

December 15, 1967

David H. Dockham

Mayor Terry D. Schrunk
Rivergate Industrial Area

Homer Chandler took the lead at Technical Advisory Committee special meeting this morning on Rivergate sewage district. His recommendation passed 6 to 1 (Multnomah County) to recommend to the Executive Board this afternoon that:

" The matter be continued for further study for one month by the Technical Advisory Committee and CRAG staff and that, if the Executive Board does not concur with this further study, that the Technical Advisory Committee, on the basis of evidence received to date, recommends this area for annexation to Portland rather than a special service district. "

The study mentions two things: (1) the City to actively pursue annexation in the area with the property already involved; (2) and, more important, that Homer Chandler would attempt together with the City, County and Port to meet on the entire Rivergate Industrial Area and the Port to either fish or cut bait vis a vis annexation.

It appears that the Water Bureau is giving very hopeful talk to the Port as to water service without annexation, Kalinoski brought this out at the Technical meeting today. I was asked by Bob Logan to check with City Hall on this; called Commissioner Grayson and was told on the one hand this would have to have Council approval, and on the other hand, the City Attorney's directive of no service without annexation does not apply to water sold to special districts, cities, etc.

Respectfully submitted,

DHD. d

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

November 2, 1967

73B

Pend
11-21-67
File

From James H. Riopelle, Fire Marshal

To Mayor's Office

Addressed to Dave Dockham

Subject

Enclosed is a brief breakdown of the insurance rate analysis you asked me to furnish. The information on the enclosed sheet should make it possible for you to compute the cost of fire insurance for a steel mill located either in the City of Portland, which has Class 2 protection, or in Rivergate, which is Class 10 unprotected.

There are so many unknowns that it would be very difficult to do any better at this time without having an insurance underwriter develop figures based on absolute fixed criteria for a specific situation.

The first assumption is that the mill would be an all-steel, incombustible structure with incombustible contents. If either the structure or the contents were to deviate from this 'ideal;' that is, if wood bins to hold products, or wood nailer strips to attach sheet metal siding on the building, or subordinate wood structures within the mill for small offices, etc. are introduced, the rates would increase 80%. This flat 80% increase would apply to all insurance classes, 2 through 10.

It would appear that the cost of insuring steel mill buildings in this ideal situation in Portland for \$26,000,000 would be about \$13,780. The same structures in the Rivergate area would cost a little more than two-to-one, or about \$27,820. Please note that the ratio runs approximately the same, about two-to-one, on the contents (inventory). Usually any study of insurance costs would include the insurance on the buildings and their contents. I have no way of knowing their probable 'contents' (fixtures, machinery, and inventory) value. Many big corporations are self insured. I believe the subject company has insurance on its local plant.

Before any decision is made concerning the value of fire insurance, consideration should be given to production interruption or factory 'down-time.' Down-time can be most costly with the heavy capital investments in idle plants. Down-time can be materially reduced by the quick action of a strong fire department.

A good water supply for the River gate industrial complex will be essential to fire protection.

Yours truly,



JAMES H. RIOPELLE
Fire Marshal

JHR/mjp
enc

319C

STEEL SMELTER - ROLLING MILL

Construction - All steel incombustible (no wood in structure or contents)

Type Coverage - 90% Adjusted annual rate - Building and Contents

Rate - Annual cost for each \$100.00 of insurance coverage:

Insurance Class	Rate	
	Bldgs.	Contents
Class 2 (Portland)	.053	.078
Class 10 (Rivergate unprotected)	.107	.163

Insurance cost is about 2 to 1.

These rates assume ideal situation.

If structure or content deviates from the 'ideal' incombustible; i.e. use of wood nailer strips to hold side metal, rates would increase 80% in all classes; i.e. Classes 2 through 10.

from the office of
TERY D. SCHRUNK, Mayor
Rm. 303, City Hall
Portland, Oregon 97204

Date 11/7
J. S. Sattley
To:

Approval	Investigate and Report	Note and Comment
Necessary Action	Please Answer	Note and Confer
Prepare Ordinance	Release to Press	Note and File
<input checked="" type="checkbox"/> For Your Information	Mayor's Signature	Note and Return

Comments:

From the desk of:

DAVID H. LOCKHAM
EXECUTIVE ASSISTANT
TO THE MAYOR
303 CITY HALL
PORTLAND, OREGON

October 19, 1967

Dear Mayor:

Re County's Rivergate multiple service district, see attached map of Fire District No. 26. Boundaries would be co-terminus except for N. E. corner near Burgard Street and Swift Blvd. Spencer Vail says County's multiple service district will only be for purposes of sewers. If this is spelled out in Resolution to come up in near future, then Fire District No. 26 may continue to exist as a separate entity.

Revenue from Fire District No. 26 contract this fiscal year, \$35,908.36.

Respectfully submitted,

DHD. d

~~73B~~
73B

969B

from the office of
TERRY D. SCHRUNK, Mayor
Rm. 303, City Hall
Portland, Oregon 97204

Date November 7, 1967
To: Jim Setterberg

..... Approval Investigate and Report Note and Comment
..... Necessary Action Please Answer Note and Confer
..... Prepare Ordinance Release to Press Note and File
<u>XX</u> For Your Information Mayor's Signature Note and Return

Comments:.....

DHD.j

Comm
File with Investigate development
materials if you have such a file already.

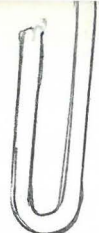
Plus

From the desk of:

DAVID H. DOCKHAM

EXECUTIVE ASSISTANT
TO THE MAYOR
303 CITY HALL
PORTLAND, OREGON

Paul



October 19, 1967

Dear Mayor:

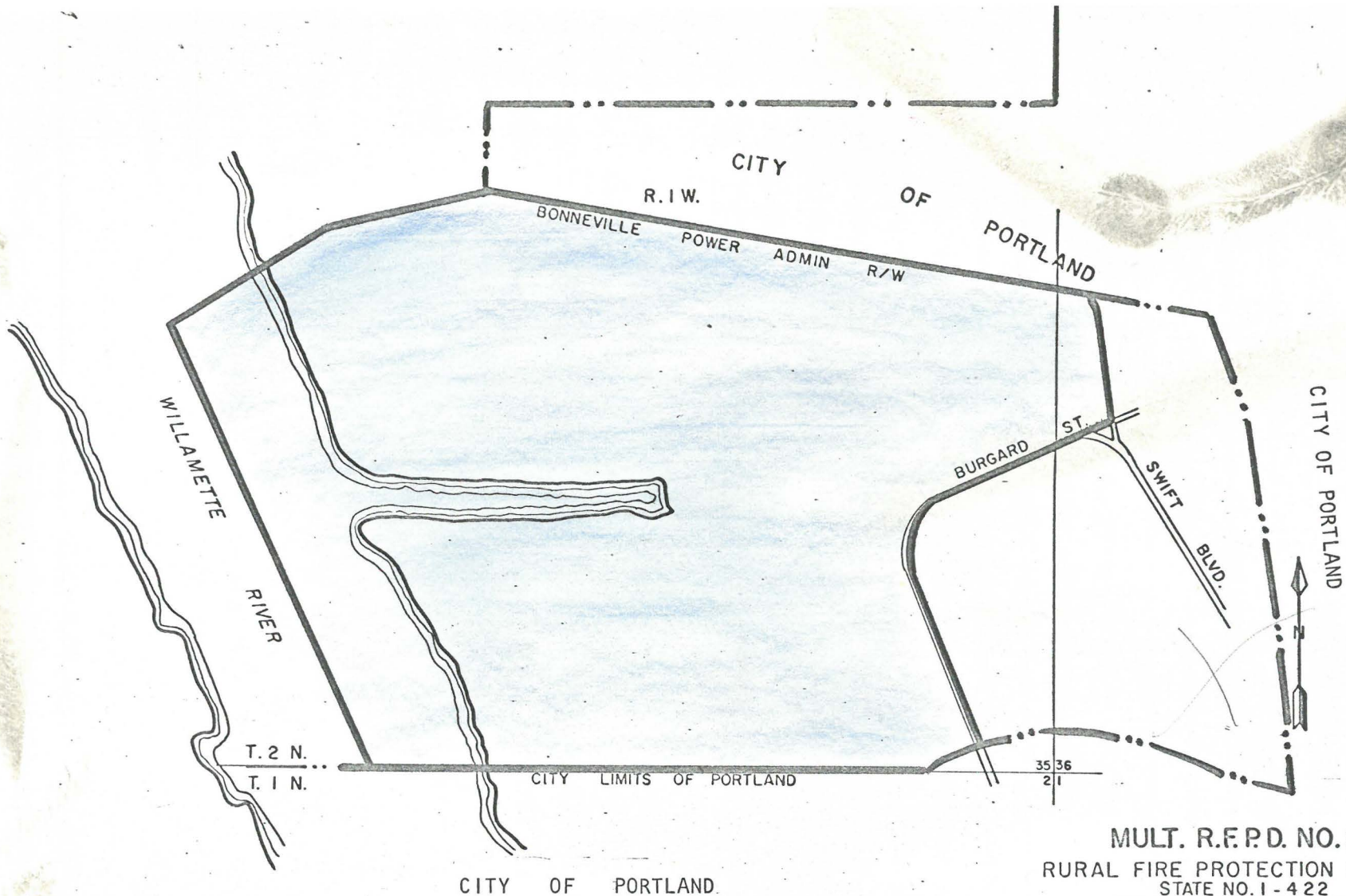
Re County's Rivergate multiple service district, see attached map of Fire District No. 26. Boundaries would be co-terminus except for N. E. corner near Burgard Street and Swift Blvd. Spencer Vail says County's multiple service district will only be for purposes of sewers. If this is spelled out in Resolution to come up in near future, then Fire District No. 26 may continue to exist as a separate entity.

Revenue from Fire District No. 26 contract this fiscal year, \$35,908.36.

Respectfully submitted,

Dave

DHD. d



MULT. R.F.P.D. NO. 26

RURAL FIRE PROTECTION DISTRICT
 STATE NO. 1-422
 MULTNOMAH COUNTY, OREGON
 OREGON INSURANCE RATING BUREAU
 DIVISION OF PACIFIC FIRE RATING BUREAU

- LEGEND**
- ROADS
 - SECTION LINES
 - DISTRICT BOUNDARY



OCT. 1962

N.L.B.

MULT. R.F.P.D. NO. 26

10-12-67

10. Order of annexation of certain real property to Central County Service District No. 3
11. Order in matter of formal adoption of plan of financing & construction for Brugger Street Lighting Service District No. 13
12. Order in matter of execution of an Agreement between Portland General Electric Company and Brugger Street Lighting Service District No. 13 for street lighting facilities
13. Order & Proclamation in matter of annexation of certain property to Daylewood Park Street Lighting District No. 117
14. Deeds submitted by Director of Public Works with recommendation that they be accepted and recorded, as follows:
Dunthorpe-Riverdale Service District No. 1 -
Robert Morris Fletcher, et ux
Philip J Zeller, Jr - \$73.
SE Francis St - Ted Asbahr Builder Company
15. Resolution in matter of acquisition of property for Park Site #40-63 - Jerome W & Geraldine R Hubert - \$2,900.
16. Petition for formation of Rivergate County Service District No. 19, submitted by Director of Public Works with recommendation that the Board accept said petition and request the District Attorney to prepare the necessary Resolution setting time and place for a public hearing
17. Order in matter of execution of Agreement with Portland General Electric Company for use of poles for installation of synchronized traffic control signals
18. Order establishing County Road - NE 112th Ave, No. 3923
19. Agreement with UPRR Co granting Multnomah County authority to place storm sewer under tracks of the St Johns Branch of said railroad
20. Recommendation bid committee that contracts for automobiles be awarded as follows:
Alexander Plymouth - Police Cars
Westway Plymouth - Pool sedan
21. Order in matter of appointment of an Advisory Committee for Club Estates East Service District No. 17

8-24-67

Price Agreement, Contract No. 2108-AD-67, NE Clackamas Street, in amount of \$350. - Oregon Asphaltic Paving Company, Contractor

Order in the matter of the emergency purchase of maps and survey records from Otto Stoehr

Order of Immediate Opening - Relocation & widening & establishment of North Columbia Blvd, No. 3831



Letter, Director of Public Works, advising that Peninsula Drainage District No. 2 & other property owners within the drainage district, have requested that a multi-purpose county service district be formed which would dissolve the existing drainage district, recommending, therefore, that the District Attorney be requested to prepare a Resolution setting a public hearing on a proposal to establish a county service district encompassing the boundaries of Peninsula Drainage District No. 2, which would be empowered to provide sewage works, drainage works, street lighting works, public parks and recreation facilities, and diking and flood control works, and directing that engineering plans be prepared

- Recommendation Director of Public Works that an Order be adopted authorizing the Chairman of the Board of County Commissioners to execute an Agreement with Cornell, Howland, Hayes & Merryfield, Inc. wherein, for a sum of money not to exceed \$12,000., they will plan a sewerage system in the Columbia River South Shore Area between the Sandy River and Smith Lake
- Recommendation Director of Public Works that the Chairman of the Board of County Commissioners be authorized to execute an Agreement with the City of Portland on behalf of Ara Vista Service District for discharge of sewage collected in said district into the City's Tryon Creek Sewage System, and that the Director of the Department of Finance-Accounting be directed to pay to the City of Portland the sum of \$1,279.47 from the funds of the Ara Vista Service District
- 7. Resolution in the matter of appointing Buell E Goocher, Ph. D., Director Edgefield Lodge, Department of Medical Services, Multnomah County, Oregon, as the authorized representative of Multnomah County, to obtain the transfer to Edgefield Lodge surplus property from the Surplus Property Unit, Services Division, Department of Finance and Administration
- 8. Proclamation of Election Results in the matter of the formation of the Bluegate Street Lighting Service District

