

City of Brookings

MEETING AGENDA

CITY COUNCIL

Monday, November 10, 2014, 7:00pm

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

A. Call to Order

B. Pledge of Allegiance

C. Roll Call

D. Ceremonies/Appointments/Announcements

1. Appointment of Ray Hunter to the Planning Commission. [pg. 2]

E. Public Hearings/Ordinances

1. Public Hearing on LDC-3-14, revising Brookings Municipal Code (BMC) Section 17.168.050, to clarify service lateral installation requirements. [Advance Packet]
2. Ordinance 14-O-471, amending BMC Section 17.168.050 Service extension of the Brookings Municipal Code. [Advance Packet]

F. Oral Requests and Communications from the audience - Public Comments on non-agenda items – 5 minute limit per person.*

G. Staff Reports

1. Discussion of Transportation System Plan Update deficiency priorities. [Planning, pg. 5]
 - a. List of priorities [pg. 6]
 - b. Technical Memo [pg. 8]
2. Placement of Veterans Wall of Honor inside City Hall. [City Manager, pg. 23]
3. Fund Exchange Agreement with Oregon Department of Transportation. [PWDS, pg. 24]
 - a. Agreement [pg. 25]
4. Emergency procurement of anaerobic digester valve assembly. [PWDS, pg. 31]
 - a. Quote [pg. 33]
 - b. Photo [pg. 34]

H. Resolutions/Final Orders

1. Resolution regarding fuel tax ballot measure. [City Manager, pg. 35]
 - a. Resolution 14-R-1048 [pg. 36]

I. Consent Calendar

1. Approve Council minutes for October 27, 2014. [pg. 37]
2. Accept Public Arts Committee minutes for October 6, 2014. [pg. 40]
3. Accept October 2014 Vouchers in the amount of \$481,513.15. [pg. 41]
4. Approve Liquor License Application for Pacific Sushi & Grill, 613 A Chetco Avenue.

J. Remarks from Mayor and Councilors

K. Adjournment

*Obtain Public Comment Forms and view the agenda and packet information on-line at www.brookings.or.us, at City Hall and at the local library. Return completed Public Comment Forms to the City Recorder before the start of meeting or during regular business hours.

All public meetings are held in accessible locations. Auxiliary aids will be provided upon request with at least ten days advance notification. Please contact 469-1102 if you have any questions regarding this notice.



RECEIVED

OCT 24 2014

CITY OF BROOKINGS

City of Brookings

898 Elk Drive, Brookings, OR 97415

Phone: (541) 469-2163 Fax: (541) 469-3650

www.brookings.or.us

APPLICATION TO SERVE ON A CITY OF BROOKINGS
COMMISSION, COMMITTEE OR BOARD

PART I. Contact Information:

Name: Ray "Skip" Hunter Date: 10/24/14
Physical Address: 1310 English CT. Brookings, OR.
Mailing Address: SAME
Email Address: skiphunter888@yahoo.com Phone: (541) 661-7068

PART II. Position Selection, Requirements and Restrictions: (Please answer all that apply)

1. Commission/Committee applying for:

	Composition (i)	Term (ii)
<input checked="" type="checkbox"/> Planning Commission/Commission for Citizen Involvement (iii)	5 Electors, 2 UGB	4 yrs
<input type="checkbox"/> Budget Committee	5 Electors	3 yrs
<input type="checkbox"/> Parks and Recreation Commission	4 Residents, 1 UGB	2 yrs
<input type="checkbox"/> Public Art Committee (iii)	3 Residents, 2 UGB	3 yrs
<input type="checkbox"/> Traffic Safety Committee	2 Residents	2 yrs
<input type="checkbox"/> Tourism Promotion Advisory Committee	TBD	TBD
<input type="checkbox"/> Other (please specify):		

2. **City residents:** How long have you lived in the City of Brookings? 17 (yrs/mths)

Are you a City elector (registered voter)? ☒ Yes ☐ No

3. **UGB residents:** How long have you lived in the UGB?: _____ (yrs/mths)

4. **What is your current occupation?** COLLEGE INSTRUCTOR

NOTES:

(i) *Membership requirements:*

- Resident and UGB status are determined by physical address.
- Residents must reside within the City limits.
- Electors are registered voters of the City of Brookings (verified by County Elections Officer)
- UGB members must reside within the Brookings Urban Growth Boundary or Area. (Contact the Planning Department at 541-469-1137 to determine if you are in the UGB).

(ii) *Term:* Appointments to fill mid-term vacancies will be for the remainder of that term.

(iii) *Other restrictions:*

- No more than two (2) Planning Commissioners may be principally involved, as individuals, members or partners, in the buying, selling or development of real estate for profit. No two (2) members shall be involved in the same kind of business or profession.
- Three (3) Public Art Committee members must have an art background

PART III. Background Information : *Attach additional pages if needed:*

1. List your **related** experience and/or background to the position you are applying for:

NONE HEREIN BROOKINGS BUT AT Mendocino College Facilities development including in cooperation with the City of Ukiah Parks and Rec Department. As a ~~licensed~~ real estate agent, I was familiar with the ten year City Master Plan for the City and Zoning issues. I NO LONGER MAINTAIN A REAL ESTATE LICENSE.

2. List your **work history and educational background**, as well as any volunteer experience that is **not** related to the position for which you are applying:

B.A. & M.A. CALIFORNIA STATE U., Chico
COMMUNITY COLLEGE EDUCATOR (34 YEARS IN
NORTHERN CALIFORNIA @ MENDOCINO COLLEGE
IN UKIAH CALIFORNIA. SEVEN YEARS AT
COLLEGE OF THE REDWOODS, DEL NORTE CAMPUS
(CURRENTLY EMPLOYED) AND EIGHT YEARS
AT SOUTHWESTERN OREGON C.C., (CURRENTLY
EMPLOYED).

3. Briefly describe your **interest in this position** and what you **hope to accomplish**:

I WOULD LIKE TO SEE BROOKINGS
CREATE A MASTER PLAN FOR FUTURE
DEVELOPMENT.

PART IV. Volunteer Agreement : *Please read and check off the following before signing:*

- ☒ I acknowledge that I will not be under the direct supervision and control of the City in connection with the voluntary services for which I have applied.
- ☒ I acknowledge that I will receive no compensation or expense reimbursement from the City in connection with any volunteer services for which I have applied.
- ☒ I understand and agree that my volunteer service will be donated to the City at times other than my regular work hours.
- ☒ I understand that if the position I applied for requires me to be an elector of the City of Brookings, that the City has permission to verify my status as a registered voter.
- ☒ I agree to release the City from all matters relating to the voluntary service for which I have applied, including compliance, if any is required, with social security, withholdings, insurance and all other regulations and reportings governing such matters. I assume full responsibility for any injuries or damages suffered by or arising from the voluntary service described herein. (*Planning Commission applicants, see ** below*)
- ☒ I agree to release, indemnify and hold the City harmless from and against any and all actions, causes of action, claims, demands, liabilities, losses, damages or expenses, of whatsoever kind and nature, including attorney fees, which City may sustain or incur as a result of errors or omissions in the performance of the voluntary service set forth herein.
- ☒ By signing this application voluntarily and in the presence of the witness listed below, I, the Applicant, do hereby acknowledge that I have read and agree to the terms stated above and that I understand and acknowledge that this document will become public information and may be distributed to the public and news media as part of a City Council Agenda Packet.

RAY SKIP HUNTER
Applicant (print name)

Ray Skip Hunter
Applicant's Signature

10/24/14
Date

Connie Raye Hunter
Witness (print name)

Connie Raye Hunter
Witness's Signature

10/24/14
Date

****Planning Commissioners** holding office on April 1st of each year are required to file an Annual Statement of Economic Interest with the Oregon Government Ethics Commission (OGE). You may view a sample form at http://www.oregon.gov/OGE/forms_publications.shtml. Official forms are provided by OGE.

Submit completed applications by mail or in person to the City Recorder, 898 Elk Drive, Brookings, OR 97415. Regular City business hours are 9:00am – 4:30pm, Monday–Friday.

Commission and Committee contact information:

Planning Commission: 541-469-1135
Parks and Recreation Commission: 541-469-1103
Traffic Safety Committee: 541-469-1103

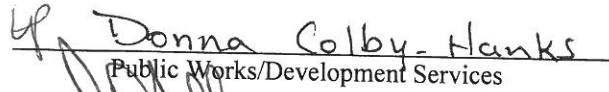
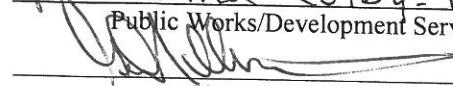
Public Art Committee: 541-469-1135
Budget Committee: 541-469-1123
Tourism Promotion Advisory Committee
541-469-1101

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: November 10, 2014

Originating Dept: PW/DS


Public Works/Development Services

City Manager Approval

Subject: Transportation System Plan (TSP) Update

Recommendation: Discussion on priorities of identified deficiencies for up to 15 motorized deficiency locations and up to 10 bicycle and pedestrian deficiency locations.

Financial Impact: The financial impact will depend on alternatives selected to address each identified deficiency. Projects identified in the TSP will be more competitive in grant applications.

Background/Discussion: The consultant team of Parametrix and Alta Planning presented a draft summary of the existing conditions and existing operations of the transportation system at a joint workshop before the City Council and Planning Commission on July 9, 2014. Meetings were held with the Citizens Advisory Committee (CAC) and the Technical Advisory Committee (TAC) as well as a Public Open House to receive input. The resulting comments from all meetings were compiled and evaluated by the consultant team.

The consultant team has provided Technical Memo 5, attached to this report, which provides a preliminary list of existing and future transportation system deficiencies. There is some question regarding overall growth rates that may affect the US 101 deficiencies slightly when resolved. The Transportation and Growth Management Grant provides for development and evaluation of one or two improvement alternatives to address up to 15 motorized deficiency locations and up to 10 bicycle and pedestrian deficiency locations.

The TAC, CAC, and Planning Commission met to review the deficiencies identified by Tech Memo #5 and developed a prioritized list of deficiencies most important to the community to be addressed. The list is attached to this report.

This discussion should provide direction on deficiency priorities to be provided to the consultant team. The team will develop alternatives in Technical Memo 6 which will be presented at a City Council/Planning Commission joint workshop, a CAC meeting, a TAC meeting, and a Public Open House. The input from these meetings will be used to prepare the prioritized project list to mitigate the deficiencies.

Policy Considerations: None at this time.

