



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE (TAC) AGENDA

**Virtual Meeting
Tuesday, March 15, 2022 at 6:00 PM**

Contact kdavis@orccity.org for the link to participate in the meeting

CALL TO ORDER

ROLL CALL

APPROVAL OF THE MINUTES

1. Approval of minutes from the February 15, 2022, Transportation Advisory Committee Meeting.

ADOPTION OF AGENDA (Agenda Analysis)

Committee members have the opportunity to move items to New Business/Discussion Items from Communications if they are interested in discussion. The Committee may also add an item to the agenda with the consensus of the Committee.

PUBLIC COMMENTS

Citizens are allowed up to 3 minutes to present information relevant to the City but not listed as an item on the agenda, however, the Chair has the discretion to waive limitations. Prior to speaking, citizens shall complete a comment form and deliver it to the Staff Member. When the Chair calls your name, proceed to the speaker table and state your name and city of residence into the microphone. The Transportation Advisory Committee Officers do not generally engage in dialog with those making comments but may refer the issue to the City Manager.

NEW BUSINESS / DISCUSSION ITEMS

2. Public Works Report

COMMUNICATIONS

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments. Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: Senior Administrative Assistant-Kim Davis

Agenda Date: 03/15/2022

SUBJECT:

Approval of minutes from the February 15, 2022, Transportation Advisory Committee Meeting.

STAFF RECOMMENDATION:

Approve the minutes

OPTIONS:

1. Approve the minutes
2. Disapprove the minutes



1. CALL TO ORDER AND ROLL CALL

The Transportation Advisory Committee (TAC) meeting of **Tuesday February 15, 2022** was called to order by Chair Henry Mackenroth at 6:00 PM via a virtual Zoom Meeting.

Committee members present included Ray Atkinson, Bruce Fries, Cedomir Jesic, Henry Mackenroth, Tim Morgan, and Ben Simmons, and Miles Tatch.

Staff members present included John Lewis, Public Works Director, Vance Walker, Assistant Public Works Director, and Kim Davis, Senior Administrative Assistant.

2. APPROVAL OF THE MINUTES

Mr. Morgan **moved to approve** the minutes of the **January 18, 2022**, and it carried **unanimously** by the following vote: Aye: Atkinson, Fries, Jesic, Mackenroth, Morgan, Simmons, and Tatch.

3. AGENDA ANALYSIS

- Mr. Mackenroth moved the SJR204 Tolling Vote Discussion and possible letter of support from the Public Works Report to a discussion item.

4. CITIZEN COMMENTS

- Kristina Franklin, a resident of Oregon City, voiced her concerns about traffic being detoured to Linn Avenue when a project on South End Road begins. Mr. Lewis said the City will look into lowering the speed on Linn Avenue during construction. Mr. Lewis said the City can do advisory warning signage and require the County to post that during construction.

5. NEW BUSINESS/DISCUSSION ITEM

a. OC2040 Comprehensive Plan Update

Major points were as follows:

- Aquilla Hurd-Ravich, Community Development Director, gave an update on the Oregon City 2040 Vision and Comprehensive Plan. Ms. Hurd-Ravich said OC204 will update the Oregon City Comprehensive Plan to reflect the community's vision and guide decision making about the future growth and development. She said the plan will be implemented through goals and

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Transportation Advisory Committee

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policies.

- Ms. Hurd-Ravich said the Comprehensive Plan is implemented through other city plans, such as Parks Master Plan, the Transportation System Plan, concept plans for areas within the Urban Growth Boundary, and the Zoning Code.
- Ms. Hurd- Ravich talked about the project schedule. She said it started back in 2020 by listening to the Community's vision for the next 20 years. In 2021 an OC2040 vision statement was created, and it's currently in the stage of updating the Comprehensive Plan based on the Community vision.
- Ms. Hurd-Ravich said there were four themes that were adopted by the City Commission that the goals and policies will be based on. The four themes are Healthy and Welcoming Community, Diverse Economy, Connected Infrastructure, and Protected Environment. She spoke of each of the four different themes.
- Ms. Hurd-Ravich said the website is www.oc2040.com where people can give feedback on the Comprehensive Plan Update.

