



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE AGENDA

City Hall Mt. Hood Room, 625 Center St., Oregon City, OR 97045
Thursday, July 10, 2025 at 6:00 PM

Ways to participate in this public meeting:

- Attend in person, location listed above. Please see the public comment guidelines below.
- Attend the livestream of the meeting on the City's YouTube Channel:

<https://www.youtube.com/user/CityofOregonCity>

- Register to provide electronic testimony (email ameeker@orcity.org or call 971-204-4656 by 3:00 PM on the day of the meeting to register)
 - Email ameeker@orcity.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)
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1. CALL TO ORDER AND ROLL CALL

2. APPROVAL OF THE MINUTES

- a. Approval of Meeting Minutes – March 13, 2025
- b. Approval of Meeting Minutes – May 8, 2025

3. AGENDA ANALYSIS

4. PUBLIC COMMENTS

Please see the public comment guidelines below.

5. NEW BUSINESS / DISCUSSION ITEMS

- a. 2024 Annual Report
- b. 2025-2026 Goals

6. PUBLIC WORKS REPORT

- a.
 - ODOT I-205 Abernethy Bridge Update Scheduled for September 11th
 - Summer Construction Project Map
 - Clackamas County Evacuation Plan
 - 2024 Annual PMUF Report

7. COMMUNICATIONS

8. FUTURE AGENDA ITEM

9. ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the clerk. When the Chair calls your name, proceed to the speaker table, and state your name and city of residence. Each speaker is given 3 minutes to speak. As a general practice, the committee does not engage in discussion with those making comments. Complaints shall be addressed at the department level prior to addressing the committee.

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](#) 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 TRANSPORTATION ADVISORY COMMITTEE MINUTES

Commission Chambers, City Hall, 625 Center Street, Oregon City
Tuesday, March 13, 2025

1. CALL TO ORDER AND ROLL CALL

Vice Chair Tim Morgan called the meeting to order at 6:00 PM.

PRESENT: 5 - Committee members present included Vice Chair Tim Morgan, Cedomir Jesic, Christian Wadsworth, Julie Hernandez, and Raymond Rendleman

ABSENT: 2 - Chair Ben Simmons, and Bruce Fries

STAFFERS: 3 - Dayna Webb, Public Works Director, Vance Walker, Assistant Public Works Director, Audrey Meeker, Senior Administrative Assistant

2. APPROVAL OF THE MINUTES

A motion was made to approve the minutes for January 9, 2025, by Raymond Rendleman, and the motion was seconded by Christian Wadsworth. The Committee members unanimously approved.

3. AGENDA ANALYSIS

- No changes were made to the agenda.

4. CITIZEN COMMENTS

- No citizen comments were made.

5. NEW BUSINESS/DISCUSSION ITEM

- a. Committee Best Practices, Guidelines, and Rules Presentation by Jakob Wiley, City Recorder
 - Jakob Wiley, the City Recorder for the City of Oregon City, gave a presentation on committee best practices, guidelines, and rules. Mr.

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Transportation Advisory Committee
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Wiley manages public records requests, records management, the committee and committee application process, and elections.

- Mr. Wiley discussed the fundamental documents that govern city committees, including the city charter, city code, committee and commission's orientation manual, and TAC bylaws. He explained that TAC was created by city code and that its bylaws may need to be approved by the city commission.
- Mr. Wiley outlined the role of advisory committees in providing community oversight, public interest feedback, policy suggestions, creative solutions, and assistance in achieving city commission goals. He emphasized the importance of public meetings, noting that all meetings must have public notice, be open to the public, and have minutes created.
- Mr. Wiley addressed the issue of electronic serial meetings, advising members to avoid reply-all conversations between a quorum of members outside of public meetings. He also discussed meeting management, explaining the role of the chair and vice-chair.
- The presentation covered voting procedures, conflicts of interest, and the class exception for voting on matters that affect a broad group. Mr. Wiley emphasized that most of TAC's decisions do not involve financial conflicts of interest.
- Committee members asked questions about email communications, social gatherings, and the specifics of voting procedures. The presenter provided clarification on these topics and encouraged members to be cautious about discussing committee business outside of public meetings.

b. Interview Questions

- The committee reviewed the existing interview questions for future candidates. Raymond Rendleman suggested revisions to questions 2, 3, and 8 to make them more expansive and reflective of current committee practices. Christian Wadsworth expressed discomfort with question 7, feeling it was a "trick question" that made interviewees uncomfortable.
- The committee discussed potential rewording of the questions. Mr. Rendleman suggested to keep question 7 as is to see how candidates engage with complex issues.
- Julie Hernandez suggested revisions to questions, 5 and 7.
- Dayna Webb and Vance Walker both proposed revisiting the questions at the next meeting with potential revisions.
- Tabled until the next meeting. A motion was made by Tim Morgan, it was a unanimous approval by the committee members.

c. Appealing an Oregon Speed Zone Review Outcome

- Raymond Rendleman presented information about the process for appealing Oregon Speed Zone Review outcomes. He explained that if the committee disagrees with an ODOT decision on a speed zone review, they have the opportunity to make a recommendation to the city commission or staff to pursue an appeal.
- Dayna Webb provided additional context, explaining the technical process ODOT uses for speed zone reviews and noting that the city has not yet pursued an appeal through the state speed zone review panel. She mentioned that the city is not currently pursuing the ability to set its own speed limits due to staffing challenges and the requirement to still follow state guidelines.

6. PUBLIC WORKS REPORT

a. Local Street Standards

- Dayna Webb presented information on local street standards, explaining that recent land use projects have led to community frustration over traffic impacts on adjacent neighborhoods. She mentioned that the city is considering creating local street volume standards, which would identify a number of vehicles allowed on a local street before it's considered unsafe.
- Ms. Webb explained that a transportation consultant had done an initial presentation on this topic, and the plan is to take information back to the city commission on April 2nd. The proposed scope of work includes identifying 20 local streets for data collection to represent ideal local streets.
- Committee members discussed potential challenges and considerations, including how to manage increased traffic from new developments and the possibility of implementing traffic calming measures in new subdivisions.

b. Evacuation Plan – General Information

- Vance Walker, Assistant Public Works Director, provided an update on the county's work on evacuation plans and routes. He mentioned that Kittleson had been hired to assist with the process and showed an example of a potential evacuation map for the City of Milwaukie.
- Mr. Walker explained that the county is currently in phase 3 of the project, focusing on gathering community feedback through focus groups and surveys. He mentioned that the county hopes to have more outward-reaching information for the public in May or June.

- Committee members discussed the possibility of installing evacuation route signage and controlling traffic lights to improve flow during evacuations.

c. Signage at Trillium Park HOA

- Vance Walker presented information about traffic concerns in the Trillium Park HOA area. He explained that the city had met with HOA representatives and agreed to implement some changes, including:
 - Installing a no parking sign at a corner to improve sight distance
 - Adding a no outlet sign on Davis Road
 - Considering a no truck traffic sign on Davis at Division
- Mr. Walker mentioned that the HOA had inquired about speed humps, and he had provided them with information on the city's speed hump criteria and process.
- The committee discussed the potential for the city to implement traffic calming measures proactively, rather than waiting for neighborhoods to request and fund them. Vance acknowledged the merit of this idea but noted that it is a city policy and public outreach would be crucial before implementing such measures.

d. 3-Way Stop Sign at Gaffney Lane and Berta Drive

- Vance Walker presented information about the intersection of Gaffney Lane and Berta Drive, explaining that the city had received multiple requests over the years to make it a 3-way stop. He noted that while it hadn't previously met the criteria for a 3-way stop, the Public Works Director was now open to considering the change.
- Committee members discussed the current configuration of the intersection and potential improvements, including:
 - Installing stop signs and stop bars
 - Adding crosswalk markings
 - Potentially extending curbs to narrow the intersection in the future

The committee agreed that making the intersection a 3-way stop would likely improve safety for both motorists and pedestrians.

- Cedmir made a motion for city staff to look at the intersection of Bertha and Gaffney and implement a 3-way stop in the interim, with further improvements to be considered at a later time if funds are available. Raymond seconded the motion. The motion passed unanimously.

7. COMMUNICATION

- a. Transportation Advisory Committee members would like to be updated on the following topics:
- Clackamas County Transportation System Plan update and the City's

involvement

- Updates on the Abernethy Bridge progress by ODOT and tolling.

8. FUTURE AGENDA ITEM

- a. There are no future agenda items.

