



**Work Session**

**WS**

**Milwaukie City Council**

## COUNCIL WORK SESSION

City Hall Council Chambers, 10501 SE Main Street  
& Zoom Video Conference ([www.milwaukieoregon.gov](http://www.milwaukieoregon.gov))

## AGENDA

FEBRUARY 4, 2025

**Council will hold this meeting in-person and by video conference.** The public may come to City Hall, join the Zoom webinar, or watch on the [city's YouTube channel](#) or Comcast Cable channel 30 in city limits. For Zoom login visit <https://www.milwaukieoregon.gov/citycouncil/city-council-work-session-1>.  
Written comments may be delivered to City Hall or emailed to [ocr@milwaukieoregon.gov](mailto:ocr@milwaukieoregon.gov).

**Note:** agenda item times are estimates and are subject to change.

**Page #**

- |    |   |           |
|----|---|-----------|
| 1. | <b>A. Safe Access for Everyone (SAFE) – Annual Report (4:00 p.m.)</b> | <b>1</b>  |
|    | <b>B. Street Surface Maintenance Program (SSMP) – Annual Report</b>   | <b>5</b>  |
|    | Staff: Jennifer Garbely, City Engineer                                |           |
| 2. | <b>Council Committee Assignments – Discussion (5:00 p.m.)</b>         | <b>11</b> |
|    | Staff: Joseph Briglio, Assistant City Manager                         |           |
| 3. | <b>Adjourn (5:30 p.m.)</b>  |           |

**Executive Session.** After the meeting, Council will meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660 (2)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions

### Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

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### Executive Sessions

The City Council may meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(2); all discussions are confidential; news media representatives may attend but may not disclose any information discussed. Final decisions and actions may not be taken in executive sessions.



## COUNCIL WORK SESSION

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## MINUTES

FEBRUARY 4, 2025

**Council Present:** Councilors Adam Khosroabadi, Robert Massey, Rebecca Stavenjord, and Council President Will Anderson, and Mayor Lisa Batey

<b>Staff Present:</b> Tanya Battye, Civil Engineer	Justin Gericke, City Attorney
Joseph Briglio, Assistant City Manager	Emma Sagor, City Manager
Jennifer Garbely, City Engineer	Scott Stauffer, City Recorder

**Mayor Batey** called the meeting to order at 4:08 p.m.

### **1. Safe Access for Everyone (SAFE) and Street Surface Maintenance Program (SSMP) – Annual Report**

**Garbely** presented the combined annual report for the SAFE and SSMP programs by outlining the original goals for the programs. **Mayor Batey** and **Garbely** discussed how the program had originally prioritized arterial and collector streets, and how the city had recognized the need to address residential streets as well. The discussion included an overview of funding sources, including bonds, and the need for future funding in the next budget.

**Battye** discussed the pavement condition index (PCI) and noted that while arterial and collector streets were continuing to decline, residential streets had shown improvement due to focused efforts. The last PCI assessment was conducted in 2019, and a new evaluation was planned for the spring to ensure accurate data for future planning. The group discussed the PCI assessment process and how future technology would improve how staff approaches remediation of deteriorating streets.

**Garbely** provided updates on the nine-year SAFE project list, which included noting that the city was unsuccessful in obtaining a Safe Routes to School (SRTS) grant, but staff planned to resubmit a grant application in the next funding cycle. The group discussed the scoring process for grants and potential improvements for future submissions, and funding challenges, particularly in addressing street and sidewalk improvements beyond the current bond allocations.

**Garbely** and **Battye** provided updates on the Washington Street improvements and Ardenwald North improvements projects. **Garbely** and **Councilor Stavenjord** discussed the installation of a rapid flashing beacon at 42nd and Roswell. **Mayor Batey** noted past community feedback requesting additional street lighting in some areas and emphasized the importance of evaluating lighting needs in future projects.

**Garbely** provided an update on the Harvey Street improvements, explaining that the project would go out to bid in March 2025 and that utility work would begin first, as a major water pipeline replacement was needed to address outdated and undersized infrastructure. **Garbely** presented the improvements for King Road and noted that the project will likely come in under budget.

**Garbely** provided an update on the 2025 SSMP project, noting that design is underway and will include a slurry seal and grind-and-inlay work, with bidding expected soon. **Garbely** and **Battye** discussed the progress of the Washington Monroe Greenway, the eastern segment is at 60% design, and the city was awarded an additional \$1.5 million in

funding to restore previously removed elements. The central segment recently completed waterline work, with railroad crossing designs in progress and a request for qualifications (RFQ) forthcoming. The Oregon Department of Transportation (ODOT) is handling the Highway 224 section, while Clackamas County's portion east of Linwood Avenue is set to begin construction in the coming weeks.

**Garbely** presented the Stanley Avenue Improvements, noting that the SRTS grant had been denied. The group discussed alternative approaches to move the project forward despite the grant denial. **Garbely** provided a summary of engineering's plans for all projects moving forward and the group discussed funding and possible adjustments to the SAFE fee structure to address funding gaps, it was emphasized that future funding strategies should be carefully planned, and there was a need to balance long-term funding sustainability with project prioritization.

The discussion concluded with an overview of ongoing and completed projects, the importance of sharing progress updates with both Council and the public, and recognition that the Linwood Avenue project had won an award.

## **2. Council Committee Assignments – Discussion**

**Briglio** introduced the discussion on Council committee assignments, and **Mayor Batey** and **Council President Anderson** extended the discussion into a broader conversation on Council's role in goal implementation and advocacy.

Council reviewed the effectiveness of the previous "swim lanes" approach and debated whether to shift toward a model that prioritizes goal-focused leadership. The group discussed various options, including having designated Council members serve as point persons for specific goals and the potential risks of serial meetings under Oregon's public meetings law. Concerns were raised about unnecessary bureaucracy, with an emphasis on Council maintaining a policy-focused role while staff handled implementation. While the previous "swim lane" approach had some successes, it was noted there were also challenges in execution and accountability.

It was suggested that Council align its committee assignments more directly with Council's goals. The group considered assigning two Council members per goal to ensure accountability and structured updates. **Councilor Stavenjord** wanted to ensure that committee assignments were allowing Council members to continue engaging with external groups based on individual interests. The group discussed using Council meetings for updates on goal progress and committee work.

Council agreed to refine the committee assignments and clarify which groups required formal city representation. The group also discussed the need to clearly differentiate between personal participation in external organizations and official city representation.

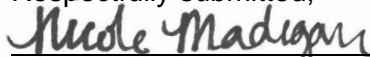
**Sagor** summarized that Council was moving away from "swim lanes", and noted that structured, periodic updates on goals had already been added to Council agendas.

