



City of Sandy

Agenda

City Council Meeting

Meeting Date: Monday, April 17, 2023

Meeting Time: 6:00 PM

Page

1. MEETING FORMAT NOTICE

This meeting will be conducted in a hybrid in-person / online format. The Council will be present in-person in the Council Chambers and members of the public are welcome to attend in-person as well. Members of the public also have the choice to view and participate in the meeting online via Zoom.

To attend the meeting in-person

Come to Sandy City Hall (lower parking lot entrance).
39250 Pioneer Blvd., Sandy, OR 97055

To attend the meeting online via Zoom

Please use this link: <https://us02web.zoom.us/j/83302028561>

Or by phone: (253) 215-8782; Meeting ID: 83302028561

Please also note the public comment signup process below.

2. CITY COUNCIL PLANNING COMMISSION WORK SESSION - 6:00 PM

2.1. Transportation System Plan (TSP) Work Session

4 - 117

[Transportation System Plan \(TSP\) Work Session - Pdf](#)
[Presentation Slides](#)

3. CITY COUNCIL REGULAR MEETING - 7:00 PM

4. PLEDGE OF ALLEGIANCE

5. ROLL CALL

6. CHANGES TO THE AGENDA

7. PUBLIC COMMENT

The Council welcomes your comments at this time.

If you are attending the meeting in-person

Please submit your comment signup form to the City Recorder before the regular meeting begins at 7:00 p.m. Forms are available on the table next to the Council Chambers door.

If you are attending the meeting via Zoom

Please complete the [online comment signup webform](#) by 3:00 p.m. on the day of the meeting.

The Mayor will call on each person when it is their turn to speak for up to three minutes.

8. RESPONSE TO PREVIOUS PUBLIC COMMENTS

9. PRESENTATION

- 9.1. **Government Relations Update** 118 - 148
Update from Nellie deVries on 2023 session of the Oregon Legislature and the City's lobbying priorities
[Mid-Session Update Memo](#)
[Bill Summary Report](#)

10. CONSENT AGENDA

- 10.1. **City Council Minutes** 149 - 172
[City Council - 03 Apr 2023 - Minutes - Pdf](#)
- 10.2. **Contract Amendment No. 3: Wastewater Treatment Plant Engineering Services** 173 - 188
[Contract Amendment No. 3: Wastewater Treatment Plant Engineering Services - Pdf](#)

11. NEW BUSINESS

- 11.1. **2023 Pavement Maintenance Program Construction Contract** 189 - 209
[2023 Pavement Maintenance Program Construction Contract Award - Pdf](#)

12. REPORT FROM THE CITY MANAGER

13. COMMITTEE /COUNCIL REPORTS

14. STAFF UPDATES

- 14.1. [Monthly Reports](#)

15. ADJOURN



Staff Report

Meeting Date: April 17, 2023

From Kelly O'Neill Jr., Development Services Director

SUBJECT: Transportation System Plan (TSP) Work Session

DECISION TO BE MADE:

DKS Associates will present a draft Transportation System Plan (TSP) and associated code amendments to the City Council and the Planning Commission, and solicit feedback prior to upcoming adoption hearings scheduled for May and June.

PURPOSE / OBJECTIVE:

This work session will give the City Council and the Planning Commission an opportunity to review the draft TSP and proposed TSP-related code amendments with the consultant team and ask questions. DKS Associates and City staff are looking for support for the documents, including the financially constrained transportation project list, cross-section standards, and new/revised transportation related code language. TSP related Code amendments are needed for adoption of new standards, consistency with the Draft TSP recommendations, and to better meet best practices in transportation planning.

BACKGROUND / CONTEXT:

The City of Sandy is updating our TSP to determine which projects, policies, and programs are most important for protecting and enhancing the quality of life in Sandy, and to strategize on how to fund those projects over the next 20 years.

The first City Council and Planning Commission work session on this topic was held in December 2021. This work session included information on the Sandy Bypass Feasibility Study and early TSP findings.

Staff Report: [December 2021 staff report](#)

Video: [December 2021 meeting video](#)

The second City Council and Planning Commission work session was held in November 2022. This work session presented the draft TSP project list and priorities for future funding.

Staff Report: [November 2022 staff report](#)

Video: [November 2022 meeting video](#)

Based on the discussions at the November 2022 work session, the following projects were added or modified on the financially constrained projects list. Financially

constrained projects are priority projects that are anticipated to be funded and constructed within the planning horizon (over the next 20 years).

D6: Highway 211 & Proctor Boulevard Northbound Approach Modification

- Clearly indicate the set back stop and clear zone; cost is \$15,000; moved to the financially constrained list

D9: Highway 211/Dubarko Road Intersection Control Evaluation

- Upgraded project name to “Highway 211/Dubarko Road Multimodal Improvements” with \$500,000 allocated funding

D24: Highway 211/Gunderson Rd Roundabout

- Reduced funding from \$1.7 M to \$1 M to reflect updated projected costs

US 26 Speed Zone Study from Ten Eyck Road/Wolf Drive to Firwood Road

- Reduced east limit of study to Sandy UGB

P1: 362nd Drive from Chinook Street to Industrial Way sidewalk infill

- Reduced allocated funding from \$1.5 M to \$1 M

P3: Bluff Rd - West sidewalk gap infill from 200 feet north of Marcella Ct. to Green Mountain St.

- Project limits expanded from Bell Street to 15931 SE Bluff Rd; cost estimate increased from \$650,000 to \$875,000; moved to financially constrained list

KEY CONSIDERATIONS / ANALYSIS:

TSP adoption hearings are planned before the [Planning Commission on May 22](#) and before the [City Council on June 20, 2023](#). The TSP related code amendments will be combined with the Clear and Objective Code Audit project that is already in process and will be presented as a package later in 2023. The adoption of these code amendments will be completed separately from the TSP adoption.

In coordination with the TSP Update, DKS Associates is also working with the FCS Group to update the Sandy Transportation System Development Charges (SDCs) in anticipation of needed increases. The updates to the SDCs are already ongoing and it is anticipated will be brought forward for City Council review sometime in 2023.

RECOMMENDATION:

Provide DKS Associates and staff with feedback and support for the documents, including the financially constrained transportation project list, cross-section standards, and new/revised transportation related code language.

BUDGETARY IMPACT:

None at this time.

LIST OF ATTACHMENTS/EXHIBITS:

Attachment A. Draft TSP

Attachment B. Draft Municipal Code Amendments



ATTACHMENT A

transportation system plan

march 2023

acknowledgments

project team



City of Sandy

Kelly O'Neill Jr., Development Services Director
Ryan Wood, Public Works Superintendent



Oregon Department of Transportation

Seth Brumley, Contract Manager
Avi Tayar, Traffic Engineer
Neelam Dorman, Planning Manager



DKS Associates

Reah Flisakowski, Project Manager
Dock Rosenthal, Transportation Engineer
Paddy Gilligan, Junior Designer



Angelo Planning Group

Darci Rudzinski, Land Use Planner
Brandon Crawford, Land Use Planner

community advisory committee

The Community Advisory Committee (CAC) guided the development and recommendations of the Transportation System Plan, and included the following members:

Andi Howell	Sandy Transit Director	City of Sandy
Jeff Aprati	Assistant to the City	City of Sandy
Seth Brumley	TGM Grant Manager	ODOT
Jennifer Donnelly	Planner	DLCD
Stan Pulliam	Mayor	City of Sandy
Carl Exner	City Councilor	City of Sandy
Jerry Crosby	Planning Commission	City of Sandy
Gary Boyles	Fire Marshall	Sandy Fire District
Heather Michet	Transit Board Chair	Resident
Don Robertson	Parks Board Chair	Resident in Zion Meadows
Lea Pfau	Resident	Resident in Salmon Creek Estates
Khrys Jones	Executive Director	Sandy Chamber of Commerce
Jerry Crosby	Planning Commissioner Chair	City of Sandy
Hollis MacLean-Wenzel	Planning Commissioner	City of Sandy
Ron Lesowski	Planning Commissioner	City of Sandy
Don Carlton	Planning Commissioner	City of Sandy
Chris Mayton	Planning Commissioner	City of Sandy
Steven Hook	Planning Commissioner	City of Sandy
Jeremy Pietzold	City Council President	City of Sandy
Laurie Smallwood	City Councilor	City of Sandy
Carl Exner	City Councilor	City of Sandy
Kathleen Walker	City Councilor	City of Sandy
Richard Sheldon	City Councilor	City of Sandy
Don Hokanson	City Councilor	City of Sandy

A special acknowledgment goes out to the Sandy residents, property owners, and visitors who attended community meetings or submitted comments. This project is partially funded by a grant from the Transportation and Growth Management (TGM) Program, a joint program of the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development. This TGM grant is financed, in part, by federal Fixing America's Surface Transportation Act ("FAST Act"), local government, and the State of Oregon funds. The contents of this document do not necessarily reflect views or policies of the State of Oregon.

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introduction

The City of Sandy is located between Mt. Hood and the Portland metro area. Since the last Transportation System Plan in 2011, the population has grown from 9,500 to 12,911 residents.¹ This equates to annual population growth of approximately 300 people or 3% per year. That growth outpaces Clackamas County, at 1.2 percent per year, and the State of Oregon, at 1.1 percent per year.²

This transportation system plan looks ahead to 2040 and will guide the City of Sandy in facilitating a safer and more vibrant transportation system and city. The challenge ahead for city leaders is to address existing system needs identified through this process and to make strategic investments with partner transportation agencies to prepare for additional growth in the decades to come.

²Portland State University Population Research Center, July 1, 2022

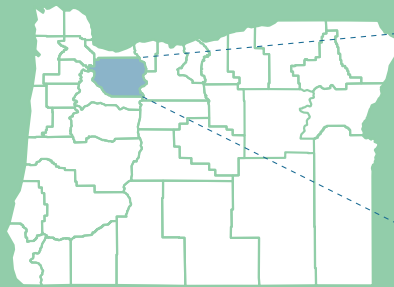
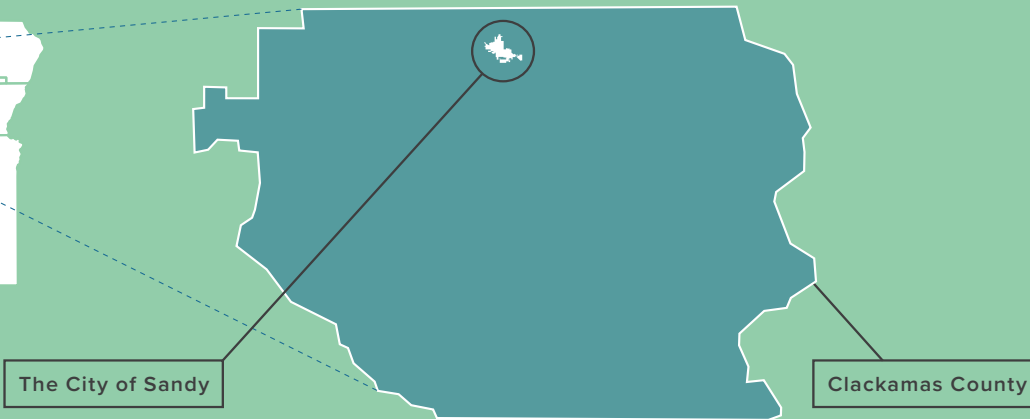


figure 1

Location of Sandy in Clackamas County, Oregon



the challenge

Sandy, similar to many other communities throughout Oregon, faces the challenge of addressing new transportation infrastructure needs without sufficient funding and with escalating maintenance costs. The transportation system serves a variety of users with different and sometimes competing objectives. For example, US 26 accommodates both highway through traffic and local residents, with significant seasonal recreation travel demand in the summer and winter. The future system should provide safe and efficient local connections to allow residents to meet their daily transportation needs. The City must balance its future investments to ensure it can develop and maintain the transportation system adequately to serve the city and everyone who travels in it. To address this challenge, the City has developed this Transportation System Plan (TSP).

the need for planning

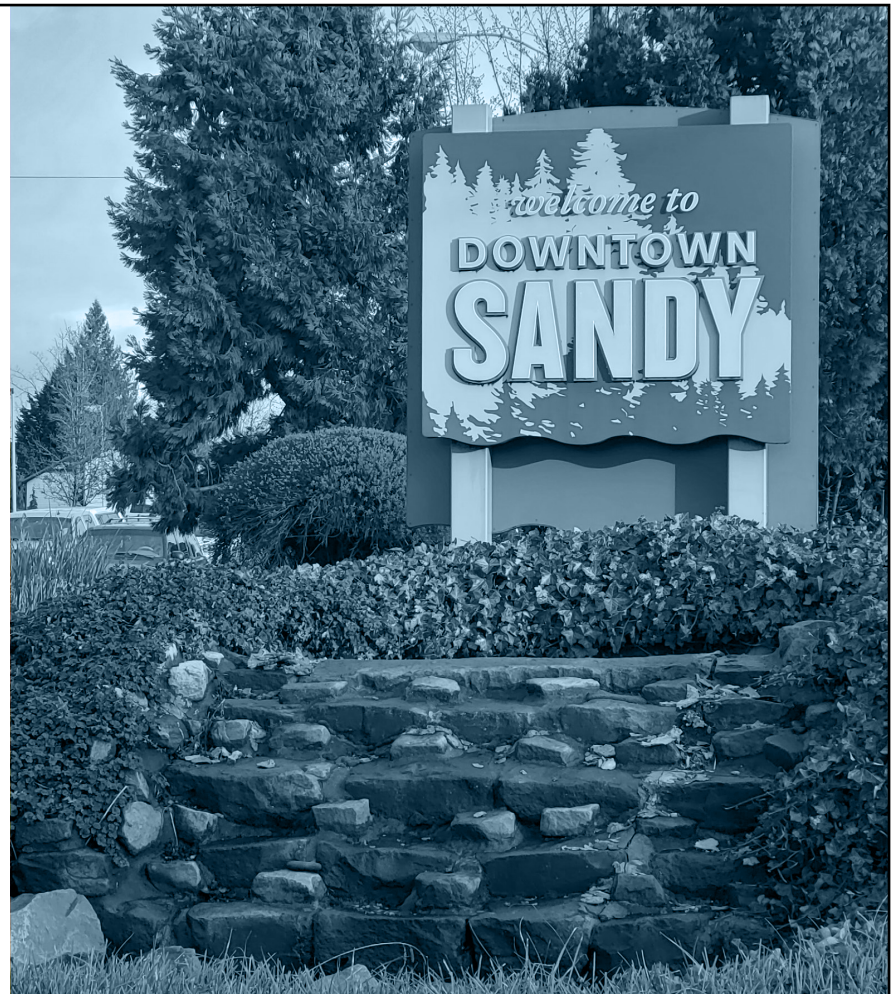
The TSP prepares Sandy for accommodating transportation needs within the planning area in the best manner possible through 2040. The TSP's all encompassing approach allows it to guide the City in developing and maintaining acceptable transportation network performance more holistically and incorporates other more focused plans.

As the transportation element of the city's Comprehensive Plan, the TSP embodies the community's vision for an efficient, safe, and diverse transportation system. The TSP attempts to balance the needs of walking, bicycling, driving, transit, and freight with strategies and projects that are important for protecting and enhancing the quality of life in Sandy through the next 20 years. The TSP is a collection of current inventory, future forecasts, past and current project ideas, decisions, and standards housed in a single document. The City, Clackamas County, private developers, and state (e.g., Oregon Department of Transportation) or federal agencies all have a role in implementing elements of the TSP.

By setting priorities for available and anticipated funds in the 20-year planning period, the TSP provides a foundation for budgeting, grant writing, and requiring public improvements of private development. It also identifies and advocates for the projects and services that the City would like to implement but cannot reasonably expect to fund during the next 20 years.

This plan is intended to serve areas within the Sandy urban growth boundary. Areas outside of the urban growth boundary are served by the Clackamas County TSP.

The State of Oregon requires a TSP to integrate the County's transportation investment plans (including projects along State highways) into the statewide transportation system. The Oregon Department of



Transportation (ODOT) looks to local agencies to help identify needed investments along State highways within their planning area. This plan identifies needed investments along US 26 in the TSP planning area.

tsp development process

The TSP project team, which included City staff members and the consultant team, worked closely with a Community Advisory Committee (CAC) comprised of local partners to develop and review interim work products and address major issues collaboratively. The CAC roster included representatives from Sandy City Council and Planning Commission, Oregon Department of Transportation (ODOT), Clackamas County, Sandy Area Metro, Sandy Fire District, Sandy Chamber of Commerce and neighborhoods. The CAC met three times to review how the system works today, expected changes with growth to 2040, and proposed transportation improvements recommended within Sandy. During each meeting, initial technical findings were presented and discussed with CAC members to collect feedback on draft concepts and to align long-range plans among the various partner agencies.

In addition, two online and one in-person public open house events were conducted during the development of the TSP.

- **Event #1** was an online survey conducted in September and October 2021 to obtain feedback on community concerns and needs related to walking, biking, riding transit, and driving in Sandy.
- **Event #2** was the Future Fest open house in September 2022 to solicit community input to support the Sandy Comprehensive Plan update and transportation goals.
- **Event #3** was an online survey that presented the draft TSP project list to obtain feedback on the community's priorities for future investments.

performance-based planning elements

The Sandy TSP applied a performance-based approach. As described below, that begins with the community's vision for its transportation system, which is distilled into goals and supporting policies. These goals and policies are then used to develop performance measures that are used to identify gaps and challenges in the system today, to evaluate potential projects, and to measure long-term alignment between Sandy's transportation system and the community's vision of this system. The plan process is illustrated in **Figure 2**, along with the key questions that are considered at each stage of the planning work. The advantage of a performance-based planning process is that it demonstrates how strategic investments directly benefit and address essential community goals regarding multimodal transportation services for all of the community's residents, workers, and visitors.



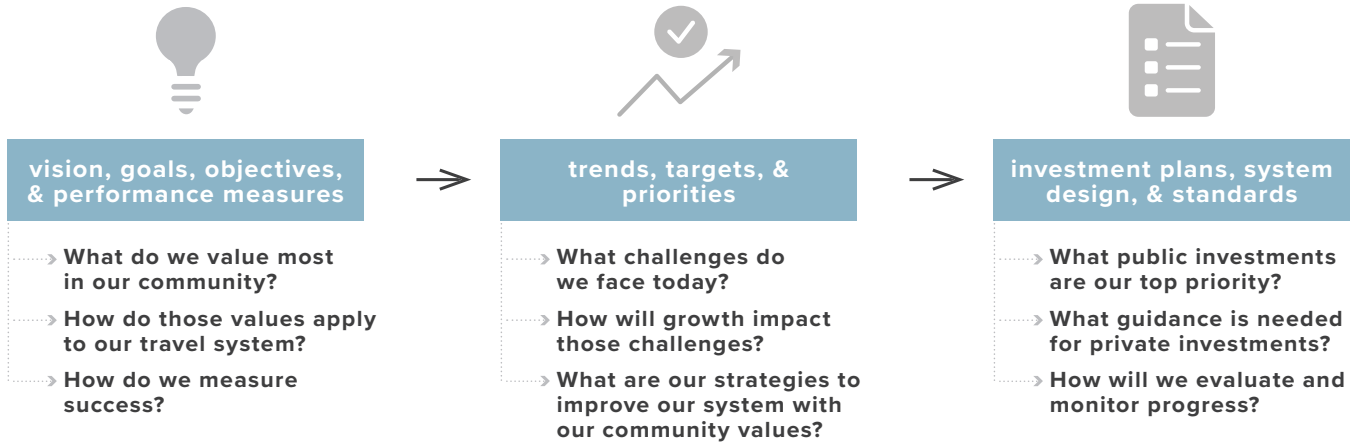


figure 2
Performance Based Planning Process

engaging a diverse community

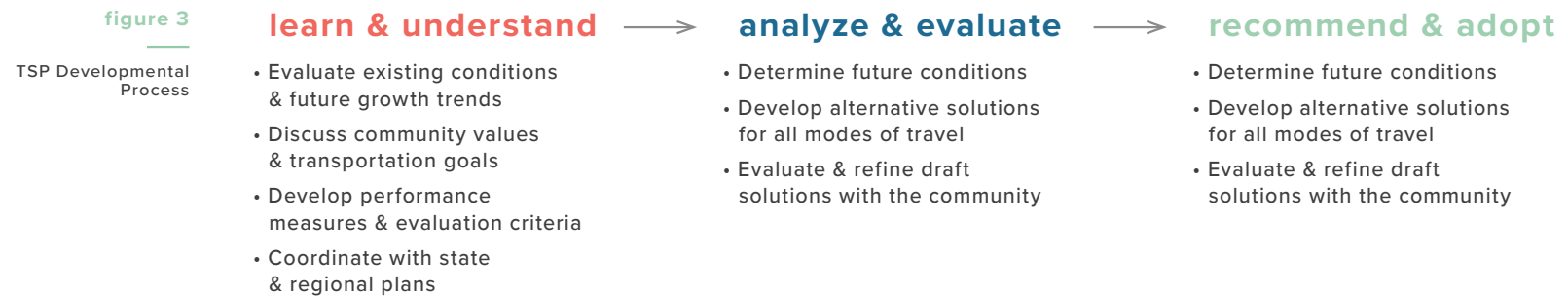
Participation from community members and organizations in the TSP process was important for the success of the TSP update. The Sandy TSP is the result of a collaboration among various public agencies, key stakeholders, the community, and the project team of City staff, ODOT, and consultants. Throughout this process, the project team took time to understand multiple points of view, obtain fresh ideas, and encourage broad participation, as it collected and analyzed data and possible solutions. The engagement efforts reached out to potentially affected and/or interested individuals, neighborhoods, businesses, and organizations. The project process is illustrated in Figure 3.

community advisory committee

The TSP was developed with the support of a Community Advisory Committee (CAC), comprised of local residents, business representatives, and agency technical staff, who reviewed and commented on each memorandum and met with the project team at key stages during the project. This group helped the project team find consensus on local issues, solutions, and priorities. The project team met with the CAC three times and held two work sessions with the Planning Commission and City Council. A summary of the community involvement plan is included in the Appendix.

tsp development process

The planning process for the TSP follows a proven series of steps that are shown in Figure 3.



tsp development process



figure 4
TSP Timeline

The planning process was implemented through a series of technical memoranda that discussed specific topics ranging from goals to existing conditions to funding assumptions to transportation solutions. The CAC reviewed and commented on each memorandum and worked with the project team to find consensus on issues and alternatives. The project team revised the draft memoranda based on the feedback from the CAC, the public, the Planning Commission, and City Council. Ultimately, sections of the final memoranda became part of the TSP. Public hearings with the Planning Commission and City Council on the Draft TSP led to the adoption of the 2023 Sandy Transportation System Plan.

The project website (www.sandy-speaks.org) is linked to each memorandum, giving the community opportunity to provide feedback. The project website is also linked to all project news, documents, and meeting notices. It allowed residents to comment on the transportation system and identify locations with problems and opportunities for improvement.










The transportation goals developed for the City of Sandy TSP reflect the community-vision for a balanced transportation system. They were used to provide direction for the planning process and evaluation criteria for the selection and prioritization of recommended improvements.

figure 5
Sandy Speaks Website



goals for the transportation system

The nine transportation goals set priorities for transportation solutions and plan implementation.

 1. mobility & connectivity	 2. capital investments & funding	 3. community needs
 4. system management	 5. environmental	 6. transit
 7. safety	 8. equity	 9. health

goals for the transportation system



1. mobility & connectivity

Goal 1: Provide a transportation system that prioritizes mobility & connectivity for all users.

- 1.1 Maintain the livability of Sandy through well-connected transportation facilities
- 1.2 Improve the safety and accessibility of transit facilities
- 1.3 Improve vehicular/pedestrian interface along all arterial and collector streets
- 1.4 Ensure sufficient capacity to accommodate future travel demand (transit, bicycle, pedestrian, etc.) to, within, and through the City of Sandy
- 1.5 Emphasize local street connections, in an effort to reduce reliance on US 26 and Hwy 211 for local trips
- 1.6 Minimize access along the City's arterials and consolidate or relocate access points when possible



2. capital investments & funding

Goal 2: Promote cost effective investments to the transportation system.

- 2.1 Optimize the use, performance, and value of existing facilities while planning for future infrastructure
- 2.2 Seek opportunities to combine transportation, other infrastructure, and environmental mitigation projects
- 2.3 Maximize the use of state and federal funds for transportation capital, operating, service, and demand improvements
- 2.4 Maintain a capital improvement plan that identifies construction priorities and funding



3. community needs

Goal 3: Provide a transportation system that supports specific community needs.

- 3.1 Protect the scenic resources in Sandy
- 3.2 Preserve the historic character of Sandy
- 3.3 Identify gateway and beautification treatments for Hwy 211
- 3.4 Support Mt. Hood Scenic Byway Enhancements
- 3.5 Incorporate the street network and transportation improvements contained within the Bornstedt Village Plan
- 3.6 Identify walking and biking needs in the urban growth boundary expansion area

goals for the transportation system



4. system management

Goal 4: Promote traffic management to achieve the efficient use of transportation infrastructure.

- 4.1 Balance local access to US 26 with the need to serve regional and statewide traffic, while supporting adjacent land uses
- 4.2 Plan for a transportation system that supports projected population and employment growth and maximize travel options by providing efficient routes for all modes of transportation
- 4.3 Support Oregon Transportation Commission adoption of an alternate mobility target for US 26 that allows for increased congestion on the highway corridor, especially during peak seasonal and continued planned growth travel periods



5. environmental

Goal 5: Minimize environmental impacts on natural resources and encourage carbon-neutral or efficient transportation alternatives.

- 5.1 Avoid or mitigate transportation project impacts to environmental resources including creeks and wetlands, cultural resources, and wildlife corridors
- 5.2 Support energy conservation by supporting public transit, transportation demand management, transportation system management and a multi-modal transportation system
- 5.3 Encourage transportation facility construction methods that reduce environmental impacts
- 5.4 Minimize street cross-sections to protect and preserve open space and reduce impervious surface



6. transit

Goal 6: Provide safe, efficient, high-quality transit service that gives Sandy residents, employees, employers, and visitors more freedom to meet their needs within the city, region and state. Create a transit system that offers an alternative to private automobile use, supports efficient use of roadways and reduces air pollution and energy use.

- 6.1 Provide service that is safe, comfortable, and useful to many different kinds of people
- 6.2 Collaborate with other transportation agencies and support user-friendly connections between transit system
- 6.3 Improve accessibility to transit services for people arriving by foot, by bicycle or with a mobility device
- 6.4 Increase public awareness of Sandy Transit (SAM) and its connectivity to other transit systems and transportation modes

goals for the transportation system



7. safety

Goal 7: *Promote a safe transportation system for all users.*

- 7.1 Encourage traffic safety through education, enforcement, and engineering
- 7.2 Identify high accident locations and implement specific counter measures to reduce their occurrence
- 7.3 Provide safe pedestrian and bicycle routes between residential areas, schools, and public facilities
- 7.4 Provide transportation design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety
- 7.5 Provide enhanced pedestrians and bicyclists crossings where needed
- 7.6 Improve emergency service response time and evacuation routes through connectivity
- 7.7 Develop street design standards that support emergency service vehicle needs



8. equity

Goal 8: *Support an equitable transportation system and provide transportation choices to all users.*

- 8.1 Ensure the transportation system provides equitable access to underserved, disadvantaged, and vulnerable populations and is easy to use and accommodating to travelers of all ages
- 8.2 Ensure the pedestrian and bike facilities are designed clear of obstacles and obstructions (e.g., utility poles, grates) and meet ADA requirements
- 8.3 Provide multi-faceted and inclusive public engagement process that provides all community members an opportunity to provide input on transportation system decisions



9. health

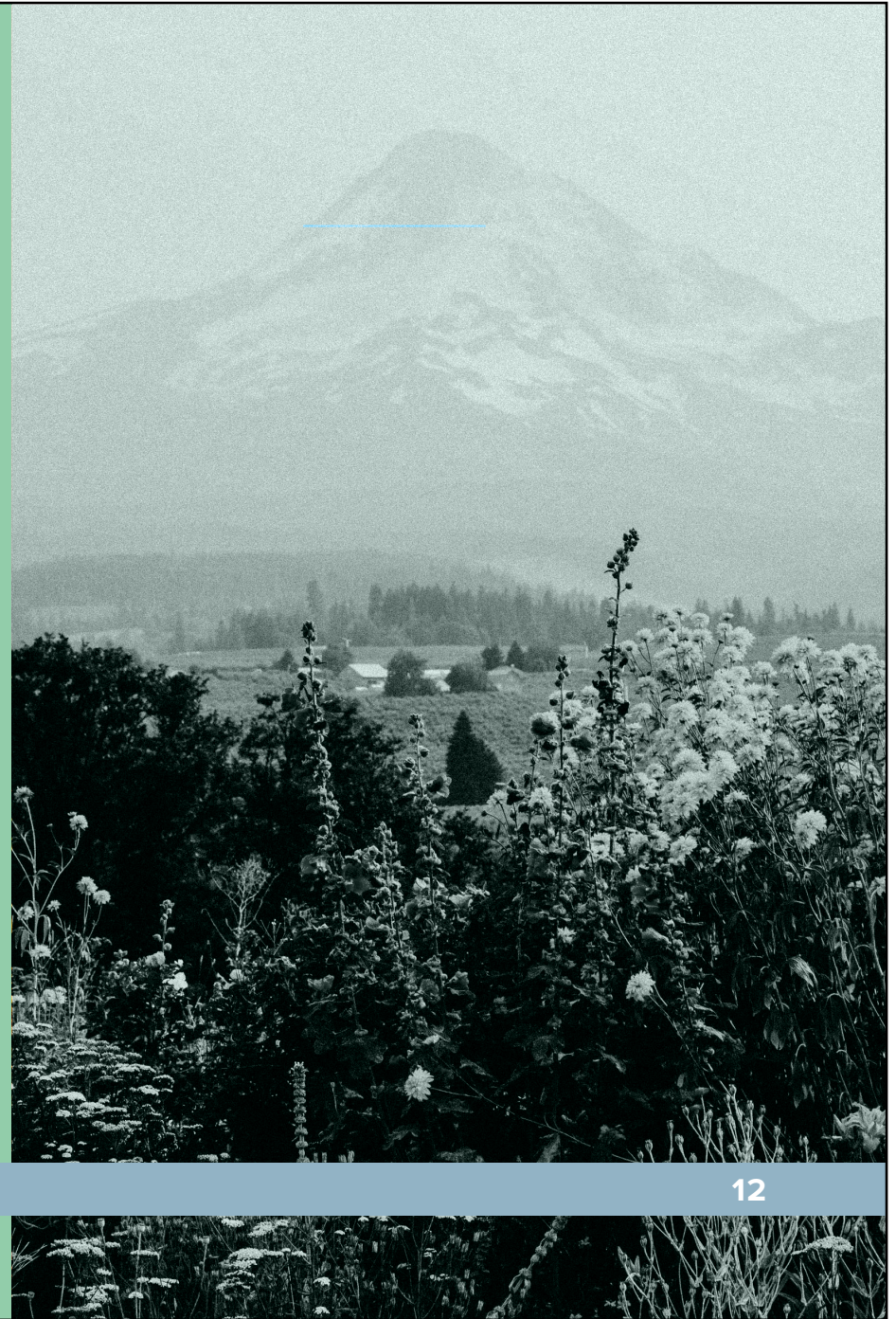
Goal 9: *Support options for exercise and healthy lifestyles to enhance the quality of life.*

- 9.1 Develop recreational walking and biking routes to access employment, schools, shopping, and transit routes
- 9.2 Provide walking facilities that are physically separated from auto traffic on all arterials and collectors
- 9.3 Apply traffic calming measures to support neighborhood livability



today & tomorrow

Most residents of Sandy today commute to jobs in the Portland metro region with only 12 percent of residents working in Sandy. This commuting trend, coupled with the heavy recreational traffic through Sandy to access the Mt. Hood recreation area, means that US 26 plays an important role in the transportation system that is expected to continue in the future. However, the proportion of residents working in Sandy is increasing, up 3 percent from 2011, and serving those local work trips, along with non-work trips such as shopping and school trips creates an opportunity to increase the walking and biking options within the city.



today & tomorrow

To determine needed investments for the City’s transportation system, the project team reviewed current travel conditions and forecasted future growth and travel trends through 2040 (see Appendix Section E). Initial analysis of future travel conditions assumed future travel occurs on the transportation system that exists today. The analysis of current and future travel conditions identified deficiencies that might be addressed by investments in the transportation system.

sandy in 2040

Sandy is home to about 13,000 permanent residents. By 2040 the population of Sandy is expected to increase to 18,800¹ (based on adopted 2.1% AAGR) with additional employment growth as well. With more people and jobs in Sandy and more recreational travel demand to Mt. Hood and Central Oregon, the transportation network will face increasing pressure through 2040.

demographics

The population of Sandy is young with an average age of 34, less than the statewide average of 40. Most residents come from a European ancestry and speak English at home. Spanish is the second most widely spoken language but is only spoken in 5 percent of households.

The average household income in Sandy of \$88,775 is higher than the state average of \$71,562 and similarly the proportion of the population below the poverty line is lower than the statewide average with approximately 8 percent of households in Sandy below the poverty line compared to 12 percent statewide.

¹<https://www.pdx.edu/population-research/>

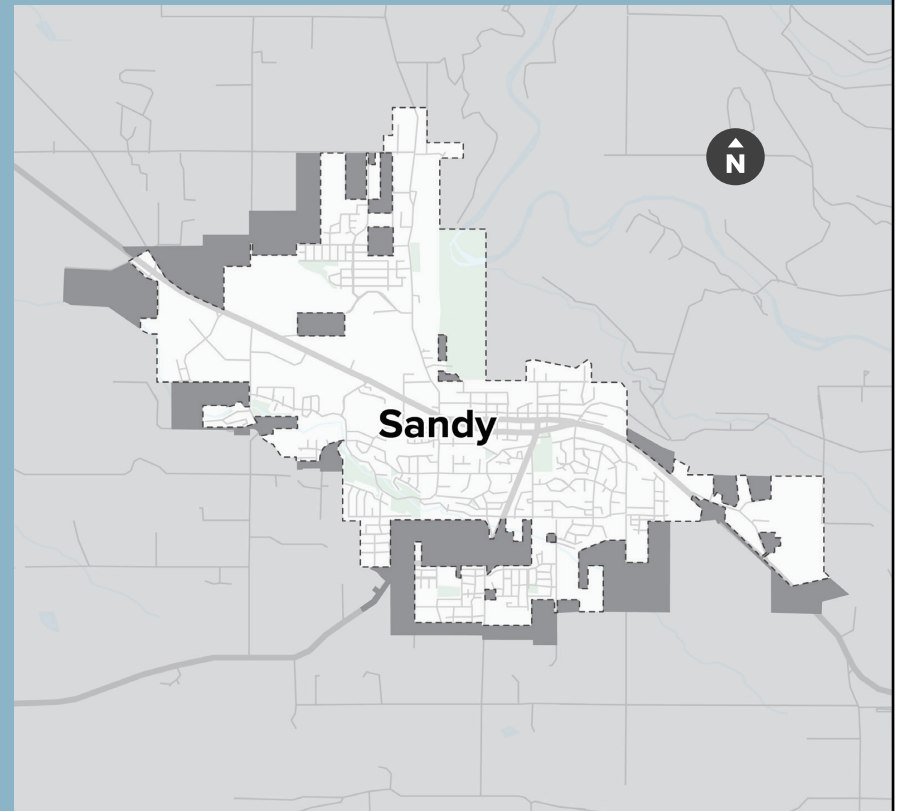


figure 6

Sandy City Limits

demographics



populations & people

Total Population: 12,991¹



income & poverty

Medium Household Income: \$88,775⁴



education

Bachelor's Degree or Higher: 22.8%⁷



employment

Employment Rate: 64.5%²



housing

Total Housing Units: 4,697⁵



health

Without Health Care Coverage: 5.7%⁸



families & living arrangements

Employment Rate: 64.5%³



race & ethnicity

Hispanic or Latino (of any race): 1,226⁶

¹ PORTLAND STATE UNIVERSITY POPULATION RESEARCH CENTER, JULY 2022

² DP03 2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

³ DP02 2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

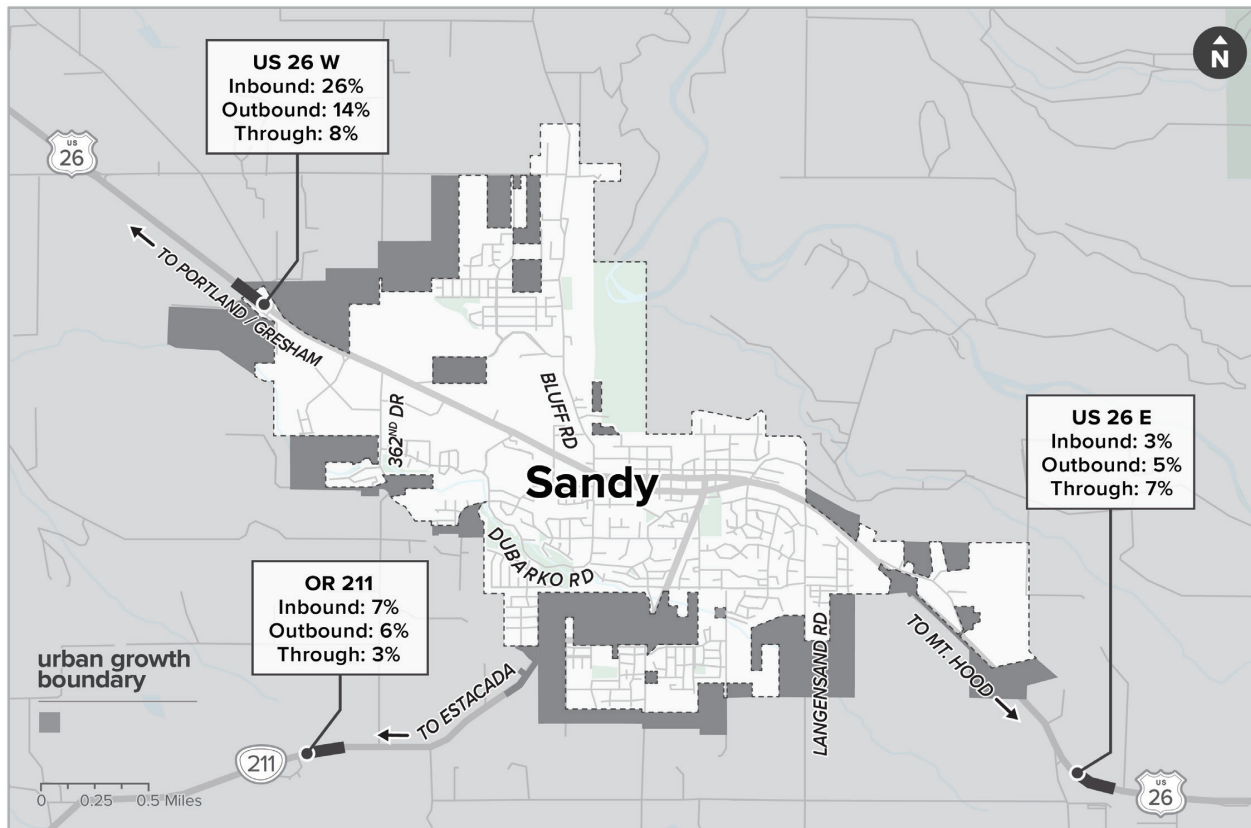
⁴ S1901 2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

⁵ H1 2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

⁶ P2 2020 DECENNIAL CENSUS

⁷ S1501 2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES

⁸ S2701 2021 AMERICAN COMMUNITY SURVEY 5-YEAR ESTIMATES



Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

figure 7

Sandy Trip Distribution

travel patterns

Inbound trips start outside of Sandy and enter through the labeled gateway. Outbound trips start in Sandy and exit through the labeled gateway. Through trips do not start or stop within Sandy.

Trip Distribution

23%
internal trips

18%
external trips

59%
trips entering or exiting Sandy

fixed bus routes

Sandy Area Metro (SAM) provides transit service in Sandy via four fixed bus routes including two local shopper routes and two regional routes connecting the City with downtown Gresham and Estacada. Clackamas County operates an additional fixed route service to Mount Hood. The bus routes include:



sandy shoppers (a & b)

Every 60 minutes, afternoons and evenings, Monday through Friday



sandy / gresham express

Every 30 minutes, Monday through Friday; 60 minutes Saturday & Sunday



sandy / estacada express

Five trips daily, Monday through Saturday



mt. hood express

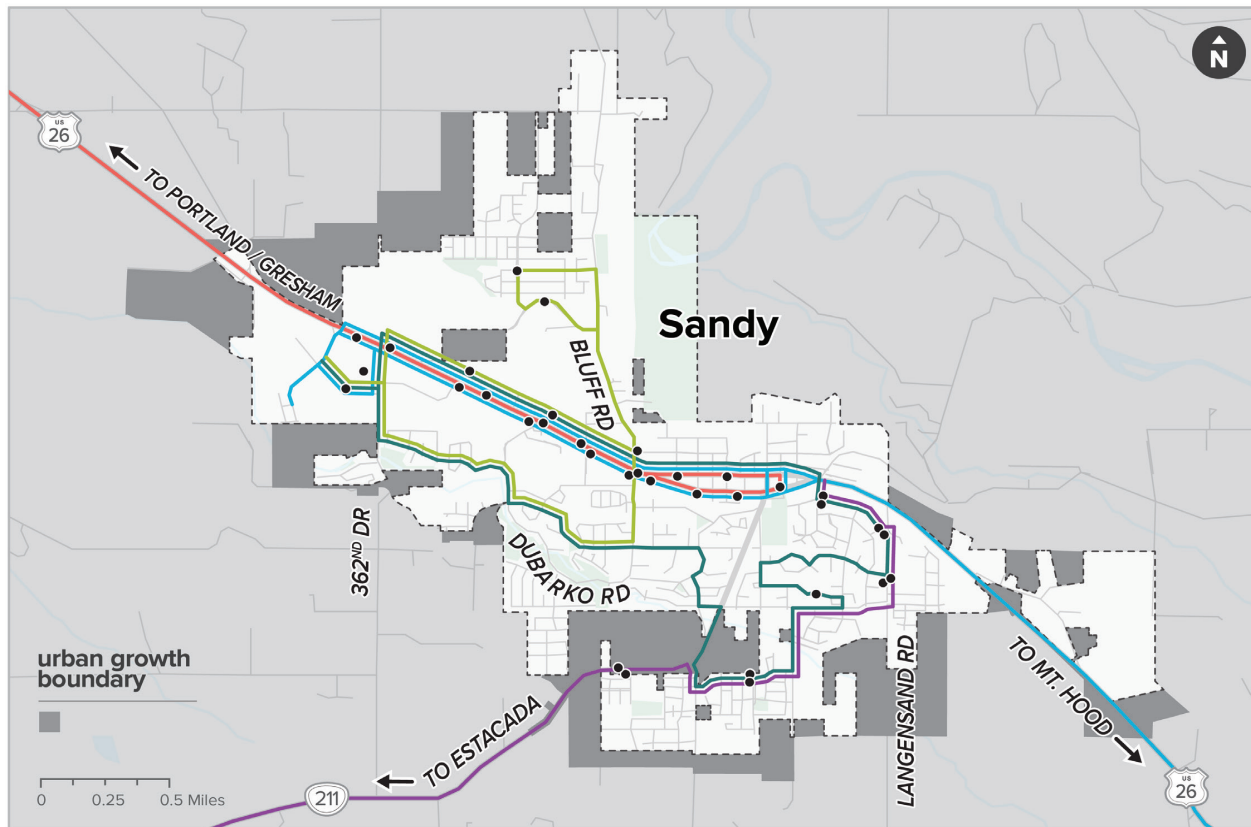
Mount Hood Express – Six trips daily (seven in winter), Monday through Sunday

system characteristics

- Transit riders can transfer to TriMet routes at the Gresham Transit Center for access to transit service in the Portland Metro area.
- Sandy Transit is investing in seven new vehicles from 2019 to 2021.
- Bus stops with more than 10 boardings per day should have a shelter and a bench per Sandy Transit's standard. The bus stops in Sandy are currently meeting that standard.
- The SAM stop at Gresham Transit Center is the highest ridership stop in Sandy Transit's system.
- There is poor connectivity between the regional fixed routes and the local shopper routes. Pedestrian improvements and a new shopper shuttle stop at Proctor Boulevard and Hoffman Avenue are proposed in the Transit Master Plan to remedy this issue.

dial-a-ride & paratransit service

Sandy Transit's STAR dial-a-ride and paratransit service provides public transportation to persons with disabilities who are unable to use regular fixed route buses and members of the general public. While federal guidelines require that service be provided within 3/4 mile of fixed route service, STAR service is provided for any trip that starts and ends within the City of Sandy. Current ridership of STAR service is approaching capacity. The Transit Master Plan recommends reviewing the operating practices of the STAR service rather than immediately adding another bus and driver to meet future increases in demand.



transit routes

- sandy - estacada**
- sandy - gresham**
- shopper b**
- shopper a**
- mt. hood express**
- transit stops**

base map

- city limits**

Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

transit service

The Sandy Transit Master Plan provides a detailed summary of the transit system. The transit network in Sandy is shown in Figure 8.

figure 8

Sandy Transit Master Plan

transportation system challenges

more travel & recreation seasonal demand

More jobs, residents, and recreational through traffic on US 26 means that the street network in 2040 must accommodate additional motor vehicle trips during the seasonal weekend peak hour. Even today, two intersections along US 26 exceed an acceptable level of congestion during typical peak traffic conditions. By 2040, total traffic is expected to increase by over 30% resulting in further traffic operation deficiencies. The expected increase in seasonal, recreational traffic on US 26 will add to the strain on the transportation system.

more congestion

With the forecasted increase in motor vehicle trips through 2040, more study intersections are expected to exceed the mobility targets. The study intersections along US 26 from Orient Drive to Bluff Road, the two Industrial Way intersections with 362nd Drive, and the intersection of OR 211 and Bornstedt Road will all exceed mobility targets in 2040 without additional capacity improvements or regulatory changes (see alternative mobility targets). These intersections along US 26 are all signalized but with high peak hour traffic volumes are unable to adequately serve all the critical movements, typically including the eastbound through traffic. The remaining intersections off of US 26 are unsignalized but will serve high turning movement volumes with significant conflicting traffic. See Appendix Section E for details about the highway performance analysis.



safety concerns

The SPIS system is a methodology used by the Oregon Department of Transportation (ODOT) to evaluate safety issues statewide and identify locations to prioritize for improvements. Intersections along US 26 on the west side of Sandy have significant safety issues. The US 26 intersections with 362nd Drive, Ruben Lane, and Orient Drive are all top 15 percentile Safety Priority Index System (SPIS) locations. Most collisions at these locations are rear end collisions and turning collisions. The higher speed limit, relatively long distance between intersections, and high traffic related to the commercial district likely contribute to the safety issues at these intersections.

