



CITY OF
PORTLAND, OREGON
OFFICE OF PUBLIC WORKS

C.155
[Signature]
Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

July 25, 1984

RECEIVED
JUL 27 1984

MAYOR'S OFFICE

MEMORANDUM

TO: Mayor Frank Ivancie
Commissioner Charles Jordan
Commissioner Mildred Schwab
Commissioner Margaret Strachan

FROM: Commissioner Mike Lindberg *MDL*

SUBJECT: SE 60th Avenue

Attached for your information is a letter that I received from Tri-Met regarding the steps that they have taken to comply with the actions of Council regarding SE 60th Avenue. I believe they are working hard to try to accommodate the desires of the residents of the area. I will continue to keep you posted on the progress of the 60th Avenue Study.

MDL/esb

cc Jim Cowan, Tri-Met

JK

TRI-COUNTY
METROPOLITAN
TRANSPORTATION
DISTRICT
OF OREGON



TRI-MET

4012 SE 17th AVENUE
PORTLAND, OREGON 97202

RECEIVED
JUL 24 1984
PUBLIC WORKS

July 19, 1984

The Honorable Mike Lindberg
Commissioner of Public Works
City Hall, Room 414
1220 SW Fifth Avenue
Portland, OR 97204

Dear Commissioner Lindberg:

At its July 12th session, approving a consultant study of street problems on SE 60th Avenue, The Council made the following requests:

- 1) That Tri-Met impose an immediate (interim) slowdown, pending the first series of vibration studies;
- 2) That if vibration studies indicate reduced speeds are effective, the slowdown be extended;
- 3) That enforcement by Tri-Met be conducted to ensure the bus slowdown, with additional monitoring by Portland Police; and
- 4) That if the slowdown is ineffective, if Tri-Met is not fully implementing the slowdown, or vibration studies indicate bus removal, return to Council for consideration of bus removal from SE 60th Avenue.

As of today, Tri-Met has implemented the requested speed reductions. In addition, we have put in place a program to inform our drivers of the slowdown order, including written material and reminders over the bus radio system. Tri-met supervisors will monitor bus speeds and counsel any drivers not obeying the slowdown order.

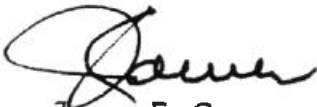
I would like to note that Tri-Met drivers did comply with the previous 25 m.p.h. slowdown order on 60th Avenue. Frequent monitoring of speeds on 60th Avenue indicates that the vast majority of the buses were in compliance with the slowdown order, while the average speed of automobiles and trucks exceeded the posted speed limit by considerable amounts. We will be sharing our information with City staff members.

The Honorable Mike Lindberg
July 19, 1984
Page 2

I am pleased that Council recognized the importance of this bus line. As pointed out in presentations to the Council, Tri-met is extremely interested in maintaining the bus service on 60th Avenue. The line is an important element in our program to provide service to residents of Northeast and Southeast Portland and will become increasingly important with the opening of the 60th Avenue light rail station.

We are happy to work with the City on this problem, and I am confident that our drivers will cooperate as they have in the past. If questions arise concerning our operations on 60th Avenue, please do not hesitate to contact me.

Sincerely,

A handwritten signature in dark ink, appearing to read "James", with a large, stylized initial "J" and a long, sweeping horizontal stroke extending to the right.

James E. Cowen
General Manager

JEC/wab

Inter-Office Memorandum



Date: July 13, 1984

To: Clyde Earl

From: James E. Cowen

Subject: 60th Avenue

You are instructed to institute a bus speed of 15 m.p.h. on 60th Avenue between Belmont and Lincoln. This slow order must be strictly enforced and no violation will be tolerated.

I feel sure that operators will adhere to these instructions if they are properly and completely briefed. I would suggest you make copies of this morning's OREGONIAN article and distribute them to the affected operators. Perhaps individual personal letters to each affected driver would be appropriate. If you want me to sign some memos or a letter, I'll be glad to do so.

Whatever you decide, I want to emphasize the seriousness of this effort.

cc: Allen
Post
Fischer

A handwritten signature, likely of James E. Cowen, written in dark ink. The signature is stylized and cursive, with a long horizontal line extending from the bottom.