## **3. Adjourn**

**Mayor Batey** announced that would meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660 (2)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

**Mayor Batey** adjourned the meeting at 5:46 p.m.

Respectfully submitted,



Nicole Madigan, Deputy City Recorder

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Date Written:** Dec. 27, 2024

**Reviewed:** Joseph Briglio, Assistant City Manager

**From:** Jennifer Garbely, PE, City Engineer, and  
Tanya Battye, Civil Engineer

**Subject:** **Annual Report on the Safe Access for Everyone (SAFE) Program**

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**ACTION REQUESTED**

Council is asked to receive a presentation and an update on the SAFE program.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

July 19, 2016: Council adopted Ordinance 2123 implementing the Bicycle and Pedestrian Accessibility Program (effective August 18, 2016). The Public Safety Advisory Committee (PSAC) met in August 2016 and discussed the name of the program and proposed fee to differentiate it from the existing “street charge” that supports the Street Surface Maintenance Program (SSMP). PSAC’s recommendation was to name the new program and associated fee “SAFE.”

January 9, 2018: city staff presented the Safe Access for Everyone (SAFE) Program resourcing proposal. Projects were grouped into three-year cycles to correspond to the bonding cycle, with a nine-year time frame to complete projects. Council confirmed that staff should proceed with the nine-year time frame and incorporate the 152 projects identified in the SAFE program into the city’s Capital Improvement Plan (CIP).

March 20, 2018: Council directed staff to issue \$21,000,000 in general obligation bonds to design and construct the first phase of sidewalk projects identified in the city’s SAFE program.

On February 19, 2019, November 19, 2019, June 16, 2020, May 18, 2021, May 17, 2022, staff presented the annual SAFE report to Council.

November 15, 2022: Council discussed additional bonding for the SAFE program.

June 6, 2023: Staff presented the annual SAFE report to Council.

May 7, 2024: Staff presented the annual SAFE report to Council and discussed additional bond funding.

**ANALYSIS**

The engineering department manages SAFE projects. SAFE projects can be designed in-house by staff, or the city can contract with a consultant to lead the design. As projects are designed (both in-house or through a consultant), engineering staff coordinates with other city departments as necessary to review design plans. A typical project can take approximately 12 to

18 months to produce a bid-ready set of design plans and the associated contract documents, and then about a year to construct.

Project selection and scheduling was driven by a need to meet SAFE priorities, address the backlog of SSMP projects, and distribute projects geographically across the city to avoid overwhelming any single area of the city with construction impacts.

### **SAFE Project Summary for Fiscal Year (FY) 2024**

The following projects advanced in FY2024:

- Washington Street/35<sup>th</sup> Avenue under construction
- Edison Street under construction
- 27<sup>th</sup> Avenue under construction
- Harvey Street Improvements in design
- King Road Improvements in design
- Stanley Road Improvements signed IGA with the County
- Harrison Street – seeking grant funding

### **Revenue Summary**

The SAFE program resides in the city’s transportation fund where revenues are collected exclusively for expenditures described in the SAFE program. Total revenues for FY2024 were \$1,700,706. To keep this report consistent with previous SAFE reports, revenues are focused on FY2024.

SAFE Program Fee: For FY2024, the SAFE program generated \$1,307,877 in fees.

Intergovernmental Grants: For FY2024, grant revenues were \$145,000

Interest and Investment Earnings Income: For FY2024, interest and investment earnings were \$247,829.

### **Overall Condition of the Network**

Staff is working on an update to the city’s 2018 adopted Americans with Disabilities Act (ADA) transition plan that will show the progress over the last 7 years. Next steps are to finalize the data, then over the next year will analyze and update the City’s ADA transition plan.

### **Achievement of Program Goals**

The SAFE program goal is to build 27.9 miles of sidewalk and 900 ADA ramps in nine years. With the approximate two-year time lag to build staff and take care of a few older projects that needed to be completed, our SAFE program will likely stretch into 11 years.

### **Upcoming Projects**

The CIP for FY 2025-2030 has combined projects spread over upcoming fiscal years and distributed around the city. Project are listed by construction year:

FY 2025

- Ardenwald North Improvements – includes Van Water Street and Roswell Street
- Bowman-Brae Park and Where Else Lane
- SAFE Spot Program
- Washington Street Area Improvements
- Waverly South/26<sup>th</sup> Avenue

FY 2026

- Harvey Street Improvements
- SAFE Spot Program
- Monroe Street Neighborhood Greenway

FY 2027

- No current construction projects planned

FY 2028

- Logus Road / 40<sup>th</sup> Avenue Improvements – includes Logus Road and 42<sup>nd</sup> Avenue
- International Way Improvements

FY 2029

- Ardenwald South Improvements – includes 32<sup>nd</sup> Avenue and Balfour Street
- Sparrow Street Improvements

FY 2030

- North Milwaukie Downtown Improvements
- Park Street
- King Road Improvements (40<sup>th</sup> Avenue to 42<sup>nd</sup> Avenue)

### **BUDGET IMPACT**

While the adopted CIP provides funding for projects scheduled in FY 2025 to 2026, staff will highlight upcoming challenges on specific projects and across both the SAFE and SSMP program in their presentation.

### **CLIMATE IMPACT**

Staff maintains pavement and constructs sidewalks and bicycle facilities across the city in accordance with the goals outlined, and the funds collected, by SAFE and SSMP. The materials and equipment used in the construction of infrastructure contain embedded carbon and generate greenhouse gas emissions. To the extent possible, staff work with contractors to use more sustainable materials and methods such as warm mix asphalt and concrete with a percentage of the cement replaced by fly ash or ground slag. For streets that need to be fully rebuilt, full-depth reclamation will be used instead of complete removal and replacement. This change will save a significant amount of energy otherwise expended by trucking material to and from the construction site, with the added benefit of reducing landfill disposal and the amount of new rock required for a project. Through improved regular maintenance of city streets, the lifespan of city streets will be extended, which will reduce the need for larger and more resource intense repair projects that have greater climate impacts.

While some trees must be removed to provide the required area to construct a project, the goal is to always install more trees than are removed. When feasible, stormwater projects will now start to include the more natural, low-impact development facilities. These are smaller facilities spread throughout a project that allow better retention, cleansing, and infiltration of stormwater runoff. Where feasible on sidewalk and pathway projects, more pervious asphalt and concrete surfaces will be installed to reduce stormwater runoff. Staff are actively pursuing construction methods which bolster the health and lifespan of street trees, such as Silva cells. With CIP

projects, language in the project specifications that limit idling time of construction vehicles will be included.