Attachment(s): Prioritized list of deficiencies
Technical Memo #5

TSP Update

Review of Technical Memo #5

Citizen's Advisory, Technical Advisory, Planning Commission, City Staff

October 28, 2014 -- 3 pm

Vehicular Deficiencies:

Required:

- US 101 & Lone Ranch Parkway
- US 101 & Carpenterville Road
- US 101 & Parkview
- US 101 & Easy Street
- US 101 & 5th Street
- US 101 & Pacific Avenue
- US 101 from Willow St to Alder St
- US 101 at Hoffeldt
- 5th Street at Elk Drive
- Lower Harbor Road at Shopping Center Ave

CAC/TAC/PC priorities (most important to least important)

- Site distance, traffic speed, parking design in downtown core area
- Connectivity between Brooke Lane and Hampton Road
- Harris Beach State Park entrance and realignment of Parkview Drive
- Connectivity of Hassett Street between 5th Street and 7th Street
- Safe routes to schools (Easy Street & Pacific Avenue)
- Connectivity of Weaver Lane to Meadow Lane
- Connectivity of Seacrest Lane to Gowman Lane
- Conversion of Parkview, right in/right out
- Redesign Memory Lane & Tanbark Road intersection

Bicycle/Pedestrian Deficiencies:

CAC/TAC/PC priorities (most important to least important)

- Safe routes to schools (Easy Street, Fifth Street, Pacific Avenue & intersection of Pacific Avenue and Pioneer Road)
- Connectivity of Harris Beach Multi-use path to SWOCC
- Lack of sidewalks on US 101 south of Chetco River bridge
- Lack of bike lanes on US 101 in downtown core
- Potential locations for bicycle routes for students on Easy & Pacific
- Lack of sidewalks in area southeast of downtown core (Del Norte, Tanbark, Matot)
- Lack of sidewalks on Lower Harbor Road and Oceanview Drive
- Lack of sidewalks on US 101 north of Arnold Lane
- Damaged sidewalks on US 101
- Improvements to Carpenterville Road for bike/ped safety
- Wayfinding for bicyclists
- Lack of sidewalk on Fir Street at entrance to Azalea Park
- Gaps in sidewalks on Ransom and Easy Streets
- Debris buildup
- Substandard sidewalk at Pacific Sunset Inn
- Fragmented sidewalks in neighborhoods
- Improvements and extension of multi-use path south of Harris Beach into Brookings
- Gaps in sidewalk on Parkview
- Potential location for bike routes on Ransom
- Intersections with high level of right hand turning movements (5th, Benham, Carpenterville, N Chetco, Zimmerman)
- Gaps in bike lanes on Oceanview Drive and high vehicle speeds

Brookings Transportation System Plan Draft Technical Memorandum #5 Transportation Deficiencies

Prepared for

City of Brookings

898 Elk Drive
Brookings, OR 97415

Prepared by

Parametrix

719 2nd Avenue, Suite 200
Seattle, WA 98104
T. 206.394.3700 F. 425.458.6363
www.parametrix.com

CERTIFICATION

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional engineer licensed to practice as such, is affixed below.

Prepared by Erinn Walter & Brian Woodburn

Checked by Ryan LeProwse, PE

Approved by Ryan LeProwse, PE

TABLE OF CONTENTS

1. INTRODUCTION	1-1
2. SUMMARY OF EXISTING TRANSPORTATION DEFICIENCIES AND NEEDS	2-1
2.1 STREET SYSTEM.....	2-1
2.2 PUBLIC TRANSPORTATION	2-2
2.3 PEDESTRIAN FACILITIES	2-2
2.4 BICYCLE FACILITIES.....	2-3
3. SUMMARY OF FUTURE TRANSPORTATION DEFICIENCIES AND NEEDS	3-1
3.1 COMMUNITY GROWTH ASSUMPTIONS.....	3-1
3.2 STREET SYSTEM DEFICIENCIES.....	3-1
3.3 PUBLIC TRANSPORTATION	3-2
3.4 PEDESTRIAN FACILITIES DEFICIENCIES.....	3-3
3.4.1 Walkway Gaps.....	3-3
3.4.2 Crossing Barriers	3-3
3.4.3 Connectivity Barriers.....	3-4
3.4.4 Accessibility Challenges.....	3-4
3.4.5 Beach Access.....	3-4
3.4.6 Recreational Trails.....	3-5
3.5 BICYCLE FACILITIES DEFICIENCIES	3-5

LIST OF PHOTOGRAPHS

Photo 1	US 101/Chetco Avenue lacks sidewalks north of Arnold Lane and the crossing from the south end of the Harris Beach Park trail to Ransom Avenue is challenging for bicyclists and pedestrians.	3-4
Photo 2	The angled intersection of Pacific Avenue at Pioneer Road accommodates wide turning movements that may lead to conflicts between users.	3-4
Photo 3	Brookings benefits from a scenic coastline, but public access is limited.	3-5
Photo 4	Bike lanes drop on US 101/Chetco Avenue.....	3-6
Photo 5	Bicycle parking is limited in Brookings.	3-6
Photo 6	Bike lane maintenance, including clearing debris and repainting, is critical to providing a usable and safe facility.	3-7

ACRONYMS AND ABBREVIATIONS

CAC	Citizen Advisory Committee
CPTI	Curry County Public Transit, Inc.
LOS	level of service
LTS	level of traffic stress
OHP	Oregon Highway Plan
PLOS	pedestrian level of service
SPIS	Safety Priority Index System
TAC	Technical Advisory Committee
TSP	Transportation System Plan
UGB	Urban Growth Boundary
v/c	volume-to-capacity

1. INTRODUCTION

This technical memorandum has been prepared to document current and future (2034) transportation needs in the City of Brookings. The analysis in this memorandum will be incorporated into a Transportation System Plan (TSP) for the City of Brookings. The TSP will provide a policy and regulatory framework to guide transportation decisions to address both short term and long term needs over the coming decades.

The Brookings TSP will guide the future development of transportation facilities within the City. The Plan will be developed over the next year with input from the community and agency staff. Its primary objective is to meet the community's goal of developing and maintaining a pleasant, safe, and convenient transportation network that can be used by everyone traveling in Brookings.

This report is organized into three chapters, the first of which is this Introduction. Chapter 2 provides a summary of existing needs and deficiencies in the study area based on the assessment of Existing conditions that are discussed in detail in Technical Memoranda #3. Chapter 3 provides a summary of future needs and deficiencies in the study area for the year 2034 based on the assessment of Future (2034) conditions that are discussed in detail in Technical Memoranda #4.

2. SUMMARY OF EXISTING TRANSPORTATION DEFICIENCIES AND NEEDS

This chapter provides a summary of existing transportation system deficiencies and needs within the Brookings Urban Growth Boundary (UGB). This summary highlights both constraints inherent in the existing transportation system and identifies opportunities for transportation system improvements identified by the community. More detailed information about existing transportation conditions can be found in Technical Memoranda #3.

2.1 STREET SYSTEM

Historically, land development and the supporting transportation system in the Brookings urban area was heavily influenced by the location of the US 101 Highway (US 101), which traverses the city from north to south. US 101 provides regional connectivity for Brookings, linking it to other nearby communities and the remainder of the State.

The analysis of existing 2012 pm traffic operations was conducted using the Synchro traffic simulation model which includes projected volumes, intersection geometrics, traffic controls and other relevant physical data. Results from the Synchro analysis were compared with mobility standards to determine where deficiencies in the system might exist. Key findings with respect to the existing street system include:

- Currently, all of the study area intersections operate within acceptable mobility standards.
- The segment crash analysis indicates that the analyzed segments do not exceed the crash rates identified in the ODOT 2012 State Highway Crash Rate Table II for non-freeways in Rural Cities II.
- Two of the study intersections, Elk Drive & 5th Street and US 101 & Pacific Ave, have crash rates which exceed their respective critical crash rates. Of the 5 collisions which occurred at Elk Drive & 5th Street between 2008 and 2012, 4 (80%) involved cars entering at an angle. Of the 10 crashes which occurred at US 101 & Pacific Ave between 2008 and 2012, 6 (60%) involved cars traveling in the same direction. Mitigations have been identified, in Technical Memoranda #3, for each of the two intersection to address specific safety concerns.
- As of 2012, there are two top 10% Safety Priority Index System (SPIS) sites within the study area: US 101 from Willow Street to Alder Street, and the intersection of US 101 at Hoffeldt Lane.

During the development of the existing transportation system inventory and needs analysis, input was provided by the Technical and Citizen Advisory Committees (TAC and CAC) and the community as part of the Public Meeting. Key issues and concerns identified for future investigation included:

- Potential improvements to US 101 and Oak Street to increase safety for students and school-related traffic.
- Potential signalized 4-way intersection at entrance of Harris Beach State Park to include realignment of Parkview Drive through old visitor center.
- Potential conversion of existing access for Parkview Drive to only right in/right out.
- Potential to redesign traffic flow on the one-way streets in the downtown core area (especially Willow Street).
- Potential reclassification of Hillside Avenue, Memory Lane, Del Norte Lane and Alder Streets.

- Potential improvements along Carpenterville Road to improve safety for bicycle and pedestrian traffic.
- Potential intersection improvements at 5th Street & Elk Road and 5th Street & US 101 to increase safety and mobility in the area.
- Potential to construct turning lanes along US 101 to address the challenge with making left turns off of US 101.
- Potential problems with sight distance and speed of traffic when trying to access parking along US 101. The committee received a number of requests for the removal or redesign of parking facilities along US 101.
- Potential need for redesign of intersection at Memory Lane & Tanbark Road.
- Potential issues with the speed of traffic along US 101 through downtown Brookings.
- Potential reconfiguration of the Center Street intersection with US 101 to reduce conflicts with parked cars.

2.2 PUBLIC TRANSPORTATION

A qualitative assessment of the existing transit level of service was completed based on a subjective ranking of “Excellent/Good/Fair/Poor”. Transit in Brookings consists of a Dial-A-Ride service and a regional bus service called the Coastal Express. Both transit services provide limited frequency; the Dial-A-Ride service operates between 8:30 am and 4:00 pm on weekdays only and the Coastal Express makes stops in Brookings three times per day on weekdays only. Based on the existing frequency, schedule, speed/travel time, transit stop amenities, and connections to pedestrian/bicycle network the existing transit service in and throughout Brookings is “Poor”.

2.3 PEDESTRIAN FACILITIES

The existing pedestrian network in Brookings is generally well served by sidewalk facilities and marked crosswalks on the majority of its larger roadways (i.e. principal arterials and major collectors). Overall, low speed limits and a relatively dense sidewalk network creates a good environment for pedestrians. However, there are a few areas with gaps, missing sidewalks, or speed limits above 25 mph. Additionally, US 101 (Chetco Avenue) bisects the city north and south, presenting a challenging crossing barrier. Key findings with respect to existing pedestrian facilities include:

- Higher speeds and missing sidewalks along US 101 south of the Brookings city limits create a lower quality pedestrian environment than along US 101 within Brookings.
- Within the Harbor unincorporated urban area, US 101 and Oceanview Drive scored low on the PLOS analysis.
- The Technical Advisory Committee identified two intersections for future investigation: US 101 & 5th Street, and US 101 & Ransom Avenue.
- A crash analysis indicates that the majority of non-motorized crashes occurred at intersections on Chetco Avenue between 5th Street and Oak Street.

2.4 BICYCLE FACILITIES

Despite few designated on-street bikeway facilities, the City of Brookings and the Harbor unincorporated urban area have relatively strong bicycling environments. The grid network of low traffic, low speed streets provides good connectivity to major destinations, especially for individuals familiar with the area and ways to avoid riding on US 101. Key findings with respect to existing bicycle facilities include:

- US 101 scored the poorest on the level of stress scale due to the high proximity to higher speed traffic.
- Urban collectors with roadway centerlines, such as Oak Street and Easy Street, received lower scores.

3. SUMMARY OF FUTURE TRANSPORTATION DEFICIENCIES AND NEEDS

This chapter provides a summary of future improvement deficiencies and needs with the transportation system in the Brookings UGB. This summary highlights both constraints inherent in the existing transportation system and identifies opportunities for transportation system improvements identified by the community. More detailed information about future transportation conditions can be found in Technical Memoranda #4.

