



Work Session

WS

Milwaukie City Council

COUNCIL WORK SESSION

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

AGENDA

JUNE 6, 2023

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-327>.

To participate in this meeting by phone dial 1-253-215-8782 and enter Webinar ID 897 8131 1965 and Passcode: 519687. 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. Supervisory Control and Data Acquisition (SCADA) – Update (4:00 p.m.) | 4 |
| Staff: Peter Passarelli, Public Works Director | |
| 2. A. Safe Access for Everyone (SAFE) – Annual Report (4:30 p.m.) and | 29 |
| B. Street Surface Maintenance Program (SSMP) – Annual Report | 35 |
| Staff: Steve Adams, City Engineer, and
Jennifer Garbely, Assistant City Engineer | |
| 3. Adjourn (5:00 p.m.) | |

Executive Session. After the work session Council will meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660 (2)(h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

Representatives of the news media and designated staff may attend executive sessions. All other members of the audience are asked to leave the room. Representatives of the news media are specifically directed not to report on or otherwise disclose any of the deliberations or anything said about these subjects during the executive session, except to state the general subject of the session as previously announced. No decision may be made in executive session.

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

The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at ocr@milwaukieoregon.gov or phone at 503-786-7502. To request Spanish language translation services email espanol@milwaukieoregon.gov at least 48 hours before the meeting. Staff will do their best to respond in a timely manner and to accommodate requests. Most Council meetings are broadcast live on the [city's YouTube channel](#) and Comcast Channel 30 in city limits.

Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA)

La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el [canal de YouTube de la ciudad](#) y el Canal 30 de Comcast dentro de los límites de la ciudad.

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.



CITY OF MILWAUKIE

Memorandum

To: City Council
From: Steve Adams, City Engineer
CC: Ann Ober, City Manager
Toby LaFrance, Finance Director
Joseph Briglio, Community Development Director
Date: June 1, 2023
Re: Milwaukie CIP-2021-A12 Home & Wood Avenue Contract Authorization Violation

Summary

The city currently has a public improvement contract with Kerr Contractors for the Home/Wood improvement project. The original contract amount was \$2,998,838.20, and through resolution [8-2022](#), Council authorized the city engineer (or asst. city engineer) to administer the project up to \$3,198,839. This is the city's standard practice for larger projects – the higher council-authorized amount allows for easy administration throughout construction should change orders/increases be needed and allows the specified staff to execute the change order so not everything has to run through Ann.

Over the intervening months, eight change orders were executed by authorized staff, primarily the city engineer. The following outlines the approved change orders:

	Change Order Amount	Contract Amount	Remaining Authority	Date Executed
Original		\$ 2,998,838.20	\$ 200,000.80	
CO #01	\$ 2,207.89	\$ 3,001,046.09	\$ 197,792.91	9/27/2022
CO #02	\$ 11,311.50	\$ 3,012,357.59	\$ 186,481.41	9/27/2022
CO #03	\$ 37,392.74	\$ 3,049,750.33	\$ 149,088.67	9/27/2022
CO #05	\$ 9,076.32	\$ 3,058,826.65	\$ 140,012.35	9/26/2022
CO #06	\$ 49,516.42	\$ 3,108,343.07	\$ 90,495.93	11/29/2022
CO #07	\$ 70,148.14	\$ 3,178,491.21	\$ 20,347.79	1/23/2023
CO #08	\$ 40,610.00	\$ 3,219,101.21	\$ (20,262.21)	1/23/2023
CO #09	\$ 90,810.94	\$ 3,309,912.15	\$ (111,073.15)	1/24/2023

In late January, finance was reviewing a pay request from Kerr and saw it noted five change orders that had been issued on the contract but did not have any record of them. Finance requested the change orders and the city engineer promptly provided them, along with three additional change orders that had been executed. When doing so, finance realized that the two most recent change orders (executed a week prior) increased the contract's not-to-exceed amount to \$3,309,912 – this was \$111,073 more than the Council authorized.

The city engineer advised finance that there are several major adjustments that have not been entered into a change order. Kerr did not complete all the work to replace the

sanitary system so there is an expected cost reduction of approximately \$300k, which would then get the city back below Council's authorized amount.

Regardless of the final change order reduction, the authorization of the contract amount was violated and needs to be acknowledged and addressed for audit review and transparency purposes.

City Engineer Response

Please see my summary below for budget, change orders, and payments to date (through pay estimate #8) related to the above-mentioned capital improvement project.

In my previous experience working for a jurisdiction, if payments made did not exceed contract authorization, there was no concern or violation, so I assumed the same system here. At the end of the project, we would do a final true-up of expenses and balance everything out to remain under the authorized amount.

With this project, a significant piece of the bid item work was cancelled early on in the contract (wastewater system work), and other items needed to be added in. To date we are under the authorized budget amount in payments made, and since learning the city's procedures for authorizing contracts, I have not issued another change order (CO), nor authorized pay estimate (PE) #9.

If Kerr were to sign and return CO #10, the contract amount would be reduced, and it would once again be within Council's original authorized amount. I initially sent a proposed CO #10 to Kerr on March 2, 2023, to revise the contract amount; this first request lowered four major bid items which were part of the cancelled wastewater work. Kerr responded on March 3 that this was not sufficient for them as they also wanted to see bid items that had increased with the project. On March 3, I responded that I didn't necessarily agree with their reasoning, and being out of the office the following week, would look at it again in mid-March. I sent Kerr a revised CO #10 on March 24 that balanced out all but two of the bid items to what was installed and paid, which were reduced or eliminated. I resent this again on May 8, and added that the contract is due to expire on June 30. Kerr has been non-responsive.

– Steve Adams

Council's Authorized Budget	\$3,198,839.00
Original Contract Budget	\$2,996,962.60
COs, signed/approved	<u>\$ 312,949.55</u>
Current Contract Amount + paid COs	\$3,309,912.15
Amount earned to date	\$2,771,759.50
Amount paid to date	\$2,633,171.53
Retainage held by city	\$ 138,587.98
Proposed CO #10, not approved by Kerr	(\$ 173,664.05)
Potential adjusted contract amount (incl. all COs)	\$3,136,248.10

Resolution

The City Engineer has been updated and trained on the process for contract and executed change order requirements. Moving forward, all executed change orders will be provided to finance so that current records can be tracked and maintained.

Furthermore, the City Engineer now understands that it's not the end result of where the project lands with regard to cost, but that the city cannot, at any point in time, exceed the Council's authorized amount.

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: May 24, 2023

Reviewed: Sasha Freeman, Administrative Specialist

From: Peter Passarelli, Public Works Director

Subject: **Supervisory Control and Data Acquisition (SCADA) Public Improvement Contract Award**

NOTE: This staff report is for Council consideration at the June 6, 2023, work session as a discussion item and at the June 6, 2023, regular session as a consent agenda item.

ACTION REQUESTED

Council is asked to authorize the city manager to sign a public improvement contract with Technical Systems, Inc. (TSI) in the amount of \$1,928,682.50 to provide construction services related to the upgrade of the city's SCADA and reject additive alternates, A.1, A.2, and A.3.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

1997: City water, wastewater, and engineering staff worked closely with SCADA engineers, designers, and other utilities to design what the city needed in its SCADA system. The system was ultimately designed and built by TSI.

1998: A system was installed and based on radio telemetry carried on dedicated radio frequencies licensed to the city. The system is operated through a highly secure operational interface between the computer software, radios, programmable logic controllers (PLCs), and short haul modems.

March 26, 2018: The city signed a contract with Tetra Tech to develop a SCADA Master Plan to provide recommendations to upgrade the SCADA. The plan was finalized in July 2019.

January 7, 2020: Council authorized the city manager to sign an engineering services agreement with Tetra Tech to provide design services related to the city's SCADA project.

ANALYSIS

SCADA is a system for remote monitoring and control. The city relies on this system for water treatment, water distribution, and wastewater pump stations. The system is operated through a highly secure operational interface between the computer software, radios, PLCs, and short haul modems. The current system has not had a significant upgrade since the 1990's and is experiencing a high rate of communication failures and other alarms, requiring on-call staff to respond to investigate the cause. Because of the vintage of the system, many critical components of the system are no longer widely available with some items only available on e-Bay.

On May 11, 2023, the city solicited and received one bid from TSI for the SCADA upgrade project. TSI's total bid (Base Bid plus Additive Alternate A.1, A.2 and A.3 Bid) amounted to \$2,609,882.50 (Attachment 1). Staff reviewed TSI's bid for items required for a complete bid

package, evaluated bid pricing, and reviewed TSI's qualifications, experience, and construction contracting history.

The Base Bid requested pricing for the SCADA system upgrade and cellular wireless communications less the replacement of a 450 megahertz (MHz) radio system; installation and pricing for field added programming and electrical changes. The Additive Alternates requested pricing for a new 450 MHz radio system to serve as a backup to cellular wireless system.

Contractor Responsiveness and Experience

The lone bid from TSI is deemed to be responsive and responsible. The reference projects, experience and qualifications establish that TSI has the ability to upgrade the city's SCADA system.

Below is the summary of TSI's stated experience and qualifications:

- A. TSI is a licensed and bonded company in the State of Oregon.
- B. TSI has extensive SCADA experience and are familiar with Milwaukie's system.
- C. TSI has demonstrated that they have the required certifications that include, Control System Integrator Association (CSIA) Certifications, Wonderware Certification Documentation, UL 508A Panel Shop Certification Documentation and Schneider Electric – Alliance Integration Partner Documentation

Bid Pricing

No math errors were discovered on TSI's bid form and the total bid amount stated in both figures and words were found to be correct and consistent.

The base bid \$1,928,682, was about \$500,000 higher than estimated. TSI's unit bid prices were compared to the engineer's estimate prices as part of the bid review process. The engineer's estimate was developed using a combination approach using historic cost data from recently awarded contracts with planning-level cost information from other projects. TSI's prices for most items were consistently higher than the engineer's estimate. In particular the electrical work seemed to be 50% higher than expected with the electrical work accounting for approximately \$800,000 in contract value. Material costs for electrical components and control components have continued to increase and pricing still suffers from supply chain impacts. The magnitude and timing of these increases were uncertain and not sufficiently accounted for in the engineer's estimate and influenced the bid. Increased labor rates also had a significant impact on the bid unit prices and total bid price.

Cost Reductions

As a result of the higher-than-expected bid, city staff and the consultant have also worked with the TSI to identify potential cost reductions opportunities within the base bid scope. The team has identified opportunities that total \$127,900. These reductions would be handled through deductive change orders within the contract. The listing of possible deductions is below.

Well 8 deduct option –	\$ 52,200.00
Wonderware Training deduct option	\$ 35,900.00
Spare parts deduct option	\$ 15,900.00
UL Field Listing deduct option –	\$ 18,900.00
EMT conduit painting deduct option	\$ 5,000.00

The base bid also includes pricing for approximately \$167,000 of field directed work for items such as additional electrical work, automation work and programming that might come up during construction, essentially pre-priced change orders with unit costs. The thought was to get a price for this work ahead and not have to negotiate prices for change orders. There may be an opportunity to reduce these expenses.

Project Budget

Recognizing the risk of a higher bid, staff had held back on executing with several water and wastewater projects until bids were received to reallocate funds to this critical project to cover any potential shortfalls. A reallocation of funds from these projects will cover the base bid amount and construction management services for the project.

