ALBANY CITY COUNCIL

AGENDA

Wednesday, August 12, 2026
6:00 p.m.

Council Chambers, City Hall
333 Broadalbin Street SW
Watch on YouTube: https://www.youtube.com/user/cityofalbany

Please help us get Albany's work done.
Be respectful and refer to the rules of conduct posted by the main door to the Chambers and on the website.

1. **Call to order and pledge of allegiance**

2. **Roll call**

3. **Adoption of consent agenda**
   a. Appointments [Pages 3-8]
      1) Appointments to Citizen Advisory Groups
   b. Approval of minutes [Pages 9-17]
      1) April 13, 2026 Planning Commission/City Council joint work session
      2) June 24, 2026 city council regular session
      3) July 06, 2026 city council work session
   c. Recommendation(s) to OLCC [Pages 18-20]
      1) Approve OLCC annual liquor licenses renewal bulk
      2) Approve Retail On-Premises Sales and Consumption Liquor License Application for Young Kim, DBA Sam City, Located at 2180 Pacific Boulevard SE
   d. Adoption of resolution(s)
      1) Housekeeping repeal of outdated resolutions– Erik Glover [Pages 21-23] RES NO. ________
   e. Award of contract(s) / bid(s)
      1) Award of Contract for Fire Emergency Vehicle Fleet Maintenance Services to Hughes Fire Equipment, Inc. – Chris LaBelle [Pages 24-26] RES NO. ________

   MOTION: ____

4. **Public Comment**

5. **Action Items(s)**
   a. **Ordinances** – Second reading of an Ordinance Amending AMC Chapter 15.06 Private Construction of Public Improvements to Incorporate SB 974 Requirements - Aaron Heimstra [Pages 27-41] ORD NO. ________

b. **Ordinances** – An ordinance to repeal an outdated ordinance, Ord No. 5293 Albany Police Department Inventory Search Procedures – Erik Glover [Pages 42-46] ORD NO. ________
c. **Adopt by motion**- Pilot program to include youth members in select citizen advisory groups Matt Harrington [Pages 47-51]
MOTION: ____
d. **Adopt by motion**- Award of contract for SS-25-02, 2025 Pipe Bursting to K&R Plumbing Construction Co. Inc., of Clackamas, OR, to replace existing sewer mains at the end of service life. - Staci Belcastro [Pages 52-55]
MOTION: ____

6. Informational Briefings/Staff Reports
a. Sewer System Connection Requirements and Funding Options – Staci Belcastro [Pages 56-71]
b. Street Maintenance Fee Structure Recommended Phased Funding Approach for Local Street Preservation- Paul Trombino [Pages 72-121]

7. Business from the Council

8. City Manager Reports

9. **Recess to executive session** to conduct deliberations with persons designated by the governing body to negotiate real property transactions in accordance with ORS 192.660 (2)(e).

10. Reconvene for discussion and possible action from the Executive Session

11. Next meeting dates
Monday, August 24, 2026; 4:00 p.m. work session
Wednesday, August 26, 2026; 6:00 p.m. meeting

12. Adjournment

This meeting is accessible to the public via video connection. The location for in-person attendance is accessible to people with disabilities. If you have a disability that requires accommodation, please notify city staff at least 48 hours in advance of the meeting at: cityrecorder@albanyoregon.gov

Testimony provided at the meeting is part of the public record. Meetings are recorded, capturing both in-person and virtual participation, and are posted on the City website.

CITY OF ALBANY, OREGON
albanyoregon.gov

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager

FROM: Makenna Kackley, Deputy City Recorder/Executive Administrative Assistant

DATE: July 31, 2026, for the August 12, 2026, City Council Meeting

SUBJECT: Appointments to Citizen Advisory Groups

Purpose:

To appoint representatives to vacancies on Citizen Advisory Groups.

Background/Discussion:

Mayor and councilors are tasked with ensuring the Citizen Advisory Groups are filled in order for them to fulfill their respective missions.

Council ratification of the following appointments to the Citizen Advisory Groups:

Albany Arts Commission:

- Jim Frey, Ward 1 (Mayor Johnson's appointment to fill a vacancy; term expires 12/31/26)

Landmarks Commission:

- Henry Ryals, Ward 1 (Mayor Johnson's appointment to fill a vacancy; term expires 12/31/26)

Strategic Plan Impact:

An Effective Government

Budget/Staff Impact:

None.

Staff Recommendation:

Ratify the Councilmember recommended appointment.

Alternatives:

1. Do not ratify the appointment.

Attachments:

1. Attachments 1 & 2

Attachment 1

Citizen Advisory Group Application

Applying To: Arts Commission

Received: November 4, 2025

Name: James (Jim) Frey

In City Limits? Yes (Ward 1)

Are you currently employed? Retired

List current or most recent occupation, business, trade, profession, or area of study:

Photographer, Artist

Please summarize what qualifications and experience you have that would apply to this position:

I have over 50 years experience in the arts, including running an antiques business in New England, producing folk art, professional photography and currently in my retirement producing artistic photographic images and selling them at the Saturday Artisan Faire Market in Albany. In the past I have served on various civiic boards in New England such as Economic Development Commissions, Sewer Commission, etc,

Please list any art organizations to which you belong or community art activities in which you have participated. If you do not have an arts background, list community/civic activities in which you are or have been active:

I am currently a member of the Valley Viewfinders Camera Club in Albany and a past Vice President .

How many Arts Commission meetings have you attended/viewed?

1-3

Why do you feel that local art is important?

Local art can help give life to the city. it can attract tourism, spark innovation, boost the economy, and create a cultural identity. A vibrant arts scene can draw talent, inspire civic pride, and turn ordinary spaces into thriving places where people want to live, work, and invest.

What is your understanding of the role of an Arts Commission member and how do you hope to impact the local arts community through being on commission?

I want to show my genuine commitment to our community art scene, and will attend regular meetings and events, get an understanding of the city priorities, get to know and communicate with the other members, and take part practices like fundraising, outreach, or planning, that advance the city’s cultural vision.

Have you reviewed the meeting schedule for the commission and can you commit to regular meeting attendance?

Yes

I have read and understand the following: Members receive notice of meetings via email. Agendas and communications regarding the group are sent out via email. When unable to attend in person, meetings may be attended virtually via Zoom Videoconferencing. Absenteeism (excused or unexcused) or non-preparation for meetings could result in removal.

Yes

If there are currently no vacancies for this commission, would you like your application kept on file for the remainder of this recruitment period?

Yes

How did you hear about this opportunity? If social media, please specify:

Albany Bridges New Letter

Citizen Advisory Group Application

Applying To: Landmarks Commission

Received: January 12, 2026

Name: Henry Ryals

In City Limits?: Yes (Ward 1)

Are you currently employed?: Self-employed (Ryals Design Build, LLC)

List current or most recent occupation, business, trade, profession, or area of study:

General Contractor and Residential Designer

Please summarize what qualifications and experience you have that would apply to this position including education, professional experience, and any relevant licenses or certificates:

I have been working as a carpenter for 10 years, completed a 4 year apprenticeship program with the Pacific Northwest Carpenters Institute and worked as a Union Carpenter for T. Gerding Construction and BEK, inc in Hawaii.

I have many years of experience restoring historic buildings and in traditional design. I founded Ryals Design Build in 2022 and throughout that time have designed & built numerous residential and light commercial projects from interior remodels to custom homes. I have also done Historic Preservation work on multiple homes in the Monteith District & buildings in Downtown Albany. I have also rebuilt the front porch on the Moyer House (Brownsville Museum) - a project which required significant custom millwork to recreate original baluster profiles.

Furthermore, I have a very accurate understanding of construction costs regarding restoration and remodeling work on historic structures due to my experience in completing these projects. I know the practical challenges of maintaining, restoring, and altering historic buildings and have studied how they are built and designed. This is a constant study both in experience and through reading period carpentry and design books.

I am passionate about historic preservation and believe I would bring a level of professional experience that would be very beneficial to our historic districts and the homeowners who live there.

List community/civic activities in which you are or have been active:

I am a member of the Oregon Homebuilders Association, the Order of the Antelope, the Albany Area Chamber of Commerce.

Do you have any work or volunteer experience specific to local history and/or historic preservation activities such as publications, committee work, etc.? Please describe:

The Following are addresses and brief scope of work descriptions of Historic Preservation Projects I have been involved in.

413 2nd Ave. Albany: Working for TGC Structural as an Apprentice Carpenter. Framing & Rough Carpentry inside building after structure was stabilized following roof collapse ca. 2019

900 Broadway St SW, Albany: As General Contractor rebuilding front porch steps to historic photos

326 6th Ave SE, Albany: New Traditional House, Exterior carpentry & Siding, Interior traditional Millwork / Casework from WindsorOne, CVG fir staircase in the Craftsman style

310 7th Ave SW: Exterior dry rot repair and preservation carpentry, custom milling trim profiles to match original

Albany Regional Museum: Repair of small Pediment Ornaments along 2nd street and concrete work to divert bulk water away from structure.

Brownsville History Museum (Moyer House): Complete rebuild of front staircase and porch using CVG fir, cedar, and Oregon white oak. over 50 custom turned balusters to recreate the original profile from an original photograph (originals no longer in existence prior to restoration). Replaced porch columns exactly matching original.

I am happy to provide photos of our work on request.

How many Landmarks Commission meetings have you attended/viewed?

1-3

Are you a professional in one of the disciplines associated with historic preservation?

Yes

What is your understanding of the role of a Landmarks Commission member and what contributions do you hope to make to the commission?

Our role is to review proposed work in the historic district that may impact the character of the buildings, especially as it relates to the street facing elevations. I believe strongly in the importance of preserving historic structures and will seek to find practical solutions that preserve the integrity of our historic districts while not making the work so onerous that it is skipped entirely leading to further deterioration of the structure. I also want to ensure that infill development is done in an authentic, traditional manner so Albany can foster a walkable and affordable community while maintaining the character and charm of Monteith, hackleman, & downtown.

Have you reviewed the meeting schedule for this commission and can you commit to regular meeting attendance?

Yes

I have read and understand the following: Members receive notice of meetings via email. Agendas and communications regarding the group are sent out via email. When unable to attend in person, meetings may be attended virtually via Zoom Videoconferencing. Absenteeism (excused or unexcused) or non-preparation for meetings could result in removal.

Yes

If there are currently no vacancies for this commission, would you like your application kept on file for the remainder of this recruitment period?

Yes

How did you hear about this opportunity? If social media, please specify:

Mason Cox notified me of an opening on the board

CITY OF ALBANY
Planning Commission/City Council Joint Work Session

MINUTES

Monday, April 13, 2026
Council Chambers – 5:30 p.m.
Approved Planning Commission: June 15, 2026
Approved City Council: Draft

Call to Order

Chair JoAnn Miller called the meeting to order at 5:30 p.m.

Pledge of Allegiance

Roll Call

Commissioners Present:	JoAnn Miller, Paul Spilsbury, Skylar Bailey, Kenny Larson, Remi Hill, Ron Green, Ted Bunch Jr., Stacey Bartholomew, Tami Cockeram
Councilors Present:	Steph Newton, Michael Thomson, Chris Van Drimmelen, Carolyn McLeod, Ramycia McGhee, Marilyn Smith, Mayor Alex Johnson

Scheduled Business

- **2025-2026 Legislation Recap** – Comprehensive Planning Manager Anne Catlin, shared slides* of the upcoming land use related legislation that will need amendments to the Albany Development Code (code), noting that most are mandates, but there are a few amendments where input is needed to tailor to Albany. Some of the bills are in effect and others will be effective in the next year. (See 2025-2026 Land Use Legislation Summary in the agenda packet.)
- **House Bill (HB) 4037** – Changes the notice areas and limits appeals to the applicants for most residential developments.
- **Senate Bill (SB) 974** – Highlights of this bill include limits to the design standards on 20 or more units, excluding apartments; and reducing the process for residential zone changes to increase density, residential planned developments and variances. These will be reviewed at the staff level and limit public hearings on appeal. The bill also limits the timeline for staff to review public works permits. Councilor Newton asked about costs to implement and if funding was attached to this bill.
- **HB 2138** – Refines Middle/Infill Housing. Changes the definitions to allow units in any configuration, as well as for single room occupancy developments. Compliance for middle housing is January 1, 2027 and for cottage clusters is January 1, 2028. For cottage clusters, there are also changes to the maximum cottage size and courtyard size; rulemaking is underway to clarify the bill intent. The bill does not allow for hearings or local appeals for Expedited or Middle Housing Land Division (MHLDs). The bill also incentivizes accessible and affordable housing by allowing bonus units. The decision to allow an Accessory Dwelling Unit (ADU) with middle housing has been maintained within the localities. Catlin sought feedback on the ADUs.

  Discussion ensued with most were in favor of allowing ADUs.

  Catlin asked if there was interest in complying with the required changes sooner than January 1, 2027. She proposed including these items in a separate ordinance with a delayed effective date of January 1, 2027. This would allow time for the community to get used to the new changes. Those items that have the January 1, 2028 deadline would be brought back next year. The group agreed that staff could move forward with changes that don’t require rule-making intervention.

- **HB 2258 -** Creates the "Oregon Homes" program, where there will be State pre-approved residential plans for up to 12 units which must be allowed on lots up to 20,000 sq ft. The group wasn't pleased with this rule or how it would impact Albany. Catlin will get clarification regarding how this could impact historic districts.
- **HB 2005 -** Relaxes the zoning requirements on residential treatment homes/ facilities, crisis stabilization centers and mental/psychiatric hospitals.
- **HB 3560 -** Adjusts the zoning requirements for childcare uses.
- **HB 3136 -** Removes limitations on the number of realtors serving on Planning Commissions.
- **HB 4035 -** Updates the Temporary Urban Growth Boundary (UGB) Expansion program for housing.
- **HB 4082 -** Updates UGB Expansions for manufactured home parks and senior housing.
- **SB 1576 -** Directs state to adopt stricter accessibility requirements to comply with Fair Housing Act.
- **HB 4128 -** Sets a 90-day waiting period for private equity firms to purchase homes.

Additional Code Considerations

- **Reduce minimum building separation between multi-dwelling unit buildings from 20ft to 10ft -** The group was not interested in reducing the separation in Albany, though were willing to adjust the spacing for affordable housing and for buildings below a certain height.
- **RM & RMA -** Reducing minimum lot sizes for middle housing (tri-plex & four-plex) to encourage middle housing in the medium and higher density zones. The group asked to table for now with all the other changes going into effect.
- **Attached Housing Garage Location –** To increase neighborhood compatibility, walkability and on-street parking. consider requiring rear and or side loading garages in attached housing. The group was open to this suggestion.

Catlin said that those items the group were interested in will be coming to the commission and council in June and July.

Tree Standards Input and Concepts

Catlin shared the results from a survey sent out to the community in late 2025. She explained the current standards and where the gaps are to require retention and replacement of trees. She noted that there has been community concern with the loss of trees, especially the native and healthy trees. The survey results revealed a priority for endangered and native trees, street trees, and support for tree retention and mitigation strategies, including paying a fee-in-lieu for trees removed, and enforcement of tree removal.

All agreed that our tree standards are lacking in regards of retention, removal of healthy trees and the expectations of replacement of trees. The group provided input on the types of trees the city should try to retain. City Forester Jay Sharpe spoke briefly about retaining native trees in the waterways and the high number of trees that the area is losing. The list of heritage trees and street trees are on the City website.

There was a discussion on retention options and amounts based on what other communities have put in place. This could be a combination of number of trees or canopy percentage based on the lot size. There could also be an option to replant on the site or on a different site, such as in riparian corridors, with the fee-in-lieu option if that can be figured out. Affordable housing could have different requirements than other developments, for example.

Catlin noted the current tree standards only apply to properties over 20,000 square feet. Smaller properties currently have no regulations unless they want to remove larger trees of 20-inches in diameter when removal would require a permit from the city forester. Current standards only encourage replanting in all removal situations; no replacement or retention requirement, even when larger trees are removed. There is no fee to remove a tree, but a land use permit is needed removing 5 or more larger trees for development.

The group agreed that disincentivizing the removal of trees in all cases is preferred. If there is not a development planned for a site, the group did not want to allow tree removal. There was also discussion on a fee-in-lieu of program, given the cost to the city to maintain the health of replanted trees, the price point of this option, and other ideas to maintain the health of new trees.

Catlin thanked the group for input and invited them to email her if they have additional questions or thoughts.

Public Testimony

None

Adjournment at 7:14 p.m.

Respectfully submitted,	Reviewed by,	Reviewed by,
Talley Richardson	Anne Catlin	
Talley Richardson Administrative Assistant I	Anne Catlin Comprehensive Planning Manager	Peter Troedsson City Manager

**Documents discussed at the meeting that are not in the agenda packet are archived in the record. The documents are available by emailing cdaa@albanyoregon.gov.*

MINUTES
Wednesday, June 24, 2026
Meeting
Council Chambers, City Hall
Approved: Draft

Call to Order and Pledge of Allegiance
Mayor Johnson called the meeting to order at 6:00 p.m. The Mayor led the pledge of allegiance.

Roll Call

Councilors present:	Mayor Johnson, and Councilors Carolyn McLeod, Marilyn Smith, Ramycia McGhee, Michael Thomson
Councilors absent:	Chris Van Drimmelen, Steph Newton

3. **Adoption of consent agenda**
   a. Appointments
      1) Appointing Jaci Eiquihua to the Public Library Board
   b. Approval of minutes
      1) June 08, 2026, city council meeting
      2) June 10, 2026 city council meeting
   c. Recommendation(s) to OLCC
      1) Approve 2026-2027 annual liquor license renewals
   d. Adoption of resolution(s)
      1) Resolution transferring appropriations for the 2025-2027 biennium **RES NO. 7503**
   e. Receive 2026 Candidate Elections Calendar

MOTION: was made by Smith seconded by McGhee to adopt the consent agenda as presented. MOTION passed 4-0.

Presentations and Ceremonies

Presentation Oregon Cascades West Council of Governments and Community Services Consortium Annual Reports 6:02 p.m.

Executive Director Ryan Vogt and Agency Director Kayla Hatley presented.

Vogt provided a summary of the report, he said that there are groups that are served by both organizations. The low-income medical transport program Rideline provided 22,000 transportation rides from January to May.

Hatley said that the low-income utility assistance program of the City of Albany is administered by CSC. One benefit of this arrangement is that CSC can connect low income utility customers with other services that are provided by CSC.

Public Comment 6:15 p.m.
None

Action Items(s)

Ordinances – Amendment to AMC Chapter 3.26 – Comcast Cable Franchise
6:16 p.m.
ORD NO.6081
Finance Director Jeanna Yeager and Tim Goodman, Senior Director of Government Affairs with Comcast presented. Yeager said that the primary purpose is to update language, and

clarify rules around undergrounding, relocation, and coordination on public works projects.

Assistant City Attorney Aidan Harris read the ordinance for the first time in title only.

MOTION: was made by McGhee and seconded by Smith to read the ordinance for the second time in title only. MOTION carried 4-0.

MOTION: to adopt the ordinance was made by Smith and seconded by Thomson. MOTION passed 4-0, (Yes- McGhee, Smith, Thomson, Van Drimmelen) (No-None) ORD6081.

Ordinances/Resolutions – Amendments to Albany Municipal Code Chapter 11.01 – Utility Billing, Collections, and Account Administration 6:19 p.m.

ORD NO.6082
RES NO. 7504

Finance Director Jeanna Yeager and Customer Service Supervisor Patty McInnes presented. Yeager said the changes primarily are to shift bill adjustments from six years to three years, and to shorten the timeframe for service turnoffs by about a week. The goal is to have customers request emergency assistance, payment plans or low-income assistance earlier.

Thomson asked how the changes would make the shutoff process quicker?

McInnes said that it would be shortened by approximately 5-7 days. The ordinance says payments are due within 10 days, 20 days after that is past due, 46th day is when a door hangar is delivered and then shutoff is around the 52nd day.

Yeager said that often those who are receiving a shutoff notice, already have another bill due. The goal would be to have them ask for assistance earlier.

Assistant City Attorney Aidan Harris read the ordinance for the first time in title only.

MOTION: McGhee moved to read the ordinance for the second time in title only. Smith seconded the motion. MOTION passed 4-0.

Assistant City Attorney Aidan Harris read the ordinance for the second time in title only.

MOTION: Smith moved to adopt the ordinance. McGhee seconded the motion. MOTION passed 4-0 ORD 6082.

Yeager said the proposed resolution follows the ordinance with the elimination of deposit requirements.

MOTION: Smith moved to adopt the resolution to amend fee and deposit language. McGhee seconded the motion which passed 4-0 RES 7504.

Ordinances – Amendments to AMC Chapter 10.01 Regarding Sewer Utility Collections and Billing Adjustments 6:25 p.m.