The Oregonian/CARMEL FINLEY

up of low-income tenants who do not want to move out. Residents say they will defy order to leave the hotel.

Newport hotel



1978. "The heating is in poor shape and the wiring is not too great. Lots of things are wrong. It's not the tenants' fault."

The eviction notices expire Friday. According to Legal Aid attorney Sandra Baringer, who is acting for the tenants, the next step is for the residents to leave or for the owners to undertake legal action to have them removed. If the owners file for eviction, tenants would have seven days to leave or be evicted.

The current owner of the building is Bill Robinson, retired postal employee, who was unavailable for comment.

Some of the tenants already have left. The building once housed about 45 residents, but Bunce says that there are only 27 left.

Tenant Molly Swartz said the remaining residents are "a deep, closely-knit family unit. We take care of each other." Swartz said she has lived in the building off and on since 1980. She works as a motel maid and writes and makes driftwood figurines.

Connie Hoffman, director of the Lincoln County Housing Authority, said only four or five of the Gilmore's residents have been in contact with her office about alternative housing. The authority can provide lists of available rentals and emergency assistance for moving ex-

bus slowdown

By JOHN PAINTER JR.
of The Oregonian staff

The Portland City Council voted Thursday to spend \$65,000 for a study of a three-quarter mile stretch of Southeast 60th Avenue near the Mount Tabor reservoir, in an effort to find out whether Tri-Met bus traffic is causing houses to slowly fall apart.

The council also ordered Tri-Met to put an immediate 15-mph speed limit on buses traveling on 60th Avenue between Southeast Belmont and Lincoln streets and to have Tri-Met police enforce the slowdown, which also was to be monitored at random by the Portland police.

"Rather than a general commitment from Tri-Met to do the best you can, there should be disciplinary action taken against drivers" who violate the bus speed limit, Commissioner Mike Lindberg told a Tri-Met representative at the hearing.

Commissioners Margaret Strachan and Mildred Schwab said they would seek to ban Tri-Met buses from 80th Avenue if the transit agency did not enforce the speed limit or if studies showed that the slower speeds were still creating vibrations that allegedly are damaging homes along the thoroughfare.

Tri-Met also was asked to do whatever was necessary to reroute buses away from that segment of 60th Avenue.

Steve Dotterer, the city's chief transportation planner, said Southeast 49th or 55th avenues were the most likely alternative routes and that public hearings would have to take place before a re-routing could occur.

Residents complain

Residents of the six-block-long segment of Southeast 60th Avenue have been complaining about the bus vibrations since shortly after Line 84 service began in September 1982.

Residents say that cracked foundations, doors going out of plumb, cracks in toilets and cupboards and fireplaces that have pulled away from walls are by no means cosmetic.

In June, Commissioner Charles Jordan inspected a number of homes and concluded that something was "going on up there." He said the situation was an "unwarranted and unwanted imposition on property owners."

The geotechnical study, which will be conducted by Dames & Moore, a Portland-based international geotech-

nical engineering partnership, will take a year to complete and will focus on vibration levels, soil testing and analysis, water level measurement, depths and locations of earth fills, as well as other areas.

Detour sought

Residents at the council session Thursday said they supported the study, but asked that the buses be taken off the critical stretch of Southeast 60th Avenue except when their presence is required for vibration testing.

The council compromised on a mandatory, enforced slowdown, but residents, including Jan Peel of 1523 S.E. 60th Ave., indicated they did not believe the slowdown would occur.

"It won't happen unless you put a stop sign every 50 feet or a police car every block," she said. "The speed limit there is 30 and everybody travels at least 35 because that stretch is a straight shot between Southeast Belmont and Division streets with no stop signs or lights."

She also said that homes have received additional damage since council members last visited them and that the rate of damage seems to be accelerating.

Homeowners should not have to suffer through another year of damage while the study is conducted, she said.

In a related matter, Rosanna Lee, who lives with her family at 1814 S.E. 59th Ave., said that last Tuesday a neighbor boy, Arne Gibbs, was run down by a car using her street as a shortcut to bypass 60th Avenue.

Wiping away tears, she said the boy was in critical condition in Emanuel Hospital with internal injuries and multiple fractures. She said he received 13 units of blood Wednesday night.