10-5-67

11. Petition for 1st annexation to Bluegate Street Lighting Service District, No. 18, submitted by Director of Public Works with recommendation that said petition be accepted and referred to the District Attorney for preparation of the necessary order setting the time and place for a public hearing
12. Petition for 6th annexation to Central County Service District, No. 3, submitted by Director of Public Works with recommendation that said petition be accepted and referred to the District Attorney for preparation of the order setting the time and place for a public hearing
13. Signed option in amount of \$85. given by Geo. W & Rachel Greenwalt, to property required for SE 92nd Avenue, No. 3876, submitted by Director of Public Works with recommendation that if approved, the District Attorney be requested to close this purchase
14. Letter Director of Public Works, regarding bids which were opened for the construction of the Tualatin Heights Service District and for which a contract cannot be awarded as yet, in order to protect a possible federal grant, advising that the campus of the Portland Community College is in the District and has constructed its own sewer facilities to a point of interconnection with the designed District system, and as the college anticipates occupancy of its buildings immediately following the first of the year and as the trunk sewer which would serve said college must cross Interstate-5 Highway, and under the provisions of the Oregon Highway Commission permit it must be completed during favorable weather periods, recommending therefore, that the Board authorize the execution of an informal contract with Fuiten's Plumbing & Heating Company, the low bidder, to construct the trunk sewer to serve said college, at an estimated cost of \$44,000.00, formal award of contract to be made following receipt of the offer of the Federal Grant from the U S Dept. of Housing & Urban Development at a later date.
15. Proclamation of Election Results in the matter of the annexation of certain real property to the Rose City Water District, No. 125
16. Order to prepare warrant in settlement of condemnation proceedings, in matter of acquisition of Tracts 58 & 65, MENTONE, belonging to R S Jigger for purposes of the Johnson Creek Charging Basin in Multnomah County, Ore. (\$2,000.00)
17. Resolution in matter of formation of Columbia River Service District, No. 22, and the transmission of said proposal to the Columbia Region Association of Governments.

all old design signed
property

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67-68

36 358 74
35 708 36

F.O. #26

Contact? How much?

OFFICE OF THE MAYOR



RECEIVED
AUG 28 4 44 PM 1968
RAY SMITH, AUDITOR
CITY OF PORTLAND, ORE.
BY *elt*

TERRY D. SCHRUNK
MAYOR

~~60~~
73 B

CITY OF PORTLAND
OREGON

August 28, 1968

TDS

Mr. Ray Smith
City Auditor
City Hall
Portland, Oregon

Dear Mr. Smith:

I am transmitting herewith two communications from Mr. George M. Baldwin, General Manager of the Port of Portland, each dated August 27, 1968, and one concerning water for the Rivergate Industrial District, and the other concerning sanitary sewers for the Rivergate Industrial District.

Inasmuch as the City Commissioners have been copied with these communications and my reply to each to Mr. Baldwin, and inasmuch as the Water Bureau is proceeding on the matter of water to the Rivergate Industrial District, and Commissioner Bowes and his staff are proceeding on the matter of sanitary sewers for the Rivergate Industrial District, I recommend that these communications be filed for the record.

Yours truly,

Terry D. Schruck
MAYOR

TDS,y

Enc.

35 E

COMMISSION

DENNIS J. LINDSAY
President
LEE E. CALDWELL
Vice President
ERLING F. JACOBSEN
Secretary
ROBERT B. WILSON
Treasurer
LEW S. RUSSELL
HOWARD B. SOMERS
DONALD G. DRAKE
HAROLD S. HIRSCH
JOHN S. BRANDIS
GEORGE M. BALDWIN
General Manager



BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

August 27, 1968

RECEIVED
AUG 28 1968

MAYOR'S OFFICE

MAYOR	<i>[Signature]</i>
EXEC. ASST.	
ENGR. ASST.	
CO. ASST.	
ADM. SEC.	

Honorable Terry D. Schruck
City of Portland
City Hall
Portland, Oregon 97204

Dear Mayor Schruck:

SUBJECT: Rivergate Industrial District - Sanitary Sewers

The Port of Portland hereby requests that a Local Improvement District be established for the purpose of installing, operating, administering and maintaining a sanitary sewer system. The boundaries of the district should include the Rivergate Industrial District-Phase I area, the Rural Fire District #26 and the portion of the Commission of Public Docks Terminal #4 area requiring sanitary sewer services.

We request that the system be constructed and tied into the City's existing system as quickly as possible and in order to eliminate the usual remonstrance period, we are having delivered to the City Engineer waiver forms executed by the following property owners in the Rural Fire District #26:

- Northwest Terminal Co.
- Bell Oil Terminal Co.
- Container Corp. of America
- Beall Pipe & Tank Corp.
- Portland General Electric Co.
- R. J. McIntyre
- Dulien Steel Products, Inc. - Shenker

Waivers covering the Rivergate properties are in preparation and will be delivered to the City Engineer.

Major Continuing Projects:

AVIATION—PORTLAND INTERNATIONAL AIRPORT, PORTLAND-HILLSBORO AIRPORT, PORTLAND TROUTDALE AIRPORT, AND SWAN ISLAND HELIPORT
LAND DEVELOPMENT—SWAN ISLAND INDUSTRIAL PARK, RIVERGATE INDUSTRIAL DISTRICT, AND PORT CENTER
MARINE—PIPELINE DREDGE OREGON, STERNWHEEL STEAMER PORTLAND, AND SWAN ISLAND SHIP REPAIR YARD

Honorable Terry D. Schruck
August 27, 1968
Page 2

We are also delivering two easements through the Rural Fire District #26. These easements are required in order to install the lines and are executed by:

Dulien-Shenker
Northwest Terminal Co.

Easements through the Rivergate property are in preparation and will be delivered to the City Engineer.


We also will deliver a quitclaim deed covering the property required for the construction of a pumping station. This deed is executed by the Dulien-Shenker interests.

Mr. J. R. Stiller, Assistant Chief Engineer for The Port of Portland, has been appointed to coordinate this project and he is available to work with your staff on any problems.

We have made commitments to provide sanitary sewer service by January 1, 1969 and therefore request that every effort be made to expedite the construction of the system.

Very truly yours,

THE PORT OF PORTLAND



GEORGE M. BALDWIN
General Manager

cc W. A. Bowes
N. R. Drulard
C. J. Wendt
D. P. Keane
B. W. Taylor

COMMISSION

DENNIS J. LINDSAY
President

LEE E. CALDWELL
Vice President

ERLING E. JACOBSEN
Secretary

ROBERT B. WILSON
Treasurer

LEW S. RUSSELL

HOWARD B. SOMERS

DONALD G. DRAKE

HAROLD S. HIRSCH

JOHN S. BRANDIS

GEORGE M. BALDWIN
General Manager



RECEIVED
AUG 28 1968

MAYOR'S OFFICE

BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

August 27, 1968

Honorable Terry D. Schruck
City of Portland
City Hall
Portland, Oregon 97204

Dear Mayor Schruck:

SUBJECT: Rivergate Industrial District - Water

MAYOR	<i>[Signature]</i>
EXEC. ASST.	
ADM. ASST.	
COMM. ASST.	
ADM. SEC.	

Over a period of many months, a number of meetings have been held at various levels between the City of Portland and The Port of Portland to resolve a method of servicing the Rivergate Industrial District with water. Out of these meetings has come a better understanding of the problems faced by each organization. I believe that we have now satisfactorily answered all of the perplexing questions on this subject and The Port of Portland does hereby request that the City install a 24-inch water main within the City limits and up to the common property line of the Commission of Public Docks, Terminal #4 area and the old Oregon Shipyard site. We understand that the City has established a route for the water line through the Commission of Public Docks area. The section to be installed by the City will meet the section to be installed outside of the City by The Port of Portland and the Rural Fire District #26 as designed by J. W. Cunningham & Associates.