ORD NO. 6083

Finance Director Jeanna Yeager and Customer Service Supervisor Patty McInnes presented. Yeager said the changes primarily are a conversion from six years to three years for billing adjustments. It would also clarify adjustment procedures and ensure consistency between sewer and water utility codes.

Assistant City Attorney Aidan Harris read the ordinance for the first time in title only.

MOTION: McGhee moved to read the ordinance for the second time in title only. Smith seconded the motion. MOTION passed 4-0.

Assistant City Attorney Aidan Harris read the ordinance for the second time in title only.

MOTION: Smith moved to adopt the ordinance. Thomson seconded the motion. MOTION passed 4-0 (Yes- McGhee, Smith, Thomson, Van Drimmelen) (No-None) ORD 6083.

Ordinances/Resolutions – Amendments to Albany Municipal Code (AMC) Chapter 2.66 Procurement **6:27 p.m.**

ORD NO. 6084 RES NO. 7505

Finance Director Jeanna Yeager and Contracts and Procurement Officer Diane Murzynski presented. Murzynski said that the changes are being requested to consolidate various information sources into one code, and streamline the processes.

The purchasing thresholds would be updated to match state standards, clarify contract approval and signature, and other modernizations.

Assistant City Attorney Aidan Harris read the ordinance for the first time in title only.

MOTION: Smith moved to read the ordinance for the second time in title only. McGhee seconded the motion. MOTION passed 4-0.

Assistant City Attorney Aidan Harris read the ordinance for the second time in title only.

MOTION: Smith moved to adopt the ordinance. Thomson seconded the motion. (Yes- McGhee, Smith, Thomson, Van Drimmelen) (No-None)MOTION passed 4-0 ORD 6084.

MOTION: Smith moved to adopt the resolution to repeal resolutions. McGhee seconded the motion. MOTION passed 4-0 RES 7505.

Resolutions- 2025-2027 Supplemental Budget SBA 261201 **6:31 p.m.**

RES NO. 7506

Finance Director Jeanna Yeager and Budget Manager Jenn Ambuehl presented. Ambuehl said that the supplemental budget will impact six funds, no one fund is adjusted more than 10% so a public hearing was not required. Ambuehl listed the proposed changes.

MOTION: Smith moved to adopt the resolution to approve a supplemental budget. McGhee seconded the motion. MOTION passed 4-0. RES 7506.

Informational Briefings/Staff Reports

Quarter 3 (Q3) Fiscal Year (FY) 2026 Financial Report **6:35 p.m.**

Deputy City Manager Kayla Barber and Finance Director Jeanna Yeager presented*.

Yeager said that the financial position of the city is solid, revenues are as expected. Investment earnings are stronger. She said there are some external pressures by things like tariffs and fuel costs, but the increases are manageable and within the current budget. Yeager said that the city is investing in improvements to make the organization more efficient over the long term.

Barber said that recently utility billing was moved to the Finance Department from Public Works. Staffing efficiencies were observed by 1 FTE.

She said that the comprehensive plan efforts would begin soon, and the transportation systems plan revision is also starting soon.

Business from the Council **6:42 p.m.**

Thomson said that he appreciates Councilor Van Drimmelen bringing up the topic of a utility fee for streets. He said that it should reviewed soon. Thomson said that he did not necessarily agree on the utility fee aspect, and was hopeful for a local gas tax item on a 2027 ballot.

McLeod provided an update about events that she attended. She said that ODOT is predicting an increase of 13000 people in Albany over the next 26 years. There is a long way to go to make sure infrastructure can handle that population growth.

McGhee said that she was contacted by a constituent who gave high praise for the City water team for helping them with water service for their house. She provided an update of events.

Smith said that she and McGhee were contacted by a constituent who suggested a tax or fee for studded tires to pay for street maintenance. She provided an update on events.

Johnson said that he was contacted by a constituent regarding young people and e-bikes with no helmets and Albany Police was looking into it. He provided an update on events.

City Manager Reports **6:48 p.m.**

City Manager Peter Troedsson said that staff have received an appeal of the Planning Commission decision regarding a Ferry Street property. He cautioned the Council about discussion of the matter until the hearing is scheduled.

He said that the city had a request to trim/mow City owned property at 9th and Jackson due to overgrowth. The work would cost $2,000 per year. Troedsson said that an offer to purchase the property from the city remains open if the council would like to consider it.

He said that the League of Oregon Cities Legislative Priorities item would be scheduled for a city council meeting following the council break for discussion and vote.

Troedsson made comments in remembrance of St. Helens City Manager John Walsh who recently passed away from a tragic accident.

Next meeting dates
Monday, July 06, 2026; 4:00 p.m. work session
Wednesday, July 08, 2026; 6:00 p.m. meeting

ADJOURNMENT
There being no other business, the meeting was adjourned at 6:51 p.m.

Respectfully submitted,	Reviewed by,
Erik Glover City Recorder	Peter Troedsson City Manager

**Documents discussed at the meeting that are not in the agenda packet are archived in the record. Documents from staff are posted to the website after the meeting. Documents submitted by the public are available by emailing cityrecorder@albanyoregon.org.*

MINUTES
Monday, July 06, 2026
Meeting
Council Chambers, City Hall
Approved: **Draft**

Call to Order
Mayor Alex Johnson called the meeting to order at 4:00 p.m.

Roll Call
Councilors present: Mayor Alex Johnson, Carolyn McLeod, Steph Newton, Marilyn Smith, Ramycia McGhee, Chris Van Drimmelen, and Michael Thomson (arrived 4:11 p.m.)

Councilors absent:

Public Comment **4:02 p.m.**

Mark Stewart spoke. He shared concerns about white supremacy activities across the country during this 4th of July weekend. Stewart also shared concerns about people missing from ICE facilities.

Recess to Executive session to review and evaluate the employment-related performance of the chief executive officer of any public body, a public officer, employee or staff member who does not request an open hearing in accordance with ORS 192.660 (2)(i). **4:06 p.m.**

Reconvene **5:52 p.m.**
Discussion and possible action including compensation including salaries and benefits per OAR 199-040-0020.

Human Resources Director Holly Roten introduced Jan Perkins from Raftelis. Perkins shared a PowerPoint* and reviewed the City Manager compensation study their firm prepared. She shared based on market findings, the current City Manager salary is 15% below the median. Perkins recommended a salary increase and adopting a salary range.

Council discussed and asked questions.

Roten shared a PowerPoint* on recommended changes to the City Manager compensation and contract. She provided a handout* to Council with the following staff recommendations:

1. Adopt proposed E140 salary range
2. Place the City Manager at step 5 of the E140 salary range as of 7/1/2026 and step 7 as of 7/1/2027
3. Revise the agreement to provide that future COLAs will be consistent with those approved by Council for executive and non-bargaining employees
4. Maintain existing 12-month severance provision, convert payment to a lump sum, and provide 60-90 days of COBRA premium coverage at the City's standard contribution rate
5. Require a third-party facilitated performance evaluation every two years, with flexibility for Council to conduct additional evaluations as needed
6. Authorize HR and the City Attorney to prepare a revised agreement, retroactive to July 1, 2026, including adopted changes from this evening as well as any prior adjustments adopted by motion, and authorize the Mayor to sign it

MOTION: Van Drimmelen moved to adopt staff recommendations on items 1, 2, and 3. Smith seconded. Further discussion.

MOTION: Newton moved to amend item 2 on the motion to place the City Manager at step 4 effective 7/1/2026, step 5 effective 1/1/2027, step 6 effective 7/1/2027, and step 7 effective 1/1/2028, as outlined by HR Director. Van Drimmelen seconded. MOTION to amend passed 6-0.

MOTION: The amended motion to adopt staff recommendations on item 1 as stated, item 2 as stated in the amendment, and item 3 as stated passed 6-0.

MOTION: Van Drimmelen moved to adopt the staff recommendation on item 4. Smith seconded. MOTION passed 6-0.

General council consensus on item 5 was to avoid being constrained by mandating use of a consultant for the City Manager evaluation and to review the process on an annual basis.

MOTION: Van Drimmelen moved to set the City Manager's evaluation frequency in the contract as annual. Newton seconded. MOTION passed 6-0.

MOTION: Van Drimmelen moved to adopt the staff recommendation on item 6 as specified by HR Director. Smith seconded. MOTION passed 6-0.

Business from the council **6:55 p.m.**
There was none.

City Manager report **6:56 p.m.**
City Manager Peter Troedsson said he and Deputy City Manager Kayla Barber will be attending the OCCMA conference the rest of this week.

ADJOURNMENT
There being no other business, the meeting was adjourned at 6:56 p.m.

Respectfully submitted,	Reviewed by,
Makenna Kackley Deputy City Recorder	Peter Troedsson City Manager

**Documents discussed at the meeting that are not in the agenda packet are archived in the record. Documents from staff are posted to the website after the meeting. Documents submitted by the public are available by emailing cityrecorder@albanyoregon.org.*

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager

FROM: Rochelle James, Administrative Assistant

DATE: July 9, 2026, for the August 12, 2026, City Council Meeting

SUBJECT: Annual Liquor License Renewals

Purpose:
Council approval for these annual liquor license renewals

Background/Discussion:
The following is a list of businesses that have applied for liquor license renewal. These businesses have paid their fees:

7-11	Abhey Enterprises, Inc	222 Main St SE
Vito's Trattoria	AJLL, LLC	211 1st Ave NW STE 102
Wilhelms	Wilhelms, LLC	1520 Pacific Blvd SE
Pop's Branding Iron & Restaurant	Heuvel-Finley & Assoc.	901 Pacific Blvd SE
The Depot Restaurant	Richters Adventure Inc	822 Lyon St SW
Deluxe Brewing & Sinister Distilling	Albany Steamworks	635 Water Ave NE STE B
Simply Ramen	Ramen Spot, LLC	1800 Geary St SE
Geary Street Market	BP Mart, LLC	2805 Geary St SE
Golf Club of Oregon	Golf Club of Oregon, Inc	905 NW Springhill Dr
La Aguila Mexican Store	La Aguila Mexican Store, LLC	1776 Geary St SE #1
Chipotle Mexican Grill	Chipotle Mexican Grill, Inc.	1961 14th Ave SE
AB Chinese	Andy's Restaurant	1121 Pacific Blvd SE
Fast Break Market	Fast Break Mart, LLC	1203 Century Dr. NE
No Rails Ale House	No Rails Ales House, Inc.	3911 Bentley Dr NE
Ba's Vietnamese Comfort Food	NHA BA, LLC	117 1st Ave NE, STE #104
Sweet Red Bistro	Sweet Red Inc.	208 W. 1st Ave
Sweet Red Bistro	Sweet Red Inc.	208 SW 2nd Ave
Blue Agave	Tacos El Machin, LLC 2	2195 14th Ave SE, STE #C
Tacos El Machin	Tacos El Machin, LLC	1642 Pacific Blvd SE

Red Robin of Albany	Restaurant Development Company of Albany, LLC	1845 14th Ave SE
Carino's Italian Restaurant	Johnny Carino's of Albany, LLC	1825 14th Ave SE
Tri Valley Food Mart #101	Ritish, Inc.	2703 Santiam Hwy SE
Tri Valley Food Mart #103	Arsh, Inc	628 Ellsworth St SW
La Rocha Mexican Restaurant	3M's Restaurants, LLC	1727 Hill St SE
El Palenque	3M's Restaurants, LLC	2987 Santiam Hwy SE
Chasers Bar and Grill	Chasers Bar and Grill, LLC	435 2nd Ave SE
Winco Foods	Winco Foods, LLC	3100 Pacific Blvd SE
Walgreens	Walgreen Co.	1700 Pacific Blvd SE

Strategic Plan Impact:

None

Budget/Staff Impact:

Revenue of $1785.00

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager

FROM: Marcia Harnden, Chief of Police

DATE: July 14, 2026, for the August 12, 2026, City Council Meeting

SUBJECT: Retail On-Premises Sales and Consumption, Liquor License Application for Young Kim, DBA Sam City, Located at 2180 Pacific Boulevard SE

Action Requested:

I recommend the retail on-premises sales and consumption, liquor license application for Young Kim, DBA Sam City, located at 2180 Pacific Blvd SE, be approved.

Discussion:

Young Kim has applied for a retail on-premises sales and consumption liquor license. Based on the completed application and approval from the Albany Police Department, Young Kim, should be approved for the license.

Budget Impact:

None

ML:rj

CITY OF ALBANY, OREGON
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MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager

FROM: Erik Glover, City Recorder

DATE: July 23, 2026 , for the August 12, 2026 City Council Meeting

SUBJECT: Housekeeping repeal of outdated resolutions

Purpose:
To provide information for council action to repeal outdated resolutions

Background/Discussion:
The City Recorder's Office maintains a list of resolutions that are determined to no longer be relevant, or are outdated in some fashion. Many of these resolutions have been superseded by changes to state law, or city law or policy, or are no longer applicable to city operations.
City Recorder staff add them to a running list for repeal when they are discovered during routine work, or when staff bring them to our attention. These items are brought forward every few years for bulk council action, via the consent agenda.

The last two resolutions for this purpose would be Res No. 7029 in July 2021, and Res No. 2309 in February 1982.

Staff Recommendation:
Adopt the attached resolution to repeal the resolutions, as part of the consent agenda.

Alternatives:
1. Do not adopt the resolution to repeal the resolutions.

Attachments:
1. Resolution

RESOLUTION NO. _____

A RESOLUTION REPEALING CERTAIN RESOLUTIONS NO LONGER RELEVANT OR IN FORCE

WHEREAS, the evolution of laws and City functions may make previously useful resolutions irrelevant or outdated; and

WHEREAS, it is reasonable to repeal resolutions that have been superseded by state statute or that are no longer useful; and

WHEREAS, the last time the City Council adopted a resolution for mass repeal was in 2021 with Res No. 7029; and

WHEREAS, city staff have reviewed each of the resolutions in Exhibit A and determined that they are no longer relevant for City of Albany business.

NOW, THEREFORE, BE IT RESOLVED by the Albany City Council that the resolutions listed in Exhibit A are repealed.

DATED AND EFFECTIVE THIS 12TH DAY OF August 2026.

____
Mayor

ATTEST:

____
City Recorder

Repeal of outdated resolutions - current

Updated: 07/06/2026

Resolution No.	Description (Effective Year)
0685	Which railroad crossings to be maintained (1962)
2669	Fire protection fees (1987)
3226	Authorization of signatories (1993)
3632	City Hall meeting room policy (1996) (waived for event by RES4024)
3662	SDC payments for affordable housing (1996)
3805	Protected/permitted traffic signals (1997)
3955	Creating public access TV channel (1998)
4335	Changes to City Hall meeting room policy (2000)
4549	Authorizing LOC agreement amendments (2001)
5089	Non-profit grant application process (2005)
5771	Guest councilors. Rescinded by motion 2018.
6400	Approve Linn Co deadly physical force plan (2015)– should have been repealed by RES6820
2215	MBE Policy Statement(1980)
5895	Authorize city manager and department directors to enter short-term leases (2010)
5707	Establish policy, compensation and reimbursement for mayor and city council, repeal RES3328 (2008)
4159	Establish policy, city councilor email(1999)

CITY OF ALBANY, OREGON
albanyoregon.gov

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager

FROM: Chris LaBelle, Fire Chief

DATE: July 31, 2026, for the August 12, 2026, City Council Meeting

SUBJECT: Award of Contract for Fire Emergency Vehicle Fleet Maintenance Services

Purpose:
To award a contract to Hughes Fire Equipment, Inc. to provide fleet maintenance services to the fire department.

Background/Discussion:
The fire department's fleet of over 25 emergency response vehicles requires routine preventative maintenance, mechanical servicing, and periodic emergency repairs. Hughes Fire Equipment has provided these services for the past seven years and their current contract will end in August. The City completed a competitive Request for Proposals (RFP) process to evaluate options and determine best value for the expense of receiving emergency vehicle fleet maintenance needed to keep the department's emergency apparatus in service and ready to respond when needed.

The Emergency Vehicle Fleet Maintenance RFP closed on June 16, 2026, and one proposal was received from Hughes Fire Equipment, Inc. in Springfield, Oregon. The proposal was scored based on the following criteria and percentages: Experience, Qualifications, and References - 40%; Cost Proposal - 25%; and Project Understanding and Approach - 35%. Experience, qualifications, and references were weighted more heavily as appropriate maintenance and repair on emergency apparatus requires advanced levels of certification as an Emergency Vehicle Technician (EVT) mechanic. It is vital that the successful proposer meet minimum EVT qualification levels and have sufficient experience in maintaining and repairing emergency vehicles.

Hughes Fire Equipment specializes in providing emergency vehicle maintenance and service to numerous fire departments. With service facilities in Gresham, Phoenix, Boise, Tacoma, and Springfield, Hughes provides service with highly trained mechanics, and staffs fully equipped mobile service units in Oregon, Washington, Idaho, Montana, Arizona, and Nevada. Hughes Fire Equipment Inc. has also provided exceptional service for the City of Albany's fire department fleet for the last seven years.

The contract term will begin September 1, 2026, and continue for five years, with an option to extend the contract for up to two additional one-year periods by mutual agreement by both parties.

Contingent on City Council approval, a contract will be awarded to Hughes Fire Equipment, Inc. of Springfield, Oregon.

Strategic Plan Impact:

The procurement of emergency fleet maintenance services supports the Safe and Resilient Community vision by protecting people and property, and delivering effective and efficient services.

Budget/Staff Impact:

A five-year contract is estimated to cost approximately $1,400,000.

There are adequate funds in the fire department operating budget to cover the remaining cost for the 2025-27 biennium. The 2027-29 biennium's operating budget will provide funding for future costs.

Staff Recommendation:

Adopt the attached resolution accepting the proposal and awarding a contract to Hughes Fire Equipment, Inc, for emergency fleet maintenance services.

Alternatives:

1. Approve the resolution as recommended and award the contract to Hughes Fire Equipment Inc.
2. Do not approve.

Attachments:

1. Resolution

RESOLUTION NO. ________

A RESOLUTION AWARDING A CONTRACT TO HUGHES FIRE EQUIPMENT, INC., FOR EMERGENCY VEHICLE FLEET MAINTENANCE; AND AUTHORIZING THE FIRE CHIEF TO ENTER INTO A CONTRACT WITH HUGHES FIRE EQUIPMENT, INC., FOR EMERGENCY VEHICLE FLEET MAINTENANCE

WHEREAS, the fire department's fleet of over 25 emergency response vehicles requires routine preventative maintenance, mechanical servicing, and periodic emergency repairs; and

WHEREAS, the current emergency vehicle fleet maintenance contract will be expiring soon; and

WHEREAS, on May 11, 2026, the City advertised a competitive Request for Proposals (RFP) for Emergency Vehicle Fleet Maintenance; and

WHEREAS, the RFP closed on June 16, 2026, and the City received one responsive, responsible proposal: Hughes Fire Equipment, Inc. of Springfield, Oregon; and

WHEREAS, the City's selection review team was comprised of department representatives from the fire department who scored the proposals based on cost, references, project understanding and approach, and experience and qualifications; and

WHEREAS, the final scores supported Hughes Fire Equipment, Inc., as the apparent successful proposer and the selection review team recommends Council award a contract for emergency vehicle fleet maintenance to Hughes Fire Equipment, Inc., for an initial five-year term.

NOW, THEREFORE, BE IT RESOLVED that the Albany City Council hereby accepts the proposal and awards a contract to Hughes Fire Equipment, Inc., for emergency vehicle fleet maintenance over a five-year term, with an option to extend the contract an additional two, one-year terms; and

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to sign a contract with Hughes Fire Equipment, Inc., for emergency vehicle fleet maintenance.

DATED AND EFFECTIVE THIS 12TH DAY OF AUGUST 2026.

____
Mayor

ATTEST:

____
City Recorder

CITY OF ALBANY, OREGON
albanyoregon.gov

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager
Paul Trombino, Public Works Director

FROM: Staci Belcastro, P.E., City Engineer
Aaron Hiemstra, P.E., Engineering Manager

DATE: June 25, 2026 for the July 08, 2026 City Council Meeting

SUBJECT: An Ordinance Amending AMC Chapter 15.06 Private Construction of Public Improvements to Incorporate SB 974 Requirements

Purpose:

Update Albany Municipal Code Chapter 15.06 to meet requirements of Oregon State Senate Bill 974, which implements a "chess clock" for review times. Staff felt it was timely to review all of Chapter 15 at this time to ensure Chapter 15 is consistent with current practices and policies.

