

Canby City Council  
Regular Meeting  
December 2, 1974

The meeting was called to order at 7:30 p.m. by the mayor followed by the traditional flag salute.

Roll Call

Present: Mayor Roth, Councilmen Kariker, Tate, Wagner & Westcott

Absent: Councilmen Gerber & Giger

Others Present: Attorney Bettis Sr., Administrator Wyman,  
Superintendent Whiteside, Police Chief Graziano,  
Treasurer St. Amant and Foreman Atwood

Upon the mayor's call the recorder read a portion of the minutes of November 19 as corrected and pertaining to the meeting of November 4 calling for a reconvened session on November 19 instead of a special meeting and showing that the minutes of November 19 had been corrected. Then Mayor Roth called for other comments regarding the minutes of November 4, November 6 and November 19 and there being none from members of the council, the mayor declared the minutes approved as corrected.

Mayor Roth called for comments from the audience on topics that might not be included on the agenda and called particularly on one man in the front row who he later recognized as Foreman Atwood.

The council reviewed the contents of a letter from the Public Utility Commission regarding requirements for railroad spur crossings on N.W. 3rd Avenue. The council appeared to be satisfied with the requirements but made some suggestions of further traffic hazards that might be eliminated. After a period of discussion Councilman Tate made a motion, seconded by Westcott and carried that the Public Utility Commission be advised of the council recommendation that train crews light flares to illuminate the crossing while switching in that area. Then a motion was made by Councilman Westcott, seconded by Wagner and carried directing the administrator to notify the Southern Pacific Company of the council's wishes that the use of flares at the N.W. 3rd Avenue crossing be added to the existing schedule of traffic safety precautions on the railroad side track when it crosses N.W. 3rd Avenue.

Ordinance #587; AN ORDINANCE RELATING TO THE IMPROVEMENT OF PARKING LOT ON SOUTHERN PACIFIC COMPANY PROPERTY; ACCEPTING BID FOR PAVING; DIRECTING EXECUTION OF A CONTRACT WITH PARKER-NORTHWEST PAVING COMPANY; AND PROVIDING AN EFFECTIVE DATE was read on first reading by the city attorney. After a period of discussion a motion was made by Councilman Wagner, seconded by Kariker and carried passing Ordinance #587 on first reading, posted in compliance with the city charter and to come up for final action at a special meeting on December 23.

The contents of a directive from the Governor's office regarding judicial reform information which had been discussed and tabled at a previous meeting was brought to the council's attention. A motion was made by Councilman Tate, seconded by Wagner and carried to take said item from the table and reconsider as the discussion reflected in the following proposed resolution.

Resolution CLXXXVIII; A RESOLUTION OPPOSING JUDICIAL REFORM WHICH WOULD ABOLISH MUNICIPAL COURTS was read by Attorney Bettis. Discussion followed in which it was recommended that the preamble be altered to specify "or further limit their jurisdiction". Thereupon a motion was made by Councilman Tate, seconded by Wagner and carried adopting Resolution CLXXXVIII and thereby making it part of the laws of Canby.

Doctor David Adams, Oregon State University Extension Specialist in Horticulture, presented a plan which had been favorably accepted by the Chamber of Commerce Board of Directors in relationship to establishing flowering display gardens in portions of Wait Park. Doctor Adams presented suggested experimental planting programs for the council's consideration. A copy of said planting program is attached to and becomes a part of the file copy of these minutes. He also said that he had the backing of the Bedding Plant Association in which some 550 licenses growers are implicated. After a period of discussion a motion was made by Councilman Tate, seconded by Wagner and carried to go on record as encouraging some type of project as suggested and thereby adding the council's intent and support. The question arose as to maintenance responsibility after the planting had been completed and Doctor Adams said that he was certain that clubs and organizations could be found who would be responsible for general maintenance including weeding, etc.

The council discussed the contents of a directive from the City Auditor of Portland regarding the continuation of an agreement between the Portland and Canby Police Departments concerning a four-county regional narcotics and drug control project which had previously been financed in part by federal grant. The cost to the City of Canby would be \$726 for one year, one-half of which is due and payable. Upon Chief Graziano's statement to the council that the program was desirable and was working well and well worth said cost to the city a motion was made by Councilman Wagner, seconded by Tate and carried that the City of Canby continue its portion of the agreement.