Automation and Controls	\$320,000
Well # 8 Rehab	\$250,000
Intertie Evaluation	\$125,000
Pump Station Condition Asst	\$30,000
Manhole Assessment	\$50,000
Total	\$775,000

This reallocation will result in a deferral of these projects into future years.

The project team anticipates 18 months of work after contract execution the project expenses will be expensed partially in the current biennium and upcoming biennium budgets.

BUDGET IMPACTS

Because of the high project costs Additive Alternate A.1, A.2, and A.3 will be eliminated from the project. The impact from the increase will result in the deferral of the rehabilitation of Well #8, an intertie evaluation, and condition assessments programmed in the biennium budget. There should be a positive impact to operating costs as this project will improve operational efficiencies and reduce call outs and SCADA repairs. The project is funded with both water and wastewater funds.

WORKLOAD IMPACTS

Public works staff will provide management of the project and information technology (IT) staff will assist with the communications and network integration portion of the project.

CLIMATE IMPACT

The improved operational efficiencies from the project will reduce after hour callouts reducing vehicle miles driven and builds the foundation for improved energy efficiency at the treatment plants. The new SCADA system will provide the city with better access to data which will allow staff to identify trends and patterns in energy consumption that can then be used to analyze alternatives to reduce energy use.

COORDINATION, CONCURRENCE, OR DISSENT

Public works staff have worked closely with the IT manager and staff on the development of this project.

STAFF RECOMMENDATION

Staff recommends that Council authorize the city manager to sign a public improvement contract with TSI in the amount of \$1,928, 682.50 to provide construction services related to the upgrade of the city's SCADA and reject additive alternates, A.1, A.2, and A.3.

ALTERNATIVES

Council could decide to:

1. Not award the project contract (defer indefinitely). The project would be removed from the city's Capital Improvements Plan (CIP) list and staff would continue to operate the water and wastewater system using the existing system.
2. Reduce the scope of the project and direct staff to renegotiate the fee.

ATTACHMENTS

1. Bid Form
2. Resolution

**SECTION 00300
BID FORM**

BIDDER NAME: Technical Systems, Inc

PROJECT IDENTIFICATION

City of Milwaukie, Oregon – SCADA System Upgrades

1. BID RECIPIENT

1.01 THIS BID IS SUBMITTED TO:

- A. City of Milwaukie
Attn: Peter Passarelli, Public Works Director
6101 SE Johnson Creek Blvd.
Milwaukie, OR 97206
passarellip@milwaukieoregon.gov
- B. The undersigned Bidder proposes and agrees, if this Bid is accepted, to enter into an Agreement with CITY in the form included in the Bidding Documents to perform all Work as specified or indicated in the Bidding Documents for the prices and within the times indicated in this Bid and in accordance with the other terms and conditions of the Bidding Documents.

1.02 BIDDER'S ACKNOWLEDGEMENTS

- A. Bidder accepts all of the terms and conditions of the Advertisement or Invitation to Bid and Instructions to Bidders, including without limitation those dealing with the disposition of Bid security. The Bid will remain subject to acceptance for 60 days after the Bid opening, or for such longer period of time that Bidder may agree to in writing upon request of City.

1.03 BIDDER'S REPRESENTATIONS

A. In submitting this Bid, Bidder represents, as set forth in the Agreement, that:

1. Bidder has examined and carefully studied the Bidding Documents, the other related data identified in the Bidding Documents, and the following Addenda, receipt of all which is hereby acknowledged.

<u>Addendum No.</u>	<u>Addendum Date</u>
<u>1</u>	<u>04/05/23</u>
<u>2</u>	<u>04/12/23</u>
<u>3</u>	<u>04/14/23</u>
<u>4</u>	<u>04/14/23</u>
<u>5</u>	<u>04/27/23</u>
<u>6</u>	<u>05/01/23</u>
<u>7</u>	<u>05/03/23</u>
<u>8</u>	<u>05/04/23</u>
<u> </u>	<u> </u>
<u> </u>	<u> </u>

2. Bidder has visited the Site and become familiar with and is satisfied as to the general, local and Site conditions that may affect cost, progress, and performance of the Work.
3. Bidder is familiar with and is satisfied as to all federal, state and local Laws and Regulations that may affect cost, progress and performance of the Work.
4. Bidder has obtained and carefully studied (or assumes responsibility for having done so) all additional or supplementary examinations, investigations, explorations, tests, studies and data concerning conditions (surface, subsurface and Underground Facilities) at or contiguous to the Site which may affect cost, progress, or performance of the Work or which relate to any aspect of the means, methods, techniques, sequences, and procedures of construction to be employed by Bidder, including applying the specific means, methods, techniques, sequences, and procedures of construction expressly required by the Bidding Documents to be employed by Bidder, and safety precautions and programs incident thereto.
5. Bidder has attended the mandatory pre-bid conference and does not consider that any further examinations, investigations, explorations, tests, studies, or data are necessary for the determination of this Bid for performance of the Work at the price(s) bid and within the times and in accordance with the other terms and conditions of the Bidding Documents.

- 6 Bidder is aware of the general nature of work to be performed by CITY and others at the Site that relates to the Work as indicated in the Bidding Documents.
7. Bidder has correlated the information known to Bidder, information and observations obtained from visits to the Site, reports and drawings identified in the Bidding Documents, and all additional examinations, investigations, explorations, tests, studies, and data with the Bidding Documents.
8. Bidder has given ENGINEER written notice of all conflicts, errors, ambiguities, or discrepancies that Bidder has discovered in the Bidding Documents, and the written resolution thereof by ENGINEER is acceptable to Bidder.
9. The Bidding Documents are generally sufficient to indicate and convey understanding of all terms and conditions for the performance of the Work for which this Bid is submitted.

1.04 BIDDER'S CERTIFICATIONS

- A. Bidder further certifies that this Bid is genuine and not made in the interest of or on behalf of any undisclosed individual or entity and is not submitted in conformity with any agreement or rules of any group, association, organization or corporation; Bidder has not directly or indirectly induced or solicited any other Bidder to submit a false or sham Bid; Bidder has not solicited or induced any individual or entity to refrain from bidding; and has not sought by collusion to obtain for itself any advantage over any other Bidder or over CITY.
- B. Bidder agrees that they will meet the time schedule as set forth in the Agreement as to contract time.
- C. Bidder accepts the provisions of the Agreement as to liquidated damages in the event of failure to meet the allowed contract times.
- D. Bidder will be bound by and comply with all of the applicable requirements of ORS 279C.800 to 279C.870 and the administrative rules of the Bureau of Labor and Industries (BOLI) regarding prevailing wage rates and will pay prevailing wage rates in accordance with 279C.840.

1.05 BASIS OF BID

- A. The award will be to the lowest bidder that is determined by the City to be responsive and responsible for the **BASE BID**.
- B. The following items are required for a complete Bid Package:
 1. Bid Form (00300)
 2. Acknowledgment of Addendums (00300)
 3. Bid Bond (00410)
 4. Bidder's Qualifications (00420)

5. First-tier Subcontractor Disclosure Form (00440)
 6. Control System Integrator Disclosure Form (00445)
 6. Noncollusion Affidavit Certificate (00480)
- C. Bidder shall complete the work in accordance with the Contract Documents for the price(s) described in the attached Bid Schedule:
- D. Bidder agrees to complete the Work within the Contract Time stipulated in the Agreement and accepts the provisions of the Agreement as to liquidated damages in the event of failure to complete the Work, and any specified Milestones, within the Contract Times.
- E. The owner reserves the right to add or subtract construction quantities C1- C8 as required to make additions to the project.

BASE BID SCHEDULE
Schedule of Bid Prices for
City of Milwaukie, Oregon – SCADA Upgrades

Item Number	Item Description	Units / Quantity	Unit Price	Extended Price
1	SCADA System Upgrade Complete and Fully Operational as detailed in the plans and specifications, less Bid Items included under the Add Alternate (450 MHz Communication System)	1 LS	\$1,761,070.00	\$1,761,070.00
C1	PLC / HMI configuration as directed in the field	200 manhours	\$170.00	\$34,000.00
C2	1" EMT Conduit installed as directed in the field including all required fittings, supports, and end terminations.	500 LF	\$31.50	\$15,750.00
C3	1" PVC Conduit installed below grade or existing pavement as directed in the field including all required fittings, supports, and end. This unit shall also include restoration of existing conditions.	500 LF	\$87.15	\$43,575.00
C4	1" Galvanized Rigid Steel Conduit installed as directed in the field including all required fittings, supports, and end terminations.	250 LF	\$46.20	\$11,550.00
C5	CAT 6 network cable installed as directed including all required terminations and testing.	250LF	\$17.85	\$4,462.50
C6	#14 AWG power or control wire installed as directed including all required terminations and testing.	2000 LF	\$3.15	\$6,300.00
C7	#18 AWG TSP control wire installed as directed including all required terminations and testing.	500 LF	\$9.45	\$4,725.00
C8	Antenna Coax / Helix installed as directed including all required terminations and testing	250 LF	\$189.00	\$47,250.00

TOTAL **BASE BID** AMOUNT (BASIS OF AWARD)

\$1,928,682.50

(figures)

One Million Nine Hundred Twenty-Eight Thousand and Six Hundred Eighty-Two Dollars and Fifty Cents

(words) (The amount in words takes precedence)

ADDENDUM NO. 8

CITY OF MILWAUKIE
SCADA Systems Upgrade

ADD ALTERNATE (450 MHz Radio Communication System) BID SCHEDULE
Schedule of Add Alternate Bid Prices for
City of Milwaukie, Oregon – SCADA Upgrades

Item Number	Item Description	Units / Quantity	Unit Price	Extended Price
A1	450 MHz radio repeater located at the elevated water tank & 450 MHz equipment / polling RTU at the central site including all associated equipment, installation, configuration, programming, and startup as specified in the plans and specs.	1 LS	\$191,200.00	\$191,200.00
A2	450 MHz radio equipment associated with all of the water treatment facilities, wells, and booster pump stations including all associated equipment, installation, configuration, programming, and startup as specified in the plans and specs.	1 LS	\$224,000.00	\$224,000.00
A3	450 MHz radio equipment associated with all of the wastewater lift stations including all associated equipment, installation, configuration, programming, and startup as specified in the plans and specs.	1 LS	\$266,000.00	\$266,000.00

TOTAL ADD ALTERNATE BID

\$681,200.00

(figures)

Six Hundred and Eighty-One Thousand and Two Hundred Dollars

(words) (The amount in words takes precedence)

- A. The terms used in this Bid with initial capital letters have the meanings indicated in the Instructions to Bidders, the General Conditions, and the Supplementary Conditions.

SUBMITTED on May 11 2023

State Contractor License No. 69479.

License Expiration date: 10/22/2024.

License Classification: Commercial General Contractor Level 2

If Bidder is:

An Individual

Name (typed or printed): _____

By: _____ (SEAL)

(Individual's signature)

Doing business as: _____

Business address: _____

Phone No.: _____ FAX No.: _____

A Partnership

Partnership Name: _____ (SEAL)

By: _____

(Signature of general partner -- attach evidence of authority to sign)

Name (typed or printed): _____

Business address: _____

Phone No.: _____ FAX No.: _____

A Corporation

Corporation Name: Technical Systems, Inc. (SEAL)

State of Incorporation: WA

Type (General Business, Professional, Service, Limited Liability):

General Business

By: Brad Peistrup

(Signature -- attach evidence of authority to sign)

Name (typed or printed): Brad Peistrup

Title: Chief Revenue Officer

(CORPORATE SEAL)

Attest Steve DeHaan

(Signature of Corporate Secretary)

Business address: 2303 196th St SW

Lynnwood, WA 98036

Phone No.: 425-775-5696 FAX No.: 425-775-9074

Date of Qualification to do business is 10/02/1970.