3.1 COMMUNITY GROWTH ASSUMPTIONS

The future land use is the same as the existing comprehensive plan land use map designations in the 2012 Comprehensive Plan. The main commercial land use areas within the city boundaries are located on the US 101 corridor, which is also downtown Brookings. Within the UGB, commercial land uses are also located on the US 101 corridor just south of the Chetco River. The majority of Brookings and county land within the UGB is zoned for residential uses. Most of the residential land uses are single-family residential development with some two-family zoning directly adjacent to commercial areas. Connecting these residential areas to one another and to commercial, employment, recreational, and transit destinations is a key concern for building a more efficient transportation network that reduces trip distances.

3.2 STREET SYSTEM DEFICIENCIES

The analysis of projected 2034 pm traffic operations was conducted using the Synchro traffic simulation model which includes projected volumes, intersection geometrics, traffic controls and other relevant physical data.

Results from the Synchro analysis were compared with mobility standards to determine where deficiencies in the system might exist. The traffic operations analysis indicates that there are several locations where mobility standards would be exceeded and a future deficiency would exist. Future deficiencies are expected to occur as population and daily trips are projected to substantially increase by 2034. Six study intersections under ODOT's jurisdiction would not meet ODOT's mobility standards in the baseline year. Additionally, two intersections would not operate at Brookings' or Curry County's' LOS threshold of LOS C or better in 2034. The intersections which are expected to exceed jurisdictional standard are:

- US 101 & Lone Ranch Parkway
- US 101 & Carpenterville Road
- US 101 & Parkview Drive
- US 101 & Easy Street
- 5th Street & Elk Drive
- US 101 & 5th Street
- US 101 & Pacific Avenue, and
- Lower Harbor Road & Shopping Center Avenue.

In addition to the eight intersections forecasted to exceed mobility standards issues and concerns were identified for future investigation by the TAC, CAC and the community as part of the Public Meeting. Key issues and concerns identified for future investigation included:

- Potential improvements to US 101 and Oak Street to increase safety for students and school-related traffic.

- Potential signalized 4-way intersection at entrance of Harris Beach State Park to include realignment of Parkview Drive through old visitor center.
- Potential conversion of existing access for Parkview Drive to only right in/right out.
- Potential to redesign traffic flow on the one-way streets in the downtown core area (especially Willow Street).
- Potential reclassification of Hillside Avenue, Memory Lane, Del Norte Lane and Alder Streets.
- Potential improvements along Carpenterville Road to improve safety for bicycle and pedestrian traffic.
- Potential intersection improvements at 5th Street & Elk Road and 5th Street & US 101 to increase safety and mobility in the area.
- Potential to construct turning lanes along US 101 to address the challenge with making left turns off of US 101.
- Potential problems with sight distance and speed of traffic when trying to access parking along US 101. The committee received a number of requests for the removal or redesign of parking facilities along US 101.
- Potential need for redesign of intersection at Memory Lane & Tanbark Road.
- Potential issues with the speed of traffic along US 101 through downtown Brookings.
- Potential reconfiguration of the Center Street intersection with US 101 to reduce conflicts with parked cars.

3.3 PUBLIC TRANSPORTATION

The future no build transit facilities and service would be similar to existing facilities and services with the addition of new buses purchased through the STIP and bus stops to be constructed on Railroad Street as part of an urban renewal project.

In addition, Curry County Public Transit, Inc. (CPTI) developed a strategic action plan for the fiscal years 2014-2019 that includes targets for Brookings. As reported in their Strategic Transportation Plan, CPTI plans to achieve the following targets by June 30, 2019:

- Place shelters and appropriate signage showing current bus stops along US 101 in Brookings;
- Conduct feasibility studies to expand current Dial-a-Ride and Coastal Express service to include evening, holiday, and weekends, and expand Dial-a-Ride boundaries;
- Identify and pursue grant funding for special projects, bus rehabilitations, and replacement and other projects.

With the addition of new buses, bus stops, additional wayfinding and shelters at existing stops, transit rider comfort would improve in the horizon year. Additional transit service on weekends and holidays in Brookings would also improve transit LOS in the horizon year by providing Brookings residents with additional transit options.

A similar methodology for assessing transit level of service used in Technical Memo #3 was used to assess the future no build transit level of service. A qualitative assessment of the horizon year transit level of service was completed based on a subjective ranking of "Excellent/Good/Fair/Poor". Based on the frequency, schedule, speed/travel time, transit stop amenities, and connections to pedestrian/bicycle network the horizon year transit service in and throughout Brookings would be "Fair".

3.4 PEDESTRIAN FACILITIES DEFICIENCIES

The qualitative multimodal level of service analysis shows that the existing and future no-build pedestrian network in Brookings is good to fair, despite a somewhat discontinuous network of sidewalks and challenging conditions crossing major roads.

3.4.1 Walkway Gaps

While adequate sidewalks exist throughout the commercial downtown core, there are no sidewalks along many locations adjacent to US 101. Access is limited between Harris Beach State Park and downtown. High speeds and a lack of sidewalks contribute to the worst possible PLOS score at Chetco Avenue, south of the Chetco River. Low scores on Lower Harbor Road and Oceanview Drive are especially problematic since Lower Harbor Road provides access to several businesses along the waterfront and the Port of Brookings Harbor.

Notable walkway deficiencies include:

- Lack of sidewalk north of Arnold Lane on Chetco Avenue
- Fragmented sidewalk in neighborhoods
- High vehicle speeds and lack of sidewalk on US 101 south of the Chetco River
- Lower Harbor Road and Oceanview Drive lack sidewalks
- Few sidewalks in the area southeast of downtown, along the west bank of the Chetco River and Chetco Bay
- No sidewalks on Fir Street, an entrance to Azalea State Park
- Damaged sidewalks on US 101
- Substandard sidewalk at Pacific Sunset Inn
- Numerous sidewalk gaps along Ransom Avenue, particularly on the south side.

3.4.2 Crossing Barriers

US 101 bisects the city north and south, presenting a challenging crossing barrier due to traffic volumes, speeds, and a crossing distance. There are signalized intersections and marked crossings in the commercial downtown core. However, there is not a single pedestrian crossing west of 5th Street. Additionally, despite the existing marked crosswalks on US 101, walking across four lanes of motor vehicle traffic without crossing enhancements, such as curb extensions and refuge islands, can be uncomfortable for many people.

South of the Chetco River Bridge, US 101 is particularly challenging to cross (PLOS score of 5). Open House participants indicated a need to cross in that area, to access businesses.

Crossings are deficient along Pacific Avenue for students walking to and from school. While all of Pacific Avenue received a PLOS score of either 1 or 2, this metric does not factor in the challenging conditions created by heavy traffic during morning drop-off and afternoon pick-up times.

Pedestrian access to parks is also deficient throughout the study area. Bud Cross Park does not have any crosswalks leading into it, and only one of the three entrances to Azalea State Park has a crosswalk. As previously noted, there is no pedestrian infrastructure leading to Harris Beach State Park, which is particularly challenging for people who park in the rest stop across US 101 when the main parking lot is full.

3.4.3 Connectivity Barriers

There are multiple connectivity barriers throughout Brookings. These barriers are gaps in the street network that often require pedestrians to take circuitous routes to access their destination. Four of the most critical connectivity gaps are located at the following areas:

- Hassett Street between 5th Street and 7th Street
- Brooke Lane to Hampton Road between Hampton Road and Timberline Drive
- Meadow Lane to Weaver Lane north of Hassett Street
- Seacrest Lane to Gowman Lane between E Harris Heights Road and Parkview Drive

These gaps could be addressed by creating short paths to allow for more direct pedestrian travel. Closing these gaps provides a cost-effective way to improve opportunities for walking and biking.

3.4.4 Accessibility Challenges

Pedestrian facilities need to be designed to ensure access to people of all abilities. Curb ramps and tactile strips are especially important to people with disabilities, and are not currently present throughout the entire Brookings pedestrian network. An inventory of sidewalk and curb ramp conditions should be undertaken to identify areas in need of maintenance or that are not meeting ADA accessibility standards.

3.4.5 Beach Access

Despite having over eight miles of coastline, the only ocean access points in Brookings are at Mill Beach, Chetco Point, and Harris Beach Park. There is also a trail to the beach off of Sea

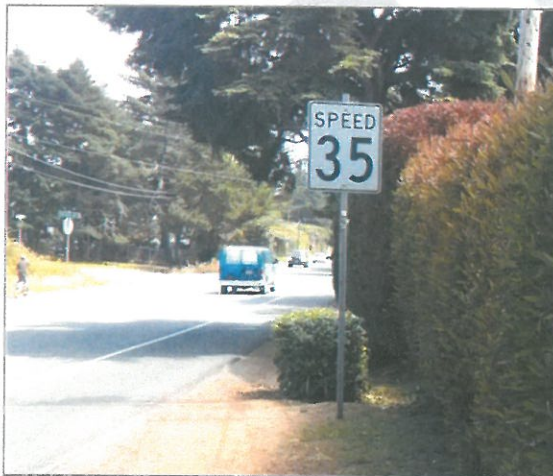


Photo 1. US 101/Chetco Avenue lacks sidewalks north of Arnold Lane and the crossing from the south end of the Harris Beach Park trail to Ransom Avenue is challenging for bicyclists and pedestrians.



Photo 2. The angled intersection of Pacific Avenue at Pioneer Road accommodates wide turning movements that may lead to conflicts between users.

Cliff Terrace, but a locked gate prevents public access. Additionally, there is no continuous beachfront route.

3.4.6 Recreational Trails

Brookings currently lacks soft surface or recreational trails, which would attract pedestrian trips and expand recreational opportunities. Locations that could be improved with recreational trails include:

- Utility corridor from Hampton Road to Hassett Street/Timberline Drive
- Reservoir Loop from Marine Drive
- Ravine by brook at Crista
- Sunridge Terrace to Old US 101



Photo 3. Brookings benefits from a scenic coastline, but public access is limited.

3.5 BICYCLE FACILITIES DEFICIENCIES

An ideal bicycle network assures comfort for all users by providing separation from fast-moving traffic, good intersection crossings, wayfinding, bike parking, and regular maintenance. To help identify deficiencies in the bicycle network, a Bicycle Level of Traffic Stress (LTS) analysis was performed, which classified roads into one of four levels of traffic based on anticipated user comfort. The methods used for the Bicycle Level of Traffic Stress Analysis (LTS) were adapted from the ODOT method described in the Analysis Procedures Manual (APM) Addendum G: Multimodal Analysis.¹ The methodology quantifies the perceived safety issue of being in close proximity to vehicles, considering both the speed and the spacing distance. Roadway segments assigned LTS 4 are typically only acceptable to “strong and fearless” bicyclists, who will tolerate riding on roadways with higher motorized traffic volumes and speeds.

Bicycle Network Gaps

There are few designated bikeway facilities in the City of Brookings. Bike lanes are only present along some stretches of US 101 and one block of Pioneer Road. US 101 is part of the Oregon Coast Bike Route, yet there are significant gaps in the bike lanes along it. Even where there are bike lanes on US 101, there are high vehicle speeds and volumes, high rates of parking turnover, and many turning movements. Taken together, these factors create an uncomfortable experience for many bicyclists.