A letter from the Oregon State Highway Division which offered preliminary plans for special city improvement projects on Elm and Grant Streets adjacent to the railroad crossing was read. The council reviewed the contents of the letter and after a period of discussion a motion was made by Councilman Tate, seconded by Kariker and carried that the city select the Highway Division plan which specified a 44' width on both projects at a revised cost of \$25,000.

The council reviewed the accounts payable print-out and after a short period of discussion a motion was made by Councilman Westcott, seconded by Wagner and carried by roll call vote to approve said claims for payment in the amount of \$21,295.07 and warrants be drawn on the treasurer in payment thereof.

Canby City Council  
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December 6, 1974  
Page 3

The council discussed the progress made thus far in the paving and improvement program of the railroad parking lot. It was announced that a representative from Parker-Northwest Paving Company had offered to do some temporary improvement to make the lot more useful until the permanent improvement could be completed.

The council discussed the Canby Utility Board's authority as contained in the amendment to the Canby City Charter to collect past due sewer rental fees for the city. A motion was made by Councilman Westcott, seconded by Wagner and carried instructing the attorney to draw up a simple instrument to authorize the Utility Board to act in the city's capacity and the attorney's instrument to be acted on by the council at a meeting in the near future.

The council discussed a letter recently received from CRAG pertaining to President Ford's deferral of a portion of the funds previously allocated for low-income housing developments. No action was taken on this matter.

Administrator Wyman advised the council that the trees on N.W. 1st Avenue were causing cracks in the curbing and pavement adjacent to them and that a study and report to the council would be made in the future.

The council and staff further discussed city improvement projects as recommended by the city planning commission and agreed that insufficient funds were incorporated into the present budget but that the council would indicate their intent for further consideration possibly at the next workshop session. Administrator Wyman advised that the best way to approach such projects would be through local improvement districts or general obligation bonds and that a preliminary study would be made.

Councilman Westcott requested an executive session of the council in the near future.

The meeting was adjourned at 9:50 p.m.

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J. R. Richardson, City Recorder

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Paul N. Roth, Mayor

RESOLUTION NO. CLXXXIII (183)

A RESOLUTION OPPOSING JUDICIAL REFORM WHICH WOULD ABOLISH MUNICIPAL COURTS

WHEREAS, the Governor's Commission on Judicial Reform has proposed a bill for an Act relating to the administration of Justice; creating new provisions, particularly ORS 221.110, ORS 221.140, ORS 484.030, ORS 133.030, affecting the mandatory existence of, and the jurisdiction and authority of Municipal Courts within the State of Oregon, and,

WHEREAS: The Municipal Courts in Oregon have traditionally provided a convenient, economical and efficient form for administering local ordinances, including state traffic offenses.

WHEREAS: The Canby City Council deems it not advisable to remove state traffic offenses from the jurisdiction of municipal courts and,

WHEREAS: The Canby City Council deems it not advisable to enact statutes which would preclude cities from adopting the State Traffic Code by reference;

NOW THEREFORE BE IT RESOLVED: That the Canby City Council is opposed to the recommendations of the Governor's Commission on Judicial Reform regarding enactment of legislation which would repeal the statutory requirement for Municipal Courts within the Cities of Oregon and it is further opposed to the enactment of legislation which would prohibit cities from enforcing the requirements of State Traffic Code or from adopting the State Traffic Code by reference.

PASSED UNANIMOUSLY BY THE Canby City Council on this \_\_\_\_\_ day of \_\_\_\_\_, 1974.

\_\_\_\_\_  
Paul N. Roth - Mayor

Attest:

\_\_\_\_\_  
J. R. Richardson - City Recorder



# Chamber of Commerce

P.O. Box 35

Canby, Oregon 97013

PHONE 266-4600

November 23, 1974

The Hon. Paul N. Roth, Mayor  
and Members of the City Council  
PO Box D  
Canby, Oregon 97013

Gentlemen:

~~Favorable action by the City Council on the proposed Canby Garden Project is urged by the Canby Chamber of Commerce Board of Directors.~~

The project is being presented to you by Dr. David Adams of Canby, OSU extension specialist in horticulture for the four-county area which includes Clackamas.