A Joint Venture

Joint Venturer Name: _____ (SEAL)

By: _____

(Signature of joint venture partner -- attach evidence of authority to sign)

Name (typed or printed): _____

Title: _____

Business address: _____

Phone No.: _____ FAX No.: _____

Joint Venturer Name: _____ (SEAL)

By: _____

(Signature -- attach evidence of authority to sign)

Name (typed or printed): _____

Title: _____

Business address: _____

Phone No.: _____ FAX No.: _____

Phone and FAX Number, and Address for receipt of official communications:

(Each joint venturer must sign. The manner of signing for each individual, partnership, and corporation that is a party to the joint venture should be in the manner indicated above.)

END OF SECTION 00300

End of Addendum 8

1. Bidder and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors, and assigns to pay to City upon default of Bidder the penal sum set forth on the face of this Bond. Payment of the penal sum is the extent of Bidder's and Surety's liability. Recovery of such penal sum under the terms of this Bond shall be City's sole and exclusive remedy upon default of Bidder.
2. Default of Bidder shall occur upon the failure of Bidder to deliver within the time required by the Bidding Documents (or any extension thereof agreed to in writing by City) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents.
3. This obligation shall be null and void if:
 - 3.1 City accepts Bidder's Bid and Bidder delivers within the time required by the Bidding Documents (or any extension thereof agreed to in writing by City) the executed Agreement required by the Bidding Documents and any performance and payment bonds required by the Bidding Documents, or
 - 3.2 All Bids are rejected by City, or
 - 3.3 City fails to issue a Notice of Award to Bidder within the time specified in the Bidding Documents (or any extension thereof agreed to in writing by Bidder and, if applicable, consented to by Surety when required by Paragraph 5 hereof).
4. Payment under this Bond will be due and payable upon default of Bidder and within 30 calendar days after receipt by Bidder and Surety of written notice of default from City, which notice will be given with reasonable promptness, identifying this Bond and the Project and including a statement of the amount due.
5. Surety waives notice of any and all defenses based on or arising out of any time extension to issue Notice of Award agreed to in writing by City and Bidder, provided that the total time for issuing Notice of Award including extensions shall not in the aggregate exceed 120 days from the Bid due date without Surety's written consent.
6. No suit or action shall be commenced under this Bond prior to 30 calendar days after the notice of default required in Paragraph 4 above is received by Bidder and Surety and in no case later than one year after the Bid due date.
7. Any suit or action under this Bond shall be commenced only in a court of competent jurisdiction located in the state in which the Project is located.
8. Notices required hereunder shall be in writing and sent to Bidder and Surety at their respective addresses shown on the face of this Bond. Such notices may be sent by personal delivery, commercial courier, or by United States Registered or Certified Mail, return receipt requested, postage pre-paid, and shall be deemed to be effective upon receipt by the party concerned.
9. Surety shall cause to be attached to this Bond a current and effective Power of Attorney evidencing the authority of the officer, agent, or representative who executed this Bond on behalf of Surety to execute, seal, and deliver such Bond and bind the Surety thereby.
10. This Bond is intended to conform to all applicable statutory requirements. Any applicable requirement of any applicable statute that has been omitted from this Bond shall be deemed to be included herein as if set forth at length. If any provision of this Bond conflicts with any applicable statute, then the provision of said statute shall govern and the remainder of this Bond that is not in conflict therewith shall continue in full force and effect.

200-163931-20001

11. The term “Bid” as used herein includes a Bid, offer, or proposal as applicable.

END OF SECTION 00410

SECTION 00410
BID BOND

Any singular reference to Bidder, Surety, City or other party shall be considered plural where applicable.

BIDDER (Name and Address): Technical Systems, Inc.
2303 196th St. SW
Lynnwood, WA 98036

SURETY (Name, and Address of Principal Place of Business):
Fidelity and Deposit Company of Maryland
800 Fifth Avenue, Suite 3800
Seattle, WA 98104

CITY: City of Milwaukie, Oregon

BID

Bid Due Date: 04/20/2023
Description: SCADA System Upgrades

BOND

Bond Number: Bid		
Date: 04/20/2023		
Penal sum	Ten Percent (10%) of Bid Amount	\$ 10% of Bid Amount
	(Words)	(Figures)

Surety and Bidder, intending to be legally bound hereby, subject to the terms set forth below, do each cause this Bid Bond to be duly executed by an authorized officer, agent, or representative.

BIDDER

Technical Systems, Inc.
Bidder's Name and Corporate Seal



By: Brad Peistrup
Signature

Brad Peistrup
Print Name

Chief Revenue Officer
Title

Attest:


Signature

Title Chief Executive Officer

SURETY

Fidelity and Deposit Company of Maryland
Surety's Name and Corporate Seal




By: 
Signature (Attach Power of Attorney)

Cynthia L. Jay
Print Name

Attorney-in-Fact
Title

Attest:


Signature
Alyssa J. Lopez, Witness
Title

*Note: Addresses are to be used for giving any required notice.
Provide execution by any additional parties, such as joint venturers, if necessary.*

**ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND
POWER OF ATTORNEY**

KNOW ALL MEN BY THESE PRESENTS: That the ZURICH AMERICAN INSURANCE COMPANY, a corporation of the State of New York, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, a corporation of the State of Illinois, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND a corporation of the State of Illinois (herein collectively called the "Companies"), by **Robert D. Murray, Vice President**, in pursuance of authority granted by Article V, Section 8, of the By-Laws of said Companies, which are set forth on the reverse side hereof and are hereby certified to be in full force and effect on the date hereof, do hereby nominate, constitute, and appoint **Alicon A. KELTNER, James B. BINDER, Cynthia L. JAY, Eric A. ZIMMERMAN, Brandon K. BUSH, Jacob T. HADDOCK, Katharine J. SNIDER, Justin Dean PRICE of Seattle, Washington, EACH**, its true and lawful agent and Attorney-in-Fact, to make, execute, seal and deliver, for, and on its behalf as surety, and as its act and deed: **any and all bonds and undertakings**, and the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Companies, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the ZURICH AMERICAN INSURANCE COMPANY at its office in New York, New York., the regularly elected officers of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at its office in Owings Mills, Maryland., and the regularly elected officers of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at its office in Owings Mills, Maryland., in their own proper persons.

The said Vice President does hereby certify that the extract set forth on the reverse side hereof is a true copy of Article V, Section 8, of the By-Laws of said Companies, and is now in force.

IN WITNESS WHEREOF, the said Vice-President has hereunto subscribed his/her names and affixed the Corporate Seals of the said **ZURICH AMERICAN INSURANCE COMPANY, COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and FIDELITY AND DEPOSIT COMPANY OF MARYLAND**, this 02nd day of November, A.D. 2021.



**ATTEST:
ZURICH AMERICAN INSURANCE COMPANY
COLONIAL AMERICAN CASUALTY AND SURETY COMPANY
FIDELITY AND DEPOSIT COMPANY OF MARYLAND**

By: *Robert D. Murray*
Vice President

By: *Dawn E. Brown*
Secretary

**State of Maryland
County of Baltimore**

On this 02nd day of November, A.D. 2021, before the subscriber, a Notary Public of the State of Maryland, duly commissioned and qualified, **Robert D. Murray, Vice President and Dawn E. Brown, Secretary** of the Companies, to me personally known to be the individuals and officers described in and who executed the preceding instrument, and acknowledged the execution of same, and being by me duly sworn, depose and saith, that he/she is the said officer of the Company aforesaid, and that the seals affixed to the preceding instrument are the Corporate Seals of said Companies, and that the said Corporate Seals and the signature as such officer were duly affixed and subscribed to the said instrument by the authority and direction of the said Corporations.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my Official Seal the day and year first above written.



Constance A. Dunn, Notary Public
My Commission Expires: July 9, 2023

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

WS19

EXTRACT FROM BY-LAWS OF THE COMPANIES

"Article V, Section 8, Attorneys-in-Fact. The Chief Executive Officer, the President, or any Executive Vice President or Vice President may, by written instrument under the attested corporate seal, appoint attorneys-in-fact with authority to execute bonds, policies, recognizances, stipulations, undertakings, or other like instruments on behalf of the Company, and may authorize any officer or any such attorney-in-fact to affix the corporate seal thereto; and may with or without cause modify or revoke any such appointment or authority at any time."

CERTIFICATE

I, the undersigned, Vice President of the ZURICH AMERICAN INSURANCE COMPANY, the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY, and the FIDELITY AND DEPOSIT COMPANY OF MARYLAND, do hereby certify that the foregoing Power of Attorney is still in full force and effect on the date of this certificate; and I do further certify that Article V, Section 8, of the By-Laws of the Companies is still in force.

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the ZURICH AMERICAN INSURANCE COMPANY at a meeting duly called and held on the 15th day of December 1998.

RESOLVED: "That the signature of the President or a Vice President and the attesting signature of a Secretary or an Assistant Secretary and the Seal of the Company may be affixed by facsimile on any Power of Attorney...Any such Power or any certificate thereof bearing such facsimile signature and seal shall be valid and binding on the Company."

This Power of Attorney and Certificate may be signed by facsimile under and by authority of the following resolution of the Board of Directors of the COLONIAL AMERICAN CASUALTY AND SURETY COMPANY at a meeting duly called and held on the 5th day of May, 1994, and the following resolution of the Board of Directors of the FIDELITY AND DEPOSIT COMPANY OF MARYLAND at a meeting duly called and held on the 10th day of May, 1990.

RESOLVED: "That the facsimile or mechanically reproduced seal of the company and facsimile or mechanically reproduced signature of any Vice-President, Secretary, or Assistant Secretary of the Company, whether made heretofore or hereafter, wherever appearing upon a certified copy of any power of attorney issued by the Company, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

IN TESTIMONY WHEREOF, I have hereunto subscribed my name and affixed the corporate seals of the said Companies, this 20th day of April, 2023.



By: Brian M. Hodges
Vice President

TO REPORT A CLAIM WITH REGARD TO A SURETY BOND, PLEASE SUBMIT A COMPLETE DESCRIPTION OF THE CLAIM INCLUDING THE PRINCIPAL ON THE BOND, THE BOND NUMBER, AND YOUR CONTACT INFORMATION TO:

Zurich Surety Claims
1299 Zurich Way
Schaumburg, IL 60196-1056
www.reportsfclaims@zurichna.com
800-626-4577

Authenticity of this bond can be confirmed at bondvalidator.zurichna.com or 410-559-8790

WS20

**SECTION 00420
BIDDER'S QUALIFICATIONS**

1. GENERAL

The bidder shall provide qualifications information as described in this section, or their bid may be considered nonresponsive.

