review and to certify its accuracy prior to the annexation request being forwarded to the Portland Metropolitan Area Local Government Boundary Commission. As a result, the Clackamas County Assessor's office has advised that the legal description of the property to be annexed must be corrected. The basic problem was with the use of deed call references and the necessity to modify and include a portion of the South End Road right-of-way.

Therefore, at the December 2, 1981 Commission meeting it will be necessary for Amended Resolution No. 81-28 to be read and approved.

Gerald Pecinovsky
GERALD PECINOVSKY
General Manager

cc: Bill Parrish, City Engineer
Cathy Galbraith, Planning Director
John C. Anicker, Jr., City Attorney

Approved

RESOLUTION NO. 25, AS AMENDED

A RESOLUTION FURTHERING ANNEXATION TO THE CITY OF OREGON CITY OF THE TERRITORY DESCRIBED AS FOLLOWS:

IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON

A tract of land in Sections 1 and 12, Township 3 South, Range 1 East and Sections 6 and 7, Township 3 South, Range 2 East of the Willamette Meridian, Clackamas County, Oregon, described as follows:

Beginning at the intersection of the Northwestern line of Central Point Road, aka Market Road No. 24, with the Northeastern line of Partlow Road, aka County Road No. 374 1/2; thence Northwesternly along said Partlow Road, 1096 feet, more or less, to the most Southerly corner of that tract of land conveyed as Parcel II to Norman V. Bass dba Greenwood Homes, recorded January 9, 1979 as Recorder's Fee No. 79-1038 Clackamas County Records; thence North 42° 15' East 146.89 feet to the Easterly corner thereof; thence North 47° 45' West 136.15 feet to the most Northerly corner thereof; thence South 42° 15' West 4.72 feet to the most Easterly corner of that tract of land conveyed as Parcel I to Norman V. Bass dba Greenwood Homes by deed recorded January 9, 1979 as Recorder's Fee No. 79-1038 Clackamas County Records; thence continuing South 42° 15' West 142.17 feet to a point on the Northeastern line of aforesaid Partlow Road; thence Northwesternly along said line 90.32 feet; thence North 6° 56' East 174.23 feet to the most Northerly point of Parcel I of said Bass tract and a point in the most Northerly-Southwestern line of that tract of land conveyed to Richard P. Reiver, et ux, by deed recorded June 23, 1980 as Recorder's Fee No. 80-23060 Clackamas County Records; thence North 6° 56' East 15 feet, more or less, to an angle corner therein; thence North 47° 45' West 165 feet to an angle corner of said Reiver tract; thence North 6° 56' East 95 feet, more or less, to the Southeastern corner of that tract of land conveyed to William B. Hoffman, et ux, by deed recorded June 9, 1976 as Recorder's Fee No. 76-19134 Clackamas County Records; thence Northwesternly along the most Southwestern line of said Hoffman tract 941.45 feet to the most Westerly corner thereof and a point in the Southeastern line of South End Road; thence Southwesternly following the Southeastern line of South End Road 260.5 feet, more or less, to a point, said point being on the centerline of County Road No. 374 1/2 (Partlow Road); thence North 47° 45' West, across South End Road, 60.0 feet, more or less, to a point in the Northwestern line of South End Road; thence Northeasternly along said Northwestern line 438.3 feet, more or less, to a point, said point being North 47° 13' West 60.0 feet, more or less, of the most Westerly-North point of said Hoffman tract; thence South 47° 13' East 60.0 feet, more or less, to a point, said point being the most Westerly-North point of said Hoffman tract; thence South 47° 13' East 138.9 feet to a point; thence South 47° 15' East 111.33 feet to a point; thence North 45° 25' East 269 feet to the most Northerly point of said Hoffman tract; thence South 47° 15' East along the most Northerly line of said Hoffman tract 370.78 feet to a point in the Northwestern line of that tract of land described in instrument as Parcel II to Ray C. Hallberg, recorded April 10, 1978 as Recorder's Fee No. 78-14490 Clackamas County Records; thence Northeasternly along said Northwestern line 858 feet, more or less, to the most Southerly corner of that tract of land conveyed to the City of Oregon City by deed recorded January 30, 1980 as Recorder's Fee No. 80-3550 Clackamas County Records; thence North 42° 34' 36" West 184.80 feet to a point; thence North 0° 43' 36" West 166.03 feet to a point; thence North 44° 43' 24" East 176.78 feet to the most Westerly corner of that tract of land conveyed to the City of Oregon City by deed recorded April 10, 1978 as Recorder's Fee No. 78-14591 Clackamas County Records; thence East along the North line of said Oregon City tract to a point in the West line of Boynton Addition No. 2; thence South 0° 22' East along said West line to the Southerly corner of last mentioned Oregon City tract and a point in the Northeastern line of that tract described as Parcel II

