

Work Session

WS

Milwaukie City Council

COUNCIL WORK SESSION

City Hall Council Chambers, 10722 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

AGENDA

MAY 17, 2022

Council will hold this meeting in-person and through video conference. The public may attend the meeting by coming to City Hall or joining the Zoom webinar, or watch the meeting 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-300>.

To participate in this meeting by phone dial 1-253-215-8782 and enter Webinar ID 847 1299 8920 and Passcode: 331507. To raise hand by phone dial *9.

Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov. Council may take limited verbal comments.

Note: agenda item times are estimates and are subject to change.	Page #
1. Solid Waste Rates – Discussion (4:00 p.m.)	1
Staff: Keith McClung, Assistant Finance Director	
2. A. Safe Access for Everyone (SAFE) – Annual Report, and	18
B. Street Surface Maintenance Program (SSMP) – Annual Update (4:15 p.m.)	23
Staff: Steve Adams, City Engineer, and Jennifer Garbely, Assistant City Engineer	
3. Carefree Sunday and Events – Update (5:00 p.m.)	29
Staff: Dan Harris, Events & Emergency Management Coordinator	
4. Adjourn (5:30 p.m.)	

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 STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: May 6, 2022

Reviewed: Scott Stauffer, City Recorder

From: Keith McClung, Assistant Finance Director

Subject: Presentation of Proposed Solid Waste Rates for Fiscal Year (FY) 2023

ACTION REQUESTED

Council is asked to review the solid waste rates for FY 2023.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

June 2018: The city held a curbside bulky waste event.

June 2018: Council approved a solid waste rate increase for residential (19%) and commercial (11%) services. Drop box service rates were projected to be sufficient and no adjustment was made.

June 2019: The city held a curbside bulky waste event.

June 2019: Council approved a solid waste rate increase for residential (10%) and drop box services (20%). Commercial service rates were projected to be sufficient and no adjustment was made.

June 2020: Council approved rate increases only for known and measurable costs incurred by waste haulers. COVID-19 prevented a rate review based for variable costs. Rates for residential services increased ranging from .89% to 2.9%. Rates for commercial services increased ranging from .73% to 1.87%. Rates for drop box increased ranging from .50% to 3.33%.

June 2021: The city held a curbside bulky waste event.

August 2021: Council approved rate increases only for known and measurable costs incurred by waste haulers, including the Metro TIP fee increase of \$16.80 per ton that accounted for ~70% of the overall increases. Rates for residential services increased ranging from 2% to 9%. Rates for commercial services increased ranging from 4% to 9%. Rates for drop box increased ranging from 2% to 3%.

ANALYSIS

Council annually reviews and adopts solid waste rates charged by the city's haulers. The process is typically as follows:

- Around March 15 the city's franchised solid waste haulers submit financial information to the city's contracted consultant, Bell & Associates, Inc., identifying revenues and expenses for the previous year relating to the provision of solid waste services.
- The consultant consolidates the information and provides a Solid Waste and Recycling Rate Review report containing a projected rate of return (ROR).

- Costs are adjusted to eliminate amounts that may be allowable for tax purposes, but that are not allowed for rate determination.
- The report is used to evaluate the financial health of the system and set the solid waste rates. Milwaukie Municipal Code (MMC) Chapter 13.24.160(2) states “rates shall be adequate to provide an expected operating margin for the subsequent rate year equal to 10% of composite city-wide gross revenues; however, the City shall not be required to change rates if the expected operating margin in the current year falls between 8% and 12% of gross revenues. The 10% target, and the 8% to 12% range of return on gross revenues is considered sufficient to reflect the level of business risk assumed by the franchisee, to allow investment in equipment, and to ensure quality collection service.”
- The ROR is reviewed and rate adjustments are evaluated against the 8% to 12% ROR acceptable range with the target goal of a 10% ROR.
- Staff discusses the ROR with the consultant and the solid waste haulers.
- City staff reviews the information and prepares the information for Council.
- Council discusses the information and adopts solid waste rates.

For this year, the reports submitted for 2021 by both haulers were reviewed on site by Chris Bell. Most areas of hauler cost categories had increases, including the Metro tipping fee (TIP), organic waste disposal, profit margin, and franchise fees. The Metro TIP fee is a pass through to all waste haulers in the Portland metro area and the increase will be 7.3% in 2023 and increase from a range of 7.1%-7.8% for the next four years after. Effective July 1, 2022, the following increases are proposed.

Here are the % breakdowns of the various increases for all service categories:

1. Residential: Metro TIP fee accounted for 61% of total increase, 24% organic waste disposal, and 15% for profit margin and franchise fees. Increases range from 1.6% to 4.4% with higher increases allocated to larger use cans.
2. Commercial: Metro TIP fee accounted for 85% of total increase, and 15% for profit margin and franchise fees. Increases range from 1.2% to 3% with higher increases allocated to larger use cans.
3. Commercial Container: Metro TIP fee accounted for 85% of total increase, and 15% for profit margin and franchise fees. Increases range from 2.3% to 3.1% with higher increases allocated to larger use containers.
4. Dropbox: No proposed increases.
5. Compactor Service: No proposed increases.
6. Special Waste: No proposed increases.

While every effort is made to accurately project future ROR, it was expected that costs would increase as a result of continued Metro increases.

BUDGET IMPACT

The city will continue to receive franchise fees based on gross revenues from the two haulers.

WORKLOAD IMPACT

None.

CLIMATE IMPACT

Positive impact as rate increases guarantee continued compliance with climate action goals.

COORDINATION, CONCURRENCE, OR DISSENT

City staff and the consultant are in concurrence.

STAFF RECOMMENDATION

Staff recommends that solid waste rates be reviewed on the attached *History of Rates in Milwaukie*.

ALTERNATIVES

Defer rate review to a later date.

ATTACHMENTS

1. History of Rates in Milwaukie with proposed 2022 rates.
2. Rate schedule.
3. Bell & Associates Annual Report

Attachment 1.1.

History of Rates in Milwaukee

Red Indicates a change

	7/1/2015	8/1/2016	8/1/2017	7/1/2018	7/1/2019	7/1/2020	9/1/2021	7/1/2022	\$ Increase	% Increase
Residential										
Monthly	12.85	12.85	12.85	15.25	16.70	16.90	18.25	19.00	0.75	4.1%
On Cal	13.60	13.60	13.60	14.60	16.05	16.50	18.05	18.75	0.70	3.9%
20 Gal	26.00	26.00	26.00	28.40	29.85	30.35	31.35	31.85	0.50	1.6%
32/35 Gal (most common)	29.90	29.90	29.90	32.40	33.85	34.40	35.95	36.70	0.75	2.1%
60 Gal	39.40	39.40	39.40	42.05	43.50	44.15	46.55	47.70	1.15	2.5%
90 Gal	46.35	46.35	46.35	49.15	50.60	51.35	54.75	56.25	1.50	2.7%
Extra Can/Cart		29.90	29.90	32.40	33.85	34.15	35.00	35.30	0.30	0.9%
Extra yard debris can		2.60	2.60	2.60	4.05	4.15	4.25	4.45	0.20	4.7%
Commercial Cart										
20 Gal Multifamily	21.65		21.70	24.10	24.10	24.55	25.65	25.95	0.30	1.2%
32 Gal Court Apts	25.40	26.05	26.05	27.90	27.90	27.90	29.45	30.00	0.55	1.9%
x2 32 gal		52.10	52.10	57.10	57.10	58.15	60.95	62.00	1.05	1.7%
Extra Can/Cart		21.85	21.85	24.05	24.05	24.30	25.85	26.40	0.55	2.1%
35 Gal Commercial	25.95	26.05	26.05	28.55	28.55	29.05	30.60	31.15	0.55	1.8%
60 Gal Commercial	37.35	37.50	37.50	40.15	40.15	40.80	43.20	44.10	0.90	2.1%
90 Gal Commercial	40.30	40.55	40.55	43.35	43.35	44.05	47.45	48.75	1.30	2.7%
Commercial Container										
1 yard	94.34	95.66	95.66	102.18	102.18	103.35	109.94	112.28	2.34	2.1%
2 yard	156.06	158.75	158.75	171.74	171.74	174.08	187.24	191.92	4.68	2.5%
2 Yard 2x week	304.39	309.76	309.75	335.74	335.74	340.42	366.74	376.09	9.35	2.5%
4 yard 2x week	524.11	534.85	534.85	586.81	586.81	596.16	648.82	667.52	18.70	2.9%
Drop Box										
10/20 Cubic Yards	119.00	119.00	125.00	125.00	150.00	155.00	159.00	159.00	-	0.0%
30Cubic Yards	136.00	136.00	145.00	145.00	160.00	165.00	169.00	169.00	-	0.0%
40Cubic yards	153.00	153.00	165.00	165.00	170.00	175.00	179.00	179.00	-	0.0%
Lidded 10/20	135.00	135.00	150.00	150.00	150.00	155.00	159.00	159.00	-	0.0%
Monthly fee for Lid	20.00				20.00	20.00	20.00	20.00	-	0.0%
Compactor Service										
Under 25 Cubic yard		135.00	150.00	150.00	150.00	155.00	159.00	159.00	-	0.0%
26-33 Cubic		169.00	189.00	189.00	189.00	194.00	198.00	198.00	-	0.0%
34+ Cubic		196.00	218.00	218.00	218.00	223.00	227.00	227.00	-	0.0%
Special Waste										
10/20 Yards		161.00	161.00	161.00	161.00	166.00	170.00	170.00	-	0.0%
30 Yards		178.00	178.00	178.00	178.00	183.00	187.00	187.00	-	0.0%

