



Work Session

WS

Milwaukie City Council



**MILWAUKIE CITY COUNCIL
WORK SESSION**

City Hall Conference Room
10722 SE Main Street
www.milwaukieoregon.gov

**AGENDA
APRIL 5, 2016**

A light dinner will be served.

Page #

4:00 p.m. EXECUTIVE SESSION

The City Council will meet in Executive Session pursuant to Oregon Revised Statute (ORS) 192.660(2)(h) to consult with counsel concerning legal rights and duties regarding current litigation or litigation likely to be filed.

- 1. 4:15 p.m. Downtown Milwaukie Business Association (DMBA) Quarterly Update** **1**
Presenters: Kelli Keehner, DMBA President
Alma Flores, Community Development Director
- 2. 4:35 p.m. Street Surface Maintenance Program (SSMP) and Fee in Lieu of Construction (FILOC) Update** **3**
Staff: Chuck Eaton, Engineering Director **9**
- 3. 5:00 p.m. Wastewater Treatment Issues** **15**
Staff: Gary Parkin, Public Works Director
- 4. 5:30 p.m. Bulky Waste Collection Day**
Staff: Mitch Nieman, Assistant to the City Manager
- 5. 5:45 p.m. Adjourn**

Meeting Information

- The time listed for each item is approximate; the actual time each item is considered may change due to the length of time devoted to the previous item. The Council may vote in Work Session on non-legislative issues.
- Executive Sessions: The Milwaukie City Council may meet in executive session immediately following adjournment pursuant to ORS 192.660(2).
 - All Executive Session discussions are confidential and those present may disclose nothing.
 - Representatives of the news media are allowed to attend Executive Sessions as provided by ORS 192.660(3) but must not disclose any information discussed.
 - Executive Sessions may not be held for the purpose of taking final actions or making final decisions.
 - Executive Sessions are closed to the public.
- For assistance/service per the Americans with Disabilities Act (ADA), please dial TDD 503-786-7555. During meetings the Council asks that all pagers and cell phones be set on silent mode or turned off.



MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item: **WS 1.**
Meeting Date: **April 5, 2016**

To: Mayor and City Council

Through: Bill Monahan, City Manager

Subject: **Downtown Milwaukie Business Association (DMBA)
2016 Quarterly Report to Council**

From: Alma Flores

Date: March 28, 2016

ACTION REQUESTED

Listen to the 1st Quarter report in 2016 from Kelli Keehner, Chair of the Downtown Milwaukie Business Association (DMBA).

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

The city has not had any prior quarterly discussions with the DMBA. However, the city had established a Main Street Milwaukie program that is a volunteer-driven, grassroots economic development program focused on downtown Milwaukie.

The City of Milwaukie assisted downtown businesses, property owners, and interested residents to initiate the “Main Street Milwaukie” program (with help from the Clackamas County Main Street Program and the State of Oregon).

The Milwaukie Main Street area included all businesses located between Hwy 224 to the north, the railroad right-of-way to the east, Adams St to the south, and McLoughlin Blvd to the west.

The Main Street Approach™

The Main Street Approach™ was developed by the National Trust for Historic Preservation, and is a proven comprehensive approach to downtown commercial district revitalization. This approach has been implemented in over 1,800 cities and towns in 45 states across the nation with the help of the National Main Street Center and statewide downtown revitalization programs. The success of the Main Street Approach™ is based on its comprehensive nature. Main Street groups organize their work around four areas, or “committees”:

- The Organization Committee focuses on the structure of the Milwaukie Main Street organization and resource development.
- The Design Committee is dedicated to improving the physical appearance of downtown Milwaukie.
- The Economic Vitality Committee focuses on identifying and supporting business opportunities.
- The Promotions Committee is devoted to promoting the downtown and related businesses.

The city could decide to leverage this program to assist the DMBA through its efforts in the long term.

BACKGROUND

The DMBA is a local 501c3 (non-profit) made up of volunteers and small business owners dedicated to the growth, energy, and heart of the Downtown Milwaukie Business District.

CONCURRENCE

Community Development Director and City Manager concur with this report.

FISCAL IMPACTS

None

WORK LOAD IMPACTS

The economic development division of the Community Development department and the city manager's office offer staff time to help coordinate events, permitting, and technical assistance, when necessary.