Background/Discussion:

Oregon Legislature approved Senate Bill SB 974 and signed into law June 16, 2026. This SB requires that local governments implement a limited review process for approval of permits for "final engineering plans" for design or construction of public and private infrastructure improvements including grading, water, sewer, stormwater, transportation systems, and utilities. This new limited review process is set up to be similar to land use review timelines and is a tolled review. The limited review process requires that local governments implement a 30-day completeness review and have a 120-day tolled review timeline with an option for the applicant to request an extension. This requirement is specifically required for residential developments and authorizes award of attorney fees to applicants if final engineering plans or land use applications for residential development are not processed timely. SB 974 also had specific language for application documents required for completeness review.

Staff reviewed all of Article 15 at this time to incorporate required updates from SB 974 and to make general updates to Article 15 to meet internal policies since the last update in 1993. Staff made updates to all of Article 15 in lieu of creating a new process specifically for residential development. The new Article 15 update modifies the current plan approval extension that we currently have down to 120-days or 245-days with an approved extension. Current Article allows for a Public Improvement by Private Developer Permit to expire after 1-year with the option of up to two additional 1-year extensions.

Public Works staff reviews of public and private infrastructure improvements currently are within the 120-day tolled period. Our current permitting software, Accela, is able to time stamp when applicants submit or resubmit plans for review. Staff will evaluate the review times for projects when multiple revisions are submitted for review.

Staff felt it was timely to review all of Article 15 that is related to all aspects of the Public Improvement by Private Developer Permit. Staff reviewed all of Article 15 and provided updates to be consistent with Public Works policies for preconstruction conferences, permit conditions, and permit fees.

Strategic Plan Impact:

This supports the strategic plan vision area High-Performing Government by ensuring legal compliance and supporting more efficient processes.

Budget/Staff Impact:

There is not anticipated to be any additional staff time needed to implement the new limited review process.

Staff Recommendation:

Staff is recommending Council adopt the attached ordinance to update AMC chapter 15.06 to be in compliance with SB 974 and general updates to the code.

Alternatives:

1. Adopt the ordinance
2. Do not adopt the ordinance

Attachments:

1. Ordinance
2. Senate Bill 974

ORDINANCE NO. ______

AN ORDINANCE AMENDING ALBANY MUNICIPAL CODE (AMC) CHAPTER 15.06 PRIVATE CONSTRUCTION OF PUBLIC IMPROVEMENTS TO INCORPORATE SB 974 REQUIREMENTS AND GENERAL CODE UPDATES

WHEREAS, on June 5th, 2025, the Oregon Legislature approved SB 974, and the legislation was signed into law June 16, 2025; and

WHEREAS, SB 974 Section 1 to 3 requires local governments to implement a limited review process for approval of permits for "final engineering plans" for design or construction of public and private infrastructure improvements including grading, water, sewer, stormwater, transportation systems and utilities; and

WHEREAS, clarifying the permit limited review process to be in compliance with SB 974 and updates to permit requirements; and

WHEREAS, the adjustment provisions in SB 974 are in effect as of July 1, 2026.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section1: The Albany Municipal Code Chapter 15.06 is hereby amended as provided in Exhibit A.

Section 2: This ordinance will be effective 30 days after adoption.

Passed by the Council: ____________________

Approved by the Mayor: ____________________

Effective Date: ____________________

____
Mayor

ATTEST:

____
City Recorder

Exhibit A

(*Unless otherwise specified, new language is shown in red, and text to be removed is depicted with strikethrough.)

15.06.030 Approval of drawings and specifications required.

Construction drawings and specifications for public improvements shall be submitted to the City for drawing review and approval. Written approval, on the drawings, of the City Engineer or his/her designated representative is required prior to issuance of the permit.

(1) Drawings and specifications submitted for approval shall be subject to the standards, specifications, policies and procedures, and drawing review fees of the City in effect at the time of application or reapplication for drawing review. Additionally, said drawings shall be consistent with the City's facility plan for the type of facility being constructed.

(2) Unless specifically waived in writing by the City Engineer, all drawings and specifications must be stamped by a registered professional engineer who has possession of a set of the City of Albany Standard Construction Specifications.

(3) Drawing and specification approval shall be void upon expiration of ~~one year~~ **120 days** from the date ~~of written approval~~ t**he application has been deemed complete**. **Review time is tolled during the time period beginning on the date on which the City sends a direction to the applicant to correct or supplement the application and ending on the date on which the amended application is received by the City**. Drawing approval extensions may be granted by the City ~~for a maximum of two extensions of one year (or portions thereof) each upon the finding by the City Engineer that the facts upon which the approval was based have not changed to an extent sufficient to require resubmittal of drawings for review~~ **upon request of the applicant, provided that the total of the extension does not exceed 245 days**.

(4) Only those drawings marked with the written approval of the City Engineer are valid for the purposes and requirements of this chapter. (Ord. 5044 § 1, 1993; Ord. 4924 § 1, 1990).

15.06.040 Drawing review application and fee.

An application for drawing review is required and shall be accompanied by a drawing review fee. The application shall include an itemized ~~construction~~ **engineer's** estimate, **construction plans, reports,** and such other information as may be required by the City Engineer. The fee for drawing review shall be as established by the Albany City Council by resolution. The construction estimate shall meet the approval of the City Engineer or his/her authorized representative. Unapproved drawings returned to the private engineer may be resubmitted a maximum of two additional times before a second (new) drawing review fee is charged. **After the review fee has been paid, the City shall review the application and within 30 days deem the application complete or specify all additional materials that must be included for the application to be considered complete.** (Ord. 5044 § 1, 1993; Ord. 4924 § 1, 1990).

15.06.060 Permit issuance.

After the City has completed final review of the final engineering plans, the applicant shall provide applicable permit fees, forms, and bonds as required below within the 120-day timeline as listed in AMC 15.06.030. The timeline is not tolled after plans have been approved. Issuance of a permit to construct public facilities shall be subject to all of the following:

(1) Approval of the plans and specifications as specified in this chapter.

(2) Payment of a permit fee as established in Section 15.06.080 herein.

(3) Submittal of evidence of public liability and property damage insurance in the amounts listed in the City of Albany Standard Construction Specifications. This insurance shall cover the contractor, all subcontractors, and the City of Albany and its employees.

(4) Dedication of all needed rights-of-way and easements, as determined by the City Engineer. The City may delay acceptance and recording of the dedications until the construction is completed.

(5) Submittal of a signed contract with a private engineer to provide construction (including survey and staking where appropriate) and inspection services on the project, and to provide reproducible record drawings (as-builts) of the completed improvements.

(6) Submittal of a performance and payment guarantee as specified in Section 15.06.090.

~~(7) Submittal of a warranty guarantee as specified in Section 15.06.100.~~

(**7**~~8~~) Submittal of evidence that all contractors are licensed by the State of Oregon.

~~(9) Submittal of evidence that the contractor has purchased a set of the City of Albany Standard Construction Specifications.~~

(**8**~~10~~) Compliance with the City of Albany Standard Construction Specifications, except as specifically amended by the conditions of permit issuance or this chapter.

(**9**~~11~~) The applicant's signature on the permit form constituting acknowledgment of and agreement to abide by all conditions of permit approval.

(**10**~~12~~) The requirement that the permittee maintain an approved permit, including drawings, on the construction site for the entire period of construction.

The applicant is responsible for providing or otherwise complying with all items listed in this section. (Ord. 5044 § 1, 1993; Ord. 4924 § 1, 1990).

15.06.080 Permit fee.

Permit fees shall be charged to offset City costs. The fees for **transportation, stormwater,** water**,** and sewer projects shall be credited to the City's **transportation, stormwater,** water**,** and sewer enterprise funds respectively. ~~Fees for other projects shall be credited to the General Fund.~~

(1) The permit fee, exclusive of the drawing review fee, shall be established by resolution of the Albany City Council.

(2) The itemized **engineer's** estimated construction cost used to calculate the permit fee shall be developed by the private engineer based upon the approved plans. The itemized estimated construction cost shall be comparable with current bid prices for City contract projects and must meet the approval of the City Engineer.

~~(3) For storm drain and sanitary sewer lines an additional cost as set by City Council resolution shall also be charged to cover the City's cost of television inspection of the line. (Ord. 5044 § 1, 1993; Ord. 4924 § 1, 1990).~~

15.06.110 Preconstruction conference.

Prior to construction, the permittee shall ~~conduct~~ **coordinate** a preconstruction conference **with the City** to discuss the schedule, coordination, and specifics of the project. **City representative, the** ~~The~~ private engineer and the contractor ~~shall~~ **must** attend the preconstruction conference. In addition, ~~representatives of the City and~~ affected utilities shall be given an opportunity to attend. The requirement for a preconstruction conference may be waived in writing by the City Engineer. (Ord. 5044 § 1, 1993; Ord. 4924 § 1, 1990).

15.06.140 Construction in accordance with permit conditions.

All construction of public facilities shall be performed in accordance with the approved plans, specifications, and other requirements and conditions of a permit to construct public facilities. **There will be no connection to, or use of, the public improvements prior to acceptance of same by the City.** Any deviations shall require written approval of the City Engineer or his/her authorized representative. (Ord. 5044 § 1, 1993; Ord. 4924 § 1, 1990).

83rd OREGON LEGISLATIVE ASSEMBLY--2025 Regular Session

Enrolled
Senate Bill 974

Sponsored by Senators ANDERSON, JAMA, BROADMAN, MEEK; Senators PATTERSON, PHAM K, SMITH DB, Representatives ANDERSEN, CHOTZEN, FAHEY, JAVADI, MARSH, TRAN

CHAPTER ....

AN ACT

Relating to the timeline for reviewing land use applications for housing; creating new provisions; amending ORS 197.830 and 197.835; and prescribing an effective date.

Be It Enacted by the People of the State of Oregon:

<u>**SECTION 1.**</u> **(1) As used in this section, "final engineering plans" means the detailed engineering plans and reports for the design or construction of public and private infrastructure improvements that require review and approval following tentative plat approval by a local government before issuing site development permits, including plans and reports for the construction of public and private infrastructure improvements such as grading, water, sewer, stormwater, transportation systems and utilities.**

(2) After receiving an application for final engineering plans for residential development within an urban growth boundary, a local government shall:

(a) Within 30 days, confirm that the application was complete when submitted or specify all additional materials that must be included for the application to be considered complete.

(b) Complete the final review of the final engineering plans and, following the receipt of applicable fees, forms and bonds, approve or deny site development permits for construction of all public and private infrastructure improvements, within 120 days after the date on which:

(A) The application is deemed complete under paragraph (a) of this subsection;

(B) The applicant has provided all materials specified under paragraph (a) of this subsection; or

(C) The applicant states that no additional materials are forthcoming.

(3) The review period for a local government to complete its review under subsection (2)(b) of this section:

(a) Is tolled during the time period beginning on the date on which a local government sends a direction to the applicant to correct or supplement the application and ending on the date on which the amended application is received by the local government.

(b) May be extended one or more times for a specified period at the written request of the applicant, provided that the total of all extensions does not exceed 245 days.

(4)(a) If the local government does not take final action on the application within the deadline provided under subsection (2)(b) of this section, including any extension under this section, the applicant may file a petition for a writ of mandamus under ORS 34.130 in the circuit court of the county where the application was submitted.

(b) The local government shall retain jurisdiction to make a decision until a petition for a writ of mandamus is filed.

(c) Upon receiving a petition filed under ORS 34.130, the circuit court has jurisdiction for all decisions regarding the application, including settlement.

(d) The court shall issue a peremptory writ unless the local government or any intervenor shows that the approval of final engineering plans would violate a substantive provision of the local government's regulations.

SECTION 2. Section 3 of this 2025 Act is added to and made a part of ORS chapter 197A.

SECTION 3. (1) This section applies only to a land use decision for residential development based on an application for:

(a) A zone change to allow for a denser residential use designation;

(b) A planned unit development; or

(c) A variance from a residential approval standard.

(2) This section applies only to an application for land that is, at the time of the application:

(a) Inside the urban growth boundary; and

(b) Zoned primarily for residential use or mixed residential use or planned for residential use.

(3) This section does not apply to an application:

(a) That would reduce the minimum residential density of land.

(b) For a final subdivision or partition plat.

(c) For a residential construction permit under the state building code.

(d) For final engineering plans under section 1 of this 2025 Act.

(e) Subject to a ministerial or other expedited approval procedure, including a residential use allowed outright.

(4) An application under this section:

(a) Is not subject to the requirements of ORS 197.797.

(b) Must be reviewed under the procedures described in a local government's land use regulations, except as provided in this section.

(5)(a) The local government shall provide written notice of an application under this section to owners of property within 100 feet of the site for which the application is made and to any neighborhood or community organization recognized by the governing body and whose boundaries include the site. The list of owners must be compiled from the most recent property tax assessment roll.

(b) A local government is not required to provide a hearing, as described in ORS 197.610 to 197.625, on an application made under this section if the local government provides a copy of the notice required under this subsection to the Department of Land Conservation and Development in the manner provided by ORS 197.610 and 197.615.

(c) The notice must:

(A) Provide a 14-day period for submission of written comments prior to the decision;

(B) State that issues which may provide the basis for an appeal to the Land Use Board of Appeals must be raised in writing prior to the expiration of the comment period. Issues shall be raised with sufficient specificity to enable the decision maker to respond to the issue;

(C) List, by commonly used citation, the applicable criteria for the decision;

(D) Set forth the street address or other easily understood geographical reference to the subject property;

(E) State the place, date and time that comments are due;

(F) State that copies of all evidence relied upon by the applicant are available for review and that copies can be obtained at cost;

(G) Include the name and phone number of a local government contact person;

(H) Provide notice of the decision to the applicant and any person who submits comments under subparagraph (A) of this paragraph. The notice of decision must include an explanation of appeal rights; and

(I) Briefly summarize the local process for reaching a final decision on the application.

(d) The local government shall provide an affidavit or other certification describing the notice given under this subsection.

(6) Approval or denial of the application must be based upon and accompanied by a brief statement that explains the criteria and standards considered relevant to the decision, states the facts relied upon in rendering the decision and explains the justification for the decision based on the criteria, standards and facts set forth.

(7) The initial decision on the application must be made without a hearing. A local government may provide for a hearing on appeal of the initial decision. The hearing may be limited to the record developed for the initial decision under subsection (5) of this section or may allow for the introduction of additional testimony or evidence. A hearing on appeal that allows the introduction of additional testimony or evidence must comply with the requirements of ORS 197.797. Written notice of the local government's final decision must be given to all parties who participated in the decision and must include an explanation of a party's right to appeal the decision.

SECTION 4. ORS 197.830 is amended to read:

197.830. (1) Review of land use decisions or limited land use decisions under ORS 197.830 to 197.845 shall be commenced by filing a notice of intent to appeal with the Land Use Board of Appeals.

(2) Except as provided in ORS 197.620, a person may petition the board for review of a land use decision or limited land use decision if the person:

(a) Filed a notice of intent to appeal the decision as provided in subsection (1) of this section; and

(b) Appeared before the local government, special district or state agency orally or in writing.

(3) If a local government makes a land use decision without providing a hearing, except as provided under ORS 215.416 (11) or 227.175 (10), or the local government makes a land use decision that is different from the proposal described in the notice of hearing to such a degree that the notice of the proposed action did not reasonably describe the local government's final actions, a person adversely affected by the decision may appeal the decision to the board under this section:

(a) Within 21 days of actual notice where notice is required; or

(b) Within 21 days of the date a person knew or should have known of the decision where no notice is required.

(4) If a local government makes a land use decision without a hearing pursuant to ORS 215.416 (11) or 227.175 (10):

(a) A person who was not provided notice of the decision as required under ORS 215.416 (11)(c) or 227.175 (10)(c) may appeal the decision to the board under this section within 21 days of receiving actual notice of the decision.

(b) A person who is not entitled to notice under ORS 215.416 (11)(c) or 227.175 (10)(c) but who is adversely affected or aggrieved by the decision may appeal the decision to the board under this section within 21 days after the expiration of the period for filing a local appeal of the decision established by the local government under ORS 215.416 (11)(a) or 227.175 (10)(a).

(c) A person who receives notice of a decision made without a hearing under ORS 215.416 (11) or 227.175 (10) may appeal the decision to the board under this section within 21 days of receiving actual notice of the nature of the decision, if the notice of the decision did not reasonably describe the nature of the decision.

(d) Except as provided in paragraph (c) of this subsection, a person who receives notice of a decision made without a hearing under ORS 215.416 (11) or 227.175 (10) may not appeal the decision to the board under this section.

(5) If a local government makes a limited land use decision which is different from the proposal described in the notice to such a degree that the notice of the proposed action did not reasonably describe the local government's final actions, a person adversely affected by the decision may appeal the decision to the board under this section:

(a) Within 21 days of actual notice where notice is required; or

(b) Within 21 days of the date a person knew or should have known of the decision where no notice is required.

(6) The appeal periods described in subsections (3), (4) and (5) of this section:

(a) May not exceed three years after the date of the decision, except as provided in paragraph (b) of this subsection.

(b) May not exceed 10 years after the date of the decision if notice of a hearing or an administrative decision made pursuant to ORS 197.195 or 197.797 **or section 3 of this 2025 Act** is required but has not been provided.

(7)(a) Within 21 days after a notice of intent to appeal has been filed with the board under subsection (1) of this section, any person described in paragraph (b) of this subsection may intervene in and be made a party to the review proceeding by filing a motion to intervene and by paying a filing fee of $100.

(b) Persons who may intervene in and be made a party to the review proceedings, as set forth in subsection (1) of this section, are:

(A) The applicant who initiated the action before the local government, special district or state agency; or

(B) Persons who appeared before the local government, special district or state agency, orally or in writing.

(c) Failure to comply with the deadline or to pay the filing fee set forth in paragraph (a) of this subsection shall result in denial of a motion to intervene.

(8) If a state agency whose order, rule, ruling, policy or other action is at issue is not a party to the proceeding, it may file a brief with the board as if it were a party. The brief shall be due on the same date the respondent's brief is due and shall be accompanied by a filing fee of $100.

(9) A notice of intent to appeal a land use decision or limited land use decision shall be filed not later than 21 days after the date the decision sought to be reviewed becomes final. A notice of intent to appeal plan and land use regulation amendments processed pursuant to ORS 197.610 to 197.625 shall be filed not later than 21 days after notice of the decision sought to be reviewed is mailed or otherwise submitted to parties entitled to notice under ORS 197.615. Failure to include a statement identifying when, how and to whom notice was provided under ORS 197.615 does not render the notice defective. Copies of the notice of intent to appeal shall be served upon the local government, special district or state agency and the applicant of record, if any, in the local government, special district or state agency proceeding. The notice shall be served and filed in the form and manner prescribed by rule of the board and shall be accompanied by a filing fee of $300. If a petition for review is not filed with the board as required in subsections (10) and (11) of this section, the board shall award the filing fee to the local government, special district or state agency.

(10)(a) Within 21 days after service of the notice of intent to appeal, the local government, special district or state agency shall transmit to the board the original or a certified copy of the entire record of the proceeding under review. By stipulation of all parties to the review proceeding the record may be shortened. The board may require or permit subsequent corrections to the record; however, the board shall issue an order on a motion objecting to the record within 60 days of receiving the motion. If the board denies a petitioner's objection to the record, the board may establish a new deadline for the petition for review to be filed that may not be less than 14 days from the later of the original deadline for the brief or the date of denial of the petitioner's record objection.

(b) Within 10 days after service of a notice of intent to appeal, the board shall provide notice to the petitioner and the respondent of their option to enter into mediation pursuant to ORS 197.860. Any person moving to intervene shall be provided such notice within seven days after a motion to intervene is filed. The notice required by this paragraph shall be accompanied by a statement that mediation information or assistance may be obtained from the Department of Land Conservation and Development.

(11) A petition for review of the land use decision or limited land use decision and supporting brief shall be filed with the board as required by the board under subsection (13) of this section.

(12) The petition shall include a copy of the decision sought to be reviewed and shall state:

(a) The facts that establish that the petitioner has standing.

(b) The date of the decision.

(c) The issues the petitioner seeks to have reviewed.

(13)(a) The board shall adopt rules establishing deadlines for filing petitions and briefs and for oral argument.

(b) The local government or state agency may withdraw its decision for purposes of reconsideration at any time:

(A) Subsequent to the filing of a notice of intent; and

(B) Prior to:

(i) The date set for filing the record; or

(ii) On appeal of a decision under ORS 197.610 to 197.625 or relating to the development of a residential structure, the filing of the respondent's brief.

(c) If a local government or state agency withdraws an order for purposes of reconsideration, it shall, within such time as the board may allow, affirm, modify or reverse its decision. If the petitioner is dissatisfied with the local government or agency action after withdrawal for purposes of reconsideration, the petitioner may refile the notice of intent and the review shall proceed upon the revised order. An amended notice of intent is not required if the local government or state agency, on reconsideration, affirms the order or modifies the order with only minor changes.