The intersection of Hwy 211 and Dubarko Road is also a location with safety concerns. Most of the collisions at this intersection are turning movements. This intersection is currently unsignalized and two-way stop controlled for movements from Dubarko Road. The City has identified a proportional share fee which is assessed for new development based on the number it's trips using this intersection. More information can be found in Appendix Section L.

transportation system challenges



pedestrian network needs

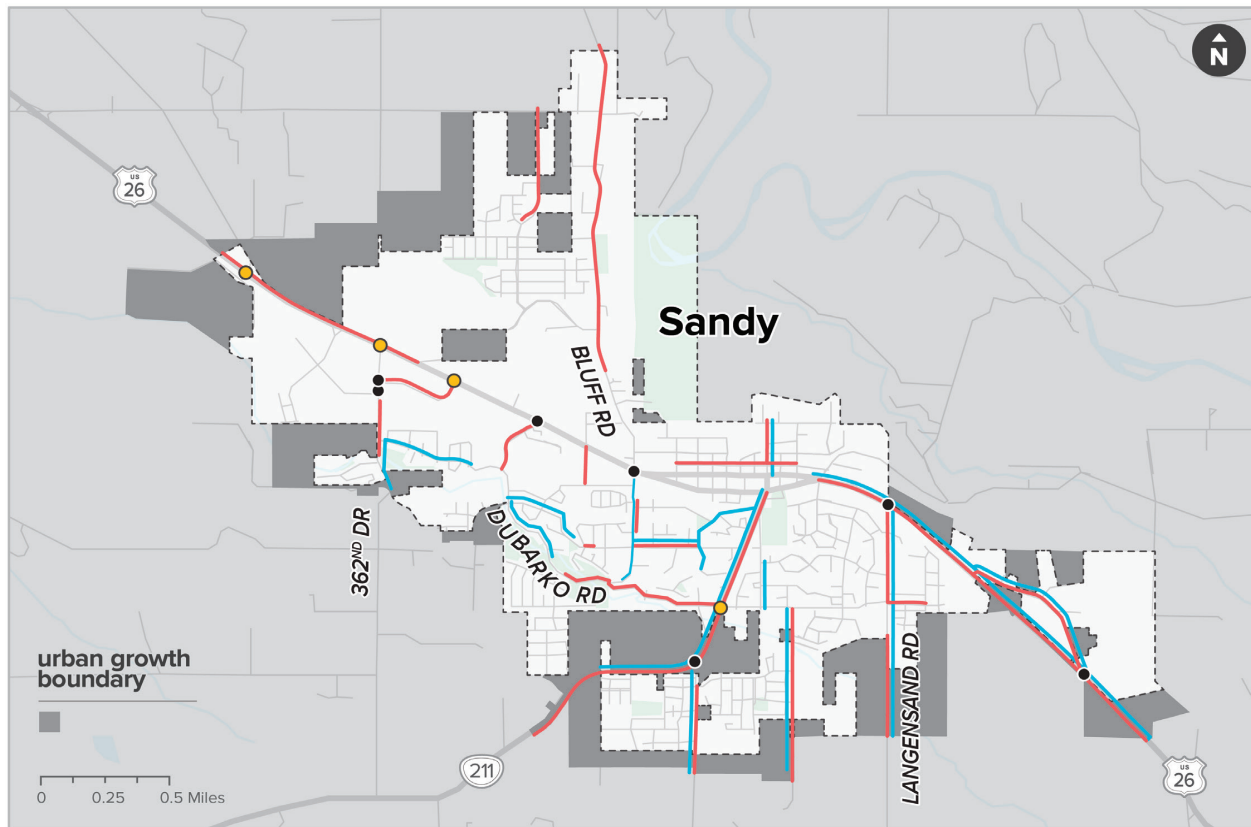
The quality of the pedestrian network depends on the presence of a sidewalk or path, a buffer zone (such as a shoulder, landscape strip, or on-street parking), street lighting, traffic volumes, number of travel lanes and travel speeds along the adjacent roadway. **Figure 12** summarizes the pedestrian network needs in Sandy. Most neighborhoods have adequate pedestrian facilities along some or all the higher volume roadways. This is especially true in the newer neighborhoods to the northwest and south of downtown. However, many roads have significant gaps on one or both sides of the street. The longest segments are along US 26, Hwy 211, and Bluff Road. The Downtown Walkability Assessment (DWA) includes a focused reviewed of the pedestrian system in downtown Sandy. The recommendations included in the DWA informed the projects included in the TSP and is included in **Appendix J**.



bicycle network needs

The bicycle network is evaluated on the presence and width of bike facilities (such as a bike lane, shoulder, path, shared roadway), the number of travel lanes, motor vehicle volumes, and travel speeds along the adjacent roadway. **Figure 9** summarizes the bicycle network conditions in Sandy. This analysis shows that the arterial and collector streets in Sandy have relatively few needs on the west side of the City with significant needs on the central and east sides of the City. The longest need segments are along US 26, Hwy 211, and Langensand Road.

sandy system deficiencies



pedestrian system needs
sidewalk gaps

bicycle system needs
bicycle gaps

type
intersection & safety
intersection deficiency

base map
city limits

Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

figure 9

Sandy System Deficiencies

As shown in Figure 9 there are deficiencies for various travel modes across the City of Sandy. Deficiencies were only evaluated along roads classified as collector and higher. Additional evaluation along local roads may be found in focused plans, like the Downtown Walkability Assessment. Motor vehicle related deficiencies are generally limited to US 26 and Hwy 211. Bicycle and pedestrian infrastructure gaps are present throughout the city with the exception of the northern neighborhood off of Bluff Road where there are no existing bicycle gaps.



improvements

Sandy must make investment decisions to implement a set of transportation improvements that meet identified needs through 2040. Transportation funding is limited, so a fiscally responsible approach to enhancing and maintaining the transportation system is imperative.

Sandy's approach to developing the TSP emphasized investments adding capacity to existing facilities, upgrades to cross section standards, and filling important system gaps. A three-tiered process **Figure 10** considered alternatives from high to low priority until identifying a viable solution. This process allowed the city to maximize use of available funds, minimize impacts to the natural and built environments, and balance investments across all modes of travel. See **Appendix Section H** for more information about project priorities.

Projects deemed to contribute more towards achieving the transportation goals of Sandy ranked higher and the plan assigned higher priority to their implementation. Solutions recommended in the TSP, consequently, are consistent with the goals.

improvements



high priority

Add vehicle capacity by widening, constructing major improvements to existing roadways, or extending existing roadways to create parallel routes to congested corridors. Improve existing facilities with minor enhancements, such as upgrading roads to cross section standards, filling in important system gaps, and safety improvements to intersections and to corridors.



medium priority

Add cost-effective improvements such as better traffic signal operations, encouraging walking, biking and transit, and applying new policies and standards.



low priority

Add capacity to the system by constructing new facilities.

transportation investments

The investments are allocated to two funding buckets. The first is the Constrained Projects, or those projects that the City believes are

figure 10

Transportation
Solutions
Identification
Process

reasonably likely to be funded during the 20-year planning horizon based on the constrained funding threshold established through City and ODOT funding analysis. The second bucket is the Aspirational Projects, which include all identified projects for improving Sandy's transportation system, regardless of their primary funding source and priority. In contrast to constrained projects, they are not reasonably likely to be funded during the 20-year planning horizon but do address an identified problem and are supported by the City. It is recognized that Sandy supports and would like to implement all of the projects identified in both of the project lists.

The full list includes 133 projects, totaling an estimated \$710 million worth of investments (in 2021 Dollars). See Appendix Section H for more information on the development of the TSP project list.

prioritizing investments

Unless the City expands its funding options, most of the desired transportation system projects are not likely to happen before 2040. For this reason, the TSP splits transportation solutions into improvement packages.

Package 1 is financially constrained, meaning it totals the \$10.2 million likely to be available through existing City funding sources. Package 1 also includes an estimate of how the City would use revenue from various state and/or federal sources.

Package 2 is comprised of the aspirational projects, those remaining projects with costs that exceed the likely level of city and state funding available through 2040.

improvements

The TSP compared all proposed projects using the five TSP goals (detailed in the “Vision” section of the TSP). Based on a project’s contribution to achieving the transportation goals of Sandy, the process assigned each transportation solution a priority. The process considered cost, particularly those projects with extremely high cost, in the prioritization process but did not necessarily rank a project lower due to high cost. Projects that would have more immediate impacts and spread investment benefits citywide were selected to form the financially constrained list.

The City has discretion to implement the projects in a different order than is reflected in Table 1. Future circumstances could allow or require the City to fund projects not on the financially constrained project list to address an unanticipated transportation need or take advantage of an unexpected opportunity. The projects listed in Table 1 are shown by category, such as driving or biking.

The project identification numbers in the first column indicate which travel mode they are primarily intended to benefit; however, some projects can benefit more than one mode of travel and many projects are expected to also improve safety. The Project IDs are coded as follows:

- | | |
|-----------------------------|-----------------------------|
| P pedestrian project | T trail project |
| C crossing project | S safety project |
| B bicycle project | D pedestrian project |

The project design elements depicted are identified for the purpose of creating a reasonable cost estimate for planning purposes. The actual design elements for any project are subject to change and will ultimately be determined through a preliminary and final design process and are subject to City and/or ODOT approval.

the aspirational plan – package 2

The aspirational transportation system identifies valuable solutions that may not have funding by 2040, unless additional sources become available. Some of the projects require city funding and resources beyond what is available in the time frame of this plan. Others are contingent upon grants, development, or redevelopment.



motor vehicle

Motor vehicle projects improve safety and mobility throughout the City for motorists. Sandy identified 39 projects to improve roadway segments and intersections that, as originally proposed, would cost an estimated \$638 million to complete. Motor vehicle projects are shown in Figure 11.

Along US 26, the Sandy TSP calls for various intersection improvements to improve capacity at the signalized intersections. Other road extension projects off US 26 also contribute to improving the highway by creating more route options for local traffic. Ultimately, the proposed Sandy Bypass results least congestion along the current highway by rerouting US 26 to the west and south of the current UGB and providing an alternative route for through traffic that does not pass through the city center.

For most intersections to meet current Oregon Highway Plan (OHP) mobility targets, all of the included US 26 intersection improvements are necessary along with the construction of the Sandy Bypass. Even with all these projects completed the intersection of US 26 and Orient Drive would still fail to meet mobility targets. Additional highway widening beyond these projects would have significant community, environmental, and right-of-way impacts and would require further environmental and technical analysis. Widening US 26 is not recommended in this TSP.

In addition, highway widening projects are not financially feasible based on the current financial constraint threshold. The cost of the US 26 projects mentioned above is estimated to be \$180 million with the bypass adding an additional \$390 million. These costs are well above

the \$10 million expected for the financially constrained project list. No potential highway widening projects could be implemented in small enough segments to fit within the 20-year budget. The full analysis of US 26 improvement options considered during the TSP analysis process are described in the appendix.

Without the improvements to US 26 capacity included in this TSP, traffic demand for the 30th highest volume hour peak period at all signalized highway intersections along US 26 from Bluff Road to Orient Drive likely will exceed capacity by 2040 due to high volumes on multiple turning movements. Three other unsignalized intersections, along minor arterials, will exceed the City's level of service standard due to high delay for turning movements.

With the projected amount of funding available and the significant shortfall relative to the cost of the proposed improvements to improve operations along US 26, the City will need to work with ODOT to establish alternative mobility targets for US 26. The full analysis of US 26 alternative mobility targets is described in the Appendix Section I.



TABLE 1. FINANCIALLY CONSTRAINED & ASPIRATIONAL PROJECT LIST^A

PROJECT ID	DRIVING PROJECTS	DESCRIPTION	COST	LEAD AGENCY ^B	PACKAGE
D1	362nd Drive & Industrial Way (south) Intersection Improvement	Reduce eastbound congestion. Project may include restriping to include an exclusive eastbound left turn lane and exclusive right turn lane.	\$140,000	City	2
D2	362nd Drive & Dubarko Road Intersection Improvement	Reduce intersection congestion. Project may construct a traffic signal or roundabout.	\$1,425,000	City	2
D3	US 26 & 362nd Drive Intersection Improvement	Reduce congestion for the westbound left turn and accommodate the 362nd Drive Extension 1. Project may include minor widening to accommodate a northbound through lane, construction of a three-lane southbound approach with a right turn lane, through lane, and left turn lane, and an eastbound left turn lane.	Funded	ODOT	1
D4	US 26 & Industrial Way Intersection Improvement	Improve egress from commercial area and reduce northbound congestion. Project may include minor widening to accommodate a northbound left turn lane and restriping on the southbound approach to dual left turn lanes and a shared through/right turn lane.	\$950,000	ODOT	2
D5	US 26 & Ruben Lane Intersection Improvement	Improve egress from commercial area and reduce northbound congestion. Project may include restriping southbound approach to dual left turns and a shared through/right lane and restriping the northbound approach to a left turn lane and shared through/right lane.	\$950,000	ODOT	2
D6	OR 211 & Proctor Boulevard Intersection Improvement	Reduce northbound congestion. Project may include restriping northbound approach to include an exclusive left turn lane and through/right lane.	\$15,000	ODOT	1
D8	US 26 & Ten Eyck Road/Wolf Drive Intersection Improvement	Improve northbound and southbound approaches. Project may include striping left turn lanes on both minor street approaches.	\$1,500,000	ODOT	2
D9	Highway 211 & Dubarko Road Multimodal Improvement	Reduce intersection congestion and improve safety. Project includes multimodal improvements such as improved pedestrian crossings. Coordinate with C2, C23, D20, D27.	\$500,000	City	1

PROJECT ID	DRIVING PROJECTS	DESCRIPTION	COST	LEAD AGENCY ^B	PACKAGE
D11	OR 211 & Arletha Court Intersection Improvement	Reduce northbound congestion. Project may include signage and approach modifications to prohibit left turns from the minor street approach.	\$125,000	City	2
D12	Industrial Way Extension 1	Extend Industrial Way to Jarl Road/US 26 at Collector standards.	\$13,175,000	City	2
D13	Dubarko Road Extension	Extend Dubarko Road to Champion Way at Collector standards.	\$7,450,100	City	2
D14A	Bell Street Extension 1A	Extend Bell Street to 362nd Drive Extension 1 at Minor Arterial standards.	Funded	City	1
D14B	Bell Street Extension 2	Extend Bell Street from 362nd Drive Extension 1 to Orient Drive at Minor Arterial standards.	\$9,900,000	City	2
D15A	362nd Drive Extension 1A	Extend 362nd Drive to Bell Street Extension 1 at Minor Arterial standards.	Funded	City	1
D15B	362nd Drive Extension 2	Extend 362nd Drive from Bell Street Extension 1 to Kelso Road at Minor Arterial standards.	\$14,000,000	City	2
D16	Kate Schmidt Street Extension	Extend Kate Schmidt Street to Bell Street Extension 1 at Collector standards.	\$9,000,000	City	2
D17	Industrial Way Extension 2	Extend Industrial Way to Bell Street Extension 1 at Collector standards.	\$4,675,000	City	2
D18	Olson Street Extension	Extend Olson Street to 362nd Drive Extension 2 at Collector standards.	\$5,250,000	City	2
D19	Agnes Street Extension	Extend Agnes Street to Bluff Road at Collector standards.	\$5,950,000	City	2

PROJECT ID	DRIVING PROJECTS	DESCRIPTION	COST	LEAD AGENCY ^B	PACKAGE
D20	Dubarko Road Extension	Extend Dubarko Road to US 26/Vista Loop Road (west) at Minor Arterial standards, coordinate with D9, C2, C17, and D27.	\$3,900,000	City	1
D21A	Sandy Heights Street/ 370th Avenue Extension	Extend Sandy Heights Street/370th Avenue to OR 211 at Collector standards.	\$24,350,000	City	2
D21B	Gunderson Road Extension	Extend Gunderson Road from existing terminus near OR 211 to 362nd Drive at Collector standards.	\$13,750,000	City	1
D21C	Cascadia Village Extension 1	Extend Cascadia Village from OR 211 to Arletha Court at Collector standards.	\$2,025,000	City	2
D21D	Cascadia Village Extension 2	Extend Cascadia Village Drive from Village Boulevard to Pine Street at Collector standards.	\$2,175,000	City	1
D21E	New southern collector	Construct new a new road at Collector standards from OR 211 at the intersection with the Sandy Heights Street/370th Avenue Extension to Langensand Road.	\$33,550,000	City	2
D21F	Village Boulevard Extension 1	Connect Village Boulevard at Collector standards between Cascadia Village Drive and Juniper Street.	\$875,000	City	1
D21G	Village Boulevard Extension 2	Extend Village Boulevard at Collector standards from existing terminus south of Juniper Street to Bornstedt Road.	\$4,000,000	City	2
D22	New eastern collector	Construct new a new road at Collector standards from Dubarko Road at the intersection with the Dubarko Road Extension to US 26/ Vista Loop Road (east).	\$20,000,000	City	2
D23	US 26 Bypass	Construct bypass from east of Orient Drive to Shorty's Corner (Firwood Road).	\$390,000,000	City	2
D24	Highway 211 & Gunderson Road Intersection Improvement	Intersection improvement project includes a northbound left turn lane from Highway 211 to Gunderson Road.	\$1,000,000	City	1

3. improvements

PROJECT ID	DRIVING PROJECTS	DESCRIPTION	COST	LEAD AGENCY ^B	PACKAGE
D25	Highway 211	Upgrade Highway 211 to Minor Arterial standards from UGB to US 26, coordinate with P23.	\$22,000,000	City	2
D26	Alt Avenue	Reconstruct Alt Avenue from Proctor Blvd to Pleasant St to improve walkability and access to the Sandy Library.	\$11,000,000	City	2
D27	Highway 211 & Dubarko Road Intersection Control Evaluation	Study intersection control and other options to improve safety and capacity. Coordinate with D9, D20, and C2.	\$50,000	City	1
D28	US 26 Sandy Bypass Planning	Prepare planning documents to evaluate alternatives and the environmental impact of a potential bypass.	\$4,150,000	City	2
D29	Ruben Lane Realignment to Kate Schmitz	Realign Ruben Lane to the west to connect with Kate Schmitz Avenue and US 26.	\$3,700,000	City	2
D30	Langensand Road Truck Traffic Calming	Traffic calming measures along Langensand Road, potential treatments include bollards at the intersection of Langensand Road and US 26 and curb extensions along Langesand Road.	\$175,000	City	2
D31	Sandy Bypass Planning	Planning to support the proposed US 26 Sandy Bypass.	\$1,000,000	City	1
D32	Cascadia Village Drive Extension 3	Extend Cascadia Village Drive from Bornstedt Road to New Eastern Collector (D22) at Collector standards.	\$19,100,000	City	2
D33	Olson Street Extension 2	Extend Olson Street from 362nd Drive extension to SE Crescent Road.	\$8,500,000	City	2
Estimated Cost for all Driving Projects			\$638,500,000		

A Project descriptions and cost estimates are at a high level for planning purposes. Specific details of a particular project may be modified with additional analysis or when funding is identified with major changes requiring TSP amendment. Some projects initially included were later removed. As a result the project numbers are not consecutive.

B Expected, funding will likely come from multiple sources.

motor vehicle projects

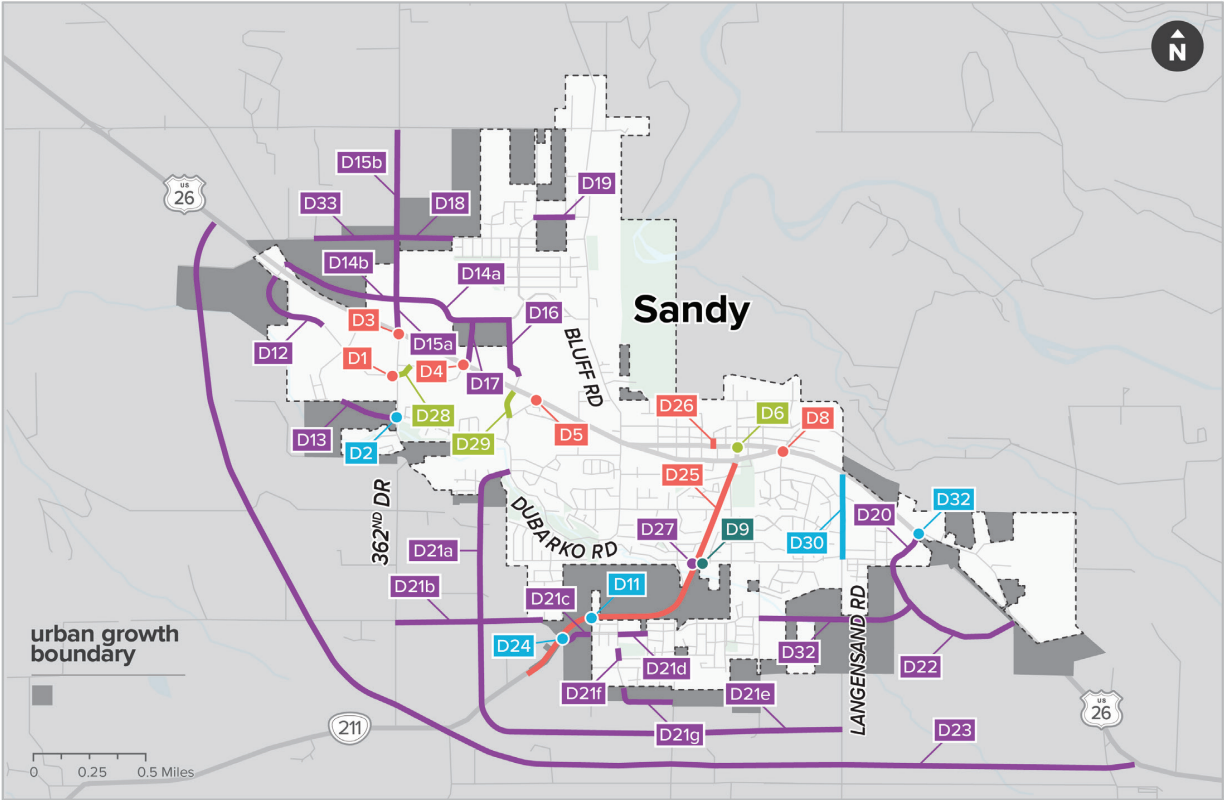


figure 11
Motor Vehicle Projects

street improvements		driving improvements		project ID	base map
realignment	traffic calming	restriping	multimodal	xx xx xx xx	city limits
—	—	●	●		-----
extension	improvement	traffic control modification	intersection control evaluation	intersection widening	
—	—	●	●	●	

Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

pedestrian & bicycle

Pedestrian and bicycle projects include sidewalk, path and roadway crossing improvements, and an integrated network of bicycle lanes, marked on-street routes and shared-use paths to facilitate safe and convenient travel citywide. Sandy identified 91 pedestrian and bicycle projects that, as originally proposed, would cost an estimated \$53 million to complete.

Most pedestrian and bicycle projects are standalone projects and not included with other driving capacity projects. However, all roadway extension projects are expected to be constructed at cross section standards which include bike lanes and sidewalks. There are some advantages of separating out bicycle and pedestrian improvements from driving capacity projects, including:

- 1 Walking and biking projects are generally less expensive and have less impact than roadway widening projects, and most can be accomplished within the existing right-of-way.
- 2 Construction of walking and biking projects can be done in smaller phases or combined with a related maintenance activity like a pavement rehabilitation job.
- 3 Walking and biking projects are generally non-controversial in nature and provide clear safety benefits to the more vulnerable users of the transportation system.

Sandy identified **91 pedestrian and bicycle projects** that, as originally proposed, would cost an estimated **\$53 million to complete.**

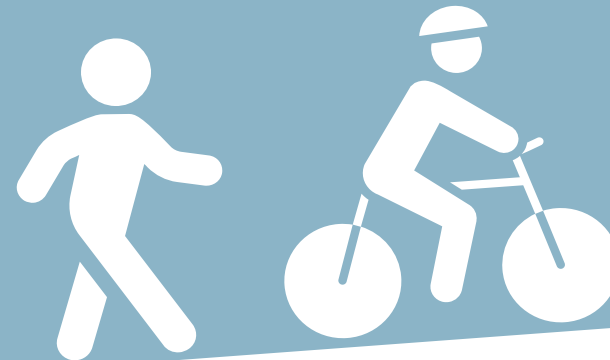


TABLE 2. FINANCIALLY CONSTRAINED & ASPIRATIONAL PROJECT LIST BICYCLE & PEDESTRIAN^A

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ^B	PACKAGE
PEDESTRIAN PROJECTS					
P1	362nd Drive – West sidewalk of Chinook Street to Industrial Way	Infill sidewalk gaps.	\$1,000,000	City	1
P2	Bluff Rd. - Green Mountain St. to Northern UGB	Infill sidewalk gaps.	\$900,000	City	2
P3	Bluff Rd - West sidewalk gap infill from Bell Street to 15931 SE Bluff Road	Infill sidewalk gaps.	\$875,000	City	1
P4	Bluff Rd - Strawbridge Pkwy to Nettie Connett Dr	Infill sidewalk gaps.	\$650,000	City	2
P5	Bornstedt Rd. - Cascadia Village Dr to UGB	Infill sidewalk gaps.	\$1,750,000	City	2
P6	Dubarko Rd. - 300 feet east of Melissa Ave. to 200 feet east Highway 211	Infill sidewalk gaps.	\$3,950,000	City	2
P7	Dubarko Rd. - Langensand Rd. to Antler Ave.	Infill sidewalk gaps.	\$50,000	City	2
P8	Industrial Way - 362nd Dr. to US 26	Infill sidewalk gaps.	\$2,200,000	City	2
P9	Jewelberry Rd. - Penny Ave. to Kelso Rd.	Infill sidewalk gaps.	\$250,000	City	2
P10	Jacoby Rd. - Dubarko Rd. to southern UGB	Infill sidewalk gaps/construct sidewalk.	Included in B14	City	2
P11	Langensand Rd - Dubarko Rd. to US 26	Infill sidewalk gaps.	\$100,000	City	2
P12	Langensand Rd. - 630 feet south of Dubarko Rd. to UGB	Infill sidewalk gaps.	\$1,150,000	City	2
P13	Meinig Avenue - Scenic St. to US 26	Infill sidewalk gaps.	\$150,000	City	2
P14	Pleasant St - Beers Ave. to Revenue Ave.	Infill sidewalk gaps.	\$250,000	City	2

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ^B	PACKAGE
P15	Ruben Ln. - US 26 to Dubarko Rd.	Infill sidewalk gaps.	\$75,000	City	2
P16	Sandy Heights St - Bluff Rd. to Tupper Rd.	Infill sidewalk gaps.	\$225,000	City	2
P17	Downtown Core Pedestrian Improvements - Sidewalk infill side streets perpendicular to US 26	Infill sidewalk gaps.	\$350,000	City	2
P18	University Ave - Sunset St. to US 26	Construct sidewalk.	\$150,000	City	2
P19	US 26 - Royal Ln. to 362nd Dr.	Infill sidewalk gaps.	\$550,000	ODOT	2
P20	US 26 - 362nd Dr. to West UGB	Infill sidewalk gaps.	\$1,200,000	ODOT	2
P22	US 26 - Ten Eyck Rd. to East UGB (a project filling this gap on the north side of the highway is under construction)	Infill sidewalk gaps.	Included in B12	ODOT	2
P23	OR 211 - South UGB to US 26 – coordinate with D25	Construct sidewalk.	Included in D25	City	2
P24	Sandy Heights St. - Nettie Connett Drive to Balken Ave	Construct sidewalk on northside.	\$125,000	City	2
P25	Vista Loop - Full extent	Construct sidewalk.	Included in B15	City	2
P26	362nd Drive	East sidewalk infill from Chinook Street to Industrial Way.	\$625,000	City	2
P27	Bluff Road	East sidewalk infill from 200 feet north of Marcella Court to Green Mountain Street.	\$2,225,000	City	2
Estimated Cost for all Pedestrian Projects			\$18,800,000		

A Project descriptions are at a high level for planning purposes. Specific details of a particular project may be modified with additional analysis or when funding is identified.

B Expected, funding will likely come from multiple sources.

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ⁹	PACKAGE
CROSSING PROJECTS					
C1	Sandy Shopper Crossing - Evans	Evans Street Senior Apartments, traffic calming, and other crossing improvements are needed. Project may include pedestrian crossing advisory signage, curb extensions, and marked crosswalks.	\$25,000	City	2
C2	OR 211 Dubarko Crossing	Project may include pedestrian crossing advisory signage, curb extensions, marked crosswalks, and installation of RRFB. Coordinate with D9, D20, and D27.	\$125,000	City	2
C3	Sandy Transit Center - Pioneer	Project may include pedestrian crossing advisory signage, curb extensions, and marked crosswalks.	\$125,000	ODOT	2
C4	Sandy Transit Center - Proctor	Project may include pedestrian crossing advisory signage, curb extensions, and marked crosswalks.	\$125,000	ODOT	2
C5	CRMS - Bluff Road at Marcy	Install Rectangular Rapid Flashing Beacon (RRFB) with School Crossing Assembly (S1-1 and W16-7P), and high visibility crosswalks across the north and east sides of the intersection.	\$125,000	City	1
C6	CRMS - Bluff Road at Hood	Install a curb extension including perpendicular curb ramps and tactile domes at northeast corner of Hood St. Install a curb extension to provide clearance from existing pole, including perpendicular curb ramps and tactile domes, at southeast corner. Mark crosswalk and stop bar across the east leg of intersection.	\$125,000	City	1
C7	CRMS - Bluff Road at US 26	Increase pedestrian signal crossing time. Reconfigure crossing to provide perpendicular curb ramps with tactile domes and reduce curb radius at all corners. Add pedestrian-scale lighting. Reallocate existing roadway space to provide buffered bike lanes along Highway 26 and consider the use of green pavement markings near Bluff Rd. Consider installing vertical delineators with buffered bike lanes contingent on city maintenance agreement or construct a fully grade-separated bicycle facility.	\$125,000	ODOT	1

3. improvements

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY [®]	PACKAGE
C8	CRMS - Hood Street at Beers	At Beers Ave, repaint stop bars on west and east sides of intersection. Consider installation of a 4 way stop at Beers Ave.	\$25,000	City	1
C9	CRMS - Hood Street at Scales	Install perpendicular curb ramps with tactile domes at northwest and southwest corners of the intersection of Hood St and Scales Ave. Install tactile domes at the northeast and southeast corners. Repaint stop bars.	\$25,000	City	1
C10	CRMS - Hood Street at Bruns	Install tactile dome at southwest corner of Bruns Ave and Hood St.	\$25,000	City	1
C11	SGS - Hood/Strauss	Relocate southbound school advance crossing assembly (S1-1 & W16-9P) and school speed limit assembly (S4-3P & R2-1) along Strauss Ave to approximately 100 ft and 175 ft north of intersection, respectively. Repair approximately 150 LF of degraded sidewalk along the east side of Strauss Ave at the intersection with Hood St and widen sidewalk at encroaching utility pole. Install a curb ramp on the east side of the south leg of the intersection of Strauss Ave at Hood St. Add tactile domes and a stop bar associated with the crosswalk across the west leg of the intersection.	\$350,000	City	1
C12	SGS - Pleasant/Strauss	Mark stop bars in advance of crosswalks. Consider revising the intersection of Pleasant St and Strauss Ave to be a four-way stop (currently STOP control north- and southbound only).	\$25,000	City	1
C13	SGS - Pleasant/Alt	Mark stop bars in advance of crosswalks. Replace existing diagonal curb ramps at all four corners with perpendicular curb ramps with tactile domes. Construct a raised intersection at Pleasant St at Alt Ave.	\$350,000	City	1
C14	SGS - Smith/Pleasant	Mark stop bars in advance of crosswalks. Relocate southbound school advance crossing assembly (S1-1 & W16-9P) and school speed limit assembly (S4-3P & R2-1) along Smith Ave to approximately 100 ft and 175 ft north of intersection, respectively.	\$25,000	City	1

3. improvements

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ⁹	PACKAGE
C15	SGS - Alt/US 26	Increase pedestrian signal crossing time. Upgrade pedestrian pushbuttons to meet current standards with audible indications. Consolidate the two existing crosswalks across Highway 26 at Alt Ave with one high visibility continental crosswalk on the east side of the intersection including advance stop bar, bulb outs, curb ramps, and pedestrian scale lighting.	\$125,000	ODOT	1
C16	Bluff/Sandy Heights	Install marked crosswalks on all four legs with tactile domes on the ramps.	\$25,000	City	2
C17	Dubarko/US26	Install marked crosswalks on all four legs with tactile domes on the ramps, coordinate with D20, this project is not needed until the Dubarko Extension is complete.	\$25,000	ODOT	2
C18	Scales/Proctor	Install marked crosswalks on all four legs with tactile domes on the ramps.	\$25,000	ODOT	2
C19	Scales/Pioneer	Install marked crosswalks on all four legs with tactile domes on the ramps.	\$25,000	ODOT	2
C20	Bruns/Proctor	Install marked crosswalks on all four legs with tactile domes on the ramps.	\$25,000	ODOT	2
C21	Bruns/Pioneer	Install marked crosswalks on all four legs with tactile domes on the ramps.	\$25,000	ODOT	2
C22	OR 211	Pedestrian Overcrossing for Sandy Heights Street.	\$6,000,000	City	2
C23	Hwy 211 Pedestrian Improvements	ADA Improvements along Highway 211.	Funded	City	1
C24	Green Mountain and Bluff Pedestrian Crossing	Construct curb extensions and mark crossing to Jonsrud Viewpoint.	\$75,000	City	2
Estimated Cost for all Crossing Projects			\$7,950,000		

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ⁹	PACKAGE
BIKE PROJECTS⁹					
B1	362nd Dr. - Dubarko Rd. to UGB	Widen shoulder to 6 feet minimum for bike access.	\$1,500,000	City	2
B2	Bluff Rd. - US 26 to Miller Rd.	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$50,000	City	2
B3	Bornstedt Rd - OR 211 to UGB	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$2,550,000	City	2
B4	Dubarko Rd. - 362nd Dr. to Eldridge Dr.	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$50,000	City	2
B5	Dubarko Rd. - Sandy Heights St. to Melissa Ave.	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$50,000	City	2
B6	Langensand Rd. - US 26 to UGB	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$75,000	City	2
B7	Meinig Ave - Scenic St. to US 26	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$75,000	City	2
B8	Meinig Ave - Barker Ct. to Dubarko Rd.	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$25,000	City	2
B9	Sandy Heights St - Bluff Rd. to Tupper Rd.	Re-stripe roadway to provide bike lanes, cost assumes that the roadway is not widened and parking is removed.	\$50,000	City	2
B10	Tupper Rd. - Long Circle to OR 211	Widen roadway to provide bike lanes.	\$3,000,000	City	2
B12	US 26 - Ten Eyck Road to UGB	Widen to provide a six foot bike lane and sidewalk.	\$7,725,000	ODOT	2
B13	Sandy Heights St - Dubarko Rd to Nettie Connett Dr	Re-stripe/widen Roadway to provide bike lanes.	\$2,275,000	City	2
B14	Jacoby Rd - Dubarko Rd to southern UGB	Re-stripe/widen Roadway to provide bike lanes and construct sidewalk.	\$3,925,000	City	2

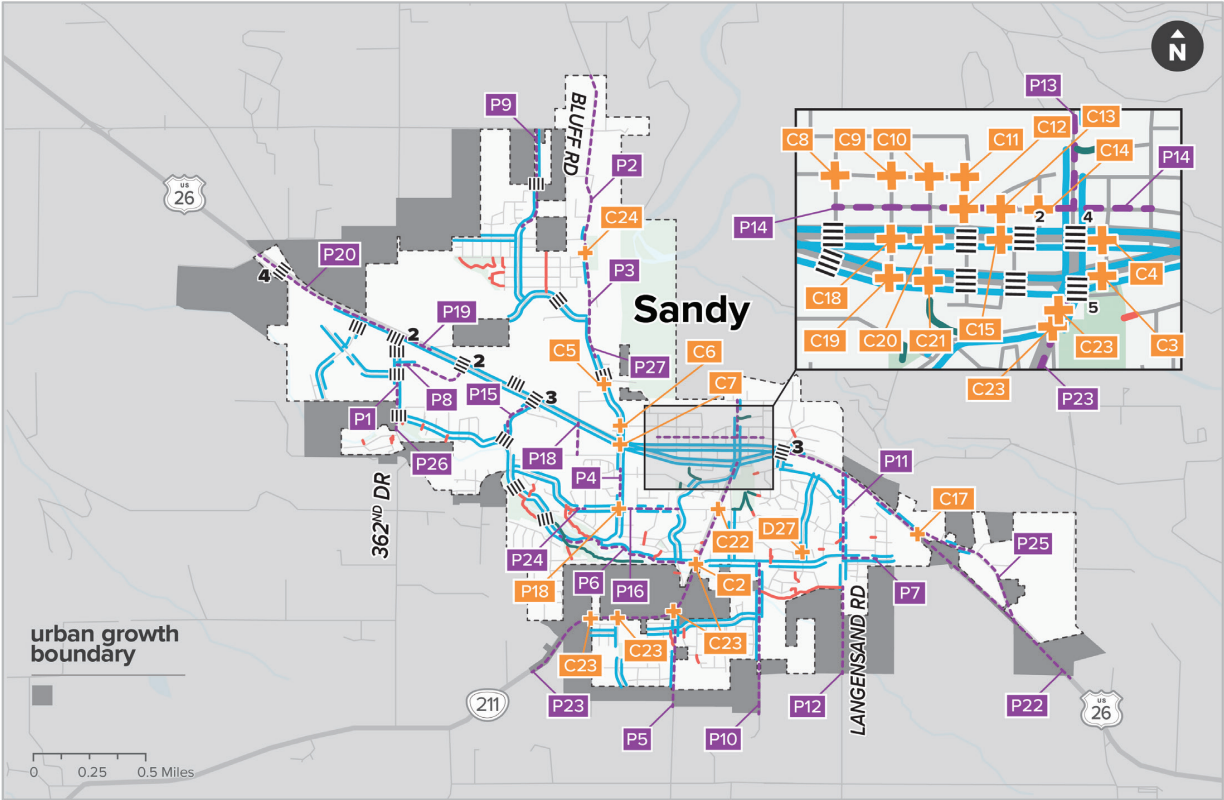
3. improvements

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ⁹	PACKAGE
B15	Vista Loop - Full extent	Re-stripe/widen Roadway to provide bike lanes and construct sidewalk.	\$2,075,000	City	2
Estimated Cost for all Bike Projects			\$23,425,000		
TRAIL PROJECTS		These projects will be funded through the Parks System Development Charge for new development			
T03	362nd	6' - 8' wide gravel trail	\$125,000	City	2
T04	Kelso to Powerline	6' - 8' wide gravel trail	\$200,000	City	2
T05	Powerline	5' concrete path	\$50,000	City	2
T06	Olson to Powerline	5' concrete path	\$100,000	City	2
T08	Sandy Bluff Park to 362nd 3	6' - 8' wide gravel trail	\$150,000	City	2
T09	Sandy Bluff Park Pond Loop Trail 3	6' - 8' wide gravel trail	\$50,000	City	2
T10	Bell Street to Sandy Bluff Park 3	6' - 8' wide gravel trail	\$75,000	City	2
T11	Kate Schmidt to Bell Street 3	3' wide natural surface trail	\$50,000	City	2
T12	SHS Trail Easement 1 3	3' wide natural surface trail	\$100,000	City	2
T13	Meeker to MH Athletic Club	5' concrete path	\$50,000	City	2
T17	Community Campus to Sandy River Trail	3' wide natural surface trail	\$25,000	City	2
T19	Park Street to Community Campus	3' wide natural surface trail	\$5,000	City	2
T21	Vista Loop to Hood Street	6' - 8' wide gravel trail	\$50,000	City	2
T28	Tickle Creek Reroutes 3	6' - 8' wide gravel trail	\$75,000	City	2
T30	Sunset Street to Tickle Creek	3' wide natural surface trail	\$15,000	City	2

PROJECT ID	LOCATION	PROJECT ELEMENTS	ESTIMATED COST (2021 DOLLARS)	LEAD AGENCY ^B	PACKAGE
T31	Sunset Street to Nettie Connett Drive	5' wide concrete path	100,000	City	2
T32	Bluff Road to Sandy Heights	3' wide natural surface trail	\$15,000	City	2
T33	Tupper Park to Gerilyn Court	5' concrete path	\$50,000	City	2
T35	Tickle Creek Extension East to Dubarko Underpass	6' - 8' wide gravel trail	\$75,000	City	2
T38	Tickle Creek to Deer Point Park	5' concrete path	\$450,000	City	2
T39	Dubarko Extension Road	8' wide asphalt trail	\$125,000	City	2
T40	Tickle Creek Extension Dubarko East to Jacoby	3 6' - 8' wide gravel trail	\$100,000	City	2
T41	Alleyway to Tickle Creek Trail Connector	5' concrete path	\$50,000	City	2
T42	Jacoby Road to Tickle Creek Connector	5' concrete path	\$50,000	City	2
T44	Bornstedt Park	5' concrete path	\$75,000	City	2
T50	Highway 211 Parkway	-	\$400,000	City	2
T54	Cascadia to Tickle Creek	6' - 8' wide gravel trail	\$30,000	City	2
Estimated Cost for all Trail Projects			\$2,640,000		

B Expected, funding will likely come from multiple sources.

pedestrian



pedestrian improvements

- sidewalks** (dashed purple line)
- crossings** (orange plus sign)

existing pedestrian facilities

- sidewalks** (blue line)
- unpaved trail** (green line)
- paved path** (red line)
- project id** (orange box with 'xx')
- crosswalks** (vertical lines)
- # of crosswalks at this location** (number next to crosswalk symbol)

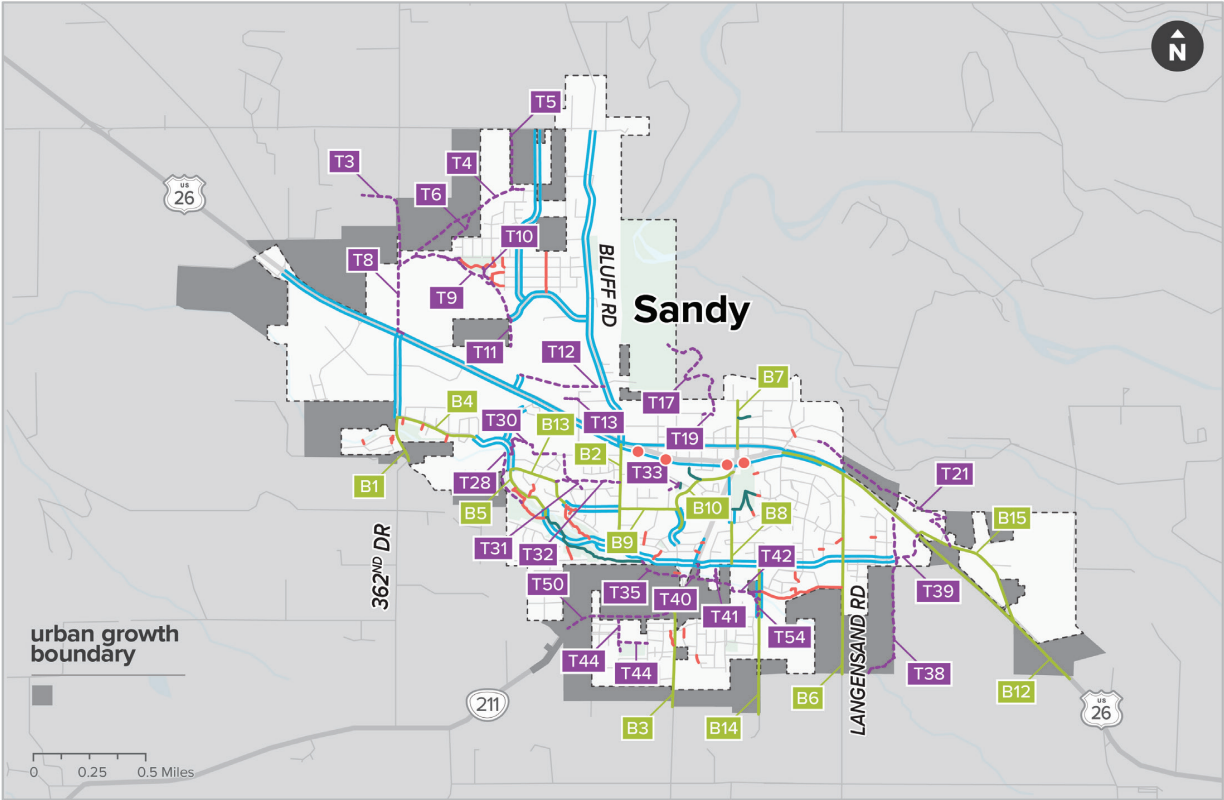
base map

- city limits** (dotted line)

Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

figure 12
Pedestrian Improvements & Facilities

bicycle



bicycle improvement type

- bicycle lanes (green line)
- trails (purple dashed line)

existing bicycle facilities

- bicycle lanes (blue line)
- unpaved trail (teal line)
- paved path (red line)
- narrow parking (blue line with red dot)

- project ID**
- xx (purple box)
 - xx (green box)

base map

- city limits (dashed line)

Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

figure 13
Bicycle Improvements & Facilities

transit projects

Transit projects would enhance the quality and convenience for passengers. Eight transit projects were identified. Most of these projects will be led by Sandy Area Metro and can be implemented with different funding sources than the driving, walking, biking, and safety projects and so were not considered for the financially constrained list. Some pedestrian crossing projects were included based on needs identified in the Sandy Transit Master Plan and will serve pedestrians in the downtown area as well as transit riders.

