



Study Session

SS

Milwaukie City Council

COUNCIL STUDY SESSION

City Hall Community Room, 10501 SE Main Street
& Zoom Video Conference (www.milwaukieoregon.gov)

AGENDA

JUNE 10, 2025

Council will hold this meeting in-person and by video conference. The public may come to City Hall or join the Zoom webinar. This meeting will not be aired live, it will be recorded and broadcast later.

For Zoom login visit <https://www.milwaukieoregon.gov/citycouncil/city-council-study-session-4>.

Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov.

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

1. Affordable Housing Developer Round Table – Discussion (5:15 p.m.)

Presenter: Adam Khosroabadi, City Councilor, and
Joseph Briglio, Assistant City Manager

2. Council Reports – Discussion (6:45 p.m.)

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3. Adjourn (7:00 p.m.)

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

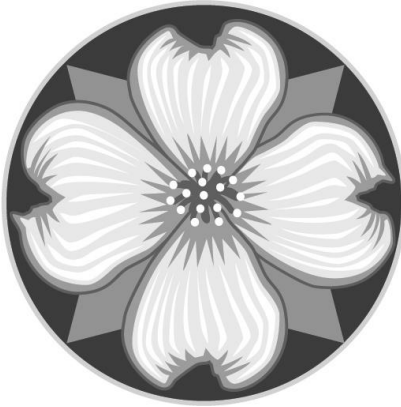
The city is committed to providing equal access to public meetings. To request listening and mobility assistance services contact the Office of the City Recorder at least 48 hours before the meeting by email at ocr@milwaukieoregon.gov or phone at 503-786-7502. To request Spanish language translation 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.



SS Agenda Item

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Council Reports

Version 5-28-25				
REVENUES				
	Existing Policy / Status Quo	JCT <u>Framework</u> April 2025	Transit/Safety/Climate Signatory Letters	<u>SMART Framework</u>
Gas Tax	40¢/gallon <i>Not indexed to Inflation WA is 49.4¢ (+6¢ July 1, 2025, 2% thereafter ~1-2¢ annually)</i>	20¢ step increase to 60¢ (8¢/4¢/biennium) <i>Index to Inflation</i>		40¢ step increase to 80¢ (10¢/biennium) <i>Index to Inflation</i>
New Revenue from Sale of New Vehicles		1% System User Fee dedicated to Highway Trust Fund		2% Sales Tax <i>- funds not limited to HTF</i>
New Revenue from Sale of Used Vehicles		1% System User Fee dedicated to Highway Trust Fund		1% Sales Tax <i>on used vehicles of more than \$10k - funds not limited to HTF</i>
Weight/Mile		16.9% increase		16.9% increase
Vehicle Privilege Fee	0.5%	+0.3% <i>Flat increase</i>		+0.3% <i>Flat increase</i>
Vehicle Registration	\$126-316 <i>Depends on the car</i>	+\$66 <i>Flat increase</i>		(+\$63-\$158) <i>50% increase</i>
Title	\$101-\$192 <i>Depends on the car</i>	+\$90 <i>Flat increase</i>		+\$90 <i>Flat increase</i>
State Transportation Improvement Fund for public transit	0.1% STIF for Transit - major service cuts and end of smaller agencies	Raise STIF to 0.18% - <i>(significant cuts to transit service)</i>	No Cuts to Transit: gradual increase to 0.5% STIF by 2032 <i>Endorsed by 15 legislators</i>	No Cuts to Transit: gradual increase to 0.5% STIF by 2032
Climate and Cost Accountability	Not included	<i>Not included</i>	Included <i>Endorsed by 14 legislators</i>	Included (minimal fiscal)

INVESTMENTS (per biennium)				
	Existing Policy / Status Quo	JCT Framework April 2025	Transit/Safety/Climate Signatory Letters	SMART Framework
Great Streets Program <i>safety and traffic improvements to legacy ODOT highways</i>	\$0	+\$20M <i>estimated, referenced in TRIP, well short of documented need</i>	\$200M <i>Endorsed by 20 legislators</i>	\$300M
Jurisdictional Transfer <i>facilitates cities ownership, redesign of legacy highways</i>	\$0	\$0	\$50M <i>Endorsed by 20 legislators</i>	\$60M
Safe Routes to School	\$30M <i>Established in HB 2017 - program is 5x oversubscribed</i>	+\$30M <i>estimated, referenced in TRIP, well short of documented need</i>	\$150M <i>Endorsed by 20 legislators</i>	\$150M
Oregon Rail		\$17M		\$30M
e-bike Subsidy		\$0		\$6M
Community Paths Program (Offroad bike/ped)		\$1M		\$40M
Wildlife Crossings		\$12.5M		\$15M
Electric School Bus		\$0		\$23M
MHD Truck Rebate		\$0		\$60M
Community Charging Rebate		\$0		\$30M
Zero Emission Fueling Grant		\$0		\$20M
EV Rebate		\$0		\$12M