9. ADJOURNMENT

Vice Chair Tim Morgan adjourned the meeting at 7:59 PM.

Respectfully submitted,



Audrey Meeker, Senior Administrative Assistant



CITY OF OREGON CITY TRANSPORTATION ADVISORY COMMITTEE MINUTES

Commission Chambers, City Hall, 625 Center Street, Oregon City
Tuesday, May 8, 2025

1. CALL TO ORDER AND ROLL CALL

Tim Morgan, Vice Chair, called the meeting to order at 6:00 PM.

PRESENT: 6 - Committee members present included Tim Morgan, Vice Chair, Bruce Fries, Cedomir Jesic, Christian Wadsworth, Julie Hernandez, and Raymond Rendleman.

ABSENT: 1 - Ben Simmons, Chair

STAFFERS: 2 - Vance Walker, Assistant Public Works Director, and Audrey Meeker, Senior Administrative Assistant

2. APPROVAL OF THE MINUTES

The approval of the minutes were deferred to the next meeting as they were not yet completed.

3. AGENDA ANALYSIS

There were no changes made to the agenda.

4. CITIZEN COMMENTS

There were no citizen comments made.

5. NEW BUSINESS/DISCUSSION ITEM

a. National Night Out on August 5th

Vance Walker reported that Public Works will not be doing the bicycle rodeo at National Night Out this year. He explained that the police department, who are organizing the event, is changing the layout. The dunk tank will be placed in the circular paved area usually used for the bike rodeo. This change is due to another event (movie in the park) happening immediately after National Night Out.

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Transportation Advisory Committee
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Public Works will still have a booth at the event. National Night Out attendance is encouraged.

b. Review of Annual Goals

Vance Walker and Audrey Meeker presented the 2024-2025 TAC goals and the new 2025-2027 city commission goals. They explained that the commission's goals have changed slightly in order and wording.

The committee then proceeded to review each goal:

- Annual review of the Oregon City neighborhood traffic fact sheet: It was agreed to keep this goal as it's part of the bylaws.
- Engage with the community and education: The committee discussed various community engagement activities, including neighborhood association visits, participation in National Night Out, and presentations to the Youth Advisory Commission. They decided to keep this goal but update its sub-points.
- Member participation in community advisory committees: The committee discussed reframing this goal to focus on being a liaison between the school district and the city, particularly for Safe Routes to School projects. They agreed to look into the existing Safe Routes to School program and potentially combine this goal with the one about supporting transportation grant opportunities.
- Remain involved in larger developments related to transportation: The committee had an extensive discussion about the wording and scope of this goal. They agreed to change it to "Remain informed and provide feedback on projects or developments that may impact transportation." They also discussed the need for better coordination with the planning commission and earlier involvement in development projects.
- TAC campaign focused on distracted driving and drunk driving awareness: The committee debated the effectiveness and relevance of this goal. They ultimately decided to keep the first sentence about the campaign but remove the specific mention of the Youth Advisory Commission. They also agreed to move this under the community engagement goal.
- Advise on and provide support for transportation grant opportunities: This goal was briefly discussed and kept as is.
- Participate in the county transportation system plan: The committee agreed to expand this to include participation in both city and county transportation system plans.

- Establish a recommendation for standard capacity: The committee decided to remove this goal as it was deemed too technical and beyond the scope of TAC's capabilities.
- Openly listen to citizens' requests: The committee agreed to move this under the community engagement goal.
- The committee also discussed adding a new goal related to traffic calming and speed reduction measures. They agreed to incorporate this idea into existing goals rather than creating a separate one.
- Ms. Meeker will type the updated goals and sending them to the committee for final review before the next meeting.

c. Review Annual Report

The committee briefly reviewed the annual report. The committee agreed to review the document in detail and provide any correction suggestions before the next meeting.

6. PUBLIC WORKS REPORT

a. City's Emergency Response Plan and Evacuation

Vance Walker requested to postpone this agenda item to the next meeting due to time constraints and incomplete information. He explained that they are waiting on the county to finalize their evacuation routes before creating a more focused city plan. The committee agreed to make this the first item on the next meeting's agenda, recognizing its importance and public interest.

7. COMMUNICATION

Chris Wadsworth reported on her attendance at a Clackamas County travel options action plan focus group on April 30th. She explained that the county is working on increasing awareness of transportation options beyond personal vehicles. Chris suggested inviting county representatives to a future meeting to discuss this initiative further.

Ms. Wadsworth also mentioned the McLaughlin Boulevard enhancement project, which has been approved by the city commission and could move forward if funding is secured.

8. FUTURE AGENDA ITEM

- Emergency Response Plan and Evacuation (as the first item)
- 2024 Annual PMUF Report review
- Presentation on sidewalk permits by the assistant city engineer
- 2025 paving summer construction update

- I-205 Abernethy Bridge project update from ODOT
- Update on community road fund usage in Oregon City

9. ADJOURNMENT

Tim Morgan, Vice Chair adjourned the meeting at 8:07 pm.

Respectfully submitted,



Audrey Meeker, Senior Administrative Assistant

2024

Transportation Advisory Committee Annual Report

Ben Simmons acted as Chair and Henry Mackenroth acted as Vice Chair. Committee member Bruce Fries will begin a new membership term starting January 2025 and Henry Mackenroth’s membership term ended December 31, 2024.

The Transportation Advisory Committee Membership terms are as follows:

Member	Membership Term
Ben Simmons	April 2019 to December 2026
Bruce Fries	January 2022 to December 2024
Cedomir Jesic	January 2014 to December 2025
Christian Wadsworth	March 2024 to December 2025
Henry Mackenroth	December 2013 to December 2024
Julie Hernandez	March 2024 to December 2025
Petronella Donovan	May 2022 to December 2024
Raymond Rendleman	May 2024 to December 2025
Tim Morgan	January 2021 to December 2026

The Transportation Advisory Committee held 7 meetings in 2024.

- January 16 (Cancelled - Winter Storm)
- February 20
- March 19
- April 16
- May 21
- June 18
- July 16 (Summer Break)
- August 20 (Summer Break)
- September 17
- October 15 (Cancelled)
- November 19
- December 12 (Interviews)

Public Comments

Neighborhood	Topic	Details
Elyville Neighborhood Association	20 is Plenty	<ul style="list-style-type: none"> • Three residents from the Elyville neighborhood provided comments in support of the 20 is Plenty program. • The focus is to have safer roads by implementing a slower speed limit making streets more bike and family friendly.
Park Place	Pedestrian Safety	<ul style="list-style-type: none"> • Lack of connectivity and safety for pedestrians walking along the lower Holcomb Road to downtown Oregon City. • Gain an understanding of how SDC fees pay for developments and how the funds are distributed to projects.
Youth Advisory Committee member	Pedestrian Safety	<ul style="list-style-type: none"> • Pedestrian safety concerns along Meyers Road where it intersects Squire Drive related to speeding vehicles. • Public Works responded by inspecting Meyers Road and the intersection. There is already signage, and cross walk markings.

Presentations

CityROVER Report

The CityROVER is an artificial intelligence device that is mounted in the street sweeper. The device collects data on potholes while the street sweeper performs its daily routes. In addition to Oregon City utilizing this service, Oregon City pulls a report 1 – 2 times a year and shares the data with ODOT and Clackamas County to better serve Oregon City residents.



City of Milwaukie SAFE Program (Safe Access for Everyone)

To better understand how nearby neighborhoods fund sidewalk programs in comparison to Oregon City, a presentation was provided to the Transportation Advisory Committee followed by a discussion.

Five-Year Pavement Maintenance Utility Fund Plan Presentation

Josh Wheeler, Public Works Assistant City Engineer, provided an overview of the five-year pavement maintenance utility fund plan. The presentation included the history, where we are today, why we need a plan, goals, the planning process and projected budget.

McLoughlin Boulevard Enhancement Project – 10th Street to tumwata village

Christina Robertson-Gardiner, Community Development Senior Planner, presented and discussed the McLoughlin Boulevard Enhancement Project – 10th Street to tumwata village.

The purpose of the project is to create a share-use path and streetscape that enhances safety for all transportation modes and bridges. It is the missing link for people walking and biking on McLoughlin Boulevard between 10th Street. It includes an open space plan and the tumwata village development.

Oregon City Growth Boundary

A Transportation Advisory Committee member inquired about whether the City of Oregon City would pursue a one-time Urban Growth Boundary (UGB) expansion, in relation to the Senate Bill 1537: Addressing Oregon's Housing Supply and Affordability Crisis.