1.01 QUALIFICATION INFORMATION

- A. The Bidder shall furnish the following information, demonstrating ability and experience in performing work of similar type, complexity and value.
1. Contractor Experience: Due to the nature of the project, it is the intent of these specifications to obtain a first class product with emphasis on overall safety, quality and quality control, both during and after the construction process. Contractors shall have successfully completed at least three (3) similar projects within the last five (5) years.
 2. Quality Assurance Submittals: The Bidder will be required to furnish a statement of experience indicating the above experience, a list of machinery, plant and other equipment available for the proposed work. The statement of the experience shall list the three (3) projects, description of the projects, and the name and telephone number of the project owner's representative.
 3. Bid Requirements: A bid may not be considered responsive unless the Contractor's experience requirements have been submitted with the bid. Determination of a non-responsive Bid shall be at the sole discretion of the City.

1.02 BIDDERS GENERAL RECORD OF EXPERIENCE

- A. The Bidder has been engaged in the contracting business under the present business name for 52 years and has completed work on a similar nature in the proposal over a period of 52 years.
- B. The Bidder, as a contractor, has never failed to satisfactorily complete a contract awarded to him, except as follows (attach additional pages if required):

N/A

1.03 REFERENCE PROJECTS

- A. The Bidder shall complete this form with the required information, demonstrating compliance with the minimum experience requirements summarized herein and in Section 00100, Instructions to Bidders. Reference projects shall have been completed within the past seven (7) years. Provide general and contact information for additional due diligence by the City prior to award of the contract.

1. SCADA Upgrade City of Redmond Mike Haley (425) 556-2843
Project Name City & Project Representative with Phone Number

50+ Site SCADA Upgrade 2023
Project Description Year Completed

\$3,200,000.00 \$3,200,000.00
Original Bid Amount Final Contract Amount

Andrew Palmberg
Onsite Construction Superintendent

2. Process Control System Upgrade City of Tacoma, Max Drathman (253) 502-2276
Project Name City & Project Representative with Phone Number

Large Plant Upgrade 2018
Project Description Year Completed

\$11,400,000. \$12,400,000
Original Bid Amount Final Contract Amount

Lucas Koelle
Onsite Construction Superintendent

3. Water District SCADA System Foothill Water District, Ken Herman, (818) 790-4036
Project Name City & Project Representative with Phone Number

TSI was the GC/Integrator for this upgrade 2019
Project Description Year Completed

\$2,500,000.00 \$2,500,000.00
Original Bid Amount Final Contract Amount

Michael Yentsch
Onsite Construction Superintendent

1.04 ONSITE CONSTRUCTION SUPERINTENDENT

- A. The Bidder's proposed onsite construction superintendent that will be the Bidder's primary representative throughout construction is Tim Hecox who has completed 50 similar projects. A resume is attached.

Signed *Brad Peistrup*
(Same Signature as on Bid Form)

END OF SECTION 00420

SECTION 00440
FIRST-TIER SUBCONTRACTOR DISCLOSURE FORM

Bidder's are required to disclose information about first-tier subcontractors; specifically, when the contract amount of a first-tier subcontractor is equal to or greater than 5% of the total project bid or \$15,000, whichever is greater, or \$350,000 regardless of the percentage of the total project bid. **Failure to submit this First-Tier Subcontractor Form will result in the Bid being considered nonresponsive.** The following information about these first-tier subcontractors shall be disclosed on this form:

- 1) Subcontractor name and address,
- 2) Subcontractor's Construction Contractor Board (CCB) registration number,
- 3) Category of Work
- 4) Subcontract dollar value.

No subcontractor doing work in excess of 5% of the total amount of the bid and who is not listed shall be used without the written approval of the City. Additional numbered pages outlining this portion of the proposal may be attached to this page. Each page shall be headed "First-Tier Subcontractor Disclosure Form, cont." and shall be signed by the bidder.

1) Team Electric 9400 SE Clackamas Rd Clackamas, OR 97015
 NameBusiness Address

CCB# 173043 Electrical/Electrical Install \$~800,000.00
 CCB Registration Number Category of Work Subcontract Dollar Value

2) _____
 NameBusiness Address

 CCB Registration Number Category of Work Subcontract Dollar Value

3) _____
 NameBusiness Address

 CCB Registration Number Category of Work Subcontract Dollar Value

* List additional subcontractors on the next page.

Submitted By:

Technical Systems, Inc
 Firm Name

2303 196th St SW

Lynnwood, WA 98036 425-775-5696
 Firm Address/Phone No.

Brad Peistrup
 Signature of Contractor

May 11, 2023
 Date

FIRST-TIER SUBCONTRACTOR DISCLOSURE FORM

4) _____
 NameBusiness Address

CCB Registration Number	Category of Work	Subcontract Dollar Value
-------------------------	------------------	--------------------------

5) _____
 NameBusiness Address

CCB Registration Number	Category of Work	Subcontract Dollar Value
-------------------------	------------------	--------------------------

6) _____
 NameBusiness Address

CCB Registration Number	Category of Work	Subcontract Dollar Value
-------------------------	------------------	--------------------------

7) _____
 NameBusiness Address

CCB Registration Number	Category of Work	Subcontract Dollar Value
-------------------------	------------------	--------------------------

8) _____
 NameBusiness Address

CCB Registration Number	Category of Work	Subcontract Dollar Value
-------------------------	------------------	--------------------------

Submitted By:

Brad Peistrup
 Signature of Contractor

May 11, 2023
 Date

**Attach additional sheets as required.*

END OF SECTION 00440

SECTION 00445
CONTROL SYSTEM INTEGRATOR DISCLOSURE FORM

Bidder's are required to disclose the following information about the Control System Integrator:

- 1) Control System Integrators name and address,
- 2) Project Manager
- 3) Certifications – Attach documentation
 - a. CSIA Certifications
 - b. Wonderware Certification Documentation
 - c. UL 508A Panel Shop Certification Documentation
 - d. Schneider Electric – Alliance Integration Partner Documentation
- 4) Local Support withing 250 miles of the project site.

Control System Integrators Name: Technical Systems, Inc

Control System Integrator's Local Office Address: 2303 196th St SW

Lynnwood, WA 98036

Control System Integrator's Project Manager: Tim Hecox /Steve DeHaan, P.E. or Yuriy Kozodoy P.E.

Project Manager's Oregon PE Number: 88055PE

Proof of Required Certifications

Local Control Integrator Office Address (If Prime Integrator is more than 250 miles from the project site):

Submitted By:

Technical Systems, Inc
Firm Name

2303 196th St SW

Lynnwood, WA 98036 425-775-5696
Firm Address/Phone No.

Brad Peistrup
Signature of Contractor

May 11, 2023
Date

***Attach Certifications as required.**

END OF SECTION 00445

SECITON 00480
NONCOLLUSION AFFIDAVIT CERTIFICATE

State of Washington)

ss

County of Snohomish)

The undersigned, being duly sworn, deposes and says that the person, firm, association, copartnership, or corporation herein named has not either directly or indirectly entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in the preparation and submission of a proposal to the City for consideration in the award of a contract on the improvements described as follows:

City of Milwaukie, Oregon
SCADA System Upgrades

Technical Systems, Inc
Firm Name

Brad Peistrup
Authorized Member

Sworn to before me, this 11th day of May, 2023

Allison Zuercher
Notary Public

in and for the State of Washington

County of Snohomish

END OF SECTION 00480



COUNCIL RESOLUTION No.**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MILWAUKIE, OREGON, AUTHORIZING A PUBLIC IMPROVEMENT CONTRACT WITH TECHNICAL SERVICES INC. (TSI) TO PROVIDE CONSTRUCTION SERVICES FOR THE SCADA SYSTEM UPGRADE.**

WHEREAS the city's current Supervisory Control and Data Acquisition (SCADA) system is outdated and in need of replacement; and

WHEREAS public works staff solicited and received bids on May 11, 2023, for the SCADA system upgrade project; and

WHEREAS Technical Services Inc. was deemed to be responsive and qualified.

Now, Therefore, be it Resolved by the City Council of the City of Milwaukie, Oregon, that the city manager is authorized to approve a public improvement contract with Technical Services, Inc. in the amount of \$1,928,682.50 to provide construction services related to the SCADA system upgrade.

Introduced and adopted by the City Council on **June 6, 2023**.

This resolution is effective immediately.

Lisa M. Batey, Mayor

ATTEST:

APPROVED AS TO FORM:

Scott S. Stauffer, City Recorder

Justin D. Gericke, City Attorney

WS 1. 6/6/23
Presentation

SCADA Update

June 6, 2023



What is SCADA

- Supervisory control and data acquisition (SCADA) is a system of software and hardware elements that allows industrial organizations to:

Secondary communication is also IOT, but at a lower bandwidth. WAN2

The lower bandwidth will not support remote terminal operations at TP235, TP47, or W6-Z3

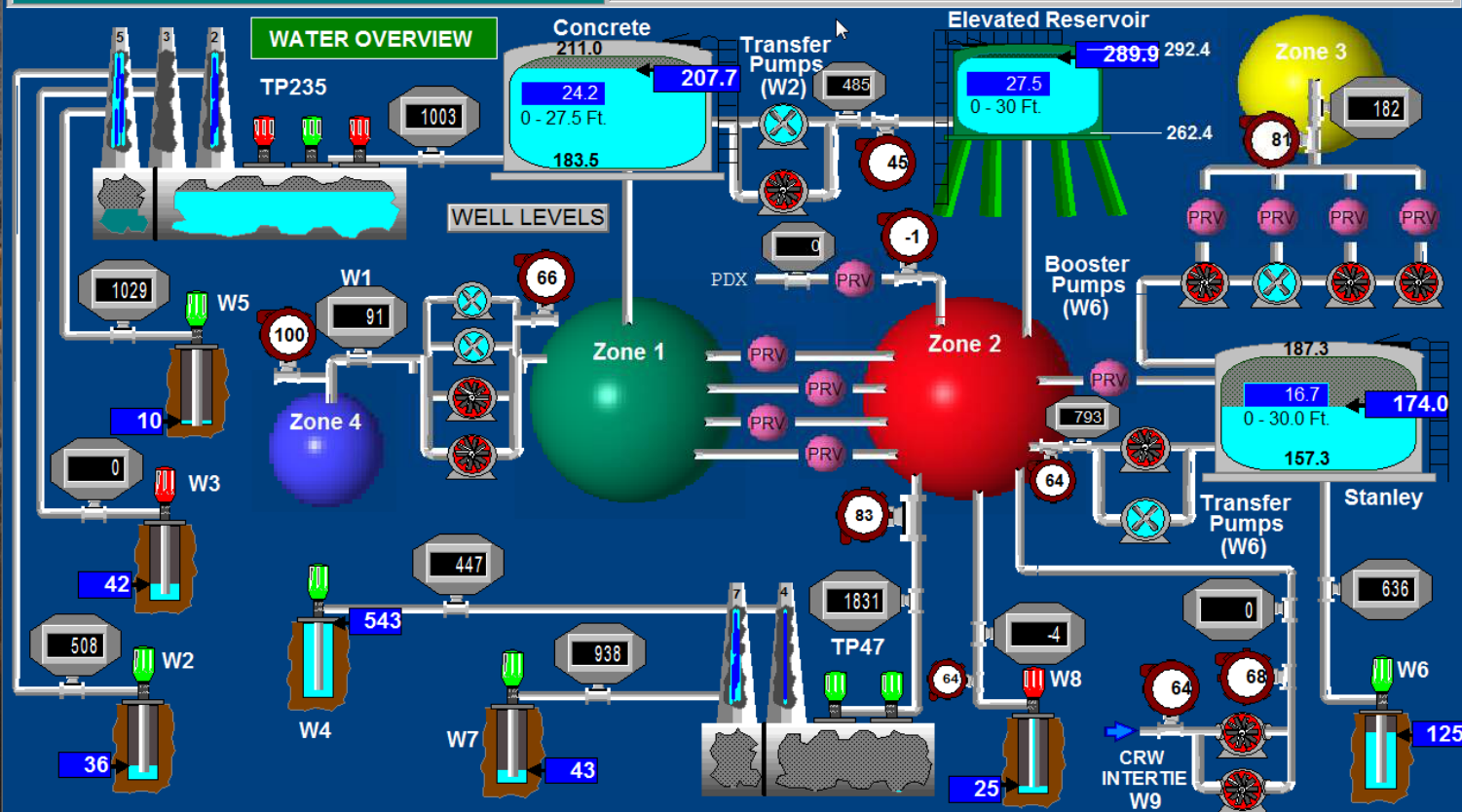
- Control industrial processes locally or at remote locations
- Monitor, gather, and process real-time data
- Directly interact with devices such as sensors, valves, pumps, motors, and more through human-machine interface (HMI) software
- Record events into a log file