¹ <http://www.oregon.gov/ODOT/TD/TP/pages/apm.aspx>

The following intersections along US 101 all have high levels of turning movements (over 100 right-hand turns off of US 101/Chetco Avenue at 2012 30th highest hour volumes):

- 5th Street
- Benham Lane
- Carpenterville Road
- Constitution Way
- Zimmerman Lane

The high number of right-hand turning movements create an elevated risk for right hook collisions. As a result, these intersections would particularly benefit from enhanced intersection treatments for bicyclists.



Photo 4. Bike lanes drop on US 101/Chetco Avenue.

The portion of US 101 in downtown without bike lanes (between Pacific Avenue and Oak Street) and Oceanview Drive both received the lowest Bicycle LTS classification. Filling in these gaps would serve both local bicycle travel and visitors traveling the Oregon Coast Bike Route. Other significant linear gaps in the bicycle network include:

- US 101 between Easy Street and the Harris Beach Trail
- Old US 101, the main road running through Harris Beach State Park.
- Railroad Street, from Pacific Avenue to Mill Beach Road
- Southwestern Oregon Community College, a significant bicycle destination, lacks bicycle connections to Harris State Beach Park and the rest of Brookings.

US 101/Chetco Avenue also presents a challenging crossing barrier for bicyclists. Improving crossings all along US 101/Chetco Avenue would improve the overall bicycle network.

Low-Stress Bicycle Network

There are currently no designated neighborhood greenways within the study area, but there are a number of low-traffic streets that could be converted, with minimal cost. In particular, Easy Street and Pacific Avenue are key routes for students commuting to school and should be improved to provide a low level of stress. Additionally, Ransom Street is currently a good low-stress bike route under existing conditions, but is not designated as such.

Bicycle Parking

Bicycle parking is an essential component of bicycle infrastructure and should include both long term and short term parking. Inadequate bicycle parking will keep many residents from biking. And visible and secure bicycle parking will invite visitors on the Oregon Coast Bike Route to stop at commercial destinations. Overall, bicycle parking is lacking throughout the study area. There is no current detailed information about bike parking locations in Brookings, so a thorough inventory would be the first step in correcting this deficiency.



Photo 5. Bicycle parking is limited in Brookings.

Wayfinding

Wayfinding is important to help bicyclists navigate the city and direct them to preferred bicycle routes. Wayfinding signs exist for the Oregon Coast Bike Route and for parks and beach access. However, wayfinding intended specifically for bicyclists is deficient and could be significantly improved.

Maintenance

Debris buildup in existing bike lanes and other areas frequented by bicyclists is a substantial hazard. It creates dangerous conditions for bicyclists and can result in bicyclists swerving unpredictably into traffic. Debris buildup on the side of the road is particularly bad on US 101/Chetco Avenue.

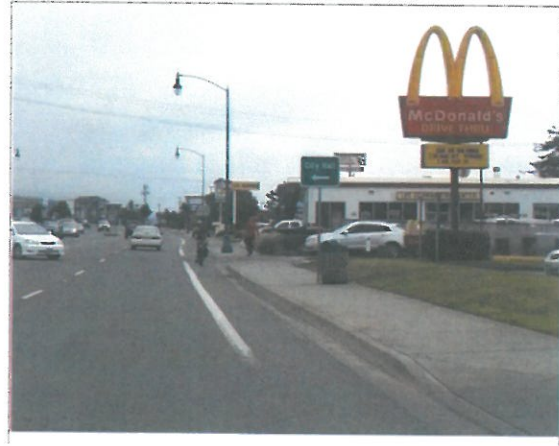


Photo 6. Bike lane maintenance, including clearing debris and repainting, is critical to providing a usable and safe facility.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: November 10, 2014

Originating Dept: City Manager



Signature (submitted by)

City Manager Approval

Subject: Veteran's Wall of Honor

Recommended Motion:

Motion to authorize the placement of a Veterans Wall of Honor to be maintained by the Brookings Harbor Chamber of Commerce and local veteran's organizations within City Hall near the entrance to the City Council Chambers.

Financial Impact:

No funding has been requested.

Background/Discussion:

The Brookings Harbor Chamber of Commerce has requested that the City provide a location within City Hall for a "Veterans Wall of Honor."

According to Chamber President Arlis Steele and Board Chair Jerry Laws the concept for this display would be that each of the five veterans would display their logo and a brief explanation of their organization, and that local veterans would be honored by name. Selection of the graphics, information and veteran names to be honored would be a collaboration of the Chamber and local veteran's organization leaders.

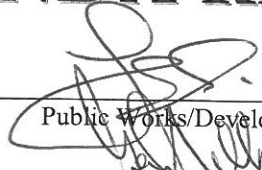
The Chamber would like the location to be the west/south wall of the City Council Chambers entrance.

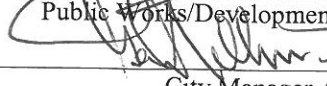
CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: November 10, 2014

Originating Dept: PW/DS


Public Works/Development Services Director


City Manager Approval

Subject: 2014 Oregon Department of Transportation (ODOT) Fund Exchange Agreement

Recommended Motion: Authorize the City Manager to execute a fund exchange agreement with ODOT to apply the remaining 2014 fund exchange balance of \$68,718 to North Bank Road Stabilization project.

Financial Impact: Construction estimates are \$45,000 for this work and staff was pre authorized for this amount by City Council at the September 22, 2014 meeting. The additional \$23,718 will be used for engineering and surveying costs of \$31,425.

Background/Discussion: North Bank Road was recently identified as a slide with potential to undermine access along the North Bank and adjacent area if it were to fail. The City contracted Chris Ell, a registered geotechnical engineer with GRI to evaluate and design a value engineering solution to this issue. Mr. Ell provided two alternatives to abate the slide, one option included soil stabilization nails at an estimated cost of \$85,000 and the second option was a less extensive mitigation involving rock rip rap at an estimated costs of \$45,000. The City elected to pursue the less costly alternative and pre authorized funds in the amount of \$45,000 at the September 22, 2014 City Council meeting.

The project is in final design phase and a local contractor will be procured by intermediate procurement method. Projects under \$100,000 are eligible for intermediate procurement which means a minimum of three bidders are solicited, and no formal advertising is required. Additionally, since the work is expected to cost under \$50,000, BOLI rules and wages will not apply to this project.

This project is a high priority and staff will require the work to start and be completed within 30 calendar days of acceptance of a responsible low bid.

Policy Considerations: Assigning the fund exchange to this project reduces the impact to the limited funds in the remaining street system replacement budget. Fixing road slides such as North Bank, Marine Drive, Old County road in 2013, and street repairs from the November 2012 storm event have significantly impacted budgets normally used for annual paving and sidewalk infill projects.

Attachment(s):

- a. 2014 Fund Exchange Agreement

2014 FUND EXCHANGE AGREEMENT
North Bank Road Stabilization
City of Brookings

THIS AGREEMENT is made and entered into by and between the STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State"; and the City of Brookings, acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually or collectively as "Party" or "Parties."

RECITALS

1. By the authority granted in Oregon Revised Statute (ORS) 190.110, 366.572 and 366.576, State may enter into cooperative agreements with counties, cities and units of local governments for the performance of work on certain types of improvement projects with the allocation of costs on terms and conditions mutually agreeable to the contracting parties.

NOW THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. Agency has submitted a completed and signed Part 1 of the Project Prospectus, or a similar document agreed to by State, outlining the schedule and costs associated with all phases of the North Bank Road Stabilization, hereinafter referred to as "Project."
2. State has reviewed Agency's prospectus and considered Agency's request for the Fund Exchange. State has determined that Agency's Project is eligible for the exchange of funds.
3. To assist in funding the Project, Agency has requested State to exchange 2014 federal funds, which have been allocated to Agency, for state funds based on the following ratio:

\$94 state for \$100 federal

4. Based on this ratio, Agency wishes to trade \$73,105.00 federal funds for \$68,718.70 state funds.
5. The term of this Agreement will begin upon execution and will terminate two (2) years after all required signatures are obtained unless extended by an executed amendment.

6. The Parties agree that the exchange is subject to the following conditions:
- a. The federal funds transferred to State may be used by State at its discretion.
 - b. State funds transferred to Agency must be used for the Project. This Fund Exchange will provide funding for specific roadway projects and may also be used for the following maintenance purposes:
 - i. Purchase or Production of Aggregate. Agency shall ensure the purchase or production of aggregate will be highway related and used exclusively for highway work.
 - ii. Purchase of Equipment. Agency shall clearly describe how it plans to use said equipment on highways. Agency shall demonstrate that the equipment will only be used for highway purposes.
 - c. State funds may be used for all phases of the Project, including preliminary engineering, right of way, utility relocations and construction. Said use shall be consistent with the Oregon Constitution and statutes (Section 3a of Article IX Oregon Constitution). Agency shall be responsible to account for expenditure of state funds.
 - d. This Fund Exchange shall be on a reimbursement basis, with state funds limited to a maximum amount of \$68,718.70. All costs incurred in excess of the Fund Exchange amount will be the sole responsibility of Agency.
 - e. State certifies, at the time this Agreement is executed, that sufficient funds are available and authorized for expenditure to finance costs of this Agreement within State's current appropriation or limitation of the current biennial budget.
 - f. Agency, and any contractors, shall perform the work as an independent contractor and will be exclusively responsible for all costs and expenses related to its employment of individuals to perform the work including, but not limited to, retirement contributions, workers' compensation, unemployment taxes, and state and federal income tax withholdings.
 - g. Agency shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, Agency expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.

- h. Agency, or its consultant, shall conduct the necessary preliminary engineering and design work required to produce final plans, specifications and cost estimates; purchase all necessary right of way in accordance with current state and federal laws and regulations; obtain all required permits; be responsible for all utility relocations; advertise for bid proposals; award all contracts; perform all construction engineering; and make all contractor payments required to complete the Project.
- i. Agency shall submit invoices to State on a quarterly basis, for actual costs incurred by Agency on behalf of the Project directly to State's Project Manager for review and approval. Such invoices will be in a form identifying the Project, the agreement number, the invoice number or account number or both, and will itemize all expenses for which reimbursement is claimed. Under no conditions shall State's obligations exceed \$68,718.70, including all expenses. Travel expenses will not be reimbursed.
- j. Agency shall, at its own expense, maintain and operate the Project upon completion at a minimum level that is consistent with normal depreciation and service demand.
- k. All employers, including Agency, that employ subject workers in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability insurance with coverage limits of not less than \$500,000 must be included. Agency shall ensure that each of its subcontractors complies with these requirements.
- l. This Agreement may be terminated by either party upon thirty (30) days' notice, in writing and delivered by certified mail or in person.
 - i. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:
 - A. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.
 - B. If Agency fails to perform any of the other provisions of this Agreement, or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
 - ii. Either Party may terminate this Agreement effective upon delivery of written notice to the other Party, or at such later date as may be established by the terminating Party, under any of the following conditions:

- A. If either Party fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow either Party, in the exercise of their reasonable administrative discretion, to continue to make payments for performance of this Agreement.
 - B. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or either Party is prohibited from paying for such work from the planned funding source.
 - iii. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
 - m. State and Agency agree that if any term or provision of this Agreement is declared by a court of competent jurisdiction to be invalid, unenforceable, illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected, and the rights and obligations of the Parties shall be construed and enforced as if the Agreement did not contain the particular term or provision held to be invalid.
7. Agency acknowledges and agrees that State, the Oregon Secretary of State's Office, the federal government, and their duly authorized representatives shall have access to the books, documents, papers, and records of Agency which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcripts for a period of six (6) years after final payment. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by State.
8. Agency certifies and represents that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency, under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind Agency.
9. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
10. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either Party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of State to enforce any provision of this Agreement shall not constitute a waiver by State of that or any other provision.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

The funding for this Fund Exchange program was approved by the Oregon Transportation Commission on March 21, 2012, as a part of the 2012-2015 Statewide Transportation Improvement Program (STIP).