aforementioned Hallberg tract; thence South 47° 45' East along said Northeasterly line 890 feet, more or less, to the Southwesterly corner of that third described parcel of land conveyed to Gustav Hein, et ux, by deed recorded October 23, 1954 in Book 487, Page 543 Clackamas County Deed Records; thence North along the West line of said Hein tract 804.54 feet, more or less, to the Northwest corner thereof; thence East along the North line of said Hein tract 433.62 feet, more or less, to the Northeast corner thereof; thence South along the East line of said Hein tract 1063.46 feet to the Northerly corner of that tract of land conveyed to Patricia Miller by deed recorded November 13, 1973, as Recorder's Fee No. 73-35438 Clackamas County Records; thence South 47° 45' East along the Northeasterly line of said Miller tract 608.63 feet, more or less, to the Northwesterly line of aforementioned Central Point Road; thence Southwesterly along the Northwesterly line of said Central Point Road 593.02 feet to the Southwesterly line of that tract of land described as Parcel I in aforementioned Hallberg tract; thence Northwesterly along the Southwesterly line of said Hallberg tract 150 feet to the most Northerly-Southeast corner of that tract of land conveyed to Ernest Wimer, et ux, by deed recorded October 3, 1977, as Recorder's Fee No. 77-39981 Clackamas County Records; thence South 42° 22' West 110 feet to a point; thence South 47° 33' 30" East 150 feet to a point on the Northwesterly line of aforementioned Central Point Road; thence Southwesterly along said Northwesterly line 95 feet, more or less, to the Southwesterly line of said Wimer tract; thence Northwesterly along the Southwesterly line of said Wimer tract 1040.20 feet, more or less, to the Northwesterly corner thereof and a point in the Southeasterly line of Parcel II of aforesaid Hallberg tract; thence Southwesterly along said Southeasterly line 382.14 feet, more or less, to the most Northerly point of that tract of land conveyed to Don M. Whelden, et ux, by deed recorded March 5, 1979 as Recorder's Fee No. 79-8955 Clackamas County Records; thence South 47° 45' East along the Northeasterly line of said Whelden tract 511 feet, more or less, to the Northerly point of that tract of land conveyed to R.C. Smelser, Inc. by deed recorded September 27, 1971 as Recorder's Fee No. 71-27544 Clackamas County Records; thence Southwesterly along the Northwesterly line of said Smelser tract 82.5 feet to the Northwesterly corner thereof; thence Southerly along the Southwesterly line of said Smelser tract to the most Northerly point of that tract of land conveyed to William C. Parrish by deed recorded May 17, 1977 as Recorder's Fee No. 77-18544 Clackamas County Records; thence South 47° 45' East along the Northeasterly line of said Parrish tract 328 feet, more or less, to the most Northerly point of that tract of land conveyed to Lawrence R. Accuardi, et ux, by deed recorded December 14, 1978 as Recorder's Fee No. 78-53537 Clackamas County Records; thence South 42° 15' West along the Northwesterly line of said Accuardi tract 100 feet to the most Northerly point of that tract of land conveyed to Norman L. Dye, et ux, by deed recorded December 1, 1978, as Recorder's Fee No. 78-51430 Clackamas County Records; thence continuing South 42° 15' West along the Northwesterly line of Dye tract 100 feet to the Northwesterly corner thereof; thence South 47° 45' East along the Southwesterly line of said Dye tract 200 feet to the Southerly corner thereof and a point in the Northwesterly line of aforementioned Central Point Road; thence Southwesterly along said Northwesterly line 450 feet, more or less, to the point of beginning.