RATE SCHEDULE

City of Milwaukee
Uniform Solid Waste Rates
Rates as of July 1, 2022

Uniform Monthly Residential Rates		
		Monthly Rate
20 Gallon Can (Mini-Can):		
1 Can/Cart (1 time/week)	\$	31.85
<i>Weekly collection includes recycling and yard debris service.</i>		
32 Gallon Can/Cart:		
1 Can/Cart (1 time/week)	\$	36.70
2 Cans/Cart (1 time/week)	\$	73.40
Each Addtl Can/Cart	\$	35.30
Extra Can of Garbage (occasional)*	\$	6.65
Extra Can of Yard Debris (occasional)	\$	4.45
Court Apartments (1 time/week/recycling only)	\$	30.00
<i>* This rate is for the first extra can collected, each additional at the stop is \$3.00. Maximum weight for a 20 or 32 gal. can/cart is 60 lbs.</i>		
<i>Weekly collection includes recycling and yard debris service. Recycling carts and bins and yard debris carts must be placed at the curb. Additional stops per week are charged at 100% of the first stop per week rate.</i>		
Roller Carts:		
60 Gallon Cart (1 time/week)	\$	47.70
90 Gallon Cart (1 time/week)	\$	56.25
Extra Can of Yard Debris (occasional)	\$	4.45
<i>Weekly collection includes recycling and yard debris service. Recycling bins and yard debris carts must be placed at the curb. Additional stops per week are charged at 125% of the first stop per week rate. A deposit of \$30.00 may be charged when cart is placed. Refunds will be made after return of cart or after five years (whichever comes first). A \$10.00 redelivery charge may be charged for redelivery within one year, regardless of reason. Maximum weight for 60 gal. cart is 100 lbs and for 90 gal cart is 120 lbs.</i>		
Monthly and OnCall Service:		
Monthly	\$	19.00
On Call	\$	18.75

*Monthly service includes recycling but **not yard debris service**. Monthly and on call customers must subscribe for one year in advance for yard debris service. On call customers must provide hauler with 24 hours notice.*

**City of Milwaukie
Uniform Solid Waste Rates
Rates as of July 1, 2020**

Uniform Monthly Commercial Rates

	<u>Monthly Rate</u>
32 Gallon Can/Cart:	
One Can/Cart (1 time/week)	\$ 31.15
Two Cans/Cart (1 time/week)	\$ 62.30
Each Addtl Can/Cart	\$ 26.40
Extra Can (occasional)	\$ 5.50

Additional stops per week are charged at 100% of the first stop per week rate.

Roller Carts:

60 Gallon Cart (1 time/week)	\$ 44.10
90 Gallon Cart (1 time/week)	\$ 48.75

Additional stops per week are charged at 125% of the first stop per week rate. A deposit of \$30.00 may be charged when cart is placed. Refunds will be made after return of cart or after five years (whichever comes first). A \$10.00 redelivery charge may be charged for redelivery within one year.

Compacted Containers:

2.2 times the loose container rate

Containers weighing in excess of 500 lbs per cubic yard will be charged this rate plus disposal for the excess weight. Compactors furnished by the customers shall be compatible with the equipment of the collector. If the collector agrees to furnish the compactor, the collector may charge a reasonable rental rate based on the value of the compactor and the cost of repair and maintenance.

Uniform Drop Box Rates

	<u>Monthly Rate</u>
Loose Material:	
10/20 Yards	\$ 159.00 *
30 Yards	\$ 169.00 *
40 Yards	\$ 179.00 *
Lidded/Specialized box that cannot be exchanged	
10/20 Yards	\$ 159.00

** Plus disposal costs*

An additional \$40.00 per drop box may be charged for one-stop service (plus disposal costs). Deposits of no more than \$500.00 may be charged for each drop box.

Compacted Material:

Under 25 Cubic Yards	\$ 159.00 *
25-34 Cubic Yards	\$ 198.00 *
34 + Cubic Yards	\$ 227.00 *

** Plus disposal costs*

Rental rate for permanent boxes hauled at least weekly is \$50.00 per month. Rental rate for occasional boxes after 48 hours on location is \$6.30 per day or \$63.00 a month, whichever is less, if less than one load per week is hauled. Monthly Equipment Fee of \$20.00 for Lidded/Specialty Drop Boxes. Mileage charge of \$4.70 per mile (over 18 miles round-trip from shop or Metro South). Deadhead round trip for boxes that cannot be exchanged: \$25.00.

Special Wastes delivered to an appropriately permitted Landfill

10/20 Yards	\$ 170.00 *
30 Yards	\$ 187.00 *

** Plus disposal, monthly rental, mileage and monthly specialty drop box fees.*

**City of Milwaukie
Uniform Solid Waste Rates
Rates as of July 1, 2022**

**Uniform Rates for Miscellaneous Services
Commercial and Residential**

Hourly Fee:	<u>Rate</u>
Truck + 1 person	\$ 80.00
Truck + 2 people	\$ 120.00
 Other Miscellaneous:	
Furniture and Recyclable Appliance Pick-Up	\$ 5.45 to \$ 29.15 *
Tire Pick-Up (Off Rim)	\$ 2.00 **
Tire Pick-Up (On Rim)	\$ 5.50 **
Over 18 Inches	Special Handling Rate

**Plus \$30.00 freon removal charge.*

*** Plus disposal.*

Clean-up containers:

1st Collection 33% of regular container rate, plus \$16.60 handling charge
Each Add'tl Collection 33% of regular container rate

Rent of container after 5 working days (M-F) with no collection:

1 - 2 Yards	\$ 2.10 per day
3 Yards	\$ 3.10 per day
4 Yards	\$ 4.10 per day

Rent not to exceed \$20.00 per container in a 30-day period.

Non-Customer Services

Non-customer includes a regular customer with a less than weekly service frequency.

Recycling Only:	<u>Monthly Rate</u>
Weekly curbside collection of recyclables	\$ 4.70
 Yard Debris Subscription Service Annual rate must be paid in full in advance of service	
60 Gallon Cart	\$ 5.70
Extra Can of Yard Debris	\$ 2.60
Permanent Second Can	\$ 3.85

Monthly rates are for weekly service.

This service is provided only within the Urban Growth Boundary.

The subscriber is required to pay for one year of service in advance.

ANY OTHER TYPE OF SERVICE:

If due to changes in technology or needs of residents and business people of Milwaukie, additional or other types of services are needed, the charge for the service shall not be discriminatory, shall be reasonable by being commensurate with the fees above, and shall not exceed the fees most generally applicable in the Portland Metropolitan area.