The Program and Funding Services Manager approved the Fund Exchange on October 7, 2014.

Signature Page to Follow

CITY OF BROOKINGS, by and through
its elected officials

By _____

Date _____

By _____

Date _____

**APPROVED AS TO LEGAL
SUFFICIENCY**

By _____
Counsel

Date _____

Agency Contact:

Loree Pryce, PE
Public Works/Development Services
Director
898 Elk Drive
Brookings, OR 97415
541-469-1138
lpryce@brookings.or.us

State Contact:

Jeanette Denn
Agreement Coordinator
3500 NW Stewart Parkway
Roseburg, OR 97470
541-957-3508
Jeanette.m.denn@odot.state.or.us

STATE OF OREGON, by and through
its Department of Transportation

By _____
Region 3 Manager

Date _____

APPROVAL RECOMMENDED

By _____
Region 3 Agreement Coordinator

Date _____

APPROVED AS TO LEGAL SUFFICIENCY

By N/A _____
Assistant Attorney General

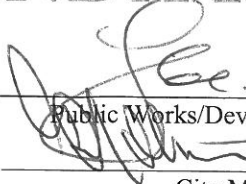
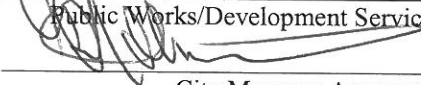
Date _____

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: November 10, 2014

Originating Dept: PW/DS


Public Works/Development Services Director

City Manager Approval

Subject: Emergency Procurement of Anaerobic Digester Pressure Vacuum Relief (PVR) Valve Assembly Replacement

Recommended Motion: Motion to approve emergency procurement of the anaerobic digester PRV valve assembly at a cost of \$46,362.20.

Financial Impact: The valve replacement was originally budgeted in 2013/14 capital improvement budget for \$22,000. The cost of the valve and installation will be paid with wastewater system replacement funds.

Background/Discussion: Staff budgeted \$22,000 for the PVR valve replacement, also known as the methane valve replacement, in 2013/14 because it was recognized that the valve was not functioning properly. The anaerobic digester creates methane as a byproduct of decomposition. The methane valve is located at the top of the digester and serves as a secondary methane relief and vacuum valve to the anaerobic digester. The primary relief is the flame visible in the area adjacent to the Chetco Point trail. The valve not functioning properly was not interfering with the operation of the treatment plant, but is a safeguard in case the primary relief failed or there is a loss of pressure in the digester.

Staff experienced delays in facilitating the valve replacement due to research for competitive bids and additional time spent evaluating the opportunity to reduce the valve size and save money on the part. Additionally, replacing the valve is extremely challenging since removing the existing valve exposes the anaerobic digester to atmosphere, contrary to the non oxygen environment it needs to digest the wastewater sludge. The anaerobic digester is essential for the operation of the plant. There is no redundancy or second tank to use to isolate the digester while working on the valve. It was determined that the valve needed to be a sole source part as it must be an exact match to the one being replaced.

Recently the valve was identified to be leaking gas which prompted an emergency procurement since delivery time is 12 weeks. Staff is also soliciting a sole source bid to install the valve from the Ausland Group in Medford. The Ausland Group has experience with complex construction activities at wastewater treatment plants. The company's last project at Brookings wastewater treatment plant was the sludge dewatering facility.

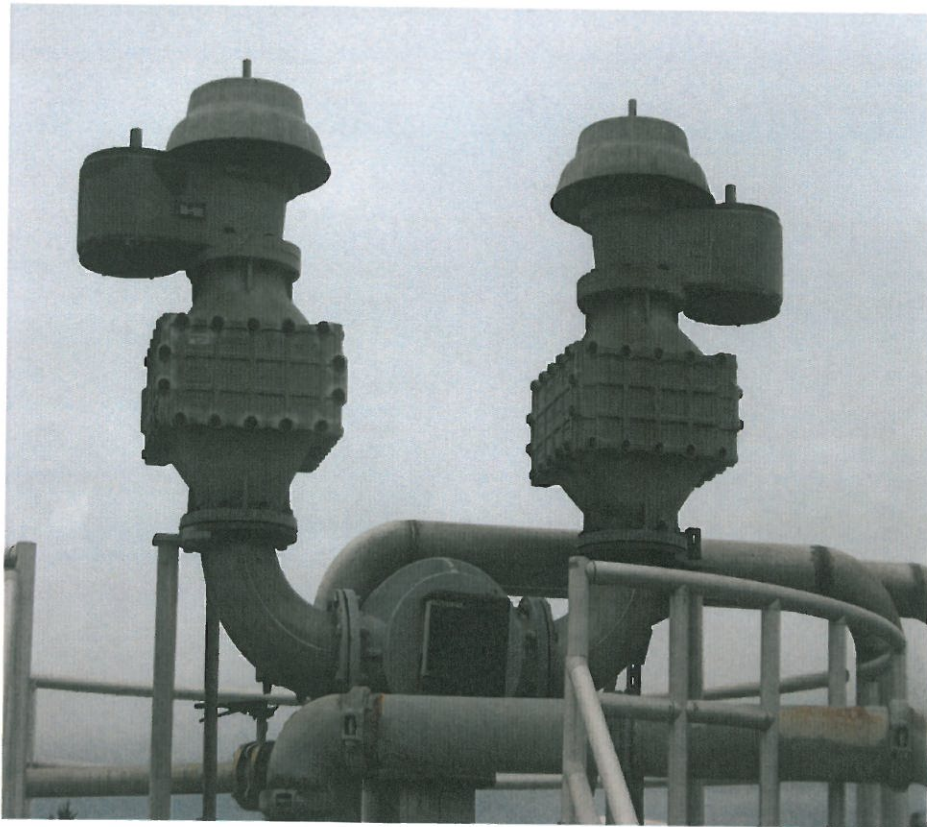
The Ausland Group's bid has not been submitted yet but will be in amount within the City Manager's purchasing authority. The Ausland Group is the only bidder for the snail removal system and the City will be saving mobilization and equipment rental fees by amending Ausland's snail removal system contract to include the methane valve replacement.

Policy Considerations: Emergency procurement is allowed under State purchasing guidelines. Purchases over \$25,000 exceed the City Manger's purchasing authority therefore requiring City Council approval.

Attachment(s):

- a. Valve quote
- b. Picture of valve

Attachment b



QUOTATION

To: From: Ken Black
Customer: City of Brookings, Oregon Date: 10/24/2014
Project: Varec Equipment Total Pages: 1

Thank you for your inquiry for Varec Biogas equipment. We are pleased to offer the following:

Qty	Description	Unit Price	Extended Price
1	Varec Safety Selector Valve Rotary Style Single Active w/ Flat Face Flange Model SVR-3205B-ASTO Shipping weight 515 lbs	\$17,794.40	\$17,794.40
2	Varec "All Weather" Relief Valve with Flame Arrester, Vent to Atmosphere, Pressure Setting ___" WC, Vacuum Setting ___" WC Model 5811B82S Shipping weight 377 lbs	\$11,884.00	\$23,768.00
1	Field Service During Installation	\$4,500.00	\$4,500.00
1	Shipping (estimated)	\$300.00	\$300.00
	TOTAL		\$46,362.40

1. Terms and conditions may be found at:
http://www.varec-biogas.com/en/about_us/terms_and_conditions

Availability is estimated to be 12 weeks, some items may not be readily available. Ship dates will be determined at the time of order placement.

ORDER CANNOT BE ACCEPTED UNTIL PRESSURE AND VACUUM SETTINGS ARE DETERMINED – PLEASE ENTER THOSE VALUES ON YOUR ORDER.

Please address any orders resulting from this quotation to:

VAREC Biogas, a Division of Westech Industrial, Inc.
9803 Mula Road
Stafford, TX 77477
Attn: Order Entry
(281) 564-0300

Please call me at (503) 631-8905, if you have any questions.

Yours truly,
Ken Black, P.E.
BEAVER EQUIPMENT CO., INC.

CITY OF BROOKINGS

COUNCIL AGENDA REPORT

Meeting Date: November 10, 2014

Originating Dept: City Recorder



Signature (submitted by)

City Manager Approval

Subject: Fuel Tax Resolution

Recommended Motion:

Motion to adopt Resolution 14-R-1048, calling for a measure proposing a local tax on motor vehicle fuel sales to be placed before the qualified electors of the City of Brookings on the May 19, 2014 Primary Election Ballot.

Background/Discussion:

On August 25, 2014, the City Council adopted Resolution 14-R-1045, directing the City Elections Officer to place a fuel tax measure on the May, 2015 election ballot. By Oregon Revised Statute, upon receipt of the ballot title, a public notice is to be placed in the next available edition of the of the local paper announcing a public challenge period; this did not happen.

To rectify this omission, the City Attorney suggests that Council adopt a new resolution directing the ballot title to be placed on the May, 2015 election ballot and rescinding Resolution 14-R-1045, thereby effectively resetting the challenge period.

Attachment(s):

- a. Resolution 14-R-1048

CITY OF BROOKINGS

STATE OF OREGON

RESOLUTION 14-R-1048

A RESOLUTION OF THE CITY OF BROOKINGS CALLING FOR A MEASURE PROPOSING A LOCAL TAX ON MOTOR VEHICLE FUEL SALES TO BE PLACED BEFORE THE QUALIFIED ELECTORS OF THE CITY OF BROOKINGS ON THE MAY 19, 2015 PRIMARY ELECTION BALLOT.

WHEREAS, Oregon Revised Statute 319.950 authorizes a City to enact a fuel tax by voter approval; and

WHEREAS, the City of Brookings needs \$300,000 annually, over the next ten years, to make necessary street improvements as identified in the 2013 Pavement Management System report; and

WHEREAS, the City Council has identified a local fuel tax as the desired method for acquiring the necessary funds to implement the Pavement Management System schedule, said tax to replace the System Replacement Fund fee currently charged to City of Brookings residents; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Brookings, Curry County, Oregon, that the City Election Officer is hereby directed to place the following ballot measure on the May 19, 2015, Primary Election Ballot:

CAPTION: ADOPTION OF LOCAL TAX ON MOTOR VEHICLE FUEL SALES

QUESTION: Shall the City adopt a motor vehicle fuel tax to fund street repairs and repeal the street system replacement fee?

SUMMARY: This measure is submitted to the voters from the Brookings City Council proposing the adoption of a motor vehicle fuel dealer license tax, or "local gas tax." The local gas tax will be implemented through an ordinance imposing a business license tax on motor vehicle fuel dealers within the City. The tax will be based on gallons of fuel sold or distributed within the City. The ordinance will also repeal the City's street system replacement fee.