WHEREAS, the annexation of the territory to the City has been initiated by landowners; statements of consent, in accordance with ORS 222.170, and would therefore constitute a so-called "triple majority" annexation under ORS 222.170 and a "minor boundary change" under the boundary commission law, ORS 199.410 to 199.510; and,

WHEREAS, the part of the territory that lies in the Clackamas County Fire District No. 54 would, by operation of ORS 199.510 (2), be automatically withdrawn from the district immediately upon consummation of the annexation; and,

WHEREAS, the part of the territory that lies in the Clairmont Water District, the City Commission intends, in the event the annexation is consummated, to withdraw from that district by authority of ORS 222.520;


NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF OREGON CITY, a municipal corporation of the State of Oregon, at a regular session held on the 2nd day of December, 1981, that:

1. The City Commission hereby approves the proposed annexation and requests the Commission to approve it and effect it as soon as possible.
2. The City Recorder is hereby directed to file certified copies of the statements of consent and of this Resolution with the Portland Metropolitan Area Local Government Boundary Commission at once.

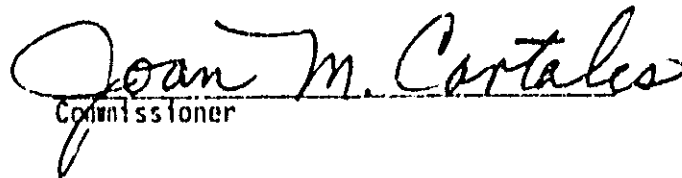
Adopted, signed and approved this 2nd day of December, 1981.



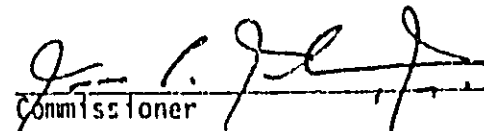
Mayor-Commissioner



Commissioner



Commissioner



Commissioner

Commissioner

Comprising the City Commission
of Oregon City, Oregon.



CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 1 of 2

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Oregon City's Comprehensive Plan

Report No. 81-18

On August 10, 1981, the City requested of the Land Conservation and Development Commission (LCDC) approval of the City's Comprehensive Plan and Implementing measures. Oregon law requires that LCDC approve or deny such requests within 90 days. However, LCDC had determined that extenuating circumstances existed, thereby necessitating an extension of time. As a result, LCDC had scheduled review and acknowledgment or continuation of the City's Comprehensive Plan for December 10-11, 1981.

On October 30, 1981, LCDC approved Clackamas County's Comprehensive Plan and Implementing measures. The County's Comprehensive Plan differs from the City's plan in the Urban Growth Boundary. In order to insure compatibility between the two comprehensive plans, it is necessary that a revised "Dual-Interest Area" agreement be entered into between the County and the City once some decisions are made at LCDC. Such an agreement would specify whether or not the City's or the County's Comprehensive Plan and Zoning Code would be enforced in the urban area (even after annexation) where differences exist between the two plans. Specifically, the differences are as follows:

First, the County's Comprehensive Plan and Zoning permits Multi-Family Housing in "Campus Industrial" zones, whereas, the City's Comprehensive Plan and Zoning does not. Second, the County's Comprehensive Plan allows mobile home subdivisions outright in "Low-Density" zones, whereas, the City's Comprehensive Plan allows mobile homes only in mobile home parks within "Multi-Family" or "Commercial" zones, as a conditional use. The City's Comprehensive Plan is in keeping with the City Commission's direction during development of the plan. Therefore, in negotiating these questions with LCDC and a revised "Dual-Interest Area" agreement with the County, City staff would pursue Commission direction and request that the City's version in regard to the two differences outlined above prevails.

This is a major issue and the outcome will set a precedent for other jurisdictions in the State. Since the County's Plan has been acknowledged in the urban areas, the City must pursue resolution on an issue that appears to be an LCDC staff position and not an administrative policy.

Until the above differences have been resolved and a revised "Dual-Interest Area" agreement is approved, LCDC cannot acknowledge the City's Comprehensive Plan and Implementing measures as being in compliance with State-wide goals if considered at the December 10-11, 1981 meeting. The Department of Land Conservation and Development is requesting to continue the City's plan to allow more time to deal with and resolve these issues. To avoid outright denial of the City's Comprehensive Plan, it is in the City's interest to accept their request. This extension would be based on the intent of resolving the above differences to the City's satisfaction in time for the plan to be fully acknowledged at the February, 1982 LCDC meeting.



CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 2 of 2

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Oregon City's Comprehensive Plan

Report No. 81-18

Based on the above information, it is recommended that the Commission approve the following motion:

That the General Manager is hereby authorized and directed to accept the request for an extension of time from I.C.D.C. to review the City's Comprehensive Plan and implementing measures, and City staff is to negotiate a revised "Dual-Interest Area" agreement with the County which would be compatible with City Commission direction with regard to development within the Urban Growth Boundary.