City of Milwaukee
Uniform Solid Waste Rates
Rates as of July 1, 2022
Commercial Container Fees

Stops/ Week	Size in Cubic Yards					
	1	Add'l	1 1/3	Add'l	1.5	Add'l
1	\$112.28	\$97.84	\$140.31	\$122.15	\$150.43	\$132.28
2	\$216.80	\$189.57	\$272.91	\$239.18	\$293.11	\$257.12
3	\$321.34	\$279.88	\$405.48	\$355.19	\$435.81	\$382.50
4	\$425.86	\$373.05	\$538.07	\$471.82	\$578.46	\$507.08
5	\$530.41	\$463.36	\$670.65	\$587.83	\$721.15	\$635.32
6	\$634.93	\$555.71	\$803.24	\$703.16	\$863.82	\$759.31

Stops/ Week	Size in Cubic Yards					
	2	Add'l	3	Add'l	4	Add'l
1	\$191.92	\$168.82	\$264.87	\$233.93	\$339.97	\$302.43
2	\$376.09	\$331.82	\$517.28	\$457.95	\$667.53	\$593.75
3	\$560.28	\$494.03	\$769.70	\$682.61	\$995.07	\$884.21
4	\$744.47	\$653.90	\$1,022.13	\$909.34	\$1,322.61	\$1,172.07
5	\$928.66	\$821.14	\$1,274.57	\$1,132.42	\$1,650.14	\$1,466.49
6	\$1,112.84	\$981.58	\$1,526.97	\$1,352.19	\$1,977.70	\$1,757.24

Stops/ Week	Size in Cubic Yards					
	5	Add'l	6	Add'l	8	Add'l
1	\$412.76	\$388.01	\$478.46	\$449.99	\$598.12	\$565.11
2	\$811.89	\$763.10	\$943.31	\$888.50	\$1,182.61	\$1,117.26
3	\$1,211.04	\$1,136.05	\$1,408.14	\$1,320.71	\$1,767.11	\$1,669.63
4	\$1,610.14	\$1,510.65	\$1,872.99	\$1,759.45	\$2,351.60	\$2,219.99
5	\$2,009.31	\$1,888.24	\$2,337.84	\$2,197.80	\$2,936.11	\$2,763.39
6	\$2,408.43	\$2,268.38	\$2,802.69	\$2,629.97	\$3,520.60	\$3,319.72

Fees include garbage and recycling services. Collector shall furnish the container. Overweight charge for containers over 300 lbs. per cubic yard determined through mutual agreement between hauler and customer. Container cleaning, if required more than twice in 12 months, will be charged the actual cost of cleaning.

**City of Milwaukie
Uniform Solid Waste Rates
Rates as of July 1, 2022
Bio-Medical Services Fees**

Number of units	Tub Rates	
	per Gallon	
	20/21	35/48
1	\$81.45	\$83.25
2	\$61.85	\$63.50
3	\$54.30	\$56.00
4	\$49.35	\$51.00
5	\$46.35	\$48.00
6	\$44.35	\$46.00
7	\$41.85	\$43.50
8	\$40.40	\$42.00
9	\$37.35	\$39.00
10	\$35.85	\$37.50
11	\$34.75	\$36.50
12	\$33.25	\$35.00
13	\$32.75	\$34.50
14	\$32.00	\$33.75
15	\$31.25	\$33.00
16	\$26.30	\$28.00
17	\$26.30	\$28.00
18	\$26.30	\$28.00
19	\$26.30	\$28.00
20	\$26.30	\$28.00
60	\$17.90	\$18.75
75	\$17.45	\$18.05
90	\$12.80	\$13.10



Solid Waste & Recycling Rate Review Report for 2021



BELL & ASSOCIATES, INC. | MAY 2022

City of Milwaukie 2021 Solid Waste Rate Review

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Background

Collection of waste and recycling within the City of Milwaukie (City) is accomplished under exclusive franchise agreements between Waste Management (WM), Kahut Waste Services (Kahut), Clackamas Garbage¹, and the City. Table 1 summarizes the customer counts for each collection company.

Table 1: Milwaukie Solid Waste Franchise

Collection Company	Cart Customers	Commercial Customers	Drop Box Hauls
Waste Management	4,470	329	2,628
Kahut Waste	1,541	16	69
Milwaukie Total	6,011	345	2,697

As the regulator of waste and recycling, City Council is responsible for establishing collection rates for all waste and recycling collection services.

Annual Cost Report

The annual cost report provides line-item costs and revenues associated with providing service within the City and combined line item totals for their non-Milwaukie operations. The format provides the capacity to calculate the cost of service for each line of business (cart, container, and drop box). Cart collection is primarily provided to residential customers whereas business customers are serviced with a container.

In September 2021, the City increased residential collection rates by an average of 2.9% - most residential customers have a 35 gallon cart and incurred an increase of \$1.55 per month. Commercial collection rates were increased by \$1.52 per collected yard, an average increase of 5.7% over the previous rates. The increase in the rates was primarily due to the \$16.87 per ton increase by Metro for waste disposal

In March 2022, both franchised companies submitted the annual detailed cost report to the City for the calendar year 2021. Reported results were analyzed, and the following tasks were completed:

- a. Analyze reported route collection hours to the reported customer counts for each line of business.
- b. Using a predictive test of revenue for each line of business, ensure the reported revenues are reasonable for the number of reported customers.
- c. By thoroughly reviewing the reported direct cost line items, determine if the expense is reasonable in relation to the customer and operational data entered from the detailed cost report.

¹ Clackamas Garbage did not submit a report to Milwaukie and its costs were not considered in the composite. Clackamas Garbage has only 11 customers and total Milwaukie revenues less than \$25,000.



- d. Utilize a predictive test of disposal to determine if the reported disposal expense is reasonable.
- e. Using the reported administrative line items, determine if the expense is reasonable in relation to the operational data entered from the detailed cost report and comparable to prior report submissions.
- f. Review the costs between the City and the franchised hauler’s other collection operations to determine if the allocations are reasonable.

Adjustments were made to the reports of both companies. Table 2 details the return for each collection service provided within the Milwaukee franchise collection system.

Table 2: 2021 Adjusted Milwaukee Results

	Roll Cart	Container	Drop Box	Total
Revenues	\$2,857,561	\$1,592,428	\$1,211,058	\$5,661,047
Direct Costs of Operations	\$2,028,617	\$1,197,681	\$1,088,160	\$4,314,458
Indirect Costs of Operations	\$495,362	\$210,383	\$56,901	\$762,646
Total Costs for Rates	\$2,523,979	\$1,408,064	\$1,145,061	\$5,077,104
Franchise Income (Revenue – Total Costs)	\$333,582	\$184,364	\$65,997	\$583,943
Return on Revenue (Income / Revenue)	11.7%	11.6%	5.5%	10.3%

Projected Cost of Service in 2022

Projecting costs for 2022 are achieved by applying known and measurable costs to the line item expenses and revenues. The factors used in the adjusted composite reports include the following:

- Revenue was increased for the 3.1% rate increase passed in September 2021.
- A Metro solid waste tip fee increase from \$8.36 to \$123.90 per ton effective on July 1, 2022. The compounding effect from the previous Metro rate adjustments is an increase of 11.9% for waste disposal expenses in 2022.
- Metro has proposed annual waste disposal increases of 7.4% over the next five years; therefore, the City should anticipate regular collection rate adjustments to maintain the 8% to 12% operating margin. The following table summarizes Metro’s proposed increases.

Year	FY22	FY23	FY24	FY25	FY26	FY27
Tip Fee	\$115.54	\$123.90	\$133.54	\$144.07	\$154.21	\$165.06
% ▲		7.3%	7.8%	7.9%	7.1%	7.1%

- Metro has also increased the organic waste disposal rate by 6.2%, effective July 1, 2022.
- Union driver wages increased by 2.2%. WM's labor contract with the Teamsters expires this year. Managers at WM estimate that the labor increase in the 2023 contract will be 6%, which was the percentage increase reached with the Teamsters and franchised haulers in Washington County in April 2022.

- Administrative labor increased by 3.97%, and administrative health insurance increased by 5%.
- Fuel is expected to increase by 70% from expiring federal tax credits for natural gas-powered trucks and the increased cost of diesel (23%) and natural gas (15%). The elimination of the tax credits (\$39,519) comprised 43% of the total estimated increase for fuel.

According to the US Bureau of Labor and Statistics Western Consumer Price Index², inflation increased by 8.7% from April 2021 to March 2022. When food and fuel were excluded from the calculation, the adjusted inflation was 6.8%. While inflation has and will continue to be significant, a general inflation assumption was **NOT** included in the 2022 projected results for Milwaukie.

Waste Management and Kahut maintain fleet readiness by regular truck replacement; however, the problems with the supply chain for new trucks and replacement parts has significantly impeded collection operations. As a result, when the new collection trucks are put into service later this year, the depreciation expense will increase compared to the amounts reported in 2021.