ALTERNATIVES

None

ATTACHMENTS

None



MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item: **WS 2. A.**
Meeting Date: **April 5, 2016**

To: Mayor and City Council
Through: Bill Monahan, City Manager

Subject: **SSMP Annual Report**

From: Charles Eaton

Date: March 25, 2016

ACTION REQUESTED

Direction on the future of the SSMP program

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

March 3, 2015: Staff presented the eighth annual SSMP report to Council

January 21, 2014: Staff presented the seventh annual SSMP report to Council

February 19, 2013: Staff presented the sixth annual SSMP report to Council

February 7, 2012: Staff presented the fifth annual SSMP report to Council

February 1, 2011: Staff presented the fourth annual SSMP report to Council

February 2, 2010: Staff presented the third annual SSMP report to Council

December 16, 2008: Staff presented the second annual SSMP report to Council

December 18, 2007: Staff presented the first annual SSMP report to Council

January 2, 2007: The City of Milwaukie's Street Surface Maintenance Program was adopted by Ordinance No. 1966, effective on July 1, 2007. The ordinance, in concert with related ordinances, established a street maintenance fee, an electric utility privilege tax and local gas tax to fund the SSMP. All funds were dedicated to street maintenance and rehabilitation, with the goal of bringing all arterials and collectors in the City to a "good" or better condition within ten years.

BACKGROUND

The goal of the City's SSMP is to bring all major streets to a point where the cost efficiencies of good preventative maintenance are enjoyed, approximately 75 or above, and maintain them at that level.

The Director is required to make an annual report to the City Council regarding the state of the street network and the Program. This is the ninth annual report and is organized into the following sections:

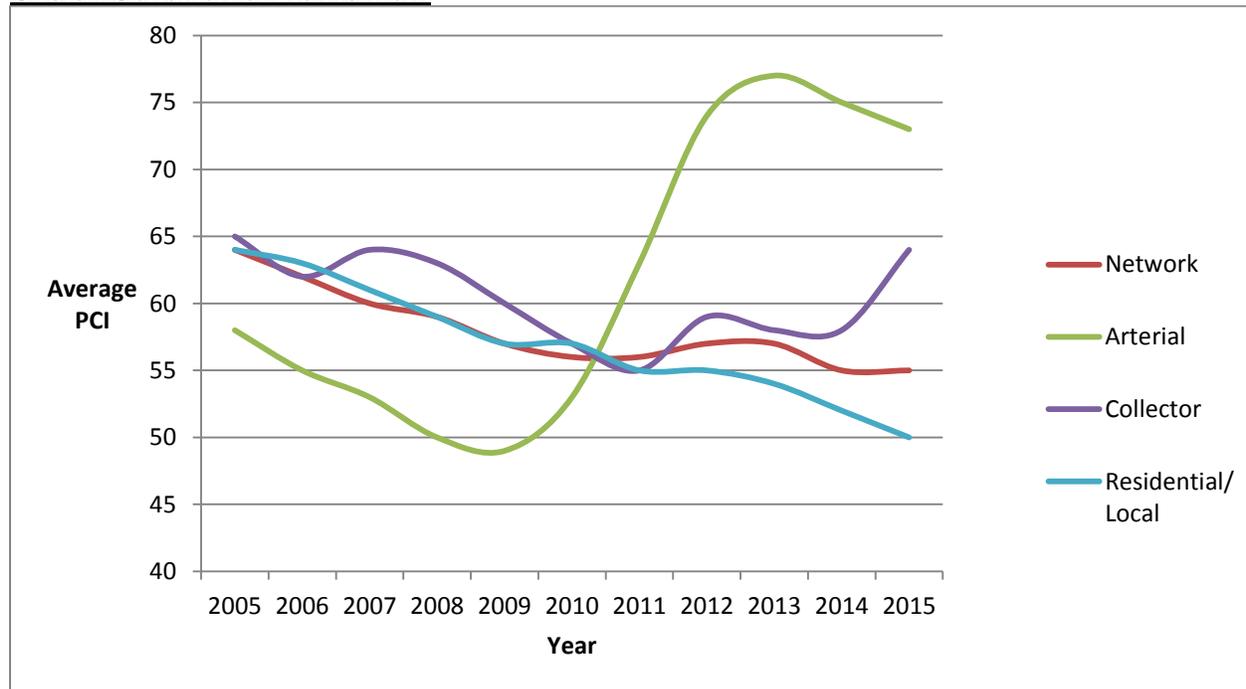
Completed Projects

During the 2015 program year Railroad Avenue was reconstructed as part of the SSMP program together with a group of Slurry Seal projects in the Lake Road NDA. The work on Railroad Avenue brought the Collector PCI index to 64, up from 58 the previous year. The residential street PCI dropped 2 points to 50.