The Association of Bedding Plant Growers of Oregon is cooperating fully in the proposed project. Its president, Don Wagoner of Canby, has learned that Canby will be the first West Coast city to have such a garden project, if the Council approves. He has been advised further that no American BiCentennial project is geared toward plants.

In this Canby area of great horticultural importance such a planting would draw wide interest and focus attention on Canby.

Both acceptance of the garden plan and recommendation for favorable action by the City Council has unanimous endorsement of the Board.

Your adoption of the plan is invited.

Very truly yours,

*Walter R. Daniels*

CANBY CHAMBER OF COMMERCE

by

Walter R. Daniels, President



OFFICE OF  
CITY AUDITOR  
GEORGE YERKOVICH  
CITY AUDITOR

1220 S.W. FIFTH AVE.  
PORTLAND, OR. 97204

November 19, 1974

Mr. Harold A. Wyman, City Administrator  
City of Canby  
City Hall  
Canby, Oregon 97013

Dear Mr. Wyman:

~~Enclosed please find fully executed copy of agreement between the City of Portland and the Canby Police Department for the continuation of the Regional Narcotics and Drug Control Unit.~~

Will you kindly forward to this office a copy of the resolution, minutes of meeting or authority for the Canby Police Department to enter into this agreement.

~~We call to your attention the fact that \$726.00 is payable in four installments, one on the execution of this agreement and one on October 1, 1974. Therefore, will you please forward the two installments that are now due. Thank you.~~

Yours very truly,

*George Yerovich*  
Auditor of the City of Portland

*MS*  
MS:dlh  
Encl.

# DUPLICATE

NOV 12 1974

## AGREEMENT

THIS AGREEMENT is entered into by and between the CITY OF PORTLAND, a municipal corporation of the State of Oregon, herein called "Portland," and CANBY POLICE DEPARTMENT, Canby, Oregon, hereinafter called CANBY POLICE.

### THE PARTIES RECITE:

A. It is the desire of Portland to continue to provide assistance and support to the four-county metropolitan area (including Multnomah, Clackamas, Washington and Columbia Counties and the cities therein) law enforcement agencies and narcotics investigators in suppressing illicit narcotic and dangerous drug traffic in the metropolitan area to the extent that the respective law enforcement agencies may request or desire such assistance. In continuing to provide such support and assistance, Portland desires to reinforce and expand the good rapport and working relationships with the respective law enforcement agencies of the metropolitan area.

B. In common with other governmental bodies which execute the counterparts of this agreement, CANBY POLICE desires to receive on request the assistance of Portland in narcotics and dangerous drugs law enforcement.

C. Heretofore, the Columbia Region Association of Governments had received a federal grant for a Narcotics and Dangerous Drug Control Unit. Those funds are no longer available, but the parties desire that Portland continue to maintain and administer a program known as the Regional Narcotics and Drug Control Unit, to be financed by contributions from the participating governments.

~~D. This agreement is entered into pursuant to ORS 190.010 to 190.030 and ORS 266.345.~~

THEREFORE, in consideration of the covenants herein contained, and the execution of counterparts of this agreement by other cooperating governmental bodies, the parties agree:

1. Portland will continue operation of the Regional Narcotics and Dangerous Drug Control Unit with the Objectives of the project as follows:
  - (a) Reduction of the number of narcotics and dangerous drugs available in the region, emphasizing apprehension of traffickers of dangerous or addictive drugs;
  - (b) Increase in inter-agency cooperation in enforcement of drug statutes;
  - (c) Maintenance of region-wide, centralized drug intelligence files; and
  - (d) Provision of an educational component for public and officers in the detection and operation of a drug control unit.