(14) The board shall issue a final order within 77 days after the date of transmittal of the record. If the order is not issued within 77 days the applicant may apply in Marion County or the circuit court of the county where the application was filed for a writ of mandamus to compel the board to issue a final order.

(15) Upon entry of its final order, the board:

(a) May, in its discretion, award costs to the prevailing party including the cost of preparation of the record if the prevailing party is the local government, special district or state agency whose decision is under review.

(b) Shall award reasonable attorney fees and expenses to the prevailing party against any other party who the board finds presented a position or filed any motion without probable cause to believe the position or motion was well-founded in law or on factually supported information.

(c) Shall award costs and attorney fees to a party as provided in ORS 197.843.

(16) Orders issued under this section may be enforced in appropriate judicial proceedings.

(17)(a) The board shall provide for the publication of its orders that are of general public interest in the form it deems best adapted for public convenience. The publications shall constitute the official reports of the board.

(b) Any moneys collected or received from sales by the board shall be paid into the Board Publications Account established by ORS 197.832.

(18) Except for any sums collected for publication of board opinions, all fees collected by the board under this section that are not awarded as costs shall be paid over to the State Treasurer to be credited to the General Fund.

(19) The board shall track and report on its website:

(a) The number of reviews commenced, as described in subsection (1) of this section, the number of reviews commenced for which a petition is filed under subsection (2) of this section and, in relation to each of those numbers, the rate at which the reviews result in a decision of the board to uphold, reverse or remand the land use decision or limited land use decision. The board shall track and report reviews under this paragraph in categories established by the board.

(b) A list of petitioners, the number of reviews commenced and the rate at which the petitioner's reviews have resulted in decisions of the board to uphold, reverse or remand the land use decision or limited land use decision.

(c) A list of respondents, the number of reviews involving each respondent and the rate at which reviews involving the respondent have resulted in decisions of the board to uphold, reverse or remand the land use decision or limited land use decision. Additionally, when a respondent is the local government that made the land use decision or limited land use decision, the board shall track whether the local government appears before the board.

(d) A list of reviews, and a brief summary of the circumstances in each review, under which the board exercises its discretion to require a losing party to pay the attorney fees of the prevailing party.

SECTION 5. ORS 197.835 is amended to read:

197.835. (1)(a) The Land Use Board of Appeals shall review the land use decision or limited land use decision and prepare a final order affirming, reversing or remanding the land use decision or limited land use decision.

(b) If a local government demonstrates that a land use decision adopting a change to an acknowledged comprehensive plan or land use regulation contains a severability clause and specifically challenged portions of the changes may be reasonably severable from the remainder of the changes, the board may affirm in part. Reasonably severable means the remaining parts, standing alone, are complete and capable of being executed with the legislative intent. The affirmed parts are not affected by the reversal or remand, continue in effect and are considered acknowledged as described in ORS 197.625.

(c) The board shall adopt rules defining the circumstances in which it will reverse rather than remand a land use decision or limited land use decision or part of a decision that is not affirmed.

(2)(a) Review of a decision under ORS 197.830 to 197.845 shall be confined to the record.

(b) In the case of disputed allegations of standing, unconstitutionality of the decision, ex parte contacts, actions described in subsection (10)(a)(B) of this section or other procedural irregularities not shown in the record that, if proved, would warrant reversal or remand, the board may take evidence and make findings of fact on those allegations. The board shall be bound by any finding of fact of the local government, special district or state agency for which there is substantial evidence in the whole record.

(3) The board may only review issues raised by any participant before the local hearings body as provided by ORS 197.195, 197.622 or 197.797 **or section 3 of this 2025 Act**, whichever is applicable.

(4) A petitioner may raise new issues to the board regarding a quasi-judicial decision made under ORS 197.195 or 197.797 **or section 3 of this 2025 Act** only if:

(a) The local government failed to list the applicable criteria for a decision under ORS 197.195 (3)(c) or 197.797 (3)(b) **or section 3 (5)(c) of this 2025 Act**, in which case a petitioner may raise new issues based upon applicable criteria that were omitted from the notice. However, the board may refuse to allow new issues to be raised if it finds that the issue could have been raised before the local government; or

(b) The local government made a land use decision or limited land use decision which is different from the proposal described in the notice to such a degree that the notice of the proposed action did not reasonably describe the local government's final action.

(5) The board shall reverse or remand a land use decision not subject to an acknowledged comprehensive plan and land use regulations if the decision does not comply with the goals. The board shall reverse or remand a land use decision or limited land use decision subject to an acknowledged comprehensive plan or land use regulation if the decision does not comply with the goals and the Land Conservation and Development Commission has issued an order under ORS 197.320 or adopted a new or amended goal under ORS 197.245 requiring the local government to apply the goals to the type of decision being challenged.

(6) The board shall reverse or remand an amendment to a comprehensive plan if the amendment is not in compliance with the goals.

(7) The board shall reverse or remand an amendment to a land use regulation or the adoption of a new land use regulation if:

(a) The regulation is not in compliance with the comprehensive plan; or

(b) The comprehensive plan does not contain specific policies or other provisions which provide the basis for the regulation, and the regulation is not in compliance with the statewide planning goals.

(8) The board shall reverse or remand a decision involving the application of a plan or land use regulation provision if the decision is not in compliance with applicable provisions of the comprehensive plan or land use regulations.

(9) In addition to the review under subsections (1) to (8) of this section, the board shall reverse or remand the land use decision under review if the board finds:

(a) The local government or special district:

(A) Exceeded its jurisdiction;

(B) Failed to follow the procedures applicable to the matter before it in a manner that prejudiced the substantial rights of the petitioner;

(C) Made a decision not supported by substantial evidence in the whole record;

(D) Improperly construed the applicable law; or

(E) Made an unconstitutional decision; or

(b) The state agency made a decision that violated the goals.

(10)(a) The board shall reverse a local government decision and order the local government to grant approval of an application for development denied by the local government if the board finds:

(A) Based on the evidence in the record, that the local government decision is outside the range of discretion allowed the local government under its comprehensive plan and implementing ordinances; or

(B) That the local government's action was for the purpose of avoiding the requirements of ORS 215.427 or 227.178.

(b) If the board does reverse the decision and orders the local government to grant approval of the application, the board shall award attorney fees to the applicant and against the local government.

(11)(a) Whenever the findings, order and record are sufficient to allow review, and to the extent possible consistent with the time requirements of ORS 197.830 (14), the board shall decide all issues presented to it when reversing or remanding a land use decision described in subsections (2) to (9) of this section or limited land use decision described in ORS 197.828 and 197.195.

(b) Whenever the findings are defective because of failure to recite adequate facts or legal conclusions or failure to adequately identify the standards or their relation to the facts, but the parties identify relevant evidence in the record which clearly supports the decision or a part of the decision, the board shall affirm the decision or the part of the decision supported by the record and remand the remainder to the local government, with direction indicating appropriate remedial action.

(12) The board may reverse or remand a land use decision under review due to ex parte contacts or bias resulting from ex parte contacts with a member of the decision-making body, only if the member of the decision-making body did not comply with ORS 215.422 (3) or 227.180 (3), whichever is applicable.

(13) Subsection (12) of this section does not apply to reverse or remand of a land use decision due to ex parte contact or bias resulting from ex parte contact with a hearings officer.

(14) The board shall reverse or remand a land use decision or limited land use decision which violates a commission order issued under ORS 197.328.

(15) In cases in which a local government provides a quasi-judicial land use hearing on a limited land use decision, the requirements of subsections (12) and (13) of this section apply.

(16) The board may decide cases before it by means of memorandum decisions and shall prepare full opinions only in such cases as it deems proper.

SECTION 6. Sections 1 and 3 of this 2025 Act and the amendments to ORS 197.830 and 197.835 by sections 4 and 5 of this 2025 Act become operative July 1, 2026.

SECTION 7. Section 8 of this 2025 Act is added to and made a part of ORS chapter 197A.

SECTION 8. (1) A local government may not apply residential design standards to an application for the development of housing within an urban growth boundary unless the application is for the development of a multifamily structure as defined in ORS 197A.465 or fewer than 20 residential units.

(2) This section does not apply to land use regulations or requirements that are related to setbacks, building height, accessibility, fire ingress or egress, public health or safety, state or federal water quality standards, hazardous or contaminated site cleanup or wildlife protection or that implement statewide land use planning goals relating to natural resources, natural hazards, the Willamette River Greenway, estuarine resources, coastal shorelands, beaches and dunes or ocean resources.

(3) As used in this section:

(a) "Residential design standards" means standards intended to preserve the desired character, architectural expression, decoration or aesthetic quality of new homes, including standards regulating:

(A) Facade materials, colors or patterns;

(B) Roof decoration, form or materials;

(C) Accessories, materials or finishes for entry doors or garages;

(D) Window elements such as trim, shutters or grids;

(E) Fence type, design or finishes;

(F) Architectural details, such as ornaments, railings, cornices and columns;

(G) Size and design of porches or balconies;

(H) Variety of design or floorplan; or

(I) Front or back yard area landscaping materials or vegetation.

(b) "Residential units" means any new single-unit dwellings, manufactured dwellings and units of middle housing, as defined in ORS 197A.420.

SECTION 9. Section 8 of this 2025 Act is repealed January 2, 2033.

SECTION 10. This 2025 Act takes effect on the 91st day after the date on which the 2025 regular session of the Eighty-third Legislative Assembly adjourns sine die.

Passed by Senate April 28, 2025

Repassed by Senate June 5, 2025

....
Obadiah Rutledge, Secretary of Senate

....
Rob Wagner, President of Senate

Passed by House June 3, 2025

....
Julie Fahey, Speaker of House

Received by Governor:

........................M.,..., 2025

Approved:

........................M.,..., 2025

....
Tina Kotek, Governor

Filed in Office of Secretary of State:

........................M.,..., 2025

....
Tobias Read, Secretary of State

CITY OF ALBANY, OREGON
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MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager

FROM: Erik Glover, City Recorder

DATE: July 23, 2026 , for the August 12, 2026 City Council Meeting

SUBJECT: Ordinance to repeal Ord No. 5293 Albany Police Department Inventory Search Procedures

Purpose:

To provide information for council action to repeal an outdated ordinance.

Background/Discussion:

The City Recorder's Office maintains a list of ordinances that are determined to no longer be relevant, or are outdated in some fashion. City Recorder staff add them to a running list for repeal when they are discovered during routine work, or when staff bring them to our attention. Normally these are bulk repeals of resolutions that are brought forward every few years for council action via the consent agenda. In this case, the ordinance needed to be brought forward for separate action.

These procedures are now contained in APD policy, covered by case law, and regularly updated.

Staff Recommendation:

Conduct a first and second reading and adopt the draft ordinance, to repeal Ord No. 5293.

Alternatives:

1. Do not adopt the ordinance, and retain ORD No. 5293.

Attachments:

1. Draft Ordinance
2. Ord No. 5293

ORDINANCE NO. _______

AN ORDINANCE REPEALING ORDINANCE NO. 5293 RELATING TO PROCEDURES FOR ALBANY POLICE DEPARTMENT INVENTORY SEARCHES

WHEREAS Ord No. 5293 was adopted by the City Council in 1997; and

WHEREAS, the evolution of laws and City functions may make previously useful ordinances irrelevant or outdated; and

WHEREAS, it is reasonable to repeal ordinances that have been superseded by state statute or that are no longer useful or relevant for City of Albany business.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN AS FOLLOWS:

Section 1: Ordinance No. 5293 is hereby repealed.

Section 2: This ordinance will be effective 30 days after adoption.

Passed by the Council: _______________

Approved by the Mayor: _______________

Effective Date: ______________________

____

Mayor

ATTEST:

____

City Recorder

ORDINANCE NO. 5293

AN ORDINANCE ESTABLISHING PROCEDURES FOR INVENTORY SEARCHES AND DECLARING AN EMERGENCY.

WHEREAS, the Albany Police Department, in the ordinary course of its duties, is periodically called upon to conduct inventory searches of persons or property, when such persons or property are in police custody.

WHEREAS, the procedures to be employed in conducting inventory searches have heretofor been established by police administration under authority delegated to them by the Albany City Council acting through its Public Safety Committee; and

WHEREAS, recent appellate decisions make it desirable that the City Council formally adopt and approve the aforesaid inventory search procedures.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF ALBANY DO ORDAIN S FOLLOWS:

Section 1: The Albany Police Department General Order which is attached hereto as Exhibit "A", and by this reference incorporated herein, is hereby adopted to establish the procedures to be employed by Albany Police Department Personnel, in conducting inventory searches.

Section 2: Emergency Clause. Whereas the peace, health and safety of the citizens is effected by this ordinance, an emergency is hereby declared and this ordinance shall become in full force and effect upon passage by the Council and approved by the Mayor.

Passed by Council: June 11, 1997

Approved by the Mayor: June 11, 1997

Effective Date: June 11, 1997

Mayor

ATTEST:

City Recorder

TITLE: INVENTORY SEARCH PROCEDURES

EFFECTIVE DATE: JUNE 12, 1997 **REVISED DATE:** JUNE 12, 1997

REPLACES: NEW

POLICY:

Inventory searches are an administrative measure designed to protect property while in police custody; protect the agency against claims of lost, stolen, or damaged property; and to protect departmental personnel and the public against injury or damaged property due to hazardous materials or substances. It is the policy of this department to safeguard the above property and interests by conducting inventory searches in accordance with the law and established procedures.

It is the intent of this procedure to follow all statutes and regulations pertaining to inventory searches and as such, the Albany City Council has approved this General Order by City Ordinance.

PROCEDURES:

A. DEFINITIONS

1. INVENTORY SEARCHES: A complete inspection of a vehicle or person when it is in custody of the Albany Police Department.

2. CONTRABAND: In general, any property which is unlawful for the person to produce or possess.

B. MOTOR VEHICLE INVENTORIES

1. An authorized member of this department shall conduct a motor vehicle inventory as an administrative procedure without a warrant or probable cause when:

   a) The vehicle has been lawfully seized or impounded pursuant to the arrest of the driver.

   b) The vehicle has been lawfully seized or impounded pursuant to State Statutes or City Ordinance.

   c) The vehicle is being towed for related enforcement or safety reasons as defined by State Statutes or City Ordinances.

2. The contents of all vehicles that are lawfully seized or impounded shall be subject to inventory in accordance with this policy.

3. The inventory search shall be conducted in the location at which the vehicle is seized unless limited by reasons of safety or practicality. If so, it may be inventoried at a later time or location.

4. A vehicle inventory shall extend to all areas of the vehicle in which personal property or hazardous materials may reasonably be found, including but not limited to passenger compartment, trunk, and glove compartment.

5. All closed containers found within the vehicle shall be opened for purposes of the inventory. Closed and locked containers shall not be forced opened but shall be logged on the impound report as such. If a key or lock combination is available, locked containers shall be opened and inventoried.

C. INVENTORY OF PROPERTY ON PERSONS IN CUSTODY

1. A complete inventory search of all property of a person in police custody will be completed when they are brought into the Albany Police Department.

2. To assure the safety and security of the facility, the inventory will include clothing, wallets, purses, or other containers associated with the person in custody. All closed containers will be opened and inspected, including backpacks and other containers. All contraband or evidence will be seized and documented on a property report.

D. DISPOSITION OF PROPERTY

1. All currency located during a vehicle inventory will be documented on the Vehicle Report. Currency in excess of $20 will be retained and logged into property/evidence and documented on a Property Report.

2. All unattached property valued in excess of $50 located during a vehicle inventory will be listed on the Vehicle Report.

3. All unattached property valued in excess of $1,000 and all firearms located during a vehicle inventory will be retained, documented on a Property Report, and logged into the property/evidence room.

4. Contraband and evidence discovered during the course of an inventory search shall be documented on a Property Report and placed into the property/evidence room.

5. Except for contraband or evidence, all property discovered on a person in custody as a result of an inventory search will be returned to the person upon release or turned over to the authority taking custody of the person.

ROUTING:
Chief of Police
Captain
Lieutenants (3)
Unit Supervisors (6)
Administrative Assistant
Briefing Board
Lunch Room (30 days)

CITY OF ALBANY, OREGON
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MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager
Kayla Barber, Deputy City Manager

FROM: Matt Harrington, Communications & Engagement Manager
on behalf of the Fall 2025 Albany Civic Leadership Academy participants

DATE: July 31, 2026, for August 12, 2026, City Council Meeting

SUBJECT: Pilot program to include youth members in select citizen advisory groups

Purpose:

To establish a one-year pilot program for inclusion of youth representatives on citizen advisory groups (CAGs) during the 2026-2027 academic year.

Background/Discussion:

Members of City Council, as well as the first cohort of the Albany Civic Leadership Academy, expressed the desire to see more opportunities for youth to engage in the civic process and city decisions. Many of the recommendations ultimately made to the City Council for review and approval start with our CAGs. Providing youth with meaningful opportunities to participate in these discussions supports civic education, leadership development, and long-term community engagement.

To support these goals, staff recommends implementing a one-year pilot program placing interested youth members intentionally on these regularly-meeting citizen advisory groups:

- Airport Advisory Commission
- Community Development Commission
- Library Board
- Parks, Recreation and Tree Advisory Commission
- Transportation Advisory Commission

These groups were selected based on demonstrated youth interest during prior engagement efforts and because the subject matter and group activity allows youth feedback to have meaningful impact while maintaining the integrity of the advisory roles. Current work includes updates to the Transportation System Plan, implementation of the Airport Master Plan, allocation of Community Development Block Grant (CDBG) funding, and planning for park, trail, and recreation enhancements.

Some advisory bodies cannot legally or structurally incorporate youth members:

Landmarks Advisory Commission & Planning Commission frequently:

- Conduct quasi-judicial reviews
- Issue decisions that carry legal weight

- Rely on commissioners who must meet statutory qualifications and be capable of fulfilling procedural duties (including conflict of interest certifications and land use hearing obligations)

Because youth members would be unable to legally serve in these functions and because adding nonvoting youth could complicate quasi-judicial processes, these groups are excluded from the pilot.

Budget Committee membership is established in state statute (Local Budget Law), requiring:

- Equal number of governing body members and appointed citizen members
- Members to be registered voters and capable of adopting the approved city budget

Youth participants generally do not meet these statutory requirements, making youth appointments not legally permissible.

Several advisory groups meet infrequently due to their regular schedule or through unpredictable quorum/attendance issues. For the pilot, stability is essential to provide youth with consistent, supportive experience. Consequently, these groups were also not included in this initial phase.

We are proposing the pilot program structure for the 2026-2027 academic year outlined in the attached document.

Strategic Plan Impact:

This recommendation directly advances the City's Strategic Plan by supporting the Connected and Engaged Community focus area through increased civic participation and meaningful public engagement.

Budget/Staff Impact:

Staff anticipates no significant budget impact. The City will be able to manage the pilot as outlined using existing staffing.

Staff Recommendation:

Approve the one-year Youth Representative Pilot Program for the 2026–2027 academic year as outlined in Attachment 1, with staff returning to Council following the pilot with an evaluation and recommendations regarding future implementation.

Alternatives:

1. Approve the pilot program as proposed.
2. Modify the proposed pilot by changing the participating Citizen Advisory Groups or program structure.
3. Decline to implement the pilot program.

Attachments:

1. Citizen Advisory Group Youth Members Pilot Program Outline

Citizen Advisory Group Youth Members Pilot Program Outline

Youth Member Role

Youth members will serve as **non-voting**, advisory participants. Their contributions will be welcomed in discussions, work sessions, and subcommittee meetings, but final decision-making authority will remain with existing appointed adult members.

Youth members will be encouraged to:

- Attend meetings regularly and review meeting materials in advance.
- Participate in discussions and share perspectives when recognized by the chair.
- Represent the interests and perspectives of Albany youth while respecting differing viewpoints.
- Serve as ambassadors for civic engagement within their schools and community.

Youth members will not vote, make motions, or count toward quorum.

Term Length

The pilot will run **one full school year**, beginning with an orientation shortly after the beginning of the school year and concluding with an end-of-year evaluation. Youth members will generally be expected to serve for the duration of the school year. If a participant is unable to continue, staff may appoint an alternate if appropriate.

Eligibility

The envisioned age range is **high school students (grades 9–12)**.

This age group aligns with:

- Sufficient civic readiness to participate constructively
- Interest areas expressed in previous youth engagement
- Current City Charter and municipal code provisions, which **do not restrict** appointment of minors to advisory groups (though historically youth have not been appointed by Council)

Meeting times of the groups chosen should be accessible for students and virtual participation is available to all members.