### **EQUITY IMPACT**

The SAFE program is about bringing safe access for everyone which is at the heart of bringing equity to the community. The program's goals are to remove barriers for people to walk, bike, or roll to where they need to go safely. This includes creating smooth and safe pathways for all to use, especially for populations with disabilities or who experience other mobility challenges. Therefore, the program has prioritized filling gaps in Milwaukie's network of sidewalks, curb ramps, and multi-use paths and replacing portions that don't meet ADA standards. The SAFE program efforts are the city's commitment to improving public street and sidewalk access to all and could have long-term community impacts in improving quality of life and safe access to resources. Current plans for measuring success include:

- Linear feet of sidewalks and paths added.
- Number of students attending school within a half mile of completed SAFE project.
- Number of trees preserved.
- Number of trees planted.
- Number of public engagement opportunities.

The city also collects a SAFE fee from residents as a part of the city's utility bill. Fee amounts are estimated based on the type of property and the way it is used.

### **WORKLOAD IMPACT**

Engineering staff continues their commitment to designing, managing, and inspecting these projects, as well as seeking supplemental resources to help address current work program projects and the increasing demands on the city's street network.

### **COORDINATION, CONCURRENCE, OR DISSENT**

Engineering staff coordinated with public works, community development, finance, and the city managers office on these projects through our capital projects chartering process to ensure interdepartmental coordination.

### **STAFF RECOMMENDATION**

This informational update does not contain a staff recommendation.

### **ALTERNATIVES**

None.

### **ATTACHMENTS**

None.



**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Reviewed:** Joseph Briglio, Assistant City Manager

**From:** Jennifer Garbely, City Engineer, and  
Tanya Battye, Civil Engineer

**Subject:** **Annual Report on the Street Surface Maintenance Program (SSMP)**

**Date Written:** Jan. 11, 2025

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**ACTION REQUESTED**

Council is asked to receive an annual presentation and update on the SSMP.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

January 2, 2007: The SSMP was adopted by Ordinance 1966, effective July 1, 2007. The ordinance, in concert with other related ordinances, established funding sources that included a street maintenance fee, an electric utility privilege tax, and a local gas tax. 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.

August 6, 2013: Resolution 64-2013 authorized a contract for the 2013 SSMP Slurry Seal Project.

June 16, 2015: Resolution 65-2015 authorized a contract for the 2015 SSMP Slurry Seal Project.

March 19, 2019: Staff presented the annual SSMP report to Council.

May 21, 2019: Resolution 38-2019 authorized a contract for the 2020 SSMP Slurry Seal Project.

August 20, 2019: Resolution 54-2019 authorized a contract for the 2019 SSMP Paving Project.

September 3, 2019: Resolution 58-2019 authorized a contract for the 43<sup>rd</sup> Avenue Safe Access for Everyone (SAFE)/SSMP Improvements Project.

June 16, 2020: Staff presented the annual SSMP report to Council.

April 20, 2021: Resolution 27-2021 authorized a contract for the 2021 SSMP Slurry Seal Project.

May 18, 2021: Staff presented the annual SSMP report to Council.

September 21, 2021: Resolution 50-2021 authorized a contract for the 42<sup>nd</sup> Avenue/43<sup>rd</sup> Avenue SAFE/SSMP Improvements Project.

January 18, 2022: Resolution 8-2022 authorized a contract for the SAFE/SSMP Fiscal Year (FY) 2021 Improvements Project.

May 17, 2022: Staff presented the annual SSMP report to Council.

November 15, 2022: Council discussed additional bond funding for SSMP program.

June 6, 2023: Staff presented the annual SSMP report to Council.

August 1, 2023: Resolution 40-2023 authorized a contract for the 2023 SSMP Improvements project.

August 15, 2023: Resolution 44-2023 authorized payment for the 2023 SSMP Slurry Seal Improvement project which had been completed without a contract.

May 7, 2024: Staff presented the annual SSMP report to Council.

## **ANALYSIS**

The engineering department manages SSMP projects. Projects can either be designed in-house by engineering staff, or the city can contract a consultant to lead the design. As projects are designed, engineering staff coordinate with other city departments to review plans and provide comments. Projects typically take around a year to 18 months to complete a bid-ready set of design plans and contract documents for each project, and then another year to two years to construct the project (depending on the amount of work).

Project selection and scheduling of SSMP projects was driven by a need to meet SAFE priorities, address the backlog of SSMP projects, and distribute projects geographically across the city to avoid overwhelming any single area of the city with construction impacts. SSMP projects also must be coordinated with other underground utility repair and replacement projects as have been identified in the city's system or master plans.

### **SSMP Project Summary for FY 2024 (July 01, 2023, to June 30, 2024)**

Street Paving and Reconstruction: \$1,239,368 cost.

- 2024 Slurry Seal: Complete 6.0 miles (\$263,918 SSMP).
- 2024 Grind and Inlay Project: complete 2.0 miles (\$975,450.25 SSMP).

### **Revenue Summary**

The SSMP resides in the city's transportation fund where revenues are collected specifically and exclusively for expenditures described in the SSMP program. The revenue sources for the transportation fund are described below. Total revenues for FY2024 were \$3,642,980. To keep this report consistent with previous reports, revenues are focused on FY2024 even though we are in FY2025.

Street Maintenance Fee: Revenue from the street maintenance fee for FY 2024 was \$1,077,278.

State Gas Tax: Revenue from the state gas tax for FY 2024 was \$1,804,180.

Local Gas Tax: Revenue from the two-cent per gallon local gas tax for FY 2024 was \$115,970.

Electric Utility Privilege Tax: Revenue from the utility privilege tax for FY 2024 was \$400,222

Interest & Investment Income: For FY 2024, interest & investment income earned on these accounts was \$245,330.

### **Overall Condition of the Network**

The engineering department maintains a database of street conditions for all city streets based on the Pavement Condition Index (PCI). The database is updated with our completed maintenance and rebuilding projects, and any new streets or repaired streets completed by private development. A newly paved street has a PCI of 100. Part of the decision matrix for street maintenance is based on the following generally accepted PCI values:

<b>PCI Decision Matrix</b>				
<b>TIME OF IMPROVEMENT</b>	<b>FREEWAY</b>	<b>ARTERIAL</b>	<b>COLLECTOR</b>	<b>LOCAL</b>
Adequate	>85	>85	>80	>80
6 to 10 years	76 to 85	76 to 85	71 to 80	66 to 80
1 to 5 years	66 to 75	56 to 75	51 to 70	46 to 65
NOW Rehabilitate	60 to 65	50 to 55	45 to 50	40 to 45
NOW Reconstruct	<60	<50	<45	<40

**Achievement of Program Goals**

**PCI Goal:** The SSMP PCI goal is to bring all arterial and collector streets to a rating of 75 or better, with adequate maintenance to sustain this level of pavement quality. The average network-wide PCI value for all streets was 56 over the past year, which is the same as the previous year.

A comprehensive evaluation of the PCI for the city’s entire street network was completed by a consultant in 2019. Street condition is updated as conditions are improved, and the engineering department’s goal is to bring PCI network evaluation in-house through training of existing staff. This will both save the city money in the long term and provide valuable experience for staff. An updated PCI evaluation is planned for 2025.