Upcoming Projects

Staff has not recommended any changes to the previous Capital Improvement Plan with regards to the streets identified within the SSMP program. Year Nine of the SSMP includes the reconstruction of 42nd between Railroad and Harrison, construction of an Inlay of 42nd and King from Harrison to 43rd, an overlay of 43rd from King to Howe and an inlay of 17th from McLaughlin to Ochoco.

Overall Condition of the Network



Our recent focus on collector streets has showed major improvements in the PCI towards the goal of the City's SSMP is to bring all major streets to a point where the cost efficiencies of good preventative maintenance are enjoyed, approximately 75 or above, and maintain them at that level. However the drop in the PCI level for Arterials after only one year is concerning. This is in part due to the remaining arterials have deteriorated at a faster rate than expected. Lake Road for example has deteriorated to a PCI of 19.

It has been 5 years since our last physical rating of the street network and the level of deterioration appears to be less in the field than on the computers. Staff is recommending that we perform a third physical evaluation to better evaluate the program.

CONCURRENCE

The Citizen's Utility Advisory Board (CUAB) received a briefing at their January and February meetings. The board stated approval of the SSMP plan along with a desire to begin incorporating residential streets into the program.

FISCAL IMPACTS

No additional Impacts proposed.

WORK LOAD IMPACTS

The workload to implement and manage SSMP projects is substantial for the Engineering Department. Design of all SSMP projects occurs in-house, and includes surveys, design, and project management. Project design typically begins in the winter months for projects slated to begin in late spring, with additional project design in the spring for summer projects. It can take up to 2 months to complete a bid-ready set of contract documents for each project.

Members of the Engineering, Community Development, and Operation Departments form a SSMP Project team, which coordinates the ten-year paving schedule with the Capital Improvement Plan, Public Improvement Projects, and other City and private projects. Furthermore, coordination within Engineering and between the utilities (Storm, Water, and Sewer) is necessary to make decisions regarding timelines of Capital Improvement Projects prior to paving a particular street. The utilities can then construct respective CIP projects prior to a paving project.

ALTERNATIVES

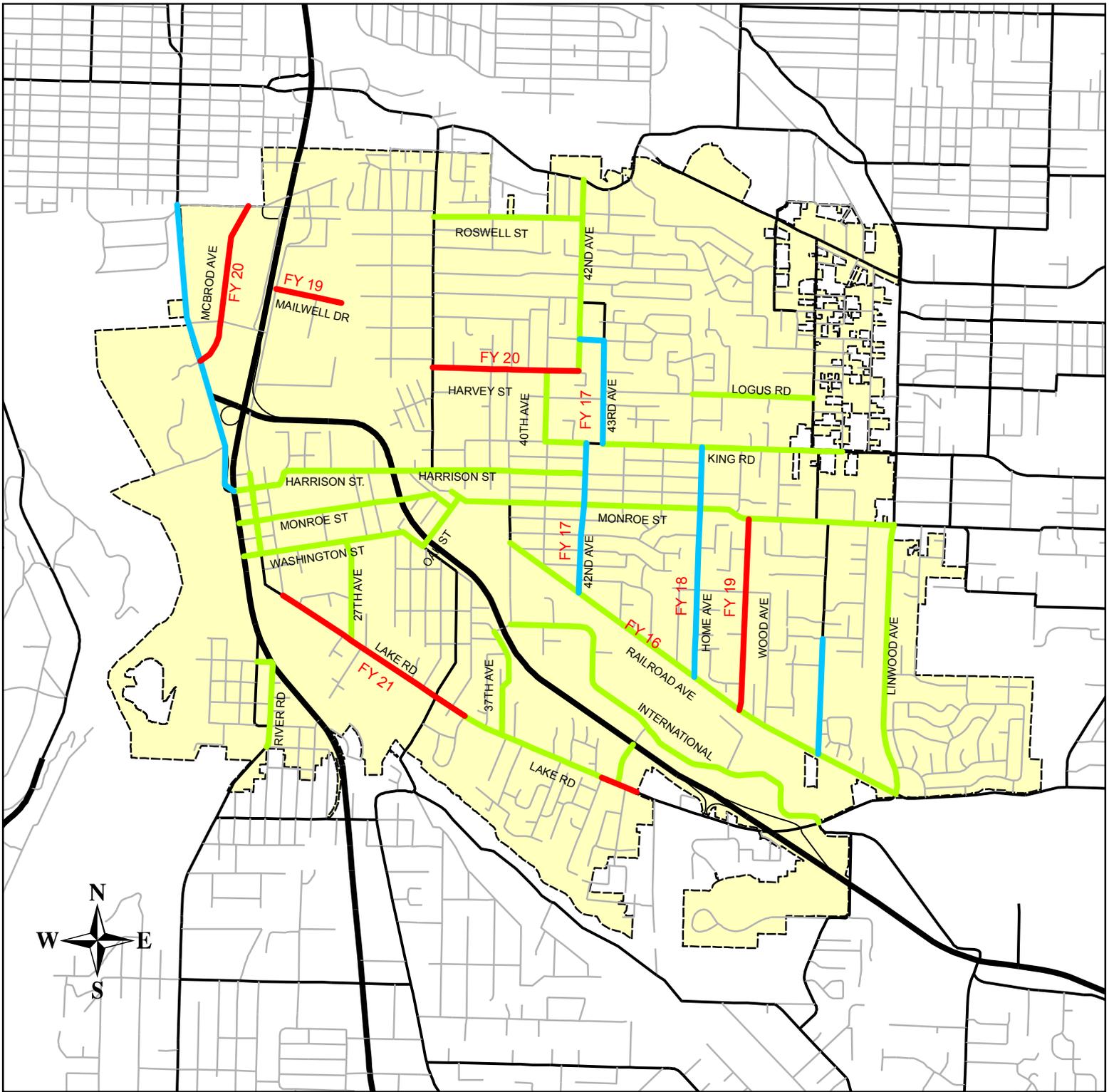
The program goal focuses on major street improvement with only crack sealing and slurry sealing treatment for the non-major streets. An alternative approach for the maintenance of the entire street network would be to focus on those streets with a surface in good condition, regardless of functional class.