Recruitment & Selection Process

- We will be working through GAPS staff at all three high school programs (including leadership classes, clubs, and advisors) and partner agencies and organizations that work with the target demographic to recruit interested members.
- The recruitment will also be advertised using social, web, and posters distributed to appropriate locations.
- The recruitment and selection process will include a simple application similar to the Civic Academy application with the addition of a teacher recommendation and parental consent.
- Staff will review applications and select five individuals during this one-year pilot to expedite the recruitment process.
- Consideration will be given to the strength of application and representation from all three GAPS high schools as well as homeschooled students, if possible.

Support and Check-Ins

The pilot will include:

- **Initial orientation** led by Communications & Engagement, the City Manager's Office, and appropriate CAG representatives.
- **Two mid-year check-ins** with all participating youth to gather feedback and assess support needs
- **Yearend wrap-up** with youth participants to gather feedback on their experience and opportunities to enhance program effectiveness in future years
- **Post-pilot debrief** with advisory group members and staff liaisons to identify improvements, concerns, and long-term program viability

Safety & Conduct Measures

To integrate youth safely and appropriately:

- Advisory group **Member Manual** will be updated to include youth specific guidance
- Adult advisory group members will be instructed to communicate with youth participants only through official meetings, City email, or other staff-facilitated communication channels.
- Staff liaisons will receive guidance regarding appropriate interactions, youth privacy, and safeguarding responsibilities.
- All interactions will occur in clearly defined, structured environments (meeting rooms, virtual platforms, or email facilitated through staff)

- Any concerns regarding participation or conduct will be addressed by the staff liaison in coordination with the City Manager's Office.

Materials Required

To ensure a safe and clear framework some materials will need to be created or adjusted:

Citizen Advisory Group Member Manual

- Add section on youth safety
- Clarify communication expectations (staff-mediated, no one-on-one meetings off-site)
- Add guidance on inclusive engagement and mentoring

Orientation materials

We will be able to leverage existing materials for the Albany Civic Leadership Academy.

- Youth-appropriate explanations of City roles, advisory groups, meeting procedures
- Clear expectations for time commitment and conduct
- Parental permission form which has been reviewed by the city attorney and risk management

Staff Liaison Handbook

- Procedures for supporting youth members and ensuring appropriate boundaries

CITY OF ALBANY, OREGON
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MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager
Paul Trombino III, P.E., Public Works Director

FROM: Staci Belcastro, P.E., City Engineer

DATE: July 23, 2026, for the August 12, 2026, City Council Meeting

SUBJECT: Award of Contract for SS-25-02, 2025 Pipe Bursting

Purpose:

To recommend award of contract for SS-25-02, 2025 Pipe Bursting to K & R Plumbing Construction Co. Inc., of Clackamas, OR, to replace existing sewer mains at the end of service life.

Background/Discussion:

On July 14, 2026, the City opened bids for Project SS-25-02, 2025 Pipe Bursting. Three bids were submitted for this project, ranging from $799,862 to $1,061,626. The Engineer's estimate was $825,000. A bid summary is provided as Attachment 1.

Project Scope & Justification

This project includes pipe bursting approximately 2,400 feet of 8-inch sewer main with new HDPE pipe; open trenching approximately 100 feet of 8-inch pipe; replacement of approximately 30 private sewer services; and related sewer appurtnances. The sewer segments being replaced are in poor condition and are beginning to fail. Pipe bursting is a trenchless technology that breaks up the existing pipe in place and pulls a new pipe through the void. When feasible, pipe bursting is used in-lieu- of traditional open trench construction methods as it is typically less expensive and disruptive, without sacrificing quality. The project locations are shown on Attachment 2.

Financial Impact

This project is identified in the 2024-2028 Capital Improvement Program. Based on the low bid and anticipated related costs, the total estimated project cost is shown in the following table. Amounts are rounded to the nearest $100.

Project Components	Estimated Cost
I. Engineering Costs	
a. Design Engineering	$75,000
b. Construction inspections	$45,000
Engineering Subtotal	$120,000

II. Construction Costs	
a. Construction Contracts	$799,900
b. Contingency	$80,000
Construction Subtotal	$879,900
Total Estimated Project Cost	$999,900
Project Budget	$1,000,000
Under/(Over) Project Budget	$100

Strategic Plan Impact:

Construction of these improvements aligns with the 2026-2030 Strategic Plan under the Vision Area of Reliable and Sustainable Infrastructure.

Budget/Staff Impact:

This project will be funded by the Sewer Capital Projects fund.

Staff Recommendation:

Staff recommends that Council, by motion, award this contract in the amount of $799,862 to the low bidder, K & R Plumbing Construction Co. Inc. of Clackamas, Oregon.

Alternatives:

1. Award the contract as recommended.
2. Do not award the contract.

Attachments:

1. Bid Tab Summary
2. Vicinity Map

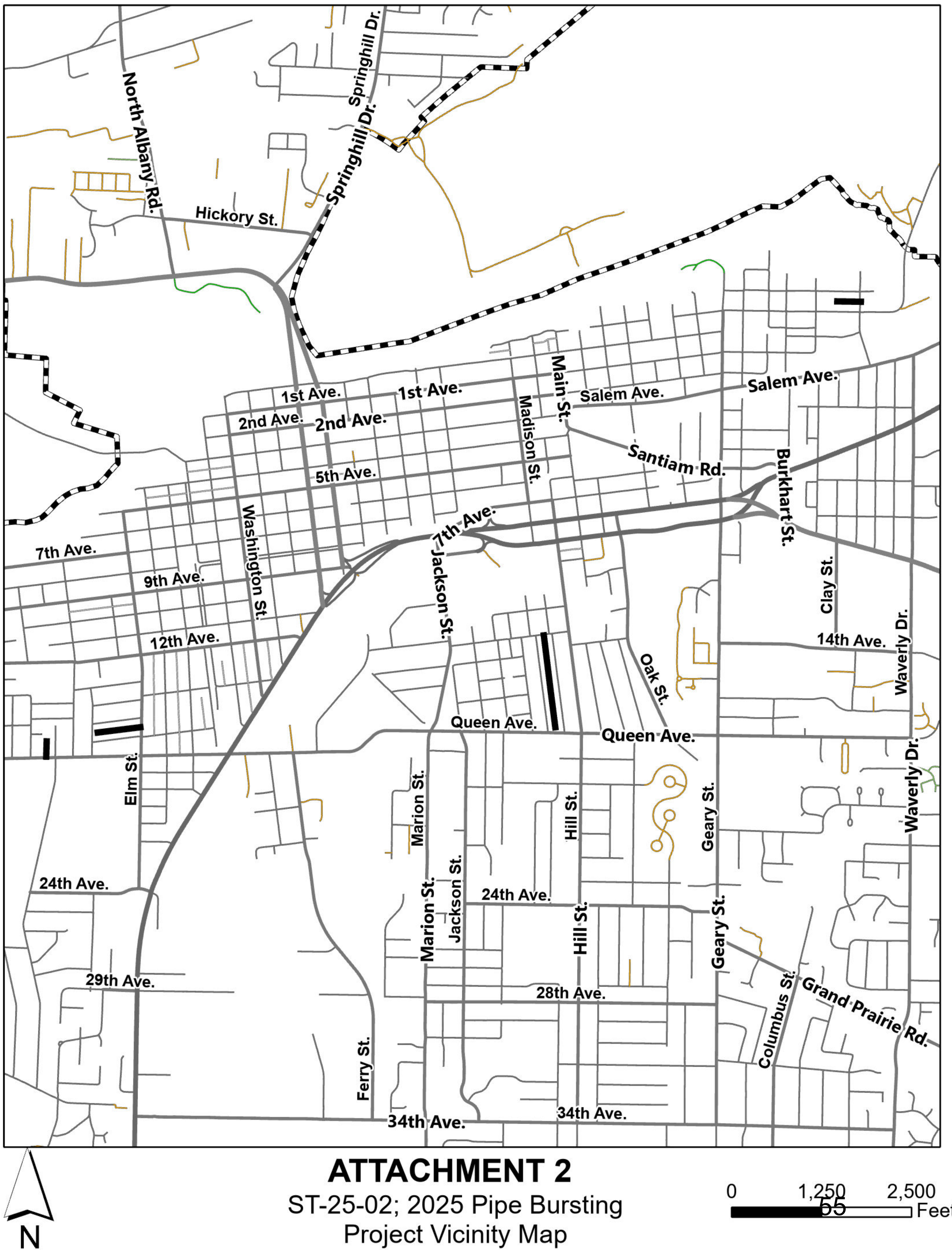
CITY OF ALBANY, OREGON

Public Works Department

Construction Contract Bids

Project: SS-25-02, 2025 Pipe Bursting **Bid Opening:** July 14, 2026

Engineer's Estimate	K & R Plumbing Construction Co. Inc. (Clackamas, OR)	Landis & Landis Construction, LLC (Marylhurst, OR)	Emery Sons Construction Group, LLC (Salem, OR)
$1,000,000	$799,862	$839,125	$1,061,626



ATTACHMENT 2

ST-25-02; 2025 Pipe Bursting
Project Vicinity Map

CITY OF ALBANY, OREGON
albanyoregon.gov

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager
Paul Trombino, Public Works Director

FROM: Staci Belcastro, P.E., City Engineer

DATE: July 24, 2026, for the August 12, 2026, City Council Meeting

SUBJECT: Sewer System Connection Requirements and Funding Options

Purpose:

Staff requests Council deliberate and provide direction regarding recent requests for sewer service. This memo outlines existing policy, summarizes current funding mechanisms, and presents alternatives for Council consideration.

Background/Discussion:

Staff and councilors have recently received inquiries from four property owners located within the City Limits requesting to connect to city sewer service (See Vicinity Map). All four properties are currently on septic systems, are located within 300 feet of public sewer, and three of the four properties have failing septic systems. The owners would like to connect to public sewer but are struggling with the cost and have raised questions about some of the existing policies to connect public sewer. Staff will provide a presentation with an overview of each inquiry during the meeting. A summary of existing policies is provided below:

Existing Policies

- State and Local Requirement to Connect to Public Sewer. Oregon Administrative Rules (OAR) 340-071-0160(4)(f) generally prohibits repair or replacement of septic systems if a public sewer is within 300 feet of the property. Albany Municipal Code (AMC) 10.01.100 similarly requires all property with structures used by people be connected to the public sewer system if the property is located within 300 feet of a public sewer main.

- To & Through Policy. When a property connects to public water, sewer, stormwater, or transportation infrastructure, Albany Municipal Code requires the property owner extend the infrastructure across their property frontages. This "to and through" policy is not state law but is very common in Oregon, and nationwide. It is based on the principle that each property pays for their fair share and supports the orderly extension of infrastructure, avoiding gaps in service. The AMC allows exceptions to the policy when extension of the utility across a property frontage is determined to be untimely. In such cases, the property owner must sign a waiver of remonstrance agreement committing the property to participate in the cost of future utility extension. Constructing public infrastructure "to and through "can be a substantial cost when borne by a single property owner that is extending the infrastructure to address a health hazard, and not to facilitate development.

- Connection Charges & Capital Recovery Agreements. Connection Charges are assessed on a per lineal foot basis when a property connects to infrastructure (water, street, storm, or wastewater) that they didn't pay for. These charges provide a mechanism for cost reimbursement to the City, a developer, or a property owner, when they construct infrastructure that could benefit another property. For example, Property Owner A builds a sewer main that could later benefit Property Owner B. The City enters into a Capital Recovery Agreement with Owner A that outlines terms for the City to pass on a portion of connection charges collected from Owner B when they connect to the sewer, to Owner A. However, reimbursement only occurs when and if Owner B chooses to connect to the sewer main, and Owner A is still responsible for the initial cost of constructing the infrastructure which can be a significant financial hardship.

  Historically connection charges were held in a separate reserve account within each capital fund, with a restriction limiting their use to infill projects. In 2018, Council amended the municipal code removing the restriction on Connection Charges and eliminating the separate reserve account. Council made this change because it was difficult to equitably evaluate and prioritize property owner requests for financial assistance to construct public infrastructure using connection charges with no developed criteria in place. The change made to the AMC in 2018 allowed connection charges to be deposited into the general reserve account in each capital fund, where they can be evaluated through the existing process used to develop the City's Capital Improvement Program and budget.

Alternatives Consistent with Current Policy

The four property owners are struggling with the cost and timing and the magnitude of the "to and through" requirements. Staff has identified the following alternatives for Council consideration:

1. Property Funded Extension with Capital Recovery Agreement. Under this alternative the property owner constructs the sewer main across their frontage and enters into a Capital Recovery Agreement with the City. The initial cost to construct the sewer main is borne entirely by the owner. They could eventually be reimbursed a portion of their initial outlay when/if another property connects to the sewer main and pays connection charges. A portion of these charges would be reimbursed per the terms of the agreement. The city's cost under this approach is negligible, and this represents the typical way utilities are extended in Albany.

2. Formation of a Local Improvement District (LID). A LID could be formed to facilitate construction of the sewer main. Assessments would be assigned to properties benefiting from construction of the sewer pipe. The City's cost under this alternative varies depending

on the methodology used to determine assessments and whether the city elects to participate in or subsidize a portion of the project.

3. City funded design and construction. The city constructs the sewer main and bears all associated design and construction costs. These costs would be partially offset by connection charges and system development charges collected from properties as they connect to the sewer main. This option reduces the immediate financial burden on individual property owners but increases the upfront cost to the City.

Strategic Plan Impact:

Construction of these improvements aligns with the 2026-2030 Strategic Plan under the Vision Area of Reliable and Sustainable Infrastructure.

Budget/Staff Impact:

Alternatives 1 and 2 have no direct budget impact. Alternative 3 would require using reserve funds from the Sewer Capital Project Fund. Costs would be partially offset by the collection of Connection Charges.

Staff Recommendation:

The City's existing policy ensures orderly system expansion and equitable participation, but it can place significant costs on a single property when infrastructure is required due to a health hazard. Regardless of decisions on the four current requests, staff recommend scheduling an agenda item at a work session to evaluate assistance options focused on hardship situations and health hazard triggers. Staff can return with information on options such as:

- Grants for hardship situations
- Low-interest loans or deferred payment programs
- Utility financing mechanisms to spread cost over time
- Targeted assistance triggered by health hazard declarations

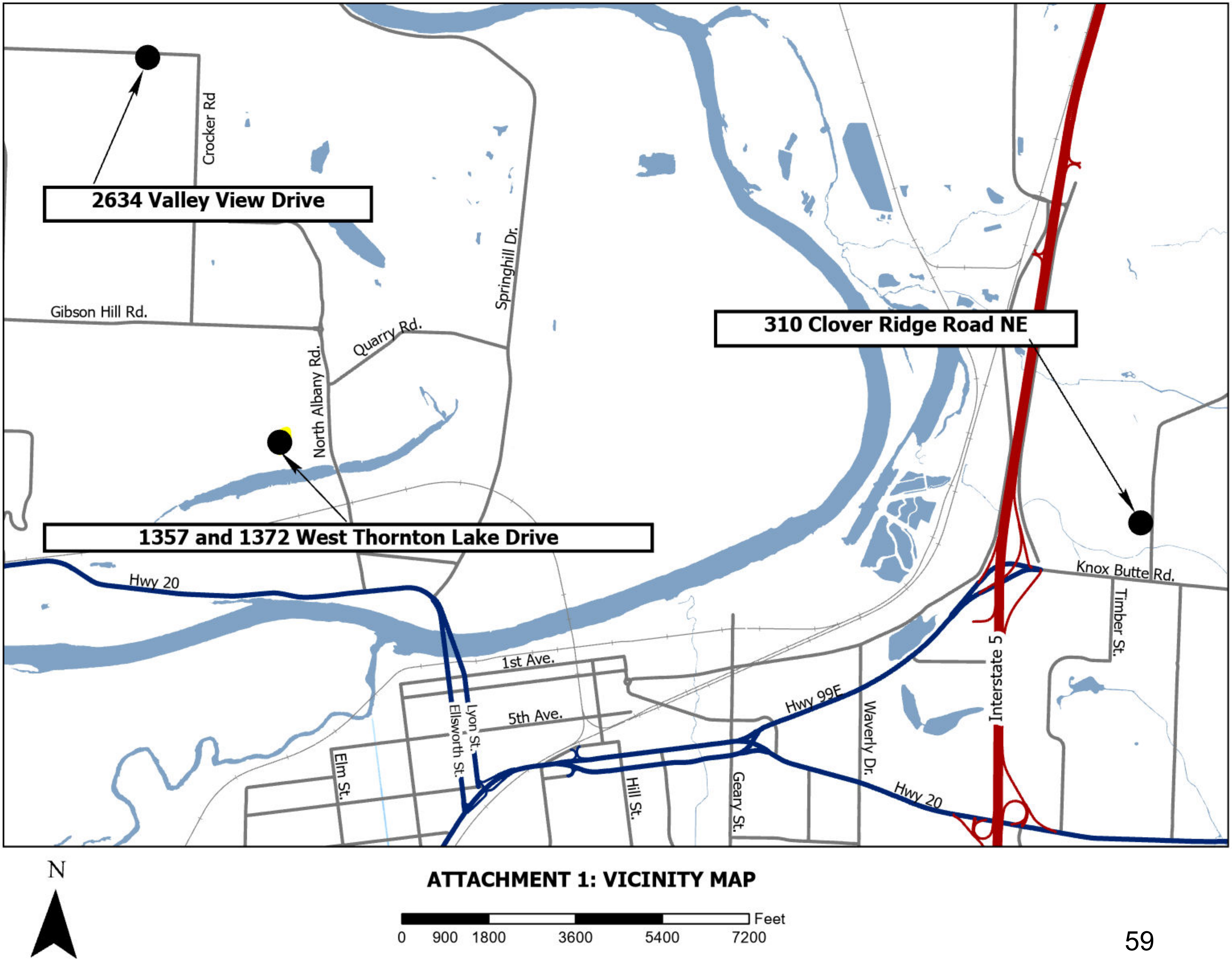
These programs would require new policy direction, funding sources, and implementation criteria.

Alternatives:

1. Discuss assistance options for one or more of the four properties.
2. Defer discussion of assistance options for these properties.
3. Schedule an agenda item at a work session to evaluate hardship and health hazard triggered assistance programs.
4. Do not schedule further discussion of assistance program development.