**2023 PCI Values:**

- Arterial streets: 64 (previously 67 in 2023, 68 in 2022, 69 in 2021 61 in 2020, and 63 in 2019). Arterials account for 10.1% of the street network by length and 12.0% by area.
- Collector and minor collector streets: 50 and 64, respectively (previously 53 in 2023 and 2022, 56 in 2021, 59 in 2020, and 62 in 2019). Collector and minor collector streets account for 29.5% of the city’s network by length and 30.2% by area.
- Neighborhood/Local streets: 56 (previously 53 in 2023, 52 in 2022, 53 in 2021, 55 in 2020, and 57 in 2019). Local streets account for 60.4% of the city’s network by length and 57.8% by area.

Average PCI values have shown a downward trend in recent years for arterial and collector streets. Improvements in neighborhood/local street average PCI is the result of the SSMP. The engineering department works each fiscal year to improve PCIs as possible through the SSMP but are limited by SSMP funding in making substantial improvements to PCIs.

**Maintenance Goals:** The goal is to eliminate the backlog of deferred maintenance of streets and to prevent any street from deteriorating to the point of requiring full reconstruction.

Many of the city’s local streets, however, have already reached a state of deterioration that requires full reconstruction. A review of current funding plus anticipated revenue indicates a significant shortfall in meeting our goal of both maintaining arterial and collector streets and rebuilding local streets.

**Stopgap Goals:** The goal is to continue adequately funding the program and repair trouble spots throughout the city using street patching and pothole filling, with the expectation that these needs will diminish as the program continues. Stopgap repairs are funded through current street fund revenues.

## Upcoming Projects

Below are the anticipated SSMP projects for fiscal years 2025 through 2030. The projects are listed by construction year. Active projects for the current fiscal year (FY 2025) are included in the city's Capital Improvement Plan (CIP) for FY 2028-2030.

### FY 2025

- Waverly South Improvements – includes Lava Drive and Waverly Court.
- Ardenwald North Improvements – includes Van Water Street, Roswell Street, 28<sup>th</sup> Avenue, 28<sup>th</sup> Place, Sherrett Street, 30<sup>th</sup> Avenue cul-de-sac, 31<sup>st</sup> Avenue cul-de-sac.
- 26<sup>th</sup> Avenue Improvements.
- Residential Street Surface Repair (grind and inlay projects).
- Street Surface Slurry Seal.
- Washington Street Area Improvements

### 2026

- Harvey Street Improvements – includes Harvey Street, 33<sup>rd</sup> Avenue and 36<sup>th</sup> Avenue.
- Residential Street and Surface Repair (grind and inlay projects)
- Street Surface Slurry Seal.
- King Road Improvements (43<sup>rd</sup> Avenue to Linwood Avenue)

### 2027

- Street Surface Slurry Seal.
- Residential Street and Surface Repair (grind and inlay projects)

### 2028

- Logus Road / 40<sup>th</sup> Avenue Improvements – includes Logus Road, 40<sup>th</sup> Avenue, 42<sup>nd</sup> Avenue.
- International Way Improvements.
- Street Surface Slurry Seal.
- Residential Street and Surface Repair (grind and inlay projects)

### 2029

- Ardenwald South Improvements – includes 32<sup>nd</sup> Avenue and Balfour Street.
- Sparrow Street Improvements.
- Street Surface Slurry Seal.
- Residential Street and Surface Repair (grind and inlay projects)

### 2030

- King Road (40<sup>th</sup> Avenue to 42<sup>nd</sup> Avenue).
- Lewelling Improvements.
- Street Surface Slurry Seal.
- Residential Street and Surface Repair (grind and inlay projects).

## BUDGET IMPACT

Staff manages project scopes to proceed with the funds available but have grown increasingly concerned about the quality of paving work that can be completed with the available SSMP resources. The city hopes to use one-time resources to help fill the gaps but also wants to engage with council on a possible modification to SSMP program goals to better focus the city's efforts and priorities.

## **CLIMATE IMPACT**

Staff maintains pavement and constructs sidewalks and bicycle facilities across the city in accordance with the goals outlined and the funds collected by SAFE and SSMP. The materials and equipment used in the construction of infrastructure contain embedded carbon and generate greenhouse gas emissions. To the extent possible, staff work with contractors to use more sustainable materials and methods such as warm mix asphalt and concrete with a percentage of the cement replaced by fly ash or ground slag. For streets that need to be fully rebuilt, full-depth reclamation will be used instead of complete removal and replacement. This change will save a significant amount of energy otherwise expended by trucking material to and from the construction site, with the added benefit of reducing landfill disposal and the amount of new rock required for a project. Through improved regular maintenance of city streets, the lifespan of city streets will be extended, which will reduce the need for larger and more resource intense repair projects that have greater climate impacts.

While some trees must be removed to provide the required area to construct a project, the goal is to always install more trees than are removed. When feasible, stormwater projects will now start to include the more natural, low-impact development facilities. These are smaller facilities spread throughout the project area that allow better retention, treatment, and infiltration of stormwater runoff. Where feasible on sidewalk and pathway projects, more pervious asphalt and concrete surfaces will be installed to reduce stormwater runoff. With CIP projects, language in the project specifications that limits idling time of construction vehicles will be included.

## **EQUITY IMPACT**

The SSMP program provides street maintenance to roadways on a city-wide basis. The program's goals are to improve roadway conditions for all arterials, collectors, and neighborhood streets. Selection of SSMP projects is driven by combination of existing PCI indexes, geographic location, and other projects in the area. PCI indexes (or roadway condition index) are the primary factor for selecting SSMP projects. Since PCI indexes generally measure wear and tear on the roadway, they are largely independent of neighborhood demographics or other points of bias. Geographic location is also considered to ensure that SSMP projects are well distributed across all the neighborhoods within the city, and that no areas receive a disproportionate amount of SSMP funding. Engineering staff will also combine SSMP improvements with other CIP projects to reduce costs and extend the buying power of SSMP funds. The SSMP program is funded by a streets fee collected from residents as a part of the city's utility bill. Fee amounts are estimated based on the type of property and the way it is used.

## **WORKLOAD IMPACT**

Improved street conditions will reduce maintenance demands on city staff.

## **COORDINATION, CONCURRENCE, OR DISSENT**

Engineering staff coordinated with public works, community development, finance, and the city managers office on these projects through our capital projects chartering process to ensure interdepartmental coordination.

## **STAFF RECOMMENDATION**

Staff recommend continuation of the SSMP program.

**ALTERNATIVES**

None.

**ATTACHMENTS**

None.

# 2024 SAFE & SSMP

Program Update – Feb 4, 2025

Jennifer Garbely & Tanya Battye

# SAFE PROGRAM GOAL



Accomplish the priority 1 and 2 corridor improvements within the 20-year planning horizon.