She said her husband had written to council members on May 30 warning of the accident potential of the street being used as a shortcut. She blamed the accident on the re-striping of Southeast Lincoln Street between 59th and 60th because buses could have more room to make turns. She asked that the city remove the striping and designate 59th a one-way street going south.

She said that 40 children live along the street, of which 30 are under 10 years old.

Lindberg said that the city had a crew out on the scene Thursday analyzing the situation.

Help of OLCC sought



CITY OF

PORTLAND, OREGON

OFFICE OF PUBLIC WORKS

C.155
Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

July 26, 1984

MEMORANDUM

TO: ✓ Mayor Frank Ivancie
Commissioner Charles Jordan
Commissioner Margaret Strachan
Commissioner Mildred Schwab

FROM: Commissioner Mike Lindberg MDL

SUBJECT: Attached Memorandum concerning potential financing options
for Pacific Power and Light Company Steam Heat Customers

The attached memorandum from Margie Harris of my staff outlines potential alternatives for using the City of Portland's bonding authority, in combination with capital from Pacific Power and Light Company and financial institutions, to assist steam heat customers in converting to another fuel source. The research for this document included preliminary discussions with PDC and budget office staff, David Rush from Government Finance Associates, Inc. and representatives of City Council offices and other City Bureaus.

The results of progress made on these alternatives will become part of a formal City Council resolution consistent with the City's intervention in Public Utility Commission hearings on the steam plant closure. The attached document will also be distributed to those individuals participating in the PUC hearing process.

It is anticipated that a subcommittee comprised of representatives of the formal hearing process will convene during the next month to develop a specific financial assistance program based upon customer needs and costs. Should you have any comments or suggestions, I would appreciate hearing from you.

Thank you for your interest and I will continue to keep you apprised of our progress.



CITY OF
PORTLAND, OREGON

OFFICE OF PUBLIC WORKS

Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

July 25, 1984

MEMORANDUM

TO: Interested Parties

FROM: Margie Harris *Margie Harris*
Office of Commissioner Lindberg

SUBJECT: Proposal for the Development of a Financial
Assistance Program for Pacific Power and Light
Company Steam Heat Customers

On behalf of the City of Portland, I have continued the pursuit of tax exempt financing options potentially available through the City to assist steam heat customers with the cost of conversions to other fuel sources. After consultation with Commissioner Lindberg, all representatives of the City Council, and others, I recommend that the following financing options do have merit and that they ought to be further developed:

1. Industrial Revenue Bonds:

Under this program, the Portland Development Commission would issue individual industrial development bonds (IDB's). The bonds would be purchased primarily by lending institutions, who would be guaranteed a tax exempt rate for them. Proceeds from the bond sales would make loan capital available at an interest rate which reflects the difference between taxable market rates and tax-exempt rates.

(Industrial Revenue Bonds, continued)

Pacific Power and Light's capital contribution for financial assistance, in combination with additional contributions from potential other sources, could be used to underwrite the interest rate on the loans still further.

Borrowers under an IDB program would secure financing through their own lending institutions who in turn would benefit from the tax exemptions. Borrowers would also have to meet their lender's loan requirements. A method of determining specific credit rating criteria to evaluate hardship cases where conventional loan approval could not be obtained could be developed. In such cases, these borrowers could conceivably have their loans guaranteed by Pacific Power and Light.

IDB's would be made available to all steam customers. Design, equipment and installation costs related to conversions would all be eligible for such financing.

2. Creation of a Portland Development Commission Loan Pool specifically for Steam Heat Customers:

Like Industrial Development Bonds, the Portland Development Commission (PDC) would make a "public offering of debt" to potential lenders. Capital contributions raised by PDC would result in tax exemptions to the participating lenders. PDC would create and manage a single, large loan pool in an amount necessary to finance conversions at lower-than-market interest rates. As with IDB's, the interest rate could be further underwritten by using other potential capital contributions.

In addition, PDC would administer a system of cross-guarantees on the loan repayments; those with strong credit ratings would "balance out" those with weaker credit ratings. A capital reserve would need to be set aside as a guarantee on the loans, only to be used in the event of default.

(PDC Loan Pool, continued)

In advance of the funds being actually secured, potential borrowers would first have to be identified and make commitments to participate in such a program. All steam heat customers would be potential participants and all pertinent costs associated with conversions could be financed.