TRANSIT PROJECTS	
LOCAL SERVICE IMPROVEMENTS – FIXED ROUTES	Add Saturday service, lengthening the service hours, adding an additional shuttle route that reaches the Vista Apartments.
LOCAL SERVICE IMPROVEMENTS – FLEXIBLE SERVICES	Add a bus and driver.
LOCAL SERVICE IMPROVEMENTS – ELECTRIC BUSES	Purchase one or more electric buses, a charging station, and the required maintenance equipment.
ADDITIONS TO REGIONAL SERVICE – GRESHAM EXPRESS	Higher frequencies on Saturdays or Sundays, more night and morning service on Saturdays or Sundays, Occasional additional trips that go directly to important destinations.
ADDITIONS TO REGIONAL SERVICE – NEW CLACKAMAS EXPRESS	Coordinate with Clackamas County, the City of Boring and TriMet to plan and fund a route connecting these communities.
ADDITIONS TO REGIONAL SERVICE – IMPROVED BUS STOPS	Coordinate with the City of Gresham and TriMet to invest in better stop amenities at the Gresham Transit Center.
PEDESTRIAN IMPROVEMENTS – TRANSIT CENTER	Improve access to the transit center by providing crossing treatments from every direction specifically at Proctor and Pioneer Blvd at Hoffman Ave. TSP projects include C3 & C4 – Hoffman Ave at Proctor and at Pioneer Crossing Improvement, these projects require coordination with ODOT.
PEDESTRIAN IMPROVEMENTS – EVANS ST CROSSING	Construct a crosswalk or traffic calming treatment on Evans St. TSP projects include C1 – Van Fleet Ave/Evans St Crossing Improvement, this project would be lead by SAM.

safety

Safety projects primarily reduce the risk of collisions. Many bicycle, pedestrian, and driving projects also improve safety along with improving capacity for their respective travel modes. There are three safety projects at a cost of \$325,000.

PROJECT ID					
S1	US 26 Adaptive Signal System	Install an adaptive signal control system on US 26 between Orient Drive and Bluff Road.	\$200,000	ODOT	1
S2	US 26 at Ten Eyck Road Study	Study improvements to business access at Ten Eyck Road and US 26.	\$50,000	ODOT	1
S3	US 26 Speed Zone Study	Study speeds east of Ten Eyck Road/Wolf Drive along US 26. Coordinate with C17 and D20 to consider the impact of the Dubarko extension (D20) and if an intersection control modification is necessary.	\$75,000	ODOT	1

funding

The \$282 million total cost of the 117 identified locally-funded transportation system projects is far greater than the City's ability to raise funds. Unless Sandy develops additional revenue streams, the City can expect to have no more than \$10.2 million of local street funds to spend on locally-funded improvements over the next 20 years.

transportation system maintenance:
Nearly 76% of Sandy's current revenue streams for transportation fund maintenance of the existing system.

city funding gap:
Sandy has just \$10.2 million to fund the \$282 million total cost of the locally funded transportation system projects.

The City uses six general funding sources for transportation, including funds from:

Infrastructure Investment Jobs Act (IIJA). Federal transportation funds allocated from the IIJA flow to the states that use them primarily for safety, highway, and bridge projects. Sandy receives a portion of these funds based partially upon population.

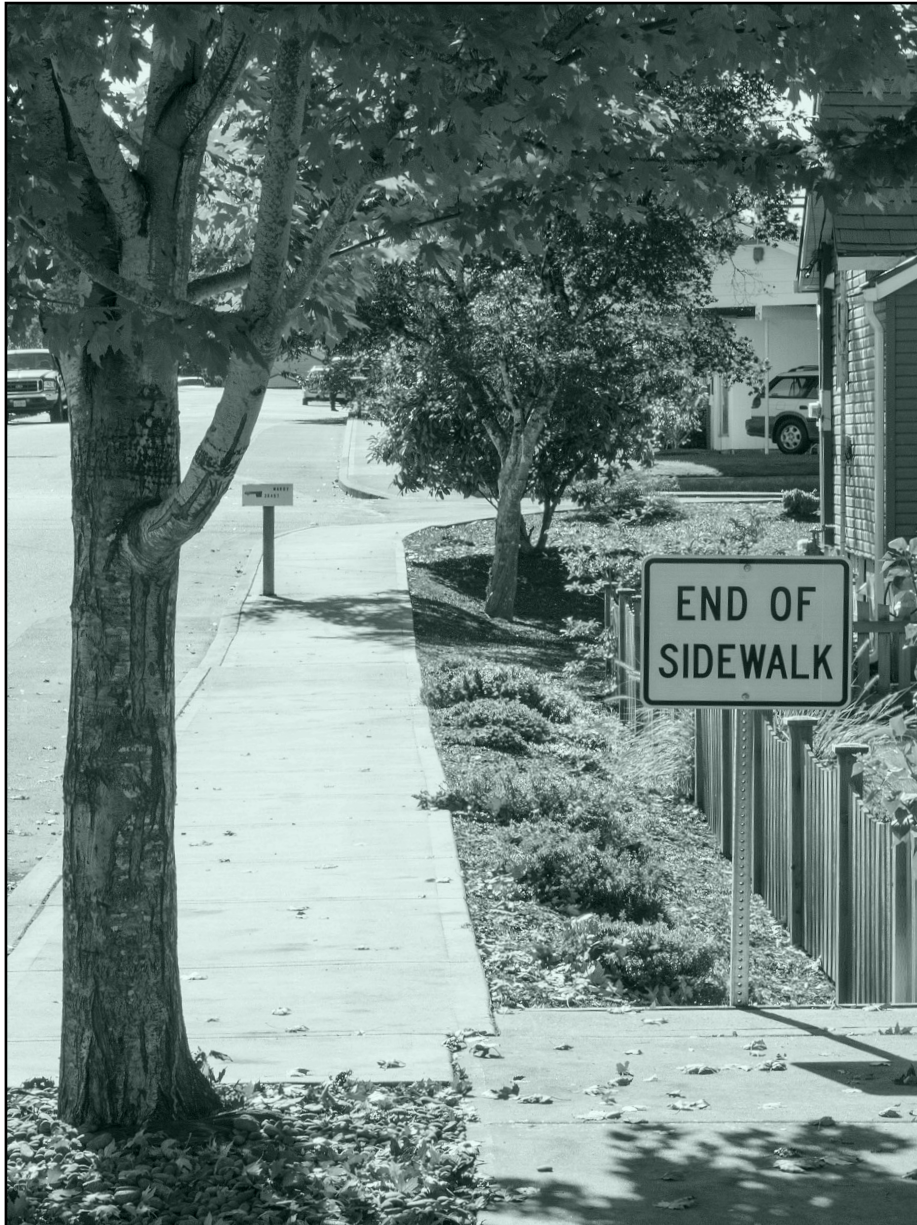
The State Highway Trust Fund. The State Highway Trust Fund makes distributions from the state motor vehicle fuel tax, vehicle registration and title fees, driver license fees, and truck weight-mile taxes. Cities and counties receive a share of State Highway Trust Fund monies based on registered vehicles, and by statute may use the money for any road-related purpose, including walking, biking, bridge, street, signal, and safety improvements.

The state gas tax funds previously have failed to keep up with cost increases and inflation. With increased fuel efficiency of vehicles and the State's emphasis on reducing vehicle miles traveled, the real revenue collected gradually has eroded over time. To offset the relative decline in contribution to state funds these fees are periodically increased to generate higher revenue for the state. Vehicle registration fees in Oregon recently increased from \$86 to \$112 per vehicle per year for passenger cars, with similar increases for other vehicle types. The gas tax in Oregon is currently 36 cents per gallon.

Local Gas Tax. Sandy collects a local tax from fuel distributors within the city limits. These funds have historically been used for roadway maintenance of streets under City jurisdiction. The gas tax was approved in 2002 at one cent per gallon. The gas tax was increased to two cents per gallon in 2009.

Clackamas County Vehicle Registration Fee. Clackamas County commissioners approved a \$30 per year vehicle registration fee to fund road maintenance and construction projects. Sandy will receive an estimated \$200,000 annually which will be used to construct various transportation projects.

revenues vs. expenditures:
\$42 million in revenue is expected through 2040 compared with \$32 million in expenditures for maintenance or other committed costs such as the Bell Street extension.



System Development Charges. Street System Development Charges (SDC) are collected from new development applications within the City of Sandy based on the proposed land use. The SDC fees are determined based on each land use's potential to generate new vehicle trips. SDC's are a funding source for all capacity adding projects. The funds collected can pay for constructing or improving portions of roadways impacted by applicable development and include roadway improvements, bikeways, and pedestrian facilities. The City of Sandy currently applies an SDC of \$4,826.00 per single family dwelling unit or \$304.10 per adjusted average daily person trip for non-residential land uses.

Grants. Sandy was awarded a Transportation Growth and Management grant to fund the current update to the Transportation System Plan. Future funding of projects from grants are not guaranteed and are awarded through a competitive application and review process. Grants typically provide an opportunity for securing funding for important capital projects that do not have sufficient City funds to complete.

Based on the above sources, Sandy is expected to have \$42 million in revenue for the transportation system through 2040. The current expenditures total approximately \$32 million, or nearly 76 percent of Sandy's current revenue streams, allocated for transportation fund maintenance of the existing system. Rising maintenance costs through 2040 will diminish the share of funds available for improvements to the transportation system. The remaining balance of \$10.2 million is expected to be available to fund other expenditures such as the projects in the TSP.

For more information on the funding assumptions utilized for the TSP, see **Appendix Section C**.

4

financially constrained plan

The TSP sets priorities for spending anticipated funds and identifies projects that would be possible with additional funding.

The financially constrained plan identifies the transportation solutions that the city prioritizes for funding and implementation by 2040. These projects reflect the highest priority projects identified by the CAC and public that are likely to be funded in the next 20 years. ODOT has projected that the City could receive up to \$1 million from various state and/or federal sources over the next 20 years. Based on current needs, Table 3 and Figure 14 show how the City could use the state funds. The projects listed are illustrative only and ODOT does not give them higher priority than any other US 26 project in the City's list. The City may modify and adapt the list to advance any supported project along US 26 in response to any opportunity or issue that may arise during the planning horizon.



financially constrained projects

The following pages include the financially constrained projects in chart form and on the accompanying map. Improvement Package 1, Financially Constrained Plan totals the \$10.2 million likely to be available through existing City funding sources. It also suggests how the City would use a likely amount of revenue from state and/or federal sources.

TABLE 3. CONSTRAINED STREET DESIGN OPTIONS

PROJECT ID	LOCATION	PROJECT ELEMENTS ^A	FUNDING PLAN
PEDESTRIAN IMPROVEMENTS (2 PROJECTS)			
P1	362nd Drive	This project constructs sidewalk to fill in existing gaps along the west side of 362nd Drive from Chinook Street to Industrial Way. By filling in sidewalk gaps along 362nd Drive this project improves the low-stress pedestrian network and access to the shopping center at 362nd Drive and US 26.	The \$1,000,000 cost is expected to be primarily funded by developers as undeveloped parcels adjacent to 362nd Drive are developed, any remaining funds would come from System Development Charges (SDC).
P3	Bluff Rd	This project constructs sidewalk to fill in existing gaps along the west side of Bluff Road from Bell Street to the parcel at 15931 SE Bluff Road. This project improves the low-stress pedestrian network in the vicinity of Sandy High School, Jonsrud Viewpoint, and the residential area to the west of Bluff Road.	The \$875,000 cost is expected to be primarily funded through the road fund and System Development Charges (SDC).
CROSSING IMPROVEMENTS (12 PROJECTS)			
C5	CRMS - Bluff Road at Marcy	This project improves the intersection crossing by constructing a Rectangular Rapid Flashing Beacon (RRFB) with School Crossing Assembly, and high visibility crosswalks across the north and east sides of the intersection.	The \$125,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C6	CRMS - Bluff Road at Hood	This project improves the intersection by modernizing the crossing, particularly with curb extensions.	The \$125,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.

PROJECT ID	LOCATION	PROJECT ELEMENTS ^A	FUNDING PLAN
C7	CRMS – Bluff Road at US 26	This project improves the intersection modernizing the crossing by reducing the curb radius at all corners, adding pedestrian-scale lighting and improvement of the bicycle network by providing buffered or separated bicycle facilities at the intersection crossing. Pending coordination with ODOT, the pedestrian signal crossing time may be increased, based on a slower walking speed.	The \$125,000 cost, which does not assume a fully separated bike facility, is expected to be primarily funded by ODOT with additional funding expected from a Safe Routes to School grant and local funding from the road fund and urban renewal fund.
C8	CRMS – Hood Street at Beers	This project improves the intersection by repainting stop bars on Beers Avenue and improving the intersection control by installing stop signs for the Hood Street approaches, creating a 4-way stop intersection.	The \$25,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C9	CRMS – Hood Street at Scales	This project improves the intersection by installing perpendicular curb ramps with tactile domes at the intersection of Hood St and Scales Ave and repainting stop bars.	The \$25,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C10	CRMS – Hood Street at Bruns	This project improves the intersection by installing a tactile dome at the southwest corner of Bruns Ave and Hood St.	The \$25,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C11	SGS – Hood/Strauss	This project improves the intersection by: <ul style="list-style-type: none"> Relocating the southbound school advance crossing sign and school speed limit sign north of intersection. Repairing sidewalk along the east side of Strauss Avenue and mitigating the narrowing caused by a utility pole. Installing a curb ramp at the southeast corner of the intersection and adding tactile domes and a stop bar on the west leg of the intersection. 	The \$350,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C12	SGS – Pleasant/Strauss	Pleasant Street at Strauss Avenue: This project improves the intersection by marking stop bars in advance of crosswalks and potentially revising the control of the intersection to be all-way stop control.	The \$25,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.

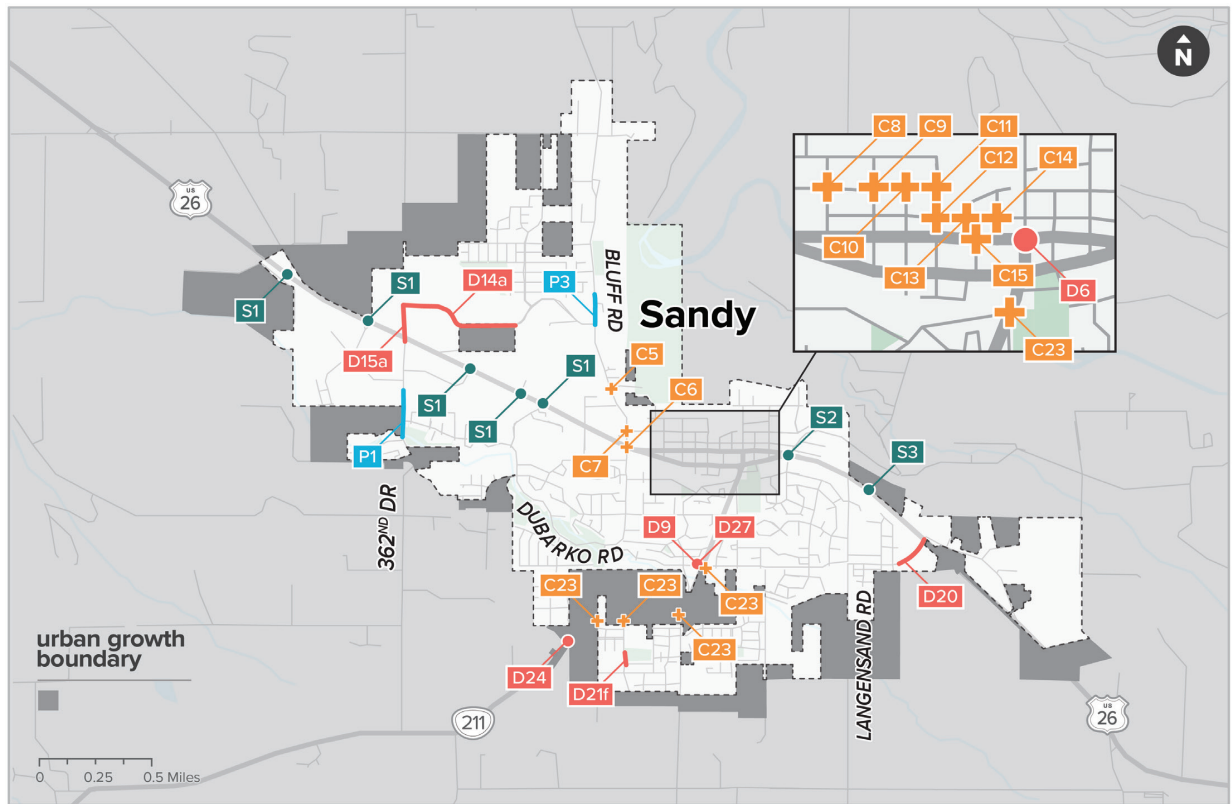
4. financially constrained plan

PROJECT ID	LOCATION	PROJECT ELEMENTS ^A	FUNDING PLAN
C13	SGS – Pleasant/Alt	This project improves the intersection by marking stop bars in advance of crosswalks, replace existing diagonal curb ramps with perpendicular curb ramps and tactile domes, and constructing a raised intersection.	The \$350,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C14	SGS – Smith/Pleasant	This project improves the intersection by marking stop bars in advance of crosswalks, relocating the southbound school advance crossing sign and school speed limit sign north of the intersection.	The \$25,000 cost is expected to be primarily funded through the road fund and urban renewal funds. Additional funding is expected to be available through a Safe Routes to School grant.
C15	SGS – Alt/US 26	This project improves the intersection by increasing the pedestrian crossing time based on a walking rate of 3.0 feet per second, upgrading the pedestrian pushbuttons to meet current standards with audible indications, and consolidating the two existing crosswalks with one high visibility continental crosswalk on the east side of the intersection including an advance stop bar, bulb outs, curb ramps, and pedestrian scale lighting.	The \$125,000 cost is expected to be primarily funded through an ODOT grant. Additional funding is expected from the road fund, urban renewal fund, and potential grant funding.
C23	Hwy 211 Pedestrian Improvements	These American with Disabilities Act related ramp improvements along Highway 211 are currently funded by \$500,000 received from ODOT as part of the jurisdictional transfer of Highway 211 from ODOT to the City of Sandy.	Funded
SAFETY IMPROVEMENTS (3 PROJECTS)			
S1	US 26 Adaptive Signal System	This project extends the adaptive signal system from Orient Drive to Ruben Lane. An adaptive signal system improves performance and monitoring of traffic signals by providing real-time adjustments and improved data collection.	The \$200,000 cost is expected to be funded by ODOT.
S2	US 26 at Ten Eyck Road Study	This project studies improvements or mitigations related to traffic impacts from access for business adjacent to the Ten Eyck Road and US 26 intersection.	The \$50,000 cost is expected to be funded by ODOT and the road fund.
S3	US 26 Speed Zone Study	This project studies speeds east of Ten Eyck Road/Wolf Drive along US 26 for consideration of a potential reduction. It should be coordinated with C17 (Dubarko pedestrian crossing improvements) and D20 (Dubarko Road extension) to consider if an intersection control modification is necessary.	The \$75,000 cost is expected to be primarily funded by ODOT.

PROJECT ID	LOCATION	PROJECT ELEMENTS ^A	FUNDING PLAN
DRIVING IMPROVEMENTS (10 PROJECTS)			
D3	US 26 & 362nd Drive Intersection Improvement	This project is expected to reduce congestion for the westbound left turn and accommodate the 362nd Drive Extension 1 (D15a). The project includes minor widening on the south leg to accommodate a northbound through lane, construction of a three-lane southbound approach with a right turn lane, through lane, and left turn lane, and an eastbound left turn lane.	This project is currently funded with local funds without an additional westbound left turning movement. The additional westbound left turn lane is dependent on the 362nd Drive and Industrial Way improvements (D1) that would extend the second southbound lane from the Fred Meyer driveway to the Industrial Way intersection. The second westbound left turn lane should be coordinated with project D1.
D6	Highway 211 & Proctor Boulevard Northbound Approach Modification	This project restripes the northbound approach to clearly indicate the set back stop bar and associated keep clear distance.	The \$15,000 cost is expected to be funded through the road fund.
D9	Highway 211 & Dubarko Road Multimodal Intersection Improvement	This project improves safety and multimodal connectivity and should be coordinated with the recommendations in project D27 Highway 211 & Dubarko Road Intersection Control Evaluation and C23 ADA improvements along Highway 211.	The \$270,000 cost is expected to be funded through the road fund and system development charges.
D14A	Bell Street Extension to 362nd Drive Extension	This project extends Bell Street to 362nd Drive extension (D15a) at Minor Arterial cross section standards. It improves connectivity by providing a parallel route to US 26 from 362nd Drive to Bluff Road.	This project is currently funded with local funds.
D15A	362nd Drive Extension to Bell Street Extension	This project extends 362nd Drive to Bell Street extension (D14a) at Minor Arterial cross section standards. It improves connectivity by providing a parallel route to US 26 from 362nd Drive to Bluff Road.	This project is currently funded with local funds.
D20	Dubarko Road to US 26 Opposite Vista Loop Drive (West)	This project extends Dubarko Road to US 26/Vista Loop Road (west) at Minor Arterial cross section standards. It should be coordinated with D9 (US 26 Dubarko Road intersection improvement) and C17 (US 26 Dubarko Road pedestrian crossing improvement).	This project is expected to be constructed by development, with partial SDC credits, with an expected cost of \$3,900,000.
D21F	Village Blvd Extension 1	This project connects Village Boulevard between Cascadia Village Drive and Juniper Street at Collector standards providing additional north-south connectivity for the neighborhood south of Highway 211.	The \$875,000 cost is expected to be funded by the City through system development charges and partially by development.
D24	Highway 211 Roundabout at Gunderson	This project improves the intersection of Highway 211 at Gunderson Road by constructing a roundabout.	The \$1,000,000 cost is partially funded by development with the remaining amount provided by the road fund and system development charges.

4. financially constrained plan

PROJECT ID	LOCATION	PROJECT ELEMENTS ^A	FUNDING PLAN
D27	Highway 211 & Dubarko Road Intersection Control Evaluation	This project studies the intersection control options for Highway 211 and Dubarko road given the strain of high traffic volumes and difficult topography. The resulting solutions should improve safety and capacity.	The \$50,000 cost is expected to be funded through the road fund and system development charges.
D31	US 26 Sandy Bypass Planning	This project includes preparation of planning documents to evaluate alternatives and the environmental impact of a potential US 26 bypass. This project consists of planning work only, not directly resulting in any capital improvement, and is not included in the map.	The \$1,000,000 is expected to be funded by the City.



financially constrained plan

figure 14
Financially Constrained system

- crossings** +
- safety** ●
- intersection** ●
- sidewalks** —
- segment** —
- project ID** xx xx xx xx
- city limits**

Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy



the standards

The TSP sets standards and regulations to ensure future development or redevelopment of property is consistent with the City's transportation vision and goals (see Volume 2, Sections D and H for more information).

A road's functional classification (shown in Figure 16) determines the level of mobility for all travel modes for anticipated level of access and usage. The functional classification system recognizes that individual streets do not act independently of one another, but instead form a network that serves travel needs on a local and regional level. From highest to lowest intended traffic volume, the functional classifications are: major arterial, minor arterial, collector, and local streets. Roadways with higher classification generally limit access to adjacent property in favor of more efficient motor vehicle traffic movement (i.e., mobility). Local roadways with lower classification have more driveway access and intersections, and generally accommodate shorter trips to nearby destinations.

functional classifications

principal arterials

Principal Arterials are state roadways. These roadways serve the highest volume of motor vehicle traffic and are primarily used for longer distance regional trips. The only roadway in the city classified as a principal arterial is US 26.

minor arterials

Minor Arterials are high-volume, intra-city streets providing connectivity and parallel features, and should generally be spaced approximately one mile apart. These roads have a typical capacity between 8,000 and 16,000 ADT. Minor arterials are generally the most important classification for circulation within Sandy and are intended to serve longer local trips. Private driveway access is discouraged where access to facilities of lower classification is available, and traffic calming measures and on-street parking should be avoided. The provision of bike lanes is required.

collectors

Collector streets provide both access and circulation within and between residential and commercial areas. These roads have a typical capacity between 2,000 and 6,000 ADT. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive control of access (compared to arterials), and penetrate residential neighborhoods, distributing trips from the local street system to minor and major arterials. Collectors may provide on-street parking, may incorporate traffic calming measures, and should be spaced approximately one-half mile apart. The provision of bike lanes is required.

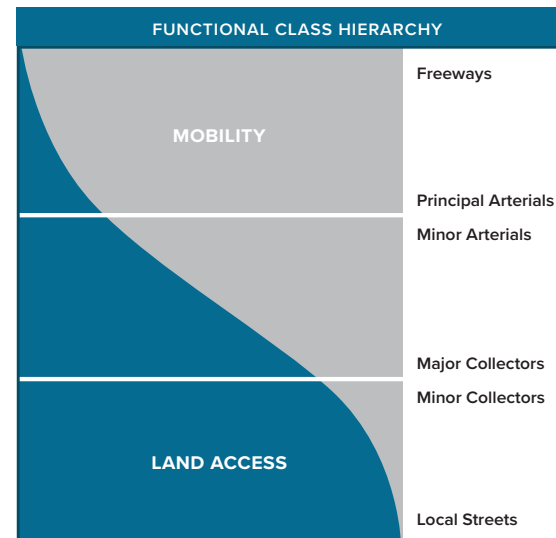


figure 15

Functional Class Hierarchy

local streets

Local Streets provide more direct access to residences without serving through travel. These roadways are often lined with homes and are designed to serve lower volumes of traffic. Streets in Sandy that are not classified as Major Arterials, Minor Arterials, or Collectors are classified as Local Streets.

the standards

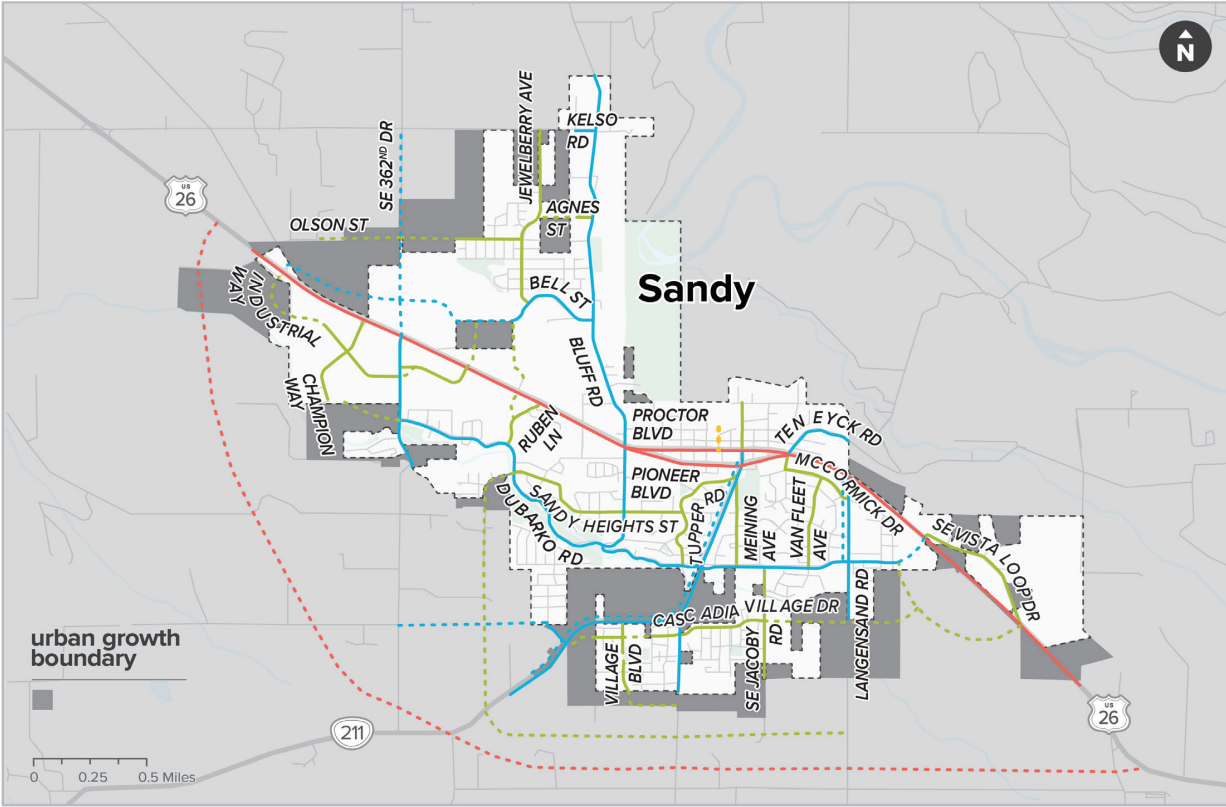


figure 16
Functional Classification

future projects

tsp projects classification

minor major collector local



existing street classification

major minor collector local



base map

city limits



Source: Oregon Department of Transportation, Data Resource Center (Oregon Metro), City of Sandy

typical street cross-section standards

Figures 19 to 24 and Table 4 include standard cross-section types for city roadways, with guidelines for constrained areas where design elements may need to be reduced shown.

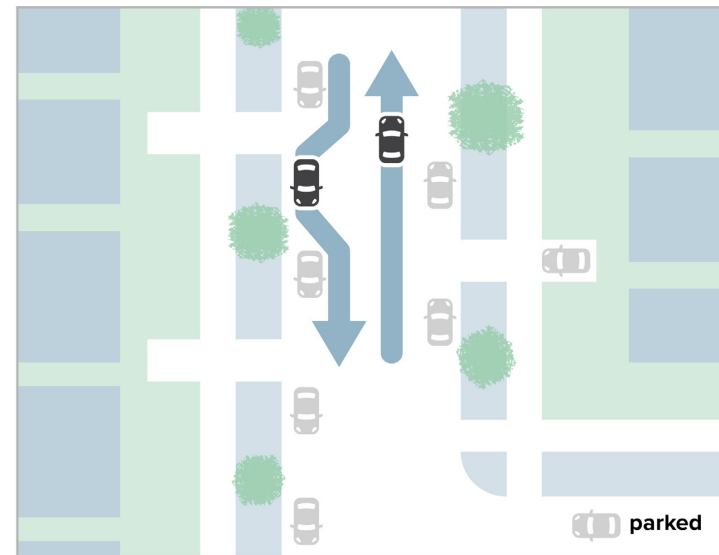
Figure 17 shows the cross-section options for local streets. Local streets should be designed so that moving cars must occasionally yield between parked cars before moving forward, as shown in the sidebar images, allowing for the development of narrow streets, encouraging vehicles to move slower, and allowing for periodic areas where a 20-foot-wide clear area is available for parking of fire apparatus. Local streets require placement of no-parking locations (i.e., driveways, fire hydrants, mailboxes) at appropriate intervals to provide the needed gaps for queuing opportunities. Also, parking near intersections on narrow streets should not be permitted because it can interfere with the turning movements of large vehicles. The Junker Street Circulation Plan (2021) identifies specific cross section standards for Junker Street. A separate cross section is included in Figure 24.

Design standards for Major Arterials in Sandy (US 26) are controlled by the Blueprint for Urban Design in the Oregon Highway Design Manual and are not completely duplicated in the TSP. For reference, three land use contexts and highway design options are included in this discussion. Those contexts are:

- **Special Transportation Area (STA)** along Proctor Boulevard and Pioneer Boulevard (US 26) between Bluff Road and Ten Eyck Road (Figure 19). In this urban context speeds are low, at or below 25 miles per hour, there are regular transit stops, and ample bicycle and pedestrian facilities to serve the expected higher volume of these users.
- **Commercial Corridor** west of Bluff Road (Figure 20). In this context speeds are moderate, typically between 30 and 35 miles per hour,

figure 17

Local Street – Yielding Traffic Behavior



there are regular transit stops and pedestrian and bicycle facilities should be buffered from the travel lanes.

- **Suburban Fringe** east of Ten Eyck Road (Figure 21). In this context speeds are higher, between 35 and 40 miles per hour. Pedestrian and bicycle facilities should be separated with a buffer and future uses of the surrounding land should be considered.

figure 18

Cross-section of US 26 Special Transportation Area

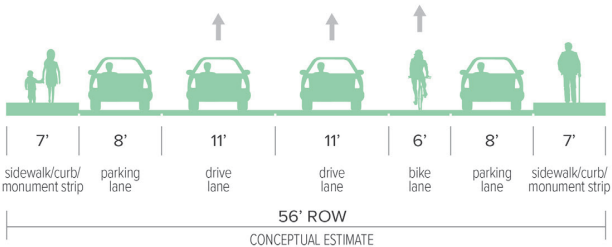


figure 19

US 26 Commercial Corridor

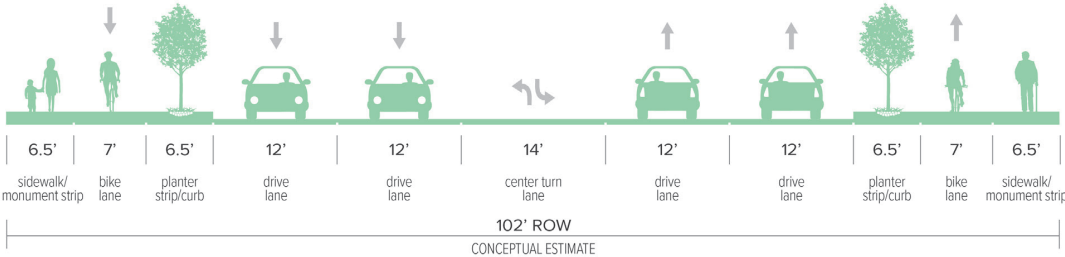


figure 20

Cross-section of US 26 Suburban Fringe

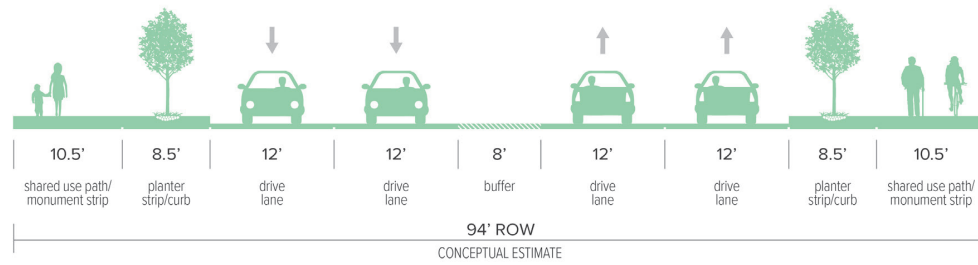


figure 21

Minor Arterial Cross Section

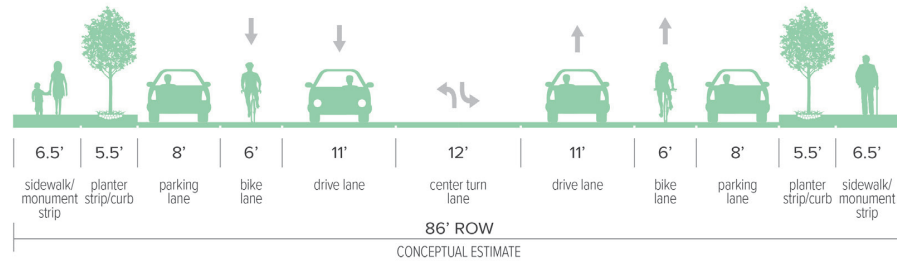


figure 22

Cross-section of Collector

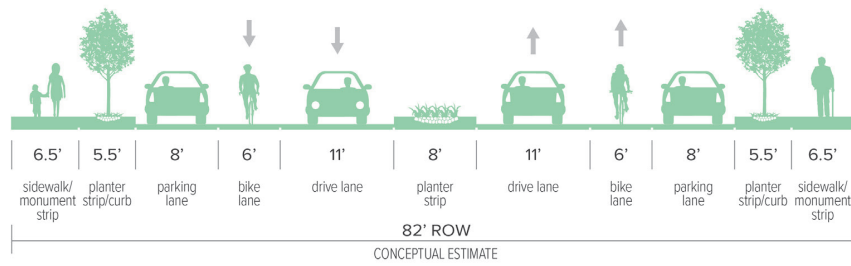


figure 23

Cross-section of Local Street

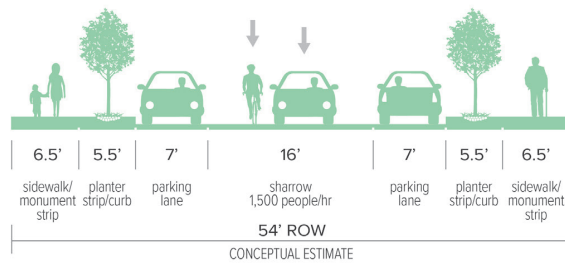


figure 24

Cross-section of Junker Street

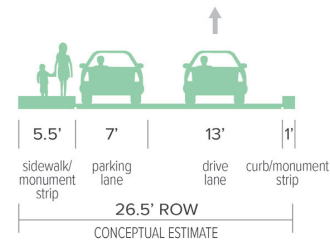


TABLE 4. CROSS-SECTION STANDARDS

CROSS-SECTION	TOTAL ROW	SIDEWALK	PLANTER STRIP	PARKING	BIKE LANE	TRAVEL LANE	CENTER LANE
MAJOR ARTERIAL – STA	58	7 ^{CD}	-	8	6 ^A	11	-
MAJOR ARTERIAL – COMMERCIAL CORRIDOR	102	6.5 ^C	6.5 ^D	-	7	12	14
MAJOR ARTERIAL – SUBURBAN FRINGE	94	10.5 ^{CF}	8.5 ^D	-	-	12	8
MINOR ARTERIAL – STANDARD	86	6.5 ^C	5.5 ^D	8 ^G	6	11	12
MINOR ARTERIAL – MINIMUM ^B	66	6.5 ^C	5.5 ^D	-	6	11	8
COLLECTOR – STANDARD	82	6.5 ^C	5.5 ^D	8	6	11	8
COLLECTOR – MINIMUM ^B	58	6.5 ^C	5.5 ^D	-	6	11	-
LOCAL	54	6.5 ^C	5.5 ^D	7	-	16 ^A	-
JUNKER STREET	26.5	5.5 ^{AC}	1 ^{ACD}	7 ^A	-	13 ^A	5

- A Not directional, this element only appears once in the cross section
- B Minimum cross section designs can be applied per Section 17.66.00 SMC
- C Includes 0.5' monument strip
- D Includes 0.5' curb
- E All dimensions in feet
- F As shared use path
- G Parking is optional



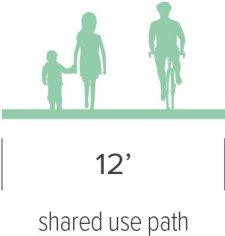
shared-use paths

Shared-use paths provide off-roadway facilities for walking and biking travel. Depending on their location, they can serve both recreational and commuter needs. Shared-use path designs vary in surface types and widths. Hard surfaces are generally better for bicycle travel. Widths need to provide ample space for both walking and biking and should be able to accommodate maintenance vehicles.

Sandy requires that shared-use paths are paved and are 12 feet wide (see Figure 25). This design standard applies to newly constructed or improved facilities and does not apply to existing shared-use paths.

figure 25

Shared-Use Path Street



roadway & access spacing standards

Access management is a broad set of techniques that balance the need to provide for efficient, safe, and timely travel with the ability to allow access to individual destinations. Appropriate access management standards and techniques can reduce congestion and accident rates and may reduce the need for construction of additional roadway capacity.

Table 5 identifies minimum public roadway intersection and minimum private access spacing standards for streets in Sandy. New roadways or redeveloping properties must comply with these standards to the

TABLE 5. STREET AND ACCESS SPACING STANDARDS

CROSS-SECTION	MAJOR ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL STREET
DISTANCE BETWEEN PUBLIC STREETS	5,280 feet	5,280 feet	2,640 feet	400-600 feet
MINIMUM DRIVEWAY SPACING (PUBLIC STREET TO DRIVEWAY AND DRIVEWAY TO DRIVEWAY)	See Table 6	400 feet or 200 with restricted right-in/right-out access	300 feet or 150 with restricted right-in/right-out access	Covered by the Sandy Development Code

Note: All distances measured from center to center of adjacent approaches.

extent practical, as determined by the City. As the opportunity arises through redevelopment, streets not complying with these standards could improve with strategies such as shared access points, access restrictions (through the use of a median or channelization islands), or closure of unnecessary access points, as feasible.

Like street design and mobility targets, access spacing standards for US 26 are determined by ODOT. ODOT spacing standards are defined in the Oregon Highway Plan, OAR 734-051, and ODOT's Highway Design Manual.

TABLE 6. US 26 ACCESS SPACING STANDARDS

SPEED	URBAN EXPRESSWAY	URBAN	STA ^A
≥ 55	2640 feet	1320	n/a
50	2640 feet	1100	n/a
40 & 45	2640 feet	800	n/a
30 & 35	n/a	500	See footnote
≤ 25	n/a	350	See footnote

A Minimum access management spacing for public road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum access management spacing for driveways is 175 feet (55 meters) or mid-block if the current city block is less than 350 feet (110 meters).

Note: All distances measured from center to center of adjacent approaches.

mobility targets

Mobility targets for streets and intersections in Sandy provide a metric for assessing the impacts of new development on the existing transportation system and for identifying where capacity improvements may be needed. They are the basis for requiring improvements needed to sustain the transportation system as growth and development occur. Two methods used to gauge operational conditions for motor vehicles include volume-to-capacity (v/c) ratios and level of service (LOS).

Volume-to-capacity (v/c) ratio: A v/c ratio is a decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. The ratio is the peak hour traffic volume divided by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. A ratio approaching 1.00 indicates increased congestion and reduced performance.

Level of service (LOS): LOS is a “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay is excessive and demand exceeds capacity, typically resulting in long queues and delays.

Assuming Sandy grows in accordance with its current adopted land use plan and travelers continue to rely heavily on private autos for their trips, US 26 through the city will not be able to meet ODOT’s v/c ratio-based mobility targets. In this situation, adoption of alternative mobility targets is appropriate. Alternative mobility targets reflect realistic expectations for roadway performance at the end of the 20-year planning horizon, based on traffic projections. Adopting realistic alternative targets allows for planned development and does not put additional burdens on investments to comply with unachievable targets.