# SSMP PROGRAM GOALS

Major streets at 75% or above on Pavement Condition Index

Deferred Maintenance – no concrete goal set but reconstruction of local streets should come after all preventative maintenance needs have been addressed and larger streets are brought up over 70% PCI

Prevent any street from deteriorating to the point of requiring reconstruction. Crack sealing and rehabilitation projects should be prioritized over reconstruction of already failed streets

Complete 10-year project streets

# SSMP Condition

	ARTERIAL	COLLECTOR/ MINOR COLLECTOR	NEIGHBORHOOD /LOCAL
PCI	64	50	56
City Network	10%	30%	60%
Status from last year	Decreased	Decreased	Increased

Remaining SSMP Program Streets are integrated within the SAFE program bundle projects

PCI is being evaluated this spring

PCI has increased on local roads

# 9-year / Integrated Program Goals

27.9 miles of sidewalk

One mile of paths and trails

Four miles of bike lanes

Pave 19.5 miles of roadway

Construct or repair 899 ADA ramps

78% of the 25-year SAFE program

82% implementation of the city's ADA transition plan

Complete the city's original 10-year SSMP project list

# 9-year Project List

## Completed Projects

Kronberg Park Trail  
Sellwood/Madison  
Ardenwald SAFE  
South Downtown Improvements  
McBrod Ave  
Linwood Ave  
Lake Road  
22<sup>nd</sup> Ave  
River Road  
Home Ave  
Wood Ave  
42<sup>nd</sup> Ave  
43<sup>rd</sup> Ave and Howl

## Current Projects

Washington Street – June 2025  
27<sup>th</sup> Ave – June 2025  
Edison Street – June 2025  
Ardenwald North – Oct 2025  
Harvey Street – preparing to bid  
King Road – preparing to bid  
SAFE Spot Program – in progress  
26<sup>th</sup> Ave – in design  
Waverly South – in design  
Stanley\*  
Monroe Greenway – in design  
Logus Road & 40<sup>th</sup> Ave  
Harrison Street – grant

## Unfunded Projects

International Way  
Ardenwald South  
Sparrow Street  
King Road (40<sup>th</sup> to 42<sup>nd</sup>)  
North Milwaukie Downtown  
North Milwaukie Industrial phase 1  
North Milwaukie Industrial phase 2  
Oatfield Road & Shell Lane  
Park street & Lloyd Street  
Lewelling North  
Ochoco Street  
Railroad Ave – applying for a grant