2. The Regional Narcotics and Dangerous Drug Control Unit shall be supervised by Portland, through its Chief of Police, and shall essentially consist of a program utilizing officers of the Portland Police Bureau who are trained in narcotics investigation to assist participating jurisdictions in uncovering unlawful wholesale and retail narcotics and dangerous drug traffic and in prosecution of offenders.
3. The Regional Narcotics and Dangerous Drug Control Unit shall supplement and assist cooperating law enforcement agencies in the metropolitan area in their narcotics problems, but such agencies shall retain the full scope of responsibility for law enforcement in narcotics problems in their respective areas. The unit will ordinarily extend assistance to law enforcement agencies only upon request.
4. Such leads as may be developed by the Portland Police Bureau, which require investigation outside the City of Portland, will be pursued by the unit as procedures and considerations for appropriate investigation require. Local law enforcement agencies will be notified as soon as possible in such investigation of the nature thereof and law enforcement officials will extend such cooperation and aid as is available to them and is requested by the unit. The local Chief of Police or Sheriff shall be responsible for all arrests within its jurisdiction where feasible, and shall be responsible for public information regarding the activities of the unit in his jurisdiction. Such public information shall be coordinated with the unit, so as not to interfere or impede its present or future activities.
5. There shall be established an Advisory Board to assist the Portland Chief of Police or his delegate in the implementation of this project. The Advisory Board shall consist of representatives of law enforcement agencies executing copies of this agreement. Each participating agency shall have one vote. General priorities will be set by the Advisory Board to the end that the manpower and resources available may be used more effectively. Requests for case assistance or support will be honored by Portland as priority and time will permit.
6. Portland will maintain management and fiscal responsibilities for the operation of the unit, and will provide quarterly reports to the Advisory Board on the activities of the unit, which will include a breakdown of the man hours expended by the unit in each of the participating jurisdictions. CANBY POLICE shall upon execution of this agreement, pay to Portland the sum of \$726.00 in payment for the services to be provided by the unit, in four quarterly installments payable on the date of execution of this agreement; October 1, 1974; January 1, 1975 and April 1, 1975.

It is understood that all participating parties within cities of Clackamas County will make payment directly to Clackamas County, which will transmit the funds to Portland.

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7. Portland shall save CANBY POLICE, its officers, agents and employees harmless from all claims which may arise by reason of any act of Portland, its officers, agents or employees, in the performance of duties pursuant to this agreement. CANBY POLICE shall save Portland, its officers, agents and employees harmless from all claims which may arise by reason of any act of CANBY POLICE, its officers, agents or employees, in the performance of duties pursuant to this agreement.
8. The rendition of services standards of performance, discipline of officers and employees and other matters incident to the performance of such service and control of personnel shall remain in the jurisdiction normally exercising such control notwithstanding this agreement. No person employed or otherwise acting in the performance of services and functions pursuant to this agreement shall assume additional salary, pensions, status or rights solely by virtue of this agreement, nor shall any officer or employe or employee of one contracting party be deemed, for purposes of this paragraph, to be an employee of the other contracting party.

This agreement shall cover the period from July 1, 1974 through June 30, 1975.

WHEREFORE, the parties have authorized this agreement to be executed with Portland acting through its Mayor and Auditor and pursuant to Ordinance No. 139020, and CANBY POLICE, acting through its \_\_\_\_\_ pursuant to its \_\_\_\_\_.

DATED this 12 day of November, 1974.

CITY OF PORTLAND

By [Signature]  
Mayor

By [Signature]  
Auditor

Approved as to Form:

[Signature]  
City Attorney

CANBY POLICE DEPARTMENT

By [Signature]  
City Admin (Title)

By [Signature]  
Chief of Police (Title)

Endorsed and approved:

\_\_\_\_\_  
(Title)

ORDINANCE NO. 139020

An Ordinance authorizing agreements with Washington County, Clackamas County, and various governmental agencies and law enforcement agencies within Washington and Clackamas Counties for the continuation of the Regional Narcotics and Drug Control Unit, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that it is the desire of Portland to continue to provide assistance and support to the four-county metropolitan area (including Multnomah, Clackamas, Washington and Columbia Counties and the cities therein) law enforcement agencies and narcotics investigators in suppressing illicit narcotic and dangerous drug traffic in the metropolitan area; that heretofore the Columbia Region Association of Governments had received a federal grant for a Narcotics and Dangerous Drug Control Unit; that such funds are no longer available but the parties desire that Portland continue to maintain and administer a program known as the Federal Narcotics Drug Control Unit to be financed by contributions from the participating governments; that agreements should be authorized with such participating governments and law enforcement agencies to provide contributions for the continuance of such unit;