3. Public Interest Lender Agreement:

The current public interest lender (PIL) agreement administered by the Portland Development Commission could potentially be expanded to accommodate those steam customers who are part of the housing sector, including residential hotels and apartments. Under this program, financial commitments by participating lenders are used to improve the energy efficiency and overall quality of low income housing. Lenders receive tax exempt benefits for their participation.

Expanding this PIL program from its present application to low income single family housing may be possible, but different sections of the Internal Revenue Service Code pertaining to single room occupancy housing and apartments would first require interpretation.

Expanding the public interest lender concept beyond housing to encompass a broader definition of borrowers, including businesses and non-profit organizations, would conceivably stretch the program too far beyond its definition.

In order to proceed on the development of any tax exempt financing program, I believe we must first answer two fundamental questions: exactly who are the potential borrowers we are attempting to design a financing program for, and secondly, how much will their conversions cost? To answer these questions, may I suggest that the following steps be rapidly followed:

1. Complete the PP&L customer survey;
2. Analyze the survey data to determine:
 - a) general customer response to the plant closure and resulting actions;
 - b) specific categories of customers, by number and characteristics (e.g., non-profit organization, church, residential hotel, apartment building, tenant vs. owner occupied, small business, government, and other;
 - c) a definition of eligible conversion costs and an estimate of such costs;
 - d) an estimate of the size of the loan pool needed to finance all conversions, retroactive to May 31, 1984; and,
 - e) an estimate of the size of the loan pool needed to finance only those conversions which are anticipated to cause hardships to the potential borrower.
3. The City of Portland will offer the services of Government Finance Associates, Inc. to assist in the full design of a tax exempt loan program. Working with interested parties, GFA will propose the roles and responsibilities of the City, PP&L, and participating lenders; a definition of allowable conversion costs; a methodology for calculating payback; eligibility criteria for loan guarantees and overall participation; and administrative procedures and costs for the various program options.
4. The proposal would be circulated for comment and revised. It would then be submitted to the PUC record, preferably prior to the issuance of a final PUC Order on this matter.

Because of the tentative nature of a final financial assistance program being available and in place, I think it is imperative that those customers who can proceed on achieving the necessary conversions be encouraged to do so. In the event that a financing program is agreed upon, such customers could be eligible for such benefits on a retroactive basis.

Memo/Steam Financing
25 July 84
page 5

Given the potential for some form of a tax exempt financing program through the City, I recommend that the \$200,000 earmarked by PP&L for financial assistance might be better spent to underwrite interest rates and/or to guarantee loans. The nature of these program options presumably would provide tax exempt benefits to PP&L, and allow for a potential increase in the dollar amount of their contribution to a financial assistance program. This assumes that such an increase would first be substantiated by customer needs which, if unmet, would affect both the health and welfare of certain steam customers and the smooth phase-out of the steam plant.

Pursuit of any City-sponsored tax exempt strategy would require the full commitment of the Public Utility Commissioner and the Pacific Power and Light Company toward the establishment of a workable financial assistance program. Such a program should be designed to specifically respond to the legitimate needs of steam heat customers.

Representatives of the City Council and others within the City government view the solution to this matter as an unwritten responsibility of the Pacific Power and Light Company. The City will leverage its own resources provided that both the PUC and PP&L make a good faith commitment to implement a financial assistance program. Such a program, however, must be designed to fairly address not only the economic impact facing the utility, but that also facing all of the steam customers throughout downtown Portland.

cc: City Council



CITY OF

PORTLAND, OREGON

DEPARTMENT OF PUBLIC WORKS

File 2.155
Mike Lindberg, Commissioner
Bureau of Street Lighting
1120 S.W. 5th Avenue
Portland, Oregon 97204-1956
(503) 796-7017

RECEIVED
AUG 10 1984
MAYORS OFFICE

MEMORANDUM

DATE: August 7, 1984

TO: Mayor Frank Ivancie
Commissioner Mildred Schwab
Commissioner Charles Jordan
Commissioner Margaret Strachan
Commissioner Mike Lindberg

FROM: Cynthia Kurtz *gk*
Bureau of Street Lighting

SUBJECT: Rate Analysis

A consultant is being selected to proceed with rate analysis work on the fee system for lighting. This work will provide the basis for voter information prior to the election and staff recommendations to Council on lighting fees.