The maximum local gas tax rate that may be imposed is four cents per gallon. The tax will expire in three years. The City has an annual revenue target of \$300,000 to repair and rehabilitate city streets. In the event that the tax generates more than \$300,000 in revenue in a given fiscal year, the rate will be adjusted for the next fiscal year so as not to exceed the \$300,000 revenue goal. The tax revenue collected may only be used for the construction, reconstruction, improvement, repair, maintenance and operation of streets within the City of Brookings.

BE IT THEREFORE FURTHER RESOLVED that Resolution 14-R-1045 is hereby rescinded.

Passed by the City of Brookings, Oregon on the 25th day of August, 2014; effective the same date.

Attest:

Mayor Ron Hedenskog

City Recorder Joyce Heffington

City of Brookings

CITY COUNCIL MEETING Minutes

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

Monday, October 27, 2014

The City Council met in Executive Session at 6:00 PM, in the City Manager's office, under the authority of ORS 192.660(2)(h), "to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed."

Call to Order

Mayor Hedenskog called the meeting to order at 7:05 PM.

Roll Call

Council present: Mayor Ron Hedenskog, Councilors Jake Pieper, Kelly McClain, Brent Hodges and Bill Hamilton; a quorum present.

Staff present: City Manager Gary Milliman, Building Official LauraLee Snook, City Attorney Martha Rice and City Recorder Joyce Heffington.

Others Present: Curry Coastal Pilot Report Jane Stebbins and approximately three others.

Ceremonies/Appointments/Announcements

Mayor Hedenskog moved, a second followed and Council voted unanimously to reappoint Scott Clapson to the Public Art Committee.

Mayor Hedenskog moved, a second followed and Council voted unanimously to appoint Tom Bozack to the Parks and Recreation Committee.

Ordinances/Resolutions

Ordinance 14-O-740, adding Section 8.15.045, Deteriorated condition, to the Brookings Municipal Code.

Building Official Snook provided the staff report.

Councilor Hamilton moved, a second followed and Council voted unanimously to do a first reading of Ordinance 14-O-740 by title only.

Mayor Hedenskog read the title.

Councilor Hodges moved, a second followed and Council voted unanimously to do a second reading of Ordinance 14-O-470 by title only.

Mayor Hedenskog read the title.

Councilor Hodges moved, a second followed and Council voted, 4 - 1, to adopt Ordinance 14-O-740, [adding Section 8.15.045, Deteriorated condition, to the Brookings Municipal Code] with Mayor Hedenskog and Councilors Hodges, McClain and Hamilton voting "Yes" and Councilor Pieper voting "No."

Ordinance 14-O-739, adding Chapter 3.20, Tax on Sale of Marijuana and Marijuana Infused Products to the Brookings Municipal Code.

City Manager Milliman presented the staff report.

Councilor Hodges asked if Council could set different rates and Milliman said they could, to whatever limits are adopted in the ordinance.

Councilor McClain said 15% for recreational marijuana seemed too high and he struggled with taxing medical marijuana. He said he felt that if recreational marijuana was legalized, it would make it easier to get medical marijuana, and it might make more sense to tax them equally.

Councilor Pieper said he was not a proponent of taxing medical marijuana and Mayor Hedenskog said Council could always come back and change it later; Councilor Pieper agreed.

Councilor Hamilton said 15% was too high and if, at some future time, medical marijuana were to be paid for through Medicare he wasn't sure how they would collect a tax. He said he would like to have the tax equivalent to that on cigarettes.

Councilor Pieper moved, a second followed and Council voted unanimously to do a first reading of Ordinance 14-O-739 by title only.

Mayor Hedenskog read the title.

Councilor Pieper moved, a second followed and Council voted unanimously to do a second reading of Ordinance 14-O-739 by title only.

Mayor Hedenskog read the title.

Councilor Pieper moved, a second followed and Council voted unanimously to adopt Ordinance 14-O-739, [adding Chapter 3.20, Tax on Sale of Marijuana and Marijuana Infused Products to the Brookings Municipal Code].

Resolution 14-R-1047, setting tax rates on the sale of marijuana.

City Manager Milliman gave the staff report.

Councilor Pieper asked City Attorney Rice where the advice regarding setting the tax rate now had come from and Rice said, if voted in, the rate needed to be set before state law becomes effective.

Councilor Hodges suggested medical at 0% and recreational at 10%. He said there was no reason to tax medical marijuana now.

Councilor Pieper proposed a ½% - 1% tax on medical if it was necessary to have a tax rate in place before the state law goes into effect.

City Attorney Rice said setting rates now would provide the City a firmer legal position from which to argue.

Councilor McClain said set to set them both at 1% if it was necessary to set a rate now.

Councilor Hodges asked if the City could use the money for any purpose and Milliman said it could.

Councilor Hamilton said he would like to see medical at 0% and recreational at 10%.

Mayor Hedenskog suggested setting both at the maximum and lower the rates later if needed.

Councilor Pieper said he would support 0% for medical and 10% for recreational.

Councilor Pieper moved, a second followed and Council voted unanimously to adopt Resolution 14-R-1047, setting tax rates on the sale of medical marijuana and recreational marijuana in the City of Brookings at 0% for medical and 10% for recreational.

Public Comments

Lauren Paulson, Hoffeldt Lane, commented on issues he was having with Charter Internet including: he was being overbilled, auto-payments were being taken out of his bank account without his permission; his bank can continue paying Charter from his account until the provider tells the bank to stop; and Charter has \$60 of his money of which there is no record.

Staff Reports

Authorization to execute a Local Agency Agreement with the Oregon Department of Transportation for Railroad Street improvements from Wharf to Oak Street and grant match.

City Manager Milliman provided the staff report.

Councilor Pieper moved, a second followed and Council voted unanimously to execute a local agency agreement with Oregon Department of Transportation (ODOT) for Railroad Street Improvements from Wharf to Oak Street and provide a total grant match of not more than \$1,000,000 using a combination of urban renewal, street system development and system replacement funds.

Consent Calendar

1. Approve Council minutes for October 13, 2014.
2. Accept Parks and Recreation Commission minutes for September 18, 2014.
3. Accept September 25, 2014 Tourism Promotion Advisory Committee minutes.
4. Receive monthly financial report for September 2014.
5. Approve cancellation of the second November and December Council meetings.

Councilor Pieper moved, a second followed and Council voted unanimously to approve the Consent Calendar as written.

Remarks from Mayor and Councilors

Mayor Hedenskog said they had just approved another \$3 million street project and if you look at the Harbor area, their streets are falling into disrepair.

Adjournment

Mayor Hedenskog moved, a second followed and Council voted unanimously by voice vote to adjourn at 7:50 PM.

A meeting of the Urban Renewal District immediately followed.

Respectfully submitted:

ATTESTED:
this _____ day of _____ 2014:

Ron Hedenskog, Mayor

Joyce Heffington, City Recorder



Paid \$25⁰⁰

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① Pacific Sushi LLC.

② _____ ④

2. Trade Name (dba): Pacific Sushi & Grill

3. Business Location: 613th Chetco Ave, Brookings, Curry, OR, 97415
(number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: PO BOX 2591 Brookings OR 97415
(PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: (541) 254-0150 (541) 661-1450
(phone)

6. Is the business at this location currently licensed by OLCC? ☐ Yes ☒ No

7. If yes to whom: _____ Type of License: _____

8. Former Business Name: Dolittle Cafe

9. Will you have a manager? ☒ Yes ☐ No Name: Sarah E. Adler

(manager must fill out an Individual History form)

10. What is the local governing body where your business is located? Brookinas

11. Contact person for this application: Sarah E. Adler (541) 661-1450 (name of city or county)

17114 Mountain Dr. (name) Brookings, OR 97415 (phone number(s)) S-adler78@yahoo.com
(address) (fax number) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① S. Adler Date 11/05/2014 ③ _____ Date _____

②	Date	④	Date
---	------	---	------

CITY OF BROOKINGS POLICE DEPARTMENT


Chris Wallace, Chief of Police



To: Brookings City Council through City Manager Gary Milliman
From: Chief Chris Wallace 27813/201
Date: November 7, 2014
Subject: New Outlet (Limited Liability Company)

The Brookings Police Department found no **local** disqualifying information prohibiting Pacific Sushi LLC in applying for a new outlet and limited on-premises sales liquor license application. Pacific Sushi and Grill is located at **613 A** Chetco Avenue, Brookings, Oregon. Pacific Sushi LLC also supplied individual history for its on site manager as well as other principle interest parties to fulfill application requirements. It is the recommendation of the Brookings Police Department the above mentioned applicant be granted their request with final approval coming from the **Oregon Liquor Control Commission**.

Respectfully submitted,


Chief Chris Wallace
Brookings Police Department



898 ELK DRIVE
Brookings, Or. 97415
www.brookings.or.us

Phone: (541) 469-3118
Fax: (541) 412-0253

America's
Wild Rivers
Coast
101 MILES OF NATURE'S BEST

CITY OF BROOKINGS
Public Arts Committee – October 6, 2014

To inspire art through visual presence and community education.

Present: Chair Judy May-Lopez, Scott Clapson, Michelle Hanna

Also present: Tony Baron, Jane Stebbins

Meeting called to order at 11:07 a.m. Motion made by Scott and seconded by Chelle to approve the August ^{6th} minutes. Motion carried.

18

Old Business:

Brookings southern entrance - Scott will research seed price and contacts and report back at next meeting. Toni reported Flora Pacifica possibly had the information on square footage and would report back with this.

Lovell Building – Chelle reported this mural is in progress, they are about 1/3 of the way done with hopes to have it done by December. Work parties are Sundays at 2pm; it is a community collaboration project, with high-school students helping. Chelle will research finding a sealer.

Pilot mural – Judy will contact Charlie Kocher for ideas on mural execution (especially on top part of project).

Kid Zone – (Scott will talk with Kathleen Creswell, she likes cinder-block.), possibly the back side of Kerr's.

Railroad Street – Tony reported that Railroad Street (from Center Street to Oak) is being developed, and this would be an opportunity for PAC. It will have a bioswale/center median and a possible railroad theme.

Skate Park - Chelle reported she would be researching OCC grant possibilities for this.

Project board – this will be taken off the agenda.

Lauri Ziemer – reported on location of mural application on city website:

Committees/commissions, Public Art Committee, Forms – or simply hit the search button

Meeting adjourned at 11:35pm

ACTION ITEMS:

Scott - research price on seeds and report back.

Chelle – research sealer.

Judy – contact Charlie/Pilot on facilitating upper portion of mural

Chelle – OCC grant possibilities



app. at
Oct. 20th, 2014 mtg.