It is understood that the City will furnish 5000 gallons of water per minute for domestic, industrial and fire protection purposes at a minimum of 81 lbs. per square inch residual pressure at the City limits (point "d" on Plate I of the J. W. Cunningham report of January 1966).

It is the intention of The Port of Portland and the Rural Fire District #26 to dedicate easements to the City over the route of the water lines outside of the City limits. Upon completion of the installation of the water main, the line will be turned over to the City at no cost. In return, there will be no charge to The Port of Portland or the Rural Fire District #26 for tying the section of water main outside of the City limits into the section within the City.

In accordance with a letter dated July 3 and signed by Mr. H. K. Anderson, Chief Engineer for the Bureau of Water Works, we include herewith a purchase order authorizing \$164,367 as The Port's share of the line within the City.

Major Continuing Projects:

- AVIATION—PORTLAND INTERNATIONAL AIRPORT, PORTLAND-HILLSBORO AIRPORT, PORTLAND-TROUTDALE AIRPORT, AND SWAN ISLAND HELIPORT
- LAND DEVELOPMENT—SWAN ISLAND INDUSTRIAL PARK, RIVERGATE INDUSTRIAL DISTRICT, AND PORT CENTER
- MARINE—PIPELINE DREDGE OREGON, STERNWHEEL STEAMER PORTLAND, AND SWAN ISLAND SHIP REPAIR YARD

Honorable Terry D. Schruck
August 27, 1968
Page 2

*Paid for
Sunt Miller
10/10/68
Robert*

A copy of this letter is being forwarded to the Rural Fire District #26 with a request that they deposit with the City \$54,538, representing their share of the cost of the line within the City.

It is understood that the City will inspect the installation of the line outside of the City limits and that the operation, maintenance and administration of the system will become the responsibility of the City.

The rates to be charged, by the City, to the users, based upon meter readings made by the City, will be those outlined in the City of Portland Public Works code.

WATER

We have made commitments to provide water to industry in Rivergate by January 1, 1969 and therefore we request that construction be undertaken as quickly as possible.

I know that the conclusion of our long negotiations on this subject means the beginning of an endeavor which will materially benefit the Portland economy. We appreciate your personal efforts to resolve this matter and extend our thanks to the many City people who have given their time and effort.

Very truly yours,

THE PORT OF PORTLAND



GEORGE M. BALDWIN
General Manager

Enclosure

cc D. G. Drake
M. A. Grayson
D. P. Keane
H. K. Anderson
T. Suderburg

73B

October 7, 1968

Mr. Robert Logan
9588 S. W. Frewing Court
Tigard, Oregon

Dear Mr. Logan:

Enclosed is a copy of the City's report on Rivergate and its annexation to the City of Portland.

As I have mentioned to you many times, it strikes me as hypocritical that a state agency would join and in fact encourage the flight industry to the suburbs. It almost seems incredible that a core city should have to publish a report such as this as an attempt to "sell" a state agency on the values of annexation.

As I have also said to you before, such harsh remarks as these must remain "off the record" in that Mayor Schrunk certainly does not want to initiate any fight between the City and the Port of Portland. This desire to co-operate for the benefit of the entire metropolitan area is part of the reason why the City has agreed to supply certain services without requiring annexation, as backgrounded on pages four and five of this report. I would be less than honest if I did not recognize that our form of government also contributed to the sale of services outside of annexation.

Any assistance you may be in apprising the Governor's Office of this matter would be greatly appreciated.

Very truly yours,

David H. Dockham
Executive Assistant

DHD. s
Enc.

83D

73 B

September 11, 1968

Mr. D. P. Keane, President RFPD #26
% Container Corporation of America
12005 N. Burgard Street
Portland, Oregon 97203

Dear Mr. Keane:

This will acknowledge receipt of your letter of September 10, 1968, relative to the financial involvement of Rural Fire District #26 in the first phase of the Rivergate water supply lines. Immediately upon receiving your communication, I met with the Business Manager of the Water Bureau, and the City Attorney, and requested Mr. Miller to contact you by phone.

We appreciate your problem that could be created by early bond redemption, consequently, since you are a public agency, we are willing to accept your purchase order in the amount indicated in the Port's letter, and the City will draw against said purchase order as needed. It would appear at this time that no progress payment would be required prior to October 30, 1968, when you can redeem part of your bonds without penalty.

Yours truly,

MAYOR

TDS.y

cc: Mr. George M. Baldwin, Gen. Mgr., Port of Portland
Mr. Grant Miller, Water Bur., City of Portland
Mr. Jack Pement, Comm. Buck Grayson's Asst.

754 C



CONTAINER CORPORATION OF AMERICA

CONTAINER DIVISION 12005 NORTH BURGARD STREET PORTLAND OREGON 97203 AREA CODE 503 PHONE 286-4411

September 10, 1968

The Honorable Terry D. Schruck
Mayor, City of Portland
City Hall
97204

RECEIVED
SEP 11 1968

MAYOR'S OFFICE

MAYOR	<i>MS</i>
EXEC. ASST.	<i>WAT</i>
EXEC. ASST. 2	
COM. ASST.	
ADM. SEC.	

Dear Mayor Schruck:

Subject: Rural Fire District #26/Rivergate District Water

Mr. Baldwin, the general manager of the Port of Portland, by copy of his August 27th letter to you, requested that Rural Fire Protection District #26 deposit with the city \$54,538.00 representing our share of the cost of the water line to be constructed within the city, the extension of which will service RFPD #26 and the Rivergate District.

Fire District #26 has most of its funds invested in United States National Bank of Oregon bonds. We would like to propose that in lieu of cash, the Fire District pledge bonds slightly in excess of \$54,538.00 as collateral until such time as cash is required to pay actual expenses of the water line project. The reason for this request is to enable the Fire District to earn interest on its funds for the longest period possible. The maturity date of our bonds is January 30, 1969. Early redemption is possible without penalty on October 30, 1968.

If it is imperative that we deposit cash at this time, we will comply, however, we hope that the City will look with favor on our alternate proposal.

Sincerely,

D P Keane

D. P. Keane, President RFPD #26
C/O Container Corporation of America
12005 N. Burgard St.
Portland, Oregon 97203

DPK:nr

cc: Geo. M. Baldwin
Jack Stiller
Port of Portland
710 S.W. 2nd
Portland, Oregon 97204

*9/11/68 11:30 AM
Discussed with Rushing
& Sant Miller. Memo to follow*

CITY OF PORTLAND
INTER-OFFICE CORRESPONDENCE
(NOT FOR MAILING)

From Water Superintendent
To Mayor's Office
Addressed to Mayor T. D. Schrunk
Subject Rural Fire District #26

September 11, 1968

RECEIVED
SEP 11 1968

MAYOR'S OFFICE

MAYOR	
EXEC. ASST. II	
EXEC. ASST. I	
COMM. ASST.	
ADM. SEC.	

Dear Mayor Schrunk:

Mr. Keane, President of RFPD #26, has agreed to furnish the Water Bureau with a Purchase Order for \$54,538.00, against which the Water Bureau will bill as the work progresses.