NOW, THEREFORE, the Mayor and Auditor are hereby authorized to enter into an agreement with the following named governmental agencies or law enforcement agencies for participation in the amounts indicated, which agreements shall be substantially in accordance with the form of agreement attached to the original only of this ordinance and by this reference made a part of this ordinance: City of West Linn, \$1,238; Milwaukie Police Department, \$2,896; Washington County, \$20,000; Hillsboro Police Department, \$2,755; Clackamas County, \$18,072; City of Lake Oswego, \$2,831; Gladstone Police Department, \$1,154; Oregon City Police Department, \$1,713; Canby Police Department, \$726; Molalla Police Department, \$372; Sandy Police Department, \$261; City of Estacada, \$214; and City of Cornelius, \$372.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that authorization for entering into the agreements and continuation of the Regional Narcotics and Drug Control Program may be continued; therefore, an emergency hereby is declared to

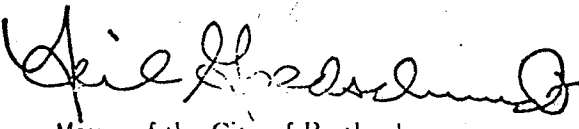
ORDINANCE No.

exist and this ordinance shall be in force and effect from  
and after its passage by the Council.

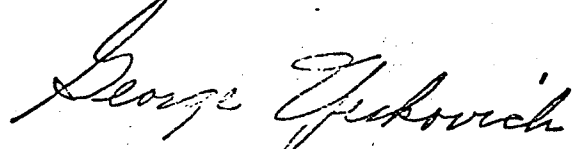
Passed by the Council,

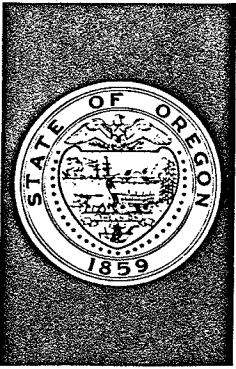
OCT 30 1974

Mayor Goldschmidt  
October 23, 1974  
RLH:at

  
Mayor of the City of Portland

Attest:

  
Auditor of the City of Portland



## PUBLIC UTILITY COMMISSIONER OF OREGON

PUBLIC SERVICE BUILDING • SALEM, 97310 • Telephone (503) 378-6659

TOM McCALL  
GOVERNOR

November 20, 1974

RICHARD W. SABIN  
Commissioner

City of Canby  
182 N. Holly  
Canby, OR 97013

Attn: Harold Wyman, City Administrator

Re: SXF 652, SPTCo application to construct a  
spur track across Third Street in Canby

Dear Mr. Wyman:

We note from applicant's (John Wiley Gould's) letter of November 11, 1974 that the original application in this matter is to be amended to provide that the complete protection package to be installed at this crossing is as follows:

1. Two Standard No. 1R reflectorized crossbucks at expense of applicant.
2. Two railroad "STOP" signs, one on each side of 3rd Street, which will require that all railroad movements to be made over 3rd Street will stop prior to entering the crossing, at applicant's expense.
3. An overhead street light sufficient to illuminate the crossing at night at expense of applicant, but to be maintained by City of Canby.
4. Brush removal south of 3rd Street to improve sight conditions at the crossing, to be done by City and applicant.
5. Vehicle stop signs to be installed on each side of railroad track on 3rd Street, installed and maintained by City of Canby. *Handwritten: Council*

The railroad "STOP" signs were recommended by the PUC staff as a supplement to the crossbuck protection proposed by applicant. We feel that in cases such as this, it is better to require that the railroad stop, rather than the motor vehicle operator. First, there is several times more motor vehicle traffic than railroad traffic, and the railroad traffic on this type of spur track is infrequent and slow moving. It does not work a serious hardship on the railroad to stop before crossing a street in this type of situation. On the other hand, once it becomes known that the track in question is seldom used and that the rail movements are slow, the average motorist tends to disregard the stop requirement, thus breeding disrespect for this type of protection at other locations where there may be a real need for stop signs.