ODOT and Sandy could consider adopting alternative mobility targets as part of a long-term strategy for this corridor that would reflect the growing local population and increased traffic on US 26. This approach recognizes that the existing mobility targets do not utilize the full capacity available at the intersections along US 26. The purpose of alternate mobility targets is not to allow more congestion along US 26 in the city but to acknowledge the growth that has occurred, and is expected to occur in the future, based on an adopted comprehensive plan land use, and to provide a helpful metric to track the impact of that growth on the transportation system.

mobility targets for sandy:

The City of Sandy operating standards require that a level of service “D” or better be maintained for any signalized intersection and unsignalized intersections with stop control on the minor approach.

This transportation system plan introduces an operating standard for roundabouts. This standard requires a volume-to-capacity ratio of less than or equal to 0.90 on each intersection approach.

State-owned roadways are intended to comply with the mobility targets included in the Oregon Highway Plan. Current ODOT mobility targets require a volume to capacity ratio between 0.80 and 0.90 or less to be maintained at intersections along US 26 through Sandy.

Funding constraints for capital projects means it is likely that mobility targets will not be met in 2040. The City is working with ODOT to establish an alternative mobility target for US 26 that reflects the performance that is forecast based on no significant capacity improvements over the planning horizon.



transportation impact analysis (TIA) guidelines

Sandy Transportation Impact Analysis (TIA) requirements implement Sections 660-012-0045(2)(b) and -0045(2)(e) of the State Transportation Planning Rule (TPR). These sections require the City to adopt mobility targets and a process to apply conditions to land use proposals in order to minimize impacts on and protect transportation facilities.

Appendix Section F includes the City's required content for a Transportation Impact Analysis (TIA). In general terms, the TIA applies to developments that are presumed to have a transportation impact.

A professional engineer licensed in Oregon must prepare the TIA and must use appropriate data, methods, and standards as documented in the Sandy Guidelines for Transportation Impact Analysis.

the outcome

How will the constrained investment recommendations in the TSP improve the performance of the transportation network in Sandy? To answer this question, the TSP evaluated investment decisions and compared them to anticipated trends through 2040.



the improved transportation system

Sandy expects the following results from the TSP by 2040:



safer streets

Safer Streets: Sidewalk infill and crossing improvements in downtown will improve safety for people walking and especially children accessing Sandy Grade School, Cedar Ridge Middle School, and the Sandy Public Library. The proposed Adaptive Signal Control Technology extension along US 26 should improve signal operations and reduce congestion, likely reducing some of the collisions associated with congestion traffic conditions.



increased congestion on US 26

Increased congestion on US 26: While the funded Bell Street and 362nd Drive Extension projects will increase road network density and improve local street connections (off US 26) traffic volumes will be higher, and congestion will be worse than it is now.



greater street connectivity

Greater street connectivity: As areas of the city develop, new streets will provide increased motor vehicle, pedestrian, and bicycle connectivity. Improved local street connectivity also reduces reliance on US 26 for local trips.

to the horizon & beyond

The 2023 Sandy TSP has not resolved all the of the city’s transportation issues. The following require additional exploration.

potential additional funding sources

Based on the identified funding gap, Sandy may wish to consider expanding its funding options in order to fund more of the desired improvements in a timely manner. Other cities and counties use one or more of the following sources to fund the capital and maintenance aspects of their transportation programs. A variety of factors affect use of these sources, including the willingness of local leadership and the electorate to collect taxes and fees from residents and business, the availability of local funds the City can dedicate or divert to transportation issues from other competing City programs, and the availability of state and federal funds. The City should consider opportunities for providing or enhancing funding for the transportation improvements included in the TSP.

System Development Charges: System development charges (SDC) are fees collected from new development and used as a funding source for all capacity adding projects for the transportation system. The fee is based on the proposed land use and size and is proportional to each land use’s potential PM peak hour vehicle trip generation. The City of Sandy is currently updating their SDCs which are expected to increase the available revenue available for the City.

Transportation Utility Fee: A transportation utility fee is a recurring monthly charge that could be paid by all residences and businesses within the City. The City can base the fee on the estimated number of trips a particular land use generates or as a flat fee per residence or business. This fee is typically collected through regular utility billing; however, it could be collected as a separate stand-alone bill.

Existing law places no express restrictions on the use of transportation utility fee funds, other than the restrictions that normally apply to the use of government funds. Some local agencies utilize the revenue for any transportation related project, including construction, improvements, and repairs; however, many choose self-imposed restrictions or parameters on the use of the funds.

Sandy Fuel Tax Increase: A local fuel tax increase to 4 cents per gallon could generate an additional \$305,000 annually or \$6.1 million through 2040. Sandy citizens voted down a measure to increase the gas tax to 3 cents per gallon in 2016.

Local Improvement District: Local improvement districts (LIDs) can fund capital transportation projects that benefit a specific group of property owners. LIDs require owner/voter approval and a specifically defined project. Benefiting properties pay for the improvements through assessments. LID projects that benefit more than the adjacent properties can serve as match for other funds. Property owners pay fees through property tax bills over a specified number of years.

Debt Financing: While not a direct funding source, debt financing is another funding method. Through debt financing, available funds can be leveraged, and the cost can be spread over the project’s useful life. Though interest costs are incurred, the use of debt financing can serve not only as a practical means of funding major improvements, but it is also viewed as an equitable funding source for larger projects because it spreads the burden of repayment over existing and future customers who will benefit from the projects. One caution in relying on debt service is that a funding source must still be identified to fulfill annual repayment obligations.

to the horizon & beyond

ODOT Statewide Transportation Improvement Program (STIP) Enhance Funding: The Oregon Transportation Commission selects projects proposed by ODOT and local jurisdictions for STIP funding. Historically, only projects on the state highways were eligible for funding. ODOT has modified the selection process to allow funding for projects off the state system that enhance system connectivity and improve multi-modal travel options. The TSP prepares the City to apply for STIP funding.

ODOT Highway Safety Improvement Program (HSIP) Funding: With significantly more funding under the HSIP and direction from the Federal Highway Administration to address safety challenges on all public roads, ODOT will increase the amount of funding available for safety projects on local roads. ODOT will distribute safety funding to each ODOT region, which will collaborate with local governments through the All Roads Transportation Safety (ARTS) Program to select projects that can reduce fatalities and serious injuries, regardless of whether they lie on a local road or a state highway.

Multimodal Active Transportation Fund: In 2017, the Oregon Legislature passed Keep Oregon Moving (House Bill 2017), which includes changes to the existing Connect Oregon Grant Fund program that necessitates aligning the implementing rules with the new statutes. The legislation bifurcated the program into two new parts, with a separate allocation of 7% for multimodal active transportation projects.

In 2019, the Oregon Legislature passed House Bill 2592 to clarify and amend House Bill 2017. The legislation establishes the Multimodal Active Transportation (MAT) Fund for bicycle and pedestrian projects, consisting of 7% of the Connect Oregon Fund plus revenues from Oregon's bicycle excise tax. The MAT is a separate grant program



from Connect Oregon and requires a new set of administrative rules. The legislation also clarifies roles and responsibilities between ODOT and the Oregon Department of Parks and Recreation to provide funding to bicycle and pedestrian projects with up to \$4 million of lottery revenues annually.

Safe Routes to School Programs: Safe Routes to School refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. ODOT has two main types of Safe Routes to School programs: infrastructure and non-infrastructure.

to the horizon & beyond

Infrastructure programs focus on making sure safe walking and biking routes exist through investments in crossings, sidewalks and bike lanes, flashing beacons, and the like. Non-infrastructure programs focus on education and outreach to assure awareness and safe use of walking and biking routes. ODOT manages funding competitions for both infrastructure and non-infrastructure programs at the annual levels of \$15 million and \$300,000 respectively.

technology advancements

The TSP is a plan for conditions 20 years into the future; however, it cannot anticipate all advancements in technology or their impact on the way people travel to and within Sandy. Advancements may include alternative fuel sources that lower the cost of driving and operating transit service, connected vehicle technology that improves the safety and efficiency of roadways, proliferation of electric-assisted bicycles that take the effort out of traveling across hilly topography and expand the number of travelers who can make that choice of mode. The TSP recommends that the City continue to monitor opportunities arising from innovations in transportation technology and anticipate their impact on investment priorities.

US 26 bypass

A US 26 bypass feasibility study was conducted in coordination with the TSP update. The study identified the available funding and timeline needed for planning, approving and constructing a bypass would be beyond the 20-year planning horizon. TSP project D31 allocates local funds towards preliminary planning efforts to advance the project.

detailed analysis of physical constraints

All proposed improvements in this plan are conceptual. The plan has not analyzed these improvements for hydrologic, topographic, or other geological constraints, which could require substantial modifications. Detailed surveys need to precede construction of these improvements.

future street extensions

As property develops or redevelops in the future, several new streets that are not included as financially constrained projects in this TSP are needed to enhance local connectivity and reduce the reliance on US 26 for local trips. Conceptual local street connectivity needs are partially shown in Figure 16 and the appendix.

recreation congestion

Assuming Sandy grows in accordance with its existing adopted land use plan and travelers continue to rely primarily on private cars for transportation, US 26 in the city increasingly will become more heavily congested during the summer/winter peak tourist times. The construction of the US 26 Bypass project is expected to significantly reduce traffic volumes through Sandy, but the high cost of this project makes funding within the next 20 years unlikely. Alternatively, the state and Sandy can handle the congestion by managing travel demand, enhancing local street connectivity, maximizing the efficiency of the existing transportation system, increasing walking, biking, and transit ridership, and other techniques. A safe, convenient, and attractive transportation system is critical to a successful future for Sandy.

appendix

TM #1 Policy Framework and Code Review Section A
TM #2 Goals Objectives and Evaluation Criteria Section B
TM #3 TSP Financial Forecast Section C
TM #4 Existing Conditions Section D
TM #5 Needs Analysis Section E
TM #6 Regulatory Solutions Section F
TM #7 TSP Solutions Section G
TM #8 Planned and Financially Constrained System Section H
TM #9 Alternative Mobility Standards Section I
Downtown Walkability Assessment Section J
Junker Street Circulation Plan Section K
Dubarko Road & Hwy 211 Proportional Share Section L

The contents of the TSP Appendix represent an iterative process in the development of the TSP. Refinements to various plan elements occurred throughout the process as new information was obtained. The TSP supersedes any appendix materials.



memo

to Kelly O’Neill, Development Services Director, City of Sandy
from Darci Rudzinski and Brandon Crawford, MIG | APG
re City of Sandy TSP Regulatory Solutions
Technical Memorandum #6 Phase II
date 4/5/23

Introduction

The City of Sandy is updating transportation-related development code requirements as part of the Transportation System Plan Update (TSP) project. As part of this work, City staff worked with the consultant team to identify where adopted ordinances needed to be updated for consistency with the Draft TSP recommendations and to better meet State transportation requirements (specifically the Transportation Planning Rule, or “TPR,” OAR 660, Division 12).¹

Table 1 summarizes the recommended changes to Sandy Development Code ordinances. Proposed ordinance amendments update transportation facility standards, enhance multi-modal connectivity requirements, and add notification requirements.

The City is preparing to adopt the draft TSP in mid-2023 and is revisiting implementing Code amendments.² In addition to the TSP update and associated Code amendments, the City has been working on the Sandy Clear and Objective Code Audit (Code Audit) project, which also entails updates to the Sandy Development Code (SDC). The focus of the Code Audit project is to provide clear and objective requirements for housing development. The TSP project team has been coordinating with the project team for the Code Audit project to ensure that there are no conflicting recommendations. Several SDC sections that have transportation-related recommendations also include clear and objective updates. This memorandum reflects proposed Code language related to the Code Audit project to the extent that there are also TSP code update recommendations in the same section. The intent of including the proposed clear and objective Code Audit project updates with this draft TSP is to ensure consistency between the concurrent projects and to avoid confusion for staff, Planning Commission, and City Council review. Reviewers of this memorandum are asked to consider the merits of transportation-related changes; housing-related changes will be considered at a later date as part of the Sandy Clear and Objective Code Audit project.

¹ An audit of the Sandy Development Code (SDC) for consistency with the TPR was conducted in 2021.

² Note that the City has adopted an update to the SDC in May 2022; some of the items identified in the earlier audit and 2021 recommendations were addressed in that update.

The City intends on adopting the clear and objective modifications and the updated transportation-related Code sections as one package and through the same hearings and adoption process. Therefore, the TSP Code update recommendations will be adopted *after* the TSP is adopted in mid-2023. The complete Code update adoption is tentatively scheduled for late summer or early fall of 2023.

Table 1. Summary of Proposed Transportation-Related Code Amendments

Reference Number	Code Reference	Proposed Amendment	Implements
Sections 17.32 – 17.56 – Zoning Districts			
1.	Section 17.22.10 and 17.22.20	Add language to the Development Code procedures sections specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Sandy Area Metro (SAM), regarding proposals that are adjacent to transportation facilities or services.	Implements OAR 660-012-0045(2)(f)
Section 17.84 - Improvements Required with Development			
2.	Section 17.84.30 (B4)	Amend language to require pedestrian connections within new office parks and commercial developments. Currently the connections are “encouraged.” Also see Recommendation 9 for definitions of accessways, shared-use paths, pathways, walkways, and sidewalks.	Implements OAR 660-012-0045(3)(e)
3.	Section 17.84.30 and 17.84.40	Add development requirements related to transit improvements and pedestrian connections to transit, where consistent with the updated TSP Transit Plan and/or the adopted Sandy Transit Master Plan.	Implements OAR 660-012-0045(4)(b) and (f)
4.	Section 17.84.50	Add language that clarifies the City’s authority to apply conditions of approval related to needed transportation improvements.	Implements OAR 660-012-0045(2)(e)
5.	Section 17.84.50	Add language addressing nexus and rough proportionality for improvements required as a condition of development approval based on TIS findings, including off-site improvements concurrent with development.	Implements OAR 660-012-0045(3)(c)

Reference Number	Code Reference	Proposed Amendment	Implements
6.	Section 17.84.50	Add provisions that establish Traffic Letter criteria and requirements.	Implements OAR 660-012-0045(2)(e)
Section 17.98 – Parking, Loading, and Access Requirements			
7.	Section 17.98.20	Add language requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.	Implements OAR 660-012-0045(3)(a)
8.	Section 17.98.80	The access spacing standards should be expanded to include access spacing tables from the TSP and give the City authority to require closing or consolidation of accesses.	Implements OAR 660-012-0045(2)(a)
Section 17.100 - Land Division			
9.	Section 17.100.110 and Section 17.10.30	Update definition of Streets in the definitions section to ensure consistency throughout the code. Move standards in definitions to Section 17.100.110 of the Development Code. Modify standards to ensure connectivity is maintained for cul-de-sacs and long blocks.	Implements OAR 660-012-0045(2)(a), OAR 660-012-0045 (6)
10.	Section 17.100.100	Update the Development Code to include specific acceptable alternatives to a street connection. Block length standards should be checked for consistency with TSP access standards.	Implements OAR 660-012-0045(3)(b)

Code amendments

The proposed code amendment language is presented in the order shown in Table 1. Recommended changes are in an adoption-ready format; text that is proposed to be added is shown as underlined, and text proposed to be removed is shown in ~~strikeout~~.

Recommendation 1

Recommendation: Add language to the Development Code procedures sections specifying the need to provide notice to public agencies providing transportation facilities and services, including ODOT and Sandy Area Metro (SAM), regarding proposals that are adjacent to, or that will have an impact on, transportation facilities or services.

Sec. 17.22.10. Type II quasi-judicial notice.

[Where a quasi-judicial hearing is required by this Code notice shall be mailed to the following:]

- A. The applicant or authorized agent;*
- B. Any person who owns property within 300 feet of the development site;*
- C. ODOT, when the site is located within 200 feet of an ODOT facility, including right-of-way, and maintenance yards;*
- D. Sandy Area Metro (SAM), when the site is located within 200 feet of a SAM facility.*
- ~~EE.~~ Any other person, agency, or organization that may be designated by the Code;*
- ~~FD.~~ Interested parties, such as counties, state agencies, or public utility or service providers that may be affected by the specific development proposal shall receive notice of the scheduled public hearing;*
- GE. Additional notices may also be mailed to other property owners or posted as determined appropriate by the Director and based on the impact of the proposed development.*

Sec. 17.22.20. Type III and Type IV quasi-judicial notice.

Where a quasi-judicial hearing is required by this Code notice shall be mailed to the following:

- A. The applicant or authorized agent;*
- B. Any person who owns property within 500 feet of the development site, except an application for annexation requires notice to the owner(s) of property that is within 1,000 feet of the subject property;*
- C. ODOT, when the site is located within 200 feet of an ODOT facility, including right-of-way, and maintenance yards;*
- D. Sandy Area Metro (SAM), when the site is located within 200 feet of a SAM facility.*
- EE. Tenants of any existing manufactured-dwelling park for which a zoning district change is proposed;*
- ~~FD.~~ Any other person, agency, or organization that has filed with the Director a request to receive notices of hearings and has paid a reasonable fee to cover the cost of providing notice;*
- GE. Any other person, agency, or organization that may be designated by the Code;*
- HF. Any other person, agency, or organization that may be designated by the City Council or its agencies;*

MIG, Inc.

- IG. Any other resident owner of property whom the Director determines is affected by the application;
- JH. Any neighborhood or community organization recognized by the governing body and whose boundaries include the site;
- KI. Interested parties, such as counties, state agencies, or public utility or service providers that may be affected by the specific development proposal shall receive notice of the scheduled public hearing;
- LJ. Additional notices may also be mailed to other property owners or posted as determined appropriate by the Director and based on the impact of the proposed development.

Recommendation 2

Recommendation: Amend language to require pedestrian connections within new office parks and commercial developments. Also see Recommendation 9 for definitions of accessways, pathways, and sidewalks.

Sec. 17.84.30. - Pedestrian and bicyclist requirements.

- A. Sidewalks shall be required along both sides of all arterial, collector, and local streets, as follows:
 1. Sidewalks shall be a minimum of ~~five~~ six feet wide on local streets. The sidewalks shall be separated from curbs by a tree planting area that provides separation between sidewalk and curb, and that meets the dimensional standards of Subsection 17.92.10.D and of the 2023 City of Sandy Transportation System Plan Typical Street Cross Section Standards (TSP Figures 18-24 and TSP Table 4), unless modified in accordance with Subsection 3, below.
 2. Sidewalks along arterial and collector streets shall be separated from curbs with a planting area ~~except as necessary continue an existing curb-tight sidewalk unless~~ modified in accordance with Subsection 3, below. The planting area shall be landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of six feet wide.
 3. Sidewalk improvements shall be made according to City standards. However, if the improvements are made as part of a discretionary review, the City standards may be modified if, unless the Director City determines that the public benefit in the particular case does not warrant imposing a severe adverse impact to a natural or other significant feature such as requiring removal of a ~~mature~~ tree with a trunk 11 inches DBH or greater, requiring undue grading, or requiring modification to an existing building. Any exceptions to the standards shall generally be in the following order.
 - a. ~~Narrow~~ Reduce width of landscape strips to no less than four feet in width measured from the interior edge of the curb to the sidewalk.
 - b. ~~Narrow~~ Reduce width of sidewalk or portion of sidewalk to no less than four feet in width.
 - c. Eliminate landscape strips.

- d. ~~Narrow~~ Reduce width of on-street improvements by eliminating on-street parking.
- e. Eliminate sidewalks.

[...]

5. Sidewalks shall be designed in conformance with Title 12 of the Sandy Municipal Code and with the City of Sandy Sidewalks Utility Standard Details.

- B. Safe and convenient pedestrian and bicyclist facilities that ~~strive to minimize travel distance to the extent practicable shall be provided in conjunction with new development within and between new subdivisions, commercial developments, industrial areas, residential areas, public transit stops, school transit stops, and neighborhood activity centers such as schools and parks, as follows:~~

1. New non-residential development shall provide safe and convenient bicycle and pedestrian facilities connecting to adjacent commercial developments, industrial areas, residential areas, public transit stops, and neighborhood activity centers such as schools and parks, as follows:

~~1. a.~~ For the purposes of this section, "safe and convenient" means pedestrian and bicyclist facilities that: are ~~reasonably~~ free from hazards ~~which that~~ would interfere with or discourage travel for short trips; provide a direct route of travel between destinations; and meet the travel needs of pedestrians and bicyclists considering destination and length of trip, and considering that the optimum trip length of pedestrians is 1/4 to 1/2 mile.

~~2. b.~~ To meet the intent of B., above, pedestrian rights-of-way connecting cul-de-sacs or passing through ~~unusually long or oddly shaped~~ blocks shall be a minimum of 15 feet wide with eight feet of pavement and seven feet of landscaping.

~~3. c.~~ Twelve ~~foot feet~~ wide pathways shall be provided where multiuse paths are planned in the TSP. in areas with high bicycle volumes or multi-use by bicyclists, pedestrians, and joggers.

~~4. d.~~ ~~Pathways and sidewalks~~ Pedestrian connectivity shall be encouraged in new developments by clustering buildings or constructing convenient pedestrian ways. Pedestrian pathways/walkways shall be provided in accordance with the following standards:

~~a. i.~~ The pedestrian circulation system shall be at least five feet in width and shall connect the sidewalk on each abutting street to the ~~main~~ primary entrance of the primary structure on the site to minimize out of direction pedestrian travel.

~~b. ii.~~ Pathways/walkways at least five feet in width shall be provided to connect the pedestrian circulation system with existing or planned pedestrian facilities ~~which that~~ about the site but are not adjacent to the streets abutting the site.

~~c. iii.~~ ~~Walkways shall be as direct as possible and avoid unnecessary meandering~~ Pathways shall be direct. A pathway is direct when it follows a route when the length is not more than 20 feet longer or 120 percent of the straight-line distance, whichever is less;

~~d.~~ iv. Pathway/ ~~Walkways~~/driveway crossings shall be minimized. Internal parking lot design shall comply with the standards in Section 17.98.60 to maintain ~~ease of~~ safe and comfortable access for pedestrians from abutting streets, pedestrian facilities, and transit stops.

~~e.~~ v. With the exception of ~~pathway/walkways~~ /driveway crossings, ~~pathways/walkways~~ shall be separated from vehicle parking or vehicle maneuvering areas by grade, different paving material, painted crosshatching, or landscaping. They shall be constructed in accordance with the sidewalk construction standards in the Utility Standard Details adopted by the City in 2004. (This provision does not require a separated ~~walkway~~ pathway system to collect drivers and passengers from cars that have parked on site unless an unusual parking lot hazard exists).

~~f.~~ vi. Pedestrian amenities such as covered ~~pathways~~ ~~walk ways~~, awnings, visual corridors, and benches ~~are~~ encouraged. For every two benches provided, the minimum parking requirements shall ~~will~~ be reduced by one, up to a maximum ~~of four benches~~ reduction of two parking spaces per site. Benches shall have direct access to the pedestrian circulation system.

2. New multi-family development and residential subdivisions shall meet the following pedestrian standards:
 - a. Internal connections. On sites larger than 10,000 square feet, an internal pedestrian connection system shall be provided. The system shall connect all main entrances (in the case of multi-family development) or lots (in the case of a subdivision) to the following onsite shared facilities: parking areas, bicycle parking, recreational areas, and outdoor areas; and to the following adjacent offsite improvements: public transit stops, schools, and parks.
 - b. Public sidewalks shall be part of the pedestrian connection system for subdivisions and shall meet the standards in Section 17.100.270. Pedestrian and bicycle accessways, if required by Section 17.100.120.C, shall meet the minimum requirements of that section.
 - c. On-site circulation systems required by the standards of this section shall be concrete or asphalt and shall meet the following minimum width requirements:
 - i. The concrete or asphalt portion of the circulation system on sites with up to 20 residential units shall be at least 4 feet wide.
 - ii. The concrete or asphalt portion of the circulation system on sites with more than 20 residential units shall be at least 5 feet wide.
3. Except as allowed in Subsection 4, below, where the system crosses driveways, parking areas, and loading areas, the system shall be clearly identifiable, through the use of elevation changes, speed bumps, a different paving material, or other similar methods approved as part of a discretionary review. Striping does not meet

this requirement. Elevation changes and speed bumps shall be at least 4 inches high.

4. Except as allowed in Subsection 4, below, where the system is parallel and adjacent to an auto travel lane, the system shall be a raised path or be separated from the auto travel lane by a raised curb, bollards, landscaping, or another physical barrier approved by the Director as part of a discretionary review. If a raised path is used it shall be at least 4 inches high and the ends of the raised portions shall be equipped with curb ramps. Bollard spacing shall be no further apart than 5 feet on center.
 5. The pedestrian circulation system may be within an auto travel lane if the auto travel lane provides access to 16 or fewer parking spaces and the entire auto travel lane is surfaced with paving blocks or bricks.
- C. Where a development site is traversed by or adjacent to a future trail linkage identified in ~~within~~ the 2023 Transportation System Plan, Figures 12, improvement of the trail linkage shall occur concurrent with development. Dedication of the trail to the City shall be provided in accordance with Subsection 17.84.90.D.
- D. To ~~provide for orderly development of an effective pedestrian network,~~ Pedestrian facilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).
- E. To ensure improved access between a development site and an existing developed facility such as a commercial center, school, park, or trail system, ~~as part of a discretionary land use review,~~ the Planning Commission or Director ~~may~~ shall require off-site pedestrian facility improvements concurrent with development.

Sec. 17.98.60. - Design, size and access.

All off-street parking facilities, vehicular maneuvering areas, driveways, loading facilities, accessways, and private streets shall conform to the standards set forth in this section.

- A. Parking Lot Design. All areas for required parking and maneuvering of vehicles shall have a ~~durable hard~~ surface ~~such as~~ made of concrete or asphalt.

C. Aisle Width.

[...]

D. Pedestrian Circulation.

1. Pedestrian circulation shall be provided in the form of pathways in all new off-street parking lots. Pathways shall connect sidewalks adjacent to parking lots to the entrances of new buildings.
2. Crosswalks. Where a pathway crosses a parking area or driveway ("crosswalk"), it shall be clearly identified with pavement markings or contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crosswalk may be part of a speed table to improve driver-visibility of pedestrians.
3. Pathway Width and Surface. Pedestrian pathways shall be constructed in accordance with the sidewalk construction standards in the Utility Standard Details adopted by the City in 2004. Multi-use pathways (i.e., designed for shared use by bicyclists and pedestrians) shall be concrete or asphalt and shall conform to the Utility Standard Details.

Recommendation 3

Recommendation: Add development requirements related to transit improvements and pedestrian connections to transit, where consistent with the updated TSP, and/or the adopted Sandy Transit Master Plan.

Sec. 17.84.40. Transit ~~and school bus transit~~ requirements.

- A. *Development sites located along existing or planned public transit routes, as indicated in the 2020 Sandy Transit Master Plan, shall, ~~where appropriate,~~ incorporate bus pull-outs and/or shelters into the site design. A bus shelter and bench shall be required at each bus stop with 10 or more passenger boardings per day. These public transit stop improvements shall be installed in accordance with the guidelines and standards in the adopted 2009 Sandy Transit Master Plan, Appendix B, ~~of the transit agency.~~ School bus pull-outs and/or shelters may also be required, where appropriate, as a condition of approval for a residential development of greater than 50 dwelling units where a school bus pick-up point is anticipated to serve a large number of children.*
- B. *New developments at or near existing or planned transit ~~or school bus transit~~ stops shall design development sites to provide safe, convenient access to the transit system by meeting the following standards as follows:*
- 1. Commercial and civic use developments shall provide a prominent entrance oriented towards arterial and collector streets, with front setbacks reduced as much as possible to provide access for pedestrians, bicycles, and transit.*
 - 2. All developments within 300 feet of a transit stop (as measured in walking distance from the nearest property line) shall provide ~~safe, convenient~~ pedestrian walkways between the buildings and the transit stop, in accordance with the provisions of Subsection 17.84.30.B.*

Recommendation 4 and 5

Recommendation 4: Add language that clarifies the City's authority to apply conditions of approval related to needed transportation improvements.

Recommendation 5: Add language addressing nexus and rough proportionality for improvements required as a condition of development approval based on TIS findings, including off-site improvements concurrent with development.

Sec. 17.84.50. Street requirements.

- A. *Transportation Impact Study (No Dwellings). For development applications that do not propose any dwelling units, the City may require a transportation impact study that evaluates the impact of the proposed development on the transportation system. Unless the City does not require a transportation impact study, the applicant shall prepare the study in accordance with the following:*
- [...]
2. *If the study identifies ~~level-of-service~~ vehicle operating conditions less than the minimum mobility targets standard established in the development code or the 2023 City of Sandy Transportation System Plan, or fails to demonstrate that average daily traffic on existing or proposed streets will meet the ADT standards established in the development code, the applicant shall propose improvements and funding strategies for mitigating identified problems or deficiencies that will be implemented concurrent with the proposed development.*
- B. *Transportation Impact Study (Dwellings). For development applications that propose dwelling units, an applicant must submit a transportation impact study unless the application is exempt from this requirement pursuant to §subsection B.67, below. Failure to submit the study will result in an incomplete application. A traffic impact study shall bear the seal of a Professional Engineer licensed in the State of Oregon and qualified in traffic or civil engineering. The applicant shall prepare the study in accordance with the following:*
1. *The study area must include all existing and proposed site accesses and all existing and proposed streets and intersections where the development adds more than 20 vehicles during any peak hour as determined by using the ~~most recent edition of~~ the Institute of Transportation Engineers Trip Generation Manual (11th edition). The determination of peak hour vehicle addition shall include the cumulative impact of the proposed development and development on abutting properties that received a certificate of occupancy or recorded a plat within the past five years.*
 2. *The study must analyze existing conditions and projected conditions upon completion of the proposed development.*
 3. *The study must be performed for the weekday a.m. peak hour (one hour between 7:00 a.m. and 9:00 a.m.) and p.m. peak hour (one hour between 4:00 p.m. and 6:00 p.m.). Analysis of other time periods may be required for uses that generate their highest traffic volumes at other times of the day or on weekends.*

4. *The study must demonstrate that the transportation impacts from the proposed development will comply with the City's level-of-service mobility targets and average daily traffic standards and the Oregon Department of Transportation's mobility targets standard.*
5. *If the study identifies level-of-service vehicle operating conditions less than the minimum mobility targets standard established in the development code or the 2023 City of Sandy Transportation System Plan, or fails to demonstrate that average daily traffic on existing or proposed streets will meet the ADT standards established in Chapter 17.10 of the development code or fails to meet the Oregon Department of Transportation's mobility targets standard, the applicant shall propose improvements and funding strategies for mitigating identified problems or deficiencies that will be implemented concurrent with the proposed development.*
6. *If improvements and mitigation measures are necessary, pursuant to Subsection 5., above, the following criteria shall be met in order for the application to be approved:*
 - a. *The improvements and funding strategies proposed as mitigation address the problems or deficiencies to the extent necessary to meet the City's mobility targets and average daily traffic standards and, if applicable, the Oregon Department of Transportation's (ODOT's) mobility target.*
 - b. *If proposed mitigation requires improvements within City, County, or ODOT rights-of-way, the design has been approved by the City Engineer, Clackamas County, and ODOT when applicable.*

76. *A transportation impact study is not required under this section if:*

- a. *The cumulative impact of the proposed development and development on abutting properties that received a certificate of occupancy or recorded a plat within the past five years will generate no more than 20 vehicle trips in any weekday a.m. or p.m. peak hour as determined by using the ~~most recent edition of the~~ Institute of Transportation Engineers Trip Generation Manual (11th Edition); or
[...]*
- C. *Transportation Impact Study (Dwellings)—Discretionary Track. As an alternative to the process outlined in Section 17.84.50.B., an applicant may choose to follow the process in Section 17.84.50.A.
[...]*
- E. *Street Requirements (Discretionary). For development applications that do not propose dwelling units, or for applications that include dwellings and that elect to use the discretionary track, the following standards shall be met.
[...]*

~~3-c.~~ *To ensure improved access to a development site consistent with policies on orderly urbanization and extension of public facilities the Planning Commission or Director may require off-site improvements concurrent with development. Off-*

site improvement requirements upon the site developer shall be reasonably related to the anticipated impacts of the development.

- i. When necessary to meet transportation operations and safety standards, the City of Sandy, and ODOT where access to a state roadway is proposed, will identify conditions of approval consistent with the planned transportation system. The City may deny, approve, or approve the proposal with appropriate conditions based on the transportation standards in Section 17.100.110 and consistent with the City's adopted mobility targets, which requires a minimum level of service (LOS) D for signalized and unsignalized intersections and maximum volume to capacity ratio of 0.90 for roundabout intersections.
 - ii. Improvements required as a condition of development approval, when not voluntarily provided by the applicant, shall be roughly proportional to the impact of the development on transportation facilities. Findings supporting development approval shall indicate how the required improvements directly relate to and are roughly proportional to the impact of development.
- F. Street Requirements (Dwellings/Clear and Objective Track). For development applications that propose dwelling units, all of the following standards shall be met, unless the applicant elects to use the discretionary standards under Subsection E., above.
1. Location of new arterial streets shall conform to the 2023 City of Sandy Transportation System Plan in accordance with the following:
 - a. Arterial streets shall be spaced at minimum intervals of 5,280 feet and maximum intervals of 6,000 feet.
 - b. Traffic signals shall not be spaced closer than 1,500 feet.
 2. Local streets shall be designed to discourage through traffic. NOTE: for the purposes of this section, "through traffic" means the traffic traveling through an area that does not have a local origination or destination. To discourage through traffic and excessive vehicle speeds the following street design characteristics shall be considered, as well as other designs intended to discourage traffic:
 - a. Straight segments of local streets shall be kept to less than a quarter mile in length.
 - b. Local streets should typically intersect in "T" configurations rather than four-way intersections to minimize conflicts and discourage through traffic. Adjacent "T" intersections shall maintain a minimum of 150 feet between the nearest edges of the two rights-of-way.
 - c. Cul-de-sacs shall not exceed 400 feet in length nor serve more than 20 dwelling units, unless a proposal is successfully processed through the procedures in Chapter 17.66 of the Sandy Development Code. If successfully processed through the procedures in Chapter 17.66, cul-de-sacs longer than 400 feet or developments with only one access point may be required to provide an alternative access for emergency vehicle use only, install fire

- prevention sprinklers, or provide other mitigating measures, determined by the City.
3. Development sites shall be provided with access from a public street improved to City standards in accordance with the following:
 - a. Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrent with development.
 - b. Half-street improvements are considered the minimum required improvement. Three-quarter-street or full-street improvements shall be required where traffic volumes generated by the development are such that a half-street improvement would result in the street failing to meet the level of service standards in the 2023 City of Sandy Transportation System Plan.
 - c. To ensure improved access to a development site and extension of public facilities, off-site improvements concurrent with development shall be required if the Transportation Impact Analysis indicates they are necessary to mitigate problems or deficiencies in off-site facilities, pursuant to Section 17.84.50.B. Off-site improvement requirements upon the site developer shall be reasonably related and roughly proportional to the anticipated impacts of the development.
 - d. Reimbursement agreements for three-quarter-street improvements (i.e., curb face to curb face) may be requested by the developer per Chapter 12 of the SMC.
 - e. A half-street improvement includes curb and pavement two feet beyond the center line of the right-of-way. A three-quarter-street improvement includes curbs on both sides of the side and full pavement between curb faces.
 4. Public streets installed concurrent with development of a site shall be extended through the site to the edge of the adjacent property(ies) in accordance with the following:
 - a. Wherever a proposed development abuts unplatted land or a future development with an approved tentative plat, street stubs shall be provided to allow access to future abutting developments and to extend the street system into the surrounding area. If the abutting land has an approved tentative plat, streets shall align with streets in the approved tentative plat.
 - b. Where the stubbed street is over 100 feet long, street ends shall contain temporary turnarounds built to Oregon Fire Code standards and shall be designed to facilitate future extension in terms of grading, width, and temporary barricades, unless this requirement is waived by the Fire Marshal.
 - c. In order to assure the eventual continuation or completion of the street, reserve strips shall be granted to the City of Sandy.
 5. Public street improvements shall be required through a development site to provide for the logical extension of an existing street network or to connect a site with a nearby neighborhood activity center, such as a school or park. Where this street extension has the effect of dividing a parcel of land, a land partition shall be completed concurrent with the development.

6. Except for extensions of existing streets, no street names shall be used that will duplicate or be confused with names of existing streets. Street names and numbers shall conform to the established pattern in the surrounding area and be subject to approval of the Director.
7. Location, grades, alignment, and widths for all public streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use in accordance with standards a. through f. below. Where topographical conditions present special circumstances, exceptions to these standards may be granted through the procedures in Chapter 17.66 of the Sandy Development Code, provided the City Engineer determines that the safety and capacity of the street network are not adversely affected.
 - a. Location of streets in a development shall not preclude development of adjacent properties. Streets shall conform to planned street extensions identified in the 2023 City of Sandy Transportation System Plan, Figures 14 and 15, and/or provide for continuation of the existing street network in the surrounding area.
 - b. Grades shall not exceed six percent on arterial streets and ten percent on collector streets and local streets.
 - c. Arterial streets and collector streets shall be extended in alignment with existing streets by continuation of the street centerline. When staggered street alignments resulting in "T" intersections are unavoidable, they shall leave a minimum of 150 feet between the nearest edges of the two rights-of-way.
 - d. Centerline radii of curves shall not be less than 500 feet on arterial streets, 300 feet on collector streets, and 100 feet on local streets.
 - e. Streets shall be designed to intersect at right angles (i.e., 90 degrees or within three degrees of 90 degrees) and shall comply with the following:
 - i. The intersection of an arterial or collector street with another arterial or collector street shall have a minimum of 100 feet of straight (tangent) alignment perpendicular to the intersection.
 - ii. The intersection of a local street with another street shall have a minimum of 50 feet of straight (tangent) alignment perpendicular to the intersection.
 - iii. Where right angle intersections are not possible, exceptions can be granted through the procedures in Chapter 17.66 of the Sandy Development Code, provided the alternative design is approved by the City Engineer and intersections not at right angles have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle.
 - iv. Intersections with arterial and collector streets shall have a minimum curb corner radius of 20 feet. All other intersections shall have a minimum curb corner radius of ten feet.
 - f. Right-of-way and improvement widths shall be as specified by the 2023 City of Sandy Transportation System Plan, Figures 18 through 24 and Table 4. Exceptions to those specifications may be granted through the procedures

- in Chapter 17.66 of the Sandy Development Code, if approved by the City Engineer, to deal with specific unique physical constraints of the site.
8. All public streets shall be designed in conformance with Title 12 of the Sandy Municipal Code and with the City of Sandy Utility Standard Details for Streets & Roads, Sidewalks, and Traffic Control Devices.
 9. Private streets shall only be approved within a development site when all the following conditions are met:
 - a. Extension of a public street through the development site is not needed for continuation of the existing street network or for future service to adjacent properties;
 - b. The development site remains in one ownership, or adequate mechanisms are established (such as a homeowner's association invested with the authority to enforce payment) to ensure that a private street installed with a land division will be adequately maintained; and
 - c. Where a private street is installed in connection with a land division, paving standards consistent with City standards for public streets shall be utilized to protect the interests of future homeowners.

EG. Local streets shall be designed to discourage through traffic. NOTE: for the purposes of this section, "through traffic" means the traffic traveling through an area that does not have a local origination or destination. To discourage through traffic and excessive vehicle speeds the following street design characteristics shall be considered, as well as other designs intended to discourage traffic:

[...]

- ~~3. Cul-de-sacs shall not exceed 400 feet in length nor serve more than 20 dwelling units, unless a proposal is successfully processed through the procedures in Chapter 17.66 of the Sandy Development Code.. Cul-de-sacs longer than 400 feet or developments with only one access point may be required to provide an alternative access for emergency vehicle use only, install fire prevention sprinklers, or provide other mitigating measures, determined by the City.~~

Recommendation 6

Recommendation: Add new Traffic Letter requirements and standards.

Sec. 17.84.50. Street requirements.

[...]

- D. Traffic Letter (Dwellings). For development applications that propose dwelling units, an applicant must submit a traffic letter where the development adds 20 or fewer vehicles during any peak hour as determined by using the Institute of Transportation Engineers Trip Generation Manual (5th Edition). Failure to submit the traffic letter will result in an incomplete application. Development applications that add 2 or fewer vehicles during any peak hour as determined by using the Institute of Transportation Engineers Trip Generation Manual (5th Edition) are exempt from the traffic letter requirement.

Recommendation 7

Recommendation: Add language requiring bicycle parking facilities for transit transfer stations and park-and-ride lots.

Sec. 17.98.20. - Off-Street Parking Requirements.

A. *Off-Street Parking Requirements. Off street parking shall conform to the following standards:*

[...]

9.

<i>Community Service, Institutional and Semi-Public Uses</i>	<i>Number of Parking Spaces</i>	<i>Number of Bicycle Spaces</i>
<i>School—Senior High, Vocational or College</i>	<i>6 per classroom, plus 1 per employee on the largest shift</i>	<i>5% or 2 whichever is greater</i>
<i>Transit transfer stations and park-and-ride lots</i>	<u>0</u>	<u>4</u>

Recommendation 8

Recommendation: The access spacing standards should be expanded to include access spacing tables from the TSP and give the City authority to require closing or consolidation of accesses.

Sec. 17.98.80. Access Management ~~to arterial and collector streets.~~

A. *Access Spacing. All proposed development shall have access to a public right-of-way. Spacing requirements for access points and intersections are shown in the City of Sandy 2023 Transportation System Plan Tables 5 and 6 and in the following table:*

Table 17.98.80.A.1: Minimum Access Spacing Standards for City Street Facilities

<u><i>Cross-Section</i></u>	<u><i>Major Arterial</i></u>	<u><i>Minor Arterial</i></u>	<u><i>Collector</i></u>	<u><i>Local Street</i></u>
<u><i>Distance between public streets</i></u>	<u><i>5,280 feet</i></u>	<u><i>5,280 feet</i></u>	<u><i>2,640 feet</i></u>	<u><i>400-600 feet</i></u>
<u><i>Minimum driveway spacing (public street to driveway and driveway to driveway)</i></u>	<u><i>See Table 17.98.80.A.2</i></u>	<u><i>400 feet or 200 with restricted right-in/right-out access</i></u>	<u><i>300 feet or 150 with restricted right-in/right-out access</i></u>	<u><i>20 feet</i></u>
<u><i>Note: All distances measured from center to center of adjacent approaches.</i></u>				

Table 17.98.80.A.2: Minimum Access Spacing Standards for US 26

<u>Speed limit</u>	<u>Urban Expressway</u>	<u>Urban</u>	<u>STA¹</u>
<u>> 55</u>	<u>2,640 feet</u>	<u>1,320 feet</u>	<u>n/a</u>
<u>50</u>	<u>2,640 feet</u>	<u>1,100 feet</u>	<u>n/a</u>
<u>40 & 45</u>	<u>2,640 feet</u>	<u>800 feet</u>	<u>n/a</u>
<u>30 & 35</u>	<u>n/a</u>	<u>500</u>	<u>See footnote</u>
<u>< 25</u>	<u>n/a</u>	<u>350 feet</u>	<u>See footnote</u>

¹ Minimum access management spacing for public road approaches is the existing city block spacing or the city block spacing as identified in the local comprehensive plan. Public road connections are preferred over private driveways and in STAs driveways are discouraged. However, where driveways are allowed and where land use patterns permit, the minimum access management spacing for driveways is 175 feet (55 meters) or mid-block if the current city block is less than 350 feet (110 meters).

Note: All distances measured from center to center of adjacent approaches.

<u>Functional Classification</u>	<u>Distance between Private Accesses and other Private Access or Public Streets</u>
<u>Major Arterial*</u>	<u>See Table 17.98.80.A.2</u>
<u>Minor Arterial</u>	<u>300 feet</u>
<u>Residential Minor Arterial and Collector</u>	<u>150 feet</u>
<u>Local Street</u>	

* Note: All major arterials in Sandy are ODOT facilities.

~~B. A.~~ Location and design of all accesses to and/or from arterials and collectors (as designated in the 2023 City of Sandy Transportation System Plan) are subject to review and approval by the City Transportation Engineer or Public Works Director. Where ~~practical~~ access spacing requirements on a collector or arterial cannot be met, access from a lower functional order street may be required. Accesses to arterials or collectors shall be located a minimum of 150 feet from any other access or street intersection. Exceptions may only be granted as part of a discretionary review, when approved by the City Engineer. Evaluations of exceptions shall consider posted speed of the street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.

~~C. B.~~ No development site shall be allowed more than one access point to any arterial or collector street (as designated in the 2023 City of Sandy Transportation System Plan) except as approved by the City Transportation Engineer or Public Works Director as part of a discretionary review. Evaluations of exceptions shall be based on a traffic impact analysis and parking and circulation plan and consider posted speed of street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.