We believe this will be the most satisfactory method of payment for the new Rivergate main.

Very truly yours,

Ted Suderburg, Superintendent

By:

Grant E. Miller
Grant E. Miller

Assistant Superintendent

TS:GEM/lmf

73 B

3965

9-4-68
filed

August 28, 1968

Mr. Ray Smith
City Auditor
City Hall
Portland, Oregon

Dear Mr. Smith:

I am transmitting herewith two communications from Mr. George M. Baldwin, General Manager of the Port of Portland, each dated August 27, 1968, and one concerning water for the Rivergate Industrial District, and the other concerning sanitary sewers for the Rivergate Industrial District.

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Yours truly,

M A Y O R

TDS.y

Enc.

718 C

OFFICE OF THE MAYOR



TERRY D. SCHRUNK
MAYOR

3965

CITY OF PORTLAND
OREGON

August 28, 1968

Mr. George M. Baldwin
General Manager
The Port of Portland
Box 3529
Portland, Oregon 97208

Dear Mr. Baldwin:

This will acknowledge receipt of your letter of August 27, 1968, relative to water for the Rivergate Industrial District. Paragraph 2 of your letter should probably be re-worded so that it is plainly understood that the City cannot unequivocally guarantee the flow and pressure indicated in that paragraph. It appears quite probable to our Water Engineers that this flow and pressure can be provided except under extreme circumstances which might involve a disaster or a loss of a conduit or major storage facility. Certainly under such adverse and unexpected circumstances, the Rivergate Industrial area would be treated in the same manner as the rest of the City.

I am asking Commissioner Grayson and his staff to explore this matter further with you, should you so desire, and am further instructing Commissioner Grayson to proceed to provide this service as rapidly as possible.

In the third paragraph on page 2, it would appear that a typographical error caused the insertion of "Portland Public Works code", relative to water rates. This is contained in the Water Code. I am certain this is understood by all concerned.

Rest assured, Commissioner Grayson and his staff will work closely with your staff and others concerned to expedite this service.

Yours truly,

M A Y O R

TDS.y

*cc - Donald G. Drake
Each City Commissioner*

COMMISSION

- DENNIS J. LINDSAY
President
 - LEE E. CALDWELL
Vice President
 - ERLING E. JACOBSEN
Secretary
 - ROBERT B. WILSON
Treasurer
 - LEW S. RUSSELL
 - HOWARD B. SOMERS
 - DONALD G. DRAKE
 - HAROLD S. HIRSCH
 - JOHN S. BRANDIS
- GEORGE M. BALDWIN
General Manager



RECEIVED
AUG 28 1968

3965

MAYOR'S OFFICE

BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

August 27, 1968

Honorable Terry D. Schruck
City of Portland
City Hall
Portland, Oregon 97204

Dear Mayor Schruck:

SUBJECT: Rivergate Industrial District - Water

MAYOR	<i>[Signature]</i>
EXEC. ASST.	
ADM. ASST.	
COMM. ASST.	
ADM. SEC.	

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It is the intention of The Port of Portland and the Rural Fire District #26 to dedicate easements to the City over the route of the water lines outside of the City limits. Upon completion of the installation of the water main, the line will be turned over to the City at no cost. In return, there will be no charge to The Port of Portland or the Rural Fire District #26 for tying the section of water main outside of the City limits into the section within the City.

In accordance with a letter dated July 3 and signed by Mr. H. K. Anderson, Chief Engineer for the Bureau of Water Works, we include herewith a purchase order authorizing \$164,367 as The Port's share of the line within the City.

Major Continuing Projects:

- AVIATION—PORTLAND INTERNATIONAL AIRPORT, PORTLAND-HILLSBORO AIRPORT, PORTLAND-TROUTDALE AIRPORT, AND SWAN ISLAND HELIPORT
- LAND DEVELOPMENT—SWAN ISLAND INDUSTRIAL PARK, RIVERGATE INDUSTRIAL DISTRICT, AND PORT CENTER
- MARINE—PIPELINE DREDGE OREGON, STERNWHEEL STEAMER PORTLAND, AND SWAN ISLAND SHIP REPAIR YARD

Honorable Terry D. Schruck
August 27, 1968
Page 2

3965

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It is understood that the City will inspect the installation of the line outside of the City limits and that the operation, maintenance and administration of the system will become the responsibility of the City.

The rates to be charged, by the City, to the users, based upon meter readings made by the City, will be those outlined in the City of Portland Public Works code.

WATER

We have made commitments to provide water to industry in Rivergate by January 1, 1969 and therefore we request that construction be undertaken as quickly as possible.

I know that the conclusion of our long negotiations on this subject means the beginning of an endeavor which will materially benefit the Portland economy. We appreciate your personal efforts to resolve this matter and extend our thanks to the many City people who have given their time and effort.

Very truly yours,

THE PORT OF PORTLAND



GEORGE M. BALDWIN
General Manager

Enclosure

cc D. G. Drake
M. A. Grayson
D. P. Keane
H. K. Anderson
T. Suderburg

*Aug. 28, 1968 - Orig to City Auditor
cc - Comm. Board
Comm. Council
Comm. Board*

OFFICE OF THE MAYOR



3965
TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

August 28, 1968

Mr. George M. Baldwin
General Manager
The Port of Portland
Box 3529
Portland, Oregon 97208

Dear Mr. Baldwin:

This will acknowledge receipt of your letter of August 27, 1968, relative to sanitary sewers for the Rivergate Industrial District.

I have requested Commissioner Bowes and his staff to move forward with your people and the consulting engineers to bring this matter to bid, and to take the necessary legal actions to form the required local assessment district, as early as possible. Rest assured, the City, acting through Commissioner Bowes and his staff, will do everything practical to expedite this project. We are getting a late start and much of the success of the early completion of the project will be predicated on both responsive bids and on construction weather.

It has been a pleasure to work with you, your staff, and the Port Commissioners on this matter, as we strongly feel that the orderly, sound development of the Rivergate area will have tremendous continuing impact on our entire area.

Best regards!

Yours truly,

M A Y O R

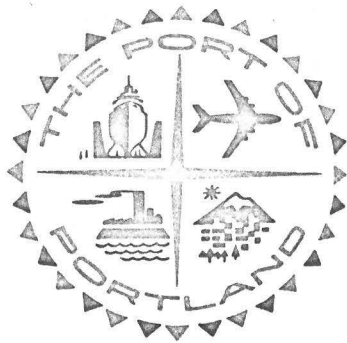
TDS.y

*cc. Donald S. Drake
Each Commissioner*

3965

COMMISSION

- DENNIS J. LINDSAY
President
 - LEE E. CALDWELL
Vice President
 - ERLING E. JACOBSEN
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 - ROBERT B. WILSON
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 - HOWARD B. SOMERS
 - DONALD G. DRAKE
 - HAROLD S. HIRSCH
 - JOHN S. BRANDIS
- GEORGE M. BALDWIN
General Manager



BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

August 27, 1968

RECEIVED
AUG 28 1968
MAYOR'S OFFICE

MAYOR	<i>[Signature]</i>
EXEC.	
ASST.	
ENGR.	
ASST.	
CO.	
ASST.	
ADM.	
SEC.	