KHANH PHAM
STATE SENATOR
DISTRICT 23



MARK GAMBA
STATE REPRESENTATIVE
DISTRICT 41

FOR IMMEDIATE RELEASE

June 4, 2025

Press Contact:

Amy Dudley, amy.dudley@oregonlegislature.gov, 503-928-4618

Oregon Legislators Unveil SMART Framework for Safety, Transit, Accountability in Transportation Package

SALEM, Ore. - Legislators from both chambers gathered on the Capitol Steps today, Wednesday, June 4th, to introduce the SMART Framework—a vision for a transportation system that meets the needs of all Oregonians. The SMART (Safe, Modern, Affordable & Accountable, Reliable Transportation) Framework builds on the April TRIP framework that incorporates critical feedback from legislators and stakeholders.

Transportation revenues have not kept up with inflation, resulting in crumbling roads and unsafe intersections. The SMART Framework represents a generational opportunity to make Oregon's transportation system safer, more equitable, and more sustainable. By investing in these priorities, we can prevent cuts to transit service, reduce deadly crashes, and build a system that works for everyone.

Senator Khanh Pham (D - Portland)

"We need guardrails to ensure this investment provides clear, direct results for Oregonians that tangibly make our commutes easier, our air cleaner, and our streets safe. The SMART Framework is accountable to the Oregonians who have spoken up by preventing cuts to transit service, fully funding our Safe Routes program to get kids to school safely, and by providing the resources necessary for cities and counties across the state to fix their local streets."

Representative Mark Gamba (D - Milwaukie) "It's important for Oregonians to understand that we have underfunded our transportation system for decades now, and that continuing to do that will result in bridge closures and highway deaths. By comparison we currently fund our transportation system at a level far lower than the surrounding states. Kicking the can further down the road will make it even that much more painful to recover. We have an opportunity to do the responsible thing and make our streets safer in the process."

Representative Sarah Finger McDonald (D - Corvallis) "Infrastructure doesn't wait; it just crumbles and fails. We can't fail. This is what my constituents consistently say they want: a

well-maintained system that is safe for everyone, no matter what mode of transportation they use, a transportation system that helps us address climate impacts. We can't leave this building until we deliver."

RJ Navarro, Veteran and CHERRIOTS Board Member said, "For so many, veterans, low-income families, seniors and people with disabilities, public transportation is more than a convenience. It's a lifeline. When Oregon is ranking last in our country for mental health services, we must do more to remove barriers to care, to jobs, to connection, and recovery. So today, I'm calling on the legislature to protect and expand access to public transportation. Because for me and for many others, it hasn't just been life changing. It's lifesaving."

Andrea Meyer with the Oregon AARP said, "Older Oregonians overwhelmingly want to age in place and get to places independently...Isolation has real health risks and can affect life expectancy. This can be more exacerbated in rural and frontier communities, where distances are vast and transportation options and frequency are limited. As we move forward, we must create transportation systems that work for all Oregonians."

Karina Guzmán Ortiz, Parent and Salem-Keizer School Board Member said, "As a policymaker focused on educational outcomes, how can we promise students a good education if we can't even guarantee that students have a safe and reliable way to get to class? These are critical investments in our community that must be included in the transportation package this session."

Bill Bradley with Amalgamated Transit Union Local 757 said, "Transit is a lifeline for the 1 in 3 Oregonians who can't or don't drive, in communities big and small across the state. Protecting public transportation and preventing cuts to service not only provides greater transportation, it provides critical family-wage jobs across the state of Oregon. ATU is proud to support legislators and community leaders who demand we fully fund transit and avoid cuts to service in this session's transportation package."

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For more information on the Framework as well as photos from today's event, see the 2025 [SMART Framework Media Packet](#). Video Recording of the Press Conference and Press Conference Photos will be available [here via Google Drive](#).

The SMART Framework

For Oregon's 2025 Transportation Package

Safe. Modern. Affordable. Reliable. Transportation for a Thriving Oregon.