The major street focus of the program was adopted as it provides the greatest benefit to City residents as everyone uses major streets. This objective remains an important factor and as most of the major streets are now resurfaced, the program may be able to incorporate some local streets without lessening the major street care.

Slurry seals while extremely beneficial are not helping the overall network gain in the PCI, but merely maintaining the condition of the streets they are being applied on. This is shown by the continued overall decrease in the PCI for residential streets. An alternative would be to begin a low volume street overlay program utilizing the Slurry seal funding or some of the Primary SSMP funding to begin to substantially increase the PCI of the overall network. Slurry Seal work could continue at a less frequent pace.

ATTACHMENTS

1. Street Surface Maintenance Program Map
2. SSMP Slurry Seal Map
3. Composite SSMP Paving and Slurry Seal Map



MILWAUKIE
Dogwood City of the West

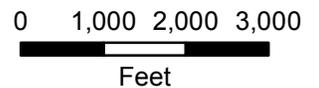
Street Surface Maintenance Program Map



Future Projects

Fiscal Year 2017 & 2018 Projects

Completed Projects



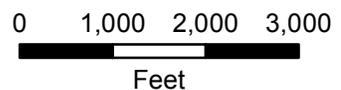


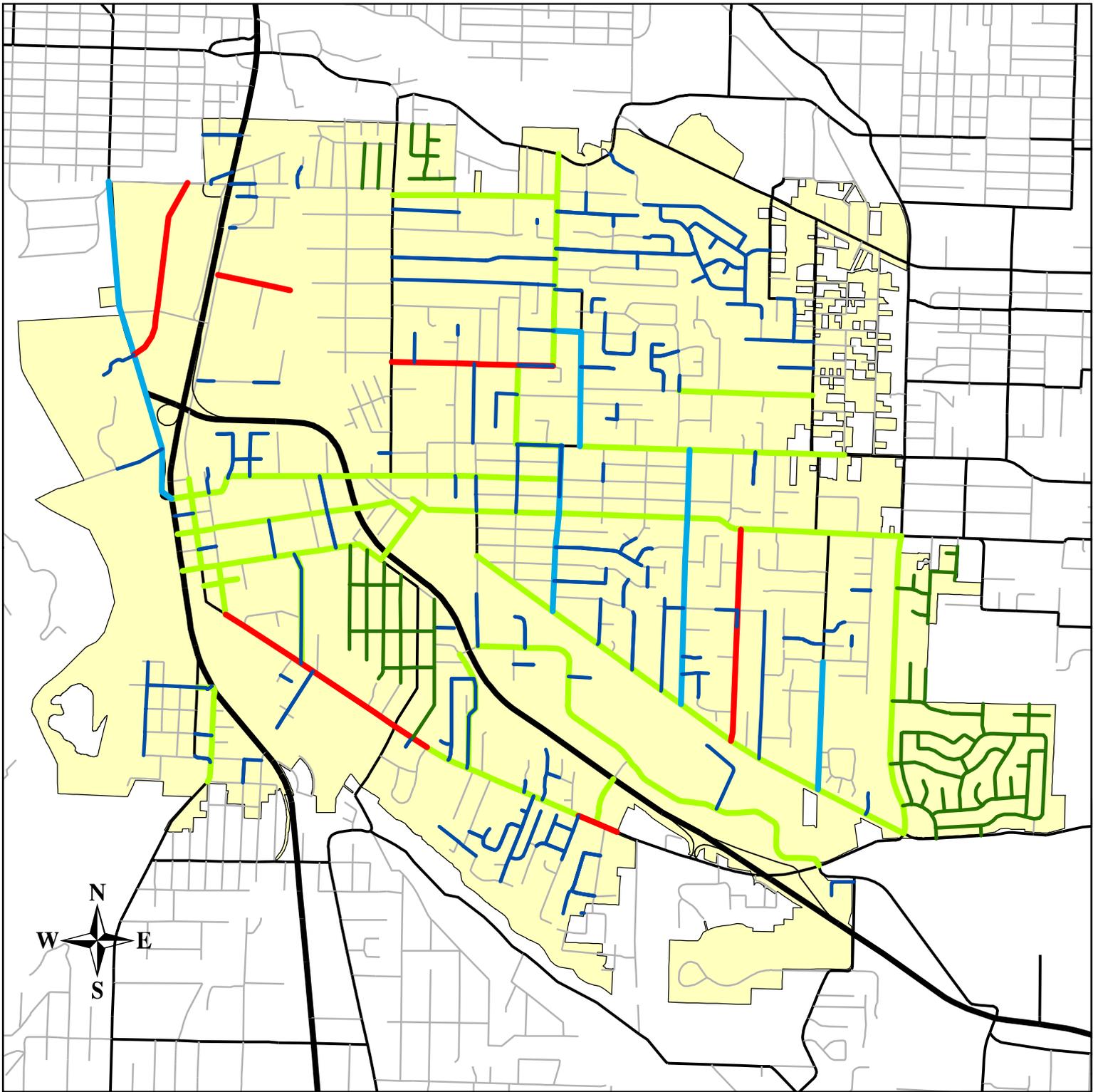
SSMP Slurry Seal Map

-  Slurry Seal Projects
-  Completed Slurry Seal Projects
-  Fiscal Year to be Completed



MILWAUKIE
Dogwood City of the West



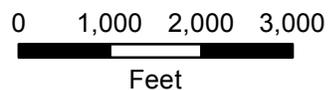


-  Slurry Seal Projects
-  Completed Slurry Seal Projects
-  Fiscal Year 2017 & 2018 Paving Projects
-  Completed Paving Projects
-  Future Paving Projects

SSMP Paving & Slurry Seal



MILWAUKIE
Dogwood City of the West





MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item: **WS 2. B.**
Meeting Date: **April 5, 2016**