Table 3 summarizes the projected expenses for 2022, and Figure 1 on the following page details the expected financial performance for each line of business and the overall composite results for 2021.

Table 3: Projected 2022 Composite Revenues and Expenses

Description	2021 Adjusted	\$ ▲	2022 Projected
Revenue	\$5,661,047	\$232,682	\$5,893,729
Disposal Expense	\$1,825,635	\$180,419	\$2,006,054
Labor Expense	\$1,375,315	\$24,067	\$1,399,382
Truck Expense	\$642,749	\$35,002	\$677,751
Equipment Expense	\$149,404	\$-	\$149,404
Franchise Fees	\$257,805	\$8,682	\$266,487
Other Direct Expense	\$63,550	\$-	\$63,550
Management & Admin	\$762,646	\$7,479	\$770,125
Total Expense	\$5,077,104	\$255,649	\$5,332,753
Income (Revenue - Total Expense)	\$583,943		\$560,976
Return on Revenue (Income / Revenue)	10.3%		9.5%

² https://www.bls.gov/regions/west/news-release/ConsumerPriceIndex_West.htm

Figure 1: Projected Financial Performance by Service

**Projected 2022 Results
Return on Revenues
City of Milwaukee**

	Residential Service			Commercial Service			Drop Box	Grand Totals					
	Solid Waste	Recycling	Yard Debris	Solid Waste	Recycling								
		% ▲ from prior year	% ▲ from prior year		% ▲ from prior year	% ▲ from prior year	% ▲ from prior year						
Collection & Service Revenues	2,940,744	2.9%	0	0	1,682,878	5.7%	0	4.9%	5,893,729				
Direct Costs of Operations	1,059,107		550,229	524,855	906,301		367,591		4,562,628				
Disposal Expense	536,624	11.9%	80,875	0.0%	232,693	3.1%	538,869	11.9%	555,260	11.9%	2,006,054		
Labor Expense	237,810	1.7%	300,055	1.7%	183,832	1.7%	160,409	1.7%	176,541	1.7%	1,399,382		
Truck Expense	109,264	8.1%	140,382	8.3%	84,176	7.6%	76,919	5.4%	84,798	5.9%	677,751		
Equipment Expense	20,229	0.0%	21,907	0.0%	18,527	0.0%	42,375	0.0%	40,581	0.0%	149,404		
Franchise Fees	133,793	3.2%	78		1,257		76,493	6.3%	109		54,757	0.0%	266,487
Other Direct Expense	21,387	0.0%	6,932	0.0%	4,370	0.0%	11,236	0.0%	3,829	0.0%	15,796	0.0%	63,550
Indirect Costs of Operations	502,116				213,054				57,568		772,738		
Management Expense	143,516	0.4%			59,145	0.5%			15,071	0.5%	217,732		
Administrative Expense	115,413	4.0%			46,248	4.0%			11,318	3.9%	172,979		
Other Overhead Expenses	243,187	0.0%			107,661	0.0%			31,179	0.0%	382,027		
Less Unallowable Costs	1,802				645				166		2,613		
Revenues	2,940,744				1,682,878				1,270,107		5,893,729		
		% ▲ from prior year				% ▲ from prior year							
Direct Costs of Operations	2,134,191	5.2%			1,273,892	6.4%			1,154,545	6.4%	4,562,628		
Indirect Costs of Operations	502,116	1.0%			213,054	1.0%			57,568	1.0%	772,738		
Total Cost	2,636,307	4.4%			1,486,946	5.6%			1,212,113	5.6%	5,335,366		
Less Unallowable Costs	1,802	0.0%			645	0.0%			166	0.0%	2,613		
Allowable Costs	2,634,505	4.4%			1,486,301	5.6%			1,211,947	5.6%	5,332,753		
Franchise Income	306,239				196,577				58,160		560,976		
Projected Return on Revenues	10.41%				11.68%				4.58%		9.52%		
2021 Return on Revenues	11.67%				11.58%				5.45%		10.32%		

Proposed Rates

The projected composite results are within the 8 to 12% range for the allowable return on revenues; therefore, City Council could maintain the current rates and forego any changes till 2023. However, the expected increase for waste disposal in 2023, compounded with the July 1, 2022 rate adjustment, will increase the rate for the 35 gallon cart to \$1.16. In addition to the increased tipping fees, the operational costs are expected to increase in 2022. Therefore, it is recommended that City Council pass through the increases for waste and organic disposal.

Cart Collection / Residential

The Metro waste and organic disposal fee increase comprise the recommended rate increase for cart collection service, which is primarily a residential service. Table 4 combines these costs and calculates the proposed rate increase for Milwaukee's three primary cart sizes.

Table 4: Proposed Residential Rates

	20 gallon cart	35 gallon cart	65 gallon cart
Current Cart Rate	\$31.40	\$35.95	\$46.55
Waste Disposal Increase	\$0.24	\$0.45	\$0.77
Organic Disposal Increase	\$0.18	\$0.18	\$0.18
Margin & Franchise Fee	\$0.07	\$0.11	\$0.17
Total Rate Increase	\$0.49	\$0.74	\$1.12
Proposed Rate	\$31.90	\$36.70	\$47.65
% ▲ from Current Rate	1.6%	2.1%	2.4%

Container Waste Service

The proposed rates for commercial container service are the additional cost of waste disposal. Table 5 details the calculation of the proposed rate increase for container waste and recycling services for three levels of service provided in Milwaukee.

Table 5: Proposed Rates for Commercial Container Waste and Recycling Service

Service	2 yard weekly	4 yard weekly	6 yard weekly
Current Container Rate	\$187.24	\$330.62	\$464.43
Metro Increase per Yard	\$0.46	\$0.46	\$0.46
Margin & Franchise Fee	\$0.08	\$0.08	\$0.08
Total Cost per Yard	\$0.54	\$0.54	\$0.54
Monthly Yards	8.66	17.32	25.98
Rate Increase	\$4.68	\$9.35	\$14.03
Proposed Increase	\$191.92	\$339.97	\$478.46
% ▲	2.50%	2.83%	3.02%

Conclusion

Metro's July 1 disposal and organic increase comprises 100% of the proposed cart and container collection rates. The proposed rates assume a July 1, 2022 implementation date.

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: April 29, 2022

Reviewed: Steve Adams, City Engineer,
Tessie Prentice, Civil Engineer,
Kelly Brooks, Assistant City Manager, and
Keith McClung, Assistant Finance Director

From: Jennifer Garbely, Assistant City Engineer

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

ACTION REQUESTED

None. This is an update on the SAFE program and is for information only.

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.”

[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.

[February 19, 2019](#): Staff presented the annual SAFE report to Council.

[June 16, 2020](#): Staff presented the annual SAFE report to Council.

[May 18, 2021](#): Staff presented the annual SAFE report to Council.

ANALYSIS**SAFE Project Summary for FY 2021**

The city completed one SAFE project in fiscal year (FY) 2021: River Road / 22nd Avenue. Two additional projects started under construction in FY 2021: Linwood Avenue and Lake Road.

- River Road / 22nd Avenue: installed 2,750 ft of sidewalk and 24 ADA ramps

BUDGET IMPACTS**Workload Impacts, Overall Program Progress and Future Project Selection**

The engineering department manages SAFE projects. SAFE projects can be designed in-house by staff, or the city contracts with a consultant to lead the design. As projects are designed (in-

house by staff or through a consultant), engineering staff coordinates with other city departments as necessary to review design plans.

Through development of the FY 2023-2024 budget and Capital Improvement Plan (CIP), engineering engaged with public works staff to combine several smaller city projects (SSMP, SAFE, transportation, stormwater, water, and wastewater) into larger projects. This coordination has increased efficiency through the design and management of fewer projects. As our individual, smaller projects have been bundled into these larger projects, it typically takes around a year to 18 months to complete a bid-ready set of design plans and contract documents for each project.

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.

Revenue Summary

The SAFE program resides in the city's transportation fund where revenues are collected specifically and exclusively for expenditures described in the SAFE program. Total revenues for FY 2021 were **\$1.415 M**. To keep this report consistent with previous SAFE reports, revenues are focused on FY 2021 even though we are nearly through FY 2022. Revenues earned in FY 2022 will be reported to Council in 2023.

SAFE Program Fee: For FY 2021, the SAFE program generated **\$1,136,105** in fees.

Intergovernmental Franchise fees: For FY 2021, fees earned were **\$230,275**.