~~D. C.~~ When developed property is to be expanded or altered in a manner that significantly affects on-site parking or circulation (i.e., removes or changes the location of driveways, parking spaces, or drive aisles), both existing and proposed accesses shall be reviewed under

the standards in A and B above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

E. The City or other agency with access permit jurisdiction has the authority to require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), developing a frontage street, installing traffic control devices, and/or other mitigation as a condition of granting an access permit to ensure the safe and efficient operation of the street and highway system.

Recommendation 9

Recommendation: Update definition of Streets in the definitions section to ensure consistency throughout the Code. Move standards in definitions to Section 17.100.110 of the Development Code. Include reference to street specifications in the Bornstedt Village Overlay. Update standards for cul-de-sacs and blocks to ensure connectivity is maintained.

Sec. 17.10.30 Meaning of specific words

[...]

Accessway: A pathway, shared-use path, walkway, or pedestrian way connecting two rights-of-way to one another where no vehicle connection is made.

[...]

Public facility: Public facilities include, but are not limited to, sanitary sewer, water, storm drainage, street, communication, electrical and natural gas facilities necessary to support development. There are two types of public facilities: ...

Public transit stops: A public transit stop is an existing or planned transit stop as shown in Figure 8 of the 2023 Sandy Transportation System Plan or the 2020 Sandy Transit Master Plan.

[...]

Sidewalk: A paved pedestrian way, pathway, or walkway within a public right-of-way that is generally located adjacent to and separated from the roadway by a curb, drainage facility (e.g., ditch or swale), or planter strip.

[...]

Street: Designated in the City of Sandy 2023 Transportation System Plan as follows:

- A. Arterial, ~~principal major~~: These roadways serve the highest volume of motor vehicle traffic and are primarily used for longer distance regional trips. The only roadway in the city classified as a principal arterial is US 26. These consist of state highways, which carry nearly all vehicle trips entering, leaving, or passing through the Sandy area.*
- B. Arterial, minor: These interconnect and support the major arterial system and link major commercial, residential, industrial, and institutional areas. These roads have a typical capacity between 8,000 and 16,000 ADT.*
- C. Residential minor arterial: A hybrid between minor arterial and collector street which allows moderate to high traffic volumes on streets where over 90 percent of the fronting lots are residential. Intended to provide some relief to the strained arterial system while ensuring a safe residential environment. Right-of-way width shall not be less than 62 feet*

~~nor more than 82 feet (or 88 feet if it's a green street with swales on both sides), street shall be a minimum three-lane cross-section, and may include on-street parking.~~

- D. Collector streets: These provide both access and circulation within residential neighborhoods and commercial/industrial areas. These roads have a typical capacity between 2,000 and 6,000 ADT. Right-of-way width shall not be less than 44 feet nor more than 78 feet (or 82 feet if it's a green street with swales on both sides).
- E. Local streets: The primary function is to provide access to immediately adjacent land. Service to through-traffic movement on local streets is discouraged. Right-of-way width shall be ~~50~~ 54 feet (or up to ~~56~~ 60 feet if it's a green street with swales on both sides). Average daily traffic (ADT) shall not exceed 1,000 vehicles/day. Proposed developments ~~projects~~ that result in more than 1,000 ADT on an existing or proposed local street shall be modified to not exceed the 1,000 ADT threshold on the local street or the proposal may be processed through the procedures in Chapter 17.66 of the Sandy Development Code. Proposed outright permitted projects in the C-1, Central Business District, are exempt from adherence to the ADT standards on local streets.
- F. Cul-de-sac: A local street with only one outlet and having a bulb at the opposite end. A cul-de-sac shall not exceed 400 feet in length nor serve more than 20 dwelling units unless a proposal is successfully processed through the procedures in Chapter 17.66 of the Sandy Development Code.
- G. Green street: A street with a water quality treatment and/or conveyance swale on either one or both sides. Swales shall be a minimum of eight feet wide. ADT standards and dimensional standards shall adhere to the standards of the above classifications ~~depending on the~~ street classification.
- H. Complete street: A street with facilities to support multiple modes of transportation, including motor vehicles, bicycles, and pedestrians. Complete streets are designed to accommodate multiple users and abilities.

[...]

Pathway: A paved public or private route separated from the street right-of-way that is intended to provide pedestrian or bicycle access to adjacent streets and properties. Pathways can serve both recreational and commuter needs. Pathways may also be known as shared-use paths, walkways or pedestrian ways, and these terms may be used interchangeably throughout the SMC.

Pedestrian way: A paved public or private route separated from the street right-of-way that is intended to provide pedestrian or bicycle access to adjacent streets and properties. Pedestrian ways can serve both recreational and commuter needs. Pedestrian ways may also be known as shared-use paths, walkways or pathways, and these terms may be used interchangeably throughout the SMC.

[...]

Shared-Use Path: A paved public or private route separated from the street right-of-way that is intended to provide pedestrian or bicycle access to adjacent streets and properties. Shared-use paths can serve both recreational and commuter needs. Shared-use paths may also be known as

walkways, pathways, or pedestrian ways, and these terms may be used interchangeably throughout the SMC.

[...]

Walkway: A paved public or private route separated from the street right-of-way that is intended to provide pedestrian or bicycle access to adjacent streets and properties. Walkways can serve both recreational and commuter needs. Walkways may also be known as shared-use paths, pedestrian ways, or pathways, and these terms may be used interchangeably throughout the SMC.

Sec. 17.100.110. Street standards and classification.

Functional definitions of each street type are described in the ~~2011~~ 2023 Transportation System Plan as summarized below. The descriptions below are intended to incorporate and implement the functional classifications in the ~~2011~~ 2023 Transportation System Plan, Chapter ~~53~~ and Figures ~~18 - 246-13~~.

- A. ~~Major~~ Principal arterials are designed to carry high volumes of through traffic, mixed with some unavoidable local traffic, through or around the city.
- B. Minor arterials are designed to collect and distribute traffic from major and minor arterials to neighborhood collectors and local streets, or directly to traffic destinations.
- C. ~~Residential minor arterials are a hybrid between minor arterial and collector type streets that allow for moderate to high traffic volumes on streets where over 90 percent of the fronting lots are residential.~~
- D. Collector streets are designed to collect and distribute traffic from higher type arterial streets to local streets or directly to traffic destinations. Right-of-way width shall not be less than 44 feet nor more than 78 feet (or 82 feet if it's a green street with swales on both sides).
- E. Local streets provide direct access to abutting property and connect to collector streets. Local streets shall be spaced no less than eight (660 feet) and no more than ten streets per mile (520 feet). Right-of-way width shall be 54 feet (or up to 60 feet if it's a green street with swales on both sides). Local streets shall not exceed the ADT standards set forth in Chapter 17.10, except that the ADT standard for local streets shall not apply to outright permitted development within the C-1 zone.
- F. Development within the Bornstedt Village Overlay is subject to the roadway standards in Section 17.54.120.
- G. The City may approve deviations from the street spacing standards in Section 17.100.110.A. to E. through an adjustment or variance pursuant to Chapter 17.66.
- H. Cul-de-sacs and dead-end streets ~~are prohibited~~ shall only be used where the Director determines that street continuation is precluded by the following:
 1. Existing development.
 2. Areas in the Flood and Slope Hazard (FSH) Overlay District pursuant to SDC Chapter 17.60.
 3. The street continuation would connect a Local Street with an Arterial Street, as defined in the Sandy Transportation System Plan Table 4.

- 1. Where the Director determines that a cul-de-sac or dead-end street is allowed pursuant to Section 17.100.110(H), all of the following standards shall be met:*
- 1. The cul-de-sac shall be a minimum length of 200 feet and shall not exceed 400 feet, except where the Director through a Type II procedure determines that factors identified in Section 17.100.110(H) require a longer block length. The length of the block shall be measured along the centerline of the street from the near side of the intersecting street to the farthest point of the cul-de-sac.*
 - 2. The cul-de-sac or dead-end street shall provide pedestrian and bicycle access to adjacent streets with installation of a pathway in accordance with the 2004 Utility Standard Details and SDC Section 17.84.30 – Pedestrian and Bicycle Requirements.*
 - 3. The cul-de-sac shall terminate with a circular or hammer-head turnaround meeting the 2022 Oregon Fire Code.*
 - 4. The cul-de-sac shall not provide access to more than 25 dwelling units.*

G.J. Alleys are designed to provide access to multiple dwellings in areas where lot frontages are narrow, driveway spacing requirements cannot be met, and lots abut transit streets.

...

Sec. 17.100.120. Blocks and accessways.

- A. Blocks. Blocks shall provide for two tiers of lots and shall provide minimum intersection spacing of 150 feet at appropriate depths. However, exceptions to the block width shall be allowed for blocks that are adjacent to natural features.*
- B. Blocks in the Single-Family Residential zone, Low Density Residential zone, Medium Density Residential zone, High Density Residential zone, Central Business District zone, General Commercial zone, Village Commercial zone, and Industrial Park zone fronting local streets shall not exceed 400 feet in length, unless slopes in excess of 12 percent, perennial streams, or wetlands justify longer blocks.*
- C. Pedestrian and Bicycle Accessway Requirements. In any block in a residential or commercial district over 6400 feet in length, a pedestrian and bicycle accessway with a minimum improved surface of ten feet within a 15-foot right-of-way, tract, or easement shall be provided through the middle of the block. ~~To enhance public convenience and mobility, such accessways may be required to connect to cul-de-sacs, or between streets and other public or semipublic lands.~~*

Recommendation 10

Recommendation: Update the Development Code to include acceptable alternatives to a street connection.

Sec. 17.100.100. Streets generally.

No subdivision or partition shall be approved unless the subdivision lots or partition lots have frontage or approved access to an existing public street. In addition, all streets shall be graded and improved in conformance with the City's ~~adopted~~ construction standards and approved construction plans in Title 12 of the Sandy Municipal Code and the Utility Standard Details for Streets and Roads.

MIG, Inc.

[...]

E. Exemptions.

1. A future street plan is not required for partitions of residentially zoned land when none of the parcels may be redivided under existing minimum density standards.
2. When street connection standards are inconsistent with an adopted street spacing standard for arterials or collectors, a right turn in/right turn out only design including median control ~~may~~ shall be an acceptable alternative to a full intersection approved. Where compliance with the standards would result in ~~unacceptable~~ sight distances that fall short of the current AASHTO Policy on Geometric Design of Highways and Streets, an accessway shall be an acceptable alternative to ~~may be approved in place of a street connection~~.

SANDY TRANSPORTATION SYSTEM PLAN

CITY COUNCIL - PLANNING COMMISSION WORK SESSION #3

APRIL 17, 2023

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AGENDA

1 PROJECT UPDATE

- Planning Process Status
- Remaining Process
- Work Session Objectives

2 REVISIONS

- Updates from Work Session #2
- Pending TSP Revisions

3 DRAFT TSP REVIEW

- TSP Discussion

4 CODE AMENDMENTS

- Proposed Development Amendments



PROJECT UPDATE

PLANNING PROCESS STATUS

LEARN & UNDERSTAND

- Evaluate existing conditions and future growth trends.
- Discuss community values and transportation goals.
- Develop performance measures and evaluation criteria.
- Coordinate with state and regional plans.

ANALYZE & EVALUATE

- Determine future conditions.
- Develop alternative solutions for all modes of travel.
- Evaluate and refine draft solutions with the community.

RECOMMEND & ADOPT

- Identify preferred alternatives.
- Develop draft plan for public review.
- Hold public meetings with city boards, commissions and council.
- City Council adopts TSP.



REMAINING PROCESS

MARCH

DRAFT TSP

APRIL



PLANNING
COMMISSION &
CITY COUNCIL
WORK SESSION



ADVISORY
COMMITTEE

MAY

DRAFT TSP

JUNE



HEARINGS

ADOPTED
TSP

WORK SESSION OBJECTIVE

Confirm Project List

- Are we advancing TSP goals?
- Does 20-year funding plan address highest priorities?

Review TSP Document

- Any questions or recommended revisions?
- Is the TSP ready for adoption?

Review Code Amendments

- Do these support the TSP?



2

REVISIONS

UPDATES FROM WORK SESSION #2

D6: Highway 211 & Proctor Boulevard Northbound Approach

- Modified project description to clearly indicate the set back stop and clear zone, added to the financially constrained list

D9: Highway 211/Dubarko Road Intersection Control Evaluation

- Upgraded project name to “Highway 211/Dubarko Road Multimodal Improvements” with \$500,000 allocated funding

D24: Highway 211/Gunderson Rd Roundabout

- Reduced funding from \$1.7 M to \$1 M to reflect recent cost estimates

UPDATES FROM WORK SESSION #2

US 26 Speed Zone Study from Ten Eyck Road/Wolf Drive to Firwood Rd

- Reduced east limit of study to Sandy UGB

P1: 362nd Drive from Chinook Street to Industrial Way sidewalk infill

- Reduced allocated funding from \$1.5 M to \$1 M

P3: Bluff Rd- West sidewalk infill from 200 feet north of Marcella Ct. to Green Mountain St.

- Project limits expanded from Bell Street to 15931 SE Bluff Rd, cost estimate increased from \$650,000 to \$875,000, moved to financially constrained list

PENDING TSP REVISIONS

Remove ODOT US 26 Cross-sections (Figures 18 to 20)

- Add clear references to applicable state standards

Expand US 26 Access Spacing Standards (Table 6)

- Include full standards, City staff request to retain in TSP as a frequent reference tool

Update Transit System (Page 16)

- Address comments from Transit Director



DRAFT TSP REVIEW

TSP DISCUSSION

1	Chapter 1: introduction1	4	Chapter 4: transportation system standards 43
2	Chapter 2: sandy today & tomorrow11	5	Chapter 5: implementation & on-going strategies 50
3	Chapter 3: recommended transportation system improvements19	6	Chapter 6: appendices 62

Document Highlights

- Executive Summary format with technical appendix
- Audience is stakeholders and community members
- Reference tool for City staff
- Focus on graphics and tables, limit technical jargon

TSP Flip-through Q&A



CODE AMENDMENTS

SANDY MUNICIPAL CODE MODIFICATIONS

Amendments to the municipal code (MC) are proposed to improve and strengthen the city's development requirements by:

- Eliminating discrepancies between the MC and the (updated) TSP
- Implementing multi-modal objectives and recommendations
- Eliminating vague and subjective language
- Ensuring future development is supported by the planned transportation system

Transportation-related MC amendments will be further coordinated and combined with proposed housing-related clear and objective modifications. A complete package of code amendments will be presented for Planning Commission and City Council review and noticed for adoption in Summer/Fall 2023.

SANDY MUNICIPAL CODE MODIFICATIONS

Key proposed changes relate to and include:

- Notification requirements
 - Inclusion of ODOT and SAM
- Pedestrian and bicycle requirements
 - TSP Figures references, internal SDC cross-references
 - Clear and objective requirements for residential development
 - Internal pedestrian circulation and connectivity for off-street parking facilities
 - Pedestrian connection requirements to transit facilities
- Transit-related development requirements
 - 2020 Sandy Transit Master Plan references

SANDY MUNICIPAL CODE MODIFICATIONS

Key proposed changes relate to and include:

- Updated street requirements
 - Updated transportation impact study criteria
 - New language re: application of transportation-related conditions of approval
 - Clear and objective requirements for residential proposals
 - New traffic letter requirement (20 or fewer vehicular trips)
- New bicycle parking standards
 - For transit transfer stations and park-and-ride lots
- Updated transportation standards
 - TSP access spacing standards
- Updated and new transportation definitions

THANK YOU

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To: City of Sandy
From: Nellie deVries, deVries Strategies, Inc.
Date: April 13, 2023
Re: Mid-Session Update

The legislature completed its first chamber of origin deadline on April 4, meaning that all bills in policy committees had to move out of committee or die. It is common practice for policy committees to move bills to committees that are open during the entire session, such as Rules, Revenue, and Ways and Means, to keep the bills alive and further amend. This means we are at the pivotal mid-session point.

All things considered, the 2023 Legislative Session has been relatively congenial. The past few sessions have been particularly polarized with Republicans walking out on votes and exasperated by Covid and a Capitol Building closed to the public. It is nice to see legislators reaching across the aisle more. Also, nearly 50 percent of the legislators are freshmen, meaning that it is their first term in state office. Having so many freshmen means that they are all learning and more willing to work together.

CITY OF SANDY FUNDING REQUEST

Drinking Water System Reinvestment Project

As we reach the middle of the session, we have been actively meeting with both Co-Chairs of the Capital Construction Committee as well as members of the full committee for the City of Sandy's \$14.44 million Drinking Water System Reinvestment Project. The Co-Chairs both confirmed that drinking water is a priority for funding this year.

We submitted our funding request along with supportive materials to the Legislative Fiscal Office for consideration. The general response from the committee has been positive. The fact that the City has already secured other funding, raised rates, and is only asking for 17% of the project has been very well received. The Committee has held some preliminary meetings, but will officially start meeting more regularly beginning Friday, April 7.

Further, Ways and Means Roadshow meetings are being held where legislators on the Ways and Means Committee are travelling the state to hear from Oregonians on their priorities for spending in the state budget. We submitted our ask on the record on April 8.

BILL STATUS UPDATES

Housing Bills

HB 3414 – **Variance Bill** - Limits the conditions under which local government may deny an application for a variance from land use regulations of a residential development within an urban growth boundary and on lands zoned for residential uses, unless denial is necessary for health,

safety, or habitability issues, or if the variance request is related to density, height, or floor-area ratio of the development. The bill also directs the Department of Land Conservation and Development (DLCD) and Department of Consumer and Business Services (DCBS) to establish Housing Accountability and Production Office (Office). The bill also describes the duties of Office in providing technical assistance for local jurisdictions and housing developers to address barriers to housing production and to investigate and respond to violations of housing laws.

The bill was moved to Rules on the deadline with a [-4 amendment](#) that expands the criteria for local government denial of application for a variance to modify a land use regulation. The amendment requires local government to notify applicant of incomplete application where appropriate within 30 days of application receipt. I will continue to track and keep you updated as things move forward.

[HB 3569](#) – Right to Housing - Establishes an alternative process by which local government must approve an application to develop housing on lands zoned to allow residential uses. As written, the bill will sunset in 2033. This bill was also moved into Rules on the April 4 deadline to keep it alive.

[HB 2984](#) – Converting Commercial Properties into Residential - Requires local governments to allow conversion of a building from commercial use to residential use without requiring a zone change or conditional use permit. The bill clarifies that housing developed using commercial to residential conversion may occur only in an urban growth boundary for cities with population of 10,000 or greater and not on lands zoned for industrial use. The bill also allows local governments to require payment of system development charge (SDC) if charge: is based on specific commercial to residential conversion policy adopted by a local government on or before December 31, 2023; or is for water or wastewater and is offset by any SDCs paid when building was originally constructed; and is not subject to parking minimums greater than those required for existing commercial or residential use.

This bill passed the House on March 28th on party line with republicans in opposition. There was a public hearing in the Senate Committee on Housing and Development on April 12. Mayor Ellis and the City of Happy Valley have opposed the bill as has Clean Water Services. This bill is likely to move forward with leadership in strong support.

[HB 3174](#) – Grants for Regional Housing Coordinators -The City of Sandy submitted testimony in support of HB 3174, which requires the Oregon Department of Administrative Services to provide grants to local governments for regional housing coordinators. This bill is alive in Ways and Means.

Water Bills

[HB 2813](#) -Safe Drinking Water - The City of Sandy submitted testimony in support of HB 2813, which requires the Oregon Health Authority to ensure that communities in this state have access to safe drinking water by establishing a grant program to provide grants to water suppliers to protect, restore or enhance sources of drinking water. This bill is alive in Ways and Means.

[HB 3125](#) – PDWSRAF - The City of Sandy also submitted testimony in support of HB 3125,



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which would establish the Public Drinking Water and Sewer Ratepayer Assistance Fund (PDWSRAF). This state-supported fund would continue the important work of Oregon's Low-Income Water & Sewer Assistance Program as the federal funding for that program ends in 2023. This bill is alive in Ways and Means.

Economic Development

HB 2199 – **Enterprise Zone Expansion** - The City of Sandy also supported extending the sunsets of the enterprise zone program. This bill allows the City of Sandy to have continued access to this powerful economic development tool to draw new investments to the region and help retain and expand existing operations. Enterprise zones are sponsored by the local government and serve as one of the only tools the region has to attract economic growth and high paying jobs. This bill is alive in Revenue.

deVries Strategies Inc
 2023 Regular Session
 Bill Summary Report

City of Sandy

HB	Position	Priority	Date Input	Category
2027	No Position	0	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Requires Housing and Community Services Department to study housing. Directs department to submit findings to interim committees of Legislative Assembly related to housing no later than September 15, 2024.

Status:

1/11/23 H - Referred to Economic Development and Small Business with subsequent referral to Housing and Homelessness.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2028	No Position	0	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Requires Housing and Community Services Department to study permitting. Directs department to submit findings to interim committees of Legislative Assembly related to economic development no later than September 15, 2024.

Status:

1/11/23 H - Referred to Economic Development and Small Business with subsequent referral to Housing and Homelessness.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2028	No Position	0	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Requires Housing and Community Services Department to study permitting. Directs department to submit findings to interim committees of Legislative Assembly related to economic development no later than September 15, 2024.

Status:

1/11/23 H - Referred to Economic Development and Small Business with subsequent referral to Housing and Homelessness.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2039	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Extends time after special district territory election for entry of order and return of deposits.

Status:

1/11/23 H - Referred to Rules.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2060	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Extends sunset date of enterprise zone program.

Status:

deVries Strategies Inc
 2023 Regular Session
 Bill Summary Report

1/16/23 H - Referred to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2062	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Extends sunset for property tax exemption or deferral for certain industrial improvements newly constructed or installed in rural areas.

Status:

1/16/23 H - Referred to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2063	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Creates sunset for rural renewable energy development zone exemption.

Status:

1/16/23 H - Referred to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2064	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Establishes sunset for continued property tax exemption for former cemetery or crematory land used for exempt low income housing.

Status:

3/10/23 H - Public Hearing held.
 1/16/23 H - Referred to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2069	No Position	0	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Extends sunset for exemption of single-unit housing.

Status:

3/10/23 H - Public Hearing held.
 1/16/23 H - Referred to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2079	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Requires Legislative Revenue Officer to study potential of implementing tax credit and direct grant program to encourage preservation of historic property. Directs officer to submit report of findings, with recommendations for legislation, to interim committees of Legislative Assembly related to revenue not later than September 15, 2024.

Status:

deVries Strategies Inc
 2023 Regular Session
 Bill Summary Report

1/16/23 H - Referred to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2080	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Requires Legislative Revenue Officer to study property taxation. Directs officer to submit report of findings, including recommendations for legislation, to interim committees of Legislative Assembly related to revenue not later than September 15, 2024.

Status:

1/12/23 H - Referred to Revenue.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2088	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Directs county treasurer to withhold three percent of all property tax moneys for use by county for administration of property tax laws. Appropriates moneys from General Fund to Department of Revenue for deposit in County Assessment Function Funding Assistance Account. Takes effect on 91st day following adjournment sine die.

Status:

1/25/23 H - Public Hearing held.
 1/12/23 H - Referred to Revenue.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2095A	Support	2	1/31/23	Miscellaneous

[Bill Info](#)

Summary: Authorizes all cities to elect to operate photo radar if city pays costs of operating photo radar. Eliminates restriction on number of hours per day photo radar may be used in any one location. Expands authority of city to set designated speed for certain residential streets to speed that is up to 10 miles per hour lower than statutory speed, but not less than 20 miles per hour.

Status:

deVries Strategies Inc
 2023 Regular Session
 Bill Summary Report

4/12/23 S - Second reading.
 4/12/23 S - Recommendation: Do pass the A-Eng. bill.
 4/11/23 S - Referred to Transportation.
 4/6/23 S - First reading. Referred to President's desk.
 4/5/23 H - Third reading. Carried by Mannix. Passed.
 4/4/23 H - Rules suspended. Carried over to April 5, 2023 Calendar.
 4/3/23 H - Rules suspended. Carried over to April 4, 2023 Calendar.
 3/30/23 H - Rules suspended. Carried over to April 3, 2023 Calendar.
 3/29/23 H - Second reading.
 3/28/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
 3/23/23 H - Work Session held.
 3/16/23 H - Work Session held.
 3/9/23 H - Work Session held.
 1/31/23 H - Public Hearing held.
 1/11/23 H - Referred to Transportation.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2118	No Position	0	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Directs Department of Revenue to develop and implement program to award grants to local taxing jurisdictions to reimburse them for property tax expenditures incurred to encourage development and provision of affordable housing. Takes effect on 91st day following adjournment sine die.

Status:

1/11/23 H - Referred to Housing and Homelessness with subsequent referral to Revenue.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2119	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Repeals corporate activity tax. Applies to tax years beginning on or after January 1, 2024. Takes effect on 91st day following adjournment sine die.

Status:

1/11/23 H - Referred to Revenue.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2127A	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: *Requires Department of Land Conservation and Development to study changes to Land Conservation and Development Commission and abolishment of Land Use Board of Appeals. Directs department to submit findings to interim committees of Legislative Assembly related to land use no later than September 15, 2024.] Removes deadline by which City of Pendleton must apply to Land Conservation and Development Commission to become part of affordable housing pilot program. Declares emergency, effective on passage.*

Status:

deVries Strategies Inc
2023 Regular Session
Bill Summary Report

4/12/23 H - Rules suspended. Carried over to April 13, 2023 Calendar.
 4/11/23 H - Rules suspended. Carried over to April 12, 2023 Calendar.
 4/10/23 H - Rules suspended. Carried over to April 11, 2023 Calendar.
 4/6/23 H - Rules suspended. Carried over to April 10, 2023 Calendar.
 4/5/23 H - Second reading.
 4/4/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
 3/30/23 H - Work Session held.
 3/27/23 H - Public Hearing held.
 1/11/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2130	No Position	0	1/9/23	Energy/Environment

[Bill Info](#)

Summary: Removes requirement that Attorney General appoint service provider and adopt rules for operation of environmental claims mediation program.

Status:

4/20/23 S - Public Hearing Scheduled.
 4/13/23 S - Public Hearing Cancelled.
 2/13/23 S - Referred to Judiciary.
 2/9/23 S - First reading. Referred to President's desk.
 2/7/23 H - Third reading. Carried by Wallan. Passed.
 2/2/23 H - Second reading.
 2/1/23 H - Recommendation: Do pass.
 1/30/23 H - Work Session held.
 1/23/23 H - Public Hearing held.
 1/11/23 H - Referred to Judiciary.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2143	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Limits rulemaking authority of Director of Department of Consumer and Business Services regarding rules concerning poor ambient atmospheric conditions and high ambient temperatures. Declares emergency, effective on passage.

Status:

1/11/23 H - Referred to Business and Labor.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2158	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Provides that unused portion of amount of pass-through revenue bonds authorized for issuance in preceding biennium carries forward until legislation authorizing amount of pass-through revenue bonds for current biennium is enacted. Requires public body, when issuing pension obligation bonds, to transmit independent assessment of bonds to State Treasurer at least two days before bonds are offered for sale to investors. Removes requirement for State Treasurer to review and

**deVries Strategies Inc
2023 Regular Session
Bill Summary Report**

approve revenue bond plans of certain public universities. Requires certain public universities to certify cash flow sufficiency to State Treasurer before issuing revenue bonds.

Status:

3/9/23 S - Referred to Finance and Revenue.
 3/8/23 S - First reading. Referred to President's desk.
 3/7/23 H - Third reading. Carried by Nguyen D. Passed.
 3/6/23 H - Rules suspended. Carried over to March 7, 2023 Calendar.
 3/2/23 H - Second reading.
 3/1/23 H - Recommendation: Do pass.
 2/28/23 H - Work Session held.
 2/23/23 H - Work Session cancelled.
 1/24/23 H - Public Hearing held.
 1/11/23 H - Referred to Revenue.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2160A	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Amends abandonment presumptions for securities and distributions. Shortens length of time until unpaid wages become presumed unclaimed to one year. Establishes owners' rights to income or proceeds from unclaimed property held by State Treasurer until sale. Exempts from disclosure certain records of State Treasurer relating to unclaimed property examinations and claims.

Status:

3/30/23 S - Referred to Veterans, Emergency Management, Federal and World Affairs.
 3/27/23 S - First reading. Referred to President's desk.
 3/23/23 H - Third reading. Carried by Conrad. Passed.
 3/22/23 H - Second reading.
 3/21/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
 3/14/23 H - Work Session held.
 1/26/23 H - Public Hearing held.
 1/12/23 H - Referred to Emergency Management, General Government, and Veterans.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2188	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Appropriates moneys from General Fund to Oregon Department of Administrative Services for distribution to Beacon Broadband for development of broadband service infrastructure in southern Oregon coast region.

Status:

1/16/23 H - Referred to Emergency Management, General Government, and Veterans with subsequent referral to Ways and Means.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2192A	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

deVries Strategies Inc
 2023 Regular Session
 Bill Summary Report

Summary: Aligns criteria for alteration, restoration or replacement of a dwellings on lands zoned for forest use consistent with criteria applicable to dwellings on lands zoned for farm use. *Makes permanent]*
Repeals temporary changes made in 2013 to laws authorizing alteration, restoration or replacement for dwellings on lands zoned for exclusive farm use **and further amends those laws.**

Status:
 4/12/23 H - Rules suspended. Carried over to April 13, 2023 Calendar.
 4/11/23 H - Rules suspended. Carried over to April 12, 2023 Calendar.
 4/10/23 H - Rules suspended. Rules suspended. Carried over to April 11, 2023 Calendar.
 4/10/23 H - Second reading.
 4/7/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
 4/4/23 H - Public Hearing and Work Session held.
 4/3/23 H - Public Hearing held.
 2/23/23 H - Public Hearing cancelled.
 2/21/23 H - Public Hearing held.
 1/11/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2199	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Extends sunset date of enterprise zone program.

Status:
 4/4/23 H - Public Hearing held.
 3/29/23 H - Public Hearing cancelled.
 3/23/23 H - Referred to Revenue by order of Speaker.
 3/23/23 H - Recommendation: Do pass and be referred to Revenue.
 3/16/23 H - Work Session held.
 3/7/23 H - Work Session held.
 2/28/23 H - Public Hearing held.
 2/23/23 H - Public Hearing cancelled.
 1/12/23 H - Referred to Economic Development and Small Business.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2199	Support	2	2/28/23	Miscellaneous

[Bill Info](#)

Summary: Extends sunset date of enterprise zone program.

Status:

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4/4/23 H - Public Hearing held.
3/29/23 H - Public Hearing cancelled.
3/23/23 H - Referred to Revenue by order of Speaker.
3/23/23 H - Recommendation: Do pass and be referred to Revenue.
3/16/23 H - Work Session held.
3/7/23 H - Work Session held.
2/28/23 H - Public Hearing held.
2/23/23 H - Public Hearing cancelled.
1/12/23 H - Referred to Economic Development and Small Business.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2210	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Allows counties to authorize subdivision of land zoned for exclusive farm use or forest use into parcels no smaller than average size of county's lots and parcels of same type.

Status:

1/11/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2258A	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Extends sunset of Oregon Industrial Site Readiness Program. Appropriates moneys for deposit in Oregon Industrial Site Readiness Program Fund. Declares emergency, effective on passage.

Status:

4/12/23 H - Referred to Ways and Means by order of Speaker.
4/12/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.
4/4/23 H - Work Session held.
3/7/23 H - Work Session held.
2/28/23 H - Public Hearing held.
2/23/23 H - Public Hearing cancelled.
1/16/23 H - Referred to Economic Development and Small Business.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2590	No Position	0	1/9/23	Waste Water

[Bill Info](#)

Summary: Requires Department of Environmental Quality to study both requirements related to subsurface and alternative sewage disposal systems that create barriers to siting and construction of accessory dwelling units in areas outside urban growth boundary and solutions to eliminate barriers. Directs department to submit findings to interim committees of Legislative Assembly related to environment no later than September 15, 2024.

Status:

1/16/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
1/9/23 H - First reading. Referred to Speaker's desk.

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HB	Position	Priority	Date Input	Category
2663	No Position	0	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Extends sunset of Oregon Industrial Site Readiness Program. Appropriates moneys for deposit in Oregon Industrial Site Readiness Program Fund. Declares emergency, effective on passage.

Status:

2/28/23 H - Public Hearing held.
 2/23/23 H - Public Hearing cancelled.
 1/16/23 H - Referred to Economic Development and Small Business with subsequent referral to Ways and Means.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2701A	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Increases retirement benefits and lowers normal retirement age under Oregon Public Service Retirement Plan for telecommunicators and **certain** employees of Oregon State Hospital.

Status:

4/7/23 H - Referred to Ways and Means by prior reference.
 4/7/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
 4/4/23 H - Work Session held.
 3/30/23 H - Public Hearing held.
 1/13/23 H - Referred to Emergency Management, General Government, and Veterans with subsequent referral to Ways and Means.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2705A	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Authorizes city or county to establish schedule in which, **for 10 years**, percentage of property tax exemption granted to affordable multiunit rental housing increases directly with percentage of units rented to households with annual income at or below 120 percent of area median income. Takes effect on 91st day following adjournment sine die.

Status:

4/7/23 H - Public Hearing held.
 3/24/23 H - Referred to Tax Expenditures by prior reference.
 3/24/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Tax Expenditures by prior reference.
 3/23/23 H - Work Session held.
 2/21/23 H - Public Hearing held.
 1/16/23 H - Referred to Housing and Homelessness with subsequent referral to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2765	Monitor	3	1/9/23	Waste Water

[Bill Info](#)

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Summary: Grants to South Suburban Sanitary District exclusive right to use and sell treated wastewater discharged by district into Klamath River or tributaries. Prohibits appropriation of treated wastewater discharged pursuant to Act. Declares emergency, effective on passage.

Status:
 4/10/23 H - Referred to Rules by order of Speaker.
 4/10/23 H - Without recommendation as to passage and be referred to Rules.
 4/3/23 H - Work Session held.
 3/27/23 H - Public Hearing held.
 1/16/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2766	Monitor	3	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Requires Oregon Broadband Office to study barriers to, and opportunities for, investment and deployment of wireline and wireless broadband access points. Directs office to submit findings to Governor and to interim committees of Legislative Assembly related to economic development no later than September 1, 2025.

Status:
 2/21/23 H - Public Hearing held.
 1/16/23 H - Referred to Economic Development and Small Business.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2813A	Support	1	1/9/23	Water

[Bill Info](#)

Summary: *Requires Oregon Health Authority to ensure that communities in this state have access to safe drinking water.* Directs authority] **Oregon Watershed Enhancement Board** to establish grant program to provide grants to water suppliers to protect, restore or enhance sources of drinking water. **Requires board to submit report on performance of grant program to interim committees of Legislative Assembly related to water no later than April 1 of each even-numbered year.** Establishes Community Drinking Water Enhancement and Protection Fund. Takes effect on 91st day following adjournment sine die.

Status:
 3/6/23 H - Referred to Ways and Means by prior reference.
 3/6/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
 3/2/23 H - Work Session held.
 2/2/23 H - Public Hearing held.
 1/12/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water with subsequent referral to Ways and Means.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2814	Monitor	1	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Requires Department of Consumer and Business Services to study approval standards for residential development. Directs department to submit findings to interim committees of Legislative Assembly related to housing not later than September 15, 2024.

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Status:

2/13/23 H - Referred to Housing and Homelessness by order of Speaker.
2/13/23 H - Without recommendation as to passage and be referred to Housing and Homelessness.
2/6/23 H - Work Session held.
1/12/23 H - Referred to Business and Labor.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2815	Monitor	3	1/9/23	Housing/UGB

Bill Info

Summary: Requires Department of Consumer and Business Services to enter into public contract to research and analyze administrative procedures for approving residential construction projects in this state and to develop recommendations, including recommendations for best practices, for reducing amount of time necessary for approval. Specifies requirements for method of conducting, and scope of information for inclusion in, contractor's research and analysis. Requires department to report each calendar quarter on progress of research and analysis to interim committee of Legislative Assembly related to housing, with initial report due not later than December 1, 2024. Adds to list of items that are necessary for substantial completion of residential subdivision off-site improvements for emergency services, water and storm water and sewage disposal at capacity that is sufficient to serve residential subdivision. Requires city or county to allow applications for building permits without regard to whether final plat is recorded. Takes effect on 91st day following adjournment sine die.

Status:

2/13/23 H - Referred to Housing and Homelessness by order of Speaker.
2/13/23 H - Without recommendation as to passage and be referred to Housing and Homelessness.
2/6/23 H - Work Session held.
1/12/23 H - Referred to Business and Labor.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2867A	No Position	3	1/9/23	Water

Bill Info

Summary: *Establishes Oregon Desalination Authority. Directs authority to study development and maintenance of desalination facilities in state.* **Establishes Task Force on Desalination. Directs task force to study creation of statewide desalination program. Requires task force to report to interim committee of Legislative Assembly no later than September 15, 2024. Sunsets task force on December 31, 2024. Takes effect on 91st day following adjournment sine die.**

Status:

3/29/23 H - Referred to Ways and Means by prior reference.
3/29/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
3/27/23 H - Work Session held.
2/6/23 H - Public Hearing held.
1/16/23 H - Referred to Climate, Energy, and Environment with subsequent referral to Ways and Means.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2889A	Monitor	3	2/21/23	Housing/UGB

Bill Info

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Summary: *Establishes Oregon Housing Needs Analysis within Housing and Community Services Department. Establishes timeline by which department must adopt rules and implement analysis components.] Amends Oregon Housing Needs Analysis and land use requirements for local governments related to urbanization , including requiring Metro to adopt housing coordination strategy and allowing cities outside of Metro to adopt rural reserves. Requires Land Conservation and Development Commission to adopt or amend implementing rules by January 1, 2026]. Declares emergency, effective on passage.*

Status:
4/12/23 H - Rules suspended. Carried over to April 13, 2023 Calendar.
4/11/23 H - Second reading.
4/10/23 H - Subsequent referral to Ways and Means rescinded by order of the Speaker.
4/10/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and subsequent referral to Ways and Means be rescinded.
4/4/23 H - Work Session held.
2/16/23 H - Public Hearing held.
2/7/23 H - Public Hearing held.
1/16/23 H - Referred to Housing and Homelessness with subsequent referral to Ways and Means.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2974	Monitor	3	1/9/23	Housing/UGB

[Bill Info](#)

Summary: Requires Housing and Community Services Department to study housing. Directs department to submit findings to interim committees of Legislative Assembly related to housing not later than September 15, 2024.

Status:
1/16/23 H - Referred to Housing and Homelessness.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2980A	Monitor	3	1/9/23	Miscellaneous

[Bill Info](#)

Summary: **Authorizes cities and counties to adopt program for awarding grants to developers of affordable housing and moderate income housing projects to finance certain costs associated with such housing projects.** Directs ___] **Oregon Business Development** Department to develop *affordable housing*] revolving loan program *under which*] **to make interest-free loans** to participating cities and counties *may award*] **to fund** grants *to housing developers for certain eligible costs and repay loans from tax increment financing revenues derived from increase in value of housing project property*] **awarded under local option housing project grant program. Exempts housing project property to which grant award relates from ad valorem property taxes. Imposes annual fee on developer of housing project in amount equal to incremental increase in property taxes, determined by subtracting taxes assessed before housing project is completed from estimated taxes to be assessed after project is completed. Increases fee by three percent for each subsequent property tax year. Provides for distribution of annual fee moneys first to fire districts in estimated amount of taxes on exempted housing project property and then to department in repayment of loan that funded grant awarded to developer for related housing project. Takes effect on 91st day following adjournment sine die.**

Status:

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4/7/23 H - Referred to Ways and Means by prior reference.
4/7/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
4/4/23 H - Work Session held.
2/2/23 H - Public Hearing held.
1/16/23 H - Referred to Housing and Homelessness with subsequent referral to Ways and Means.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
2981A	Monitor	3	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Requires Oregon Business Development Department **and Housing and Community Services Department** to provide grants and loans for housing. Appropriates moneys from General Fund to *department*] **departments** to fund grants and loans. Sunsets January 2, 2026. Takes effect on 91st day following adjournment sine die.

Status:

3/23/23 H - Referred to Ways and Means by prior reference.
3/23/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
3/16/23 H - Work Session held.
1/31/23 H - Public Hearing held.
1/16/23 H - Referred to Housing and Homelessness with subsequent referral to Ways and Means.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input
2984A	Oppose	1	3/8/23

[Bill Info](#)

Summary: Allows conversion of building from commercial use to *workforce*] housing within urban growth boundary **under certain conditions**. Prohibits, for such conversions, local governments from enforcing parking minimums and *suspends*] **limits** collection of system development charges.

Status:

4/12/23 S - Public Hearing held.
3/31/23 S - Referred to Housing and Development.
3/29/23 S - First reading. Referred to President's desk.
3/28/23 H - Third reading. Carried by Marsh. Passed.
3/27/23 H - Second reading.
3/24/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
3/23/23 H - Work Session held.
3/2/23 H - Public Hearing held.
1/16/23 H - Referred to Housing and Homelessness.
1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3020	Monitor	3	1/9/23	Energy/Environment

[Bill Info](#)

Summary: Extends property tax exemption to commercial community solar projects first granted exemption for property tax year beginning on or after July 1, 2023. Takes effect on 91st day following adjournment sine die.

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Status:

1/16/23 H - Referred to Climate, Energy, and Environment with subsequent referral to Tax Expenditures.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3023	Monitor	3	1/9/23	Water

[Bill Info](#)

Summary: Provides that storage of surface water for fire response preparedness does not require water right application, permit or certificate.

Status:

1/16/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3039	No Position	0	1/9/23	Taxation

[Bill Info](#)

Summary: Requires addition to federal taxable income of amounts excluded as gain attributable to investment in federal qualified opportunity zone. Allows subtraction in later tax year if gain is temporarily deferred at federal level. Applies to tax years beginning on or after January 1, 2023. Takes effect on 91st day following adjournment sine die.

Status:

3/21/23 H - Public Hearing held.
 1/16/23 H - Referred to Revenue.
 1/9/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3103A	Monitor	3	1/19/23	Water

[Bill Info](#)

Summary: Directs Oregon State University Extension Service and Oregon State University Agricultural Experiment Station to establish agricultural water management technical assistance program. Describes elements of program. *Directs State Department of Agriculture and Water Resource Department to jointly perform various tasks related to agricultural water management technical assistance.*].

Status:

3/24/23 H - Referred to Ways and Means by prior reference.
 3/24/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
 3/21/23 H - Work Session held.
 3/9/23 H - Public Hearing held.
 1/30/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water with subsequent referral to Ways and Means.
 1/24/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input
3107	Monitor	3	1/24/23

[Bill Info](#)

Summary: Establishes ranked choice voting as voting method for selecting winner of nomination for and election to nonpartisan state offices and county and city offices except where home rule charter applies. Establishes ranked choice voting as voting method for selecting winner of nomination by major political parties for federal and state partisan offices.

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Status:
 1/30/23 H - Referred to Rules.
 1/24/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3108	Monitor	3	1/24/23	Campaign Reform

[Bill Info](#)

Summary: Prohibits candidate or principal campaign committee of candidate from expending campaign moneys for professional services rendered by certain businesses required to be listed on candidate's statement of economic interest. Creates exceptions.

Status:
 1/30/23 H - Referred to Rules.
 1/24/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3109	Monitor	3	1/24/23	Campaign Reform

[Bill Info](#)

Summary: Allows county clerk to, upon request, permit elector who is absent from electoral district during election period to obtain ballot at office of county clerk or receive ballot by mail no earlier than 43 days before date of election. Limits requirement to list place of residence to when two or more candidates for same nomination have same first and last name, as provided in official election documents. Exempts candidates for precinct committee person.

Status:
 1/30/23 H - Referred to Rules.
 1/24/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3110	Monitor	3	1/24/23	Campaign Reform

[Bill Info](#)

Summary: Removes ability of county clerk to cancel voter registration of person who registers to vote in another county in Oregon.

Status:
 1/30/23 H - Referred to Rules.
 1/24/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3125	Support	1	2/12/23	Water

[Bill Info](#)

Summary: Establishes Public Drinking Water and Sewer Ratepayer Assistance Fund. Directs Housing and Community Services Department to provide grants from moneys in fund to qualified organizations to distribute water and sewer bill payment assistance to low-income residential households.

Status:

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3/23/23 H - Referred to Ways and Means by prior reference.
 3/23/23 H - Recommendation: Do pass and be referred to Ways and Means by prior reference.
 3/14/23 H - Work Session held.
 2/14/23 H - Public Hearing held.
 2/9/23 H - Public Hearing held.
 1/30/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water with subsequent referral to Ways and Means.
 1/24/23 H - First reading. Referred to Speaker's desk.

<u>HB</u> <u>3135</u>	Position Monitor	Priority 3	Date Input 1/24/23	Category Miscellaneous
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[Bill Info](#)

Summary: Preserves additional funding for small school districts that merge with one or more school districts if certain conditions are met.