# Washington Street Area Improvements

ADA Ramps – 45

Sidewalk – 1.2 miles

Roadway – 1.0 miles

Construction anticipated to be completed by June  
2025

Currently working on water work then complete  
sidewalk and paving



# Ardenwald North Improvements

ADA Ramps – 12  
Roadway – 0.91 miles  
Shared Road Concept

Construction starting mid-Feb 2025 to Oct 2025

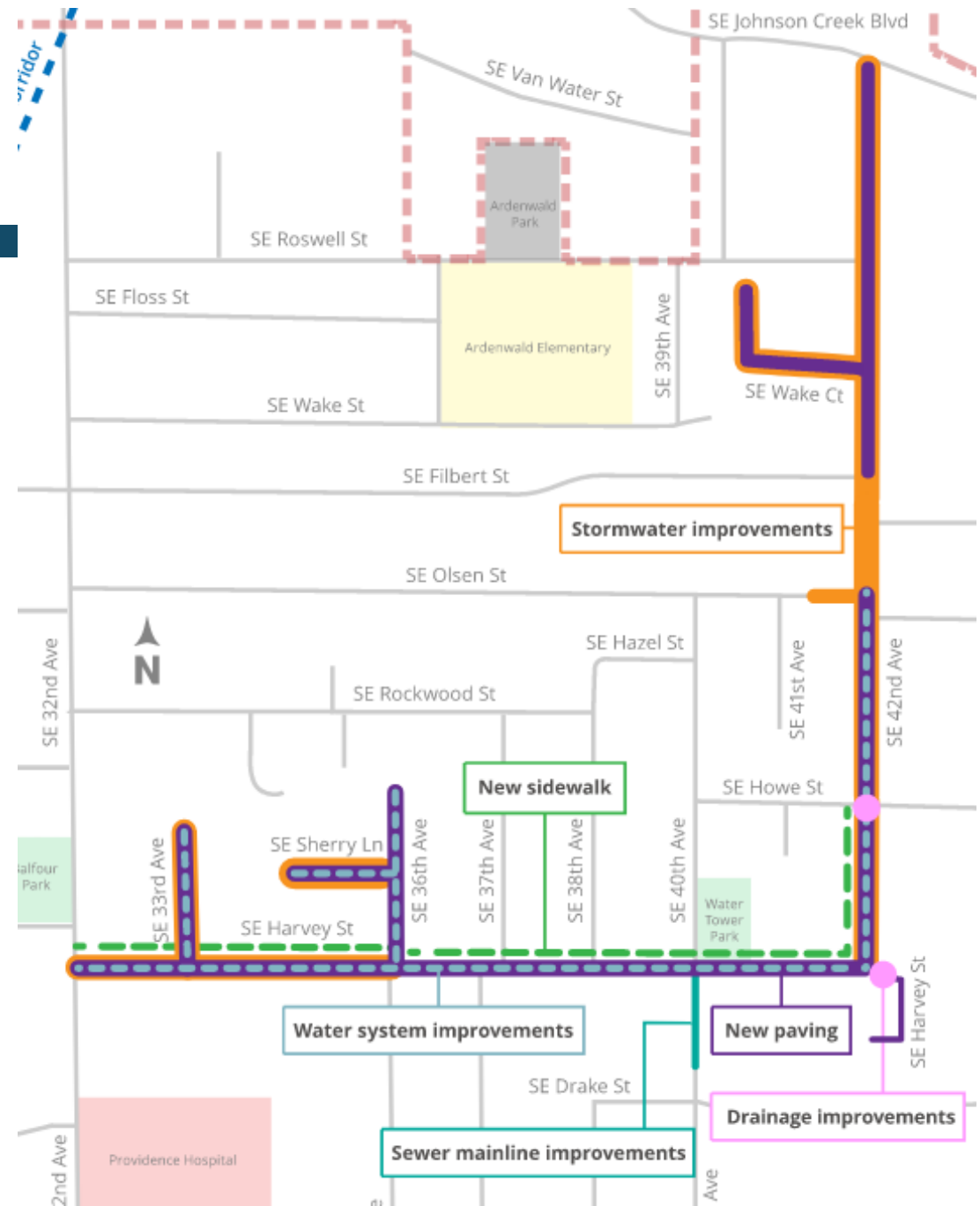


## ARDENWALD NORTH IMPROVEMENTS PROJECT

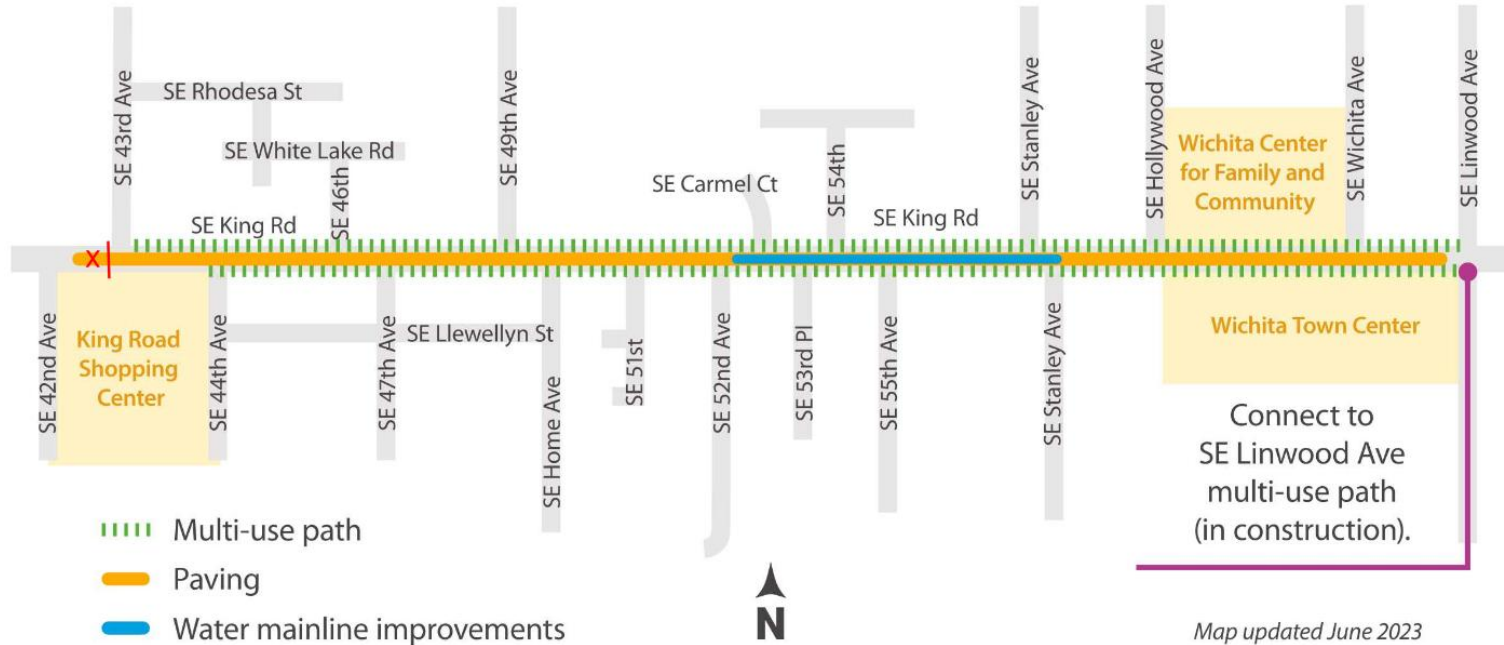


# Harvey Street Improvements

- Preparing to bid the project
  - March 2025
- Cost estimate within budget



# King Road Improvements



## Status

- Preparing for bid
  - April 2025
- Engineer's estimate is a little high

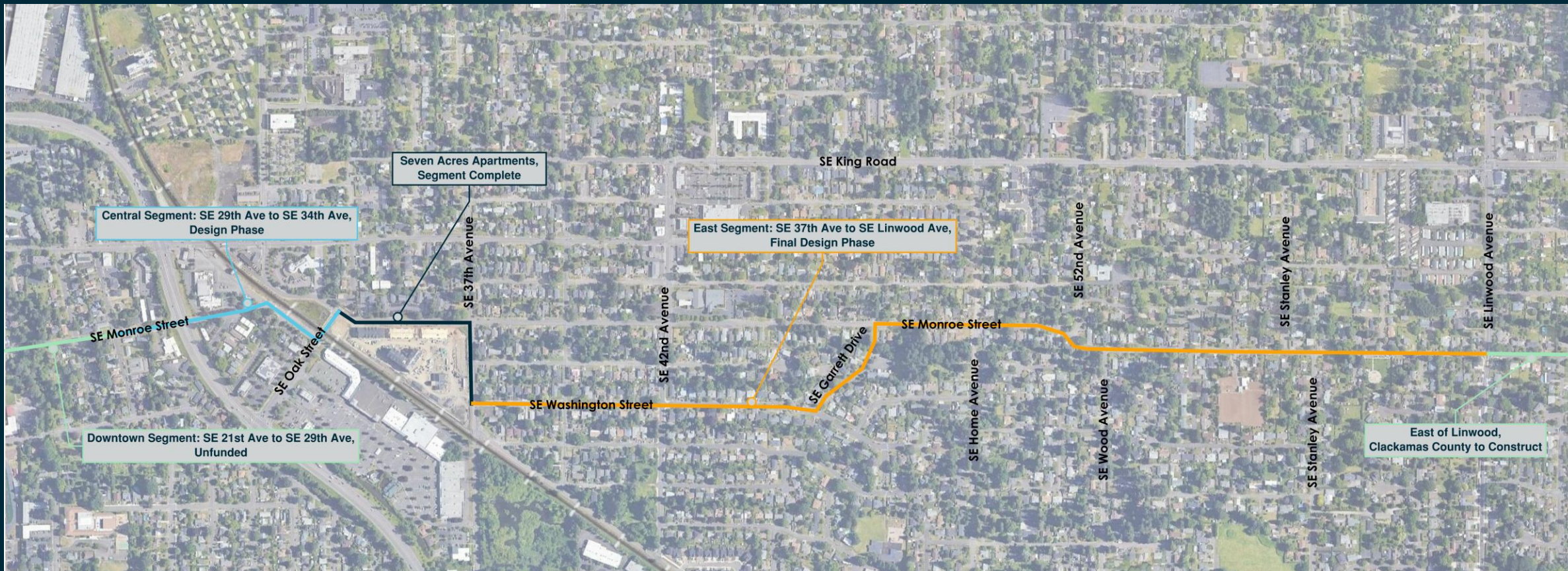




# 2025 SSMP Project

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- Currently under design for this year's slurry seal and Grind & Inlay projects
- Plan to bid projects this spring



# Washington-Monroe Greenway

**Eastern Segment – 60% design in February 2025**

**Central Segment – Waterline crossing 224 complete, conceptual designs for railroad crossings, RFQ for remaining design imminent**

# Stanley Improvements

- Funding
  - URA County \$3M
  - Safe Routes to School Grant Denied
- Project
  - Sidewalk one side from King to Johnson Creek
- Timeline
  - RFQ Mar 2025
  - design May 2025 – June 2026
  - construction July 2026 – Oct 2027



# Plan moving forward



- Program Updates
  - TSP Update
  - Update PCI
  - ADA Transition Plan update
- Staff recommendations to move projects forwards
  - Continue to seek grant opportunities
  - Prepare design projects for construction
  - Evaluate funding resources to construction projects per budget cycle
- SAFE fee Structural adjustment



Questions

**COUNCIL STAFF REPORT**

**To:** Mayor and City Council  
Emma Sagor, City Manager

**Date Written:** Jan. 22, 2025

**Reviewed:** Scott Stauffer, City Recorder

**From:** Joseph Briglio, Assistant City Manager

**Subject:** **2025 Council Committee Assignments**

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**ACTION REQUESTED**

Council is asked to review the 2025 Council committee assignments matrix.