Honorable Terry D. Schruck
City of Portland
City Hall
Portland, Oregon 97204

Dear Mayor Schruck:

SUBJECT: Rivergate Industrial District - Sanitary Sewers

The Port of Portland hereby requests that a Local Improvement District be established for the purpose of installing, operating, administering and maintaining a sanitary sewer system. The boundaries of the district should include the Rivergate Industrial District-Phase I area, the Rural Fire District #26 and the portion of the Commission of Public Docks Terminal #4 area requiring sanitary sewer services.

We request that the system be constructed and tied into the City's existing system as quickly as possible and in order to eliminate the usual remonstrance period, we are having delivered to the City Engineer waiver forms executed by the following property owners in the Rural Fire District #26:

- Northwest Terminal Co.
- Bell Oil Terminal Co.
- Container Corp. of America
- Beall Pipe & Tank Corp.
- Portland General Electric Co.
- R. J. McIntyre
- Dulien Steel Products, Inc. - Shenker

Waivers covering the Rivergate properties are in preparation and will be delivered to the City Engineer.

Major Continuing Projects:

- AVIATION—PORTLAND INTERNATIONAL AIRPORT, PORTLAND-HILLSBORO AIRPORT, PORTLAND-TROUTDALE AIRPORT, AND SWAN ISLAND HELIPORT
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3965

Honorable Terry D. Schruck
August 27, 1968
Page 2

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Dulien-Shenker
Northwest Terminal Co.

Easements through the Rivergate property are in preparation and will be delivered to the City Engineer.

We also will deliver a quitclaim deed covering the property required for the construction of a pumping station. This deed is executed by the Dulien-Shenker interests.

Mr. J. R. Stiller, Assistant Chief Engineer for The Port of Portland, has been appointed to coordinate this project and he is available to work with your staff on any problems.

We have made commitments to provide sanitary sewer service by January 1, 1969 and therefore request that every effort be made to expedite the construction of the system.

Very truly yours,
THE PORT OF PORTLAND



GEORGE M. BALDWIN
General Manager

- cc W. A. Bowes
- N. R. Drulard
- C. J. Wendt
- D. P. Keane
- B. W. Taylor

*Aug. 28, 1968 - Orig. to City Auditor
cc - Comm. Eng'g
Comm. Engr
Comm. Finance*

3965

August 28, 1968

Mr. George M. Baldwin
General Manager
The Port of Portland
Box 3529
Portland, Oregon 97208

Dear Mr. Baldwin:

This will acknowledge receipt of your letter of August 27, 1968, relative to water for the Rivergate Industrial District. Paragraph 2 of your letter should probably be re-worded so that it is plainly understood that the City cannot unequivocally guarantee the flow and pressure indicated in that paragraph. It appears quite probable to our Water Engineers that this flow and pressure can be provided except under extreme circumstances which might involve a disaster or a loss of a conduit or major storage facility. Certainly under such adverse and unexpected circumstances, the Rivergate Industrial area would be treated in the same manner as the rest of the City.

I am asking Commissioner Grayson and his staff to explore this matter further with you, should you so desire, and am further instructing Commissioner Grayson to proceed to provide this service as rapidly as possible.

In the third paragraph on page 2, it would appear that a typographical error caused the insertion of "Portland Public Works code", relative to water rates. This is contained in the Water Code. I am certain this is understood by all concerned.

Rest assured, Commissioner Grayson and his staff will work closely with your staff and others concerned to expedite this service.

Yours truly,

M A Y O R

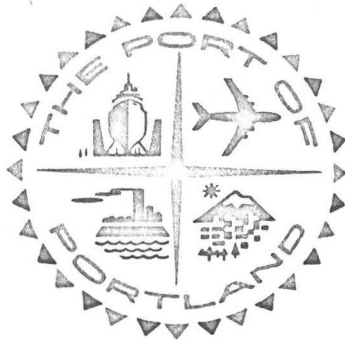
TDS.y

cc: Donald G. Drake
Each City Commissioner

3965

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- GEORGE M. BALDWIN
General Manager



BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

August 27, 1968

RECEIVED
AUG 28 1968
MAYOR'S OFFICE

MAYOR	<i>[Signature]</i>
EXEC.	
ASST.	
ENGR.	
ASST.	
COM.	
ASST.	
ADM.	
SEC.	

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Honorable Terry D. Schruck
August 27, 1968
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General Manager

cc W. A. Bowes
N. R. Drulard
C. J. Wendt
D. P. Keane
B. W. Taylor

*8/28/68 - Orig. to City Auditor
cc - Commissioner Grayson
Commissioner Eckel
Commissioner Irennie*

3965

August 28, 1968

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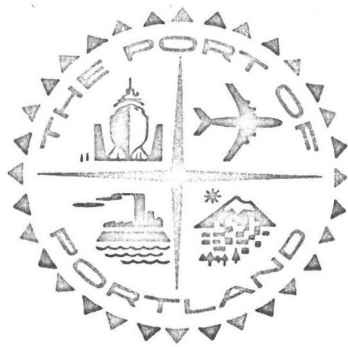
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cc: Donald G. Drake
Each City Commissioner

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HAROLD S. HIRSCH
JOHN S. BRANDIS

GEORGE M. BALDWIN
General Manager



RECEIVED
AUG 27 1968

3965

MAYOR'S OFFICE

BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

August 27, 1968

Honorable Terry D. Schruck
City of Portland
City Hall
Portland, Oregon 97204

Dear Mayor Schruck:

SUBJECT: Rivergate Industrial District - Water

MAYOR	<i>[Signature]</i>
EXEC. ASST.	
ADM. ASST.	
ADM. SEC.	

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Honorable Terry D. Schruck
August 27, 1968
Page 2

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THE PORT OF PORTLAND



GEORGE M. BALDWIN
General Manager

Enclosure

- cc D. G. Drake
- M. A. Grayson
- D. P. Keane
- H. K. Anderson
- T. Suderburg

8/28/68 -- Orig to City Auditor
cc - Commissioner Powell
Commissioner Earl
Commissioner Council

COMMISSION

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President
LEE E. CALDWELL
Vice President
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DONALD G. DRAKE
Treasurer
DENNIS J. LINDSAY
LEW S. RUSSELL
HOWARD B. SOMERS
ERLING E. JACOBSEN
ROBERT B. WILSON

GEORGE M. BALDWIN
General Manager



RECEIVED
FEB 1 1968

MAYOR'S OFFICE

BOX 3529 PORTLAND, OREGON 97208 Telephone (503) 224-4260
Lindsay Building 710 S.W. 2nd Avenue

MAYOR	JAS
EXEC. ADJ.	
SUPV. ASST.	
COMM. ASST.	
ADML. SEC.	

738

January 31, 1968

The Mayor and Council
City of Portland
Portland, Oregon

Gentlemen:

Over the past two years, the City of Portland, Multnomah County, The Port of Portland, and the firm of Daniel, Mann, Johnson and Mendenhall have enjoyed a close and gratifying working relationship in the preparation of the "Rivergate and the North Portland Peninsula Plan." The proposal has received national publicity and the eventual benefits accruing to the Portland area and the State of Oregon from the implementation of the plan are incalculable.