Attachments:

1. Vicinity Map



ATTACHMENT 1: VICINITY MAP

Sewer Connection Policy & Funding Options

Public Works Department

August 12, 2026

Presentation Outline

- Review current policy & funding alternatives
- Summarize recent and past property owner requests for sewer service
- Present recommendations for Council consideration & direction

Current Policy

300-Foot Rule

- State law prohibits septic construction if sewer is within 300 feet
- Municipal Code requires connection when sewer is within 300 feet
- Recent inquiries all fall within this threshold

200-Foot Rule – NEW

- Effective 2026, state law allows repair or alteration to a septic serving a residential dwelling when sewer is at least 200 feet away

To & Through Policy

- Requires utility extension across full property frontages
- Waiver of Remonstrance available when extension is untimely

Tools for Cost Recovery and Infrastructure Deferral

Connection Charges/Capital Recovery Agreement

- Provide reimbursement mechanism for the City, developers, or property owners
- Assessed per foot when a property connects to infrastructure it did not fund
- Capital Recovery Agreement allows partial reimbursement to the party who built the infrastructure
- Reimbursement only occurs if and when additional properties connect
- 2018 code change shifted Connection Charges to the general capital reserve, supporting CIP-based evaluation and improving flexibility

Petition for Improvement Waiver of Remonstrance (P&W)

- Recorded document requiring a property participate in future construction of infrastructure when initial construction is deferred

Sewer Extension Alternatives

Property-Funded Extension (Capital Recovery Agreement)

- Owner constructs the sewer main
- Receives partial reimbursement only when others connect

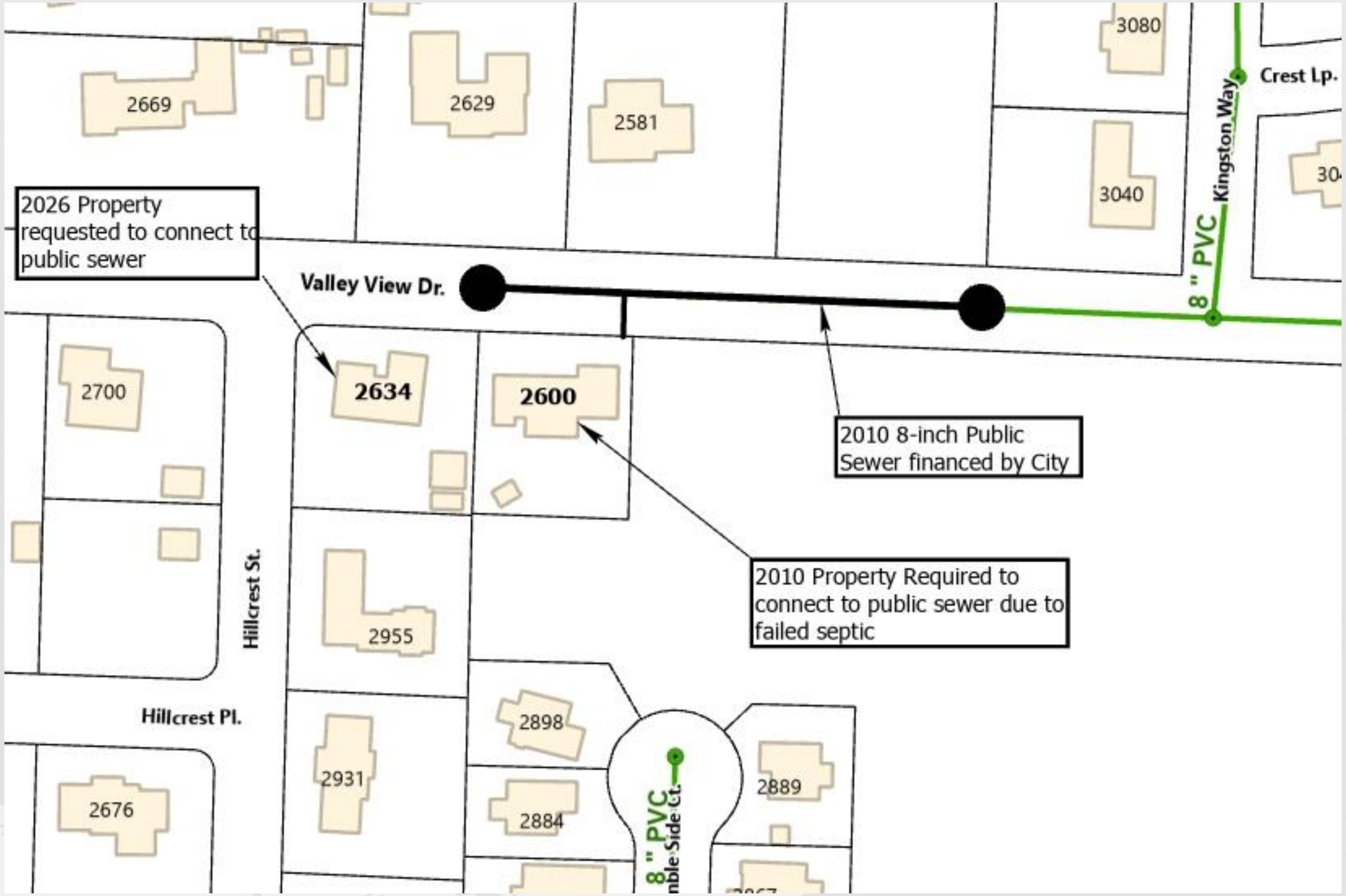
Local Improvement District (LID)

- Costs assessed to benefitting properties
- City cost varies depending on assessment methodology and participation

City Funded Construction

- City funds design and construction of sewer main
- Costs offset over time by connection charges and SDCs
- Higher upfront City cost

2634 Valley View Drive



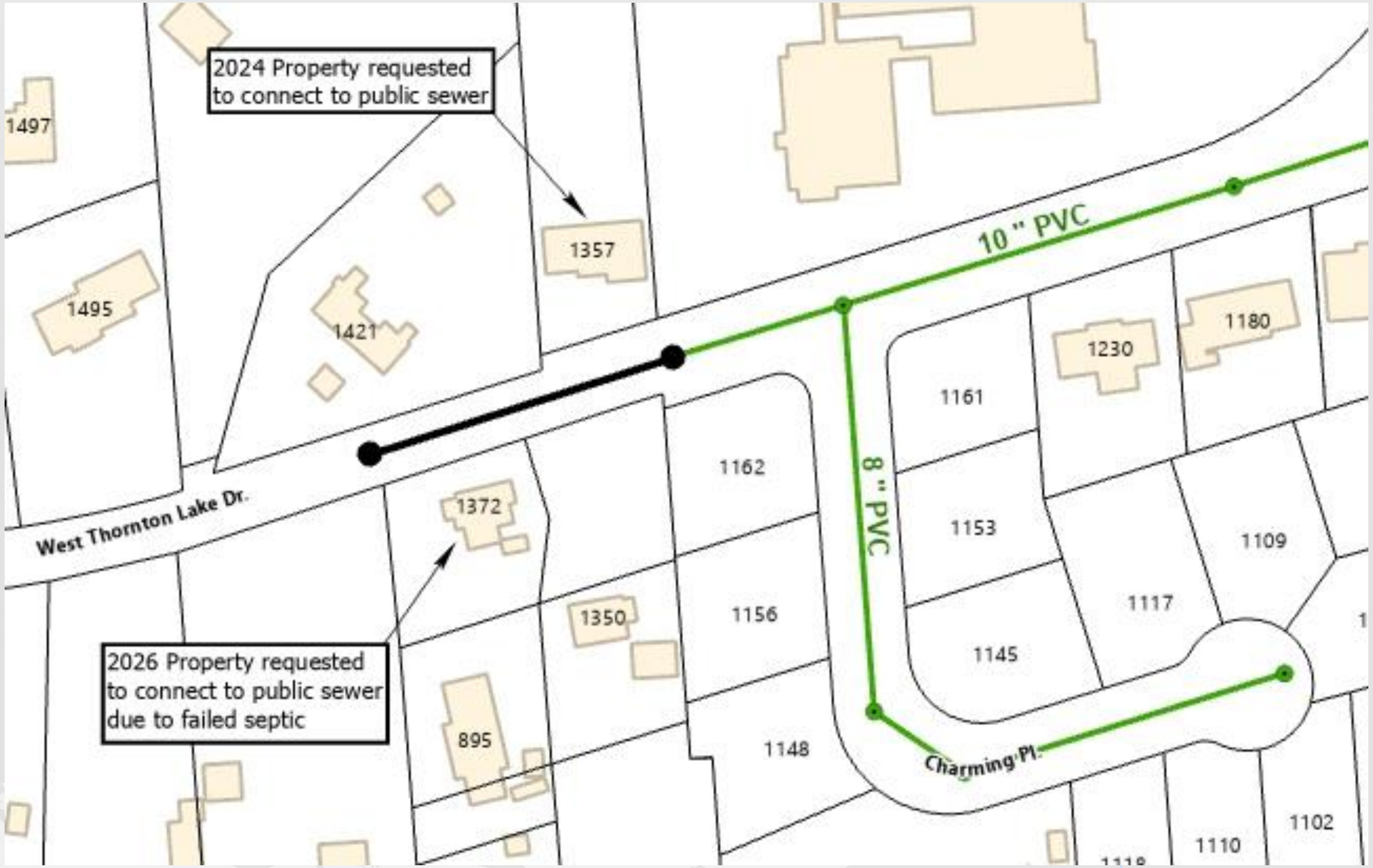
Current Situation

- Property at 2634 Valley View Dr requested to connect to public sewer
- Owner received $200,000 estimate from contractor to construct 130 feet of sewer
- City fees total $19,279 (Connection Fees $13,260 & Sewer SDC $6,019)

Historic Situation 2010

- Property at 2600 Valley View Dr had a failing septic system and was forced to connect to public sewer; public sewer was located within 300 feet
- City funded 360-foot sewer extension

1372 West Thornton Lake Dr



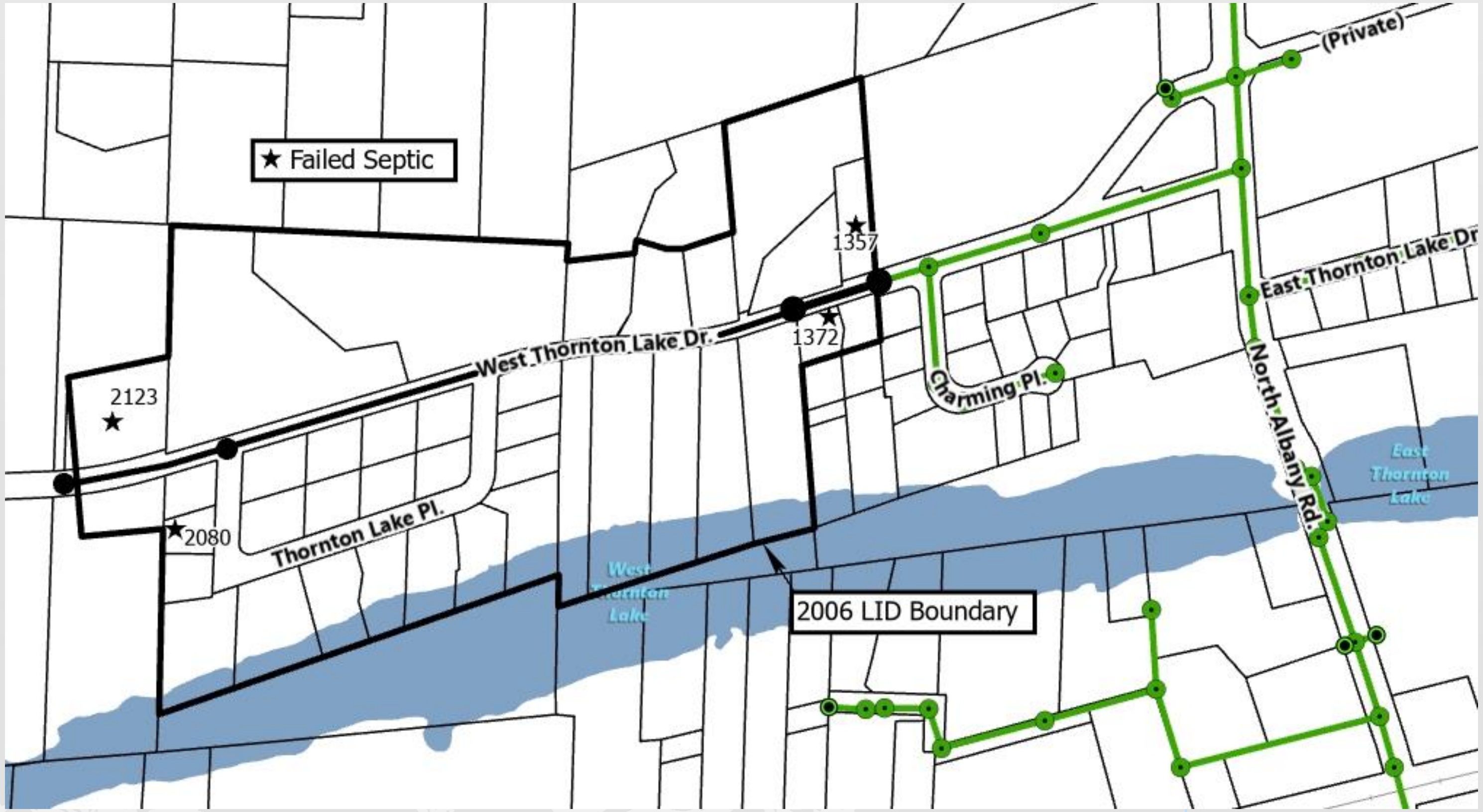
Current Situation

- Owner at 1372 West Thornton Lake Dr requested to connect to public sewer
- Estimated construction cost $200,000
- City fees are $14,594 (Connection Fees $10,200 & SDC $4,394)

Historic Situation 2024

- Owner at 1357 West Thornton Lake Dr applied for a PIP permit to construct public sewer
- Withdrew permit application after receiving cost estimates from contractors.
- City fees at the time totaled $14,519 (Connection Fees $8,500 & SDC $6,019)

1372 West Thornton Lake Dr

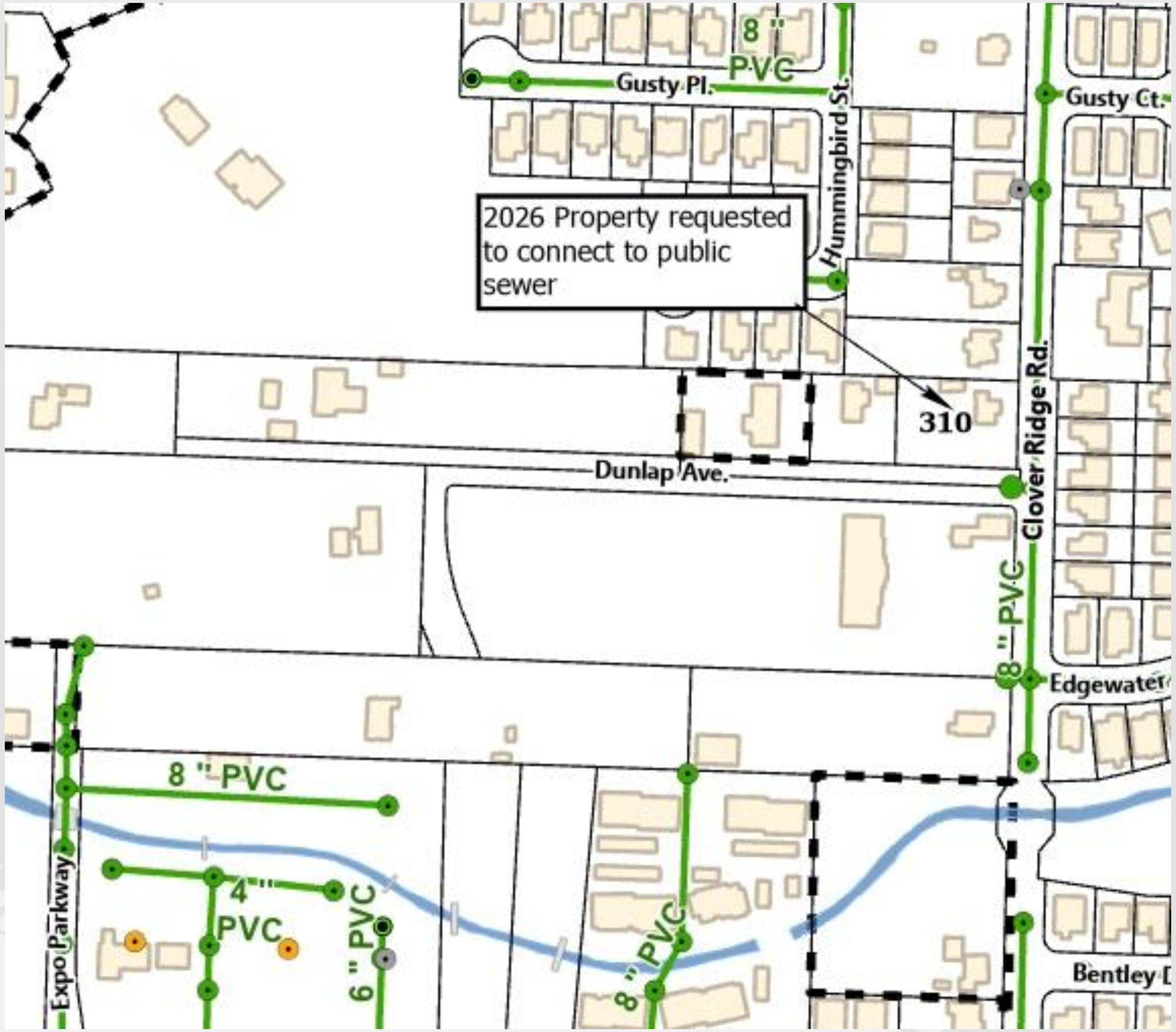


Continued…

Historic Situation 2006

- Benton County Health Division found failed septic systems at 2123 West Thornton Lake Dr and 2080 Thornton Lake Place
- The City received a petition to form an LID to construct 3,000 feet of public sewer from the owner of 2080 Thornton Lake Pl
- 18 of 38 properties within the proposed LID boundary initially expressed interest in the project
- The neighborhood declined to proceed after the preliminary cost estimate of $1.1 million was shared.

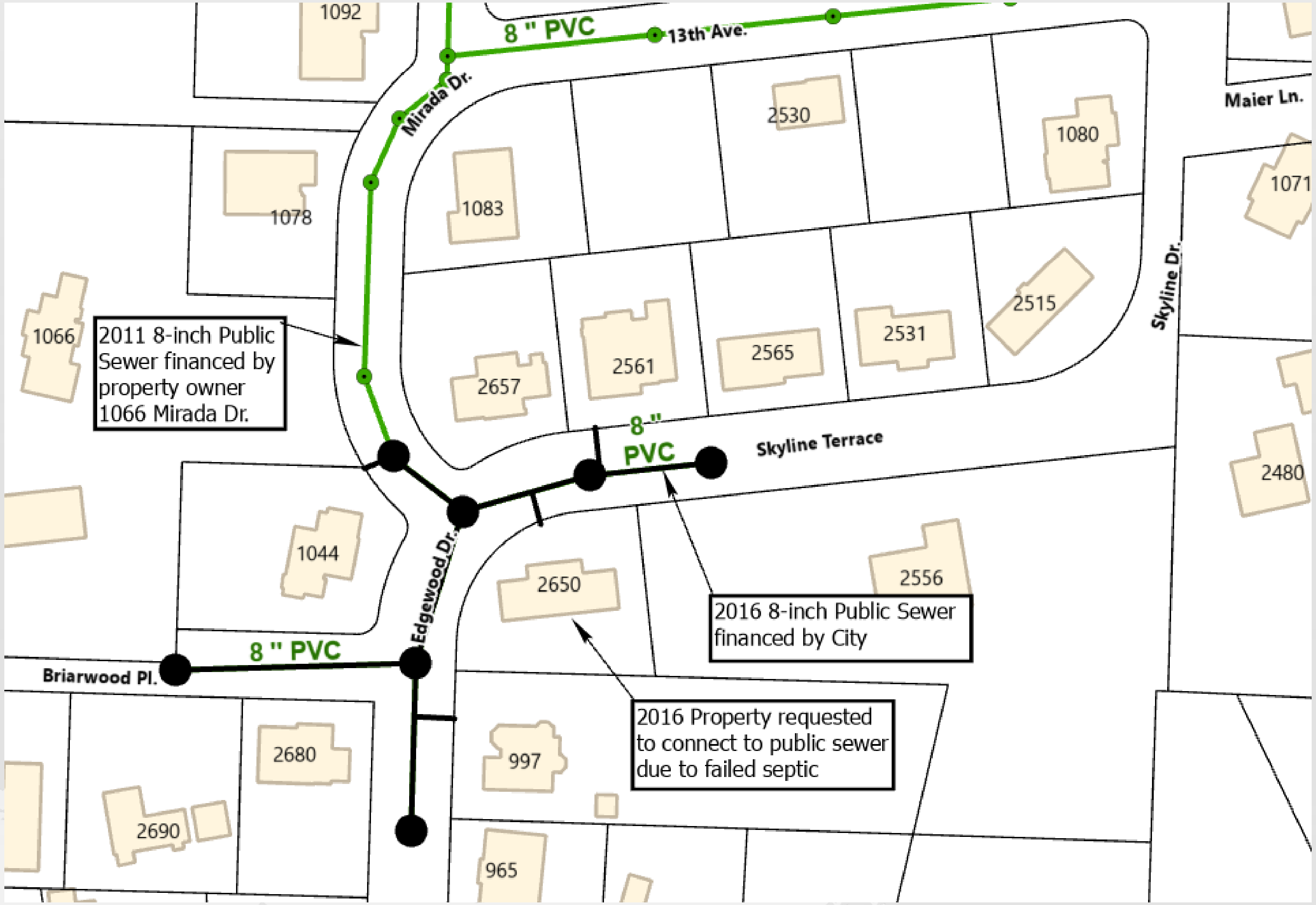
310 Clover Ridge Road NE



Current Situation

- Owner at 310 Clover Ridge Road contacted staff to explore connecting to public sewer
- Septic tank lid was damaged; repair is considered minor maintenance not requiring a permit
- Owner elected to not move forward with constructing public sewer across their frontage at this time
- City fees total $19,279 (Connection Fees $13,260 & Sewer SDC $6,019)