Report Criteria:

Report type: Summary

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
10/14	10/02/2014	73773	4058	44Mag Distributing LLC	10-00-2005	3,423.10
10/14	10/02/2014	73774	5030	American Public Works Association	25-00-2005	174.00
10/14	10/02/2014	73775	4939	BI- Mart Corporation	10-00-2005	5,436.33
10/14	10/02/2014	73776	5004	Blumenthal Uniforms & Equipment	10-00-2005	2,057.72
10/14	10/02/2014	73777	4827	Boldt, Carlisle & Smith LLC	10-00-2005	1,550.00
10/14	10/02/2014	73778	5362	Brett Dresen	10-00-2005	825.00
10/14	10/02/2014	73779	416	Brookings Lock & Safe Co	25-00-2005	60.00
10/14	10/02/2014	73780	313	Brookings Vol Firefighters	10-00-2005	2,250.00
10/14	10/02/2014	73781	3834	Clean Sweep Janitorial Service	10-00-2005	832.50
10/14	10/02/2014	73782	182	Coos-Curry Electric	10-00-2005	25,143.11
10/14	10/02/2014	73783	317	DCBS - Fiscal Services	10-00-2005	506.00
10/14	10/02/2014	73784	1	James Davis	20-00-2005	90.89
10/14	10/02/2014	73785	1	Glenda Endres	20-00-2005	152.68
10/14	10/02/2014	73786	1	Charles Mart	20-00-2005	220.11
10/14	10/02/2014	73787	1	Stacey Micka	10-00-2005	202.00
10/14	10/02/2014	73788	1	Jadinne Pirio	20-00-2005	46.13
10/14	10/02/2014	73789	1	Jim & Lisa Schoebel	20-00-2005	37.09
10/14	10/02/2014	73790	1	Richard & Judith Stapley	20-00-2005	24.92
10/14	10/02/2014	73791	1	Sarah Stevens	20-00-2005	76.74
10/14	10/02/2014	73792	5385	DG Strategic II LLC	10-00-2005	61.20
10/14	10/02/2014	73793	4595	Doctor "D" Autocare	10-00-2005	259.64
10/14	10/02/2014	73794	4357	Downtown Commerical Center	10-00-2005	600.00
10/14	10/02/2014	73795	4894	Anella Ehlers	10-00-2005	211.78
10/14	10/02/2014	73796	261	Engineered Control Products	25-00-2005	388.54
10/14	10/02/2014	73797	3342	Fastenal	20-00-2005	59.14
10/14	10/02/2014	73798	2186	Ferguson	20-00-2005	3,739.20
10/14	10/02/2014	73799	4646	Frontier	10-00-2005	77.48
10/14	10/02/2014	73800	4518	Government Ethics Commission	10-00-2005	928.95
10/14	10/02/2014	73801	167	Hach Company	20-00-2005	2,984.25
10/14	10/02/2014	73802	154	Hagen's Dry Cleaners	10-00-2005	15.50
10/14	10/02/2014	73803	199	Richard Harper	10-00-2005	300.00
10/14	10/02/2014	73804	5387	Hi-Tech Auto & Towing/Chevron	10-00-2005	150.00
10/14	10/02/2014	73805	4760	Industrial Electric Arcata, Inc.	53-00-2005	835.91
10/14	10/02/2014	73806	262	Kim Hunnicutt Court Reporting	10-00-2005	96.00
10/14	10/02/2014	73807	4269	Milliman, Gary	10-00-2005	67.50
10/14	10/02/2014	73808	2971	Mission Communications	20-00-2005	11,925.00
10/14	10/02/2014	73809	4901	Mountain View Paving, Inc	15-00-2005	983.70
10/14	10/02/2014	73810	5364	North Central Laboratories	25-00-2005	426.47
10/14	10/02/2014	73811	5343	OAWU	25-00-2005	85.00
10/14	10/02/2014	73812	3561	Oil Can Henry's	10-00-2005	139.01
10/14	10/02/2014	73813	4332	Oregon Assoc Chiefs of Police	10-00-2005	121.00
10/14	10/02/2014	73814	4794	Pacific Rim Copy Center	25-00-2005	7.50
10/14	10/02/2014	73815	5388	Palm Industries Inc	30-00-2005	175.00
10/14	10/02/2014	73816	322	Postmaster	25-00-2005	850.00
10/14	10/02/2014	73817	4105	Precision Eyecare PC	10-00-2005	184.00
10/14	10/02/2014	73818	5386	Printing Arts, Inc	10-00-2005	320.80
10/14	10/02/2014	73819	187	Quality Fast Lube & Oil	25-00-2005	48.50
10/14	10/02/2014	73820	207	Quill Corporation	10-00-2005	267.49
10/14	10/02/2014	73821	3220	Radar Shop, The	10-00-2005	895.00
10/14	10/02/2014	73822	5059	Reddaway INC	25-00-2005	418.94
10/14	10/02/2014	73823	3	Alan Bergstedt	20-00-2005	65.82
10/14	10/02/2014	73824	3	Mark & Tonia Crippen	20-00-2005	12.35
10/14	10/02/2014	73825	3	Iwao Fukushima	20-00-2005	27.46

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
10/14	10/02/2014	73826	3	Horton Bros Inc	20-00-2005	68.29
10/14	10/02/2014	73827	3	Medical Services LLC	20-00-2005	640.93
10/14	10/02/2014	73828	3	Lonnies Sanborn	20-00-2005	15.32
10/14	10/02/2014	73829	3093	Shelton Turnbull Printers Inc	10-00-2005	291.53
10/14	10/02/2014	73830	3963	Smith & Loveless, Inc	53-00-2005	5,947.00
10/14	10/02/2014	73831	582	South Coast Office Supply	10-00-2005	28.80
10/14	10/02/2014	73832	797	Town & Country Animal Clinic	61-00-2005	150.00
10/14	10/02/2014	73833	944	Verizon	10-00-2005	508.80
10/14	10/02/2014	73834	861	Village Express Mail Center	10-00-2005	41.78
10/14	10/02/2014	73835	169	Waste Connections Inc	25-00-2005	4,350.77
10/14	10/02/2014	73836	151	Western Communications, Inc	75-00-2005	643.05
10/14	10/02/2014	73837	5011	Xylem Water Solutions USA, INC	53-00-2005	3,304.52
10/14	10/09/2014	73838	5391	Best Western Pier Point Inn	10-00-2005	188.00
10/14	10/09/2014	73839	4939	BI- Mart Corporation	25-00-2005	306.61
10/14	10/09/2014	73840	4363	Black & Rice LLP	10-00-2005	2,736.50
10/14	10/09/2014	73841	5004	Blumenthal Uniforms & Equipment	10-00-2005	334.76
10/14	10/09/2014	73842	5048	Brookings Harbor Medical Center	10-00-2005	239.00
10/14	10/09/2014	73843	715	Budge McHugh Supply	15-00-2005	5,239.54
10/14	10/09/2014	73844	4193	C & K Market, Inc	10-00-2005	221.47
10/14	10/09/2014	73845	5070	Canon Solutions America	10-00-2005	356.85
10/14	10/09/2014	73846	528	Caselle, Inc	25-00-2005	854.33
10/14	10/09/2014	73847	5336	Chetco Community Public Library	10-00-2005	15.00
10/14	10/09/2014	73848	3512	Richard Christensen	20-00-2005	21.00
10/14	10/09/2014	73849	1745	Coastal Paper & Supply, Inc	10-00-2005	827.33
10/14	10/09/2014	73850	1740	Code Publishing Company Inc	10-00-2005	807.45
10/14	10/09/2014	73851	3844	Donna Colby-Hanks	10-00-2005	127.85
10/14	10/09/2014	73852	586	Cole-Parmer Instrument Co	25-00-2005	94.05
10/14	10/09/2014	73853	183	Colvin Oil Company	30-00-2005	4,179.04
10/14	10/09/2014	73854	173	Curry Equipment	10-00-2005	449.03
10/14	10/09/2014	73855	284	Day Management Corp	25-00-2005	595.24
10/14	10/09/2014	73856	185	Del Cur Supply	10-00-2005	839.80
10/14	10/09/2014	73857	5356	Delta Construction Co.	25-00-2005	81,773.14
10/14	10/09/2014	73858	1	Virginia Avery	20-00-2005	194.95
10/14	10/09/2014	73859	1	Barbro Bond	20-00-2005	24.04
10/14	10/09/2014	73860	1	Jeremy Galvez	20-00-2005	72.81
10/14	10/09/2014	73861	1	Michael Gelman	20-00-2005	8.73
10/14	10/09/2014	73862	1	Bonnie Pritchard	20-00-2005	8.35
10/14	10/09/2014	73863	3342	Fastenal	25-00-2005	44.88
10/14	10/09/2014	73864	2186	Ferguson	20-00-2005	400.00
10/14	10/09/2014	73865	153	Ferrellgas	25-00-2005	208.70
10/14	10/09/2014	73866	5027	Jaired Freeman	10-00-2005	163.00
10/14	10/09/2014	73867	4646	Frontier	30-00-2005	1,264.15
10/14	10/09/2014	73868	4872	G. W., Inc.	10-00-2005	476.00
10/14	10/09/2014	73869	5123	GCB Automation and Marine LLC	25-00-2005	280.00
10/14	10/09/2014	73870	5065	Gold Beach Lumber	25-00-2005	4,170.53
10/14	10/09/2014	73871	1130	H.D. Fowler	10-00-2005	213.94
10/14	10/09/2014	73872	167	Hach Company	25-00-2005	21.15
10/14	10/09/2014	73873	139	Harbor Logging Supply	10-00-2005	1,013.85
10/14	10/09/2014	73874	5392	Holiday Inn Express Portland South	10-00-2005	342.00
10/14	10/09/2014	73875	4857	Huntco Supply, LLC	15-00-2005	1,836.00
10/14	10/09/2014	73876	3408	IDEXX Distribution Inc	25-00-2005	668.66
10/14	10/09/2014	73877	4171	In-Motion Graphics	61-00-2005	180.00
10/14	10/09/2014	73878	4980	iSecure	10-00-2005	33.00
10/14	10/09/2014	73879	162	Kerr Hardware	15-00-2005	1,772.99
10/14	10/09/2014	73880	328	Les Schwab Tire Center	20-00-2005	1,012.84
10/14	10/09/2014	73881	5393	Medford Radiological Group, The	10-00-2005	26.00