Aquilla Hurd-Ravich, Planning Director provided a written statement explaining that the City will most likely not request a one-time UGB expansion because Oregon City currently has land that is not annexed inside the UGB which has not been developed.

Shuttle Update by Kristina Babcock, Clackamas County Human Services

The Oregon City Shuttle is a free service paid by Oregon taxpayers through the HB17 Payroll Tax. A statewide Transportation improvement fund.

The service started in July 2022 as a 90-minute loop. In 2023, the loop was reduced to 60 minutes. Since then, ridership has increased and continues to grow.

Ridership was between 6,000 – 7,000 during the 2023-2024 fiscal year.



Sidewalk Infill – How Do Public Sidewalks Get Built?

John Lewis, Public Works Director shared the Oregon City Municipal Code 16.12 Minimum Public Improvements and Design Standards for Development which applies to new construction or additions. Mr. Lewis discussed the fee-in-lieu as a long-standing practice but that the City is going away from them because they've noticed the fees today aren't adequate for the needs of the next 5-10 years.

Updates and Discussions

20 is Plenty

The Transportation Advisory Committee discussed and reviewed the concept of pursuing 20 is Plenty city-wide throughout year of 2024.

After many discussions, the Transportation Advisory Committee's final motion to deny pursuing the 20 is Plenty program was based on the City's budget and the Police Department not being able to patrol neighborhoods to enforce the program.

The Transportation Advisory Committee will focus on calming devices and supporting neighborhoods when there is a targeted campaign.

Annual Traffic Count Program

Dayna Webb, Public Works Director, provided an update on the history of the annual traffic count program. It included a link to the City's website where the data is stored and can be viewed; frequency of conducted studies and a new app the Oregon City GIS team created.

City events / construction projects

Email notifications were sent to inform on expect road and traffic interruptions throughout the year.

Monthly Meeting Frequency

Starting in December 2024, the Transportation Advisory Committee will meet on the second Thursday of the month instead of the third Tuesday of the month.



Parking Code Issues

Public Works Engineering and Operations staff addressed parking code issues related to the Oregon Basic Rule of no parking within 20 feet of a marked or unmarked crosswalk.

There was an emphasis on Central Point Road. Action was taken by performing an audit of other intersecting roads to address concern Citywide, in addition to clearing low hanging limbs, better signage, investigating whether a property owner has an encroachment.

Project Updates

Project updates were provided by Vance Walker, Assistant Public Works Director for Holcomb Safe Routes to School and pavement preventative maintenance utility funded projects: resurfacing project, in-house paving and slurry seal.

Reduced Speed Signs Request on Hwy 213 and Redland Road

In November 2023, ODOT Traffic Engineer approved the speed reduction from 55 mph to 50 mph on Highway 213 near the intersection of Redland Road. The signs were installed in September 2024.

Roundabout at Thayer Road and Maple Lane

An update was provided by John Lewis, Public Works Director that the roundabout is being built by a developer and the long-range plan is to have a 'porkchop', moving traffic off Thayer, going right only. The City is doing a thorough study with an analysis by DKS Associates. It is expected to be shared between September – October 2024.

Street Design Standards

Public Works Engineering hired Kittelson & Associates, Inc for Street Design Standards. These are used when developers make improvements in the right of way.

Transportation Revenues & Capital Overlay

Public Works provided an overview of current transportation funding sources, and how capital outlay projects are identified and prioritized. Other potential funding sources from the Transportation System Plan were discussed. The City is following the State transportation funding in the 2025 legislature. Once the State decides funding, the City will return to the topic.



Winter Weather Preparation

Vance Walker, Assistant Public Works Director, provided an overview of the winter weather preparations Public Works performs as first responders. Public Works, works in conjunction with the Police Department to address road issues and situations as they arise.

Youth Advisory Committee Meeting

Chair, Ben Simmons and Assistant Public Works Director, Vance Walker attended the Youth Advisory Commission meeting on March 11, 2024. Mr. Simmons provided a high-level overview of what the Transportation Advisory Committee does. Mr. Walker provided an overview of Public Works and the types of requests and concerns Public Works, and the Transportation Advisory Committee worked on together.

DRAFT



**CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE
2025-2026 GOALS**

TAC Goals		City Commission Goals						
		Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6	Goal 7
1	Annual review of the Oregon City Neighborhood Traffic Fact Sheet. Engage the public in utilizing this document and information contained herein to facilitate traffic safety.			X	X			
2	Engagement with the community, and education: <ul style="list-style-type: none"> • Openly listen to citizen requests regarding transportation concerns. • Neighborhood associations <ul style="list-style-type: none"> • MyOC! App • OC Shuttle (free option) • Neighborhood Traffic Fact Sheet • Present to the OC Youth Advisory Commission • TAC Campaign: Distracted driving and drunk driving awareness • Safe Routes to School (Act as liaison) • 20 is Plenty • Chief Advisory Group 	X		X				
3	Member participation as needed on Community Advisory Committee(s) with work related to Oregon City transportation, with an emphasis on Safe Routes to schools. <ul style="list-style-type: none"> • October National Walk/Bike to school event. Holcomb grand opening. <ul style="list-style-type: none"> • Grant for giveaway items 				X			
4	Remain informed and provide feedback on projects or developments that may impact transportation. <ul style="list-style-type: none"> • I-205 Abernethy Bridge/Tolls • Local Street Standards 	X	X	X		X		
5	Advise on, and provide support of, transportation grant opportunities. <ul style="list-style-type: none"> • McLoughlin Enhancement Project • Safe Routes to Schools • October National Walk/Bike to School event. Apply for grant for giveaway items. 	X		X		X		
6	Review Transportation System Plan every five years (Bylaws) and participation in the County Transportation System Plan (TSP).		X			X		
7	Review Roadway Improvement Program annually (Bylaws) – PMUF Annual Report							