Status:

4/11/23 S - Referred to Education.
 4/10/23 S - First reading. Referred to President's desk.
 4/10/23 H - Third reading. Carried by McIntire. Passed.
 4/6/23 H - Rules suspended. Carried over to April 10, 2023 Calendar.
 4/5/23 H - Rules suspended. Carried over to April 6, 2023 Calendar.
 4/4/23 H - Rules suspended. Carried over to April 5, 2023 Calendar.
 4/3/23 H - Rules suspended. Carried over to April 4, 2023 Calendar.
 3/30/23 H - Rules suspended. Carried over to April 3, 2023 Calendar.
 3/29/23 H - Second reading.
 3/28/23 H - Recommendation: Do pass.
 3/27/23 H - Work Session held.
 3/15/23 H - Public Hearing held.
 1/30/23 H - Referred to Education.
 1/24/23 H - First reading. Referred to Speaker's desk.

<u>HB</u> <u>3138</u>	Position Monitor	Priority 3	Date Input 1/24/23	Category Housing/UGB
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[Bill Info](#)

Summary: Appropriates moneys to Oregon Department of Administrative Services to provide grant to Regional Rural Revitalization Strategies Consortium to plan for and develop housing.

Status:

2/23/23 H - Referred to Ways and Means by prior reference.
 2/23/23 H - Recommendation: Do pass and be referred to Ways and Means by prior reference.
 2/21/23 H - Work Session held.
 2/9/23 H - Public Hearing held.
 1/30/23 H - Referred to Housing and Homelessness with subsequent referral to Ways and Means.
 1/24/23 H - First reading. Referred to Speaker's desk.

<u>HB</u> <u>3143A</u>	Position Monitor	Priority 3	Date Input 1/26/23	Category Miscellaneous
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[Bill Info](#)

Summary: Authorizes public utility, upon approval by Public Utility Commission, to issue bonds and securitize debt for costs and expenses incurred or to be incurred by public utility associated with

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events subject to federal or state declaration of emergency. Establishes criteria and procedures for commission for approving public utility's application to designate rate recovery expenditures as bondable and establish rate schedules to recover rate recovery expenditures. **Requires commission to issue financing order if commission approves public utility's application. Requires financing order to include certain provisions. Permits public utility, finance subsidiary or assignee to grant security interest in rate recovery assets as collateral for rate recovery bonds. Establishes requirements and procedures for attaching and perfecting security interest and for perfecting transfer of rate recovery assets to assignee. Limits rights and remedies of secured party in enforcing secured interest to rate recovery assets. Pledges State of Oregon to not limit or alter collection of rate recovery assets or impair rate recovery bonds. Prohibits State of Oregon, public body or commission from limiting or altering collection of rate recovery assets or impairing rate recovery bonds.] Declares that State of Oregon and all public bodies pledge and agree with public utilities, assignees, bondholders and financing parties to not reduce, alter or impair rate recovery assets, rate recovery bonds or security for rate recovery bonds, or rate recovery charges or collection of rate recovery charges. Declares emergency, effective on passage.**

Status:

4/12/23 H - Rules suspended. Carried over to April 13, 2023 Calendar.
 4/11/23 H - Rules suspended. Carried over to April 12, 2023 Calendar.
 4/10/23 H - Rules suspended. Rules suspended. Carried over to April 11, 2023 Calendar.
 4/10/23 H - Second reading.
 4/6/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
 4/3/23 H - Work Session held.
 3/15/23 H - Public Hearing held.
 1/30/23 H - Referred to Climate, Energy, and Environment.
 1/26/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3162	Monitor	3	1/31/23	Housing/UGB

[Bill Info](#)

Summary: Requires city with population of 200,000 or fewer to establish local standards to promote housing stability no later than July 1, 2025. Requires city to review local standards at least every 10 years. Exempts from state preemption of rent control cities with populations of 200,000 or fewer that adopt local standards to promote housing stability and cities with populations greater than 200,000. Declares emergency, effective on passage.

Status:

2/2/23 H - Referred to Housing and Homelessness.
 1/31/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3163A	Monitor	1	1/31/23	Water

[Bill Info](#)

Summary: Establishes Place-Based Water Planning Fund. Continuously appropriates moneys in fund to Water Resources Department for purposes related to water planning. Directs Water Resources Director to use moneys in fund for certain purposes related to place-based integrated water resources plans and associated activities. Declares emergency, effective on passage.

Status:

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4/10/23 H - Referred to Ways and Means by order of Speaker.
4/10/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.
4/3/23 H - Work Session held.
3/7/23 H - Public Hearing held.
3/2/23 H - Public Hearing held.
2/23/23 H - Public Hearing cancelled.
2/2/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
1/31/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3164	Monitor	3	1/31/23	Water

[Bill Info](#)

Summary: Makes permanent provisions conditionally allowing water right lease to split use of water between existing water right and in-stream water right within same year. Removes prohibition on leasing water right for split use for period of more than 10 years.

Status:

4/12/23 S - Public Hearing held.
3/20/23 S - Referred to Natural Resources.
3/20/23 S - First reading. Referred to President's desk.
3/16/23 H - Third reading. Carried by Owens. Passed.
3/15/23 H - Rules suspended. Carried over to March 16, 2023 Calendar.
3/14/23 H - Second reading.
3/13/23 H - Recommendation: Do pass.
3/7/23 H - Work Session held.
3/2/23 H - Public Hearing held.
2/23/23 H - Public Hearing cancelled.
2/2/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
1/31/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3166A	Monitor	3	1/31/23	Energy/Environment

[Bill Info](#)

Summary: Requires State Department of Energy, in consultation with Housing and Community Services Department, to establish whole-home energy savings program and high-efficiency electric home rebate program. Requires State Department of Energy to create single resource that provides *information and technical assistance*] to interested persons *on available*] **information, technical assistance and assistance in identifying contractors and financing options, related to available energy efficiency incentives and programs.** Requires department to coordinate information and data exchanges between certain entities. **Requires entities to use best practices to maintain confidentiality and security of information and data as required by law.** *Takes effect on 91st day following adjournment sine die.*] **Declares emergency, effective on passage.**

Status:

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3/20/23 H - Referred to Ways and Means by prior reference.
3/20/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
3/15/23 H - Work Session held.
2/22/23 H - Public Hearing held.
2/2/23 H - Referred to Climate, Energy, and Environment with subsequent referral to Ways and Means.
1/31/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3166A	Monitor	3	1/31/23	Housing/UGB

[Bill Info](#)

Summary: Requires State Department of Energy, in consultation with Housing and Community Services Department, to establish whole-home energy savings program and high-efficiency electric home rebate program. Requires State Department of Energy to create single resource that provides *information and technical assistance*] to interested persons *on available*] **information, technical assistance and assistance in identifying contractors and financing options, related to available energy efficiency incentives and programs.** Requires department to coordinate information and data exchanges between certain entities. **Requires entities to use best practices to maintain confidentiality and security of information and data as required by law.** *Takes effect on 91st day following adjournment sine die.* **Declares emergency, effective on passage.**

Status:

3/20/23 H - Referred to Ways and Means by prior reference.
3/20/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
3/15/23 H - Work Session held.
2/22/23 H - Public Hearing held.
2/2/23 H - Referred to Climate, Energy, and Environment with subsequent referral to Ways and Means.
1/31/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input
3174A	Support	1	3/8/23

[Bill Info](#)

Summary: Requires Oregon Department of Administrative Services to provide grants *to local governments*] for regional housing *coordinators*] **coordination and to local governments to support development of needed housing.** Requires department to provide grants to Association of Oregon Counties and League of Oregon Cities for specific purposes relating to planning for housing. Requires department to analyze local governments' costs in planning for housing. Appropriates moneys to department to award grants and conduct analysis. Sunsets January 2, 2034. Takes effect on 91st day following adjournment sine die.

Status:

3/27/23 H - Referred to Ways and Means by prior reference.
3/27/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means by prior reference.
3/23/23 H - Work Session held.
3/9/23 H - Public Hearing held.
2/2/23 H - Referred to Housing and Homelessness with subsequent referral to Ways and Means.
1/31/23 H - First reading. Referred to Speaker's desk.

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HB	Position	Priority	Date Input
3201A	Monitor	3	2/7/23

[Bill Info](#)

Summary: Requires Oregon Business Development Department to provide financial assistance to support broadband access, affordability and adoption. Permits department to establish one or more programs to provide financial assistance. Requires that department, when evaluating proposed projects under program to support broadband service infrastructure, give preference to proposed projects that serve unserved areas or underserved areas. Requires department to establish by rule, for each program established, certain criteria, requirements and processes. Makes Broadband Fund permanent. Expands permitted uses of moneys in Broadband Fund. Removes requirements for Oregon Business Development Department to establish by rule certain criteria, requirements and processes for temporary program for providing grants or loans to support projects for planning and development of broadband service infrastructure and digital literacy, inclusion and adoption. Removes requirements for department to give certain preference in making grant or loan award decisions. Requires Oregon Broadband Advisory Council to include in biennial report evaluation of continuing need for temporary program for providing grants or loans to support projects for planning and development of broadband service infrastructure and digital literacy, inclusion and adoption. Declares emergency, effective on passage.

Status:

4/4/23	S - Referred to Veterans, Emergency Management, Federal and World Affairs.
4/3/23	S - First reading. Referred to President's desk.
3/30/23	H - Vote explanation(s) filed by Levy B, Reschke.
3/30/23	H - Third reading. Carried by Marsh. Passed.
3/29/23	H - Rules suspended. Carried over to March 30, 2023 Calendar.
3/28/23	H - Rules suspended. Carried over to March 29, 2023 Calendar.
3/27/23	H - Second reading.
3/23/23	H - Recommendation: Do pass with amendments and be printed A-Engrossed.
3/16/23	H - Work Session held.
3/9/23	H - Public Hearing held.
2/21/23	H - Public Hearing held.
2/9/23	H - Referred to Economic Development and Small Business.
2/7/23	H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3268A	No Position	0	3/27/23	Taxation

[Bill Info](#)

Summary: Establishes Rural System Development Charges Program within Housing and Community Services Department to pay system development charges for rural affordable multifamily housing. Establishes Rural System Development Charges Fund. Appropriates moneys from General Fund to department for purposes of program. Sunsets June 30, 2029. Takes effect on 91st day following adjournment sine die.

Status:

3/24/23	H - Referred to Ways and Means by order of Speaker.
3/24/23	H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.
3/23/23	H - Work Session held.
3/9/23	H - Public Hearing held.
2/23/23	H - Referred to Housing and Homelessness.
2/21/23	H - First reading. Referred to Speaker's desk.

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HB	Position	Priority	Date Input	Category
3310	No Position	0	2/22/23	Housing/UGB

[Bill Info](#)

Summary: Requires minimum percentages of certain accessible units in multifamily housing developed under Housing and Community Services Department programs. Takes effect on 91st day following adjournment sine die.

Status:

2/23/23 H - Referred to Housing and Homelessness.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3321A	No Position	0	2/22/23	Water

[Bill Info](#)

Summary: *Directs Oregon Health Authority to study small community water systems. Requires authority to submit findings to interim committees of Legislative Assembly related to water not later than December 31, 2024.] Appropriates moneys from General Fund to Oregon Department of Administrative Services for distribution to Oregon Association of Water Utilities to establish water utility training center.]* **Directs Oregon Department of Administrative Services to enter into contract with Oregon Association of Water Utilities to perform, or enter into contract with third party to perform, study of needs and vulnerabilities of small and very small community water systems, design and construct water utility training center and hire three staff to provide related support and resources. Requires association to submit report to Legislative Assembly no later than December 31, 2024. Appropriates moneys from General Fund to department to carry out contract.**

Status:

3/27/23 H - Referred to Ways and Means by order of Speaker.
 3/27/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.
 3/21/23 H - Work Session held.
 3/9/23 H - Public Hearing held.
 2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3339	No Position	0	2/21/23	Water

[Bill Info](#)

Summary: Requires Water Resources Department to study water data. Directs department to submit findings to interim committees of Legislative Assembly related to water no later than September 15, 2024.

Status:

2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3343A	No Position	0	2/21/23	Water

[Bill Info](#)

Summary: *Requires Water Resources Department to study sustainable management of ground water. Directs department to submit findings to interim committees of Legislative Assembly related to water no later than September 15, 2024.]* **Modifies qualifications for water well constructor's license. Declares emergency, effective July 1, 2023.**

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Bill Summary Report

Status:

4/12/23 H - Rules suspended. Carried over to April 13, 2023 Calendar.
 4/11/23 H - Rules suspended. Carried over to April 12, 2023 Calendar.
 4/10/23 H - Rules suspended. Rules suspended. Carried over to April 11, 2023 Calendar.
 4/10/23 H - Second reading.
 4/7/23 H - Recommendation: Do pass with amendments and be printed A-Engrossed.
 4/4/23 H - Public Hearing and Work Session held.
 2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3346A	No Position	0	2/21/23	Water

[Bill Info](#)

Summary: *Establishes Task Force on the Water Rights and Transfers Protest Backlog.] Instructs task force] **Water Resources Department to take certain actions concerning backlog of protests of decisions concerning water rights and transfers and submit report on backlog to committee] committees or interim committee] committees of Legislative Assembly related to water no later than September 15] December 31, 2024. Appropriates moneys to Water Resources Department , Department of Justice, Office of Administrative Hearings]*** and State Department of Fish and Wildlife for purposes related to backlog of protests of decisions concerning water rights and transfers. Declares emergency, effective on passage.

Status:

4/4/23 H - Referred to Ways and Means by order of Speaker.
 4/4/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.
 3/30/23 H - Work Session held.
 3/9/23 H - Public Hearing held.
 3/7/23 H - Public Hearing held.
 2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3356	No Position	0	2/21/23	Water

[Bill Info](#)

Summary: Creates Interagency Water Officer in office of Governor. Establishes Strategic Water Management Council. Describes duties of council.

Status:

2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water with subsequent referral to Ways and Means.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3357	No Position	0	2/21/23	Water

[Bill Info](#)

Summary: Directs Water Resources Commission to establish program for compensating ground water right holders for voluntarily relinquishing all or portions of ground water rights in basins designated as critical ground water areas. Appropriates moneys to commission for purpose of funding program. Declares emergency, effective on passage.

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Status:

2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water with subsequent referral to Ways and Means.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input	Category
3363	Monitor	3	2/21/23	Water

[Bill Info](#)

Summary: Requires Water Resources Department to study basin water plans and programs. Directs department to submit findings to interim committees of Legislative Assembly related to water not later than September 15, 2024.

Status:

2/23/23 H - Referred to Agriculture, Land Use, Natural Resources, and Water.
 2/21/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input
3414	Oppose	1	3/8/23

[Bill Info](#)

Summary: Limits conditions under which local governments may deny variance for housing development within urban growth boundary. Requires Department of Land Conservation and Development and Department of Consumer and Business Services to jointly establish and administer Housing Accountability and Production Office. Requires office to assist local governments and housing developers with housing laws relating to land use and land divisions. Authorizes office to take certain actions to enforce housing laws. Requires office to commission report on developing efficiencies in housing production and to deliver report to interim committee of Legislative Assembly, on or before September 15, 2024. Appropriates continuously moneys from Consumer and Business Services Fund received from administration of building codes for use by office. Appropriates moneys from General Fund for use by office.

Status:

4/6/23 H - Referred to Rules by order of Speaker and then Ways and Means by prior reference.
 4/6/23 H - Without recommendation as to passage, be referred to Rules, and then to Ways and Means by prior reference.
 4/4/23 H - Work Session held.
 3/23/23 H - Public Hearing held.
 3/3/23 H - Referred to Housing and Homelessness with subsequent referral to Ways and Means.
 2/28/23 H - First reading. Referred to Speaker's desk.

HB	Position	Priority	Date Input
3569	Oppose	1	3/17/23

[Bill Info](#)

Summary: Establishes alternative process by which local government must approve application to develop housing on lands zoned to allow residential uses. Sunsets January 2, 2033. Declares emergency, effective on passage.

Status:

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4/6/23 H - Referred to Rules by order of Speaker.
4/6/23 H - Without recommendation as to passage and be referred to Rules.
4/4/23 H - Work Session held.
3/23/23 H - Public Hearing held.
3/7/23 H - Referred to Housing and Homelessness.
3/2/23 H - First reading. Referred to Speaker's desk.

[HB](#)
[3569](#) **Position** **Priority** **Date Input**
Monitor 1 3/17/23

[Bill Info](#)

Summary: Establishes alternative process by which local government must approve application to develop housing on lands zoned to allow residential uses. Sunsets January 2, 2033. Declares emergency, effective on passage.

Status:

4/6/23 H - Referred to Rules by order of Speaker.
4/6/23 H - Without recommendation as to passage and be referred to Rules.
4/4/23 H - Work Session held.
3/23/23 H - Public Hearing held.
3/7/23 H - Referred to Housing and Homelessness.
3/2/23 H - First reading. Referred to Speaker's desk.

[HB](#)
[3569](#) **Position** **Priority** **Date Input** **Category**
No Position 0 3/3/23 Housing/UGB

[Bill Info](#)

Summary: Establishes alternative process by which local government must approve application to develop housing on lands zoned to allow residential uses. Sunsets January 2, 2033. Declares emergency, effective on passage.

Status:

4/6/23 H - Referred to Rules by order of Speaker.
4/6/23 H - Without recommendation as to passage and be referred to Rules.
4/4/23 H - Work Session held.
3/23/23 H - Public Hearing held.
3/7/23 H - Referred to Housing and Homelessness.
3/2/23 H - First reading. Referred to Speaker's desk.

[HB](#)
[3579A](#) **Position** **Priority** **Date Input** **Category**
No Position 0 3/8/23 Energy/Environment

[Bill Info](#)

Summary: Requires Oregon Department of Administrative Services to adopt rules to govern procurements of clean energy technology. Directs department to cooperate with state agencies with expertise in energy production and conservation and in reducing or mitigating environmental impacts. Specifies required contents of rules. Directs other state agencies to cooperate with department in adopting and implementing rules. **Permits department to enter into cooperative procurements and intergovernmental agreements to procure clean energy technology in combination with other governmental bodies in this state, State of Washington and Province of British Columbia to provide incentive for clean energy technology manufacturers and suppliers to create and retain high-skilled manufacturing jobs.** Establishes Task Force on **Establishing, Attracting and Supporting Regional] Sustaining Manufacturing of Clean Energy Technology.** Specifies task force membership and requires task force to study and recommend methods *to attract and foster*

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manufacturing firms and operations to this state, with emphasis on using public procurements of clean energy technology to create market and to give incentives to prospective contractors to create and retain high-skill jobs] of attracting, fostering and sustaining manufacturing firms and operations in this state, while maximizing additional benefits, including creating and sustaining living wage or union jobs, alleviating supply chain constraints and improving access to clean energy technologies, supporting technological innovation and diversifying economy of this state. Creates income and corporate excise tax credit for advanced manufacturing production, calculated as percentage of corresponding federal income tax credit.] Applies to tax years beginning on or after January 1, 2024, and before January 1, 2030.] Establishes Oregon Clean Energy Technology Manufacturing Opportunity Fund and appropriates moneys in fund to Oregon Business Development Department. Permits department to make expenditures from fund to foster, attract and sustain clean energy technology industries, early-stage companies that can grow into manufacturing operations and for other purposes, including making grants to certified community development financial institution for allocation to nonprofit organizations that promote clean energy technology manufacturing. Takes effect on 91st day following adjournment sine die.

Status:

- 4/10/23 H - Referred to Ways and Means by order of Speaker.
- 4/10/23 H - Recommendation: Do pass with amendments, be printed A-Engrossed, and be referred to Ways and Means.
- 4/3/23 H - Work Session held.
- 3/29/23 H - Public Hearing held.
- 3/10/23 H - Referred to Climate, Energy, and Environment.
- 3/7/23 H - First reading. Referred to Speaker's desk.

SB	Position	Priority	Date Input	Category
0026	Monitor	3	1/9/23	Miscellaneous

[Bill Info](#)

Summary: Extends sunset for property tax exemption or deferral for certain industrial improvements newly constructed or installed in rural areas.

Status:

- 1/27/23 S - Referred to Tax Expenditures by prior reference.
- 1/27/23 S - Recommendation: Without recommendation as to passage and be referred to Tax Expenditures by prior reference.
- 1/26/23 S - Work Session held.
- 1/15/23 S - Referred to Labor and Business, then Tax Expenditures.
- 1/9/23 S - Introduction and first reading. Referred to President's desk.

SB	Position	Priority	Date Input	Category
0126	Monitor	3	1/9/23	Energy/Environment

[Bill Info](#)

Summary: Requires State Department of Energy to work with stakeholders to identify areas of inquiry regarding energy and energy use in this state, develop research options and convene advisory group to develop recommendations and benchmarks around energy and energy use in this state. Directs department to produce report with final set of recommendations and submit report to Governor and appropriate interim committees of Legislative Assembly no later than September 15, 2024. Takes effect on 91st day following adjournment sine die.

Status:

- 1/12/23 S - Referred to Energy and Environment, then Ways and Means.
- 1/9/23 S - Introduction and first reading. Referred to President's desk.

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SB	Position	Priority	Date Input	Category
0140	Monitor	3	1/9/23	Taxation

[Bill Info](#)

Summary: Requires Legislative Revenue Officer to study corporate activity tax. Directs Legislative Revenue Officer to submit findings to interim committees of Legislative Assembly related to revenue not later than September 15, 2024.

Status:

1/14/23 S - Referred to Finance and Revenue.
 1/9/23 S - Introduction and first reading. Referred to President's desk.

SB	Position	Priority	Date Input	Category
0142	Monitor	3	1/9/23	Taxation

[Bill Info](#)

Summary: Establishes sunset for continued property tax exemption for former cemetery or crematory land used for exempt low income housing.

Status:

2/16/23 S - Referred to Tax Expenditures by prior reference.
 2/16/23 S - Recommendation: Do pass and be referred to Tax Expenditures by prior reference.
 2/15/23 S - Work Session held.
 2/8/23 S - Public Hearing held.
 1/15/23 S - Referred to Housing and Development, then Tax Expenditures.
 1/9/23 S - Introduction and first reading. Referred to President's desk.

SB	Position	Priority	Date Input	Category
0225A	Monitor	3	1/9/23	Taxation

[Bill Info](#)

Summary: Provides that unused portion of amount of pass-through revenue bonds authorized for issuance in preceding biennium carries forward until legislation authorizing amount of pass-through revenue bonds for current biennium is enacted. Provides that *entity that is authorized to issue private activity bonds* **state agency on behalf of which private activity bonds may be issued** may suballocate its private activity bond allocation to other issuers. Adjusts terminology relating to conduit revenue bonds. Declares emergency, effective on passage.

Status:

4/12/23 S - Carried over to 04-13 by unanimous consent.
 4/11/23 S - Second reading.
 4/11/23 S - Recommendation: Do pass the A-Eng. bill.
 4/6/23 S - Work Session held.
 4/3/23 S - Public Hearing held.
 3/23/23 S - Referred to Finance and Revenue by order of the President.
 3/23/23 S - Recommendation: Do pass with amendments and be referred to Finance and Revenue. (Printed A-Eng.)
 3/20/23 S - Work Session held.
 2/6/23 S - Public Hearing held.
 1/31/23 S - Referred to Housing and Development by order of the President.
 1/31/23 S - Recommendation: Without recommendation as to passage and be referred to Housing and Development.
 1/30/23 S - Work Session held.
 1/14/23 S - Referred to Finance and Revenue.

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1/9/23 S - Introduction and first reading. Referred to President's desk.

[SB](#) **Position** **Priority** **Date Input**
[0850](#) Monitor 1 3/13/23

[Bill Info](#)

Summary: Requires public body that procures construction services for certain qualified projects that use \$750,000 or more in funds of public agency or moneys made available to state under federal American Rescue Plan Act of 2021 to enter into project labor agreement that, at minimum, provides for payment of wages at or above prevailing rate of wage, to use apprentices to perform at least 15 percent of work hours that workers in apprenticeable occupations perform on project and to establish and execute plan for outreach, recruitment and retention of women, minority individuals and veterans to perform work on project. Specifies exceptions. Takes effect on 91st day following adjournment sine die.

Status:
 3/7/23 S - Public Hearing held.
 2/23/23 S - Public Hearing Cancelled.
 2/3/23 S - Referred to Labor and Business.
 2/2/23 S - Introduction and first reading. Referred to President's desk.

[SB](#) **Position** **Priority** **Date Input** **Category**
[0931A](#) Monitor 3 2/21/23 Waste Water

[Bill Info](#)

Summary: Specifies that community or area-wide sewerage system is not available for purposes of issuance or denial of permit unless sewerage system is within ___ feet of property.

Status:
 4/11/23 S - Referred to Ways and Means by order of the President.
 4/11/23 S - Recommendation: Do pass with amendments and be referred to Ways and Means. (Printed A-Eng.)
 4/3/23 S - Work Session held.
 3/15/23 S - Public Hearing held.
 2/22/23 S - Referred to Natural Resources.
 2/21/23 S - Introduction and first reading. Referred to President's desk.

[SB](#) **Position** **Priority** **Date Input** **Category**
[0943](#) Monitor 3 2/21/23 Miscellaneous

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[Bill Info](#)

Summary: Establishes Broadband Service Infrastructure Program within Oregon Broadband Office for purpose of offsetting cost of planning and developing high speed broadband service infrastructure in unserved and underserved areas. Requires eligible applicants that are awarded grant or loan to enter into performance agreement to plan and develop broadband service infrastructure within designated geographic area that reaches 95 percent or more of customers in geographic area and provides broadband service at speed of at least 100 megabits per second for downloads and uploads with capability to provide speeds of one gigabit per second for downloads and uploads. Requires Oregon Business Development Department to adopt initial rules and standards to carry out Broadband Service Infrastructure Program no later than December 31, 2023. Clarifies that moneys in Broadband Fund are appropriated to Oregon Business Development Department for purpose of providing grants or loans under program established by rule under section 5, chapter 17, Oregon Laws 2020 (first special session). Requires Oregon Business Development Department, through Oregon Broadband Office, to establish program to provide grants or loans to eligible applicants to support residents and businesses that are located within high-cost broadband service area having access to broadband services at rates that are reasonably comparable to rates in areas that are outside of high-cost broadband service areas. Requires Oregon Broadband Advisory Council to include in biennial report evaluation of continuing need for temporary program for providing grants or loans to support projects for planning and development of broadband service infrastructure and digital literacy, inclusion and adoption. Declares emergency, effective on passage.

Status:

3/9/23	S - Public Hearing held.
2/23/23	S - Referred to Labor and Business, then Ways and Means.
2/21/23	S - Introduction and first reading. Referred to President's desk.



MINUTES
City Council Meeting
Monday, April 3, 2023 6:00 PM

COUNCIL PRESENT: Chris Mayton, Councilor; Laurie Smallwood, Council President; Richard Sheldon, Councilor; Kathleen Walker, Councilor; Carl Exner, Councilor; Don Hokanson, Councilor; and Stan Pulliam, Mayor

COUNCIL ABSENT: (none)

STAFF PRESENT: Jordan Wheeler, City Manager; Jeff Aprati, City Recorder; Tyler Deems, Deputy City Manager; Ernie Roberts, Police Chief; Kelly O'Neill Jr., Development Services Director; Rochelle Anderholm-Parsch, Parks and Recreation Director; and AJ Thorne, Assistant Public Works Director

MEDIA PRESENT: Sandy Post

1. JOINT CITY COUNCIL PLANNING COMMISSION WORK SESSION - 6:00 PM

1.1. Comprehensive Plan: Block 1 Goals and Policies

Staff Report - 0676

Anais Mathez with 3J Consulting delivered presentation slides, which were included in the agenda packet.

Council discussion ensued on the following topics:

- The importance of updating the Zoning Map and addressing policies on growth; concern about generating enough public engagement on this issue
- Discussion on the public engagement around growth that has already occurred
- Recap of the community resiliency and natural hazard workshops that were held recently; the workshops addressed economic, social, and health factors in addition to natural hazards
- Discussion on the targeted invitations to stakeholders and field experts who assisted during the workshops. Attendees represented a broad cross-section of expertise, and most were Sandy residents

- The Council's level of familiarity with the exist Comprehensive Plan document
- Possible overlaps between different vision themes in the new plan
- Request for the Council to confirm that the draft of Block 1 meets the Council's expectations, in anticipation of adoption once the other two blocks are completed
- Discussion on the degree to which we are subject to the decisions of the Legislature affecting local control
- Discussion of why the Bornstedt Village Overlay is specifically addressed
- Recognition that clear and objective standards do not apply in this context
- Recognition that the policy statements are aspirational and signify the City's intent
- Emphasis on the need to ensure all stakeholders pay their fair share toward capital investments
- Upcoming community engagement activities, including another online survey and in person engagement events

The Council made the following specific edits:

Community and Culture

- 1.1: add "land use planning"
- 3.3: replace "maintain" with "provide"

Transportation and Infrastructure

- 2.1: rework language to emphasize ensuring the City gets the best value of its dollars with respect to investment in capital assets
- 7.5: consider splitting this policy into two; replace "improve" with "ensure adequate"

Infrastructure and Energy

- 1.1: remove this policy
- 3.6: rework language to emphasize ensuring the City gets the best value of its dollars with respect to investment in capital assets
- 5: add policies to address:
 - Ensuring redundant and robust infrastructure to protect against service disruptions
 - Developing standards related to power generations and storage

2. CITY COUNCIL REGULAR MEETING - 7:00 PM

3. Pledge of Allegiance

4. Roll Call

5. Changes to the Agenda

The Council discussed the possibility of removing the Parks Fee-in-Lieu item from the agenda until more information can be provided by staff related to revenue impact estimates, changes in property values over time, and the number of units affected. After consideration, the Council agreed to discuss the issue during this meeting as planned.

6. Public Comment

(none)

7. Response to Previous Public Comments

(none)

8. Proclamation

8.1. **Arbor Month 2023**

The **Mayor** read the Arbor Month proclamation, which was included in the agenda packet.

9. Consent Agenda

9.1. **City Council Minutes**

March 20, 2023

9.2. **Business Oregon Funding for Sandercock Reservoir Repairs**

Resolution 2023-10

Staff Report - 0685

Moved by Richard Sheldon, seconded by Don Hokanson

Adopt the Consent Agenda

CARRIED. 7-0

Ayes: Chris Mayton, Laurie Smallwood, Richard Sheldon,
Kathleen Walker, Carl Exner, Don Hokanson, and Stan
Pulliam

10. Ordinances

10.1. **PUBLIC HEARING: Water System Master Plan Adoption**

9 - 24

Ordinance 2023-06

Staff Report - 0675

Abstentions

(none)

Conflicts of Interest

(none)

Staff Report

The **Development Services Director** and the **Assistant Public Works Director** both delivered slide presentations. Both sets of slides are attached to these minutes.

Public Testimony

(none)

Council Discussion

(none)

Moved by Richard Sheldon, seconded by Kathleen Walker

Close the public hearing

CARRIED. 7-0

Ayes: Chris Mayton, Laurie Smallwood, Richard Sheldon, Kathleen Walker, Carl Exner, Don Hokanson, and Stan Pulliam

Moved by Richard Sheldon, seconded by Chris Mayton

Approve the first reading of Ordinance 2023-06

CARRIED. 7-0

Ayes: Chris Mayton, Laurie Smallwood, Richard Sheldon, Kathleen Walker, Carl Exner, Don Hokanson, and Stan Pulliam

Moved by Richard Sheldon, seconded by Carl Exner

Approve the second reading of Ordinance 2023-06

CARRIED. 7-0

Ayes: Chris Mayton, Laurie Smallwood, Richard Sheldon,
Kathleen Walker, Carl Exner, Don Hokanson, and Stan
Pulliam

[Development Services Presentation Slides](#)

[Public Works Presentation Slides](#)

11. Old Business

11.1. Modification of Parks System Development Charge (SDC) and Fee-in-Lieu (FIL) Rate Implementation

Resolution 2023-11

Resolution 2023-12

Staff Report - 0684

The **Parks and Recreation Director** summarized the staff report, which was included in the agenda packet.

Council discussion ensued on the following issues:

- The fact that the long-standing practice of the City has been to lock in fee-in-lieu rates at the time of issuing a final order. The Council discussed the number of units that may not have had rates locked in with respect to conversion of lots to duplexes.
- The Council's desire for additional data and analysis on this issue, including unit status and potential revenue impacts
- The suggestion that property owners who decided to convert lots to duplexes after the establishment of the new higher fee-in-lieu rate do not need to be accommodated
- Discussion of whether specific dates could be identified when decisions were made to convert lots to duplexes, and whether these dates could be used as reference points to decide whether a lower fee-in-lieu rate is appropriate
- Suggestion that property owners may have always assumed they would convert lots to duplexes, even if they hadn't informed the City
- Intentions of the State to make housing more available and affordable
- The fact that the higher fee-in-lieu rate simply represents catching up with increases in property values over time
- Distinctions between fee-in-lieu payments made at the time of approval, versus payments made when building permits are issued
- Questions of the legality of charging a higher fee for the conversion of a lots to duplexes

It was the consensus of the Council that this issue, and the two proposed resolutions, should be tabled to a future meeting (which was agreed to be May 1st to ensure staff has sufficient time to prepare given current workloads). When the topic is revisited, staff will provide the Council with an analysis of the estimated revenue impacts associated with the proposed revision to the fee-in-lieu rate, as well as data concerning the number of units that would be affected by the change, how many units already have fee-in-lieu rates locked by final orders, and the status of plat approvals. Staff will also see that the proposed resolution has a mechanism to ensure that properties for which land use approval was applied for before the moratorium, but for which plans are later changed to seek duplexes instead of single family homes, will be subject to the full new rate.

12. New Business
(none)

13. Report from the City Manager

- New permit technician will start work this week
- A resignation occurred in the Police Department
- Staff is having conversations with a property owner about a possible land donation adjacent to Bell Street
- City Manager Vacancy Discussion
 - The City Manager reflected on his tenure with the City and expressed appreciation
 - City Manager recruitment processes normally take 4-6 months; an Interim City Manager will be necessary
 - Staff and the City Attorney can work with the Council on recruitment development

The Council discussed the forthcoming City Manager vacancy and agreed that a wide net recruitment processes facilitated by a professional recruitment firm would be appropriate. The Council encouraged current staff members to apply for the position if they are interested. The Council discussed the possibility of creating a subcommittee that would craft a process to select an Interim City Manager, however due to public meeting issues raised by the **City Attorney**, the Council agreed that the **Mayor** would work with staff to develop a process for the Council's consideration. The **City Attorney** also confirmed that no existing City policy exists regarding the process for hiring an Interim City Manager, that a direct appointment could be made, and that an executive session could be held for interview purposes.

14. Committee /Council Reports
Councilor Hokanson

- Oregon Health Authority ruling against Legacy Health; separate investigation being opened regarding Medicare/Medicaid certification

Councilor Exner

- Recognition of the City Manager's service
- Concurrence on the concerns raised on the Birth Center

Councilor Walker

- Upcoming Kiwanis egg hunt event
- Thanks for the recent CCA dinner
- Upcoming SOLVE cleanup event
- Recognition of the recent successful open house for the Community Campus Park

Councilor Sheldon

(none)

Council President Smallwood

- Presented at a recent Chamber of Commerce event on homelessness
- Suggestion for a possible addition to the Homelessness Task Force

Councilor Mayton

- Upcoming Economic Development Advisory Board meeting

Mayor Pulliam

- Appreciation for the Silent Disco event
- Thanks for the recent CCA dinner
- Appreciation for the Council's ability to find consensus despite differing views

15. Staff updates

15.1. [Monthly Reports](#)

16. Adjourn

Mayor, Stan Pulliam

City Council
April 3, 2023

City Recorder, Jeff Aprati

Draft



File # 22-052 CPA

Water System Master Plan Adoption

City Council
April 3, 2023

Background

- Per Oregon Statewide Planning Goal 11, Public Facilities and Services, cities and counties are required to develop and adopt a public facilities plan for areas within an urban growth boundary containing a population greater than 2,500 persons.
- The public facilities plan is a support document (or documents) to the Comprehensive Plan that describes the water, sewer, and transportation facilities that are to support the land uses designated in the Comprehensive Plan.



Background

2022 Water System Master Plan

- Water system component of the public facilities plan.
- Complies with water system master planning requirements established under Oregon Administrative Rules (OAR) for Public Water Systems, Chapter 333, Division 61.

2016 Water Management and Conservation Plan

- Will be adopted as an addendum to the 2022 WSMP in compliance with OAR 690-086.



Proposed Code Amendments

- Sandy Municipal Code Title 13, Water and Sewer, and Title 17, Development Code, will be updated to include specific references to the 2022 Water System Master Plan and the 2016 Water Management and Conservation Plan.
- Title 13 amendments are included as part of this application.
- Title 17 amendments are being included as part of the Clear and Objective code audit, which is expected to be adopted later in 2023.



Notice

- Submitted to the Oregon Department of Land Conservation and Development (DLCDD) on January 18, 2023.
- Published in the Sandy Post on February 8, 2023.
- Posted to the City's social media page prior to the hearing date.



Recommendation

On February 27, 2023, the Planning Commission recommended that the City Council hold a legislative hearing, seek public input, and approve the ordinance.





Water System Master Plan Adoption

Sandy City Council
April 3, 2023

Master Plan Purpose

Planning Resource
for City Staff and
Council

Document System
History and
Components

Outline plan for
system
improvements

Show financial
impact of Capital
Improvement
Program

Meet Regulatory
Requirements

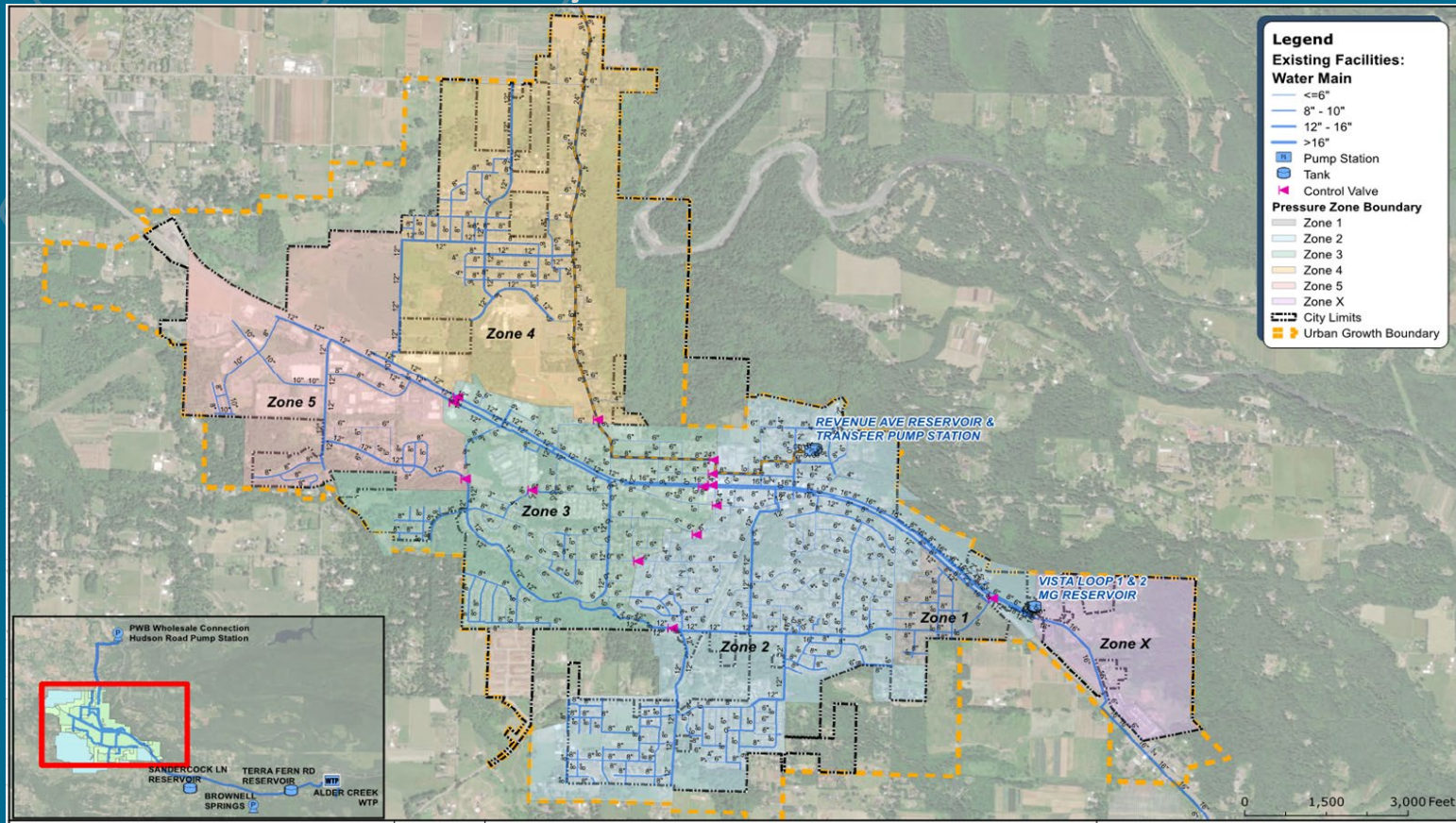
Master Plan Contents

-
- 1 Introduction and Existing Water System
 - 2 Water Requirements
 - 3 Planning and Analysis Criteria
 - 4 Distribution System Analysis
 - 5 Water Supply Analysis
 - 6 Capital Improvements Plan

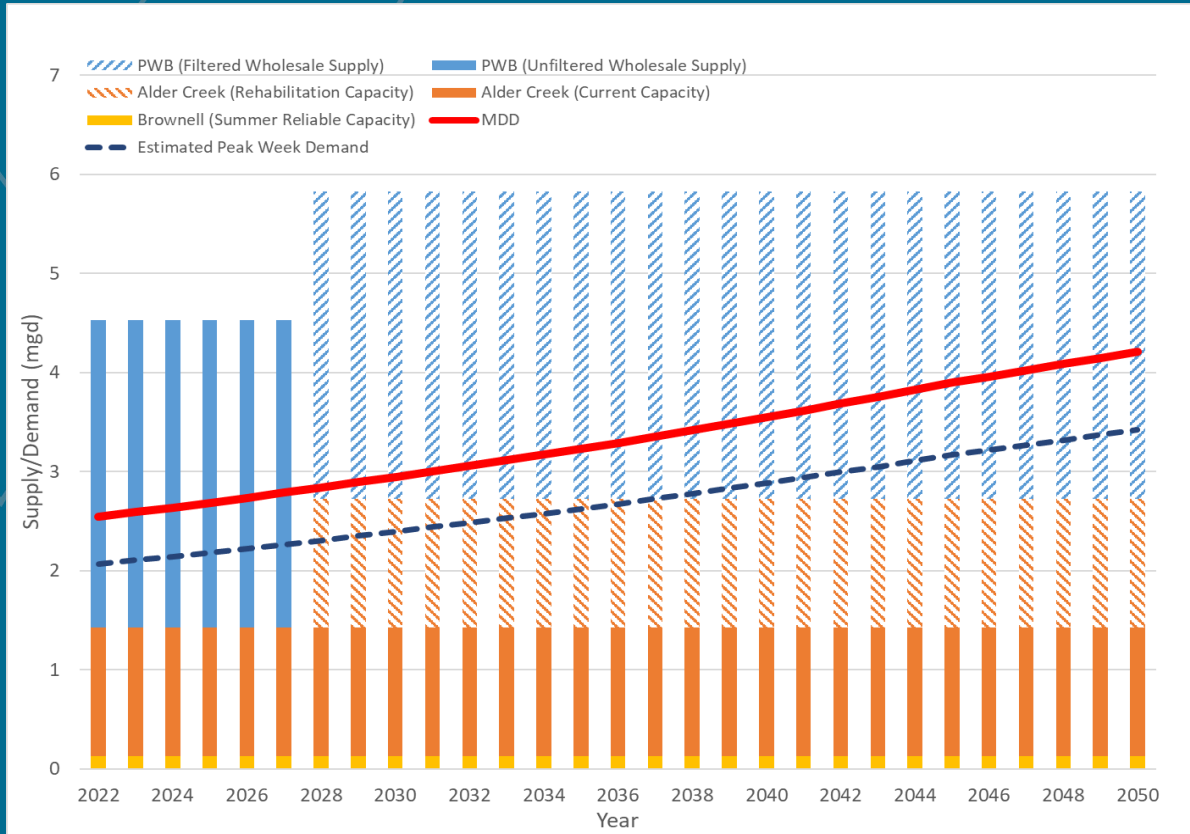
Master Plan Highlights

- Develop inventory and model of system
- Develop future demand quantities
- Identify system deficiencies
- Complete alternative sourcing analysis
- Develop Improvement Plan