The work program we are putting together concentrates on:

1. Review rate structure options including traffic use by street type and lighting cost by street type.
2. Impacts on properties currently exempt from property tax, the amount of service they are receiving and what happens to fees in other categories if these accounts are exempted from the fees.

This work will include both reviewing fees with park land included in the base (i.e. spread to everyone's fee) and paid for through the Park Bureau budget.

3. "Shift" analysis to determine if any categories of property (by use or size) is unfairly burdened under a fee system based on square feet.

We believe these 3 categories cover the questions posed to us by staff and Commissioners over the past 3 weeks. If you have other questions or issues you would like addressed, please let me know before August 24 when we hope to finalize a contract for this work.

CJK/bmk

cc: Mark Gardiner
Jewell Lansing
Catherine Sohm



CITY OF

PORTLAND, OREGON

OFFICE OF GENERAL SERVICES

Room 120, City Hall
1220 S.W. 5th Ave.
Portland, Oregon 97204
(503) 248-4081

August 16, 1984

MEMORANDUM

TO: Mayor Ivancie

FROM: Earl Bradfish, Director
Office of General Services

SUBJECT: Steam Conversion Consultant

The Oregon Public Utility Commissioner has approved termination of PP&L steam service in downtown Portland on May 31, 1986. This means that the City must make plans for another heat source.

PP&L has filed a request for a steam rate increase to be effective September 1, 1984. The proposed rate would raise the City's costs for steam heat approximately 101%. Steam for City Hall and Civic Auditorium would cost an additional \$12,000 per month. Accordingly, it is in the City's interest to move quickly to replace steam.

On July 10, 1984, Facilities Management advertised for professional engineering services. Pat Harrington, representing Commissioner Schwab, John Stephenson and Ruth Roth, representing Commissioner Strachan, and Fred Venzke, a Facility Manager from Lewis & Clark College, reviewed the applications. The ratings are shown on the attached memo.

All of the firms have offices in the Portland area. The Glumac, Carson, and Pettijohn firms are located in Portland. Timmer is in Beaverton and Van Gulik is in Lake Oswego.

The parent office of Glumac & Associates is in San Francisco and the head office of Pettijohn is in Bellevue, Washington.

EB:en

Enclosure

JK



CITY OF

PORTLAND, OREGON

BUREAU OF FACILITIES MANAGEMENT

1120 S.W. Fifth Ave., Rm. 1204
Portland, Oregon 97204
(503) 796-7240

August 10, 1984

TO: Patrick C. Harrington, Manager
Performing Arts Center

FROM: John F. Stephenson, Project Architect *JFS*
Bureau of Facilities Management

SUBJECT CITY HALL/CIVIC AUDITORIUM STEAM HEAT CONVERSION PROJECT

RECEIVED
AUG 13 1984

OFFICE OF
GENERAL SERVICES

The Bureau of Facilities Management thanks you for your participation in the selection of a consultant for the City Hall/Civic Auditorium Steam Heat Conversion project. The rating total of the four committee members produced the following results:

GLUMAC & ASSOCIATES, INC.	204
CARSON, BEKOY, GULICK & ASSOCIATES, INC.	187
C.W. TIMMER ASSOCIATES, INC.	183
PETTLJOHN ENGINEERING	182
VAN GULIK & ASSOCIATES, INC.	174

Glumac will meet with Allyn Staley and I to discuss fee and schedule, and if an agreement is reached, we will prepare a contract. In the event that an agreement is not reached, the discussion will be terminated and the next highest rated firm contacted and so on until an agreement is reached.

I feel that the results of the selection process have given the City an opportunity to look at fresh ideas that come from a source of experience in steam conversion projects.

Thank you again.

JFS:ts

cc: Earl Bradfish



CITY OF

PORTLAND, OREGON

OFFICE OF PUBLIC WORKS

C.155
[Signature]
Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

RECEIVED
AUG 21 1984
MAYOR'S OFFICE

August 20, 1984

MEMORANDUM

TO: Interested Parties
Re: Closure of the Lincoln Steam Plant

FROM: Margie Harris *[Signature: Margie Harris]*
Office of Commissioner Mike Lindberg

SUBJECT: Update and Proposed Recommendations for a
Financial Assistance Program for Steam Heat Customers

Since our last pre-hearing conference, two meetings have been held to clarify different financial assistance plans for steam heat customers. Several parties representing the City of Portland, the Building Owners and Managers Association and Pacific Power and Light Company were present. These meetings are briefly summarized in minutes prepared by Lorie Harris of PP&L.