City Commission 2025-2027 Goals

GOAL 1: Invest in the City Facilities and Infrastructure

GOAL 2: Improve the City's Park Lands and Natural Resources

GOAL 3: Support Economic Development and Tourism Throughout Oregon City

GOAL 4: Increase Community Engagement Opportunities

GOAL 5: Create a Diverse, Equitable, Inclusive, and Safe Community and Workplace

GOAL 6: Increase Housing Opportunities

Goal 7: Reduce Homelessness in Oregon City



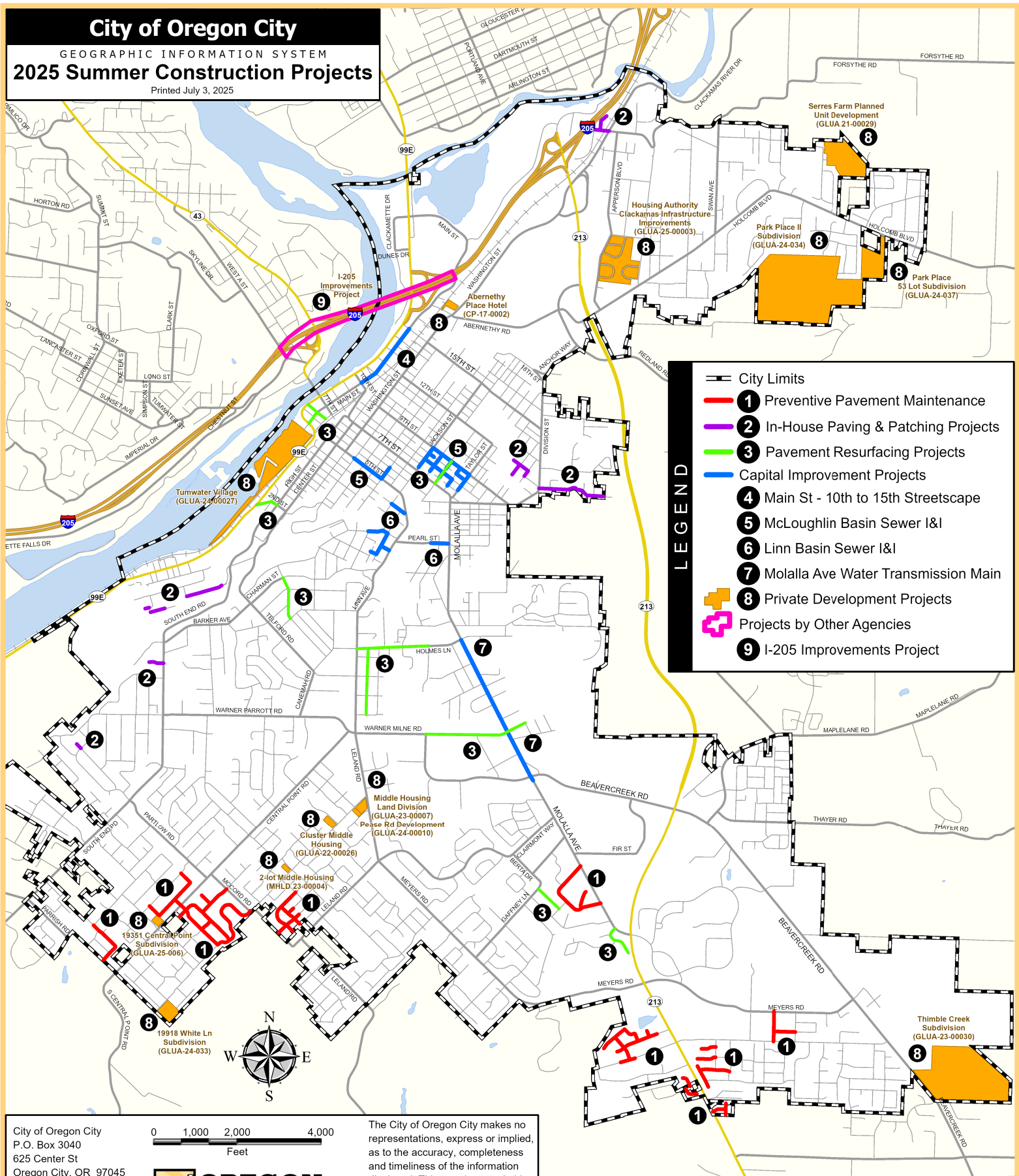
**CITY OF OREGON CITY
TRANSPORTATION ADVISORY COMMITTEE
GOALS**

2024-25 TAC Goals		Changes for 2025-26 Goals:
List by Rank of Importance		
1	Provide an annual review in January of the Oregon City Neighborhood Traffic Fact Sheet and engage the public in utilizing this document and information contained herein to facilitate traffic safety.	Keep as is
2	Engagement with the community, and education:	
	• Neighborhood associations (1x year, minimally)	Keep as is – List of N.A. on website. Share MyOC! App, OC Shuttle Free Option
	• 20 is Plenty	Keep as is
	• Participation in National Night Out	Remove
	• Present to the OC Youth Advisory Commission	Keep as is
	• Group Citizen Academy	Remove
	• Chief Advisory Group	Keep as is – Bruce or Chris
	• Campaign: Distracted Driving Awareness	Add
3	Member participation as needed on Community Advisory Committee(s) with work related to Oregon City transportation, with an emphasis on Safe Routes to schools. <ul style="list-style-type: none"> October National Walk/Bike to school event. <ul style="list-style-type: none"> Grant for giveaway items. 	Rewrite Goal Questions: Is there a SRTS Commission? How can the TAC engage with the School District?
4	Remain involved in larger developments related to transportation by tracking projects and providing comments.	Rewrite Goal: “Remain informed and provide input and support for projects and developments that may impact transportation”. Add: Tolls and Abernethy Bridge
5	The TAC Campaign focus areas were distracted driving, and drunk driving awareness. TAC will pass this on to the Youth Advisory Commission.	Move under No. 2. Remove second line item
6	Advise on, and provide support of, transportation grant opportunities. <ul style="list-style-type: none"> McLoughlin Enhancement Project 	Add SRTS (No. 3 & No. 6)
7	Participation in the County Transportation System Plan (TSP).	City and County TSP
8	Establish a recommendation for Standard Capacity	Move to No. 7
9	Openly listen to citizen requests regarding transportation concerns.	Move to No. 2

City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM 2025 Summer Construction Projects

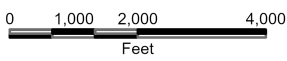
Printed July 3, 2025



LEGEND

- City Limits
- 1 Preventive Pavement Maintenance
- 2 In-House Paving & Patching Projects
- 3 Pavement Resurfacing Projects
- 4 Capital Improvement Projects
- 4 Main St - 10th to 15th Streetscape
- 5 McLoughlin Basin Sewer I&I
- 6 Linn Basin Sewer I&I
- 7 Molalla Ave Water Transmission Main
- 8 Private Development Projects
- Projects by Other Agencies
- 9 I-205 Improvements Project

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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.

**Check out our interactive map on our website at:
www.orecity.org/411/Construction-Projects**

City of Oregon City 2025 Summer Construction Projects

1 2025 OREGON CITY PREVENTIVE PAVEMENT MAINTENANCE

Each year the Pavement Maintenance Utility Fee (PMUF) that's included in utility bills, helps pay for maintenance repairs on roadways. SLURRY SEAL PROJECTS are a large portion of this work, in which a thin layer of liquid asphalt is mixed with small gravel and applied to roads. This is applied early in the life of a roadway to help protect the surface, as a preventative measure. *Project contact and email: Jayson Thornberg, jthornberg@orc.org.*

2 2025 IN-HOUSE PAVING & PATCHING PROJECTS

To make the best use of resources, City crews will address less complex paving projects in-house. In-house efforts utilize street crews, supplemented by seasonal workers to operate existing, city-owned equipment. This approach is more efficient, particularly with pavement inlay work (traffic lane replacements), as this equipment is already available for use. *Project contact and email: Jayson Thornberg, jthornberg@orc.org.*

3 2025 OREGON CITY PAVEMENT RECONSTRUCTION PROJECTS (PMUF) — [HTTPS://WWW.ORCITY.ORG/3249/2025-OREGON-CITY-ROADWAY-RECONSTRUCTION](https://www.orcity.org/3249/2025-OREGON-CITY-ROADWAY-RECONSTRUCTION)

This work, paid for with Pavement Maintenance Utility Fees (PMUF), will improve existing roadways by repaving the asphalt. Methods may vary, depending upon the needs of each roadway. Reconstruction projects may include pavement overlay, in which a new layer of asphalt is placed over an existing roadway. Other methods may include grinding travel lay pavement and inlaying new pavement, to make the roadways smoother. In some cases, complete roadway(s) may be replaced. *Project contact and email: Josh Wheeler, jwheeler@orc.org.*

4 MAIN STREET 10TH—15TH STREETScape IMPROVEMENTS— [HTTPS://WWW.ORCITY.ORG/3344/MAIN-STREET-10TH-TO-15TH-CI-25-002](https://www.orcity.org/3344/MAIN-STREET-10TH-TO-15TH-CI-25-002)

In 2011, the City approved a streetscape project for Main Street from 5th to 10th Street. This project is Phase 2, and final phase, of the 2011 project. Through this project, the downtown area will receive new sidewalks, street trees, street lights, and benches. The project will be under design from 2005-2006 with construction starting in 2027. *Project contact and email: Josh Wheeler, jwheeler@orc.org*

5 MCLOUGHLIN BASIN SANITARY SEWER I & I REHAB PROJECT 1— <https://www.orcity.org/3374/McLoughlin-Basin-Sanitary-Sewer-I-I-Reha>

McLoughlin 1 project will address Inflow & Infiltration (I&I) ([what is I&I?](#)) by repairing and rehabilitating sanitary sewer systems in the McLoughlin Neighborhood. An additional project, the 2025 Roadway Resurfacing Project, will also occur in the area, to reconstruct Harrison Street. Construction will be focused in two areas near the top of the hill: one near 5th Street and the other between 7th and 9th Streets implementing the [Lateral Program](#). *Project contact and email: Kenny Cannady-Shultz, kshultz@orc.org.*

6 LINN BASIN SANITARY SEWER I & I PROJECT 2 — [HTTPS://WWW.ORCITY.ORG/3379/LINN-BASIN-SANITARY-SEWER-I-I-REHAB-PROJ](https://www.orcity.org/3379/LINN-BASIN-SANITARY-SEWER-I-I-REHAB-PROJ)

Linn 2 project will replace sewer mains that are problematic. The [Lateral Program](#) will be implemented, near Waterboard Park and the Promontory, mostly along East Street, Terrace Avenue and Brighton Street. Construction will include digging into steep slopes and historic (but stable) landslides; therefore, [special measures](#) will be implemented to ensure the work is done safely. *Project contact and email: Kenny Cannady-Shultz, kshultz@orc.org.*