Gerald Pecinovsky
GERALD PECINOVSKY
General Manager

cc: Cathy Galbraith, Planning Director

Approved



CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: City Recorder/Executive Secretary

Report No. 81-19

On October 5, 1981, Ruby Lampkins, City Recorder/Executive Secretary, notified the City of her retirement effective December 24, 1981.

As a result, the job announcement was issued for the position of City Recorder/Executive Secretary. Applications were received for a two-week period ending October 20, 1981. A total of thirty-two applications were received. Subsequently, these applications were reviewed by the Civil Service Examiner to narrow the number of applicants most qualified for the position.

A selection committee was formed, consisting of Ruby Lampkins, City Recorder/Executive Secretary, Dave Fish, Administrative Assistant, and the General Manager. Interviews were held with six candidates. The selection committee reduced the choice to a single candidate who was offered the position. This candidate, in turn, officially accepted the position and will begin her duties on December 7, 1981, at a starting salary of \$1,722 per month.

The new City Recorder/Executive Secretary selected is Jean Kae McNulty, who is currently employed with Oregon City as Municipal Court Clerk. Ms. McNulty has been employed with the City in some capacity since January, 1961. Currently, as Municipal Court Clerk, she has been responsible for the operations of the Municipal Court and reported directly to Judge Alan Jack. Ms. McNulty possesses the qualifications necessary to perform the duties and responsibilities of City Recorder/Executive Secretary.

It is requested that the Commission confirm this appointment on December 2, 1981. Subsequently, Ms. McNulty should be officially sworn in on December 24, 1981, the date when Mrs. Lampkins retires.

Gerald Pecinovsky
GERALD PECINOVSKY
General Manager

cc: Alan Jack, Municipal Judge
John C. Anlicker, Jr., City Attorney



CITY OF OREGON CITY
INCORPORATED 1844

FOR AGENDA
DATED

December 2, 1981

COMMISSION REPORT

Page 1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: Police Vehicle Bids

Report No. 81-20

At its November 12, 1981 meeting, the Commission approved the purchase of three new 1982 police vehicles. The low bidder was Alexander's Chrysler-Plymouth, 2340 N.E. Sandy, Portland, in the amount of \$8,994.37 per vehicle. The total cost for the three vehicles was \$26,983.11. With the trade-in of three old police vehicles the low bid was \$25,383. In essence, the trade-in value of the three vehicles was \$1,600.

Although Alexander's Chrysler-Plymouth was the low bidder, there was concern among staff with regard to the cost to purchase new police vehicles. As a result, the Police Department contacted the Oregon State Purchasing Division to determine availability of police vehicles through State bid. It has been found that police vehicles can be purchased through the State which comply with the City's police vehicle specifications which had been sent to the automobile dealers. In fact, the State bid offers optional equipment.

As a result, it is recommended that the City purchase three new police vehicles through the State bid. These would be Dodge Diplomats, Model GL41. Listed below are State bid and private bid price comparisons:

State Bid

\$ 7,590.97 each
\$22,772.91 total

Private Bid

\$ 8,994.37 each
\$26,983.11 total

The above information indicates a savings of \$1,403.40 per vehicle or a total of \$4,210.20.

Therefore, it is recommended that the Commission reject the low bid submitted by Alexander's Chrysler-Plymouth and approve the purchase of police vehicles through the State bid. If the Commission concurs with this recommendation, it would be appropriate that the following motion be approved:

That the low bid submitted by Alexander's Chrysler-Plymouth, 2340 N. E. Sandy, Portland, in the amount of \$8,994.37 per vehicle, as approved on November 12, 1981, is hereby rejected; and that the City instead purchase three Dodge Diplomats, Model GL41, through State bid in the amount of \$7,590.97 per vehicle.

Gerald Pecinovsky
GERALD PECINOVSKY
General Manager

cc: Mr. Dick Martin
Chief of Police

ISSUED BY THE GENERAL MANAGER

Approved



CITY OF OREGON CITY
INCORPORATED 1841

FOR AGENDA
DATED

December 10, 1981

COMMISSION REPORT

Page 1 of 1

TO THE HONORABLE MAYOR AND COMMISSIONERS

Subject: 1981-82 Supplemental Budget No. 2

Report No. 81-21

At its November 4, 1981 meeting the Commission approved Supplemental Budget No. 2 and set December 10, 1981 as the date of public hearing.