Endorsed by Senators Khanh Pham, Courtney Neron Misslin, Jeff Golden, and Kathleen Taylor, and Representatives Mark Gamba, Rob Nosse, Thuy Tran, Willy Chotzen, Travis Nelson, Farrah Chaichi, Tom Andersen, and Lisa Fragala

Legislators in both chambers have introduced the **SMART Framework**, which builds on the TRIP framework and incorporates critical feedback from legislators and stakeholders. State investment has not kept up with inflation, resulting in crumbling roads and unsafe intersections. As Oregon grows and faces challenges, from rising traffic deaths to climate impacts, we need a transportation package that meets the needs of every Oregonian.

Transportation Investments

Revenue Mechanism

<p>Invest in Safer, Healthier Streets</p> <ul style="list-style-type: none">● Fully fund Safe Routes to School (\$150 million/biennium)● Launch a Great Streets program (\$300 million/biennium)● Launch the Jurisdictional Transfer program (\$60 million/biennium) <p>Preserve Existing Transportation System</p> <ul style="list-style-type: none">● Prioritize overwhelming amount of revenue raised in SMART package towards maintenance of Oregon's existing roads and bridges, ongoing operations needs, preventing layoffs of ODOT staff● Continue to direct 50% of Highway Trust Fund revenue to ODOT, 30% to counties, 20% to cities	<p>Revenues to Maintain Roads and Bridges an</p> <ul style="list-style-type: none">● Gradually raise the gas tax by \$0.10 per biennium through 2032, indexed to inflation● Increase vehicle registration fees by 50%● Increase title fees● Increase to weight/mile tax in line with HCAS requirements● Phased in establishment of Road User Charge (RUC) for light vehicles, mandatory RUC for medium-duty vehicles
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Transportation Investments

Revenue

<p>No Cuts to Transit Agencies Statewide</p> <ul style="list-style-type: none"> STIF investment ensures transit agencies statewide retain existing levels of service Direct all transit agencies to plan for statewide Youth Pass expansion, providing free transit for Oregonians 22 and younger 	<p>Investing in Transit</p> <ul style="list-style-type: none"> Incrementally raise the employee payroll to 0.5% by 2032, dedicated to transit through the State Transportation Improvement Fund (STIF)
<p>SMART Investments for Oregon's Future</p> <ul style="list-style-type: none"> Electrification initiatives, including zero-emission vehicle investments, medium/heavy-duty vehicles and charging infrastructure - <i>\$122 million/biennium</i> Expand Oregon Community Paths Program for trails and active transportation - <i>\$40 million/biennium</i> Passenger Rail capital and operations - <i>\$30 million/biennium</i> Wildlife Crossings - <i>\$15 million/biennium</i> E-bike subsidy program - <i>\$10 million/biennium</i> 	<p>Flexible SMART Funding</p> <ul style="list-style-type: none"> Establish a new SMART Fund via a progressive 2% sales tax on new vehicles and 1% on used vehicles over \$10,000 Bicycle Privilege Tax of 0.8% to support the Community Paths Program Vehicle Privilege Fee increases 0.3%
<p>Accountability and Climate Responsibility</p> <ul style="list-style-type: none"> Create a Fix-it-First program, ensuring long-term maintenance needs are met Establish transparent cost and climate accountability mechanisms modeled on best practices from other states Commission a governance study to strengthen oversight and accountability within ODOT 	

A Future for All Oregonians

The SMART Framework represents a generational opportunity to make Oregon's transportation system safer, more equitable, and more sustainable. By investing in these priorities, we can protect transit service, reduce deadly crashes, and build a system that works for everyone.

For more information, see the explainer on how SMART compares to the status quo: [SMART Framework Explainer](#).

Embargoed until 9am Wednesday June 4

SS7

From: [Lisa Batey](#)
To: [City Council](#); [Ryan Burdick](#)
Subject: letter from Mayor Buck and Hacienda executive to ClackCo re inadequate management of permanent supportive housing units
Date: Thursday, June 5, 2025 11:46:52 AM

OCR: Please include in the packet for next Tuesday.

Lake Oswego mayor, Hacienda executive: People with significant behavioral health issues not a good fit for affordable housing projects Published

5:00 am Thursday, June 5, 2025

By Corey Buchanan

Lake Oswego City Hall is pictured here. (Staff file photo)

While believing in the goal of serving those in need, a key developer in the Portland metro region and Lake Oswego Mayor Joe Buck say people with behavioral health issues are causing issues at affordable housing complexes and asked Clackamas County to narrow who can be admitted so they can operate successfully.