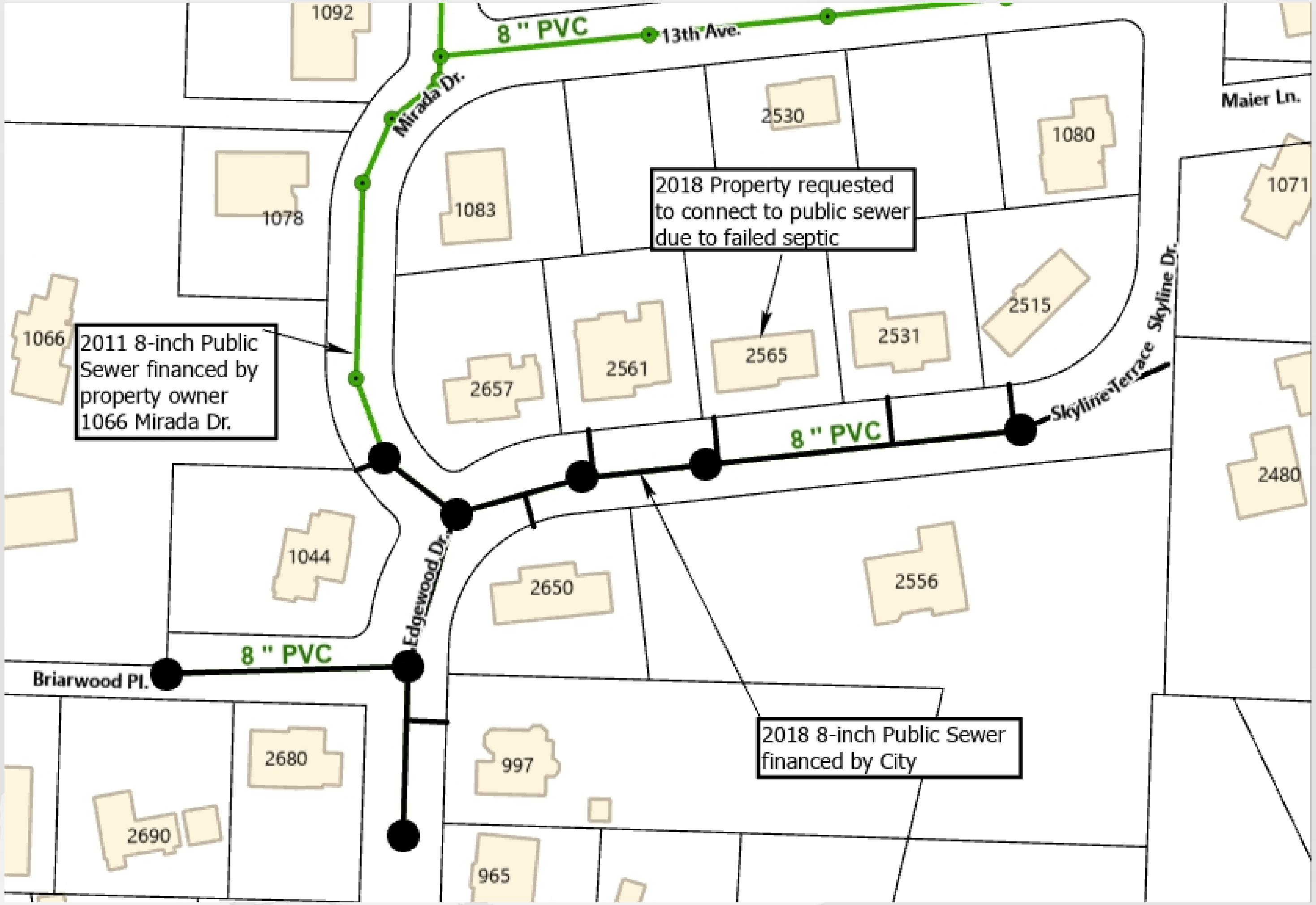
2650 NW Skyline



Historic Situation 2016

- 2650 NW Skyline repaired septic in 1998
- Sewer extended by property owner at 1066 Mirada Dr (PIP Permit) in 2011
- In 2016 Septic System failed again at 2650 NW Skyline; repair not allowed because public sewer within 300 feet
- City funded construction of 700 feet of public sewer
- Four properties connected to the line.

2565 Skyline Terrace NW



Historic Situation 2018

- 2565 Skyline Terrace NW had a failing septic system.
- Public sewer extension in 2017 brought sewer within 300 feet and as a result septic repair not an option
- City funded construction of 225 feet of public sewer
- Three properties, connected to the line.

Recommendation

- Provide guidance for the current sewer connection requests
  - 2634 Valley View Drive
  - 310 Clover Ridge Road NE
  - 1372 West Thornton Lake Drive
  - 1357 West Thornton Lake Drive (2024 Request)
- If desired, schedule a work session to:
  - Consider whether hardship or health-hazard assistance tools should be developed
  - Review use of Petition for Improvement/Waiver of Remonstrance

CITY OF ALBANY, OREGON
albanyoregon.gov

MEMO

TO: Albany City Council

VIA: Peter Troedsson, City Manager
Kayla Barber, Deputy City Manager

FROM: Paul Trombino III, P.E., Director of Public Works

DATE: August 12, 2026, City Council Meeting

SUBJECT: Street Maintenance Fee Structure — Recommended Phased Funding Approach for Local Street Preservation

Purpose:

To present options for Council consideration regarding implementation of the approved Street Maintenance Fee (Ordinance No. 6050 (2024)), including a recommended rate structure and phased funding approach as outlined in the attached analysis.

Background/Discussion:

Albany's local street network (about 34 million square feet across ~1,600 segments) sits at an area-weighted Pavement Condition Index (PCI) of about 60 — the low end of "fair." Roughly 29% of the network is already Very Poor or Failed, and the deferred-maintenance backlog is about $125 million. A parcel-level condition analysis joined to the three council wards shows the need is citywide: Ward 1 $51.0M, Ward 2 $40.6M, and Ward 3 $33.9M ($125.5M total). No ward can be set aside.

Public Works receives roughly $16.8–17.3 million per biennium for transportation, but almost all of it is committed or restricted. The State gas tax is largely consumed by operations and the Capital Improvement Program, and federal STBG and Transportation SDCs are restricted to arterials and collectors. Of currently existing transportation-related revenues, In-Lieu-of-Franchise funds provide the only flexible funding source available to support local-street preservation, and can only do so on a limited basis. Local streets therefore need a dedicated local funding source; a Street Maintenance Fee is what makes the program durable. Federal law (28 CFR 35.151) makes resurfacing an "alteration" that triggers ADA curb-ramp upgrades, and those costs are built into every figure.

Staff frames three options against recommended pavement goals (a weighted-PCI floor of 68 and a guardrail of no more than 10% of network area Very Poor or Failed): (1) Do Nothing — condition continues to decline and the backlog grows; (2) Fully Fund — a steady ~$14 million per year meets both goals by 2046, but costs about $25.48/month for a single-family residence, the highest street fee among Oregon peers; and (3) the Recommended approach — delivery-first, starting smaller, showing results quickly, keeping fees peer-competitive, and building toward the goals. Staff recommends this approach.

The Recommended approach includes four key actions:

- **Expand street preservation efforts immediately.** In 2026, the City will continue the expanded street maintenance program by reprioritizing $180,000 for additional inlay milling and paving and implementing a new pavement rejuvenator program designed to extend the useful life of newer streets before more costly repairs are needed.
- **Temporarily redirect existing flexible resources to street preservation.** Beginning in 2027, the City will temporarily reprioritize $2 million per biennium of In-Lieu-of-Franchise Fees revenue toward neighborhood street preservation. This funding will allow construction to begin immediately in the Area 3 neighborhood east of Lyon Street while minimizing impacts to other Capital Improvement Program priorities as Street Maintenance Fee revenues ramp up.
- **Implement a phased Street Maintenance Fee.** Beginning July 1, 2027, the Street Maintenance Fee would be established at $11.28 per month for a standard single-family residence (single-family rates are tiered by home size, ranging from about $7.11 to $15.12 in 2027) and gradually increase to $15.28 per month for the standard home by 2031, after which it would be adjusted annually based on the ENR Construction Cost Index. This approach provides a dedicated, sustainable funding source while allowing residents and businesses to see results before reaching the full long-term investment level.
- **Build toward long-term funding needs.** Through the Transportation System Plan process currently underway, staff will return to Council in 2028 to discuss additional transportation funding strategies, including potential Transportation System Development Charges and a local gas tax, to further address long-term pavement needs and diversify transportation funding sources.

The recommended $11.28 launch lands mid-pack among Oregon peers (Corvallis $12.28, Oregon City $12.26, Portland $12.00; Bend $10.50, Medford $6.31); about 31 Oregon cities levy a comparable fee. In its first four years the plan visibly improves about 200 of the worst street segments — roughly 24 centerline miles (about 47 lane-miles) across all three wards — and holds the Very Poor/Failed share steady (about 27–30%) rather than letting it grow, while do-nothing climbs toward ~47%. The interim treatments are a 5–8-year fix, not a permanent rebuild; reaching the PCI 68 / ≤10% targets requires the added 2028 revenue legs.

The following compares the three paths at the end of the five-year ramp (2031) and over the long run (2046):

Measure	Option 1: Do Nothing	Option 2: Fully Funded	Recommended
By 2031 — Weighted PCI	45	62	57
% Very Poor + Failed	47%	32%	30%
Deferred backlog	$192M	$128M	$138M
By 2046 — Weighted PCI	10	85	52
% Very Poor + Failed	92%	9%	47%
Deferred backlog	$343M	$34M	$177M
Residential fee / month	$0	$25.48	$11.28 → $15.28
Meets pavement goals?	No	Yes (2046)	Not alone

Option 1: Do Nothing (Status Quo) nearly doubles the Very Poor/Failed share by 2031 and collapses the network by 2046. Option 2: Fully Funded reaches the goals but requires the highest fee immediately. The Recommended approach holds condition and delivers visible early results for residents and businesses at a peer-competitive fee.

Strategic Plan Impact:

Reliable & Sustainable Infrastructure: A dedicated street preservation program supports the City's goal of maintaining reliable infrastructure by creating a sustainable funding source for neighborhood street preservation, improving pavement conditions, and protecting one of the City's largest public assets. Sustainable funding for the City's system is also a specific objective under this vision area.

High-Performing Government: The Recommended approach supports responsible financial stewardship by using existing resources first, demonstrating measurable results, incorporating performance measures, and returning to Council with additional transportation funding options as part of the Transportation System Plan process.

Budget/Staff Impact:

The $2 million per-biennium franchise reprioritization draws from unrestricted In-Lieu-of-Franchise funds with minimal CIP impact, offset as the SMF grows. Street Maintenance Fee revenue ramps from about $6.26 million (FY2027) to about $8.48 million (FY2031); with the franchise contribution, the combined program reaches roughly $9.5 million per year, after which the fee indexes to Engineering News-Record Construction Cost (ENR). ADA curb-ramp costs are included in the program. No significant new staffing is anticipated to launch the program, which uses existing crews and contracts. Low-income assistance would reduce qualifying residential bills but is accounted for in the recommended fee structure.

Staff Recommendation:

Staff recommends that the City Council direct staff to work with our Utility Billing vendor to build out rate structures and bring back a resolution before the end of the year to establish the fee structure for 2027. This will give staff sufficient time to work with our vendor to build out necessary custom software structures and workflows.

Alternatives:

1. Option 1: Do Nothing (Status Quo)- Does not require Council action
2. Option 2: Fully Funded-Staff would recommend bringing back a resolution before the end of the year to ensure all necessary software structures can be accommodated.
3. Option 3: Phased (Recommended)- Staff would recommend bringing back a resolution before the end of the year to ensure all necessary software structures can be accommodated.

Attachments:

1. Street Segment List (Years 1–4)
2. Street Maintenance Fee Process Map
3. Year-1 SMF Model Output
4. Street Maintenance Fee Technical Report

City of Albany — Worst-Condition Streets Targeted, Years 1–4

Proposed Street Maintenance Fee alternative — the 200 lowest-PCI segments, a conservative Years 1–4 delivery target funded within projected revenue · ~23.6 centerl

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
1	OAK STREET	END OF PAVEMENT	38TH AV E	0	Failed	Local	264	36	9,504
2	MAIN STREET	9TH AV E	PACIFIC BL	3	Failed	Local	264	41	10,824
3	11TH AVE SE	MONTGOMERY ST N	JACKSON ST N	4	Failed	Local	897	40	35,904
4	ARLINGTON DR NW	END OF PAVEMENT	VALLEY VIEW DR E	4	Failed	Local	1331	20	26,620
5	BARTLEY PL SE	BARTLEY CT E	HOUSE #3038	4	Failed	Local	211	35	7,392
6	CHICAGO ST SE	SALEM AV N	2ND AV E	4	Failed	Local	158	42	6,652
7	HILLCREST ST NW	NORTH ALBANY PARK	VALLEY VIEW DR E	5	Failed	Local	704	23	16,192
8	CHICAGO ST NE	1ST AV E	RAILROAD TRACKS/BARF	5	Failed	Local	264	42	11,088
9	GREEN ACRES LANE	BEG. PAVE (S. OF PICARI	GREEN ACRES LP N	5	Failed	Local	390	18	7,020
10	2ND AVE SE	MAIN ST N	OAK ST N	6	Failed	Local	632	35	22,120
11	COLUMBUS ST NE	1ST AV E	RAILROAD TRACKS/BARF	6	Failed	Local	270	41	11,070
12	32ND AVE SE	JACKSON ST N	MADISON ST N	7	Failed	Local	1425	32	45,619
13	THURSTON STREET	19TH AV E	QUEEN AV E	7	Failed	Local	686	40	27,456
14	32ND AVE SE	TUDOR WY N	CULDESAC	8	Failed	Local	950	32	30,412
15	24TH (WALNUT)	END OF PAVEMENT	PACIFIC BL	8	Failed	Local	633	36	22,809
16	TUDOR WAY	38TH AV E	TUDOR PL E	8	Failed	Local	580	25	14,520
17	BROADALBIN ST SW	7TH AV E	6TH AV E	8	Failed	Local	264	40	10,560
18	18TH AVE SE	END OF PAVEMENT	HILL ST N	8	Failed	Local	280	30	8,400
19	SHERMAN STREET S	9TH AV E	PACIFIC BL	8	Failed	Local	211	35	7,392
20	PINE PLACE	CUL-DE-SAC	38TH AV E	8	Failed	Local	211	30	6,336
21	FRONT AVE NE	PRIVATE RD	OAK ST N	8	Failed	Local	158	36	5,702
22	19TH AVE SW	MAPLE ST N	PACIFIC BL	8	Failed	Local	105	30	3,168
23	38TH AVE SE	35TH AV E	THURSTON ST N	9	Failed	Local	1530	36	55,080
24	13TH AVE SE	INDUSTRIAL WY N	JACKSON ST N	9	Failed	Local	1107	40	44,280
25	CREST LOOP	KINGSTON WY (S INT)	KINGSTON WY (N INT)	9	Failed	Local	1251	24	30,024
26	BROADALBIN ST SW	9TH AV E	8TH AV E EASTBOUND	9	Failed	Local	316	40	12,671
27	HARDER LANE	GATE (S.)	QUARRY RD	9	Failed	Local	1138	11	12,518
28	HOOD ST SE	13TH AV E	12TH AV E	9	Failed	Local	369	31	11,457
29	MONTGOMERY STREET	4TH AV E	3RD AV E	9	Failed	Local	264	42	11,088
30	HEMLOCK PL SE	CUL-DE-SAC	MOUNTAINVIEW DR E	9	Failed	Local	316	35	11,087

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
31	FIR OAKS DR SW	LAKEWOOD DR E	29TH AV N	10	Failed	Local	1952	36	70,272
32	HILL ST SE	38TH AV E	34TH AV E	10	Failed	Local	1319	50	65,950
33	COMMERCIAL WAY SE	SANTIAM HW	ANDERSON PL N	10	Failed	Local	1056	36	38,016
34	PINE PLACE	38TH AV E	35TH AV E	10	Failed	Local	950	35	33,263
35	4TH AVE SE	COLUMBUS ST N	ERMINE ST N	10	Failed	Local	686	30	20,580
36	JEFFERSON PLSE	CUL-DE-SAC	36TH AVE SE	10	Failed	Local	422	30	12,672
37	5TH AVE SE	BRADLEY ST N	COLUMBUS ST N	10	Failed	Local	158	30	4,751
38	33RD AVE SE	TUDOR WY N	CULDESAC	11	Failed	Local	950	32	30,412
39	38TH AVE SE	THURSTON ST N	HILL ST N	11	Failed	Local	844	36	30,384
40	LAKEWOOD DR SW	FIR OAKS DR N	BEG PCC/S CURVE	11	Failed	Local	810	36	29,160
41	MAYVIEW DRIVE	LOT #1347	ROSA LN	11	Failed	Local	857	32	27,424
42	16TH AVE SW	UMATILLA ST N	ELM ST N	11	Failed	Local	686	32	21,964
43	CHICAGO ST SE	END OF PAVEMENT	34TH AV E	11	Failed	Local	528	35	18,480
44	PINE LANE	CULDESAC	25TH AV E	11	Failed	Local	475	35	16,631
45	16TH AVE SW	MAPLE ST N	VINE ST N	11	Failed	Local	316	42	13,305
46	BROADALBIN ST SW	6TH AV E	5TH AV E	11	Failed	Local	316	40	12,671
47	31ST AVE SE	MADISON ST N	HILL ST N	11	Failed	Local	316	36	11,404
48	19TH AVE SW	WALNUT ST N	MAPLE ST N	11	Failed	Local	369	30	11,088
49	SHORTRIDGE STREET	CUL-DE-SAC	29TH AV E	11	Failed	Local	316	35	11,087
50	BROADALBIN ST SW	8TH AV E EASTBOUND	7TH AV E	11	Failed	Local	264	40	10,560
51	DEVON PL SE	34TH AV E	CUL-DE-SAC	11	Failed	Local	264	35	9,240
52	SHADY LANE	GREENACRES LN	DEAD END N	11	Failed	Local	480	13	6,240
53	BRADLEY ST SE	END OF PAVEMENT	5TH AV E	11	Failed	Local	105	30	3,168
54	5TH AVE SE	LYON ST N	MADISON ST N	12	Failed	Local	2581	42	108,402
55	38TH AVE SE	HILL ST N	END OF PAVEMENT	12	Failed	Local	1793	36	64,548
56	WALNUT STREET	21ST AV E	QUEEN AV E	12	Failed	Local	950	42	39,900
57	12TH AVE SW	TAKENA ST N	ELM ST N	12	Failed	Local	844	40	33,760
58	MADISON STREET	34TH AV E	31ST AV E	12	Failed	Local	844	35	29,540
59	PARK TERRACE SOUTH	QUEEN AV E	13TH AV E	12	Failed	Local	897	28	25,116
60	LAFAYETTE PLACE	LAFAYETTE ST	CUL-DE-SAC	12	Failed	Local	209	30	6,270
61	TUDOR PLACE	HILL ST N	TUDOR WY N	12	Failed	Local	158	25	3,959
62	12TH AVE SE	THURSTON ST N	HILL ST N	13	Failed	Local	1055	40	42,200
63	TUDOR WAY	28TH AV E	24TH AV E	13	Failed	Local	1319	31	40,889

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
64	27TH AVE SE	TUDOR WY N	OAK ST N	13	Failed	Local	949	31	29,419
65	FULTON ST SE	27TH AV E	25TH AV E	13	Failed	Local	686	35	24,024
66	7TH AVE SE	WAVERLY DR N	END OF PAVEMENT	13	Failed	Local	580	33	19,166
67	36TH AVE SW	36TH CT E	THURSTON ST N	13	Failed	Local	580	33	19,140
68	SHERWOOD PLACE	CUL-DE-SAC (S)	DOGWOOD LN E	13	Failed	Local	474	32	15,168
69	MAIN STREET	11TH AV E	10TH AV E	13	Failed	Local	264	41	10,824
70	CLEVELAND ST NE	1ST AV E	WATER AV E	13	Failed	Local	264	36	9,504
71	MADISON STREET	29TH AV E	28TH AV E	13	Failed	Local	264	35	9,240
72	30TH AVE SE	WESTPARK CT N	ERMINE ST N	13	Failed	Local	158	36	5,702
73	WILT AVE	BARTLEY DR N	HOUSE #3025	13	Failed	Local	158	36	5,702
74	EMBASSY PLACE	LINCOLN ST N	BEG. LP	13	Failed	Local	77	32	2,464
75	MADISON STREET	38TH AV E	34TH AV E	14	Failed	Local	1213	36	43,668
76	SHERMAN STREET S	27TH AV E	24TH AV E	14	Failed	Local	1108	30	33,263
77	30TH AVE SE	TUDOR WY N	OAK ST N	14	Failed	Local	1003	30	30,096
78	6TH AVE SE	SHERMAN ST N	PINE ST N	14	Failed	Local	686	35	24,024
79	COLUMBUS ST SE	5TH AV E	4TH AV E	14	Failed	Local	422	42	17,740
80	16TH AVE SW	ELM ST N	WALNUT ST N	14	Failed	Local	369	42	15,523
81	23RD AVE SE	MAIN ST N	OAK ST N	14	Failed	Local	475	31	14,731
82	COLUMBUS ST SE	PACIFIC BL	5TH AV E	14	Failed	Local	316	42	13,305
83	WILLETTA STREET	49TH AVE SW	END OF PAVEMENT	14	Failed	Local	463	18	8,334
84	31ST AVE SE	HILL ST N	GEARY ST N	15	Failed	Local	1900	36	68,400
85	THURSTON STREET	38TH AV E	34TH AV E	15	Failed	Local	1214	35	42,490
86	18TH AVE SE	CUL-DE-SAC	WAVERLY DR N	15	Failed	Local	739	30	22,176
87	MADISON STREET	31ST AV E	29TH AV E	15	Failed	Local	580	35	20,328
88	CLAY ST SE	4TH AV E	SALEM AV N	15	Failed	Local	475	41	19,483
89	COLUMBUS ST SE	4TH AV E	SALEM AV N	15	Failed	Local	422	42	17,740
90	27TH AVE SE	MARION ST N	JACKSON ST N	15	Failed	Local	528	31	16,368
91	33RD AVE SE	END OF PAVEMENT	MADISON ST N	15	Failed	Local	475	33	15,681
92	ERMINE ST SE	PACIFIC BL	4TH AV E	15	Failed	Local	369	41	15,153
93	26TH AVE SW	LIBERTY ST N	CRESCENT DR N	15	Failed	Local	475	31	14,731
94	27TH AVE SW	LAWNRIDGE ST N	LIBERTY ST N	15	Failed	Local	369	35	12,936
95	35TH AVE SE	OAK ST N	PINE ST N	15	Failed	Local	316	33	10,454
96	29TH AVE SE	CLAY ST N	DAVIDSON ST N	15	Failed	Local	264	36	9,504