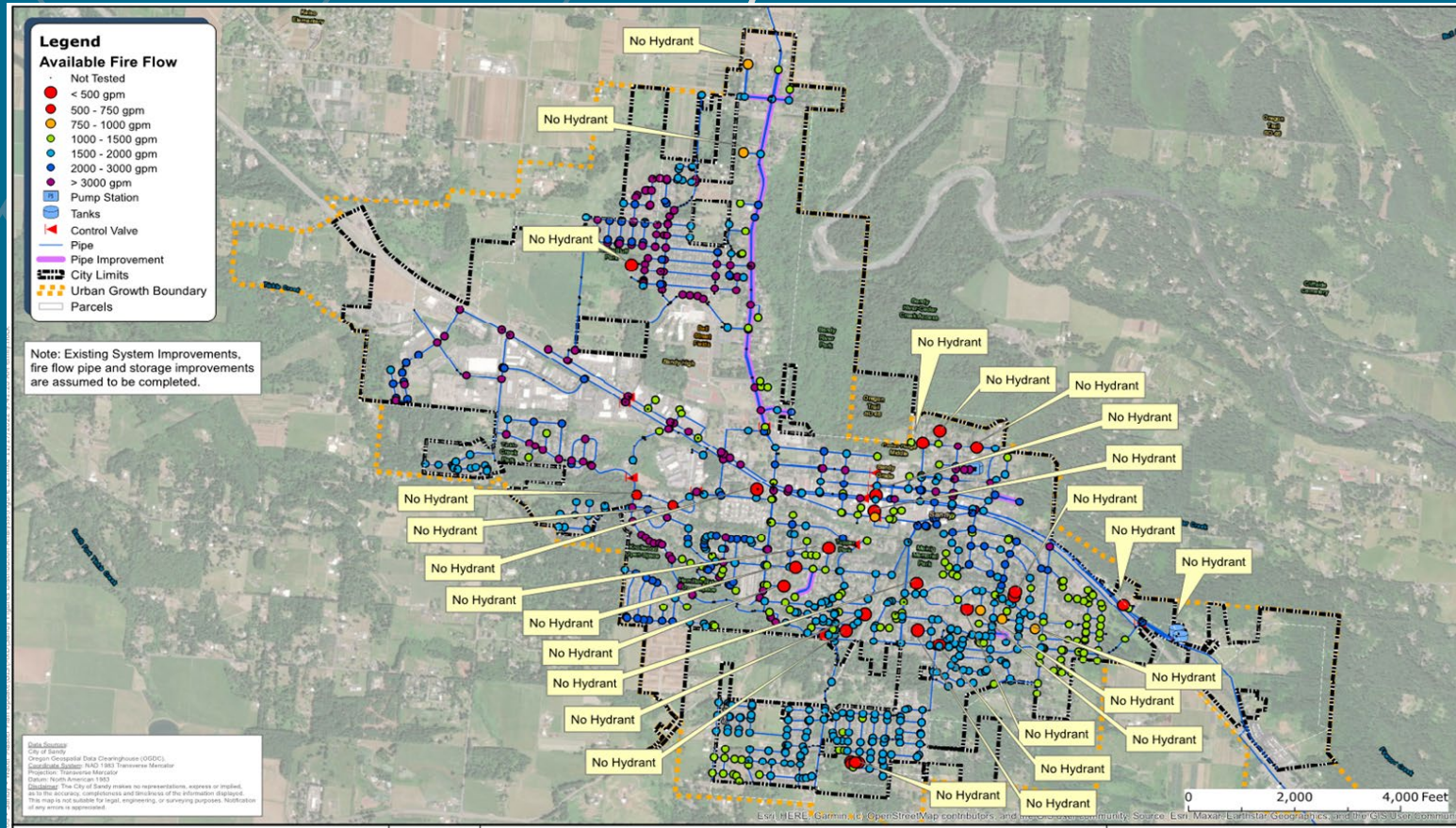
Distribution System Model



Supply/Demand Projections



Model Results – System Deficiencies



Water Capital Improvement Program

Project No.	Project Description	CIP Schedule and Project Cost Summary (2022 Dollars)				Preliminary SDC Eligibility
		1-5 Years (2023-2027)	6-10 Years (2028-2032)	11-20 Years (2033-2042)	TOTAL	
R.1	5.0 MG Additional Storage		\$ 17,290,000	\$ 17,290,000	\$ 34,580,000	49%
R.2	Storage Siting Study	\$ 180,000			\$ 180,000	49%
R.3	Reservoir Seismic and Condition Assessment		\$ 375,000		\$ 375,000	49%
	<i>Storage Subtotal</i>	\$ 180,000	\$ 17,665,000	\$ 17,290,000	\$ 35,135,000	
PS.1	Terra Fern Pump Station Upgrades	\$ 780,000			\$ 780,000	45%
PS.2	Vista Loop Pump Station	\$ 1,420,000			\$ 1,420,000	45%
	<i>Pump Station Subtotal</i>	\$ 2,200,000	\$ -	\$ -	\$ 2,200,000	
D.1	Bluff Rd Fire Flow Improvements		\$ 5,870,000		\$ 5,870,000	45%
D.2	Hood St Fire Flow Improvements		\$ 540,000		\$ 540,000	45%
D.3	Mitchell Ct Fire Flow Improvements		\$ 260,000		\$ 260,000	45%
D.4	Seaman Ave Fire Flow Improvements		\$ 550,000		\$ 550,000	45%
	<i>Distribution Subtotal</i>	\$ -	\$ 7,220,000	\$ -	\$ 7,220,000	
S.1	Near-Term Alder Creek WTP Improvements	\$ 1,050,000			\$ 1,050,000	0%
S.2	Short-Term Alder Creek WTP Assessment	\$ 240,000			\$ 240,000	45%
S.3	Alder Creek WTP Improvements	\$ 42,080,000			\$ 42,080,000	45%
S.4	PWB Filtered Water Supply Connection	\$ 39,416,000			\$ 39,416,000	45%
S.5	Long-Term Supply Study		\$ 240,000		\$ 240,000	45%
	<i>Supply Subtotal</i>	\$ 82,786,000	\$ 240,000	\$ -	\$ 83,026,000	
M.1	Water System Master Plan Update		\$ 220,000		\$ 220,000	45%
M.2	Water Management and Conservation Plan	\$ 110,000			\$ 110,000	45%
M.3	Annual Replacement Budget	\$ -	\$ 6,000,000	\$ 24,000,000	\$ 30,000,000	45%
M.4	Water Service Meter Replacement			\$ 7,920,000		0%
M.5	SCADA Master Plan	\$ 150,000				45%
M.6	SCADA Upgrade (Preliminary Budget Placeholder)		\$ 750,000			45%
	<i>Other Subtotal</i>	\$ 260,000	\$ 6,970,000	\$ 31,920,000	\$ 39,150,000	
	CIP Total	\$ 85,426,000	\$ 32,095,000	\$ 49,210,000	\$ 166,731,000	

CIP Highlights

- PWB Filtered Water Supply Connection
- Alder Creek WTP Improvements
- Additional Storage Siting Study and Construction
- Vista Loop Pump Station
- Annual Replacement Program



Questions?

Thank You!



Staff Report

Meeting Date: April 17, 2023

From Jenny Coker, Public Works Director
Contract Amendment No. 3: Wastewater Treatment Plant
Engineering Services for the Sandy WWTP Condition Assessment
Improvements Project and WWTP Stress Testing

DECISION TO BE MADE:

Whether to authorize the City Manager to execute a third amendment to the agreement with West Yost for additional wastewater treatment plant professional services.

BACKGROUND / CONTEXT:

At the December 14, 2020 meeting, City Council authorized the City Manager to negotiate a fee and scope of services with West Yost for design services for the Waste Water Treatment Plant (WWTP) Condition Assessment Improvements Project. Council passed Amendment No. 1 for additional services August 23, 2021. Amendment No. 2 on August 15, 2022 increased the total fee to \$1,121,016 for additional services during construction and for preparing a sampling plan and stress testing plan and writeup. This amendment, Amendment No. 3 extends the contract through November 2023 and covers the following additional services:

Additional Design Support During Construction

Budget is included for a final 100 submittals, 25 requests for information, 4 design engineer initiated change packages due to changed conditions encountered in the field, observation and review of functional testing and startup procedures, as well as weekly construction meeting coordination and attendance. Due to long lead items, the WWTP construction packages were broken up into smaller packages than initially planned. This has resulted in multiple startup, functional testing and commissioning beyond what what initially anticipated, and requires more hours for observation and attendance of multiple startups. Furthermore, construction has had to work around stress testing and sampling schedule, which has extended the duration of the contract, requiring additional time.

Additional Engineering Support and Report Preparation for Stress Testing and Comprehensive Capacity Analysis

West Yost's level of effort for the WWTP capacity evaluation and stress testing efforts has had a higher level of complexity, planning, support and coordination than originally estimated. The level of effort for stress testing was based upon a few days of field testing. EPA has required a total of nine tests that will require 4 to 6 weeks to complete. In addition, due to the timing of the stress testing, on-going construction work arounds, and the complexity of a single train to operate and stress test simultaneously, additional effort has been needed for temporary construction, and design efforts to simulate peak

flows for stress testing. Moreover, the level of effort related to testing and data collection efforts had exceeded original estimates. Finally, EPA has very prescriptive requirements for the final WWTP Capacity Evaluation Report, which are now reflected in this final level of effort.

The requested Amendment 3 totals \$436,283, the majority of which covers stress testing, and additional reports required by EPA for the comprehensive capacity analysis and sewer treatment system re-rating process. The updated proposal and detailed description of the additional services are attached.

KEY CONSIDERATIONS / ANALYSIS:

Amendment No. 2 was developed in spring and summer of 2022 before the details of conducting the Stress Testing and Comprehensive Capacity Analysis of the Wastewater Treatment Plant were available. Implementing the stress testing, sampling, and temporary conditions required of the stress testing, including extensive communications and negotiations with EPA/DEQ has been more effort than scoped. This amendment trues-up the effort required, including the additional reports required by EPA to complete the comprehensive capacity analysis, which was not previously scoped.

Additionally, Staff requested a wastewater treatment plant capacity forecast from West Yost consultants in November 2022 to help in negotiations with DEQ and EPA. This effort was not a scoped, and this critical deliverable used up labor hours intended for WWTP engineering construction services. This amendment replenishes the budget for completing construction, and startup of the WWTP improvements project.

West Yost's total budget with Amendment 3 now totals \$1,557,299 which is 10.7% of the WWTP construction contract when you remove the costs dedicated to stress testing and the comprehensive capacity analysis (which is not a typical effort in a design and construction project). With Amendment 3, the City is still getting good value for services, as engineering is normally 15-20% of construction cost.

RECOMMENDATION:

Authorize the City Manager to execute a third amendment to the agreement with West Yost for additional wastewater treatment plant professional services, in the amount of \$436,283.

BUDGETARY IMPACT:

The proposed Amendment 3, which totals \$436,283, would be funded by the Clean Water State Revolving Fund (CWSRF) loan.

SUGGESTED MOTION LANGUAGE:

"I move to authorize the City manager to execute a third amendment to the agreement with West Yost for additional wastewater treatment plant professional services, in the amount of \$436,283.00."

LIST OF ATTACHMENTS/EXHIBITS:

- Draft West Yost Amendment 3 Scope of Services



5 Centerpointe Drive 503.451.4500 phone
Suite 130 530.756.5991 fax
Lake Oswego, OR 97035 westyost.com

April 6, 2023

SENT VIA: EMAIL

Ms. Jenny Coker
Director of Public Works
City of Sandy
39250 Pioneer Boulevard
Sandy, OR 97055

SUBJECT: Proposal for Additional Engineering Services on the Sandy WWTP Condition Assessment Improvements Project

Dear Ms. Coker:

This cover letter and attachments summarize West Yost's proposed Scope of Services and Budget for providing remaining engineering services for the City of Sandy's (City's) Existing Wastewater Treatment Plant (WWTP) Condition Assessment Improvements Project (Project).

The following attachments are included with this Cover Letter:

- **Attachment A.** Scope of Services
- **Attachment B.** Project Budget
- **Attachment C.** West Yost Rate Schedule

SCOPE OF SERVICES

The proposed Scope of Services for providing additional engineering support services included in **Attachment A** includes three tasks:

- **Task 9.** Project Management: March – November 2023
- **Task 10.** Engineering Services During Construction: March – June 2023
- **Task 11.** WWTP Stress Testing and Capacity Evaluation: March – November 2023

The additional scope is required for the following reasons:

Extended Project Schedule: Previous amendments had assumed the project would be completed by early 2023, but that has now been extended until June 2023 with potential for the completion of stress testing reports and associated follow-ups extending to November 2023. The fee spreadsheet shows the project management time needed to complete the project.

Increased Office Engineering Services: West Yost continues to respond to Requests for Information and Clarification (RFI/Cs) and Submittals. As recently agreed, our time per submittal and RFI/C has been more than anticipated. Per your request, we have based our estimate moving forward on 100 remaining submittals and 25 remaining RFI/Cs. Our estimate also includes weekly meetings attended virtually and three site visits.

WWTP Capacity Evaluation and WWTP Stress Testing Services: West Yost’s level of effort for the WWTP capacity evaluation and stress testing efforts has had a higher level of complexity and planning than originally planned. For the capacity evaluation, West Yost prepared a BioWin model of the WWTP using default parameters, prepared an updated Flow and Load analysis, and developed two separate Technical Memoranda. For the stress testing efforts, the scope of services that was presented with Amendment 2 was based on a vision for stress testing that involved a few days of field testing, whereas EPA and DEQ have required a total of nine tests that will require approximately four to six weeks to complete. Moreover, the level of effort related to coordination of the testing and data collection efforts has far exceeded the original expectations. This effort has included shifting the approach to the testing based on information gained during the test preparation efforts. This has required several adjustments in finalizing the Stress Test Work Plan and refinement to the tools developed to support the stress testing team. Finally, EPA and DEQ have applied very prescriptive requirements for the final WWTP Capacity Evaluation Report (referred to previously in our Scope of Services as the Stress Testing Report) that will entail development and presentation of detailed information regarding the modeling and stress testing efforts. The Scope of Services in Attachment A describes the remaining efforts needed to satisfy the testing and reporting requirements and the fee spreadsheet shows the estimated level of effort needed to complete this task.

PROJECT BUDGET

West Yost’s detailed estimate of labor hours and budget for completing the Scope of Services is included as **Attachment B** and summarized in Table 1 below. West Yost will perform the Scope of Services for a not-to-exceed budget of **\$436,283**. Additional services not included in this Scope of Services will only be completed by West Yost based on prior written authorization by the City.

Task	Estimated Hours	Estimated Total Budget Required After March 3, 2023, dollars
Task 9. Project Management Services: March – November 2023	100	26,358
Task 10. Engineering Services During Construction: March – June 2023	508	151,175
Task 11. WWTP Stress Testing and Capacity Evaluation: March – November 2023	1038	258,750
Total Labor Hours and Budget	1,646	436,283
Remaining from Current Project Budget – Owner Controlled Contingency		19,158

SCHEDULE

Services on the ESDCs for the project are anticipated to be provided through June 2023. Services on the Stress Testing and Capacity Evaluation for the project are anticipated to be provided through November 2023.

TERMS AND CONDITIONS

West Yost anticipates the additional engineering services will be provided under a new task order using the same contractual terms and conditions as our current contract for the project with our current project rates. Please note that Preston VanMeter, Charles Hardy and Tasha Mulvihill were all promoted at the start of 2023.

Ms. Jenny Coker
April 6, 2023
Page 3

Thank you for providing West Yost the opportunity to serve the City of Sandy. We look forward to continuing to work with you on this important project. Please call Corie Moolenkamp at 503.601.9520 if you have any questions or require additional information.

Sincerely,

WEST YOST



Corie Moolenkamp, PE
Engineering Manager | Authorized Representative
RCE #73588PE

Attachments: Attachment A. Scope of Services
Attachment B. Project Budget
Attachment C. West Yost Rate Schedule



Attachment A

Scope of Services

ATTACHMENT A
SANDY WWTP ENGINEERING SERVICES DURING CONSTRUCTION
April 6, 2023

The following tasks summarize the additional engineering services to be provided by West Yost on the City of Sandy's (City's) Existing WWTP Condition Assessment Improvements Project:

- Task 9.** Project Management Services: March – November 2023
- Task 10.** Engineering Services During Construction: March – June 2023
- Task 11.** WWTP Stress Testing and Capacity Evaluation: March – November 2023

This task order extends West Yost's scope of work through the current anticipated end of construction in June and completion of stress testing and associated follow-ups in November 2023.

Task 9. Project Management Services: March – November 2023

Project Management includes coordination of West Yost's internal team and subconsultants, quality assurance and quality control (QA/QC) activities, and preparation of monthly project updates and invoices.

Task 9.01. Project Management

Time for contracting with the City related to the additional engineering services to be provided is included in this task along with preparation of monthly project updates and invoices, budget and schedule tracking and internal/external team coordination activities.

Task 9 Assumptions

- Services are anticipated to be required through November 2023. Therefore, nine (9) monthly project progress reports and invoices are budgeted.
- Agendas and minutes from monthly construction meetings will be prepared by the City's Owner's Representative.

Task 9 Deliverables

- West Yost will provide one electronic (PDF) copy of monthly progress reports with invoices.

Task 10. Engineering Services During Construction: March – June 2023

This task summarizes additional level of effort (LOE) related for providing Engineering Services During Construction (ESDC) for the period from January through completion of construction in June 2023.

Task 10.01. Submittals and RFI/C Reviews and Responses

Review and respond to General Contractor Submittals and Re-submittals and Requests for Information or Clarification (RFI/C). This subtask is budgeted based on an estimate from the City of 100 remaining submittals at 3 hours each and 25 remaining RFI/Cs at 2 hours each. Time is also included for review oversight each week.

Task 10.02. Design Engineer Initiated Changes (DEIC)

Prepare Design Engineer Initiated Changes (DEIC) to the contract documents. Budget is based on preparation of four (4) DEICs at 12 hours each plus subconsultant time. DEICs identified to be completed will include:

1. **DEIC 9 Waste PS Cover** – Work with pre-cast suppliers to identify if a new precast wet well with vault hatch can be installed over the Waste Pump Station and if unavailable, design a new RC cover with vault hatch over the wet well.
2. **DEIC 10 Waste Pump Station VFD** – Electrical details for installation and mounting.
3. **DEIC 12 Filter and UV Piping, Heat Trace and Insulation** – Design piping insulation and heat tracing to be added to exposed piping on the filter backwash and UV system. Design drains for Standpipe and Backwash ARV.
4. **DEIC 13 Feeder Breaker Relocation** – Design the new feeder breaker relocation to the generator building to meet requirements of the 10' feeder rule.

Task 10.03. Construction Meetings and Site Visits

Construction meetings are summarized as follows:

- Weekly construction meetings via MS Teams.
- Weekly office engineering status check-ins via MS Teams.

Bi-weekly virtual construction meetings will generally be attended by Bill Schilling, with Corie Moolenkamp covering as needed. Ruby Lang will attend weekly, virtual Submittal/RFI status check-ins with City and Contractor staff.

Task 10.04. Equipment Functional Testing and Startup

Observe functional testing for equipment identified in the specifications and coordinate with Contractor and City staff. Review startup procedures, review startup testing reports and recommendations from the Contractor and suppliers for placing equipment into service. This Task covers additional time as functional testing and start-up procedures have been broken up into multiple days. Task assumes four (4) onsite functional tests and associated support services.

Task 10 Assumptions

- Time is budgeted for the period from March 3, 2023 to June 2023, assuming startup and commissioning for the Sandy WWTP Condition Assessment Improvements Project in June 2023.
- Support for reviewing and negotiating change orders is not included in the budget.
- No full-time construction observation is included in the budget.

Task 10 Deliverables

- One electronic (PDF) copy of all construction-related office engineering correspondence.

Task 11. WWTP Stress Testing Additional Services: March – November 2023

This task covers includes additional scope and budget for West Yost’s support services related to the WWTP Hydraulic Capacity Memo and overall WWTP Stress Testing Program.

Task 11.01. Update and Finalize Stress Test Work Plan

West Yost will update the draft Stress Test Work Plan that was prepared in January 2023 to reflect input received from EPA/DEQ, as well as changes to the stress testing approach that have been developed over the last few months.

Task 11.02. Coordination During Stress Testing

West Yost will provide coordination and oversight support leading up to and during the stress testing period. This will include participation in weekly calls with the stress testing team. These efforts may include, but are not necessarily limited to supporting the coordination efforts between the stress testing team and the construction team, updating tools for management and tracking of stress testing, and support with troubleshooting issues that may arise during stress testing. The efforts provided under this subtask are limited to the hours identified in the fee estimate spreadsheet.

Task 11.03. Compile Baseline Data and Developed Calibrated Model

West Yost will compile and review the “Baseline” data collected in accordance with the Sampling Plan prepared in November 2022. This effort includes performing a thorough QA/QC review of the analytical data, coordinating with the laboratory regarding observed reporting issues and developing a comprehensive database that can be used to develop the model calibration efforts. These efforts also include reviewing and compiling the process data collected by Veolia during the sampling period to define the operating conditions to which the models can be calibrated.

West Yost will update the flow and load analysis completed in October 2022 to incorporate data collected between October 2022 and June 2023 (through the sampling period). In addition, West Yost will define the flows and relevant loads associated with the WWTP return streams.

Using this information, West Yost will develop calibrated steady state and dynamic models of the existing treatment facilities using BioWin. Representative data collected under the sampling and stress testing efforts, along with data provided by the City, will be used to refine the model calibration. This model will be used to determine the treatment capacity of the existing secondary process facilities.

Task 11.04. Review and Document Stress Testing Data

West Yost will compile and review the stress testing data to confirm and document the plant performance during the stress testing period. This will include developing practices and procedures to allow for seamless transition of data to West Yost in a timely manner, compiling the data for nine different stress tests, preparing graphs and tables summarizing the data, and analyzing the data to confirm and document facility performance.

The information collected during stress testing will also be used to develop a calibrated State Point Model of the secondary clarifiers.

Task 11.05. WWTP Capacity Evaluation Report

West Yost will prepare a WWTP Capacity Evaluation Report that provides the following:

- A detailed description of the Hydraulic Capacity Assessment carried out in October 2022. This will include development of a hydraulic profile and compilation of the as-built drawings, calculations, and field survey data used to develop the analysis.
- A tabular summary of applicable current industry design criteria identified by the literature review, and a comparison of the Sandy WWTP at the identified peak capacities to those criteria. This effort will involve updating the previously completed analysis to incorporate findings from the stress testing and results of the BioWin modeling efforts.
- A detailed description of each baseline and peak testing event, and a summary of the flow and monitoring data collected during each event. For each event in which dye testing is completed, a discussion of the results of that testing including the effluent dye concentration curve, will be provided. This effort will include compiling the raw data and event operational logs/notes to be included as attachments.
- A detailed description of the BioWIN and Clarifier State Point models calibration, and a discussion of the impact of those calibrations on the model predictions of the WWTP's peak capacities. This effort will include compiling detailed model inputs and outputs to be provided as attachments.
- A calculation of the CAP Limit.

A draft WWTP Capacity Evaluation Report will be provided to the City for review in parallel with DEQ/EPA staff. A final WWTP Capacity Evaluation Report will be developed based on comments/input on the draft report. West Yost will also participate in meetings with the City, DEQ and EPA to discuss comments prior to finalizing the report.

Task 11 Assumptions

- Additional changes to the Stress Test Work Plan will not be required following submission of the Final Work Plan.
- The stress testing period will begin by April 17 and last approximately five (5) weeks.
- The peak flow rate for the 5-year/24 hour storm will be defined by others.
- Only one revision to the WWTP Capacity Evaluation Report will be required following submission to the City.

Task 11 Deliverables

- One electronic (PDF) copy of all the Final Stress Test Work Plan.
- Electronic (PDF) copy of the Draft and Final Stress WWTP Capacity Evaluation Report.



Attachment B

Project Budget

West Yost Associates PROJECT:	EM/SM/GM I \$285 Moolenkamp	EM/SM/GM I \$285 Van Meter	EM/SM/GM II \$297 Gies	PE/PS/PG II \$272 Schilling	PE/PS/PG I \$257 Hardy	ESG II \$184 Lang-Burnley	CADM \$179 Barber	ADM III \$123 Mulvihill	P \$300	Labor			ACE	LCE	TAG	Costs		
										Hours	Fee	Technology & Admin 4%				Sub- w/ markup 5%	Other Direct	Total Costs
Task 1 Task 1 Additional Project Management																		
1.01 Project Management	48		20	12				20		100	\$ 25,344	\$ 1,014						\$ 26,358
Subtotal, Task 1 (hours)	48	0	20	12	0	0	0	20	0	100								
Subtotal, Task 1 (\$)	\$ 13,680		\$ 5,940	\$ 3,264				\$ 2,460			\$ 25,344	\$ 1,014						\$ 26,358
Task 4 Remaining Engineering Services During Construction																		
4.01 Submittals and RFI/C Reviews and Responses	8	24		76				180		288	\$ 62,912	\$ 2,516	\$ 6,400	\$ 6,600	\$ 2,800	\$ 16,590		\$ 82,018
4.02 Design Engineer Initiated Chagnes (DEICs)	2	4		8			26	8		48	\$ 10,102	\$ 404	\$ 3,800	\$ 5,460	\$ 1,250	\$ 11,036		\$ 21,542
4.03 Construction Meetings and Site Visits				48			60			108	\$ 24,096	\$ 964					\$ 4,839	\$ 29,899
4.04 Equipment Functional Testing, Startup		40		8			16			64	\$ 16,520	\$ 661					\$ 536	\$ 17,177
Subtotal, Task 4 (hours)	10	68	0	140	0	282	8	0	0	508								
Subtotal, Task 4 (\$)	\$ 2,850	\$ 19,380		\$ 38,080		\$ 51,888	\$ 1,432				\$ 113,630	\$ 4,545	\$ 10,200	\$ 12,060	\$ 4,050	\$ 27,626	\$ 5,375	\$ 151,176
Task 8 WWTP Stress Testing Additional Support Services																		
8.01 Update and Finalize Work Plan		4	40		24				4	72	\$ 19,680	\$ 787						\$ 20,467
8.02 Support During Stress Testing		12	40		30					82	\$ 23,010	\$ 920						\$ 23,930
8.03 Compile Baseline Data/Develop Calibrated Model			40		80		100			220	\$ 50,840	\$ 2,034						\$ 52,874
8.04 Review and Document Stress Testing Data			40		60		80			180	\$ 42,020	\$ 1,681						\$ 43,701
8.05 WWTP Capacity Evaluation Report		40	80	24	140	180		20		484	\$ 113,248	\$ 4,530						\$ 117,778
Subtotal, Task 8 (hours)	0	56	240	24	334	360	0	24	0	1038								
Subtotal, Task 8 (\$)		\$ 15,960	\$ 71,280	\$ 6,528	\$ 85,838	\$ 66,240		\$ 2,952			\$ 248,798	\$ 9,952						\$ 258,750
TOTAL (hours)	58	124	260	176	334	642	8	44	0	1,646								
TOTAL (\$)	\$ 16,530	\$ 35,340	\$ 77,220	\$ 47,872	\$ 85,838	\$ 118,128	\$ 1,432	\$ 5,412			\$ 387,772	\$ 15,511	\$ 10,200	\$ 12,060	\$ 4,050	\$ 27,626	\$ 5,375	\$ 436,283



West Yost Rate Schedule

City of Sandy Billing Rate Schedule

(Effective through December 31, 2023)*



POSITIONS	LABOR CHARGES (DOLLARS PER HOUR)
ENGINEERING	
Principal/Vice President	\$300
Engineer/Scientist/Geologist Manager I / II	\$285 / \$297
Principal Engineer/Scientist/Geologist I / II	\$257 / \$272
Senior Engineer/Scientist/Geologist I / II	\$230 / \$241
Associate Engineer/Scientist/Geologist I / II	\$198 / \$211
Engineer/Scientist/Geologist I / II	\$158 / \$184
Engineering Aide	\$92
Field Monitoring Services	\$85
Administrative I / II / III / IV	\$81 / \$102 / \$123 / \$136
ENGINEERING TECHNOLOGY	
Engineering Tech Manager I / II	\$294 / \$297
Principal Tech Specialist I / II	\$270 / \$280
Senior Tech Specialist I / II	\$247 / \$260
Senior GIS Analyst	\$224
GIS Analyst	\$212
Technical Specialist I / II / III / IV	\$158 / \$181 / \$204 / \$227
Technical Analyst I / II	\$114 / \$136
Technical Analyst Intern	\$91
Cross-Connection Control Specialist I / II / III / IV	\$117 / \$128 / \$144 / \$160
CAD Manager	\$179
CAD Designer I / II	\$139 / \$155
CONSTRUCTION MANAGEMENT	
Senior Construction Manager	\$288
Construction Manager I / II / III / IV	\$175 / \$187 / \$200 / \$252
Resident Inspector (Prevailing Wage Groups 4 / 3 / 2 / 1)	\$153 / \$171 / \$189 / \$197
Apprentice Inspector	\$139
CM Administrative I / II	\$75 / \$100
Field Services	\$198

- Technology and Communication charges including general and CAD computer, software, telephone, routine in-house copies/prints, postage, miscellaneous supplies, and other incidental project expenses will be billed at 4% of West Yost labor.
- Outside Services such as vendor reproductions, prints, shipping, and major West Yost reproduction efforts, as well as Engineering Supplies, etc. will be billed at actual cost plus 5%.
- The Federal Mileage Rate will be used for mileage charges and will be based on the Federal Mileage Rate applicable to when the mileage costs were incurred. Travel other than mileage will be billed at cost.
- Subconsultants will be billed at actual cost plus 5%.
- Expert witness, research, technical review, analysis, preparation and meetings billed at 150% of standard hourly rates. Expert witness testimony and depositions billed at 200% of standard hourly rates.
- A Finance Charge of 1.5% per month (an Annual Rate of 18%) on the unpaid balance will be added to invoice amounts if not paid within 45 days from the date of the invoice.

* This schedule is updated annually

City of Sandy Billing Rate Schedule

(Effective through December 31, 2023)*



Equipment Charges

EQUIPMENT	BILLING RATES
2" Purge Pump & Control Box	\$270 / day
Aquacalc / Pygmy or AA Flow Meter	\$28 / day
Emergency SCADA System	\$35 / day
Gas Detector	\$80 / day
Generator	\$39 / day
Hydrant Pressure Gauge	\$10 / day
Hydrant Pressure Recorder, Impulse (Transient)	\$55 / day
Hydrant Pressure Recorder, Standard	\$40 / day
Low Flow Pump Controller	\$75 / day
Powers Water Level Meter	\$32 / day
Precision Water Level Meter	\$19 / day
Stainless Steel Wire per foot	\$0.03 / day
Storage Tank	\$15 / day
Sump Pump	\$24 / day
Transducer Components (per installation)	\$23 / day
Trimble GPS – Geo 7x	\$220 / day
Tube Length Counter	\$22 / day
Turbidity Meter	\$22 / day
Vehicle	\$10 / day
Water Flow Probe Meter	\$20 / day
Water Quality Meter	\$27 / day
Water Quality Multimeter	\$185 / day
Well Sounder	\$30 / day

* This schedule is updated annually



Staff Report

Meeting Date: April 17, 2023
From Jenny Coker, Thomas Fisher,
SUBJECT: 2023 Pavement Maintenance Program Construction Contract Award

DECISION TO BE MADE:

Whether to authorize the City Manager to sign an agreement with the Knife River Corporation for the 2023 Pavement Maintenance Program Construction Project.

BACKGROUND / CONTEXT:

The City uses Pavement Maintenance System software to prioritize street maintenance projects based on a condition survey performed every five years. Using local option fuel tax revenue, the City generally completes \$500,000 to \$600,000 worth of street maintenance (asphalt overlays and surface treatments) projects every two years. The goal of the program is to keep the Pavement Condition Index (PCI) at 80 or better. The paving project originally anticipated for the 2021-23 biennium was deferred to help pay for the cost of constructing the 362nd and Bell Street extension project.

KEY CONSIDERATIONS / ANALYSIS:

The City hires a firm to perform an inventory of Sandy's streets every five years, assigning each street section a PCI score. In 2020, Capital Asset calculated Sandy's PCI score at 80. To maintain this PCI level, we would need to budget \$1,000,000 for maintenance every two years. As is shown in the slides provided in 2021 by Capital Asset, a budget of \$500,000 each biennium was projected to lower our score to 77 by the year 2025. The full Capital Asset report presented to the Council in 2021 [can be found here](#).

On March 21st, 2023 the City of Sandy received three bids for our 2023 Street Maintenance program. The work will consist of slurry seal treatments and paving selected streets as shown on the attached map. A summary of the bids is listed below:

Bidder	Amount
Knife River Corporation	\$550,528.00
S-2 Contractors Inc.	\$618,240.00
Brix Paving Northwest	\$653,375.00

RECOMMENDATION:

Authorize the City Manager to sign an agreement with the Knife River Corporation for the 2023 Pavement Maintenance Program Construction Contract in a not to exceed amount of \$550,528.00

BUDGETARY IMPACT:

The proposed contract totals \$550,538.00 and will be paid for from the Street Utility fund from the FY24-25 biennium budget. The City Budget for this work was \$600,000 and the lowest responsive bid is within the City budget. This project will take place after July 1, 2023.

SUGGESTED MOTION LANGUAGE:

"I move to accept the low bid of \$550,538.00 with the Knife River Corporation for the 2023 Pavement Maintenance Program Construction Contract and authorize the City Manager to enter into an agreement with Knife River Corporation to complete this project."

LIST OF ATTACHMENTS/EXHIBITS:

- 2021 Presentation Slides: Capital Asset Five Year Report Summary
- Map of streets to receive treatment
- Bid Opening Summary & Tabulation
- [Link to Complete Bid Package](#)
- [Link to 2021 Capital Asset Report](#)

City of Sandy

PAVEMENT MANAGEMENT CONDITION REPORT

Joel Conder
Capitol Asset & Pavement Services



Prepared for City of Sandy – June 2021

*data based on December 2020 report

What is a Pavement Management System?

- ◉ Computerized, Inventory, Analysis, Budgeting Tool, etc..
- ◉ Shows effects of maintenance decisions, before & after
- ◉ PCI, Pavement Condition Index from 0 – 100
- ◉ Preferred Choice of Software on West Coast – MTC Streetsaver, current users in Washington & Oregon at 100+ agencies

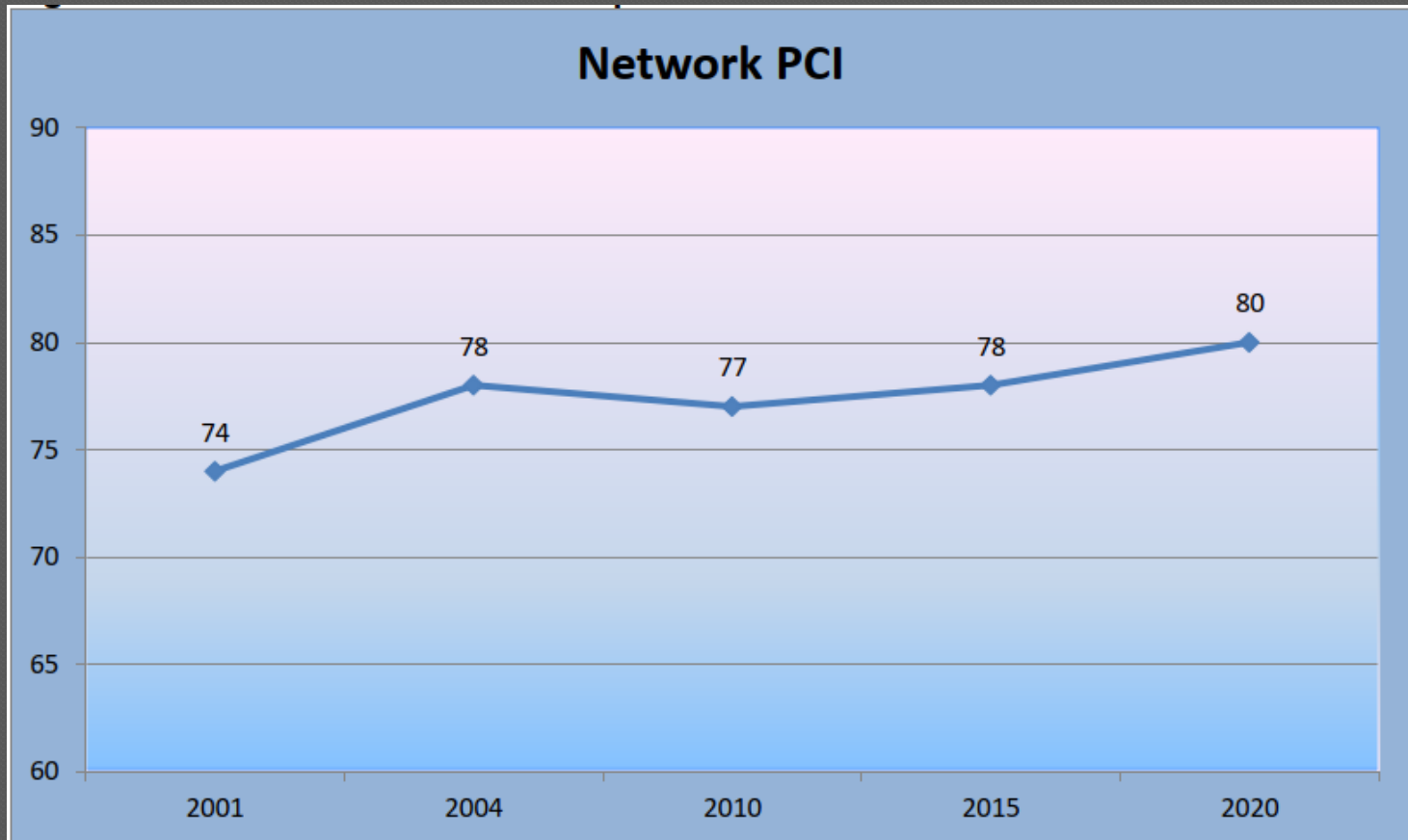
City of Sandy Current PCI = 80

- 36.8 Centerline Miles of Paved Streets

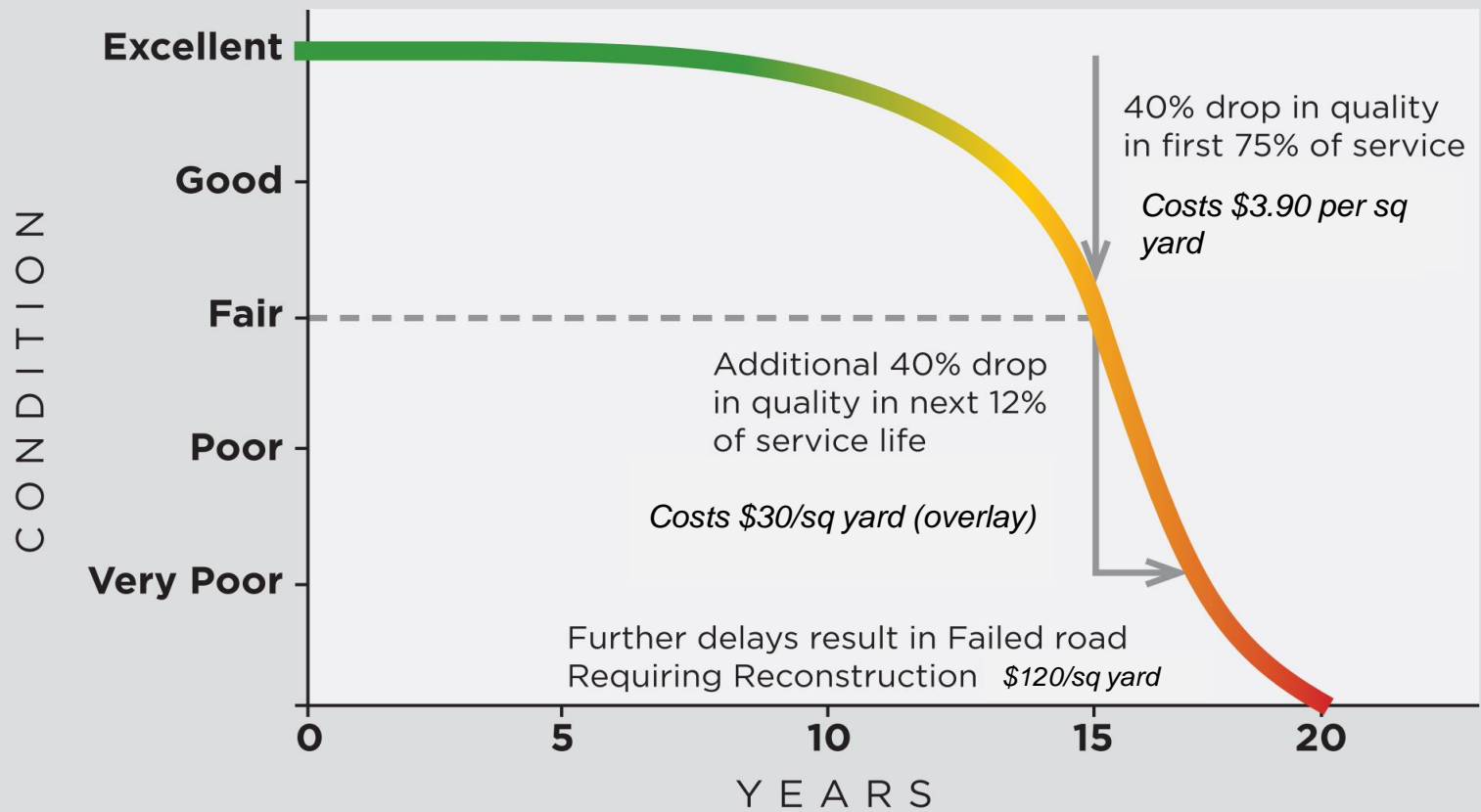
Arterial	7.7 miles
Collector	6.6 miles
Residential/Local	22.5 miles

Condition Category	PCI Range	Percent of Network
Good	70 to 100	77.9%
Fair	50 to 70	18.5%
Poor	25 to 50	3.5%
Very Poor	0 to 25	0%