Buck and Hacienda CDC Chief Executive Officer Ernesto Fonseca penned a letter to Clackamas County Monday, June 2 asking the government and board of commissioners to alter the way it admits people into affordable housing facilities so that those facing acute behavioral health issues don't tarnish the experience of low-income families who are ready to start a new chapter of their lives.

Hacienda CDC is building a 55-unit project on Southwest Boones Ferry Road called El Nido and 10 of the units are for permanent supportive housing, meaning "households earning at or below 60% County Area Median Income (AMI) and are chronically homeless." The county is tasked with assigning people to these units.

The project is expected to be completed in 2026 and the Lake Oswego City Council voted to provide the development with a property tax exemption during a meeting Tuesday, June 3.

Fonseca said that Hacienda has learned "profound" lessons from the opening of similar projects in the Portland metro area, like Las Adelitas in Portland and Las Flores in Oregon City, including that many individuals require more than housing; they need treatments and other supports first.

"We've encountered heartbreaking realities—residents passing out in hallways,

strangers entering apartments uninvited, and significant environmental and behavioral management challenges. We came to understand that many of these issues stemmed from referrals of individuals with acute behavioral health needs—residents requiring clinical care that far exceeds what affordable housing developers like Hacienda can provide. These individuals are patients in need of treatment, not just housing. Our behavioral health providers do their best to mitigate these issues, but it’s not enough,” Fonseca wrote. “When we welcome residents we are unequipped to serve, we inadvertently cause harm—to them, to their neighbors, and to the integrity of the community as a whole. Both PSH residents and low-income families deserve better. Many PSH residents need robust, wraparound services that include medical care, behavioral health support, and consistent 24/7 case management. Without these services, stability and belonging remain out of reach.”

Further, Fonseca wrote that residents living near individuals with behavioral health needs have reported feeling unsafe and sometimes informally support neighbors who don’t have access to professional care. The letter quoted an individual at Las Adelitas who said people would knock on their door in the middle of the night and that fights would often break out.

“I understand that Las Adelitas is a pilot program helping formerly unhoused and mentally ill people find stable housing. I don’t think it’s working. Based on the vacancy rate and the reputation the building has now, people who are merely low-income are afraid to live there,” the former resident wrote.

In turn, Buck and Fonseca asked Clackamas County to tighten its requirements for permanent supportive housing units and to prioritize “seniors, individuals with physical disabilities, and families who can thrive in a supportive and balanced community.”

“The promise of affordable housing in Lake Oswego is the exceptional educational and community opportunities afforded to children who may otherwise be unable to live in the City. It’s a chance to disrupt generational poverty. Yet that promise evaporates when the living environment within the housing development is unsuitable for families, children and residents simply trying to get by,” Buck wrote in the letter. “My experience with other Metro bond funded housing in Lake Oswego aligns with Dr. Fonseca’s observations, and our residents share stories identical to that of his former Las Adelitas tenant. Some PSH residents have needs well beyond what any housing provider can reasonably be expected to provide, and the consequences are jeopardizing both the safety and welfare of other residents and the City’s ability to equitably provide services to all residents.”

Clackamas County Commissioner Ben West agreed wholeheartedly with Buck and Fonseca and said he would bring this issue to his fellow commissioners' and county staff's attention. He felt that this issue is emblematic of the Portland metro region and the state prioritizing housing above behavioral health and said the county has worked for the last few years — through projects like Clackamas Village, its recovery center and destabilization center — to prioritize behavioral health needs so that people are ready for a self-sustained life. The county has received considerable funding from Metro's Supportive Housing Services bond measure and has reported significant declines in homelessness over the last few years.

"As a county, I hope the board joins me in taking this issue head on to solve the problem," West added.

During the June 3 Lake Oswego City Council meeting, councilors said that providing affordable housing incorrectly now could dissuade residents and future elected leaders from wanting to build more in the future. And Buck said in the letter that he would have reservations about investing more city resources in a model that "will create a tremendous strain on City services and create a damaging environment for future residents."

"I feel horribly for members who get the housing, who are struggling on their own financially and stressed out and trying to make the payments for housing they're going to be in, and have the stress of their neighbors putting them into an unsafe position. That to me is not good thinking. It's not good government and it's not creating the conditions for success," Councilor John Wendland said.

Read more at: <https://lakeoswegoreview.com/2025/06/05/lake-oswego-mayor-hacienda-executive-people-with-significant-behavioral-health-issues-not-a-good-fit-for-affordable-housing-projects/>

Lisa M. Batey, Mayor (she/her)
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