Interest Income: For FY 2021, interest earned was **\$49,215**.

Overall Condition of the Network

The status of the city's 2018 adopted Americans with Disabilities Act (ADA) transition plan is as follows:

Sidewalks

- 30% of inventoried sidewalks are compliant with ADA standards.
- 30% of inventoried sidewalks are non-compliant with ADA standards.
- 40% of inventoried sidewalks have barrier issues.
- Approximately 98 miles of sidewalk need to be constructed where there are gaps or no pedestrian facilities available.
- Approximately 42 miles of sidewalk need to be reconstructed where there are currently barriers or non-compliant elements.

Ramps (800 analyzed)

- 28% are compliant with ADA standards.
- 72% are non-compliant with ADA standards.
- Approximately 650 new ramps need to be constructed where there are gaps or no pedestrian facilities available.
- Approximately 635 ramps need to be reconstructed at intersections with barriers.
- Approximately 53% of all pedestrian crossings have stop or yield control.

The city will complete an updated assessment of the overall network as part of the 2023 Transportation System Plan (TSP) update that is currently scheduled to begin in FY 2023. In the interim, engineering will report on our progress through annual reports to Council.

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 2-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 draft CIP for FY 2023-2028 has combined projects spread over upcoming fiscal years and distributed around the city. Project are listed by construction year:

2022 – Projects in construction

- Lake Road Improvements – anticipated construction completion in May 2022.
- Linwood Avenue SAFE Improvements – anticipated construction completion in May 2022.
- 42nd Avenue & 43rd Avenue Improvements–construction through Sept. 2022.
- Home Avenue–construction through summer 2023?

2023

- Harvey Street Improvements.
- Ardenwald North Improvements – includes Van Water Street and Roswell Street.

2024

- Washington Street Area Improvements – includes Washington Street, 27th Avenue, 35th Avenue, and Edison Street.
- Oak Street.
- 26th Avenue.
- King Road Improvements.
- Monroe Street Neighborhood Greenway.

2025

- Logus Road / 40th Avenue Improvements – includes Logus Road and 42nd Avenue.
- International Way Improvements.

2026

- Park Street / Lloyd Street Improvements – includes Park Street, Beckman Avenue, Beckman Terrace, 56th Avenue, and Lloyd Street.
- Oatfield Road.
- Sparrow Street Improvements.
- Ardenwald South Improvements – includes 32nd Avenue and Balfour Street.

2027

- Lewelling North Improvements – includes Mason Lane, Brookside Drive, and Winsor Drive.
- 43rd Avenue, 49th Avenue, 51st Avenue, Rockwood Street, and Willow Street.
- North Milwaukie Improvements – Ochoco Street.

2028

- King Road (40th Avenue to 42nd Avenue).
- North Milwaukie Main – Main Street and Mailwell Drive

BUDGET IMPACTS

While the adopted CIP provides funding for projects scheduled through 2022, staff will highlight upcoming challenges on specific projects and across both the SAFE and SSMP program in their presentation.

WORKLOAD IMPACT

Engineering staff including Jennifer Garbely, Tessie Prentice, Brandon Boutros, Hector Gomez-Barrios, Jennifer Backhaus, and Chris Benn all stayed very busy designing, overseeing, managing, and inspecting these projects.

CLIMATE IMPACTS

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 more 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. With CIP projects, language in the project specifications that limits idling time of construction vehicles will be included.

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.

ATTACHMENTS

1. Map of upcoming SAFE projects



CITY OF MILWAUKIE

Milwaukie CIP - SAFE

City of Milwaukie

2023

- Ardenwald North Improvements
- Harvey Street Improvements
- 42nd Avenue & 43rd Avenue Improvements
- Home Avenue & Wood Avenue Improvements

2024

- 26th Avenue Improvements
- Monroe Street Greenway Improvements
- Washington Street Area Improvements
- Waverly South Improvements
- King Road - 40th to 42nd Avenue Improvements

2025

International Way Improvements

2026

- Ardenwald South Improvements
- Oatfield Road & Shell Lane Improvements
- Park Street and Lloyd Street Improvements
- Sparrow Street Improvements

2027

- Lewelling Area Improvements
- Lewelling North Improvements
- Ochoco Street Improvements

2028

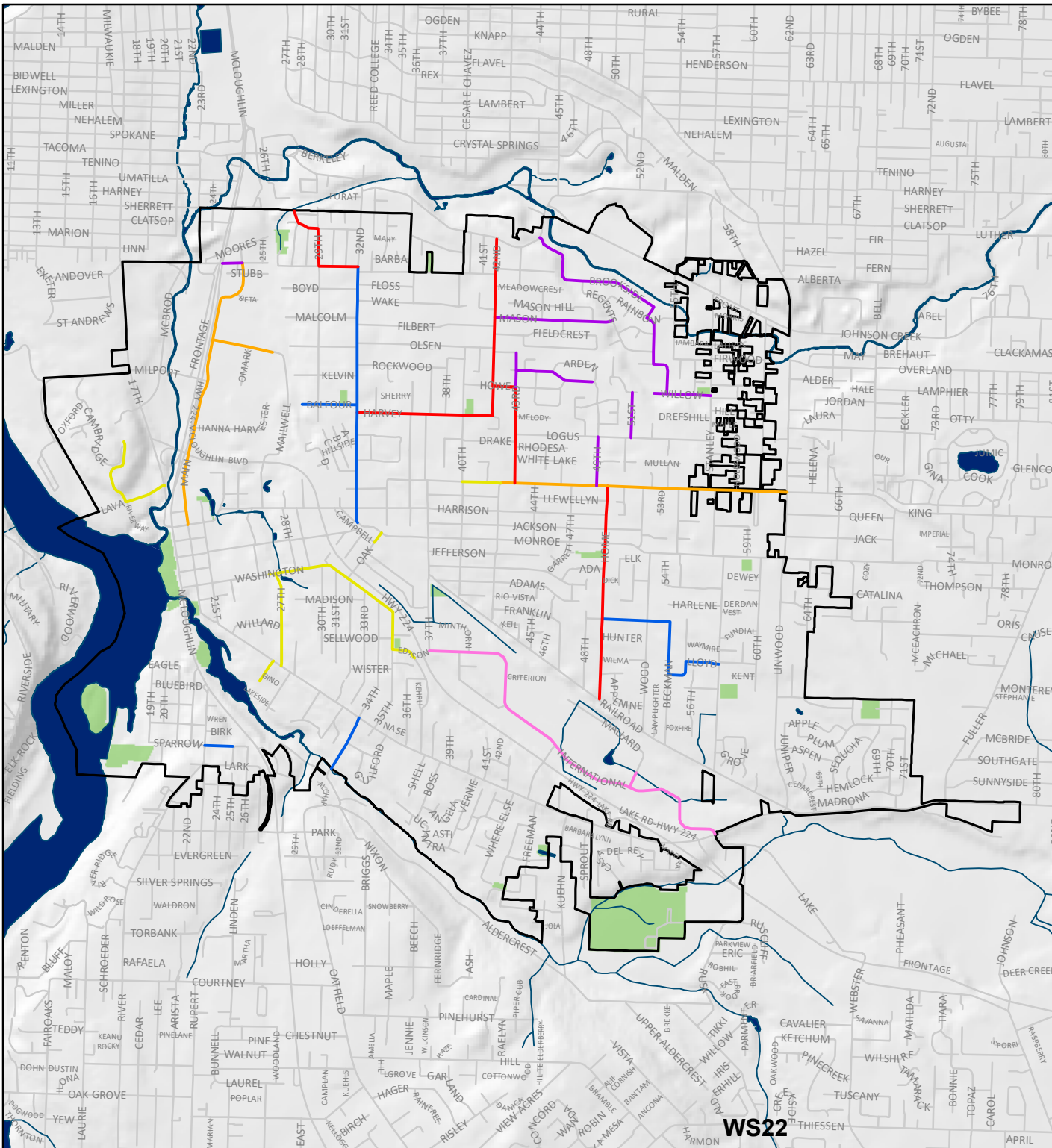
- King Road - 42nd to Linwood Avenue Improvements
- North Milwaukie - Highway 224 to Milport Road Improvements
- North Milwaukie Milport Road to Ochoco Street Improvements
- North Milwaukie Downtown Improvements

Data Sources: City of Milwaukie GIS, Clackamas County GIS, Metro Data Resource Center

Date: Thursday, April 21, 2022

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WS22

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: April 29, 2022

Reviewed: Scott Pierce, Lead Utility Technician,
Kelly Brooks, Assistant City Manager, and
Keith McClung, Assistant Finance Director

From: Steve Adams, City Engineer, and
Jennifer Garbely, Assistant City Engineer

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

ACTION REQUESTED

No action is requested, this is an update on the SSMP and is for information only.