During the period required for the development of the plan, we, at the Port, have not marked time. Our people have been spreading the word from coast to coast and the results of our efforts are already evident. I will not take the space to enumerate the industries already in the Rivergate District and those who have either begun construction or who have announced their intentions of building new facilities. We are negotiating with a number of other firms and the prospects for the rapid and continuous sales of land are encouraging.

In the course of the study, DMJM studied alternative methods of providing water and sewer service to the Rivergate area and recommended that both services could best be served from City of Portland facilities. Meetings were held by representatives of the Port and the City Water Bureau and as a result, the Port understood that water service would be available. It was also assumed that sewer service could be obtained.

Major Continuing Projects:

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986

The Mayor and Council
January 31, 1968
Page 2

On the basis of these conversations, we have made a commitment to Oregon Steel Mills to bring water and sewer lines to their site on or before January 1, 1969. This company has started construction on its \$35 million steel manufacturing complex which must be completed by January 1, 1969 or before. Another firm, Collier Carbon & Chemical Company, a subsidiary of Union Oil Company, desires water and sewer service by October 1, 1968. We have been requested to make similar commitments to other industrial prospects.

We now find that there is some question regarding the availability of these city services based on the fact that most of the Rivergate area is outside the city limits. If such a question does in fact exist, we must be officially informed immediately so that it can be resolved. The level of success of the Rivergate development and its impact on the Portland area and the economy of Oregon is at this point dependent on an affirmative decision by the City government. We must either market the industrial land as an area serviced by first-rate water and sewer facilities, or we must revert to secondary measures which may well delay or possibly cause a failure in the planned development of the area.

The subject of annexation will naturally arise in any deliberation on this matter, and I want to stress that The Port of Portland Commission has never taken a position regarding the annexation of Rivergate. We are awaiting a study on the relative merits of annexation which I understand is being prepared by the City Planning Commission. Unfortunately, we cannot await the results of the study. We have less than one year in which to meet our initial commitments.

Engineering design of a water line to service Rivergate, as well as Fire District #26 and the Terminal 4 area of the Dock Commission, is now under way by a consultant hired by the three parties. The Port of Portland is prepared to proceed with the design and construction of sanitary sewers to serve Rivergate or join with others in a system which will service Fire District #26 as well as the Rivergate Industrial District.

We need to have an immediate answer. It is imperative that the engineering design, awarding of a contract, and actual construction

The Mayor and Council
January 31, 1968
Page 3

all begin at the very earliest moment in order to meet our time schedule. The Port of Portland must know whether the City of Portland will provide City water and permit a connection to the City's sanitary sewer system during 1968.

Very truly yours,

THE PORT OF PORTLAND

A handwritten signature in blue ink, reading "George M. Baldwin". The signature is written in a cursive style with a prominent initial "G".

GEORGE M. BALDWIN
General Manager

Portland, Vancouver plan industry land fill

By Malcolm Bauer
Special to The Christian Science Monitor

Portland, Ore.

The river-traffic hub of the Pacific Northwest, where the Willamette River meets the Columbia, has changed little over the centuries. It remains at points as primeval as Captains Lewis and Clark saw it. The occasionally raging Columbia has made it unprofitable to develop.

But that will soon change. Flood-control dams and local initiative have set the stage for a rich, new Columbia-Willamette industrial complex. Its parts have been projected as follows:

- The Port of Portland will develop more than 9,000 acres of islands and flood plain at the Columbia-Willamette confluence as a base for a billion-dollar industrial park, with a goal of jobs for 45,000 people.

- The Port of Vancouver will spend an estimated \$106 million to develop a similar complex on 12,000 acres of marshy land surrounding Vancouver Lake directly north across the Columbia.

- The Port of Portland is preparing to fill the slack south channel of the Columbia, just upriver from the sites noted above, to expand the region's chief air terminal, Portland International Airport.

Reclamation involved

The Pacific Northwest is thus preparing at its heart to intensify use of the waterways that determined the patterns of its first development more than a century ago.

Both port authorities will draw on the silt and sands of the Columbia to reclaim riverfront land bypassed by development of the Portland-Vancouver metropolitan area. Both projects will include dikes and filling sufficient to protect the properties from the Columbia's highest floods on record, including those of 1894 and 1948.

The ambitious core of the interstate riverfront developments is the Port of Portland's projected Rivergate industrial park. It lies on the pie-shaped projection of land directly east of the Willamette and south of the Columbia, directly across from Vancouver Lake.

Commerce and recreation

That point of land is too low and marshy for current use except by pleasure boaters, in season. It will be filled and platted to provide more than 3,000 acres of industrial and commercial sites, controlled waterways, lakes, parks, and recreation areas.

At the tip of the piece of pie, where the two rivers meet, will be a 97-acre Kelly Point park, with ponds, waterfalls, a swimming beach, boat harbor, and research fish hatchery.

The plan for Rivergate was developed by the consulting firm of Daniel, Mann, Johnson & Mendenhall of Los Angeles after an 18-month study. The Port of Portland has already invested more than \$5 million to make ready for the project. Local, state, and federal officials are cooperating in tying Rivergate into the state and interstate highway networks. The area has miles of river frontage on both the Willamette and the Columbia and is served by the major rail lines in the Pacific Northwest.

Location held strategic

Directly north across the Columbia is the Vancouver Lake project. The Portland engineering firm that has planned its development—Stevens, Thompson & Runhan—describe it as "strategically located as an interchange for regional, national, and world trade and travel."

The Ports of Portland and Vancouver are slightly less than 100 miles inland from the Pacific Ocean, with deep-water channels in the Columbia and Willamette to accommodate sea-going vessels. Both ports serve the inland empire of eastern Oregon, Washing-



By Russell H. Lenz, chief cartographer

Northwest ports to expand

Pumping new economic vitality into the Pacific Northwest will be three projects aimed at developing the ports of Portland, Ore., and Vancouver, Wash. Sites for the projects are (1) Vancouver Lake, (2) Rivergate industrial park, and (3) Portland International Airport.

ton, and Idaho by barge lines along the Columbia.

Combined, the two ports account for cargoes heavier than any other American North Pacific points. They are unsurpassed in volume of grain and lumber.

The Rivergate and Vancouver Lake developments give promise of a new industrial dimension to that trade.

917

Lindsay proposes 'urbanaid'

New York City se

By Mary Hornaday
Staff correspondent of
The Christian Science Monitor

New York

A landmark experiment in state support of local government known as "urbanaid" is being explored by New York State.

Proposed by Mayor John V. Lindsay of New York City, the idea is not entirely new. Urbanaid is patterned after a plan originally advanced in 1964 on the federal-state level by Walter W. Heller, then chairman of the Council of Economic Advisers, and later explored by a committee chaired by Dr. Joseph Pechman of the Brookings Institution.

Urbanaid would apply within New York State the fundamental principles of the Heller-Pechman plan.

Introduced at a time when many local governments, including New York City, are faced with fiscal crises, urbanaid would replace the state's present formula of per capita grants to cities, towns, villages, and counties with a system of allocations based permanently on distribution to localities of 27.5 percent of receipts from the state's personal income tax.

Rising costs traced

Many localities now are shifting their fiscal burdens to states, with their greater taxing power. Massachusetts, for instance, recently voted the assumption of welfare costs by the state. Higher employee com-

pensation under collective bargaining, rising welfare case load, health costs, increasing Medicaid and a higher prospective city rollment are among the many mounting over-all cost of New York City.