To: Mayor and City Council
Through: Bill Monahan, City Manager
Subject: **FILOC Ordinance Review**
From: Charles Eaton
Date: March 28, 2016

ACTION REQUESTED

Review, comment and provide direction on draft ordinance revisions.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

March 1, 2016: Staff presented draft revisions to the FILOC (Fee in Lieu of Construction) ordinance for review. Several specific items were discussed and staff was directed to draft additional language for the FILOC ordinance.

February 2, 2016: Staff met with City Council to discuss the interpretation being used by staff for the administration of FILOC funds in accordance with MMC 19.706

BACKGROUND

As part of the staff report for the March 1st City Council Work Sessions staff outlined two changes to the FILOC Ordinance. The ordinance was rewritten into chapter 13 and the restriction for use on transportation facilities only was removed.

As part of the FILOC discussion, three additional areas within the existing ordinance were discussed: the 10 year time frame limitation; the restriction to use of the funds within the NDA received; and to expand the ability to qualify for the FILOC program.

Staff was directed to draft additional FILOC language to eliminate the 10 year time frame limitation, add an additional allowance for use of the funds that benefit the development, and develop possible additional conditions for allowance FILOC.

CONCURRENCE

The Planning Director concurs with these revisions

FISCAL IMPACTS

No additional Impacts proposed.

WORK LOAD IMPACTS

Some additional staff time for the accounting of FILOC funds due to the need to separate utilities.

ALTERNATIVES

Make only some or none of the proposed changes to the FILOC program.