b. SJR204 Tolling Vote Discussion and Possible Letter of Support

Major points were as follows:

- Mr. Mackenroth wanted to discuss whether the TAC would support the proposed Constitutional amendment State Senator Kennemer is trying to present that would require the vote of the people within 15 miles of either side of any roadway that is considered for tolling.
- There was a discussion amongst the Committee members, and it was decided Mr. Mackenroth would draft an email and send it to City staff for approval. **Mr. Morgan made a motion to act upon Mr. Mackenroth's suggestion of supporting the Senator of our county regarding tolling in Oregon. The motion was seconded by Mr. Simmons, and it carried by the following votes: Aye: Fries, Jesic, Mackenroth, Morgan, Simmons, and Tatch. Nay: Atkinson.**

c. Public Works Report

Major points were as follows:

- Mr. Walker gave an update on the most recent traffic counts and speed data that was collected throughout the City.
- Mr. Lewis talked about the Transportation System Plan. He said we would have DKS come and review the TSP. Mr. Lewis asked the TAC to look at the TSP goals and become a little familiar with them.

6. COMMUNICATION

- No communications were made.

7. FUTURE AGENDA ITEM

- Mr. Atkinson wanted to know if the TAC would be interested in discussing the Climate Friendly Equitable Communities Rule Making Process.

8. ADJOURNMENT

There being no further business, the meeting adjourned at 7:38 pm.

Respectfully Submitted,

Kimberly Davis
Senior Administrative Assistant



CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: Transportation Advisory Committee
From: Public Works Director John M. Lewis, PE

Agenda Date: 03/15/2022

SUBJECT:

Public Works Report

TOPICS:

1. Trillium Park Drive Update
2. Frontier Parkway Update
3. PMUF Report
 - Chip Seal
 - Slurry Seal
 - Reconstruction
4. Molalla Avenue Public Outreach Update
5. Clackamas County – South End Road Closure (Clackamas County will give a presentation on this at the April 19th TAC Meeting).
<https://www.clackamas.us/engineering/south-end-road>

2021

Item #2.

Pavement Maintenance Utility Fee Annual Report

Preserving our past – building our future

Prepared by:
Jayson Thornberg
Transportation
Maintenance Manager



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2021 Pavement Maintenance Utility Fee Annual Report

Purpose for an Annual Report

In accordance with Ordinance No. 08-1007, this established City Code 13.30, Transportation Utility Fees (TUF):

“City staff shall prepare an annual report that presents how revenues were spent.”

For consistency and to better align the name of the fee with the purpose, throughout the remainder of this report the TUF will be referred to as a Pavement Maintenance Utility Fee (PMUF).

Background

Oregon City has 136 miles of surface streets with a reconstruction value of approximately \$1 million per mile. Transportation funding is one of the most challenging issues facing public agencies. In the past, Oregon City has used State gas taxes and road transfer revenues to provide limited maintenance of the City's street system. Historically, the City's pavement maintenance liability far exceeded the amount available for use from these revenue sources.

In 2007, the City Commission asked the Public Works Department and a Transportation Funding Study Citizens Committee to identify and establish a sustainable funding source for street maintenance. The Committee concluded that a PMUF was the most equitable and stable source for street funding.

They recommended an annual revenue goal of \$1.5 million to at least maintain the City's average Pavement Condition Index (PCI)¹. The City Commission decided that this target be gradually phased in over a 5-year period to allow customers time to incrementally budget for the fee. With this phased-in fee scenario, first year fees provided a little over \$600,000 in revenue and jump-started the City's pavement maintenance program.



Public Works Department's Milling Machine

Pavement Condition Index (PCI), developed by the United States Army Corps of Engineers, is based on a visual survey of the pavement and a numerical value between 0 and 100 to define the condition with 100 representing excellent pavement.



Micro Seal Application along Beavercreek Road

On May 21, 2008, the City Commission approved Ordinance No. 08-1007 establishing the PMUF. The purpose of the fee was to provide cost recovery for maintaining and operating Oregon City's transportation system. The fee was based on actual cost projections from the Street-Saver Pavement Management software. Like those in many other Oregon communities, the fee is also based on nationally recognized information developed by the Institute of Traffic Engineers that estimates the average number of vehicle trips generated by a property based on how that property is used.