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.

[March 19, 2019:](#) Staff presented the annual SSMP report to Council.

[June 16, 2020:](#) Staff presented the annual SSMP report to Council

[May 18, 2021:](#) Staff presented the annual SSMP report to Council

ANALYSIS**SSMP Project Summary for FY 2021 - \$2.53 M Total**

Street Reconstruction: \$1,693,000 cost (\$1,069,000 SSMP, \$623,000 transportation).

- Lake Road from 21st Avenue to Guilford Driver.
- McBrod Avenue from 17th Avenue to Ochoco Street.

Paving, Grind, and Overlay: \$784,600 cost (\$385,000 SSMP, \$399,000 transportation).

- 22nd Avenue from Mcloughlin Blvd. to Sparrow Street.
- River Road from Bobwhite Street to city limits.

Workload Impacts, Overall Program Progress, and Future Project Selection

The engineering department manages SSMP projects. Projects can either be designed in-house by engineering staff, or the city contracts 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 plans and provide comments.

With the fiscal year (FY) 2021-2026 budget and Capital Improvement Plan (CIP), engineering engaged with public works staff to combine several smaller projects (SSMP, Safe Access for Everyone (SAFE), transportation, stormwater, water, and wastewater) into larger projects. This coordination has increased efficiency through the design and management of fewer projects. It typically takes around a year to 18 months to complete a bid-ready set of design plans and contract documents for each project.

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 with construction impacts.

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. Total revenues for FY 2021 were \$3.043 million. To keep this report consistent with previous reports, revenues are focused on FY 2021 even though we are nearly through FY 2022. Revenues earned in FY 2022 will be reported to Council in 2023.

Street Maintenance Fee: Revenue from the street maintenance fee for FY 2021 was **\$965,425**.

State Gas Tax: For Revenue from the state gas tax for FY 2021 was **\$1,559,105**.

Local Gas Tax: Revenue from the two-cent per gallon local gas tax for FY 2021 was **\$116,385**.

Electric Utility Privilege Tax: Revenue from the utility privilege tax for FY 2021 was **\$337,380**.

Interest Income: For FY 2021, interest earned on these accounts was **\$64,895**.

Overall Condition of the Network

The engineering department maintains a database of street condition 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:

PCI Decision Matrix				
TIME OF IMPROVEMENT	FREEWAY	ARTERIAL	COLLECTOR	LOCAL
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 was down from 59 in the previous year. A comprehensive evaluation of the PCI for the street network was completed by a consultant in 2019.

The engineering department’s goal is to bring PCI 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. This process will take time, however, and likely will not be accomplished for another one to two years. If staff is not available then a consultant will be hired to complete this work.

2021 PCI values per our Street Saver Program:

- **Arterial streets: 69** (previously 61 in 2020, 63 in 2019, and 67 in 2018)
Arterials account for 10% of the street network by length and 12% by area.
- **Collector and minor collector streets: 56** (previously 59 in 2020, 62 in 2019, and 64 in 2018). Collector and minor collector streets account for 29.6% of the city’s network by length and 30.25% by area.
- **Neighborhood/Local streets: 53** (previously 55 in 2020, 57 in 2019, and 46 in 2018)
Local streets account for 60.4% of the city’s network by length and 57.75% by area.

Deferred Maintenance Goal: The goal is to eliminate the backlog of deferred maintenance of streets. 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 to meet our goal of both maintaining arterial and collector streets and rebuilding our local streets.

Maintenance Goals: The goal is to prevent any street from deteriorating to the point of requiring full reconstruction.

Stopgap Goals: The goal is to continue adequate 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

The draft CIP for FY 2023-2028 has combined projects spread over upcoming fiscal years and distributed around the city. Project are listed by construction year:

2022 – Projects in construction

- Lake Road Improvements – anticipated construction completion in May 2022.
- Linwood Avenue SAFE Improvements – anticipated construction completion in May 2022.
- 42nd Avenue & 43rd Avenue Improvements–construction through Sept. 2022.
- Home Avenue and Wood Avenue Improvements –construction through fall 2022.

2023

- Harvey Street Improvements – includes Harvey Street, 33rd Avenue and 36th Avenue.
- Ardenwald North Improvements – includes Van Water Street and Roswell Street.

2024

- Washington Street Area Improvements – includes Washington Street, 27th Avenue, and Edison Street.
- Oak Street.
- 26th Avenue.
- King Road Improvements.
- Waverly South Improvements – includes Lave Drive and Waverly Court.

- Monroe Street Neighborhood Greenway (multi-year project with 4 different phases).

2025

- Logus Road / 40th Avenue Improvements – includes Logus Road, 40th Avenue, 42nd Avenue.
- International Way Improvements.

2026

- Park Street / Lloyd Street Improvements – includes Park Street, Lloyd Street, and Stanley Avenue.
- Oatfield Road and Shell Lane.
- Sparrow Street Improvements.
- Ardenwald South Improvements – includes 32nd Avenue and Balfour Street.

2027

- Lewelling North Improvements – includes Mason Lane, Brookside Drive, and Winsor Drive.
- Lewelling, 43rd, 49th, 51st, Covell, Rockwood, Willow.
- North Milwaukie Improvements – includes Main Street, Ochoco Street.

2028

- King Road (40th Ave to 42nd Ave).
- North Milwaukie Main – Main Street (Milport to Ochoco) and Mailwell Drive.

BUDGET IMPACTS

The engineering team regularly encounters pavement repairs that exceed the funds allocated from SSMP. Staff manage project scopes to proceed with the funds available but have grown increasingly concerned about the quality of paving work that can be completed with 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.

WORKLOAD IMPACT

Engineering staff including Jennifer Garbely, Tessie Prentice, Brandon Boutros, Hector Gomez-Barrios, Jennifer Backhaus and Chris Benn all stayed very busy designing, overseeing, managing, and inspecting these projects.

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 more 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. With Capital Improvement Plan projects, language in the project specifications that limits idling time of construction vehicles will be included.

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.