This memorandum provides an update on the City of Portland's initial financial assistance plan recommendations and subsequent modifications.

The concept of tax exempt, low-interest financing is embraced by an existing program, the Small-scale Energy Loan Program (SELP), operated by the Oregon Department of Energy. The SELP program can provide basically the same financing benefits as the three original options put forth by the City in the June 25, 1984 memo from Margie Harris (Exhibit 16). SELP can potentially meet the financing needs of many steam heat customers. It is the City's recommendation that any additional special financial assistance be reserved for those customers who cannot qualify for SELP.

SELP loans are based upon state bond sales. Loans are available to individuals, businesses, non-profit organizations and municipal corporations and the interest rate is now 11%. According to the program's Administrative Rules, measures that may be financed include those which have the primary purpose of energy conservation. The replacement of energy consuming devices with similar devices which use substantially less conventional energy can qualify, but only when the replacement is done as part of a comprehensive study and with the implementation of other conservation measures at the same site.

Rather than create a separate and very similar program, the City of Portland proposes to work in tandem with the Oregon Department of Energy's SELP program, and others who administer conventional financing and tax credit programs available to steam heat users. The following types of assistance are recommended as part of a financial assistance program:

1) Financial Packaging Assistance:

PP&L will distribute a pamphlet which describes existing financial assistance programs and provides additional referral information for customers to pursue on their own. Included in the pamphlet would be a listing of architectural and engineering firms and contractors specializing in conversion work. The City suggests that a listing of individuals and organizations who can assist customers in preparing loan and tax credit applications also be included.

In the same mailing to customers, the City recommends that PP&L outline a series of steps customers should be encouraged to follow in order to convert to another fuel source and secure financing, if desired. If problems are encountered, customers should be advised to call PDC for additional assistance.

Any service provided by PDC would be provided at cost. Such costs would be advanced to the customer by PDC, to be paid back out of loan proceeds, or reimbursement from PP&L.

2) Pre-Screening:

A particular customer may be ineligible for financial assistance from any of the existing options. Certain customers who do proceed with their applications for financial assistance may be rejected. In both cases, PDC would work individually with the customer to design a special financial assistance program to meet their needs.

It would be the goal of the City and PDC to provide assistance equal to what the customer would have received had they been able to qualify for another program. In the case of residential properties, additional assistance may be warranted.

3) PP&L's \$200,000 for Financial Assistance:

It is the City's recommendation that the \$200,000 set-aside by PP&L for financial assistance be reserved to help those customers who are without assistance from any other source. The \$200,000 could be used in a number of ways: to provide additional security on loans for such customers or as additional loan funds at rates necessary to achieve project feasibility. Such assistance would be limited to financing the work necessary to replace the basic space or water heating system.

Every effort will first be made to pursue currently available sources of financial assistance before a financing plan is "tailor made" for any customer. PDC would work to ensure that a customer received the assistance necessary to stay in business and convert to another fuel source in as timely and efficient a manner as possible.

4) Residential Hotels:

The economic and social consequences resulting from any displacement of the hundreds of low-income persons who rely upon residential hotels for their housing is a uniquely severe situation. The City regards assistance to residential hotels as its first priority.

In addition to the services described above, PDC proposes to retain a team comprised of an engineering firm and a financial consultant. The team would take a proactive role in seeking out residential hotel owners and building managers, offering them special assistance in converting to another fuel source.

A billing procedure whereby PDC could recover its costs of retaining such a team would be arranged through PP&L, provided that such costs were not otherwise recovered through a loan.

20 August 84
Memo/Steam Financing
page 4

The data requested on steam heat users and conversion costs is not fully available from PP&L, as yet. Because accurate and complete information is still lacking, it is difficult, if not impossible to know whether the \$200,000 set-aside by PP&L is too much, enough, or not enough.

Experience will demonstrate how much demand for "tailor made" financing exists. The City requests that the Public Utility Commissioner cooperate with the customers, the City and PP&L to replenish the \$200,000 fund if necessary. Such flexibility is a prerequisite to ensure the welfare of Portland businesses and residents and avoid threatening the ability of customers to convert by May 31, 1986. Replenishment of this fund should not be conditioned upon further rate increases.