**HISTORY OF PRIOR ACTIONS AND DISCUSSIONS**

Every January, Council updates the matrix noting which of its members serve on various intergovernmental and regional advisory bodies.

**ANALYSIS**

Council last discussed committee assignments in the summer of 2024 following the May special election. The assignments are shown in the attached matrix.

Council will be reviewing the committee assignment matrix at their January 31-February 1 retreat, so the attachment included with this staff report will likely change prior to the February 4 work session. The committee assignments matrix may also be updated throughout the year as committee information changes.

**ATTACHMENTS**

1. 2024 Council Committee Assignments Matrix

LAST UPDATED: 29-Aug-24

Committee	Focus	Governing Authority	2024 Appointee	Staff Resources	Elected Rep Required	Meeting Schedule (subject to change)	Policy areas
<b>Audit Committee</b>	The City of Milwaukie created an Audit Committee of the Milwaukie City Council to ensure that audits of the City's financial statements are completed annually in accordance with Oregon state law, to share oversight responsibility of the City's independent auditors with management, and to assist City management in the review and selection of the City's independent auditor (Res. No. 56-2012).	The Audit Committee is to consist of one member of the City Council and one member of the City Budget Committee each appointed by the Council for two-year staggered terms and two citizen members with an interest in City government financial operations, with preference first given to a Certified Public Accountant residing within City limits and second to a Certified Public Accountant with City affiliation, also for a two year term.	<u>Robert Massey</u>	Michael Osborne	Yes	Meetings are held at least twice annually	Finance
<b>Boards, Committees, and Commissions (BCC) Selection Committee</b>	Purpose is to interview citizens who have applied to serve on citywide Boards, Committees, and Commissions.	Comprised of the Mayor, rotating Councilor, and Staff Liaison.	<u>Lisa Batey</u>	Scott Stauffer	Yes	Interviews are held as needed.	Public engagement
<b>Budget Committee</b>	The Budget Committee is established in accordance with the provisions of ORS 294.336 to review the annual city budget document as prepared by the city budget officer and to recommend an approved budget to the City Council for adoption.	The Committee includes five City Councilors plus an equal number of City residents who are registered voters. The Council appoints the citizen members for four-year terms. The Budget Committee meets as directed by City Council. Typically, the budget preparation meetings are held in the early spring, with additional meetings scheduled as needed and to review revenue and expenditure reports.	<u>Mayor and Council</u>	Emma Sagor, Michael Osborne	Yes	Meetings are held quarterly	Finance
<b>Clackamas Cities Association (CCA)</b>	12 cities in Clackamas County get together for dinner and speaker events to share ideas and to network.	City of Lake Oswego provides general coordination for cities.	<u>Mayor and Council</u>	Emma Sagor, Scott Stauffer	No	Dinners are held monthly. Typically, dinners are held on the third Thursday of the month.	Intergovernmental Affairs
<b>Clackamas County Coordinating Committee (C-4)</b>	C-4 was founded by the County to promote a partnership between the County, its Cities, Special Districts, Hamlets, Villages and Community Planning Organizations (CPOs). C-4 provides Councilors with an opportunity to network and work on building consensus on regional issues.	Voting membership shall consist of one elected representative and an elected alternate appointed by the City Council	<u>William Anderson</u>	Emma Sagor	Yes	Meetings are held on the first Thursday of the month starting at 6:45 p.m. in the Public Services Building of Clackamas County.	Land use and development, Transportation, Intergovernmental Affairs
<b>Clackamas County Coordinating Committee (C-4) – Metro Sub- Committee</b>	C-4 members who are within the Metro jurisdiction shall be a subcommittee of C-4 named Metro subcommittee to discuss JPACT and MPAC issues. This subcommittee shall at a minimum be the body which nominates and elects cities' representatives to: JPACT, MPAC, TPAC, MTAC, respectively.	Nominations and elections shall occur in November of each even numbered year in accordance with Metro Charter requirements.	<u>William Anderson</u>	Emma Sagor, Joseph Briglio	Yes	Meetings are held on the third Wednesday of the month at 7:30 in the Clackamas County's Development Services Building.	Transportation, Land use and development
<b>Clackamas County Fire District #1 District Board Subcommittee</b>	Purpose is to discuss collaborative opportunities, long-term facility needs, emergency preparedness, impacts of compression, and other challenges facing communities being served.	Subcommittee consists of two Fire Board members and two Council Members appointed by respective jurisdiction.	<u>Adam Khosroabadi</u> <u>Vacant</u>		Yes	Development Services Building 150 Beaver Creek Rd. Oregon City, OR 97045	Public safety
<b>Clackamas County Library District Advisory Committee</b>	Purpose is to advise the Clackamas County Library Service District (Board of County Commissioners) to support two county libraries and ten city libraries.	Committee involves 10 members that are typically appointed by respective library board. The advisory committee was created after the 2008 District creation.	<u>No Council Rep Needed</u>	Brent Husher	No	Meetings are held as needed.	Libraries
<b>Clackamas County Childcare for All Task Force</b>	A group convened by Clackamas County and Clackamas Education Service District on ways to provide greater access to affordable childcare options.		<u>Adam Khosroabadi</u>			Meeting schedule under development.	Housing and human services
<b>Clackamas County Mayor and Chair</b>	Broad topics that fall outside the scope of C4.	Ad hoc group – no formal appointment process.	<u>Lisa Batey</u>	Emma Sagor	No	Oregon City Library	Intergovernmental Affairs
<b>Community Action Board</b>	Members are appointed by the Clackamas County Board of County Commissioners. The group advocates both locally and at the state level on issues related to people and households with low-incomes.	Board is run by Clackamas County. 8 members and one alternate.	<u>Adam Khosroabadi</u>		No	Meetings are the first Wednesday of each month, 7:30 a.m. to 9 a.m.	Housing and human services
<b>Homeless Solutions Coalition of Clackamas County (HSCC)</b>	HSCCC's purpose is to bring together citizens, agencies, governments, churches, businesses, and schools in the Oregon City region to create partnerships that reduce homelessness.	Steering committee made up of co-founders and representatives of agencies, governments, churches, businesses, and schools.	<u>Rebecca Stavenjord - Board Member</u> <u>Adam Khosroabadi - attends regional "together" groups</u> <u>Robert Massey - attends provider committee (currently on hiatus)</u>		No		Housing and human services