7 MOLALLA AVENUE WATER TRANSMISSION MAIN—[HTTPS://WWW.ORCITY.ORG/3343/MOLALLA-TRANSMISSION-MAIN-WIFIA-3-1-CI-2](https://www.orcity.org/3343/MOLALLA-TRANSMISSION-MAIN-WIFIA-3-1-CI-2)

As part of the Water Infrastructure Finance and Innovation Act (WIFIA) funded projects, this project will improve water service to its customers by replacing undersized, old pipes. Construction will consist of approximately 4,500 linear feet of 30-inch transmission main and 2,400 linear feet of 8-inch distribution main, including replacement of 31 water services. This project will be in construction through 2026. *Project Contact and email: Patty Nelson, pnelson@orc.org.*

8 PRIVATE DEVELOPMENT PROJECTS— [HTTPS://MAPS.ORCITY.ORG/VERTIGISSTUDIO/WEB/?APP=0F618DC0C88646A9B4FEEACB9D5CFD21](https://maps.orcity.org/vertigisstudio/web/?app=0f618dc0c88646a9b4fEEACB9D5CFD21) (search for “Land Use” project types)

Larger/Community Interest Projects—These projects are specific to private property developments for commercial or residential uses. Most are managed by a private development team, with building permits/inspections handled by the City's Building Division. Public Works inspects utilities that connect to City utilities and/or construction work in City rights-of-way. *Project contact and email: Josh Wheeler, jwheeler@orc.org.*

9 I-205 IMPROVEMENTS PROJECT— <https://i205corridor.org>

Oregon Department of Transportation Project—This state project will provide improvements to the I-205 Abernethy Bridge. Improvements include strengthening it to withstand a major earthquake and adding a third lane (in each direction) to reduce traffic congestion. *Project contact and email: ODOT, 205improvements@odot.state.or.us.*

Disclaimer: The projects identified are anticipated to be constructed in 2025. Projects identified are provided based on the information available at the time of this publication. There is a possibility that projects/segments may be removed from the construction schedule or that other projects may be completed.



Clackamas County Emergency Evacuation Plan

Vance Walker, Assistant Public Works Director

July 10, 2025



PHASE I & PHASE II

OREGON CITY- PARTNER WORK SESSION OUTCOME

REQUESTED CHANGES:

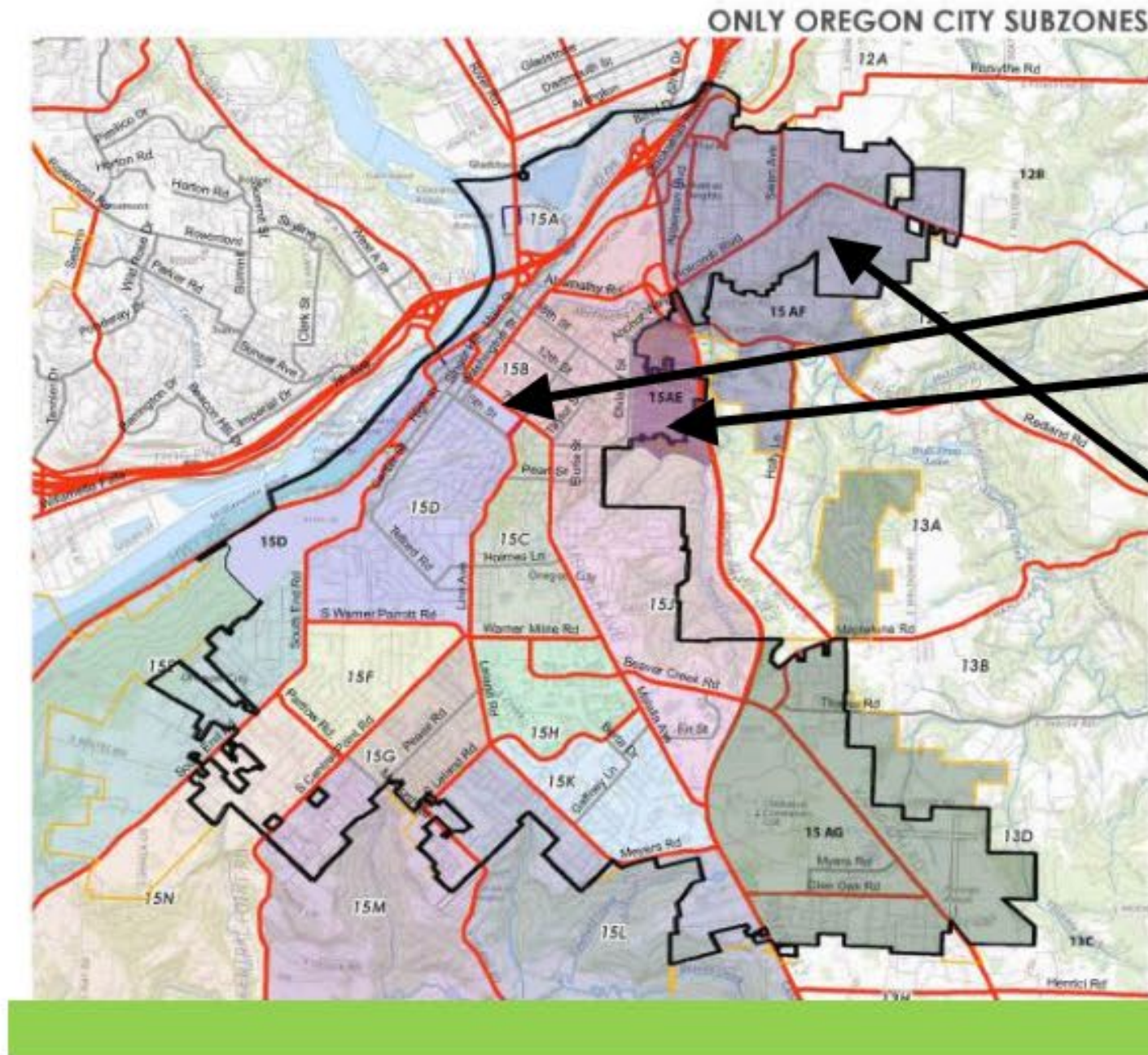
SUBZONE CHANGES:

- Include the north tip of subzone 15C to 15D
- Create a new subzone in subzone 15B along Division street and Anchor Way for hospital
- Remove areas that fall outside Oregon City UGB from 12B and 12C and create a new zone for Oregon City (called subzone 15AF)



MARKED UP MAP DURING PARTNER WORK SESSION

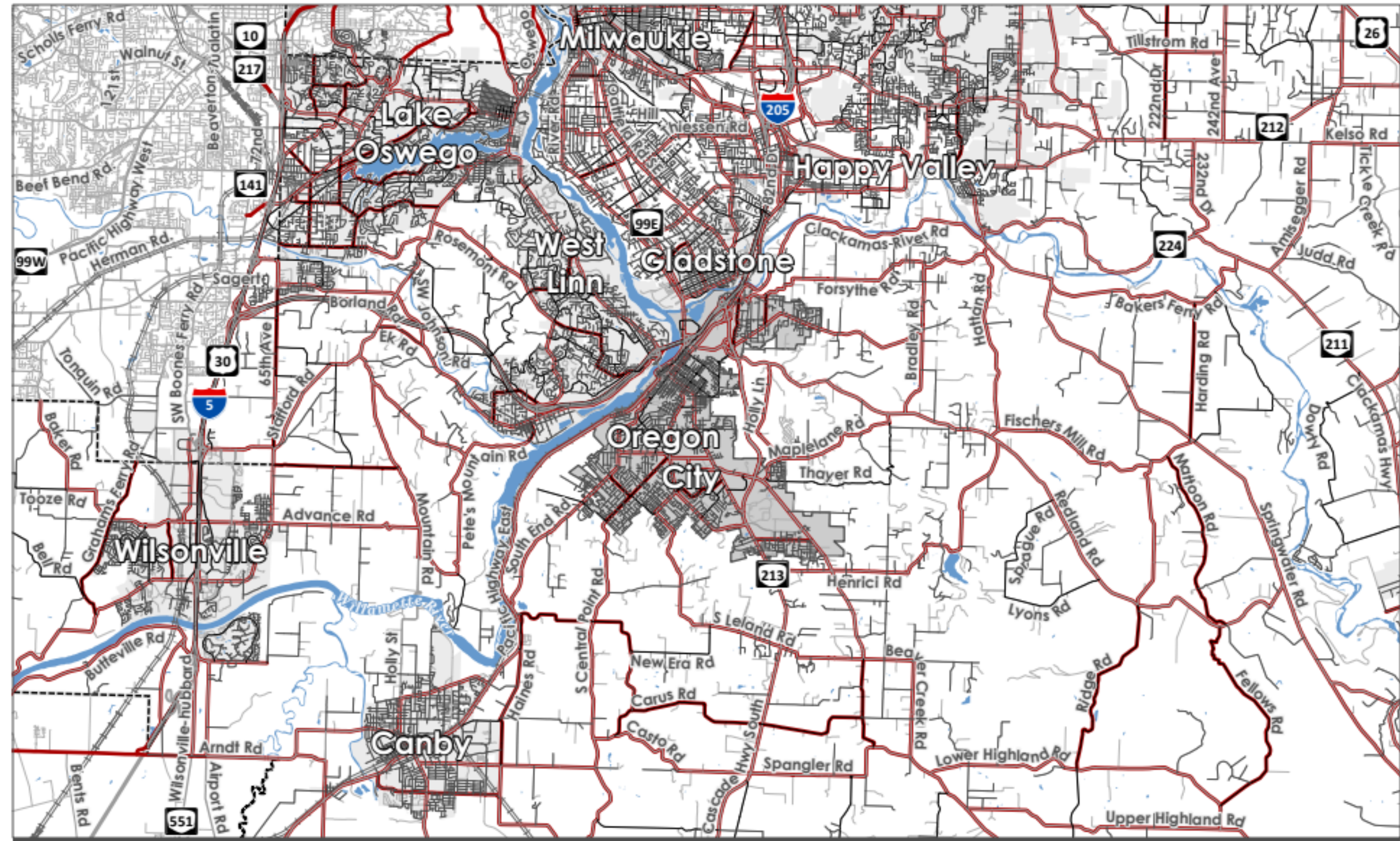
PHASE I
(BEFORE)