In conclusion, as PP&L finalizes the package outlining existing financial assistance options to steam heat customers, the City suggests that a listing of licensed, bonded and state registered engineering and architectural firms and contractors be included. This listing ought to include telephone numbers, and PP&L should devise a method of updating the listing over time. In keeping with our earlier recommendation, the package ought also to include a listing of firms and individuals who can help package loan and tax credit applications, especially for the SELP program.

A paragraph offering consumer advice with regard to selecting a consultant and contractor is recommended. PP&L should advise customers to alert their design firm and contractor of any specific requirements of the financial assistance program the customer has selected. The design firm and contractor can then fully comply with such requirements.

An initial PP&L mailing containing this customer information will undoubtedly help customers to proceed. However, depending upon the rate of conversions, PP&L should do subsequent mailings, advertisements and other promotion, as necessary.

Comments on these recommendations are very welcome. Thank you for the opportunity to develop these suggestions, which are intended to alleviate the financial burdens facing steam heat customers.

cc: City Council
Portland Development Commission

C.155
~~#572~~ 1943



CITY OF

PORTLAND, OREGON

BUREAU OF ENVIRONMENTAL SERVICES

Mike Lindberg, Commissioner
John Lang, Administrator
1120 S.W. 5th Ave.
Portland, Oregon 97204-1972
(503) 796-7169

August 24, 1984

MEMORANDUM

TO: Mayor Frank Ivancie
Commissioner Mildred Schwab
Commissioner Mike Lindberg
Commissioner Charles Jordan
Commissioner Margaret Strachen

FROM: John M. Lang, Administrator *Lang*
Bureau of Environmental Services

SUBJECT: Energy Conservation Project - Automation Columbia Blvd.
Sewage Treatment Plant; Council Action - August 29th.

RECEIVED
AUG 27 1984
MAYOR'S OFFICE

The energy conservation project was authorized for design by Ordinance #155094 and to advertise for bids by Ordinance #156268. This project consists of installation of the computerized control of the aeration system and related instrumentation at the Columbia Boulevard Sewage Treatment Plant. The engineer's estimate for this portion of the project was \$580,000 but low bid received on August 16, 1984 was \$859,800.

The significant difference of approximately \$300,000 was investigated and can be categorized into eight items not included in the engineers original estimate. About two-thirds of these costs are part of the work that are unavoidable. One third of the costs can possibly be reduced or eliminated by minor changes in the specifications. The Bureau feels there is enough potential savings to rebid the installation project.

A re-evaluation of the total project indicates a 6 year return on the as bid basis and 5 year return if the \$300,000 grant is considered. The state has indicated their verbal approval for minor delays to timely rebid, and even indicated we may qualify for additional funding if the bids come in above our original project estimate. The Bureau intends to apply for added funding after final bid values are known. The Bureau of Environmental Services still strongly recommends implementation of this project.

JK

Page Two
August 24, 1984

We have requested the purchasing agent to rebid this project. We are preparing modifications to the contract documents to improve on the low bid price. We are submitting an Ordinance requesting transfer of \$300,000 from the Sewage Development Fund contingencies to be sure we have sufficient funds to implement this project.

If you have any questions please contact Eugene Appel, 796-7185.

JML:EA/11d
eacomm:14



CITY OF

PORTLAND, OREGON

BUREAU OF ENVIRONMENTAL SERVICES

file *#2160* *C.155*
Mike Lindberg, Commissioner
John Lang, Administrator
1120 S.W. 5th Ave.
Portland, Oregon 97204-1972
(503) 796-7169

September 20, 1984

RECEIVED
SEP 20 1984
MAYOR'S OFFICE

TO: Mayor Frank Ivancie
Commissioner Mike Lindberg
Commissioner Mildred Schwab
Commissioner Charles Jordan
Commissioner Margaret Strachan

FROM: John Lang, Administrator
Bureau of Environmental Services

SUBJECT: Agreement with City of Lake Oswego for Sewage Treatment and Disposal

Attached is a proposed contract with the City of Lake Oswego that will be submitted for consideration by the Council on Thursday, September 27, 1984. Portland has been accepting and treating Lake Oswego's sewage at Portland's Tryon Creek Wastewater Treatment Plant for 19 years. The previous agreement for this treatment has expired and the attached agreement provides for continuing service.