ATTACHMENTS

1. FILOC Proposed Ordinance Revisions

19.706.13.32 FEE IN LIEU OF CONSTRUCTION**13.32.010 PURPOSE**

If ~~transportation~~ facility improvements are required ~~and determined to be proportional~~, the City will require construction of the improvements at the time of development. However, the applicant may request to pay a fee in lieu of constructing the required ~~transportation~~ facility improvements determined to be proportional. The fee in lieu of construction (FILOC) program ensures that opportunities to improve public ~~transportation~~ facilities are maximized and that the goals and requirements of ~~this chapter the City of Milwaukie~~ are met. This section provides criteria for making FILOC determinations and administering the FILOC program.

19.706.113.32.020 FILOC Criteria

The City may accept a fee in lieu of construction of required ~~transportation~~ facility improvements if one or more of the following conditions exist.

- A. Required improvements are not feasible due to the inability to achieve proper design standards.
- B. Required improvements would create a safety hazard.
- C. Required improvements are part of a larger approved capital improvement project that is listed as a funded project in the City's Capital Improvement Program (CIP) ~~and is scheduled for construction within 3 years of the City's approval of the proposed development~~.
- D. Required improvements would create a situation that would not comply with City standards without extensive additional offsite improvements.
- E. Required improvements are less than needed to meet City standards due to the City's inability to require full improvements based on proportionality requirements ~~of~~ on the development.

19.706.213.32.030 FILOC Findings

If the Engineering Director determines that a fee in lieu of construction satisfies one of the criteria in Subsection ~~19.706.113.32.020~~ above, the City ~~will~~ may accept a fee in lieu of construction upon the Engineering Director finding that deferring construction of ~~transportation~~ facility improvements will not result in any safety hazards ~~or~~ and is not necessary for the development. If the Engineering Director cannot make such a finding, then the City will not accept a fee and ~~will~~ shall require construction of the improvements. The Engineering Director has sole determination ~~on~~ discretion as to what improvements constitutes a safety hazard or ~~is~~ are necessary for the development.

19.706.313.32.040 FILOC Fees

If determined by the Engineering Director that required ~~transportation~~ facility improvements are eligible for FILOC, the applicant shall pay to the City an amount equal to the estimated cost to construct the required improvements. The amount of the fee shall be determined by the Engineering Director and shall be based on ~~the~~ average itemized bid prices ~~cost~~ of the most

~~recent~~ capital improvement projects ~~s-itemized bid prices~~. All fees shall be paid to the City prior to the issuance of any development ~~and/or building~~ permits.

A. If ~~full transportation facility improvements have been assessed with~~ previous development(s) on the ~~development subject~~ property ~~have resulted in the full construction of facility improvements or payment of FILOC fees~~ and the proposed development has additional impacts, the City may only assess additional FILOC fees when there has been a change to the City's ~~street~~ design standards.

B. If ~~partial transportation facility improvements have been assessed with~~ previous development(s) on the ~~development subject~~ property ~~have resulted in the partial construction of facility improvements or payment of FILOC fees~~ and the proposed development has additional impacts, the City may assess additional FILOC fees for the balance of the improvements ~~to bring the facilities into compliance with the City's current design standards~~.

~~19.706.413.32.050~~ **FILOC Administration**

Fees collected by the City may be used to construct public ~~transportation~~ facility improvements or to leverage additional grant money for larger ~~transportation~~ facility improvement projects. An accounting of fees collected and expended will be made available by the City to the public on an annual basis at the end of the fiscal year. Expenditure of fees is subject to the following:

A. Fees shall be used for construction of public ~~transportation~~ facility improvement projects that benefit the development site, ~~and that~~ are within the same Neighborhood District Association (NDA) boundary, ~~or are within 1000 feet of~~ ~~as~~ the development site, with the following two exceptions.

1. For development within a downtown zone, fees shall be used for construction of ~~transportation~~ facility improvements that benefit the development site, ~~and~~ are within one or more of the downtown zones, ~~or are within 1000 feet of the development~~.

2. For development within the Historic Milwaukie NDA and not within a downtown zone, fees shall be used for construction of ~~transportation~~ facility improvements that benefit the development site, ~~and that~~ are within the Historic Milwaukie NDA and not within a downtown zone, ~~or are within 1000 feet of the development~~. Fees collected in the Historic Milwaukie NDA may be spent in one or more of the downtown zones with the approval of the Historic Milwaukie NDA.