UPDATED MAP SHOWING REQUESTED CHANGES

PHASE II
(AFTER)

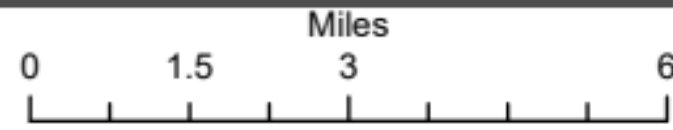
OREGON CITY EVACUATION ROUTES - MAP 1



-  Evacuation Routes
-  Railroads
-  City Boundary
-  County Boundary
-  Water Bodies

Oregon City Emergency Evacuation Routes

Emergency contact no. : 911
 Non- Emergency contact no. : 503-655-8211
 To access Evacuation Maps, navigate to : <https://www.oregoncity.org/1255/Emergency-Preparedness>
 Emergency notifications sign-up : <https://www.clackamas.us/dm/publicalerts>

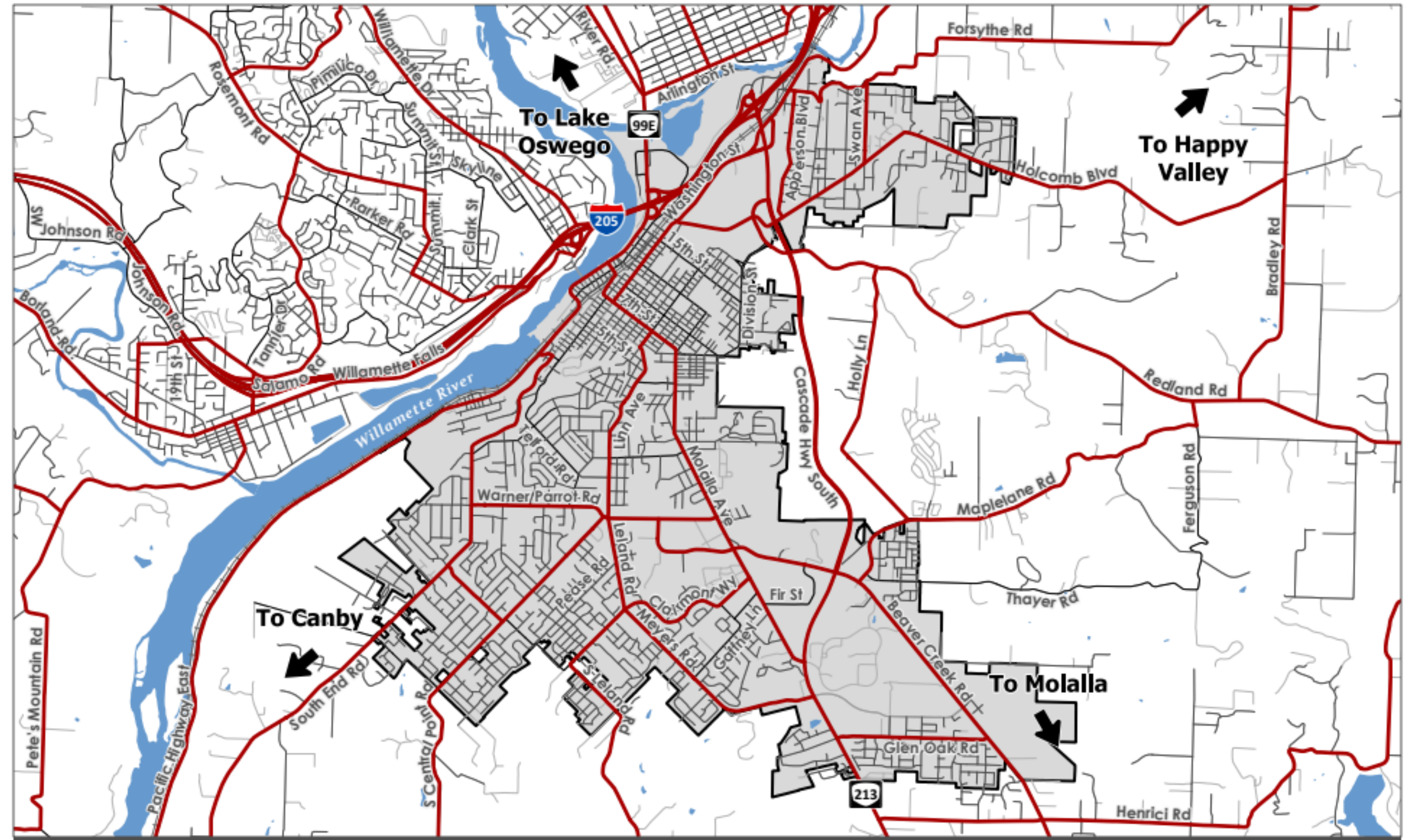







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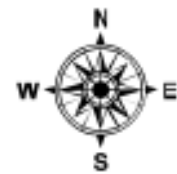


OREGON CITY EVACUATION ROUTES

MAP 2

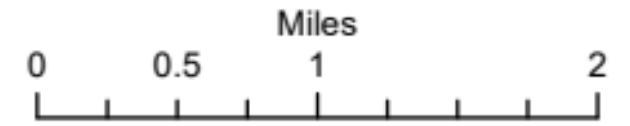


-  Evacuation Routes
-  Railroads
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PHASE III: COMMUNITY ENGAGEMENT

Focus Groups	Public Survey	1:1 meetings
February 18 – March 10	March 4 – April 7	April 10 – May 2
6 groups total 83 participants 32 of which were Spanish speaking	920 surveys total 45 in Spanish	9 total
Focus on rural part of the county with fewer evacuation routes	Available to anyone living in Clackamas County. Businesses and folks working in county were excluded	Selected a handful of community leaders

PHASE III: PUBLIC OUTREACH

Campaign begins late July (8 weeks total)