A Billable Unit Rate

In order to meet the annual revenue goal of \$1.5M, the residential monthly unit rate, applied to single-family residential land uses, was established at \$1.15 per adjusted average daily trip. The monthly non-residential unit rate, applied to all other land uses, was established at \$0.189 per adjusted average daily trip. For the first five years, this fee has been phased in to help ease the impact of the fee. The schedule of the phased in fee (with inflation included) is shown in **Table 1**.

Table 1 – PMUF Rates

Time Period	Residential Monthly Rate	Residential Rate per Trip	Non-Residential Rate per Trip	Annual Total Revenue
July 1, 2008 through June 30, 2009	\$4.50	\$0.470	\$0.077	\$605,650
July 1, 2009 through June 30, 2010	\$6.00	\$0.627	\$0.103	\$972,044
July 1, 2010 through June 30, 2011	\$7.50	\$0.784	\$0.129	\$1,231,835
July 1, 2011 through June 30, 2012	\$9.00	\$0.940	\$0.154	\$1,569,587
July 1, 2012 through June 30, 2013	\$11.20	\$1.172	\$0.192	\$1,877,915
July 1, 2013 through June 30, 2014	\$11.56	\$1.207	\$0.198	\$2,043,166
July 1, 2014 through June 30, 2015	\$11.90	\$1.243	\$0.204	\$2,108,444
July 1, 2015 through June 30, 2016	\$12.23	\$1.281	\$0.210	\$2,199,836
July 1, 2016 through June 30, 2017	\$12.62	\$1.319	\$0.216	\$2,305,254
July 1, 2017 through June 30, 2018	\$13.00	\$1.359	\$0.223	\$2,405,028

Time Period	Residential Monthly Rate	Residential Rate Per Trip	Non-Residential Rate per Trip	Annual Total Revenue
July 1, 2018 through June 30, 2019	\$13.39	\$1.399	\$0.229	\$2,531,390
July 1, 2019 through June 30, 2020	\$13.79	\$1.441	\$0.236	\$2,622,443
July 1, 2020 through June 30, 2021	\$14.21	\$1.485	\$0.243	\$2,713,309

Rates and Rate Types

Adoption of the PMUF established a rate structure providing for a variety of parcel types. The rates for single-family residences are a straight-forward unit rate per each parcel. Multi-family housing rates were a similar calculation. The monthly fee for schools is computed based on the number of students which varies based on enrollment. All other developed parcels have a monthly fee based on the non-residential unit rate and then considering factors of estimated daily trips and square footages of buildings. Currently, there are 519 non-residential customers.

Oregon City's Pavement Condition Index

The Pavement Condition Index rates the condition of the surface of a road network. In July 2015, the City completed a 5-Year Pavement Maintenance Plan Update (which can be found on the City's website) with an updated review of the condition of portions of all Oregon City streets. The pavement condition survey is a detailed field assessment of a minimum 10% representative sample of each street segment. This survey information is compiled within the Street-Saver software system where a computation is run to establish a citywide Pavement Condition Index (PCI).

In 2021, the overall citywide PCI was 77. This means the Oregon City transportation system is in "good" condition.

Preventive Maintenance

Preventive pavement maintenance treatments are surface treatments that are applied early in the life of the roadway to prolong the life of the surface. The objective of preventive maintenance is to add a protective coating on top of the existing surface to keep surface water from seeping through the small cracks into the underlying base rock or native soil. Crack sealing, slurry sealing, and chip sealing are the traditional types of preventive maintenance used in our region. Preventive maintenance project locations and segment details for 2020 are included below in table form as **Tables 2 and 3**.



Table 2 – Type II Slurry Seal @ approx. \$1.94/sq. yd.