TP235	W2	W5	W7	W10	S3
TP47	W3	W6	W8	S1	S5
W1	W4	W6TRND	W9	S2	S6

Items in Summary 4 Unack Alm: 0, Sup: 0 User: VISITOR

Login	Logout	Alarm-Water	Water	Water Setpoints	System
Waste	Alarm-Waste	Waste Setpoints	N/A	FUTURE	TRENDS



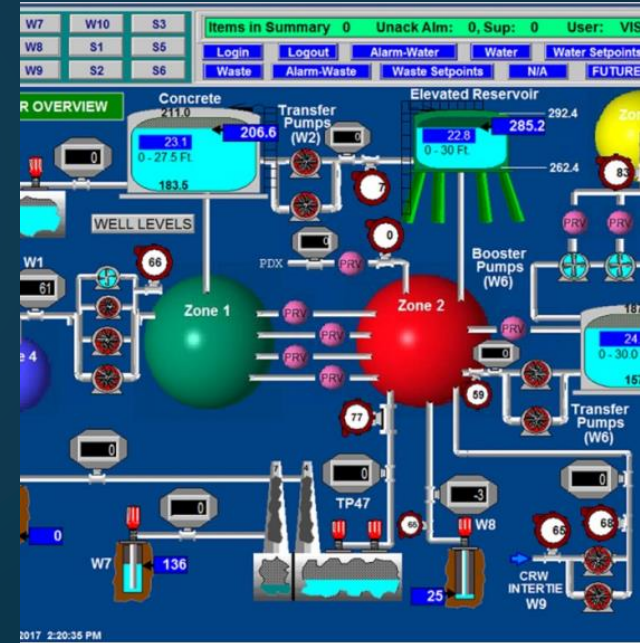
Print Screen

Tuesday, May 30, 2023 6:59:02 AM



SCADA – Water and Wastewater

- Completed SCADA Master Plan – July 2019
- Awarded Contract for Design Services and SCADA Application Development - 2020
 - \$470K
 - Initially Planned two phases
 - Communication
 - Automation and Control
- Bid Communications Infrastructure
 - May 2022
 - No Bid
- Consolidated Phases – Bids Due May11
 - bid from TSI for \$1.928M
 - Award June 6th, 2023
- 15 -18 months of work after award



Full System Features Supported

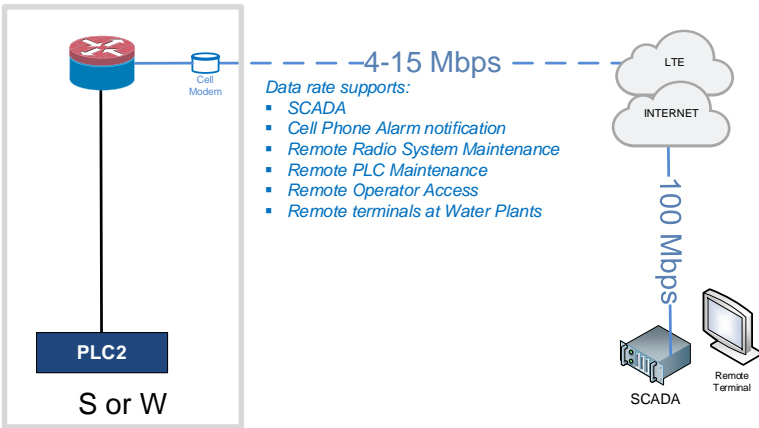
(Same communications as Public Safety Mobile)

- Communications design brings Milwaukie up to current standards for Municipal Water System Management
 - *Same level as public safety*
 - *Multiple layers of redundancy*
 - *IOT – Internet of Things*
- Remote management and access allows operations to perform their duties from:
 - *Work desk in office*
 - *Mobile from utility vehicles*
 - *Home*
- Remote management = centralized management
 - *Can manage any system from any location*
 - *Eliminates windshield time for on or off hours response*

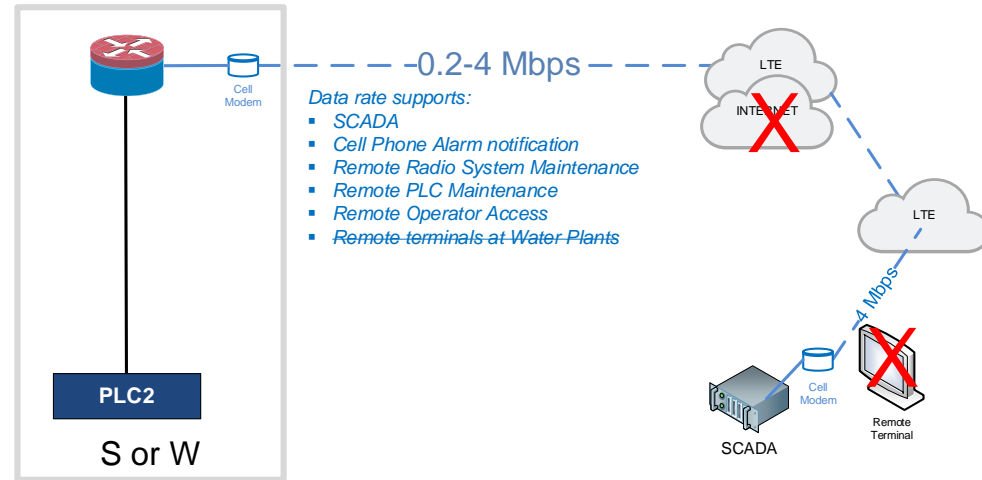
Full System Features Supported - IOT

(Same communications as Public Safety Mobile)

Primary Communication: 4–15 Mbps

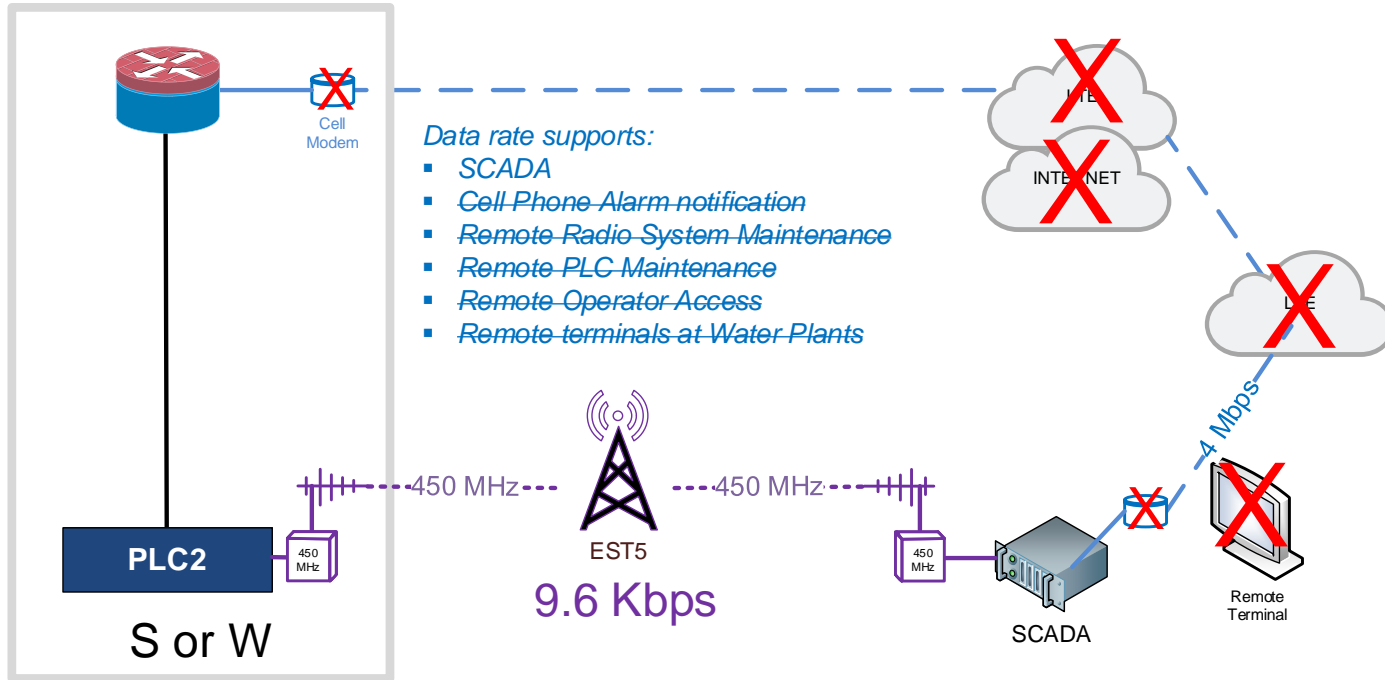


Communication if Internet Fails: 200 Kbps-4 Mbps



Add Alternative Bid

Communication if Internet and LTE Fails: 0.009.6 Mbps



Questions



Contact Us

Peter Passarelli

Public Works Director

passarellip@milwaukieoregon.gov



COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: May 18, 2023

Reviewed: Joseph Briglio, Community Development Director, and
Michael Osborne, Assistant Finance Director

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

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

ACTION REQUESTED

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

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

[July 19, 2016](#): Council took public testimony and 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.

[June 4, 2020](#): Staff presented the annual SAFE report to Council.

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

[May 17, 2022](#): Staff presented the annual SAFE report to Council.

ANALYSIS

The engineering department manages SAFE projects. SAFE projects can be designed in-house by staff, or the city can contract with a consultant to lead the design. As projects are designed (both in-house or through a consultant), engineering staff coordinates with other city departments as necessary to review design plans. A typical projects can take approximately 12 to 18 months to produce a bid-ready set of design plans and the associated contract documents, and then about a year to construct.

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

SAFE Project Summary for Fiscal Year (FY) 2022

The city completed the following four SAFE projects over the past year:

- Linwood Avenue - installed 8,950 feet of multiuse path/sidewalk and 27 Americans with Disabilities Act (ADA) ramps.
- Lake Road - installed 26 ADA ramps.
- Home and Wood Avenue - installed 3,480 feet of sidewalks and 32 ADA ramps.
- 43rd Avenue/42nd Avenue - installed 3,500 feet of sidewalk, 1,200 feet of path, and 40 ADA ramps.