There has been a great deal of criticism in recent years of over use of stop signs at railroad-highway grade crossings. The proliferation of stop signs at crossings, which has occurred in many areas, including western Oregon, during the past ten or so years is being discouraged and stop sign installation is being limited to crossings where a real safety need for such signing can be shown. We do not believe there is such a need in Canby at the 3rd Street crossing.

On the other hand, railroad stop signs are quite effective in stopping rail movements as desired. Train operating personnel are well-trained to obey such devices, and our experience with this type of signing has been successful to date.

*Council  
say  
Recommen* { ~~We do not feel that a "four-way" stop in this instance is warranted, and that public safety will be well served by the protection outlined above, less the vehicle stop signs. We feel that it is more logical to require a railroad stop than a motor vehicle stop at this crossing. We therefore request that the City of Canby withdraw its proposal to install vehicle stop signs at this crossing.~~

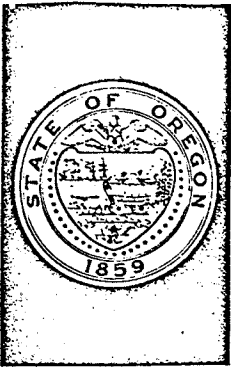
Yours very truly,

*David J. Astle*

David J. Astle  
Administrator  
Railroad Division

DJA:mt

cc: All Parties  
John Whiteside, Director of Public Works



## PUBLIC UTILITY COMMISSIONER OF OREGON

TOM McCALL  
GOVERNOR

RICHARD W. SABIN  
Commissioner

PUBLIC SERVICE BUILDING • SALEM, 97310 • Telephone (503) 378-6659

November 20, 1974

File: SXF 652

John Wiley Gould  
Dezendorf, Spears, Lubersky & Campbell  
Southern Pacific Transportation Company  
800 Pacific Building  
Portland, OR 97209

Dear Mr. Gould:

In the matter of the application of Southern Pacific Transportation Company, for the authority, pursuant to ORS 763.020, to construct a crossing of Third Street with the tracks of Southern Pacific Transportation Company, in Canby, Clackamas County, Oregon.

Your letter of response dated November 11, 1974 has been received in the above-cited matter. We note that copies were sent to the parties of interest as follows. Parties are hereby advised by copy of this letter that they have 20 days from the date of this letter in which to respond to the matter.

✓ Harold A. Wyman  
City Administrator  
City of Canby  
182 N. Holly  
Canby, OR 97013

John C. McIntyre  
Director of Public Works  
Clackamas County  
902 Abernethy Rd.  
Oregon City, OR 97045

Jack L. Sollis  
Assistant Attorney General  
211 State Highway Building  
Salem, OR 97310

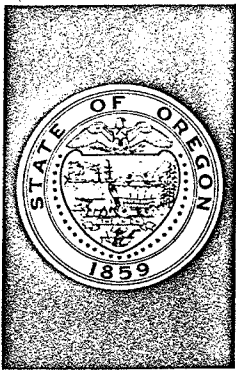
Canby Industrial Park  
c/o John C. Carlson  
1609 S.W. Westwood Court  
Portland, OR 97201

Yours very truly,

David J. Astle  
Administrator  
Railroad Division

DJA:mt

cc: Parties of Interest  
C. T. Babers, Superintendent



## OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL  
GOVERNOR

November 20, 1974

F. B. KLABOE  
Administrator of Highways

Mr. Harold A. Wyman  
City Administrator  
P. O. Box "D"  
Canby, Oregon 97013

Dear Mr. Wyman:

Enclosed are two sets of preliminary plans for the 1974 Special City Allotment project on Elm and Grant Streets. Please review, and if you approve, return one set with your approval noted thereon.

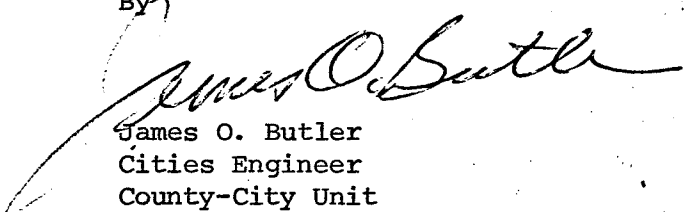
Construction of a 44-foot wide curbed street with sidewalks, as shown on these preliminary plans, is currently estimated to cost \$52,000. The state's share would be \$25,000. This estimate does not include the cost of railroad gates.