Committee	Focus	Governing Authority	2024 Appointee	Staff Resources	Elected Rep Required	Meeting Schedule (subject to change)	Policy areas
League of Oregon Cities	Legislative Committees (any councilor can participate)	LOC Energy Policy Committee Community Development Committee	<u>Any Councilor can participate in legislative committees</u>	Emma Sagor	Yes		Intergovernmental Affairs
Local Contract Review Board	Purpose is to review and adopt public contracting rules and findings as to amendments of professional services	Established via Resolution by Council.	<u>City Council</u>	Kelli Tucker	Yes	Meetings are held as needed.	Finance
Metro Mayor's Consortium	Advocate at Metro and State on issues that affect all metro cities.	Membership limited to 20 local mayors of the Portland Metro Region.	<u>Lisa Batey</u>	Emma Sagor	Yes	Meetings are held monthly on Wednesdays during lunchtime.	Intergovernmental Affairs
Milwaukie Redevelopment Commission	Facilitate and support urban renewal efforts in targeted areas of the City of Milwaukie	MRC	<u>City Council</u>		Yes	Meet as needed during Council work, study, and regular sessions	Land use and development
Milwaukie Redevelopment Commission Community Advisory Committee	Advise MRC on investment opportunities within the tax increment financing district.	MRC	<u>Rebecca Stavenjord</u>		Yes	Meets as needed to develop recommendations for MRC.	Land use and development
Milwaukie Parks and Recreation Board (PARB)	Advises City Council on parks related issues.	Comprised of 8 members appointed by City Council.	<u>Robert Massey</u>	Peter Passarelli	Yes	Meetings are held on the 4th Wednesday of every month at 4:30 at the Ledding Library.	Parks
North Clackamas Chamber of Commerce and Public Policy Team	Purpose is to discuss policy issues in front of the Chamber for position consideration.	Representatives appointed by the Chamber Board.	<u>Adam Khosroabadi</u>	Vera Kalias Emma Sagor	No	Meetings are held on the first Monday of the month from 12 p.m. to 1:15 p.m. at the Chamber Offices.	Economic development
North Clackamas Parks and Recreation District Advisory Board (DAC)	Purpose is to make recommendations to the District Board of Directors on the design, planning and development of parks and the provision of recreational programs in the district.	Section E(2) of the May 1, 1990 Agreement between Clackamas County and the City provide for representation to the DAC. City Council appoints the DAC member.	<u>Lisa Batey</u>	Peter Passarelli	No	DAB meets monthly on the second Wednesday of every month from 5:00 to 7:00 PM	Natural Resources and Parks
North Clackamas Watershed Council	The North Clackamas Watershed Council's purpose is to advocate for the protection and enhancement of the watersheds' fish and wildlife habitat and improve water quality through partnership with public and private entities, habitat restoration projects, community education and outreach, and strategic planning.	The number of Council Representatives may vary between a minimum of four (4) and a maximum of thirty (30). A minimum of one position will be reserved for each of the following watersheds and sub-basin areas; Upper Kellogg, Lower Kellogg, Lower Mt Scott, Dean, Middle Mt Scott/Cedar, Phillips, Upper Mt Scott, Minthorn Spring, Boardman Creek, River Forest, and Rinearson Creek. The term of office for Council Representatives shall be three years.	<u>Robert Massey</u>	Peter Passarelli	No	Meetings are held on the third Wednesday of the month from 6:00 p.m. to 8:00 p.m. at Oak Lodge Sanitary District.	Natural Resources and Parks
Oregon Mayors Association (OMA), Portland Metro Region Team	Purpose is to create a forum for discussing a wide variety of issues, and, most importantly, a unified voice in Salem. Established in 1972, the Oregon Mayors Association is a voluntary association of persons who hold the office of mayor. OMA is recognized as an affiliate organization in cooperation with the League of Oregon Cities. Over two-thirds of Oregon mayors are active members of OMA.	The leadership of the OMA is vested in a Board of ten directors which include a President, President-elect, Secretary-Treasurer, Immediate Past President and six members at-large. The Immediate Past President and the Secretary-Treasurer serve as ex-officio-Directors. The Secretary-Treasurer position is a nonvoting position held by the Executive Director of the League of Oregon Cities Board members are elected at the annual meeting of the OMA, held at the League of Oregon Cities' Annual Conference. The OMA constitution requires that consideration be given to geographic and size diversity on the Board.	<u>Lisa Batey</u>	Emma Sagor	Yes	Meetings are held as needed either by way of teleconference or at League of Oregon Cities' Meetings.	Intergovernmental Affairs
WES Advisory Committee	On Sept. 14, 2017, the Board of County Commissioners of Clackamas County (BCC) acting as the governing body of WES, created a standing advisory committee consisting of customers, stakeholders and city representatives referred to as the Water Environment Services Advisory Committee.	Clackamas County	<u>Adam Khosroabadi</u>	Peter Passarelli	Yes		Natural Resources and Parks, Public Utilities
Regional Water Providers Consortium	The Regional Water Providers Consortium serves as a collaborative and coordinating organization to improve the planning and management of municipal water supplies in the greater Portland, Oregon metropolitan region. Primary focus is conservation and planning interties of water systems to address emergency needs.	Formed in 1997, the Consortium serves the Multnomah, Clackamas, and Washington counties and is made up of 21 water providers and the regional government Metro. Together, these entities provide about 95 percent of the Portland metropolitan area's drinking water. Members of the Consortium are cities, water districts and a people's utility district throughout the Portland, Oregon metropolitan area. The regional government Metro is also a member. Participation in the Consortium is voluntary and is funded through membership dues.	<u>Robert Massey</u>	Peter Passarelli	No	Meetings are held three times per year. Typically, from 6:00 p.m. to 8:30 p.m. at Metro. Usually in the Metro Chambers.	Natural Resources and Parks, Public Utilities



Committee	Focus	Governing Authority	2024 Appointee	Staff Resources	Elected Rep Required	Meeting Schedule (subject to change)	Policy areas
Transportation System Plan Advisory Committee	Community based committee that will advise on the update of the TSP.	Committee is appointed by City Council.	William Anderson	Laura Weigel	Yes, as determined by City Council	Approx. 12/16 meetings over 12-18 months. Meeting time TBD. Likely on Thursday evenings from 6:00- 8:00.	Transportation