BUDGET IMPACTS

Revenue Summary

The SAFE program resides in the city's transportation fund where revenues are collected exclusively for expenditures described in the SAFE program. Total revenues for FY 2022 were **\$1,406,880.89**. To keep this report consistent with previous SAFE reports, revenues are focused on FY 2022 even though we are nearly through FY 2023. Revenues earned in FY 2023 will be reported to Council in 2024.

SAFE Program Fee: For FY 2022, the SAFE program generated **\$1,175,402.95** in fees.

Intergovernmental Franchise fees: For FY 2022, fees earned were **\$174,196.94**.

Interest Income: For FY 2022, interest earned was **\$57,281.00**.

Overall Condition of the Network

The status of the city's 2018 adopted 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 Transportation System Plan (TSP) update that is currently scheduled to begin in FY 2024. In the interim, engineering will report on our progress through annual reports to Council. Engineering also plans to do an update to the 2018 ADA transition plan this next year.

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 Capital Improvement Plan (CIP) for FY 2023-2028 has combined projects spread over upcoming fiscal years and distributed around the city. Project are listed by construction year:

2023

- Ardenwald North Improvements – includes Van Water Street and Roswell Street
- Washington Street Area Improvements – includes Washington Street, 27th Avenue, 35th Avenue, and Edison Street

2024

- King Road Improvements
- Harvey Street 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
- Lewelling Improvements - 43rd Avenue, 49th Avenue, 51st Avenue, Rockwood Street, and Willow Street
- North Milwaukie Improvements – Ochoco Street

2028

- King Road (40th Ave to 43rd Ave)
- North Milwaukie Main – Main Street and Mailwell Drive

BUDGET IMPACTS

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

WORKLOAD IMPACT

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

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. Status summary from original SAFE Program plan

SAFE Progress as of May 2023

			SAFE		SSMP
Project Name	From	To	Status	Safe Routes to School	
Year 1 - 2019					
McBrod	17th Ave	Ochoco St	Completed		SSMP
Ardenwald Elementary School Routes - 36th, 39th, Wake, Ardenwald Path	Roswell St	Olsen St	Completed	SRTS	SSMP
Sellwood St - Madison St	35th Ave	Milwaukie Elementary School	Completed	SRTS	
Year 2 - 2020					
Washington St/35th Ave	McLoughlin Blvd	Edison St	Construction to start in 2023	SRTS	SSMP
Wood Ave	Monroe St	Park St	Completed		SSMP
	Park St	Railroad Ave	Not completed due to unfunded water work		
Edison St	HWY 224	35th Ave	Construction to start in 2023	SRTS	SSMP
King Rd	40th Ave	43rd Ave	FY27-28		SSMP
	43rd Ave	Linwood Ave	In Design		SSMP
42nd Ave	Johnson Creek Blvd	Harvey St	Completed	SRTS	
	Howe St	Harvey St	Included with Harvey Street Project		
Year 3 - 2021					
Harvey St	32nd Ave	42nd Ave	In Design		SSMP
43rd Ave/Howe/Covell	King Rd	Howe St	Completed	SRTS	SSMP
22nd Ave	McLoughlin Blvd	Sparrow St	Completed		SSMP
Linwood Ave	Monroe St	Harmony Rd	Completed	SRTS	
River Rd	McLoughlin Blvd	City Limits	Completed	SRTS	SSMP
Monroe St	25th Ave	28th Ave	With Monroe Greenway		SSMP
Home Ave	King Rd	Railroad Ave	Completed	SRTS	SSMP
Year 4 - 2022					
Oak St	Washington St	Monroe St		SRTS	SSMP
Main St - Ochoco St	Harrison St	Expressway	FY27-28 with N Milwaukie Downtown		SSMP
	Expressway	Milport Rd	FY27-28 with N Milwaukie Industrial Ph1		SSMP
	Milport Rd	Ochoco St	FY27-28 with N Milwaukie Industrial Ph2		SSMP
Mailwell Dr	Main St	UPRR	FY27-28 with N Milwaukie Industrial Ph2		SSMP
Sparrow St	River Road	Trolley Trail/26th Ave	FY25-26		SSMP
Harmony Rd	Linwood Ave	City Limits			
Balfour St	32nd Ave	Balfour Park	FY 25-26 with Ardenwald South		SSMP
32nd Ave & Railroad Ave	Van Water St	Oak St	FY 25-26 with Ardenwald South		
Year 5-2023					
Park St - Lloyd St (Park St, Beckman Ave, Beckman Terrace, 56th Ave, Lloyd St)	Home Ave	Stanley Ave	FY25-26	SRTS	SSMP
26th Ave	Lake Rd	Lake Village Apartments	FY23-24 Wastewater work in FY26		SSMP
Oatfield Rd	Lake Rd	City Limits	FY25-26		SSMP
27th Ave	Lake Rd	Washington St	Construction to start in 2023	SRTS	SSMP
28th Ave - Van Water St	Springwater Corridor	32nd Ave	Construction to start in 2023	SRTS	SSMP
Logus Rd	43rd Ave	49th Ave	FY23-25	SRTS	SSMP
Mason Ln	42nd Ave	Regents Dr	FY26-27 with Lewelling North	SRTS	SSMP
Year 6-2024					
International Way	37th Ave	Lake Rd	In FY24-25		SSMP
Harmony Rd	International Way	Linwood Ave	Completed with PIPs	SRTS	
Lava Dr - Waverly Ct (Waverly South)	17th Ave	Highlands Apartments Entrance	In Design		SSMP

SAFE Progress as of May 2023

			SAFE		SSMP
Project Name	From	To	Status	Safe Routes to School	
Year 7-2025					
Rusk Rd - Kellogg Creek Dr	Lake Rd	North Clackamas Park	ROW outside city limits (Clackamas County jurisdiction)		
49th Ave	King Rd	Logus Rd	FY26-27 with Lewelling Improvements	SRTS	SSMP
Olsen St	42nd Ave	32nd Ave		SRTS	SSMP
51st Ave	Logus Rd	Winworth Ct	FY26-27 with Lewelling Improvements	SRTS	SSMP
Roswell St	32nd Ave	Rockvorst St	Construction to start in 2023	SRTS	SSMP
Rockwood St - Willow St	43rd Ave	Stanley Ave	FY26-27 with Lewelling Improvements	SRTS	SSMP
Johnson Creek Blvd	Public Works Property	City Limits (East)	In design		
Year 8-2026					
Where Else Ln	Lake Rd	Bowman and Brae Park			SSMP
Aspen - Furnberg St	Linwood Ave	Furnberg Park			SSMP
Brookside Dr - Winsor Dr	Johnson Creek Blvd	Willow St	FY26-27 with Lewelling North	SRTS	SSMP
Mallard Way	International Way	Mallard Bridge	FY 24-25 with International Way		
37th Ave	Harrison St	International Way			SSMP
47th Ave	Franklin St	Railroad Ave	Campbell Elementary closed since SAFE program started		
35th Ave	Lake Rd	Edison St			SSMP
Year 9-2027					
Ochoco St	McLoughlin Blvd	17th Ave	North side of street outside city limits	SRTS	
Frontage Rd	Springwater Corridor	End of OLCC Building (9201 SE McLoughlin Blvd)			
Bowman St - Brae St	Bowman and Brae Park	North Clackamas Park	Portions outside city limits.		SSMP
Harrison	McLoughlin Blvd	42nd Ave			
28th Ave	Washington St	Harrison St		SRTS	SSMP
23rd & Willard	Lake Rd	27th Ave	Completed		
51st Ave - Casa Del Rey St	Lake Rd	North Clackamas Park	Outside city limits		
Olsen St	32nd Ave	End of West Olsen St		SRTS	SSMP
Divided over 9 years					
Remove Barriers Program	City Wide	City Wide	ongoing		
Accessible Pedestrian Signal Upgrades	Location Specific	Location Specific	ongoing		

COUNCIL STAFF REPORT

To: Mayor and City Council
Ann Ober, City Manager

Date Written: May 23, 2023

Reviewed: Joseph Briglio, Community Development Director,
Ronelle Sears, Public Works Supervisor, and
Michael Osborne, 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

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

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

January 2, 2007: The SSMP was adopted by Ordinance 1966, effective July 1, 2007. The ordinance, in concert with other related ordinances, established funding sources that included a street maintenance fee, an electric utility privilege tax, and a local gas tax. All funds were dedicated to street maintenance and rehabilitation with the goal of bringing all arterials and collectors in the city to a good or better condition within ten years.

[June 4, 2020](#): Staff presented the annual SSMP report to Council

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

[May 17, 2022](#): Staff presented the annual SSMP report to Council

ANALYSIS

The engineering department manages SSMP projects. Projects can either be designed in-house by engineering staff, or the city can contract 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 to review plans and provide comments. A typical project can take approximately 12 to 18 months to produce a bid-ready set of design plans and the associated contract documents, and then about a year to construct.

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

SSMP Project Summary for Fiscal Year (FY) 2022

Street Paving and Reconstruction: \$3,583,206 cost (\$2,432,956 SSMP, \$1,195,250 transportation).

- Linwood Avenue from Railroad Avenue to Monroe Street overlay completed January 2022.
- 43rd Avenue from King Road to Covell Street overlay completed November 2022.
- Howe Street from 42nd Avenue to 43rd Avenue overlay completed November 2022.
- Home Avenue from King Road to Railroad Avenue reconstruction completed December 2022.
- Wood Avenue from Railroad Avenue to Park Street reconstruction completed December 2022.

Crack Seal: Completed 2.16 miles (\$6,783.86 SSMP, \$28,742.50 transportation).

Slurry Seal: none in 2022.

Revenue Summary

The SSMP resides in the city's transportation fund where revenues are collected exclusively for expenditures described in the SSMP program. The revenue sources for the transportation fund are described below. Total revenues for FY 2022 were **\$1,505,254.23**. To keep this report consistent with previous reports, revenues are focused on FY 2022 even though we are nearly through FY 2023. Revenues earned in FY 2023 will be reported to Council in 2024.

Street Maintenance Fee: Revenue from the street maintenance fee for FY 2022 was **\$981,074.60**.

State Gas Tax: For Revenue from the state gas tax for FY 2022 was **\$1,420,333.03**.

Local Gas Tax: Revenue from the two-cent per gallon local gas tax for FY 2022 was **\$101,958.30**.

Electric Utility Privilege Tax: Revenue from the utility privilege tax for FY 2022 was **\$352,892.33**.

Interest Income: For FY 2022, interest earned on these accounts was **\$69,329.00**.

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 is the same as the previous year.

A comprehensive evaluation of the PCI for the city's entire street network was completed by a consultant in 2019. Street condition is updated as conditions are improved, and the engineering department's goal is to bring PCI network evaluation in-house through training of existing staff. This will both save the city money in the long term and provide valuable experience for staff. This process will take time, however, and likely will not be accomplished for another one to two years.

2022 PCI values:

- **Arterial streets: 68** (previously 69 in 2021 61 in 2020, and 63 in 2019).
Arterials account for 10% of the street network by length and 12% by area.
- **Collector and minor collector streets: 56** (previously 56 in 2021, 59 in 2020, and 62 in 2019). Collector and minor collector streets account for 29.6% of the city's network by length and 30.25% by area.
- **Neighborhood/Local streets: 52** (previously 53 in 2021, 55 in 2020, and 57 in 2019).
Local streets account for 60.4% of the city's network by length and 57.75% by area.