Highlights of the new agreement are:

1. Oswego will pay 100% of it's share of the costs of operation, maintenance and depreciation; and will pay an additional amount to recompense Portland for it's investment in facilities that serve Oswego.
2. Any future expansion of the plant will require Oswego to pay increased depreciation costs and return on investment in proportion to their share of increased sewage flow to the plant.
3. Due to the long term nature of our investment in facilities to serve Oswego and Portland, this is a perpetual contract, but it provides for termination by either city after the first 50 years. Termination requires five years prior notice.
4. Any of the terms of the agreement can be modified by consent of both cities.

This agreement has been reviewed and approved by the legal departments of both cities, and has been approved by Lake Oswego City Council. It is recommended for Portland Council adoption.

September 20, 1984
Page 2

Ron Houston (796-7121), Joe Niehuser (796-7128) and I (796-7169), are available for answering questions or providing a more detailed briefing at your request.

RLH:a1
15:r1hoswego

Enc.

C.155



CITY OF

PORTLAND, OREGON

BUREAU OF ENVIRONMENTAL SERVICES

Mike Lindberg, Commissioner
John Lang, Administrator
1120 S.W. 5th Ave.
Portland, Oregon 97204-1972
(503) 796-7169

RECEIVED
SEP 28 1984
MAYORS OFFICE

September 27, 1984

TO: Mayor Frank Ivancie
Commissioner Strachan
Commissioner Schwab
Commissioner Jordon

FROM: Commissioner Mike Lindberg *ML*

SUBJECT: Emergency Sewer Repair/Freeze Resolution

I am sending you this memo for your information because of the recently passed "Freeze" Resolution.

An existing sanitary sewer constructed in the mid 1920's has structurally failed. The sewer line is located on a steep unstable hillside inaccessible to normal construction equipment. The line provides service to four residences. Consequently it is my opinion that an emergency exists and repairs need to be made immediately.

The safest, least costly and most expedient method to repair the sewer is by a patented process, exclusively licensed to a Salem based company.

I am authorizing my engineering staff, the City Attorney, and Purchasing Agent to negotiate and enter into a sole source contract to complete the work at the earliest possible date. It is expected that the work will begin on Monday, October 1, 1984 and be completed within 15 days.

If you have concerns over the work outlined above, please notify me immediately.

Questions regarding the technical aspects of this matter may be directed to:

Harold Vaughn, Purchasing Agent	248-4175
Stanley Torgrimson, Deputy Attorney	248-4055
Ron Sunnarborg, Bureau of Environmental Services	796-7090

cc: I. Stephens
H. Vaughn
S. Torgrimson
R. Sunnarborg

RGS:es



CITY OF

PORTLAND, OREGON

OFFICE OF PUBLIC WORKS

Mike Lindberg, Commissioner
1220 S.W. Fifth Ave.
Portland, OR 97204
(503) 248-4145

October 26, 1984

RECEIVED
OCT 26 1984

MAYORS OFFICE

MEMORANDUM

TO: Mayor Francis J. Ivancie ✓
Commissioner Margaret Strachan
commissioner Mildred Schwab

FROM: Mike Lindberg MDL
Commissioner of Public Works

SUBJECT: HOMESTEAD RESIDENTIAL PARKING PROGRAM

Residents of the Homestead neighborhood have worked diligently over the past 21 months in an attempt to establish a Permit Parking Program. They have secured the requisite response affirming a consensus of support within their neighborhood.

Under Code provisions for establishing RPPP's, the Bureau of Traffic Management is required to file an ordinance to Council within 30 days of receipt of an acceptable ballot majority, and, therefore, the attached ordinance has been filed to meet that requirement.

I recognize that we must be prudent, given the uncertainties of the City's fiscal status. However, I feel that we should give careful consideration to the Homestead neighborhood residents' efforts to improve their neighborhood's parking situation. The neighborhood residents who have been instrumental in developing the neighborhood consensus will be asked to indicate whether they wish to be heard on November 1st or at the time of the second reading, November 8th, and I will forward that information to you.

MDL:ecm

Attachment

CA