Street	Beginning	Ending	Length (ft)	Total Area (sf)	Total Area (sy)	Total Cost
A Street	Apperson Boulevard	Gain Street	635	15,875	1,764	\$3,422.16
Ames Street	Ames Street (Private Drive)	Dead End East	651	16,926	1,881	\$3,648.14
B Street	Apperson Boulevard	A street	696	17,400	1,933	\$3,750.02
Cominger Drive	Lot Whitcomb Drive	Pease Road	609	18,879	2098	\$4,070.12
Coquille Court	Coquille Drive	Cul-De-Sac	128	3,712	841	\$1,631.54
Coquille Drive	Dead End Street	Glen Oak Road	1,511	43,819	4,869	\$9,445.86
Front Avenue	Holcomb Boulevard	Forsythe Road	3,337	106,784	11,865	\$23,018.10
Frontier Parkway	Meyers Road	North property line of Wesley Linn Park	1,649	51,119	5,680	\$11,019.20
Haida Court	Coquille Drive	Cul-De-Sac	199	9,534	1059	\$2,054.46
Hedges Street	Mcloughlin Boulevard	3 rd Avenue	274	8,768	974	\$1,889.56
McCarver Avenue	Holmes Lane	Park Drive	910	29,120	3,235	\$6,275.90
Ogden Drive	Telford Road	Brighton Avenue	2,039	67,287	7,476	\$14,503.44
Park Drive	Brighton Avenue	Linn Avenue	1,049	36,715	4,079	\$7,954.05
Pasture Way	Holcomb School Road	Dead End North	1,268	36,772	4,086	\$7,926.84
Penn Lane	Division Street	Dead End East	410	11,480	1,275	\$2,486.25
Quinalt Court	Coquille Drive	Cul-De-Sac	199	10,207	1134	\$2,199.96
Quinalt Drive	Coquille Drive	Glen Oak Road	2,119	71,459	7,940	\$15,403.60
Rose Road	South End Road	Mahogany Drive	1,234	39,603	4,400	\$8,563.00
Stables Place	Pasture Way	North Dead End	1,106	32,876	3,653	\$7,086.82
Turtle Bay Drive	Dead End West	Torrey Pines Drive	568	16,473	1,830	\$3,883.50
Totals			20,600	648,664	72,072	\$140,156.50

In-House Pavement Maintenance and Street Reconstruction

In-house pavement maintenance is work that the Oregon City Public Works Department (OCPW) performs using City equipment. In the summer months, staffing is augmented by seasonal workers and Street Division work can include anything from pothole repair or spot repair of small pavement failures to larger-scale pavement failure repair using the same in-house resources. All in-house pavement maintenance projects are focused on repairing the base of the road, adding additional strength, and repairing failing pavement sections.

Summer 2021 - OCPW used in-house staff and equipment to complete projects utilizing a total of **1152.67** tons of asphalt at a cost of **\$64,980.01**. **Table 3** includes a summary of the 5 larger scale, in-house, pavement repair project for 2021 .

Table 3 – 2021 In-House Work

Street	Beginning	Ending	Material Cost	General Treatment Description
South End Road	Barker Avenue	Warner Parrott Road	\$14,551.53	Rut Patch and Inlay
Warner Parrott Road	Entirety		\$20,339.08	Rut Patch
Park Drive	Linn Avenue	Brighton Avenue	\$5,287.32	Inlay
Clear Street	Front Avenue	Hiram Avenue	\$8,827.20	Overlay
Bluff Street	3 rd Street	Promenade Building	\$8,535.72	Overlay

Conclusion

This is a program that we are committed to working into an already heavy workload. We know this program is important and valuable to the community. We continue to improve our in-house paving program and balance the demands on the department with the demands of the paving season. Our small paving crew and lightweight equipment continue to provide strong support for the more robust abilities of construction companies in the business of milling and paving.

Thus far, all pavement maintenance expenses have stayed within the City's PMUF budget allocation. The department has received highly competitive bids which have helped to ensure that the City continues to complete the planned projects with little in the way of deferred projects.