Deferred Maintenance Goal: The goal is to eliminate the backlog of deferred maintenance of streets, however, many of the city's local streets 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 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 adequately funding the program and repair trouble spots throughout the city using street patching and pothole filling, with the expectation that these needs will diminish as the program continues. Stopgap repairs are funded through current street fund revenues.

Upcoming Projects

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

2023

- Ardenwald North Improvements – includes Van Water Street, Roswell Street, 28th Avenue, 28th Place, Sherrett Street, 30th Avenue cul-de-sac, 31st Avenue cul-de-sac
- Washington Street Area Improvements – includes Washington Street, 27th Avenue, and Edison Street
- Transportation Capital Maintenance

2024

- Harvey Street Improvements – includes Harvey Street, 33rd Avenue and 36th Avenue
- King Road Improvements
- Waverly South Improvements – includes Lava Drive and Waverly Court
- Monroe Street Neighborhood Greenway
- Oak Street
- 26th Avenue
- Transportation Capital Maintenance

2025

- Logus Road / 40th Avenue Improvements – includes Logus Road, 40th Avenue, 42nd Avenue
- International Way Improvements
- Transportation Capital Maintenance

2026

- Park Street / Lloyd Street Improvements – includes Park Street, Beckman Terrace, 56th Avenue, Lloyd Street, and Stanley Avenue
- Oatfield Road and Shell Lane
- Sparrow Street Improvements
- Ardenwald South Improvements – includes 32nd Avenue and Balfour Street
- Transportation Capital Maintenance

2027

- Lewelling North Improvements – includes Mason Lane, Brookside Drive, and Winsor Drive
- Lewelling Improvements - 49th Avenue and 51st Avenue
- North Milwaukie Improvements – includes Main Street, Ochoco Street
- Transportation Capital Maintenance

2028

- King Road – 40th Avenue to 42nd Avenue
- North Milwaukie Main – Main Street (Milport Road to Ochoco Street) and Mailwell Drive
- Transportation Capital Maintenance

BUDGET IMPACTS

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 the available SSMP resources. The city hopes to use one-time resources to help fill the gaps but also wants to engage with council on a possible modification to SSMP program goals to better focus the city's efforts and priorities.

WORKLOAD IMPACT

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

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.

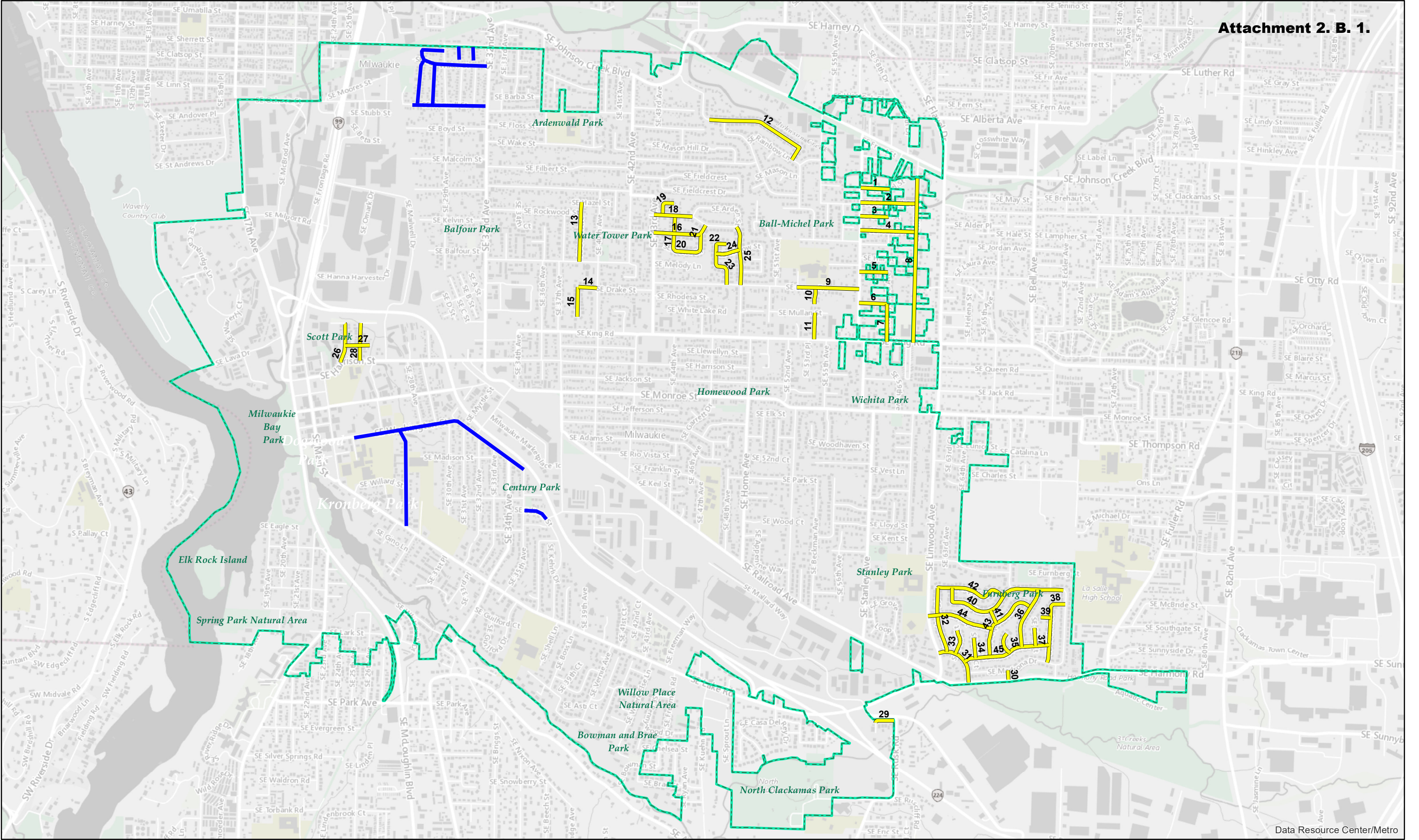
While some trees must be removed to provide the required area to construct a project, the goal is to always install more trees than are removed. When feasible, stormwater projects will now start to include the more natural, low-impact development facilities. These are smaller facilities spread more throughout 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

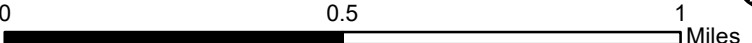
1. Map of 2023 SSMP projects



2023 SSMP
CONSTRUCTION
PROJECTS

- PAVING
- SLURRY SEAL
- MILWAUKIE CITY LIMITS

WS40



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	68	56	52
City Network	10%	30%	60%
Status from last year	Decreased	Same	Decreased

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	6.18	22%
Path, miles	1.0	2.34	234%
Paved, miles	19.5	6.96	35%
Bike lanes, miles	4.0	1.4	35%
Accessible Ramps	899	316	35%

Integrated Program Goal Progress

Up Coming Projects in Design

Waverly South
& 26th Ave
Improvements

Monroe Street
Greenway

Harvey SAFE

King Road
SAFE

Grind & Inlay

Central Monroe Greenway: transitions from intersection;
\$1.55 M thru IGA with ODOT, plus City UR and city
transportation funds - 2025/26

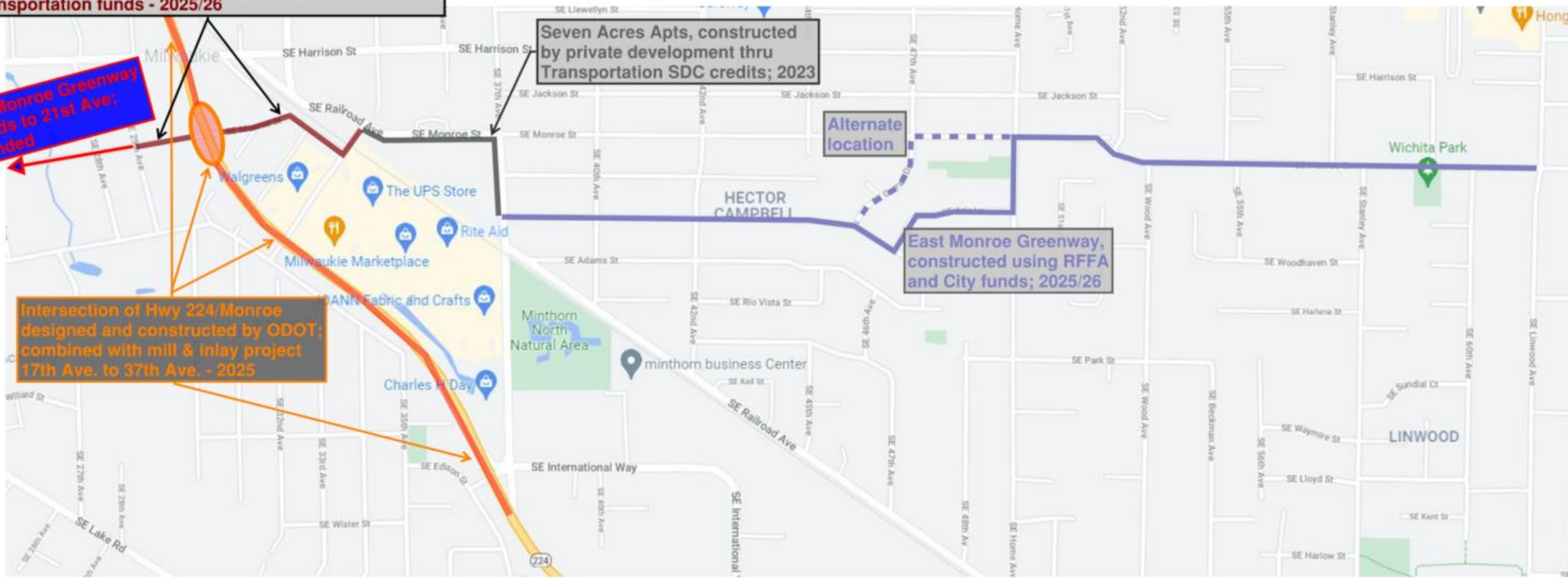
Seven Acres Apts, constructed
by private development thru
Transportation SDC credits; 2023

West Monroe Greenway
extends to 21st Ave;
unfunded

Intersection of Hwy 224/Monroe
designed and constructed by ODOT;
combined with mill & inlay project
17th Ave. to 37th Ave. - 2025