~~B. Fees shall be used committed within 10 years of the date on which they were collected. Fees that have not been used committed within 10 years of collection will be returned to the owner of the development property at the time the refund is issued. For purposes of this subsection, a fee is committed when it is spent or obligated to any budgeted project as matching funds or otherwise.~~

CB. Staff shall identify the ~~transportation~~ facility improvement projects that meet the requirement of benefiting the development site as defined in ~~per~~ Subsection ~~19.706.413.32.050.A and that can be constructed committed within the 10 year time period per Subsection 19.706.4.B.~~ Staff shall coordinate with the neighborhood district associations to prioritize the project lists for each neighborhood.

C. Fees will be kept separately between facility types (Water, Sewer, Storm, Streets, Parks, etc.) and utilized on like facility improvements for which they were received.

13.32 FEE IN LIEU OF CONSTRUCTION

13.32.010 PURPOSE

If facility improvements are required, the City will require construction of the improvements at the time of development. However, the applicant may request to pay a fee in lieu of constructing the required facility improvements determined to be proportional. The fee in lieu of construction (FILOC) program ensures that opportunities to improve public facilities are maximized and that the goals and requirements of the City of Milwaukie are met. This section provides criteria for making FILOC determinations and administering the FILOC program.

13.32.020 Criteria

The City may accept a fee in lieu of construction of required facility improvements if one or more of the following conditions exist.

- A. Required improvements are not feasible due to the inability to achieve proper design standards.
- B. Required improvements would create a safety hazard.
- C. Required improvements are part of a larger approved capital improvement project that is listed as a funded project in the City's Capital Improvement Program (CIP).
- D. Required improvements would create a situation that would not comply with City standards without extensive additional offsite improvements.
- E. Required improvements are less than needed to meet City standards due to the City's inability to require full improvements based on proportionality requirements on the development.

13.32.030 Findings

If the Engineering Director determines that a fee in lieu of construction satisfies one of the criteria in Subsection 13.32.020 above, the City may accept a fee in lieu of construction upon the Engineering Director finding that deferring construction of facility improvements will not result in any safety hazards and is not necessary for the development. If the Engineering Director cannot make such a finding, then the City will not accept a fee and shall require construction of the improvements. The Engineering Director has sole discretion as to what improvements constitute a safety hazard or are necessary for the development.

13.32.040 Fees

If determined by the Engineering Director that required facility improvements are eligible for FILOC, the applicant shall pay to the City an amount equal to the estimated cost to construct the required improvements. The amount of the fee shall be determined by the Engineering Director and shall be based on average itemized bid prices of capital improvement projects. All fees shall be paid to the City prior to the issuance of any development or building permits.

- A. If previous development(s) on the subject property have resulted in the full construction of facility improvements or payment of FILOC fees and the proposed

development has additional impacts, the City may only assess additional FILOC fees when there has been a change to the City's design standards.

B. If previous development(s) on the subject property have resulted in the partial construction of facility improvements or payment of FILOC fees and the proposed development has additional impacts, the City may assess additional FILOC fees for the balance of the improvements to bring the facilities into compliance with the City's current design standards.**13.32.050 Administration**

Fees collected by the City may be used to construct public facility improvements or to leverage additional grant money for larger facility improvement projects. An accounting of fees collected and expended will be made available by the City to the public on an annual basis at the end of the fiscal year. Expenditure of fees is subject to the following:

A. Fees shall be used for construction of public facility improvement projects that benefit the development site, are within the same Neighborhood District Association (NDA) boundary, or are within 1000 feet of the development site, with the following two exceptions.

1. For development within a downtown zone, fees shall be used for construction of facility improvements that benefit the development site, are within one or more of the downtown zones, or are within 1000 feet of the development.

2. For development within the Historic Milwaukie NDA and not within a downtown zone, fees shall be used for construction of facility improvements that benefit the development site, are within the Historic Milwaukie NDA and not within a downtown zone, or are within 1000 feet of the development. Fees collected in the Historic Milwaukie NDA may be spent in one or more of the downtown zones with the approval of the Historic Milwaukie NDA.

B. Staff shall identify the facility improvement projects that meet the requirement of benefiting the development site as defined in Subsection 13.32.050.A. Staff shall coordinate with the neighborhood district associations to prioritize the project lists for each neighborhood.

C. Fees will be kept separately between facility types (Water, Sewer, Storm, Streets, Parks, etc.) and utilized on like facility improvements for which they were received.



MILWAUKIE CITY COUNCIL
STAFF REPORT

Agenda Item: **WS 3.**
Meeting Date: **April 5, 2016**

To: Mayor and City Council

Through: Bill Monahan, City Manager

Subject: **Wastewater Treatment Issues**

From: Gary Parkin, Public Works Director

Date: March 28, 2016

ACTION REQUESTED

This report is informational with no specific action requested

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

December 4, 2012: City Council approved entering into an Intergovernmental Agreement (IGA) with Clackamas County Service District #1 (CCSD#1) for the provision of wastewater treatment services.