Attachments

Exhibit A – Map - PMUF Major Accomplishments 2021

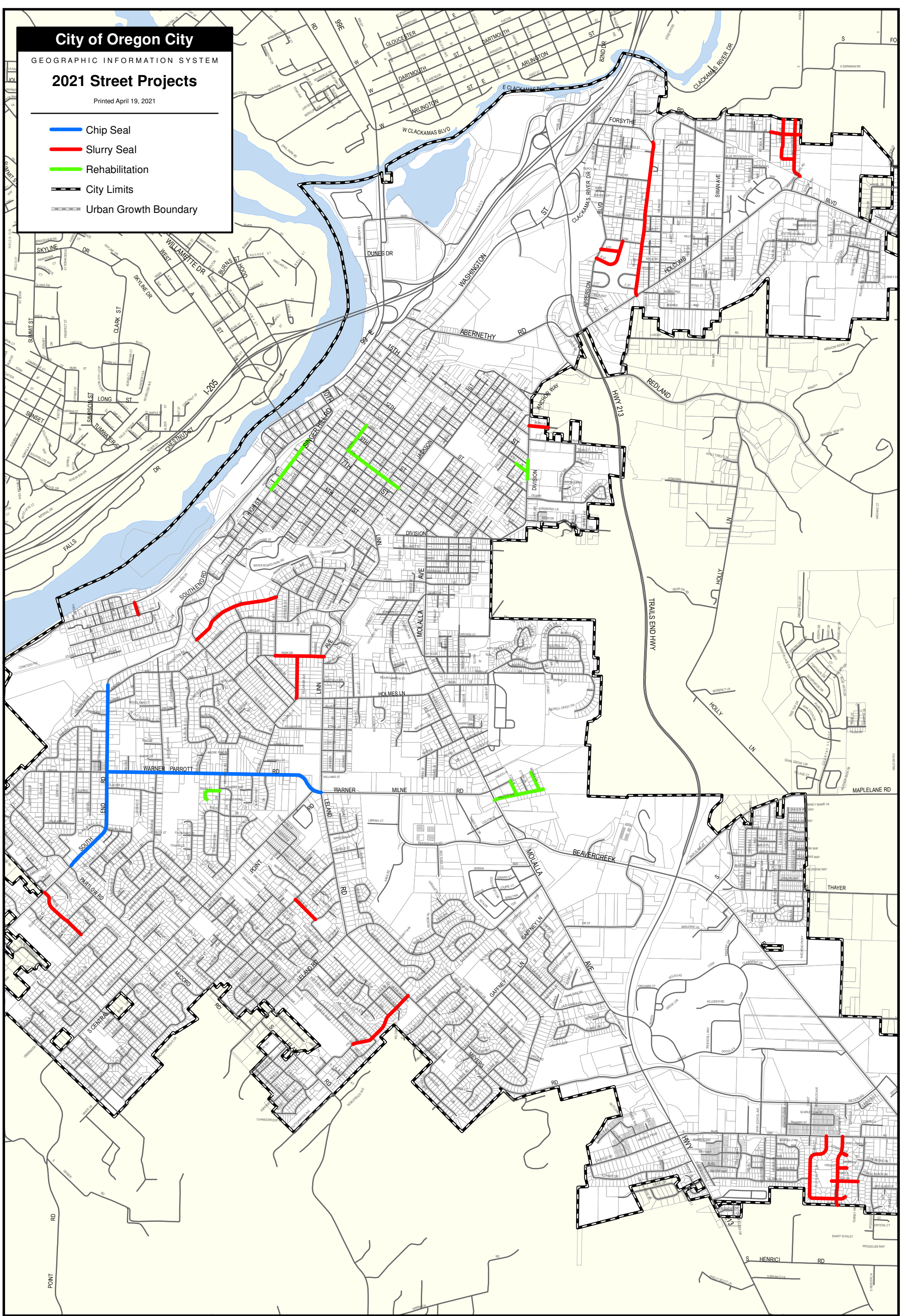
City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

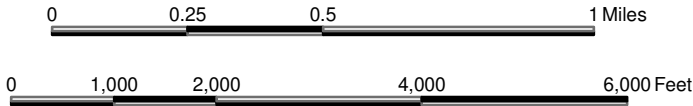
2021 Street Projects

Printed April 19, 2021

- Chip Seal
- Slurry Seal
- Rehabilitation
- City Limits
- Urban Growth Boundary



The City of Oregon City makes no representations, express or implied, as to the accuracy, completeness and timeliness of the information displayed. This map is not suitable for legal, engineering, or surveying purposes. Notification of any errors is appreciated.



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Plot date: April 19, 2021
Plot name: PMUF - 2021 Projects Map - 20210419 - 11x17P.pdf
Map name: PMUF - 2021 Projects Map - 20210419 - 11x17P.mxd