1. Sign up for Public Alerts

- Stay informed with reliable information from Clackamas County

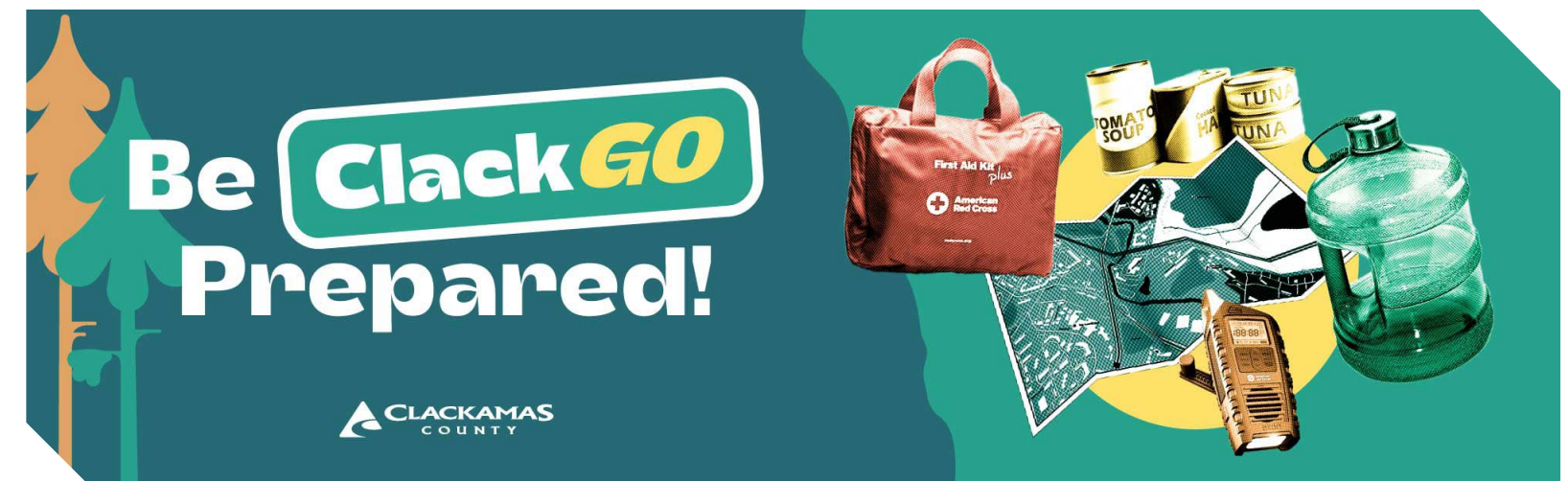


#ClackCo 
PublicAlerts

<https://www.clackamas.us/dm/go-kit>

2. Know your routes!

- Find your evacuation route map, get to know your neighborhood and roadways



<https://www.clackamas.us/dm/evacuation-routes>

3. Build your ClackGO Kit

- Use our check-list to begin compiling your evacuation kit
- Sharing ways to build your kit with little to no money



<https://www.clackamas.us/dm/evacuation-routes>



QUESTIONS?

2024

Pavement Maintenance Utility Fee Annual Report

Preserving our past – building our future

Prepared by:
Jayson Thornberg
Transportation
Maintenance Manager



TABLE OF CONTENTS

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2024 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 146.2 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, vehicle registration fees, and road transfer revenues to provide limited maintenance of the City's street system. However, 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 PMUF was the most equitable and stable source for street funding.

The Committee 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, the first-year fees provided a little over \$600,000 in revenue and jump-started the City's pavement maintenance program.



Public Works Department's Paving Machine

1. 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.



Slurry Seal Treatment

On May 21, 2008, the City Commission approved Ordinance No. 08-1007 establishing 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
July 1, 2021 through June 30, 2022	\$14.63	\$1.529	\$0.251	\$2,810,004
July 1, 2022 through June 30, 2023	\$15.07	\$1.575	\$0.258	\$2,908,227
July 1, 2023 through June 30, 2024	\$15.53	\$1.622	\$0.266	\$3,032,477

Rates and Rate Types

Adoption of the PMUF, established a rate structure providing 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 consider factors of estimated daily trips and square footage of buildings. Currently, there are 544 non-residential customers.

Oregon City's Pavement Condition Index

The Pavement Condition Index, rates the condition of the surface of a road network. In June 2024, 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 2024, 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 stop the sun from oxidizing the asphalt and to keep surface water from seeping through the small cracks into the underlying base rock or native soil. Crack sealing, slurry sealing, micro sealing, and chip sealing are the traditional types of preventive maintenance used in our region. Preventive maintenance project locations and segment details for 2024 are included below in table form as **Table 2**.



Table 2 – Type II Slurry Seal @ approx. \$2.10/sq. yd.

Street	Beginning	Ending	Length (ft)	Total Area (sf)	Total Area (sy)	Total Cost
Ginger Way	Cathy Adams Dr	Paulsen Dr	198	5544	616	\$1,299.76
Aladdin Way	Warner-Parrott Rd	Locust Farm Ct	596	18169	2019	\$4,260.09
Ann Dr	Swan Av	Wayne Dr	270	7830	870	\$1,835.70
Blue Ridge Dr	Shenandoah Dr	Shenandoah Dr	1421	44051	4895	\$10,328.45
Bonn St	Swan Av	Visionary Ct	303	8787	976	\$2,059.36
Brookside Rd	Warner - Parrott Rd	100' N/O Shore Pine Pl	462	9628	1070	\$2,257.70
Cathy Adams Dr	Ginger Way	Gentry Way	676	16900	1878	\$3,962.58
Dahlia Ter	Derringer Dr	Kolar Dr	475	13775	1530	\$3,228.30
Daybreak Ct	Sunset Springs Dr	Cul De Sac	262	13698	1522	\$3,211.42
Derringer Dr	Parrish Rd	Geranium Pl	433	11691	1299	\$2,740.89
Dimick St	House #601	Cul De Sac	387	13830	1536	\$3,240.96
Gentry Way	South End Rd	Paulsen Dr	510	14790	1643	\$3,466.73
Geranium Pl	Derringer Dr	Dead End (N)	990	37599	4178	\$8,815.58
Ginger Way	Cathy Adams Dr	Paulsen Dr	198	5544	616	\$1,299.76
Glacier St	South End Rd	Boynton St	1080	30223	3358	\$7,085.38
Heskett Ct	Marysville Ln	Cul De Sac	342	17250	1917	\$4,044.87
Josephine St	Julie Ann Dr	Lafayette Ave	1247	36058	4006	\$8,452.66
Kolar Dr	Parrish Rd	Geranium Pl	413	11977	1330	\$2,806.30
Kolar Dr	Geranium Pl	Dead End	116	3364	374	\$789.14
Lassen Ct	Glacier St	Cul De Sac	493	21826	2425	\$5,116.75
Locust Farm Ct	Aladdin Way	Cul De Sac	198	9991	1110	\$2,342.10
Marci-June Way	Paulsen Dr	Towercrest Dr	220	6600	733	\$1,546.63
Marysville Ln	Leland Rd	Cul De Sac	850	31250	3472	\$7,325.92
Merchant Pl	Brandow St	North End Of Loop	155	4340	482	\$1,017.02
Merchant Pl	North End Of Loop	South End Of Loop	777	13986	1554	\$3,278.94
Merchant Pl	South End Of Loop	Forest Ridge Rd	264	7392	821	\$1,732.31
Noble Dr	Beemer	Bonn St	630	21970	2441	\$5,150.51

Street	Beginning	Ending	Length (ft)	Total Area (sf)	Total Area (sy)	Total Cost
Nutmeg Ln	Blue Blossom Way	Dead End N Of Oregon Iris Way	1339	37659	4184	\$8,828.24
Oregon Iris Way	Nutmeg Ln	Dead End	353	10237	1137	\$2,399.07
Parrish Rd	Central Pt Rd	Kolar Dr	977	21494	2388	\$5,038.68
Paulsen Dr	Ginger Way	Church Entrance	926	26854	2984	\$6,296.24
Powers Way	Aladdin Way	Dead End	226	6328	703	\$1,483.33
Purple Ash Way	Nutmeg Ln	Dead End	369	10701	1189	\$2,508.79
Salmon Ct	Sunset Springs Dr	Cul De Sac	114	9481	1053	\$2,221.83
Shore Pine Pl	Brookside Rd	West Dead End	160	4931	548	\$1,156.28
Sugarpine St	100' E. Of Yellow Wood Rd (House #14647)	Dead End E. Of Lodgepole Way	490	14210	1579	\$3,331.69
Sunset Springs Dr	McCord Rd	Dead End 170 Ft. E. Of Salmon	806	23374	2597	\$5,479.67
Swan Ave	Bonn St	Holcomb Rd	850	24650	2739	\$5,779.29
Visionary Ct	Bonn St	Cul De Sac	170	10003	1111	\$2,344.21
Wayne Dr	Entirety		1070	31030	3448	\$7,057.63
		Totals	21,618	490,322	73,715	\$155,321.00

In-House Pavement Maintenance and Street Reconstruction

In-house pavement maintenance is work that the Oregon City Public Works Department (OCPW), Street Division, performs using City equipment. In the summer months, staffing is augmented by seasonal workers and the Street Division work can include anything from pothole repair, spot repair of small pavement failures to larger-scale paving projects.