BACKGROUND

The City has been a wholesale customer of CCSD#1 since 1970 and has received treatment services from CCSD#1 since 1972. Treatment services are provided at the Kellogg Creek Water Pollution Control Plant located in the City. Over the past 40 years, the City and CCSD#1 modified the terms of the treatment agreement several times.

Beginning in 2008, the City and CCSD#1 were engaged in discussions about a proposed new rate collection methodology and related issues. Discussions culminated in December 2012 with the adoption of the IGA referenced above.

In addition to providing terms of the services provided by CCSD#1, a district fund was established for the duration of the agreement with a monthly deposit of the equivalent of \$1 per EDU of the city's connections into a Good Neighbor Fund. The Fund is used by the City to mitigate the impact of the Kellogg Plant on the surrounding neighborhoods. CCSD#1 also contributed \$1 million as seed funding to the Good Neighbor Fund for initial odor control improvements at or around the Kellogg Plant, to be used in a manner determined by the City.

Two committees were formed in 2008 as advisory bodies to the Board of County Commissioners (BCC). The RiverHealth Advisory Board serves the CCSD#1 with district members from unincorporated areas, Milwaukie, Happy Valley and Damascus. The RiverHealth Advisory Board is a citizen advisory board that makes recommendations to the BCC on wastewater and surface water policy, budget and issues affecting District customers. Councilor Power is the City's Board member.

The Regional Wastewater Treatment Capacity Advisory Committee was created by the Board of County Commissioners on January 2, 2008, initially as a task force with a purpose to facilitate discussions between all wastewater service providers in urbanized Clackamas County to explore the formation of a collaborative partnership to capture the financial benefits of the economies of scale inherent in large capital investments. The collaboration includes the cities of Milwaukie, Gladstone, Happy Valley, Oregon City and West Linn and those portions of unincorporated Clackamas County within CCSD#1. Councilor Power was elected Chair at the February 29, 2016 meeting.

The RiverHealth Board is reviewing budget issues and the status of capital projects for CCSD#1. Issues for the Committee are related to treatment capacity for CCSD#1. The Committee has supported the City's promotion of work on odor reducing projects at the Kellogg Treatment Plant.

Issues with the Kellogg Treatment Plant are related to its age and the need to repair and replace every major process. A multi-year effort is underway that addresses everything from the head works to the outfall.

The Regional Wastewater Treatment Capacity Advisory Committee has focused on how to work with equity, fairness, and governance of a potential partnership. It has been difficult to resolve issues of ownership between the two districts and treatment plants.

Specific wastewater treatment issues are related to the accelerated population growth in the County and delayed investment in solids capacity at the Tri-Cities treatment plant. The Tri-Cities treatment plant is nearing capacity with their digesters and looking at a number of short-term operating strategies to manage the risk of potential digester failure. The Regional Wastewater Treatment Capacity Advisory Committee has been meeting for slightly more than a year and not yet arrived at a recommended permanent treatment solution.

Water Environment Services (WES) has an engineering consultant working on their solids handling project to address the lack of capacity at the Tri-Cities plant. A Solids Handling Improvement Project; Screening Technologies Workshop was held on March 10, 2016 to look at alternatives for screening as part of solids handling. Engineers from CH2M and other engineering firms as well as engineers and operators from WES were present. The goal of the workshop was to look at which technologies were the best alternatives for sludge stabilization and dewatering and determine which technologies to carry forward for a more detailed evaluation as the project moves to construction.

The need to immediately expand wastewater treatment will impact rates. Recent projections provided by WES staff show the original master plan rates increasing at a steady amount in the 10-year period through 2024 – about 6% per year ending 61% higher. The accelerated master plan to meet the growth needs of the region shows the rates beginning at the same point and ending nearly the same at 66% higher. However the accelerated rates have a steep increase of 33% in 2017 (about a 23% increase from the current treatment rate).

CONCURRENCE

N/A

FISCAL IMPACTS

The cost to treat wastewater is increasing and will have an effect on the City's wastewater rate. Treatment costs account for 64% of expenditures in 2015. An increase in the treatment costs of 23% would likely result in an increase of 10% or more. The precise effect has not been determined although the Citizen's Utility Advisory Board believes that with current reserves within the Wastewater fund, present action is not needed.

WORK LOAD IMPACTS

N/A

ALTERNATIVES

N/A

ATTACHMENTS

None.