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
10/14	10/09/2014	73882	5190	Micontrol, Inc	25-00-2005	74.52
10/14	10/09/2014	73883	4901	Mountain View Paving, Inc	15-00-2005	983.71
10/14	10/09/2014	73884	283	Muffler & More	20-00-2005	138.95
10/14	10/09/2014	73885	424	Munnell & Sherrill	25-00-2005	38.76
10/14	10/09/2014	73886	4443	Napa Auto Parts	10-00-2005	38.07
10/14	10/09/2014	73887	4487	Net Assets Corporation	10-00-2005	310.00
10/14	10/09/2014	73888	3561	Oil Can Henry's	10-00-2005	41.84
10/14	10/09/2014	73889	4324	OMFOA	10-00-2005	385.00
10/14	10/09/2014	73890	279	One Call Concepts, Inc	20-00-2005	55.44
10/14	10/09/2014	73891	5008	Online Information Services	10-00-2005	118.44
10/14	10/09/2014	73892	5390	O'Reilly Automotive, Inc	10-00-2005	34.97
10/14	10/09/2014	73893	5389	Pape Kenworth	20-00-2005	4,310.80
10/14	10/09/2014	73894	4852	Loree Pryce	25-00-2005	17.91
10/14	10/09/2014	73895	207	Quill Corporation	10-00-2005	205.83
10/14	10/09/2014	73896	3063	Tim Rettke	20-00-2005	21.00
10/14	10/09/2014	73897	3309	Roberts & Associates	25-00-2005	2,670.00
10/14	10/09/2014	73898	1840	Rogue Federal Credit Union	25-00-2005	1,140.72
10/14	10/09/2014	73899	591	Salmon Run	61-00-2005	1,135.00
10/14	10/09/2014	73900	380	Stadelman Electric Inc	15-00-2005	379.00
10/14	10/09/2014	73901	4946	Steven King	25-00-2005	85.00
10/14	10/09/2014	73902	990	UPS	20-00-2005	220.04
10/14	10/09/2014	73903	861	Village Express Mail Center	10-00-2005	13.69
10/14	10/09/2014	73904	2122	Cardmember Service	61-00-2005	4,393.11
10/14	10/09/2014	73905	169	Waste Connections Inc	15-00-2005	822.22
10/14	10/09/2014	73906	151	Western Communications, Inc	25-00-2005	336.10
10/14	10/09/2014	73907	4220	Woof's Dog Bakery	61-00-2005	48.99
10/14	10/09/2014	73908	5394	Ziemer, Laurie	32-00-2005	12.00
10/14	10/16/2014	73909	4734	Aramark	25-00-2005	119.00
10/14	10/16/2014	73910	4734	Aramark Uniform Services	10-00-2005	95.24
10/14	10/16/2014	73911	5062	Baron Design	25-00-2005	473.75
10/14	10/16/2014	73912	5391	Best Western Pier Point Inn	10-00-2005	94.00
10/14	10/24/2014	73913	5395	Best Western Plus Beachfront Inn	10-00-2005	.00 V
10/14	10/16/2014	73914	5004	Blumenthal Uniforms & Equipment	10-00-2005	13.50
10/14	10/16/2014	73915	1373	Cascade Fire Equipment	10-00-2005	352.89
10/14	10/16/2014	73916	3015	Charter Communications	10-00-2005	84.90
10/14	10/16/2014	73917	3834	Clean Sweep Janitorial Service	15-00-2005	175.00
10/14	10/16/2014	73918	3844	Donna Colby-Hanks	10-00-2005	413.39
10/14	10/16/2014	73919	4713	Corrpro Companies	20-00-2005	720.00
10/14	10/16/2014	73920	5382	Davis Wright Tremaine LLP	10-00-2005	9,310.00
10/14	10/16/2014	73921	317	DCBS - Fiscal Services	10-00-2005	256.31
10/14	10/16/2014	73922	1	Yale Davison	20-00-2005	127.34
10/14	10/16/2014	73923	1	John & Iris Gepford	20-00-2005	91.14
10/14	10/16/2014	73924	1	Roger Joseph	20-00-2005	84.18
10/14	10/16/2014	73925	1	Peter Joyce	20-00-2005	86.60
10/14	10/16/2014	73926	1	Michael Kelly	20-00-2005	71.73
10/14	10/16/2014	73927	2640	Dyer Partnership Inc., The	53-00-2005	14,790.32
10/14	10/16/2014	73928	261	Engineered Control Products	20-00-2005	371.97
10/14	10/16/2014	73929	2186	Ferguson	20-00-2005	4,028.06
10/14	10/16/2014	73930	269	Grainger	25-00-2005	331.29
10/14	10/16/2014	73931	198	Grants Pass Water Lab	25-00-2005	356.00
10/14	10/24/2014	73932	2814	Ron Hedenskog	10-00-2005	.00 V
10/14	10/16/2014	73933	5397	Hilton Portland & Executive Tower	10-00-2005	470.60
10/14	10/16/2014	73934	4171	In-Motion Graphics	10-00-2005	163.50
10/14	10/16/2014	73935	2397	International Code Council, Inc	10-00-2005	104.00
10/14	10/16/2014	73936	5353	Land and Water Environmental Services	53-00-2005	299.50
10/14	10/16/2014	73937	202	League of Oregon Cities	10-00-2005	425.00

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
10/14	10/16/2014	73938	328	Les Schwab Tire Center	20-00-2005	125.72
10/14	10/16/2014	73939	5089	Monoprice, Inc	49-00-2005	236.27
10/14	10/16/2014	73940	283	Muffler & More	25-00-2005	120.00
10/14	10/16/2014	73941	387	Radio Shack	49-00-2005	26.46
10/14	10/16/2014	73942	2133	Redwood Memorial Chapel	10-00-2005	5.00
10/14	10/16/2014	73943	5084	RH2 Engineering, Inc	25-00-2005	434.98
10/14	10/16/2014	73944	5396	Seminar Group, The	10-00-2005	550.00
10/14	10/16/2014	73945	5195	Sonsray Machinery LLC	15-00-2005	419.16
10/14	10/16/2014	73946	582	South Coast Office Supply	10-00-2005	30.40
10/14	10/16/2014	73947	380	Stadelman Electric Inc	25-00-2005	1,332.43
10/14	10/16/2014	73948	3752	Trace Analytics, LLC	10-00-2005	75.00
10/14	10/16/2014	73949	169	Waste Connections Inc	25-00-2005	3,019.39
10/14	10/16/2014	73950	917	Wm. H. Reilly & Co	25-00-2005	314.18
10/14	10/23/2014	73951	4058	44Mag Distributing LLC	10-00-2005	675.62
10/14	10/23/2014	73952	3996	Beery Elsner & Hammond LLP	10-00-2005	141.00
10/14	10/23/2014	73953	5004	Blumenthal Uniforms & Equipment	10-00-2005	7,250.67
10/14	10/23/2014	73954	4827	Boldt, Carlisle & Smith LLC	10-00-2005	14,190.00
10/14	10/23/2014	73955	149	Carpenter Tire Factory	10-00-2005	110.00
10/14	10/23/2014	73956	3015	Charter Communications	30-00-2005	495.00
10/14	10/23/2014	73957	183	Colvin Oil Company	25-00-2005	5,997.86
10/14	10/23/2014	73958	2384	Curry County Road Dept	15-00-2005	6,297.30
10/14	10/23/2014	73959	5042	Curry Health Network	10-00-2005	369.00
10/14	10/24/2014	73960	1	Deposit Refund	20-00-2005	.00 V
10/14	10/23/2014	73961	2640	Dyer Partnership Inc., The	25-00-2005	24,990.00
10/14	10/23/2014	73962	3342	Fastenal	15-00-2005	431.95
10/14	10/23/2014	73963	4646	Frontier	10-00-2005	107.08
10/14	10/23/2014	73964	5399	Hanscam, Terry	15-00-2005	80.00
10/14	10/23/2014	73965	328	Les Schwab Tire Center	10-00-2005	195.76
10/14	10/23/2014	73966	5401	Lidgus, James & Judith	20-00-2005	300.00
10/14	10/23/2014	73967	423	Lynn Peavey Company	10-00-2005	124.50
10/14	10/23/2014	73968	5400	Masons Supply Company	15-00-2005	85.14
10/14	10/23/2014	73969	4573	Methodworks	25-00-2005	550.00
10/14	10/23/2014	73970	283	Muffler & More	25-00-2005	45.00
10/14	10/23/2014	73971	4793	Nor-Pac Power Systems LLC	20-00-2005	4,526.25
10/14	10/23/2014	73972	3159	NorthCoast Health Screening	25-00-2005	100.00
10/14	10/23/2014	73973	4748	Northstar Chemical, Inc	25-00-2005	3,240.00
10/14	10/23/2014	73974	3561	Oil Can Henry's	10-00-2005	595.29
10/14	10/23/2014	73975	3814	Optics Planet	10-00-2005	154.49
10/14	10/23/2014	73976	5034	OSBEELS	25-00-2005	150.00
10/14	10/23/2014	73977	5101	Pitney Bowes Reserve Acct	10-00-2005	500.00
10/14	10/23/2014	73978	1920	Pitney Bowes, Inc	10-00-2005	83.00
10/14	10/23/2014	73979	5402	Powers, Bill & Nadine	61-00-2005	50.00
10/14	10/23/2014	73980	3751	Proficient Automotive	20-00-2005	521.80
10/14	10/23/2014	73981	1893	Public Safety Center	10-00-2005	101.08
10/14	10/23/2014	73982	207	Quill Corporation	10-00-2005	421.88
10/14	10/23/2014	73983	387	Radio Shack	49-00-2005	39.99
10/14	10/23/2014	73984	3963	Smith & Loveless, Inc	25-00-2005	716.58
10/14	10/23/2014	73985	4898	Source North America Corporation	25-00-2005	348.77
10/14	10/23/2014	73986	797	Town & Country Animal Clinic	61-00-2005	98.75
10/14	10/23/2014	73987	5398	University of Oregon	25-00-2005	5,500.00
10/14	10/23/2014	73988	432	USA Bluebook	25-00-2005	746.02
10/14	10/23/2014	73989	861	Village Express Mail Center	10-00-2005	62.14
10/14	10/23/2014	73990	5115	Village Smithy	25-00-2005	325.00
10/14	10/23/2014	73991	169	Waste Connections Inc	15-00-2005	129.50
10/14	10/23/2014	73992	718	Western Mercantile Agency Inc	10-00-2005	23.46
10/14	10/30/2014	73993	5405	Black Trumpet Bistro	10-00-2005	900.00

GL Period	Check Issue Date	Check Number	Vendor Number	Payee	Check GL Account	Amount
10/14	10/30/2014	73994	4788	BOLI	56-00-2005	250.00
10/14	10/30/2014	73995	4767	Brookings Harbor Chamber of Commere	10-00-2005	10.00
10/14	10/30/2014	73996	1373	Cascade Fire Equipment	10-00-2005	250.64
10/14	10/30/2014	73997	182	Coos-Curry Electric	10-00-2005	22,835.86
10/14	10/30/2014	73998	1	David Griffith	20-00-2005	90.00
10/14	10/30/2014	73999	1	Jeff Lee	20-00-2005	76.30
10/14	10/30/2014	74000	1	Shawn Mauldin	20-00-2005	97.22
10/14	10/30/2014	74001	1	Cody Richardson	20-00-2005	116.60
10/14	10/30/2014	74002	529	Flora Pacifica Inc	75-00-2005	3,800.00
10/14	10/30/2014	74003	5403	Frank, Donald Neil	10-00-2005	400.00
10/14	10/30/2014	74004	5078	Geotechnical Resources, Inc	15-00-2005	51,810.03
10/14	10/30/2014	74005	4899	Oregon Coast Auto Detailing	10-00-2005	100.00
10/14	10/30/2014	74006	699	Oregon Dept of Transportation	55-00-2005	35,000.00
10/14	10/30/2014	74007	322	Postmaster	10-00-2005	25.00
10/14	10/30/2014	74008	3751	Proficient Automotive	10-00-2005	308.14
10/14	10/30/2014	74009	4852	Loree Pryce	10-00-2005	67.05
10/14	10/30/2014	74010	187	Quality Fast Lube & Oil	10-00-2005	42.25
10/14	10/30/2014	74011	207	Quill Corporation	10-00-2005	491.17
10/14	10/30/2014	74012	3	John & Iris Gepford	20-00-2005	150.29
10/14	10/30/2014	74013	3	David Gordon	20-00-2005	4.80
10/14	10/30/2014	74014	5404	Southern Oregon Disc Golf Association	32-00-2005	3,500.00
10/14	10/30/2014	74015	5406	Tribble, Ron	10-00-2005	9,538.76
10/14	10/30/2014	74016	4820	United States Geological Survey	20-00-2005	10,171.00
10/14	10/30/2014	74017	2863	Verizon Wireless	10-00-2005	509.05

Grand Totals:

481,513.15

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

Report Criteria:

Report type: Summary