ATTACHMENTS

1. Map of upcoming SSMP paving projects



CITY OF MILWAUKIE

Milwaukie CIP - SSMP

City of Milwaukie

2023

Ardenwald North Improvements

Harvey Street Improvements

42nd Avenue & 43rd Avenue Improvements

Home Avenue & Wood Avenue Improvements

2024

26th Avenue Improvements

King Road - 40th to 42nd Avenue Improvements

Washington Street Area Improvements

Waverly South Improvements

2025

International Way Improvements

2026

Ardenwald South Improvements

Oatfield Road & Shell Lane Improvements

Park Street and Lloyd Street Improvements

Sparrow Street Improvements

2027

Lewelling Area Improvements

Ochoco Street Improvements

2028

King Road - 42nd to Linwood Avenue Improvements

North Milwaukie - Highway 224 to Milport Road Improvements

North Milwaukie - Milport Road to Ochoco Street Improvements

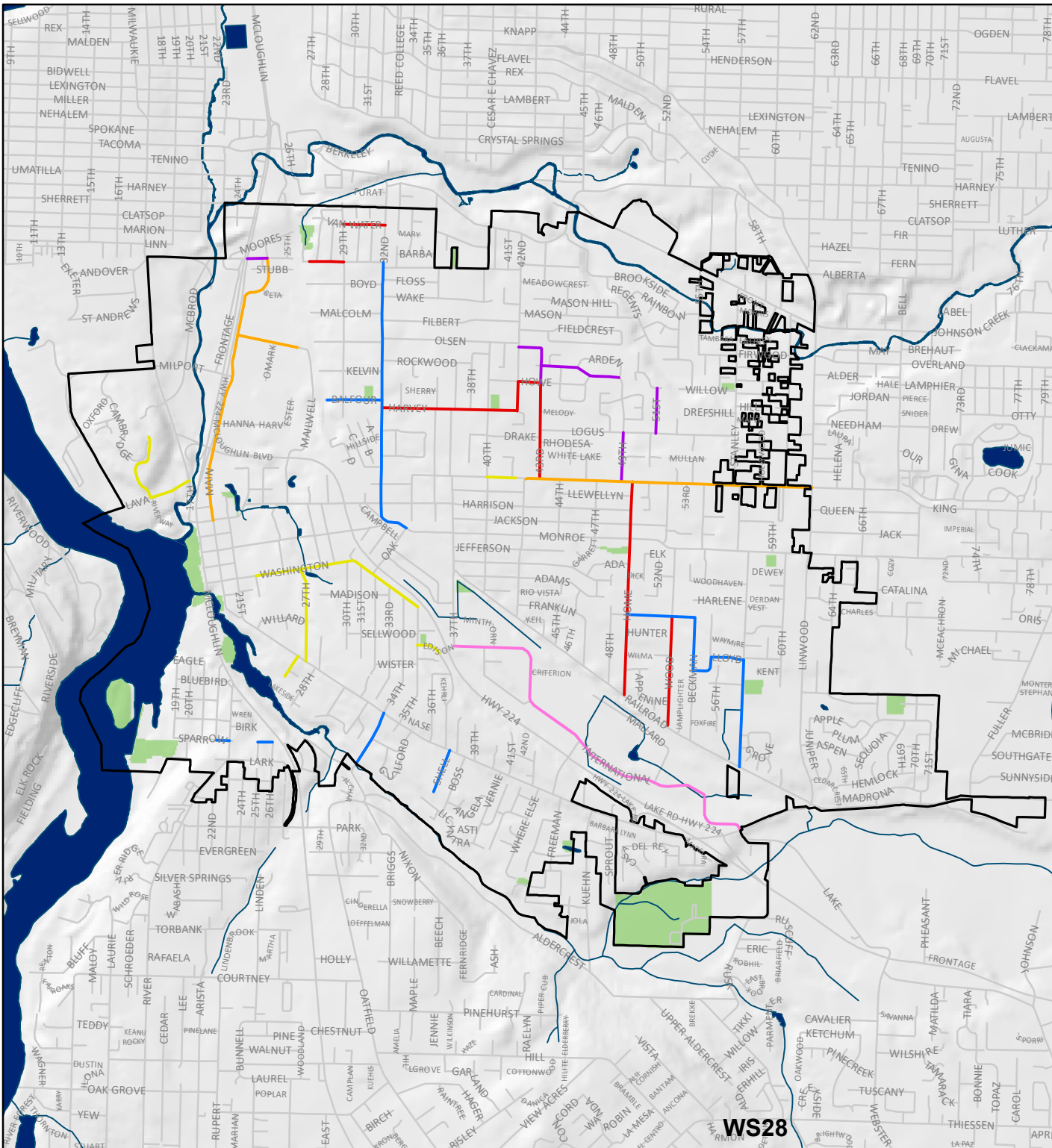
North Milwaukie Downtown Improvements

Data Sources: City of Milwaukie GIS, Clackamas County GIS, Metro Data Resource Center

Date: Thursday, April 21, 2022

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WS28

2022 SAFE & SSMP

Program Update

Jennifer Garbely & Steve Adams

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

What are we going to do about it...

Remaining SSMP Program Streets are integrated within the SAFE program bundle projects over the next six years

Increased budget for slurry seal surface repair

Added new budget for residential asphalt repair

	ARTERIAL	COLLECTOR	NEIGHBORHOOD /LOCAL
PCI	69	56	53
City Network	10%	30%	60%
Status from last year	Increase	Decreased	Decreased

2022 Community Survey

Maintaining Streets

- 90% view as very important or important.
- 40% are unhappy with the level street maintenance
- 53% (up from 41% in 2020) are willing to pay more for street maintenance

Walking and Biking

- 76% view creating safe places for people to walk and bike as very important or important.
- 77% are satisfied with how the city is providing safe places for people to walk and bike.

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

	Target	Actuals	Percent Complete
Sidewalk, miles	27.9	4.8	17%
Path, miles	1.0	2.1	210%
Paved, miles	19.5	5.4	28%
Bike lanes, miles	4.0	1.4	35%
Accessible Ramps	899	228	25%

Integrated Program Goal Progress



Under Construction

42nd & 43rd SAFE Improvements

Sidewalk - 0.76 miles

Path - 0.24 miles

Paved – 0.56 miles

ADA Ramps - 56

Home & Wood

Sidewalk - 0.62

Paved – 1.0

ADA Ramps 32

Up Coming Projects in Design

Washington
Area
Improvements

Ardenwald
North SAFE

Harvey SAFE

King Road SAFE
– sending out to
RFQ summer
2022

CDBG Grant for
ADA spot
improvements
\$150k

Vehicle Registration fee (VRF) \$411K for 2021



Questions

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Reviewed: Kelly Brooks, Assistant City Manager

From: Dan Harris, Events & Emergency Management Coordinator

Subject: **Carefree Sunday and Events Update**

Date Written: May 2, 2022

ACTION REQUESTED

Council is asked to provide feedback on the progress of Carefree Sunday planning and projected events calendar for the remainder of 2022.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[October 5, 2021](#): Council and staff discussed plans for 2021 winter events and agreed that, given the COVID-19 pandemic and staffing concerns, a single event would be most appropriate.

[January 18, 2022](#): Council and staff discussed the 2021 Umbrella Parade & Tree Lighting as well as the events forecast for 2022. It was agreed that the city would attempt to return to something like a pre-pandemic events schedule. Council requested additional study of the possibility of combining the city's two winter events.

April 23, 2022: The annual Earth Day event was held at the willow place natural area. More than 30 residents participated in the event, which included invasive plant removal, native plantings, and a permaculture class. Over 2500 pounds of invasive English ivy was removed from the site, and over 200 plants were planted.

May 1, 2022: An open house was held in Scott Park to gather public input on the future of the park. Over 200 community members attended. A concurrent sale by Friends of the Ledding Library raised nearly \$1,000 for that organization. The event marked the debut of Millie the Goose who was well received by neighbors of all ages.

ANALYSIS

Public events in Milwaukie exist on a spectrum ranging from events that are city-organized and city-hosted, sometimes called "signature events", to community events supported by the city in various ways. In addition, the city's events & emergency management coordinator is responsible for the reservation of many city facilities, including the South Downtown Plaza.

Carefree Sunday

Carefree Sunday is the city's signature open-streets event. It will be returning on Sunday, August 7, 2022, from 11 a.m. to 4 p.m. The event will follow a route of 5.5 miles through mostly residential neighborhoods east of Highway 224. This path was proposed in 2018 but has not been used due to a combination of roadway construction and the pandemic. Roads on this route will be subject to "soft closures" with traffic controllers stationed along the route to help keep the space safe for eventgoers. The route is currently being reviewed by the city engineer to develop a traffic control plan.

The city has retained Axiom Event Productions to provide consulting assistance on route planning and event production. Axiom has helped in past years to produce this event, as well as Sunday Parkways, a similar event in Portland. Axiom will recruit most of the volunteers necessary for the event to be successful.

Staff have discussed logistics and have identified appropriate vendors for bike racks, portable toilets, and other necessary infrastructure. Members of the event planning team are currently attending neighborhood district association (NDA) meetings to notify neighborhoods of the event and to solicit feedback about the kind of entertainment they hope to see in the parks along the route during the event.

Staff have also contacted sponsors and have been met with a lukewarm response due to the pandemic. At the time of writing, there have been no sponsors interested in donating the \$10,000 previously paid to by the presenting sponsor, but several have expressed interest in sponsoring the event at lower levels. The grants used to offset costs for this event in the past, including the Mt. Hood Territory grant, have all been discontinued. Sponsor recruitment is ongoing.

2022 Events Update

The city intends to produce the following events in 2022:

- Volunteer of the Year Awards Dinner – July 14
- Carefree Sunday – August 7
- Arbor Day - Fall
- Umbrella Parade & Tree Lighting – December 3
- Winter Solstice – December 17

The Volunteer of the Year Awards Dinner was postponed in 2020 and 2021 and has been pushed back to Thursday, July 14. It will be held in North Clackamas Park and will provide the community an opportunity to recognize the work performed by volunteers.

As described in the previous section, Carefree Sunday will be returning to its 2019 format in August of 2022. Staff will be working with the contracted consultant to vet dates to move the event earlier in the year for 2023.

Arbor Day is hosted in the fall by the city's public works department. In 2021, the event included a tree planting, information booths, and a partnership with Friends of Trees to expand the city's urban tree canopy. This event will continue in Fall 2022.