Alternate
location

East Monroe Greenway,
constructed using RFFA
and City funds; 2025/26



Monroe Greenway

East Monroe Greenway – Reviewing Proposals

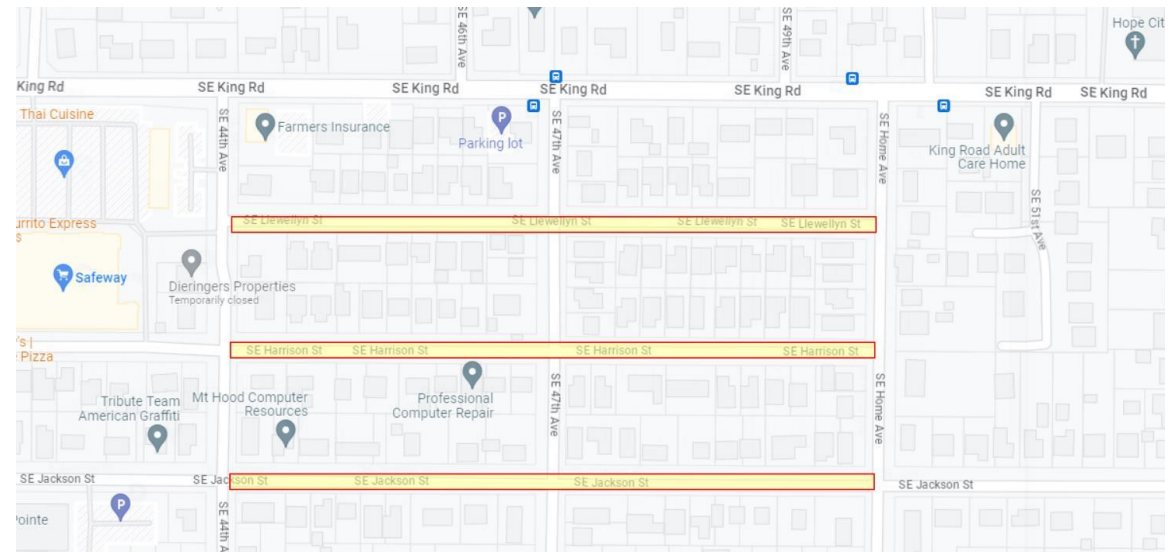
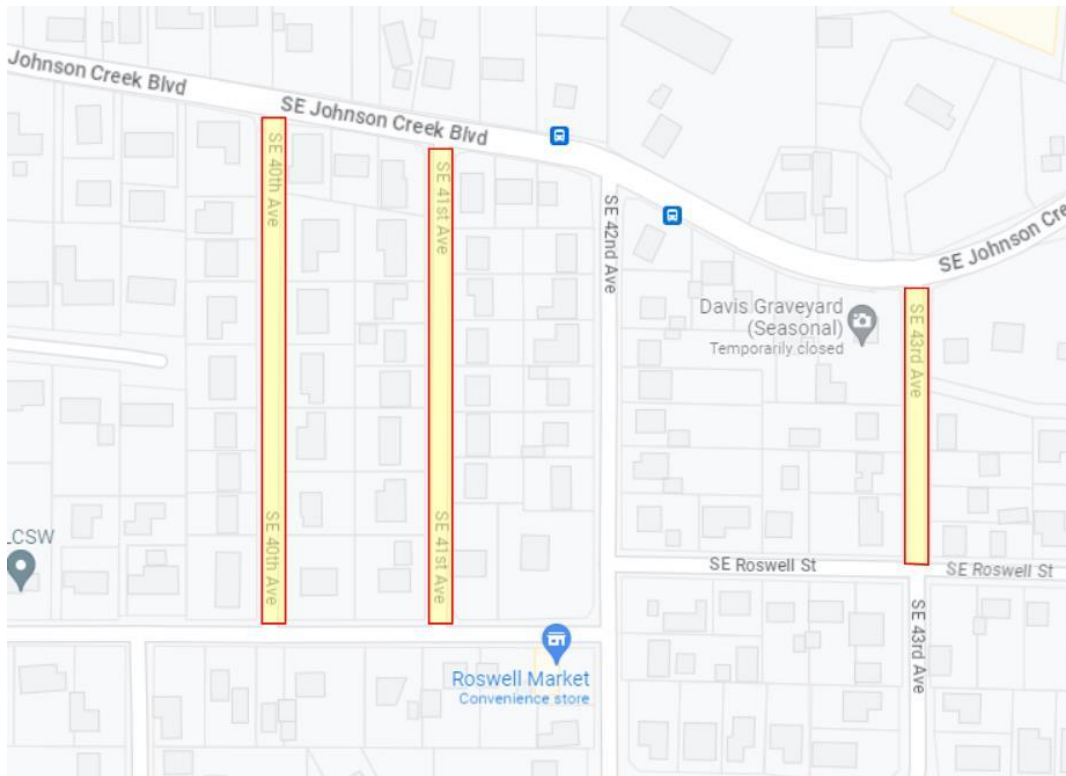
Central Monroe Greenway – Working on IGA

2023 SSMP Project

Jackson St, Harrison St, Llewellyn St, 40th Ave, 41st Ave, 43rd Ave

Roadway – 1.05 miles

Slurry Seal – 6.2 miles





Washington Street Area Improvements

ADA Ramps – 45

Sidewalk – 1.2 miles

Roadway – 1.0 miles



Ardenwald North Improvements

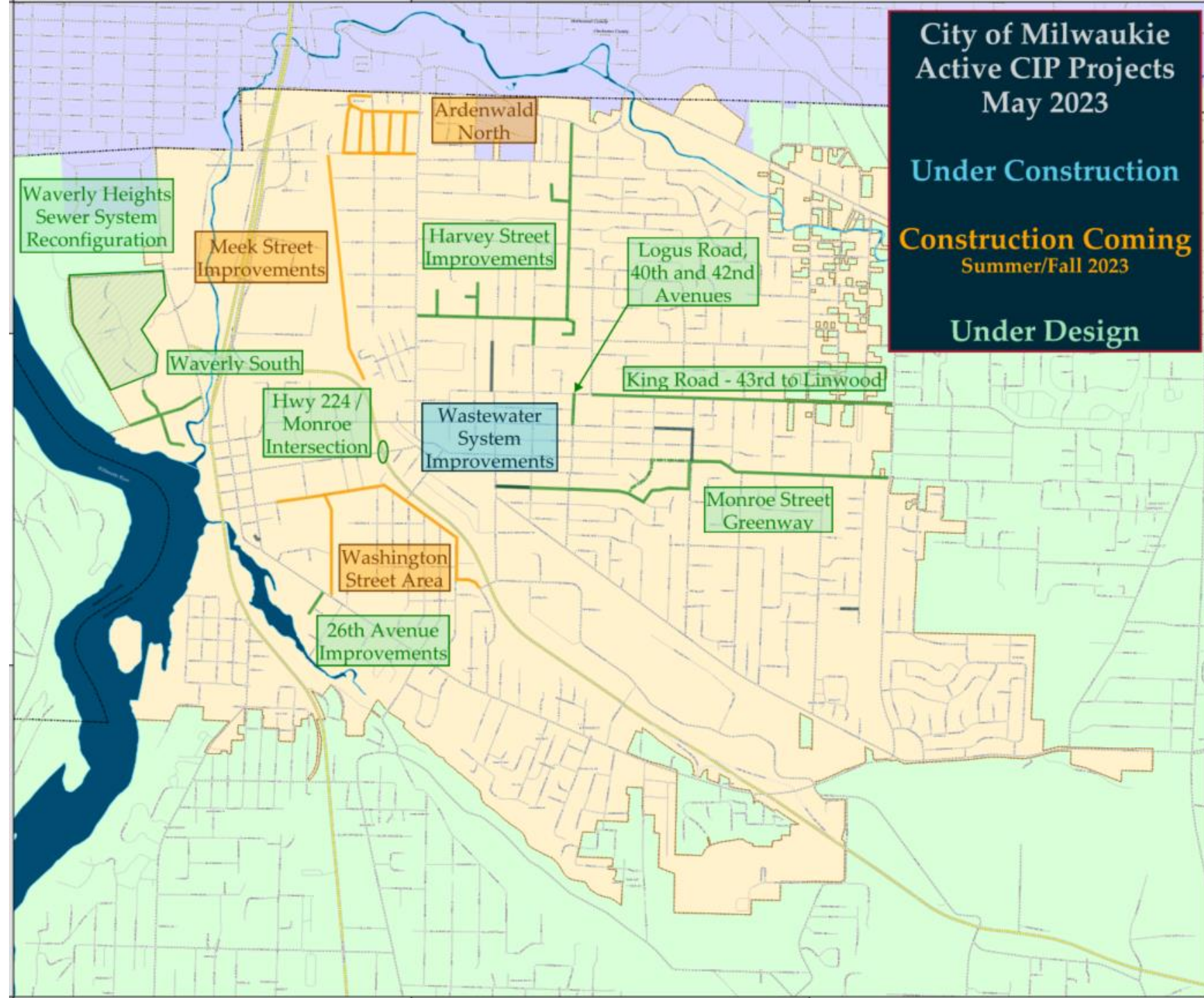
ADA Ramps – 12
Roadway – 0.91 miles
Shared Road Concept



ARDENWALD NORTH IMPROVEMENTS PROJECT



Up coming City-Wide Engineering Projects



Project Name	Start Location	End Location
Fiscally Constrained 2024-2030		
Railroad Ave Capacity Improvements	37th Ave	Harmony Rd
Lake Road Sidewalks	Where Else Ln	Railroad Ave
37th Ave Sidewalks	Lake Rd	Harrison St
Group 1--Monroe St Neighborhood Greenway	McLoughlin Blvd	Linwood Ave
Ochoco St Sidewalks	19th Ave	McLoughlin Blvd
Group 6--Sidewalk & Pedestrian Safety Projects (part 1)	Various locations	Various locations
Group 8--Street Connectivity & Intersection Improvement Projects	Various locations	Various locations
Group 7--Bicycle Infrastructure Improvements	Various locations	Various locations
Intersection Curb Ramp Improvements (Milwaukie)	Citywide	Citywide
Group 6 - Sidewalk & Pedestrian Safety Projects (Part 2)	Various Locations	Various Locations
Fiscally Constrained 2031-2045		
Group 5--Stanley Avenue Neighborhood Greenway Improvements	Springwater Trail	Railroad Ave
Harrison St Capacity Improvements	32nd Ave	42nd Ave
Group 10--19th Avenue Neighborhood Greenway Improvements	Milwaukie Riverfront	River Rd at Sparrow St
Strategic 2024-2045		
Group 9--Downtown Pedestrian Improvements	Downtown	Downtown
Group 3--Improved Bike/Ped Connections to Springwater Trail near	Various Locations	Various Locations
Downtown Milwaukie Transit Center Improvements	Location-specific	Location-specific
Federal and State Share Fiscally Contrained 2024-2030		
Bicycle and Pedestrian Overpass over Railroad Ave	Railroad Ave	International Way
Local Street Improvements in Tacoma Station Area	Location-specific	Location-specific
Kellogg Creek Dam Removal and OR 99E Underpass	Location- Specific	Location- Specific
Federal and State Share Fiscally Contrained 2031-2045		
Linwood/Harmony Rd./ Lake Rd. Intersection	Railroad Ave / Linwood	Railroad Ave / Linwood
Group 4--Pedestrian Improvements at Hwy 224	Harrison St	Freeman Way
Intersection Improvements at McLoughlin Blvd and River Rd	Location-specific	Location-specific
Federal and State Share Strategic 2024-2045		
Public Parking Structure	Location-specific	Location-specific
McLoughlin Blvd Sidewalks	Harrison St	UPRR
Group 11--Intersection Improvements in North Industrial Area	Ochoco St	Harrison St

Milwaukie's RTP 2023 List

An aerial photograph of a street intersection. A car is driving on the road, which has a crosswalk with green and white stripes. A white truck is parked on the side of the road. The scene includes a grassy area, a sidewalk, and some buildings in the background.

Questions