The prospect for local budgets worsened this year by action Appropriations for the war or been cut. Model cities and re programs have been funded stantially below those rec President Johnson.

Presenting the urbanaid plan Nelson A. Rockefeller — who endorsed it—Mayor Lindsay the plan would give hard-pressed cities a "new productive" with vastly greater growth the revenue upon which the largely dependent."

\$440 million deficit

By law, Mayor Lindsay must submit a balanced budget to City Council by April 15. The city must get \$440 million more from existing tax programs. Under the Mayor's plan, \$1 million of this would come from aid.

Other localities would also not on the same scales.

One county, Westchester, 614,988 from the state in 1965 aid it would receive \$2,343,500 of \$1,328,518.

Buffalo would get \$3.1 million under the per capita system would get \$2.2 million more \$1.2 million more.

Under the proposed system the city would receive less than the amount to which it entitled under the present per capita. This proviso would protect localities which otherwise might suffer from the change.

Under the urbanaid formula from the 27.5 allocated share personal income tax would among the local governments their actual expenditures year met by state and federal aid.

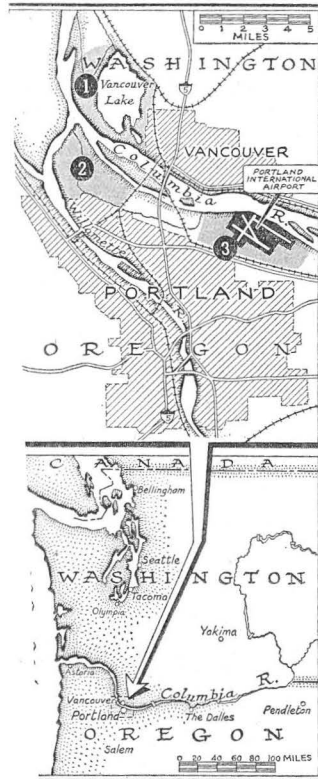
No restriction on use

This would mean that cities, towns, and villages would be in state income-tax funds in addition to the burden being placed on taxpayers.

"Our research," Mayor Lindsay has indicated no better method of urbanization."

Expenditures for education included from the formula in existing broad state program part of public schools and the number of local governments for expenditures in their budget.

Vancouver and land fill



Bill H. Lenz, chief cartographer

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By Mary Hornaday
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The Christian Science Monitor

New York

A landmark experiment in state support of local government known as "urbanaid" is being explored by New York State.

Proposed by Mayor John V. Lindsay of New York City, the idea is not entirely new. Urbanaid is patterned after a plan originally advanced in 1964 on the federal-state level by Walter W. Heller, then chairman of the Council of Economic Advisers, and later explored by a committee chaired by Dr. Joseph Pechman of the Brookings Institution.

Urbanaid would apply within New York State the fundamental principles of the Heller-Pechman plan.

Introduced at a time when many local governments, including New York City, are faced with fiscal crises, urbanaid would replace the state's present formula of per capita grants to cities, towns, villages, and counties with a system of allocations based permanently on distribution to localities of 27.5 percent of receipts from the state's personal income tax.

Rising costs traced

Many localities now are shifting their fiscal burdens to states, with their greater taxing power. Massachusetts, for instance, recently voted the assumption of welfare costs by the state. Higher employee com-

New York City seeks state help

pensation under collective bargaining, a rising welfare case load, higher interest costs, increasing Medicaid expenditures, and a higher prospective city university enrollment are among the major factors in the mounting over-all cost of government in New York City.

The prospect for local budgets has been worsened this year by actions of Congress. Appropriations for the war on poverty have been cut. Model cities and rent-supplement programs have been funded at levels substantially below those recommended by President Johnson.

Presenting the urbanaid program to Gov. Nelson A. Rockefeller — who has not yet endorsed it — Mayor Lindsay argued that the plan would give hard-pressed local governments a "new productive revenue source with vastly greater growth potential than the revenue upon which the cities are now largely dependent."

\$440 million deficit

By law, Mayor Lindsay is required to submit a balanced budget to the New York City Council by April 15. To do this, the city must get \$440 million more than it can count on from existing taxes and aid programs. Under the Mayor's proposals, \$219 million of this would come through urbanaid.

Other localities would also benefit, though not on the same scales.

One county, Westchester, received \$1,014,988 from the state in 1965. Under urbanaid it would receive \$2,343,506, an increase of \$1,328,518.

Buffalo would get \$3.1 million more than under the per capita system. Rochester would get \$2.2 million more and Syracuse \$1.2 million more.

Under the proposed system, no local government would receive less under urbanaid than the amount to which it has been entitled under the present per capita program. This proviso would protect those few communities which otherwise might suffer by the change.

Under the urbanaid formula, receipts from the 27.5 percent allocated share of the state personal income tax would be distributed among the local governments in proportion to their actual expenditures for the prior year met by state and federal aid.

No restriction on use

This would mean that counties, cities, towns, and villages would henceforth share in state income-tax funds in direct proportion to the burden being placed upon local taxpayers.

"Our research," Mayor Lindsay says, "has indicated no better measure of the impact of urbanization."

Expenditures for education would be excluded from the formula in view of the existing broad state program for the support of public schools and the small number of local governments financing school expenditures in their budgets.

Funds available under urbanaid would not be specifically earmarked. They could be used by the locality in any way it wished.

The plan would be responsive, in future years, to upward changes in prices and incomes.

Legislators lukewarm

What are the prospects that urbanaid will be enacted?

The feasibility of the program depends upon the ability of the state to obtain the additional revenue necessary to offset the diversion of income-tax receipts to localities.

Mayor Lindsay says he is confident the additional revenues can be easily secured, but his fellow-politicians in the state Legislature have thus far shown only lukewarm interest.

The amount the state will need to raise, the Mayor points out, represents less than the amount of the expected increase over the next two years in the receipts from the state income tax at the present rates.

Indicative of the Mayor's great interest in urbanaid is his decision to campaign for it throughout the state. Under his direction, New York City officials already are distributing figures showing that urbanaid would mean increased financial aid for two-thirds of the state's 63 cities.

Lindsay men are being sent out to talk to newspaper editors and to meet with mayors and other city officials in the plan's behalf.

How will taxpayer react?

On first look politicians in Albany are protesting that the plan would put the blame on them for the higher taxes involved but give them no credit for the extra money distributed. They have labeled the plan "politically unrealistic."

Disposition of urbanaid will undoubtedly depend largely on the individual New York voter and taxpayer and the influence he decides to wield in the plan's behalf.

Should urbanaid be installed here, it might eventually set the stage for nationwide adoption of the long-delayed Heller plan at the federal-state level.

"This," the Mayor told Albany, "would continue the precedents of New York State leadership already established in the Clear Waters Act."

He referred here to Mr. Rockefeller's leadership in launching a \$1 billion bond issue that has enabled the state to outdo the federal government in water purification and development.

A city of three counties

By the Associated Press

Corbin, Ky.

The city of Corbin, in southeast Kentucky, lies in three different counties: Whitley, Knox, and Laurel.

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EXEC. ASST. II [Signature]
ASS. I [Signature]
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