The Umbrella Parade & Tree Lighting are normally scheduled for the first Saturday in December with the Winter Solstice celebration following two weeks later. Although there had been some discussion of the possibility of combining these events to reduce the amount of staff time and resource use, after further consideration, staff believe that savings to the city from combining these events onto a specific day would be minimal. Additionally, representatives of The Christmas Ships have indicated that although there are safety concerns with the conditions of the Willamette River so late in December, moving the date of the Solstice celebration would create logistical complications for their organization and so would prefer that the Solstice celebration not be moved. Based on these factors, the updated staff recommendation is that the events be left on their traditional dates, December 3 and 17 this year, respectively.

SOUTH DOWNTOWN PLAZA AND EVENTS VAN

In 2019, the city completed construction of Milwaukie's first festival street on Main Street, immediately west of the Adams Street pedestrian plaza. The South Downtown Plaza was intended to help encourage more foot traffic in that part of downtown. During the COVID-19 pandemic, events were curtailed, meaning that no events other than last year's Carefree Sunday and Umbrella Parade have taken place in the South Downtown Plaza. The city is prepared to begin a trial period for plaza reservations.

After reviewing the policies of other cities with similarly sized reservable public spaces, and in consultation with code enforcement and equity staff, events staff have developed an informal set of guidelines for the plaza. The plaza will be reservable only on Friday evenings after 3:00, and Saturdays and Sundays until 10:00 from May 1 through October 31. The city will charge a flat rate of \$400 to reserve the Plaza for a day. Multiple events will not be permitted at conflicting times. The entire process will be managed through the standard event permitting process.

Although staff believe that it would be possible to garner a significantly higher rate for the space based on the rates charged by surrounding jurisdictions, the fee will begin at \$400. This sum represents the cost of sending public works staff members to open and close the streets around and through the plaza. It is the lowest sum the city can charge for reservations without losing money. It is hoped that the low cost will encourage more organizations to make use of the plaza.

Staff have contacted the surrounding business owners and believe that the city will generally be able to accommodate the needs of those businesses during events held in the plaza.

Information about plaza reservations has been shared on the city's website, and will be distributed to NDA leaders, in the Milwaukie Pilot newsletter, and through city social media.

The city is in the process of purchasing an events van. This van is expected to be a hybrid gasoline and electricity powered vehicle and to be used mostly for around-town trips. This means that it will most be operating for much of its time fully in electric mode. This will also reduce the reliance of the events team on larger public works vehicles, thereby further reducing the climate impact of events.

BUDGET IMPACT

The annual events budget is not expected to change significantly from the current year's allocation.

WORKLOAD IMPACT

City-sponsored events are generally organized by the events and emergency management coordinator with support from the community engagement coordinator and the communication program manager. The climate and natural resources manager produces the Earth Day and Arbor Day events with support from staff. Ongoing assistance is provided by the police, engineering, and public works departments. No significant difference in workload is anticipated in 2022.

CLIMATE IMPACT

City staff will remain conscientious of climate impact when organizing events and will seek to minimize and reduce climate impact. The Earth Day and Arbor Day events provide an educational opportunity to inform residents of city projects and community-based

organizations whose work aligns with the city's Climate Action Plan (CAP) and encourages environmental conservation through community and household activism. Carefree Sunday gives Milwaukians an opportunity to experiment with active transportation choices on closed streets. Additionally, the purchase of a dedicated events vehicle will reduce the city's dependence on non-renewable fuels as described in this report.

COORDINATION, CONCURRENCE, OR DISSENT

Events are planned in coordination with several internal departments and external organizations. Where appropriate, community members are also consulted in planning. Stakeholders are consulted on a variety of topics to ensure each event is implemented properly and in the best interests of our community.

STAFF RECOMMENDATION

Council is asked to provide feedback on the information provided in this report.

ALTERNATIVES

Not applicable.

ATTACHMENTS

None.

Upcoming Events

Dan Harris (he/they)

Events & Emergency
Management Coordinator

events@milwaukieoregon.gov



2022 Events Already Completed

Earth Day – April 23

- Great Volunteer & Education Turnout to Willow Place Natural Area
- Several Community Events Also

Scott Park Open House – May 1

- Several Hundred Community Members
- Intentional Outreach & Supportive Engagement
- Millie's Debut



“You Can’t Spell Team Without Goose”



Upcoming Events

Milwaukie Pride – June 4

- 10 a.m. to Noon
- South Downtown Plaza

Juneteenth – June 18

- 11 a.m. to 3 p.m.
- Water Tower Park
- Joint Production



South Downtown Plaza

- Reservable May 1 – October 31
- Friday Afternoon – Sunday Night
- \$400 fee (full or partial closure)



Carefree Sunday

Date: Sunday, August 7, 2022

Time: 11:00 a.m. to 4:00 p.m.

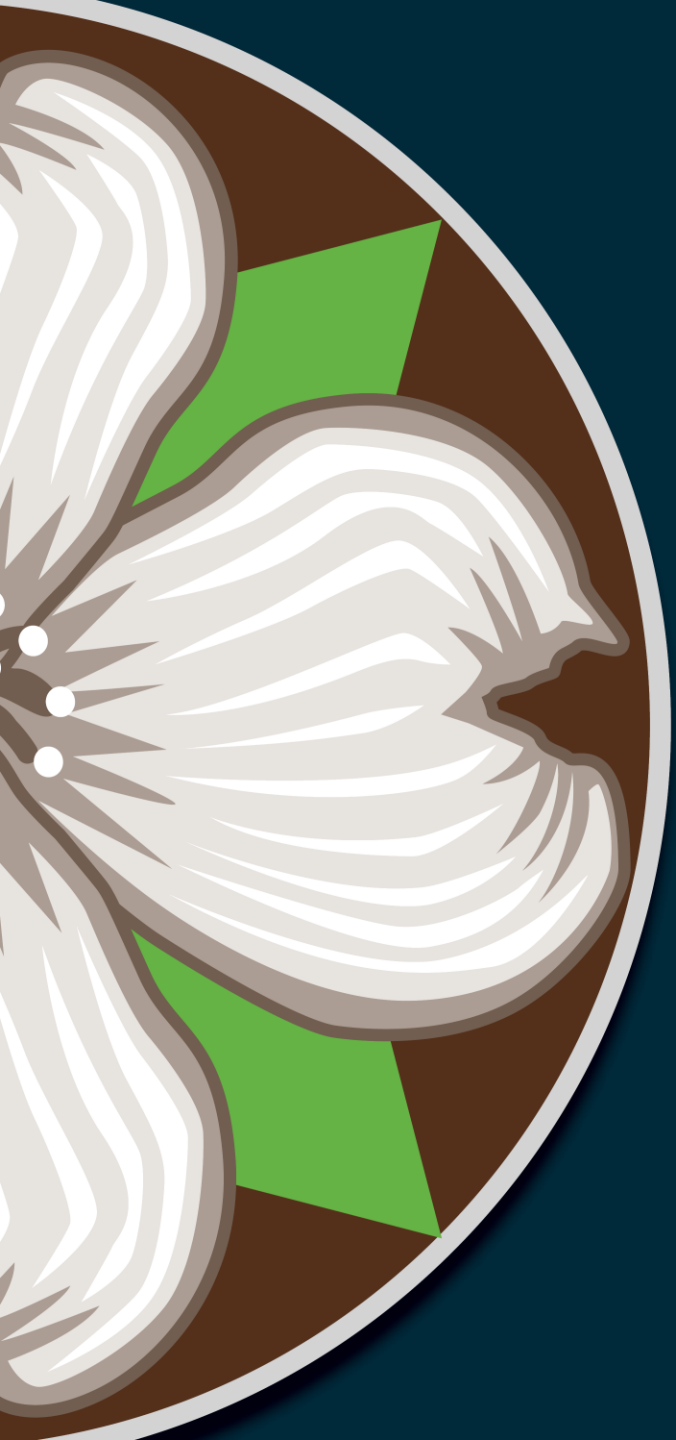
Location: Ardenwald, Lewelling, Linwood, & Hector
Campbell NDA's. (See next slide)



How to Get Involved



- Volunteer as an individual or group
- Help to spread the word
- Visit milwaukieoregon.gov/events/carefreesunday for more information.
- Contact events@milwaukieoregon.gov with questions.



Upcoming Events

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