Early receipt of the City's approval would be appreciated.

Very truly yours,

H. S. COX  
County-City Engineer

By

  
James O. Butler  
Cities Engineer  
County-City Unit

JOB:scr

Enclosure

Julie C. Keller

**S. H. MALLICOAT AND ASSOCIATES CONSULTANTS**

401 Wilcox Building • 506 S. W. 6th Avenue • Portland, Ore. 97204

(503) 227-6564

November 26, 1974

Dear Mayor:

At the League of Oregon Cities Convention in Portland last week, one all-day session considered a topic very important to all of Oregon's cities. A presentation by the staff of the local U. S. Department of Housing and Urban Development office discussed in detail the Housing and Community Development Act of 1974, which will replace Model Cities, urban renewal, beautification programs, historic preservation, open space land, public facilities loans, and water and sewer grants, with "block" grants - a part of which will be available to Oregon's smaller cities and towns.

Only general purpose governments will be allowed to apply - cities, counties, and states. The "pot" for smaller cities and counties in the state amounts to several million dollars over the next three years - \$3,700,000 in fiscal 1974-75. No matching funds are required.

Among the eligible uses this money can be put to are: acquiring land and housing which needs rehabilitation; construction of public works (but not operation); building code enforcement; community planning; and as matching funds for other Federal programs. It cannot be used for: city hall construction; a stadium or auditorium; transportation systems; schools (vocational centers are acceptable); political activities; new housing construction; or general governmental operating expenses.

Although the application process has been simplified, among the documents which will be required are: a community development plan (one-year and three-year); a housing assistance plan; a community development program budget; certification for civil rights compliance, equal opportunity in housing; housing relocation compliance; environmental impact; citizen participation; and annual evaluation reports. Under certain circumstances, some of these requirements may be waived.

Some of the regulations outlining the application process have not been published. Both the required forms and HUD regulation subsection E which establishes those programs which will receive priority, will be published by the first of 1975. These final publications will also indicate just how competitive the cities will have to be with each other, with counties, and with the State to be eligible for these Federal dollars.



November 26, 1974  
page 2

As we are able, we will try to inform you of further developments regarding this grant program. To date, this is as close to special revenue sharing as the Federal government has come, and its success may well point the way to future grant developments. Oregon cities can certainly try to get the maximum benefit from this new flow of grant dollars.

We hope we can be of assistance to you. Should you have any questions, feel free to contact us.

Sincerely,



Samuel H. Mallicoat

SHM:awg

Paul N. Roth, Mayor  
 Harold A. Wyman, City Administrator  
 Jarrel R. Richardson, Recorder  
 John F. St. Amant, Treasurer  
 John L. Whiteside, Supt. Public Works Actg.  
 Wade P. Bettis, City Attorney  
 Vincent Graziano, Chief of Police  
 Everett L. Buttolph, Fire Chief  
 Gordon L. Ross, Chairman Planning Com.  
 Dale D. Liberty Sr., Municipal Judge

COUNCILMEN  
 Anthony E. Gerber  
 Howard J. Giger  
 C. Ron Kariker  
 Albert D. Tate  
 Joe M. Wagner  
 Robert D. Westcott

November 15, 1974

MEMORANDUM

TO: Harold Wyman, City Administrator  
 FROM: John L. Whiteside, Supt. of Public Works  
 RE: Bids For Parking Lot, Southern Pacific Property

At 2:00 p.m., November 15, bids were opened from the following companies: Portland Road and Driveway and Parker Northwest Construction. Following is a tabulation of bids received:

<u>Contractor</u>	<u>Typical Section A Existing grade with 3" of asphalt</u>	<u>Typical Section B 2" asphalt and 4" crushed rock</u>	<u>Typical Section C Existing grade with 4" of asphalt</u>
1. Portland Road	\$23,750.00	\$26,572.50	\$30,210.00
2. Parker Northwest	20,800.00	24,565.00	27,190.00
3. City Engineer's Estimate	18,050.00	21,603.75	23,770.00

Parker Northwest appears to be the successful bidder for any one of the three pavement designs.