The first and second notices of public hearing published on November 17 and 30, 1981. Attached is a copy of the 1981-82 Supplement Budget No. 2 for Commission review.

On the December 10, 1981 agenda there will be Resolution No. 81-29 approving this Supplemental Budget. It is recommended that the Commission approve this resolution.

Gerald Pecinovsky
GERALD PECINOVSKY
General Manager

Attach.

cc: Chuck Estes, Finance Director
Roger McClurg, Librarian
Bob Smith, Street Superintendent
Marvin Turner, Communications Director

Approved

CITY OF OREGON CITY
SUPPLEMENTAL BUDGET NO. 2
FOR THE FISCAL YEAR 1981 - 82

GENERAL FUND

RESOURCES

Additional State per capita aid	\$	2,081	
Insurance Claim Payment		545	
Transfer from Federal Revenue Sharing Fund		46,179	
Excess Interest Earnings		<u>1,498</u>	
Total Resources			\$ <u>50,303</u>

REQUIREMENTS

Library Department

Automation equipment	\$	2,081	
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City Hall Department

Building accident repairs		545	
Air Conditioning addition		423	
New drinking fountain		550	

Communications Department

Record tapes		525	
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Elevator Department

Personnel Services and Maintenance 1/82 - 6/82		43,000	
Painting Contract		<u>3,179</u>	

Total General Fund			\$ <u>50,303</u>
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STREET FUND

RESOURCES

Insurance Claim Receipt	\$	<u>100</u>	
Total Resources			\$ <u>100</u>

REQUIREMENTS

Building accident paint	\$	<u>100</u>	
Total Street Fund			\$ <u>100</u>

City of Oregon City
Supplemental Budget No. 2 (1981-82)

- 2 -

FEDERAL REVENUE SHARING FUND

RESOURCES

Total Resources

0

0

REQUIREMENTS

Automatic Elevators
Contingency

\$(45,000)
(1,179)

Transfer to General Fund

\$ 46,179

Total Federal Revenue Sharing Fund

0

RESOLUTION NO. 81-29

WHEREAS, Oregon City has or will receive during the 1981-82 budget year the following sums:

GENERAL FUND:

Additional State per capita aid	\$ 2,081
Insurance Claim Payment	545
Transfer from Federal Revenue Sharing Fund	46,179
Excess Interest Earnings	<u>1,498</u>
Total	\$ <u>50,303</u>

STREET FUND:

Insurance Claim Receipt	\$ 100
Total	\$ <u>100</u>

FEDERAL REVENUE SHARING FUND

Total	\$ <u>0</u>
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and

WHEREAS, pursuant to ORS 294.480 Oregon City has prepared a Supplemental Budget of expenditures as follows:

GENERAL FUND	\$ 50,303
STREET FUND	100
FEDERAL REVENUE SHARING FUND	0

and has given due notice thereof in accordance with said section and a public hearing held this date, and no objections being filed and following such hearing,

NOW THEREFORE BE IT RESOLVED that the City Commission of Oregon City does hereby make additional appropriations as follows:

GENERAL FUND

LIBRARY DEPARTMENT	
Automation equipment	\$ 2,081
CITY HALL DEPARTMENT	
Building accident repairs	545
Air Conditioning addition	423
New drinking fountain	550
COMMUNICATIONS DEPARTMENT	
Record tapes	525
ELEVATOR DEPARTMENT	
Personnel Services & Maintenance 1/82 - 6/82	43,000
Painting Contract	<u>3,179</u>
TOTAL BUDGETED:	\$ <u>50,303</u>

STREET FUND

Building accident paint	\$ <u>100</u>
TOTAL BUDGETED:	\$ <u>100</u>

FEDERAL REVENUE SHARING FUND

Automatic Elevators	\$(45,000)
Contingency	<u>(1,179)</u>
Transfer to General Fund	\$ 46,179
TOTAL BUDGETED:	<u>0</u>

and hereby makes additional expenditures as authorized by such appropriations.

Adopted, signed and approved this 10th day of December,
1981.

Don Andersen
Mayor - Commissioner

Harold R. Smith
Commissioner

Jean M. Cantales
Commissioner

Commissioner

Commissioner

Comprising the City Commission of
Oregon City, Oregon.