These larger scale projects include milling and paving inlays and the complete overlay of city streets. Over the last ten years, Oregon City has made a significant investment in the equipment needed to accomplish this larger scale paving project, adding another tool to the paving maintenance tool box.

Summer 2024 OCPW used in-house staff and equipment to complete projects utilizing a total of **1,673** tons of asphalt at a cost of **\$112,102**. **Table 3** includes a summary of the 11 larger scale, in-house, pavement repair projects for 2024.



Table 3 - 2024 In-House Work

Street	Beginning	Ending	Material Cost	General Treatment Description
Main Street	12th Street	11th Street	\$8,617.00	2" Grind & Inlay
Swan Avenue	Holcomb Boulevard	Ann Drive	\$3,913.00	Patching/2" Grind & Inlay
Central Pointe Road	Boynton Street	Trade Wind Street	\$6,432.00	Rut Patching
South End Road	Salmonberry Drive	John McLoughlin School	\$5,239.00	Shoulder Widening
Center Street	2nd Street	3rd Street	\$8,998.00	Overlay sink hole as needed
Kamm Street	Entirety		\$9,750.00	Taper Grind & 2 1/2" overlay
Hughes Street	Entirety		\$16,800.00	Taper Grind & 2 1/2" overlay
Warner Street	Street Pauls Cemetery	Bullard Street	\$19,875.00	Taper Grind & 2 1/2" overlay
King Street	Woodlawn Street	School Property	\$8,175.00	Taper Grind & 2 1/2" overlay
Woodfield Court	Entirety		\$27,000.00	Taper Grind & 2 1/2" overlay
Woodlawn Court	Entirety		\$13,438.00	Taper Grind & 2 1/2" overlay
		Total	\$128,237.00	

Contracted Street Reconstruction

Typically, this work includes asphalt overlays, cold plane pavement removal (milling) combined with an asphalt overlay, structural dig out and repairs, or a complete reconstruction of the entire street section. Costs for this kind of work vary widely based on the type of repairs, classification of the street, volume of traffic, anticipated vehicle loading, and complexity of temporary traffic control. Generally these kinds of projects include engineering, project administration, detailed plans, and contract specifications. The work performed is outlined in **Table 4**.

Table 4 – 2024 Contracted Street Construction

Street	Beginning	Ending	Material Cost	General Treatment Description
10th Street	McLoughlin Blvd	Main Street	\$63,718.00	2 1/2" grind & Inlay
Autumn Lane	S. Meyers Road	Clairmont Way	\$99,132.00	2" Grind & Inlay
Bedford Drive	Clairmont Way	End Of Loop	\$61,860.00	2" Grind & Inlay
Calgary Way	Whitney Lane	Clairmont Way	\$20,869.00	2" Grind & Inlay
Conifer Drive	Madrone Drive	Lafayette Avenue	\$46,056.00	2" Grind & Inlay
Fortuna Court	Roseberry Avenue	Cul De Sac	\$55,950.00	2" Grind & Inlay
Glenwood Court	Linn Avenue	Cul De Sac	\$45,120.00	2" Grind & 3" Inlay
Madrona Drive	Madrona Court	End	\$61,052.00	2" Grind & Inlay
Narain Court	Linn Avenue	Cul De Sac	\$44,366.00	2" Grind & Inlay
Pease Road	Leland Road	Comminger Drive	\$271,511.00	4" Grind & Inlay/Reconstruct
Randall Street	Canemah Road	Hartke Loop	\$54,159.00	2" Grind & Inlay
Rosebery Avenue	Fortuna Court	Wassail Lane	\$216,808.00	2" Grind & Inlay
Wassail Lane	Clairmont Way	Clairmont Way	\$76,932.00	2" Grind & Inlay
Whitney Lane	Clairmont Way	Autumn Lane	\$140,871.00	2" Grind & Inlay
Total			\$1,258,404.00	

Conclusion

We know this program is important and valuable to the community, therefore it is a program that we are committed to working into an already heavy workload. 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 2024

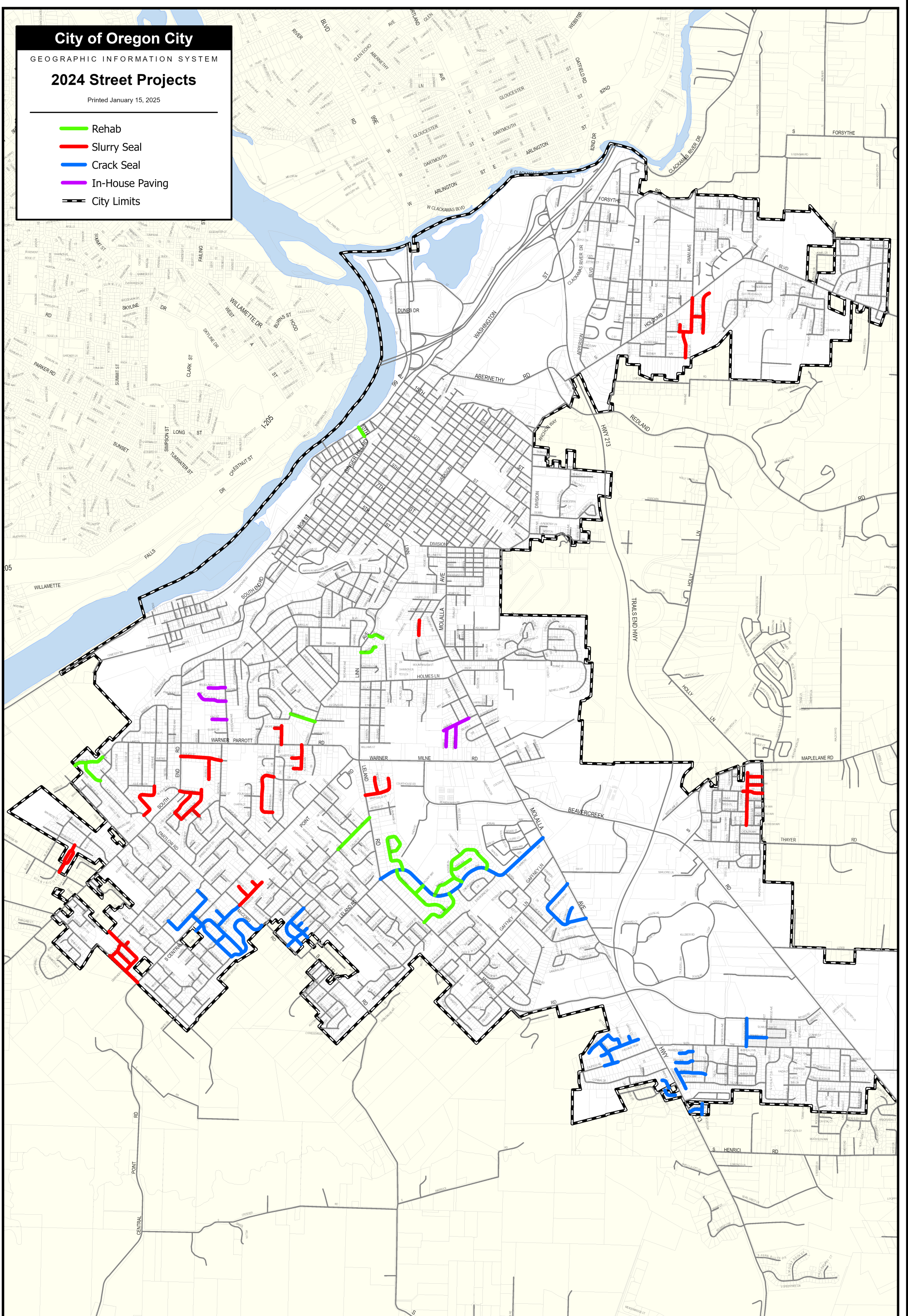
City of Oregon City

GEOGRAPHIC INFORMATION SYSTEM

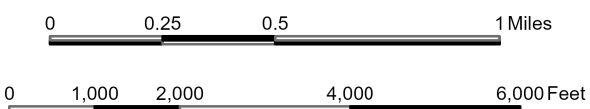
2024 Street Projects

Printed January 15, 2025

- Rehab
- Slurry Seal
- Crack Seal
- In-House Paving
- City Limits



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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