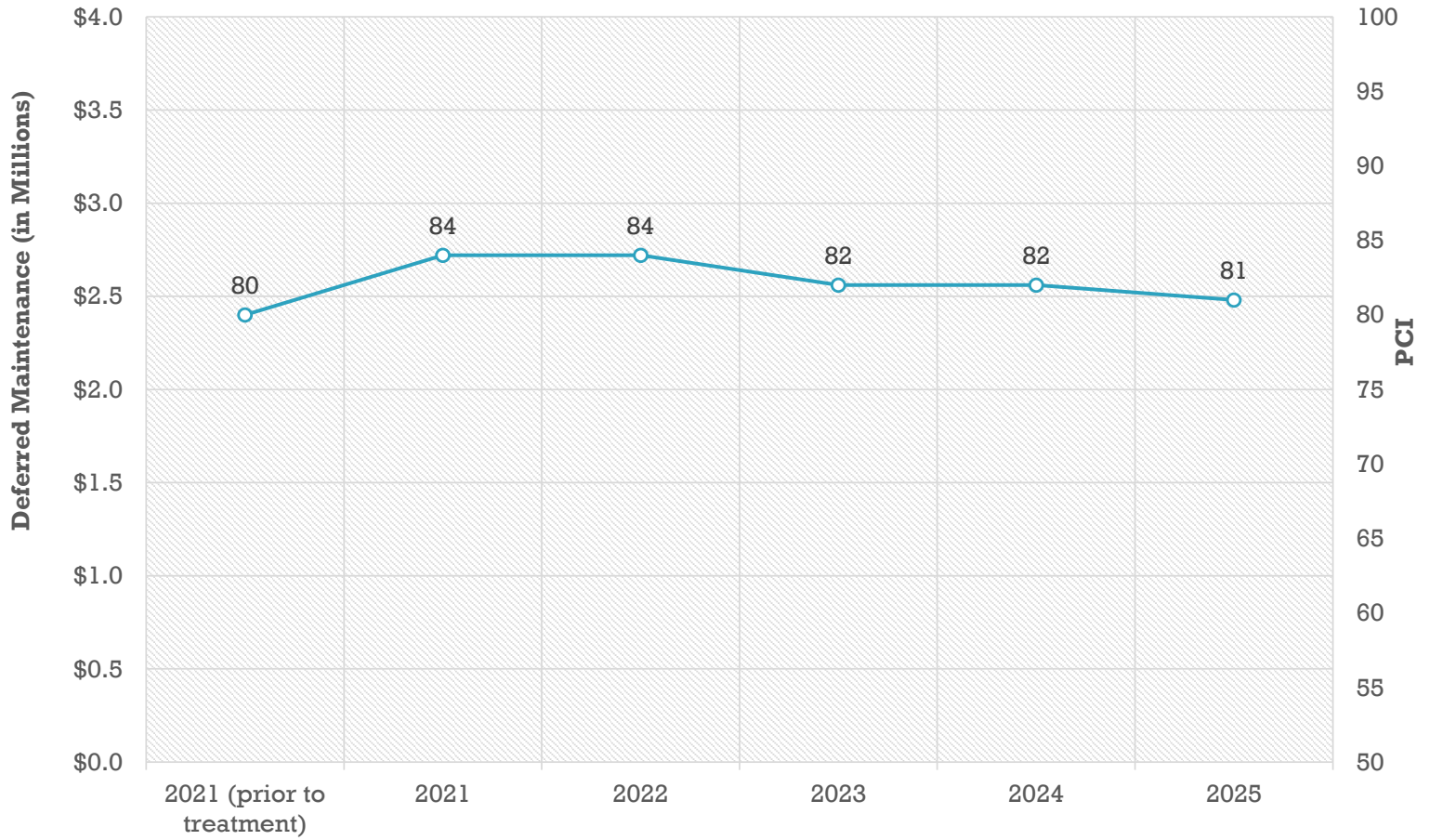
Pavement Condition History



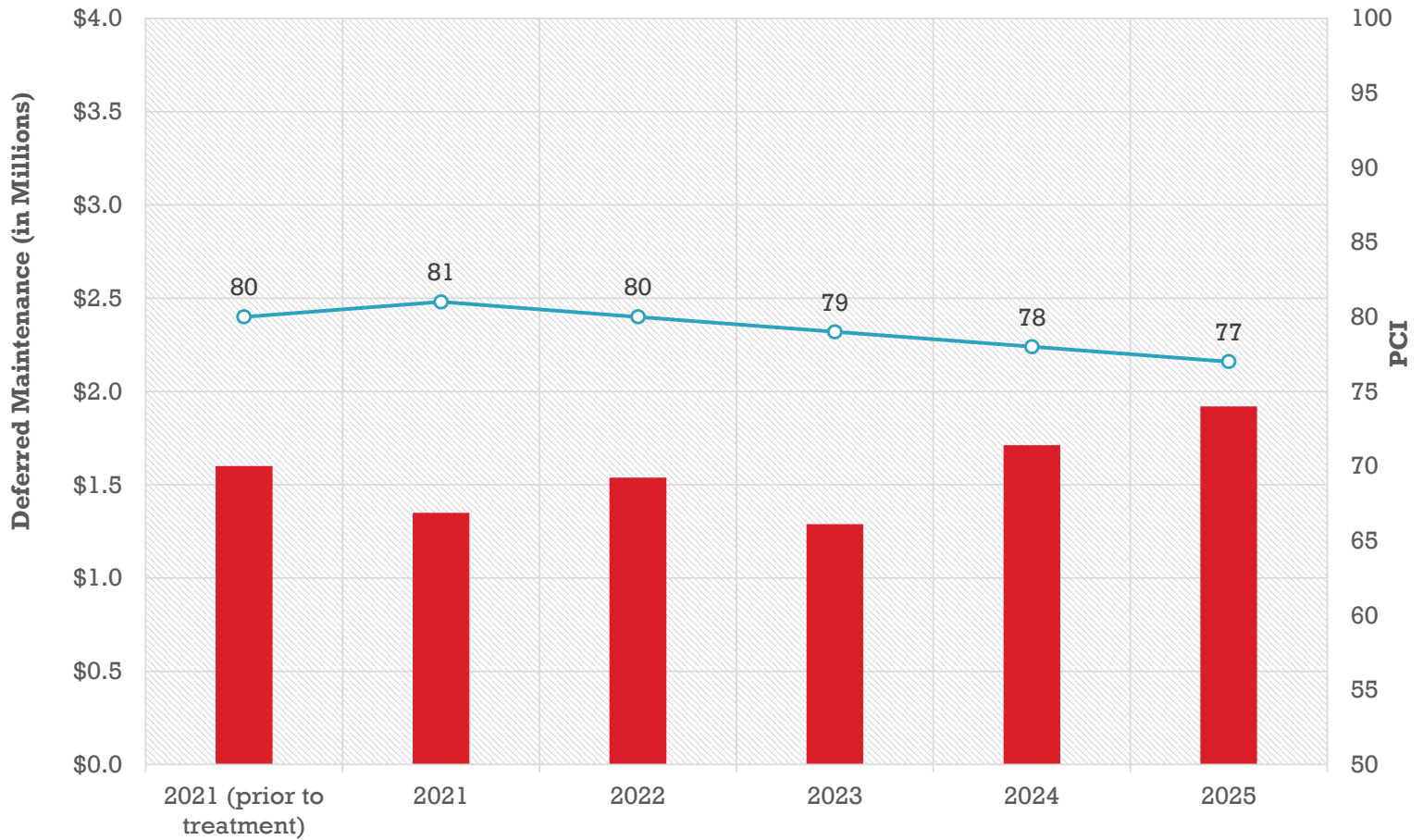
Pavement Deterioration Curve



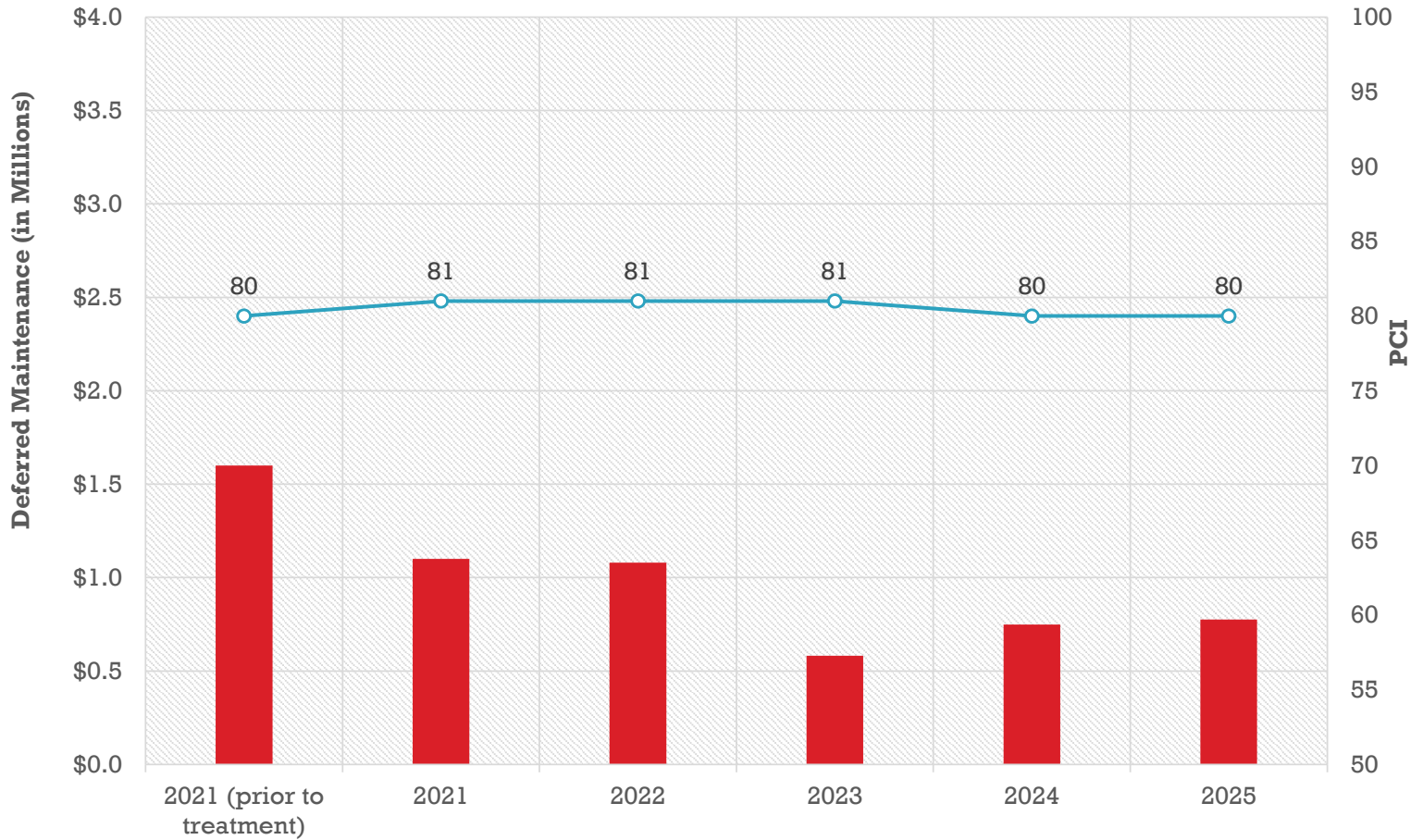
Scenario 1– Unconstrained Needs (zero deferred maintenance)
\$3.4 million over 5 years - PCI Increases 1 point



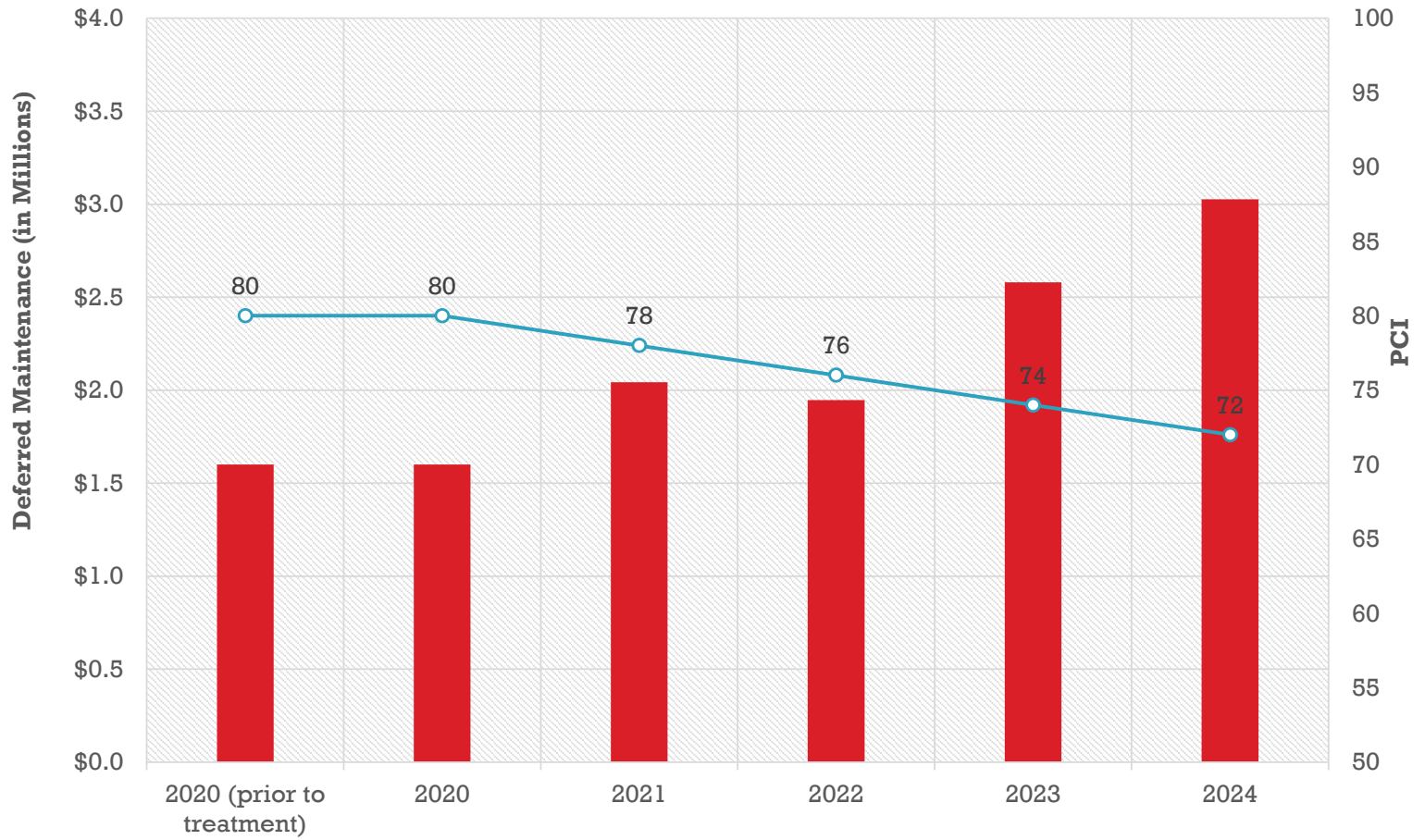
Scenario 2 – Current Investment Level
\$250,000 per year (\$1.25M total)- PCI decreases 3 points



Scenario 3 – Maintain Current PCI \$500,000 per year (\$2.5M total)– PCI Maintains at 80



Scenario 4 – Zero Funding *No spending over 5 years – PCI decreases 8 points*





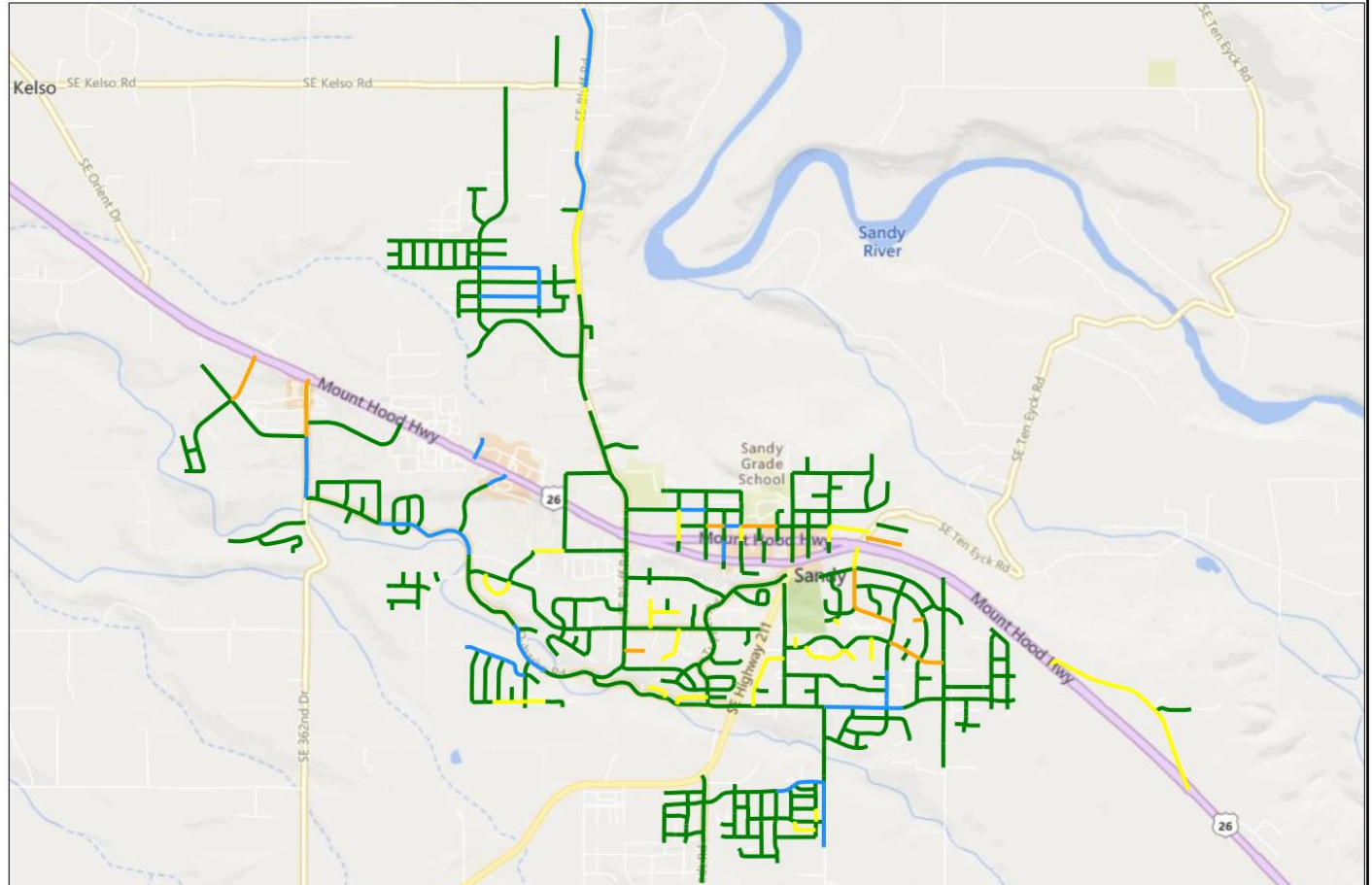
CITY OF SANDY
39250 Pioneer Blvd
Sandy, OR 97055
(503) 668-5533

Current PCI Condition

Printed: 12/8/2020

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





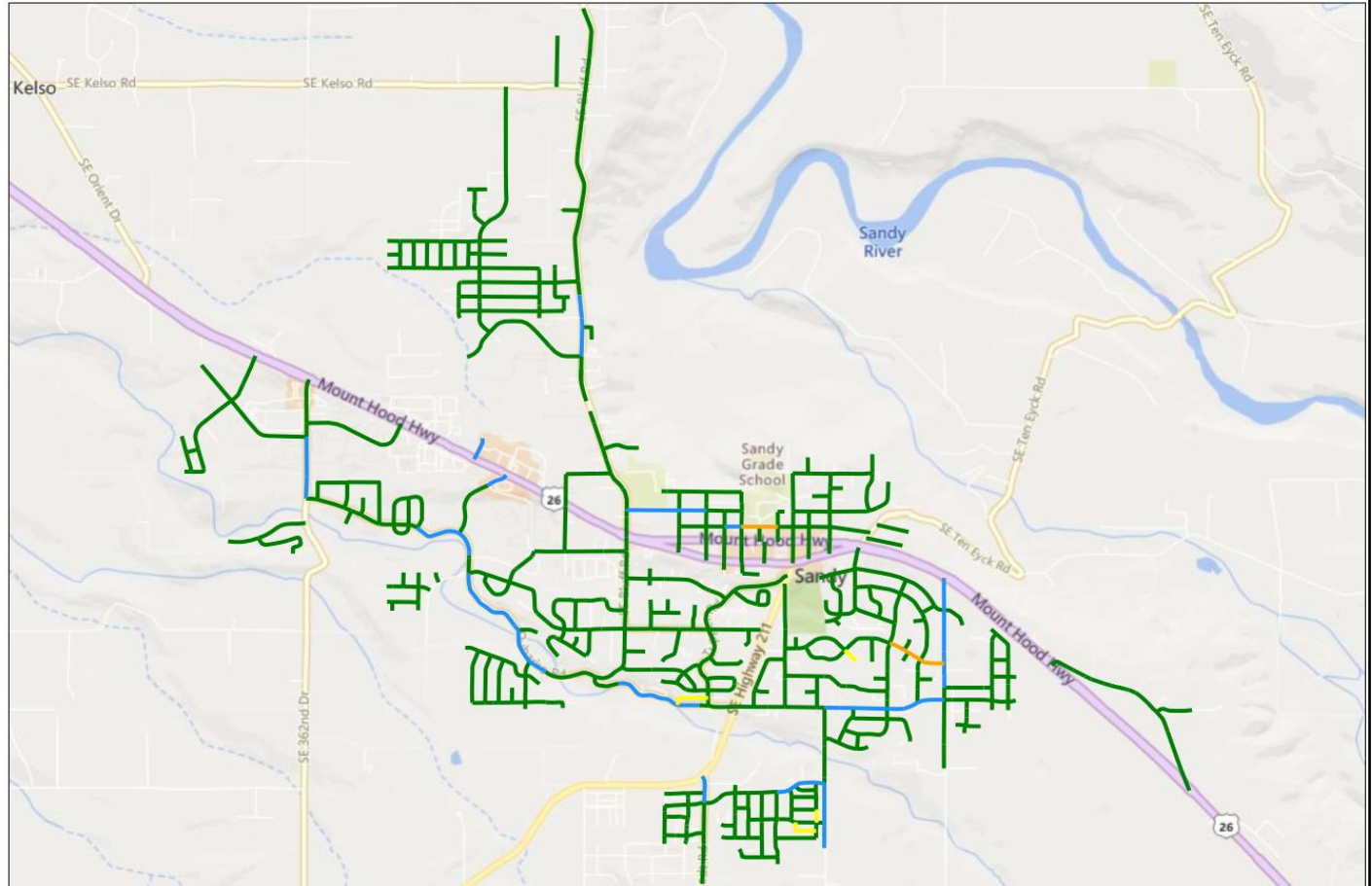
CITY OF SANDY
39250 Pioneer Blvd
Sandy, OR 97055
(503) 668-5533

Scenario PCI Condition

(1) Unconstrained Needs - 2025 Project Period - Printed: 12/8/2020

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





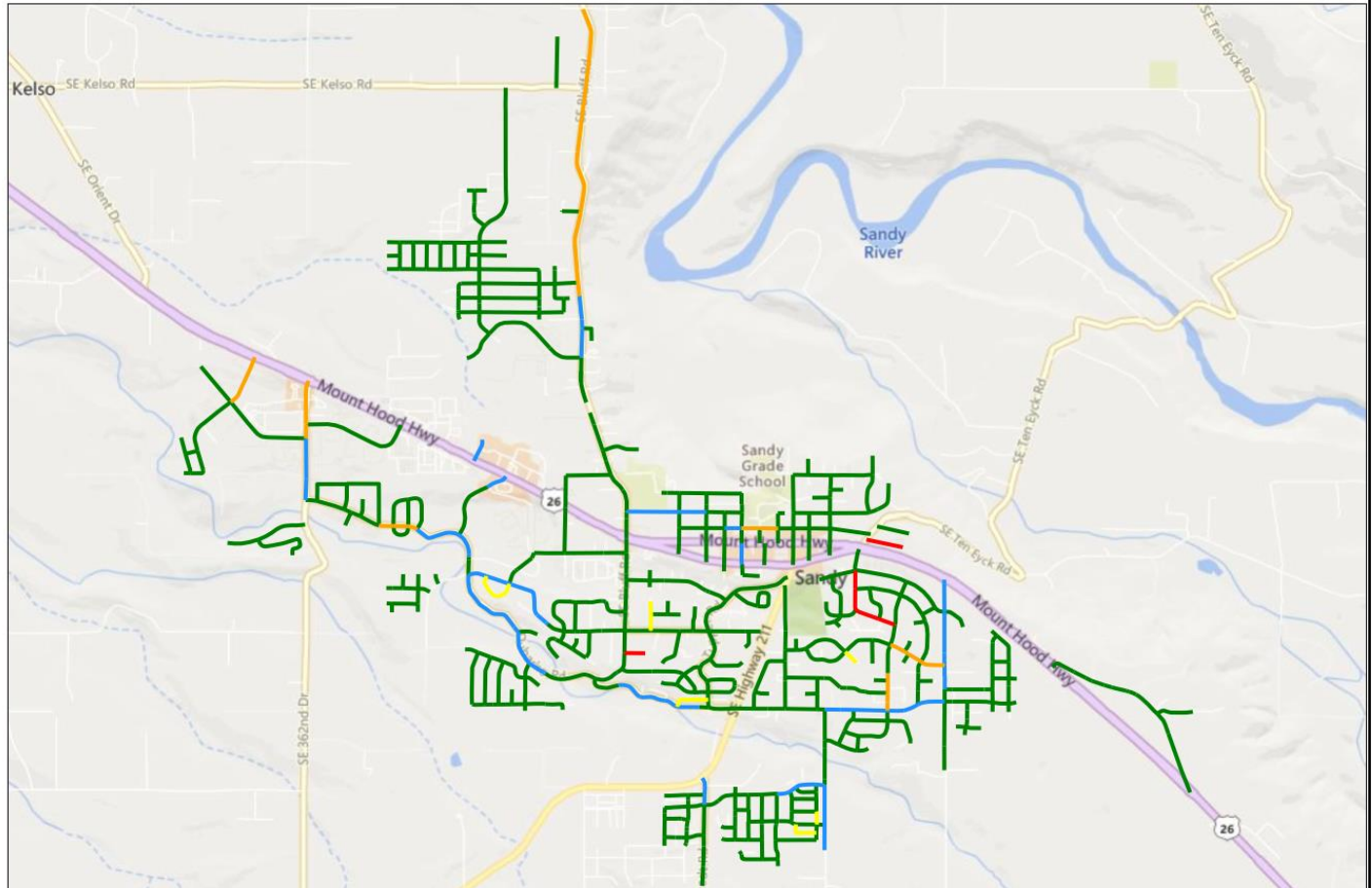
CITY OF SANDY
39250 Pioneer Blvd
Sandy, OR 97055
(503) 668-5533

Scenario PCI Condition

(2) Current Budget - 2025 Project Period - Printed: 12/8/2020

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor





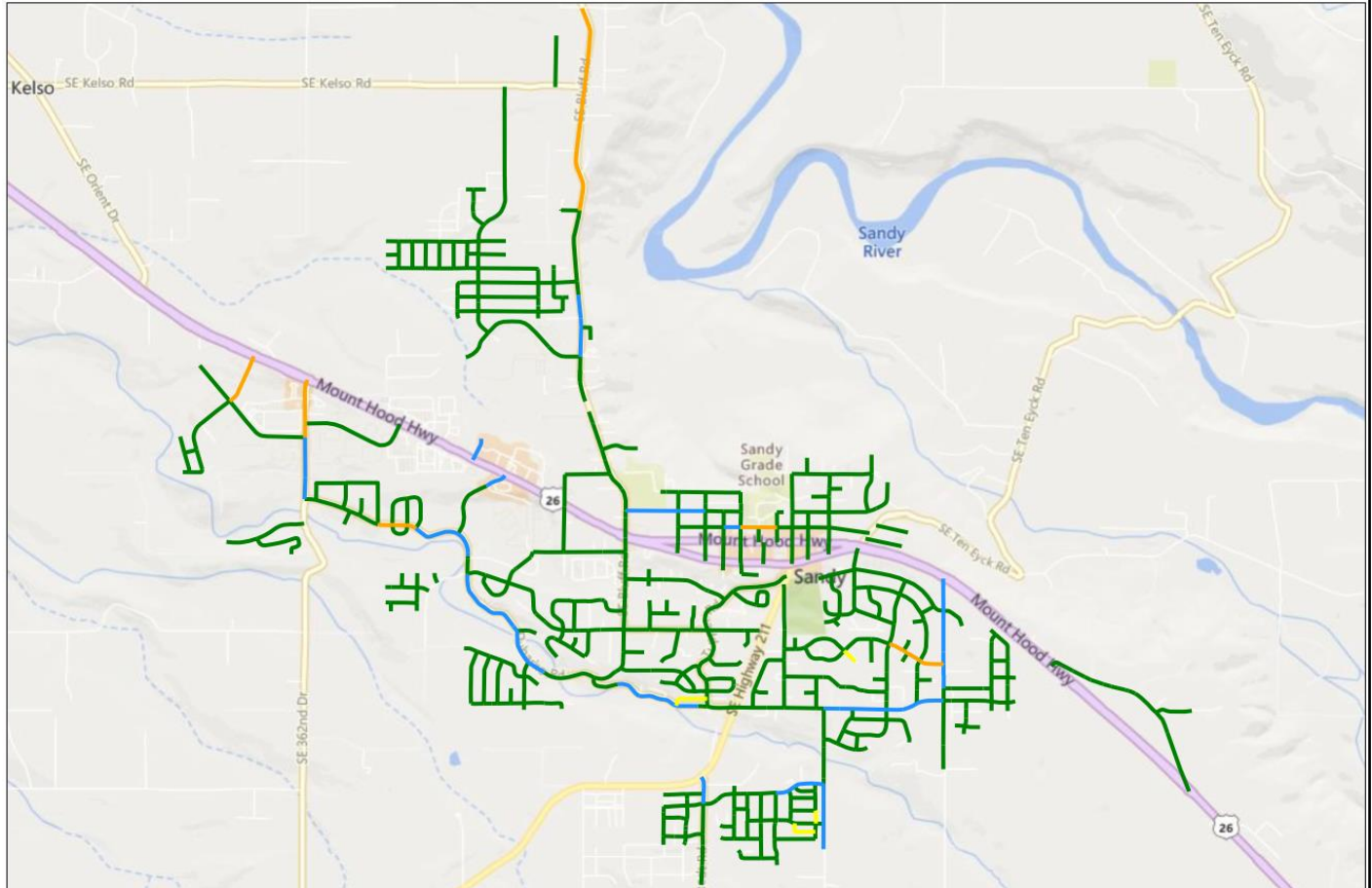
CITY OF SANDY
39250 Pioneer Blvd
Sandy, OR 97055
(503) 668-5533

Scenario PCI Condition

(3) Maintain Current PCI (80) - 2025 Project Period - Printed: 12/8/2020

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor





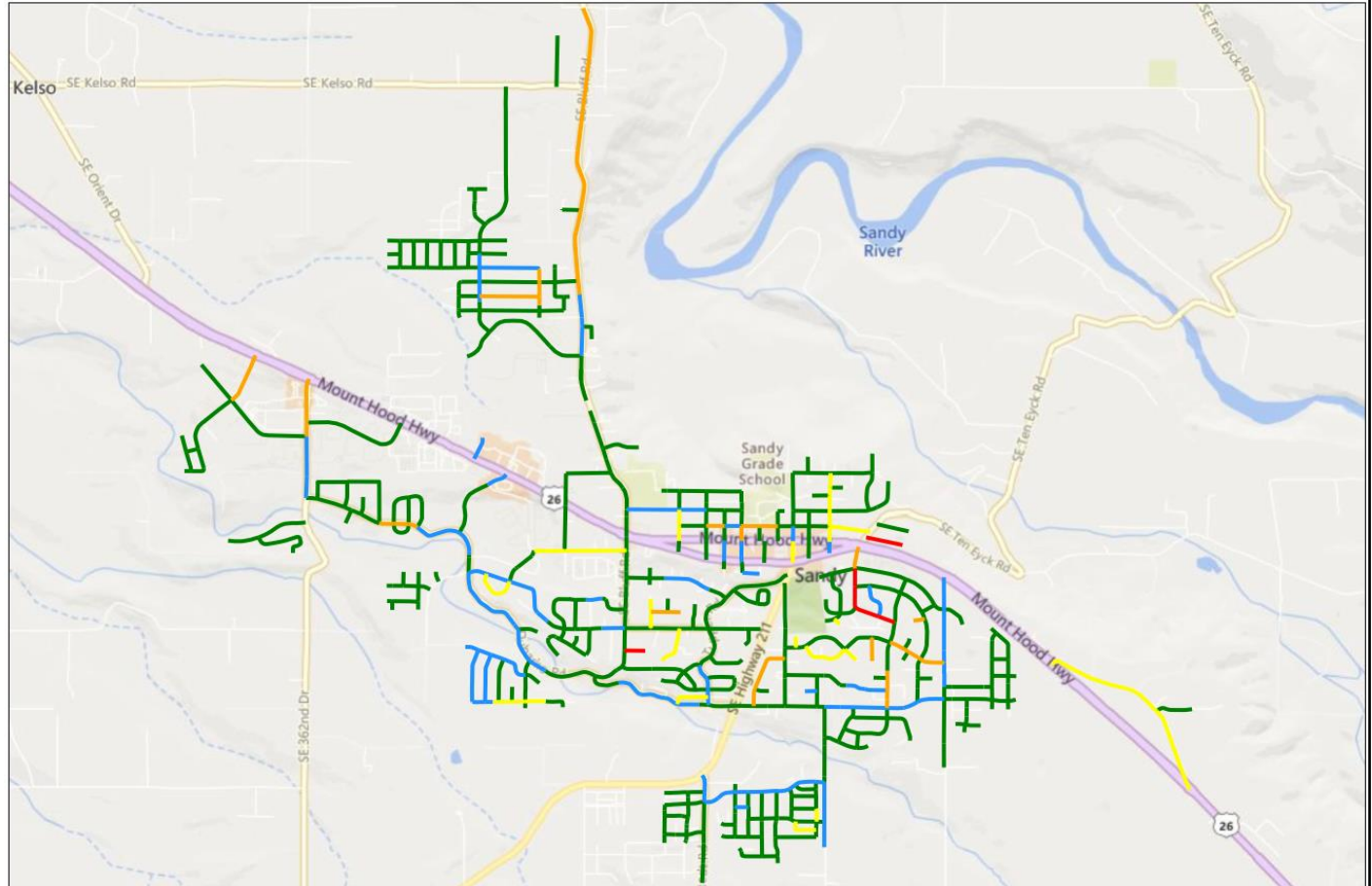
CITY OF SANDY
39250 Pioneer Blvd
Sandy, OR 97055
(503) 668-5533

Scenario PCI Condition

(4) Zero Funding - 2025 Project Period - Printed: 12/8/2020

Feature Legend

- Category I - Very Good
- Category II - Good (Non-Load)
- Category III - Good (Load)
- Category IV - Poor
- Category V - Very Poor



Budget Scenarios

Average yearly budget	\$686,339 (1-Unconstrained)	\$250,000 (2-Current Funding)	\$500,000 (3-Maintain Current PCI)	\$0 (4-Zero Funding)
Total budget for 5 years	\$3.43 million	\$1.25 million	\$2.50 million	\$0
Current PCI	80	80	80	80
Current % in 'Good' condition	77.9%	77.9%	77.9%	77.9%
PCI after 5 years (change)	81 (+1)	77 (-3)	80 (0)	72 (-8)
Backlog after 5 years	\$0	\$1.92 million	\$0.78 million	\$3.03 million
% 'Good' in 5 years	86.7%	78.7%	83.4%	66.0%
% 'Fair' in 5 years	12.4%	14.4%	12.4%	24.8%
% 'Poor' in 5 years	0.9%	5.6%	4.2%	8.0%
% 'Very Poor' in 5 years	0.0%	1.3%	0.0%	1.3%

QUESTIONS?

(503) 689-1330

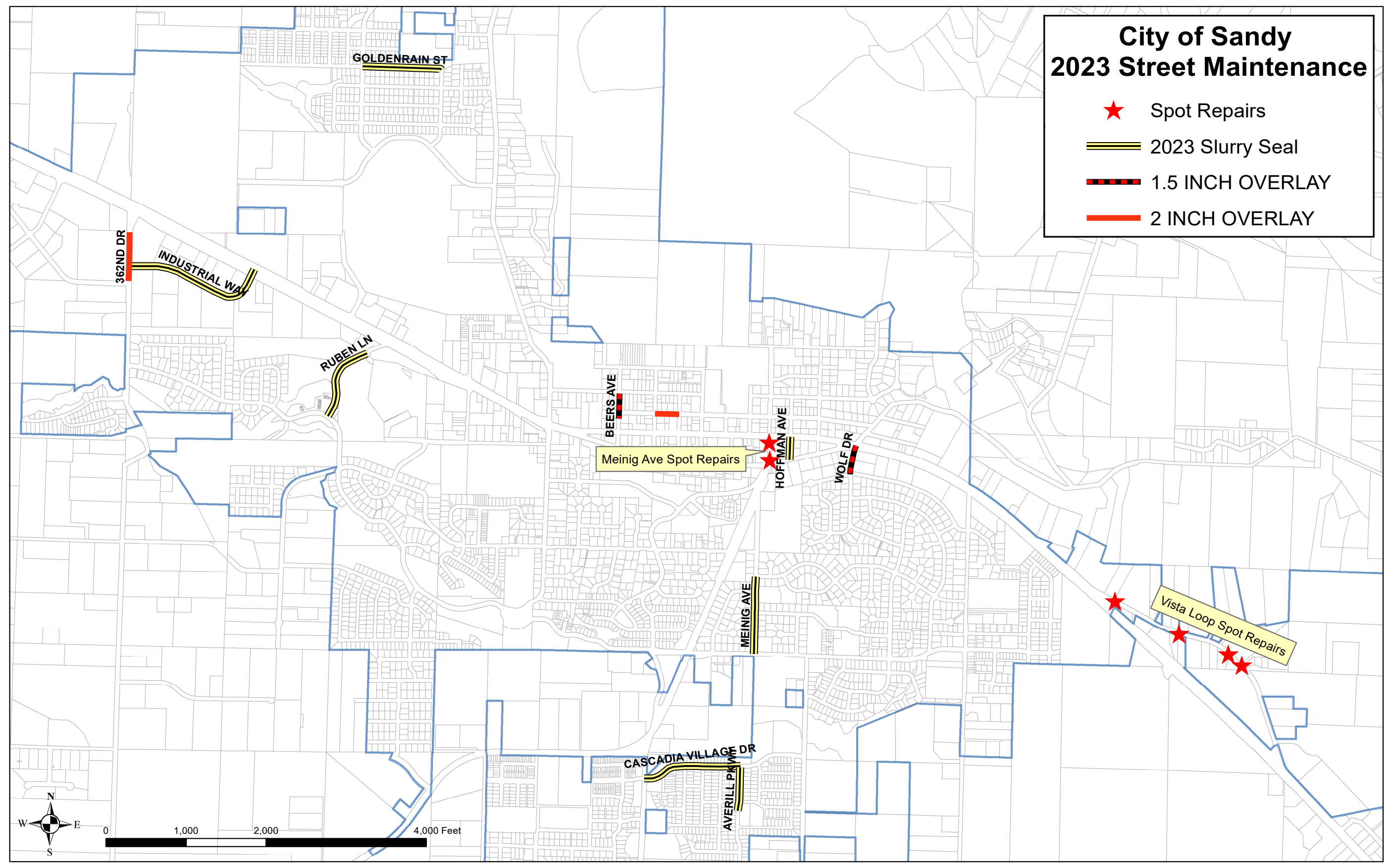
WWW.CAPITOLASSET.NET

Joel Conder
Capitol Asset & Pavement Services



City of Sandy 2023 Street Maintenance

- ★ Spot Repairs
- ▬▬ 2023 Slurry Seal
- ▬▬ 1.5 INCH OVERLAY
- ▬▬ 2 INCH OVERLAY



CURRAN-McLEOD, INC.
CONSULTING ENGINEERS
6655 S.W. HAMPTON STREET, SUITE 210
PORTLAND, OREGON 97223

Date: March 22, 2022

FROM: Jeremy Thomas, EIT, JST
CURRAN-McLEOD, INC.

TO: ALL BIDDERS VIA EMAIL

**RE: CITY OF SANDY
2023 STREET MAINTENANCE
NOTICE OF INTENT TO AWARD**

On Tuesday, March 21st, 2023, the City of Canby received three bids for the 2023 Street Maintenance Project. A bid tabulation is attached, and a summary of the bids is listed below:

1	Knife River Corporation	\$550,528.00
2	S-2 Contractors Inc.	\$618,240.00
3	Brix Paving Northwest	\$653,375.00

After a review of the bids and supporting information, the City of Sandy intends to award the project to Knife River at the next regular meeting. This memorandum is intended to provide the Notice of Intent to Award to all responsive bidders in accordance with State Statutes ORS279C.375.

In accordance with ORS 279B.410, a bidder with standing may protest the award of this contract within seven days of the date of this notice. In the absence of a written protest delivered to the City, the City will consider award of the contract at the regular Council meeting on April 3, 2023.

Cc via Email: Ms. Jenny Coker, City of Sandy Public Works Director
Mr. Thomas Fisher, City of Sandy Engineer

Enclosure: Bid Tabulation

City of Sandy
 Project: 2023 Street Maintenance
 Bid Date: Tuesday, March 21, 2023 @ 2PM

1 2 3

BID TABULATION				Knife River	Brix Paving	S-2 Contractors
Basic Bid Items:		Units		Unit / Total	Unit / Total	Unit / Total
Schedule A: 1.5" & 2" Street Overlay						
A.1	Mobilization, Including Bonding, Insurance & Miscellaneous Costs Not Identified as a Bid Item	1	LS	\$ 28,730.00	\$ 40,000.00	\$ 22,000.00
				\$ 28,730.00	\$ 40,000.00	\$ 22,000.00
A.2	Traffic Control & Temporary Erosion Control Measures	1	LS	\$ 48,626.00	\$ 80,000.00	\$ 30,000.00
				\$ 48,626.00	\$ 80,000.00	\$ 30,000.00
A.3	Site Restoration	1	LS	\$ 1,680.00	\$ 1,500.00	\$ 10,000.00
				\$ 1,680.00	\$ 1,500.00	\$ 10,000.00
A.4	Manhole Riser Ring	10	Ea	\$ 166.00	\$ 225.00	\$ 250.00
				\$ 1,660.00	\$ 2,250.00	\$ 2,500.00
A.5	Grind Existing Pavement, (6' wide panel along the curb, 2" to 0" depth) Including All Labor, Equipment, Material, and Disposal of Excess Pavement Material	2,950	LF	\$ 6.40	\$ 9.00	\$ 8.00
				\$ 18,880.00	\$ 26,550.00	\$ 23,600.00
A.6	Full Depth Reconstruction of Failed Roadway Sections, Includes Saw Cut, 16" Common Excavation, 12" of Base Rock & 4" of HMA in two lifts	570	SY	\$ 160.00	\$ 200.00	\$ 180.00
				\$ 91,200.00	\$ 114,000.00	\$ 102,600.00
A.7	1/2" Dense Mix HMA Overlay	660	Tons	\$ 125.10	\$ 148.00	\$ 150.00
				\$ 82,566.00	\$ 97,680.00	\$ 99,000.00
A.8	4" Wide White or Yellow Thermoplastic Stripe	2,100	LF	\$ 1.60	\$ 1.60	\$ 2.00
				\$ 3,360.00	\$ 3,360.00	\$ 4,200.00
A.9	8" Wide White Thermoplastic Stripe	1,000	LF	\$ 3.25	\$ 3.25	\$ 4.00
				\$ 3,250.00	\$ 3,250.00	\$ 4,000.00
A.10	12" Wide White Stop bars or 24" Wide White Thermoplastic Crosswalk Bars, 2' Wide x 9' Long Continental Crosswalk (Non-Skid Finish)	140	SF	\$ 10.85	\$ 11.00	\$ 14.00
				\$ 1,519.00	\$ 1,540.00	\$ 1,960.00
A.11	Bike Stencils, Left Turn Arrows, Straight & Right Turn Arrows	5	Ea	\$ 325.00	\$ 325.00	\$ 400.00
				\$ 1,625.00	\$ 1,625.00	\$ 2,000.00
A.12	Restore Existing Traffic Signal Detector Loops on Wolf Avenue and Rewiring to Junction Boxes, Including All Labor, Equipment, and Coordination with Clackamas County Required to Coordinate Temporary Signal Timer	1	LS	\$ 2,024.00	\$ 2,100.00	\$ 2,500.00
				\$ 2,024.00	\$ 2,100.00	\$ 2,500.00
A.13	ADA Ramp, Including an Average of 30 LF Concrete 'C' Curb, 15 SY of Concrete for Sidewalk and Single ADA Detectable Mat	10	Ea	\$ 9,805.00	\$ 10,000.00	\$ 9,500.00
				\$ 98,050.00	\$ 100,000.00	\$ 95,000.00
				\$ -	\$ -	\$ -
Subtotal Schedule A				\$ 383,170.00	\$ 473,855.00	\$ 399,360.00
Schedule B: Slurry Seal Surfacing						
Basic Bid Items:		Units		Unit / Total	Unit / Total	Unit / Total
B.1	Mobilization, Including Bonding, Insurance & Miscellaneous Costs Not Identified as a Bid Item	1	LS	\$ 20,350.00	\$ 28,000.00	\$ 8,500.00
				\$ 20,350.00	\$ 28,000.00	\$ 8,500.00
B.2	Traffic Control & Temporary Erosion Control Measures	1	LS	\$ 21,400.00	\$ 28,000.00	\$ 12,000.00
				\$ 21,400.00	\$ 28,000.00	\$ 12,000.00
B.3	Emulsified Asphalt Slurry Seal Type II	35,000	SY	\$ 3.00	\$ 2.92	\$ 4.90
				\$ 105,000.00	\$ 102,200.00	\$ 171,500.00
B.4	4" Wide White or Yellow Thermoplastic Stripe	6,800	LF	\$ 1.45	\$ 1.50	\$ 1.80
				\$ 9,860.00	\$ 10,200.00	\$ 12,240.00
B.5	12" Wide White Stop Bars or 24" Wide White Thermoplastic Crosswalk Bars, 2' Wide x 9' Long Continental Crosswalk (Non-Skid Finish)	400	SF	\$ 10.39	\$ 11.00	\$ 14.00
				\$ 4,156.00	\$ 4,400.00	\$ 5,600.00
B.6	Longitudinal Thermoplastic Stripe Removal	6,800	LF	\$ 0.63	\$ 0.65	\$ 0.80
				\$ 4,284.00	\$ 4,420.00	\$ 5,440.00
B.7	Stop Bar / Crosswalk Thermoplastic Removal	400	SF	\$ 5.77	\$ 5.75	\$ 9.00
				\$ 2,308.00	\$ 2,300.00	\$ 3,600.00
Subtotal Schedule B				\$ 167,358.00	\$ 179,520.00	\$ 218,880.00

Red denotes variation from written bid, after calculation

TOTAL BASIC BID	\$ 550,528.00	\$ 653,375.00	\$ 618,240.00
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