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
97	30TH AVE SE	DAVIDSON ST N	WESTPARK CT N	15	Failed	Local	264	36	9,504
98	BREAKWOOD CIR SE	21ST AV E	20TH AV E	16	Failed	Local	1372	35	48,048
99	LAFAYETTE ST SE	38TH AV E	35TH AV E	16	Failed	Local	897	35	31,416
100	18TH AVE SE	HILL ST N	MAIN ST N	16	Failed	Local	739	30	22,176
101	5TH AVE SE	CHICAGO ST N	BURKHART ST N	16	Failed	Local	686	30	20,592
102	23RD CT SE	CUL-DE-SAC	GEARY ST N	16	Failed	Local	422	35	14,784
103	FULTON ST SE	PACIFIC BL	4TH AV E	16	Failed	Local	316	40	12,671
104	MONTGOMERY STREET	5TH AV E	4TH AV E	16	Failed	Local	264	42	11,088
105	VINE STREET (WEST SIDE)	14TH AV E	12TH AV E	16	Failed	Local	528	20	10,560
106	BAIN ST SE	29TH AV E	28TH AV E	16	Failed	Local	264	36	9,504
107	16TH AVE SW	LINCOLN ST N	BROADWAY ST N	16	Failed	Local	264	32	8,448
108	BARTLEY CT SE	CUL-DE-SAC	BARTLEY DR N	16	Failed	Local	211	35	7,392
109	INDUSTRIAL WAY SW	QUEEN AV E	13TH AV E	17	Failed	Local	1636	41	67,108
110	PEACH TREE LANE	SPRINGHILL RD	DEAD END	17	Failed	Local	1303	32	41,696
111	20TH AVE SE	HILL ST N	TUDOR WY N	17	Failed	Local	475	40	19,007
112	JEFFERSON CT SE	CUL-DE-SAC	22ND AV E	17	Failed	Local	475	35	16,631
113	16TH AVE SW	WALNUT ST N	MAPLE ST N	17	Failed	Local	369	42	15,523
114	30TH PL SE	CUL-DE-SAC	MARION ST N	17	Failed	Local	422	35	14,784
115	36TH CT SE	CUL-DE-SAC	36TH AV E	17	Failed	Local	211	60	12,672
116	35TH AVE SE	LAFAYETTE ST N	MADISON ST N	17	Failed	Local	316	36	11,404
117	FRONT AVE NE	CLEVELAND ST N	DENVER ST N	17	Failed	Local	316	36	11,404
118	MONTGOMERY STREET	6TH AV E	5TH AV E	17	Failed	Local	264	42	11,088
119	JACKSON ST SE	5TH AV E	4TH AV E	17	Failed	Local	264	41	10,824
120	MAIN STREET	10TH AV E	9TH AV E	17	Failed	Local	264	41	10,824
121	RAILROAD STREET	2ND AV E	1ST AV E	17	Failed	Local	264	41	10,824
122	22ND AVE SE	WASHINGTON ST	FERRY ST SW	17	Failed	Local	295	36	10,620
123	COLUMBUS ST NE	RAILROAD TRACKS/BARF	FRONT ST E	17	Failed	Local	259	41	10,619
124	22ND PL SE	CUL-DE-SAC	22ND AVE	17	Failed	Local	264	36	9,504
125	8TH AVE SE	BRADLEY ST N	COLUMBUS ST N	17	Failed	Local	211	30	6,336
126	26TH AVE SW	CRESCENT DR N	CUL-DE-SAC	17	Failed	Local	158	31	4,910
127	LAUREL HEIGHTS	QUARRY RD E	LAUREL OAKS DR E	17	Failed	Local	346	14	4,844
128	LYON STREET	25TH AV E	105 FT N OF 25TH AVE SE	17	Failed	Local	105	35	3,696
129	4TH AVE SE	END OF PAVEMENT	BRADLEY ST N	17	Failed	Local	105	30	3,168

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
130	JACKSON ST SE	34TH AV E	28TH AV E	18	Failed	Local	1741	40	69,640
131	40TH AVE SE	WAVERLY DR N	SHORTRIDGE ST N	18	Failed	Local	897	36	32,313
132	25TH AVE SW	LIBERTY ST N	UMATILLA ST N	18	Failed	Local	950	31	29,462
133	28TH AVE SW	LIBERTY ST N	UMATILLA ST N	18	Failed	Local	844	31	26,188
134	CLOVERDALE PLACE	DEAD END SOUTH	13TH AVE NW	18	Failed	Local	580	32	18,560
135	RALEIGH COURT	CUL-DE-SAC	28TH AV E	18	Failed	Local	528	35	18,480
136	CRESCENT DR SW	LIBERTY ST N	26TH AV E	18	Failed	Local	580	31	18,004
137	2ND AVE SE	GEARY ST N	CHICAGO ST N	18	Failed	Local	316	42	13,305
138	JOANNA PL SW	CUL-DE-SAC	COLLEGE PARK DR E	18	Failed	Local	369	34	12,566
139	LAWNRIDGE STREET	9TH AV E	8TH AV E	18	Failed	Local	264	42	11,088
140	WALNUT STREET	6TH AV E	5TH AV E	18	Failed	Local	264	42	11,088
141	JACKSON ST SE	4TH AV E	3RD AV E	18	Failed	Local	264	41	10,824
142	22ND AVE SE	JACKSON ST N	JEFFERSON ST N	18	Failed	Local	316	34	10,771
143	16TH AVE SW	GALE ST N	LINCOLN ST N	18	Failed	Local	264	32	8,448
144	8TH AVE SW	ELLSWORTH ST N	LYON ST N	18	Failed	Local	369	20	7,380
145	MAPLE STREET	QUEEN AV E	12TH AV E	19	Failed	Local	1476	42	61,992
146	ERMINE ST SE	SANTIAM RD E	PACIFIC BL	19	Failed	Local	1478	41	60,598
147	BROOKSIDE AVE SE	WAVERLY DR N	100 FT E OF BARTLEY D	19	Failed	Local	1261	33	41,613
148	CHERRY LANE	SPRINGHILL RD	HOUSE #230/END OF CU	19	Failed	Local	1153	32	36,896
149	29TH AVE SE	TUDOR WY N	OAK ST N	19	Failed	Local	1003	30	30,096
150	ERMINE ST SE	25TH AVE SE	23RD AVE SE	19	Failed	Local	854	35	29,890
151	ERMINE ST SE	4TH AV E	SALEM AV N	19	Failed	Local	580	41	23,812
152	14TH AVE SW	WALNUT ST N	MAPLE ST N	19	Failed	Local	316	40	12,671
153	CHICAGO ST SE	6TH AV E	5TH AV E	19	Failed	Local	264	42	11,088
154	MONTGOMERY STREET	7TH AV E	6TH AV E	19	Failed	Local	264	42	11,088
155	RAILROAD STREET	3RD AV E	2ND AV E	19	Failed	Local	264	41	10,824
156	BURKHART ST SE	6TH AV E	5TH AV E	19	Failed	Local	264	40	10,560
157	26TH AVE SE	JEFFERSON ST N	THURSTON ST N	19	Failed	Local	264	36	9,504
158	MONTGOMERY STREET	13TH AVE	11TH AVE	19	Failed	Local	264	36	9,504
159	15TH AVE SE	JEFFERSON ST N	BARRICADE EAST OF TH	19	Failed	Local	316	30	9,503
160	BURKHART ST NE	1ST AV E	WATER AV E SOUTH INT	19	Failed	Local	211	40	8,448
161	6TH AVE SE	GEARY ST N	CHICAGO ST N	19	Failed	Local	264	30	7,920
162	FULTON PL SE	CUL-DE-SAC	22ND AV E	19	Failed	Local	211	35	7,392

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
163	VINE STREET (WEST SIDE)	5TH AVE	4TH AVE	19	Failed	Local	264	9	2,376
164	24TH AVE SW	LIBERTY ST N	PACIFIC BLVD N	20	Failed	Arterial/Colle	1648	39	64,272
165	13TH AVE SE	JACKSON ST N	HILL ST N	20	Failed	Local	1740	30	52,200
166	OAK STREET	28TH AV E	24TH AV E	20	Failed	Local	1372	36	49,392
167	THURSTON STREET	QUEEN AV E	13TH AV E	20	Failed	Local	1267	35	44,345
168	18TH AVE SE	FESCUE ST N	THREE WAYS LAKES	20	Failed	Local	1108	36	39,888
169	MAYVIEW DRIVE	ROSA LN N	NEBERGALL (S) LP N	20	Failed	Local	700	32	22,400
170	33RD AVE SW	FIR OAKS DR N	WILLETTA PL N	20	Failed	Local	580	36	20,908
171	20TH AVE SW	WASHINGTON ST N	FERRY ST N	20	Failed	Local	369	40	14,784
172	16TH PL SE	THURSTON ST N	LAFAYETTE ST N	20	Failed	Local	369	30	11,088
173	CALAPOOIA ST SW	9TH AV E	8TH AV E	20	Failed	Local	264	41	10,824
174	JACKSON ST SE	6TH AV E	5TH AV E	20	Failed	Local	264	41	10,824
175	CLEVELAND ST SE	DEAD END S	12TH AVE SE	20	Failed	Local	334	30	10,020
176	4TH AVE SE	GEARY ST N	CHICAGO ST N	20	Failed	Local	316	30	9,503
177	5TH AVE SE	GEARY ST N	CHICAGO ST N	20	Failed	Local	264	30	7,920
178	SOUTHSHORE	BAIN ST N	AIRPORT RD N	21	Failed	Local	1688	40	67,520
179	DEL RIO AVE SE	MORAGA AV E	COLUMBUS ST N	21	Failed	Local	1899	35	66,465
180	8TH AVE SW	TAKENA ST N	ELM ST N	21	Failed	Local	897	40	35,904
181	TUDOR WAY	21ST AVE SE	19TH AVE SE	21	Failed	Local	681	40	27,240
182	1ST AVE E	CLEVELAND ST N	GEARY ST N	21	Failed	Local	632	42	26,544
183	14TH AVE SW	LAWNRIDGE ST N	TAKENA ST N	21	Failed	Local	580	30	17,424
184	TAKENA STREET	PARK PL E	LAKEWOOD DR E	21	Failed	Local	528	31	16,368
185	UMATILLA STREET	UMATILLA CT E	PARK PL E	21	Failed	Local	369	32	11,827
186	CHICAGO ST SE	5TH AV E	4TH AV E	21	Failed	Local	264	42	11,088
187	PICARDY LANE	GREEN ACRES LN E	END OF PAVEMENT	21	Failed	Local	518	18	9,324
188	UMATILLA COURT	END OF PAVEMENT	UMATILLA CT E	21	Failed	Local	211	32	6,758
189	GREEN COURT	CUL-DE-SAC	FAIRWAY DR E	21	Failed	Local	158	32	5,056
190	CLOVERDALE DRIVE	CLOVERDALE DR N	CUL-DE-SAC	21	Failed	Local	127	33	4,191
191	4TH AVE SE	LYON ST N	MADISON ST N	22	Failed	Local	2634	42	110,628
192	JEFFERSON ST SE	22ND AV E	QUEEN AV E	22	Failed	Local	1530	31	47,430
193	JEFFERSON ST SE	QUEEN AV E	13TH AV E	22	Failed	Local	1214	35	42,490
194	29TH AVE SE	JACKSON ST N	MADISON ST N	22	Failed	Local	1319	30	39,570
195	COLUMBUS ST SE	SANTIAM RD E	PACIFIC BL	22	Failed	Local	999	38	37,962

#	Street	From	To	PCI	Condition	Class	Length (ft)	Width (ft)	Area (sq ft)
196	ERMINE ST SE	34TH AV E	30TH AV E	22	Failed	Local	1003	35	35,105
197	4TH AVE SE	ERMINE ST N	WAVERLY DR N	22	Failed	Local	528	40	21,120
198	FULTON CT SE	CUL-DE-SAC	23RD AV E	22	Failed	Local	475	35	16,631
199	WIDMER PLACE	FERGUSON DR N	CUL-DE-SAC	22	Failed	Local	500	32	16,000
200	CHICAGO ST SE	COLUMBUS PL	North of House 3600	22	Failed	Local	374	35	13,090
Total			**200 segments**				**124,692**		**4,336,416**
							23.6 mi		*sq ft treated*

Notes

- Selection: the 200 lowest-PCI street segments, addressed worst-first in Years 1–4 of the phased plan.
- Conservative delivery target: this count fits within projected Years 1–4 revenue (~$26.9M) at estimated all-in treatment cost, including ADA curb ramps and contingency, with reserve rema
- All 200 are currently in Failed condition (PCI 0–25).
- “From” / “To” are the segment's beginning and ending cross-street limits. “Class” is the street's functional classification.
- Area = section length × width from the pavement inventory.
- Source: City of Albany 2025_PCI_Condition pavement inventory (ArcGIS). Prepared for the Street Maintenance Fee Council packet.

Street Maintenance Fee — How the Fee Is Assessed

Model process map: land-use categories → the six trip-generation bins (City SMF model, 2025 policy-based)

STREET MAINTENANCE FEE

RESIDENTIAL

billed per dwelling / unit · ~50% of revenue

Single-family — 4 tiers by home living area:

Tier 1 ≤ 1,000 sf	~2% of homes	$7.11
Tier 2 1,001–1,250 sf	~4%	$9.14
Tier 3 1,251–3,000 sf	~82% · standard home	$11.28
Tier 4 > 3,000 sf	~12%	$15.12

Multifamily (per dwelling unit) — $8.04

Other residential — per rate model
manufactured-home spaces, assisted living / care, affordable housing

NON-RESIDENTIAL — billed per 1,000 sq ft by ITE trip generation (average weekday trips)

Bin 1	≤5 trips	$5.43 /1,000 sf	**Warehouse & industrial:** light industrial, manufacturing, warehouse & mini-storage, data center, industrial park **Low-traffic services & sales:** assisted living, hardware / paint store, furniture store, RV sales
Bin 2	5–18 trips	$13.03 /1,000 sf	**Offices:** general, small & single-tenant office, corporate HQ, office / business / R&D parks **Institutional:** hospital, nursing home, church, school-district office, DMV, utility **Building supply & services:** lumber & building materials, home-improvement & electronics superstores, specialty trades, hair salon, auto parts & service
Bin 3	18–29 trips	$21.71 /1,000 sf	**Auto & big-box retail:** auto sales, tire stores, discount club, department store, factory outlet, sporting-goods / pet / office superstores **Public & community:** government office, day care, animal hospital, free-standing ER, recreation center **Quick-service:** fast food (drive-thru only), coffee shop, auto care center
Bin 4	29–38 trips	$31.48 /1,000 sf	**Medical & dining:** medical / dental office, clinic, fine-dining restaurant, free-standing discount superstore
Bin 5	38–52 trips	$42.34 /1,000 sf	**Supermarkets & high-turnover:** supermarket, pharmacy / drugstore, variety store, high-turnover restaurant, health / fitness club, drinking place, wine tasting room
Bin 6	>52 trips	$65.13 /1,000 sf	**Highest-traffic:** banks, fast food, convenience & gas w/ convenience, coffee / donut w/ drive-thru, quick lube, liquor / marijuana stores, post office, movie theater, apparel store

Special generators — billed per unit, not per 1,000 sq ft: schools (per student, 50% discount) · hotels & motels (per room) · gas stations (per fueling position) · car washes (per bay) · detention (per bed) · parks & golf (per acre / hole) · airport (per employee). Trip caps reduce the fee for the largest generators.

Rate structure: ITE average-weekday trip generation · revenue balanced ~50/50 residential / non-residential · low-income customers receive a 70% credit · rates index to ENR after 2031.

Year-1 SMF Model Output — Revenue by Customer Class

City Street Maintenance Fee model · 2025 customer base · standard (Tier 3) single-family $11.28 · annualized

$6.26M Total Year-1 revenue | **Residential $3.18M · 50.8%** | **Non-residential $3.08M · 49.2%**

RESIDENTIAL — billed per dwelling / unit · $3.18M (50.8%)

Single-family — tiered by home living area:

Tier 1 · ≤ 1,000 sf	350 homes × $7.11/mo	$0.03M
Tier 2 · 1,001–1,250 sf	700 × $9.14/mo	$0.08M
Tier 3 · 1,251–3,000 sf	14,343 × $11.28/mo · standard	$1.94M
Tier 4 · > 3,000 sf	2,099 × $15.12/mo	$0.38M
Multifamily (per unit)	7,092 units × $8.04/mo	$0.68M
Other residential	mobile-home, care, affordable	$0.07M
Residential subtotal		**$3.18M · 50.8%**

NON-RESIDENTIAL — per 1,000 sq ft by ITE bin · $3.08M (49.2%)

Bin 1	**≤5 · warehouse / industrial** 288 acct · $5.43/1k sf	$0.51M
Bin 2	**5–18 · office / institutional** 292 · $13.03/1k sf	$0.53M
Bin 3	**18–29 · retail / auto / shopping** 283 · $21.71/1k sf	$0.95M
Bin 4	**29–38 · medical / dental** 114 · $31.48/1k sf	$0.33M
Bin 5	**38–52 · restaurants / supermarkets** 61 · $42.34/1k sf	$0.34M
Bin 6	**>52 · banks / fast food** 171 · $65.13/1k sf	$0.42M
Non-residential subtotal		**$3.08M · 49.2%**

Balanced by design: the model sets residential at ~50% of revenue, then allocates the rest across the six non-residential trip bins. Single-family is tiered by home size (Tier factors 0.63 / 0.81 / 1.00 / 1.34; ~2% / 4% / 82% / 12% of homes). Schools receive a 50% discount and trip caps limit the largest generators (both reflected in the bin rates); low-income customers receive a 70% credit.

Data vintage: 2025 customer counts and building area (SMF_Model 8.6.2025), held constant. Year 1 annualized; 2027 collection is ~a half-year (fee effective 7/1/2027). Rates index to ENR after 2031.

City of Albany, Oregon — Public Works

Albany SMF Report

Street Maintenance Fee Options — Technical Analysis

From: Paul Trombino, Public Works Director **Date:** July 24, 2026

Executive Summary

Purpose: This report provides the technical analysis supporting the proposed phased Street Maintenance Fee presented to the Albany City Council.

Key Findings:

- Albany has a $125 million pavement maintenance backlog.
- Without additional investment, the pavement maintenance backlog is projected to grow by approximately $10.9 million annually.
- About 42% of streets are already in Poor or worse condition (PCI ≤ 55) — the roads residents feel every day — including nearly 30% that are Very Poor or Failed (PCI ≤ 40).
- Existing transportation revenues cannot fund neighborhood street preservation.
- Three funding scenarios were evaluated.
- Recommended approach because it balances affordability with visible near-term improvements while creating a path toward long-term pavement sustainability.
- The recommended approach includes affordability protections for qualifying low-income residents through an expansion of the City's existing utility assistance program.

Street Maintenance Fee Options

Option	Monthly Residential Fee	Outcome
Do Nothing (Status Quo)	$0	Conditions continue to decline
Fully Funded	Immediate $25.48 with index to ENR	Achieves long-term goals
Recommended	Phased start at $11.28 with a five-year ramp up to $15.28, then indexed to ENR	Stabilizes the system while building toward long-term pavement goals through future transportation funding discussions.

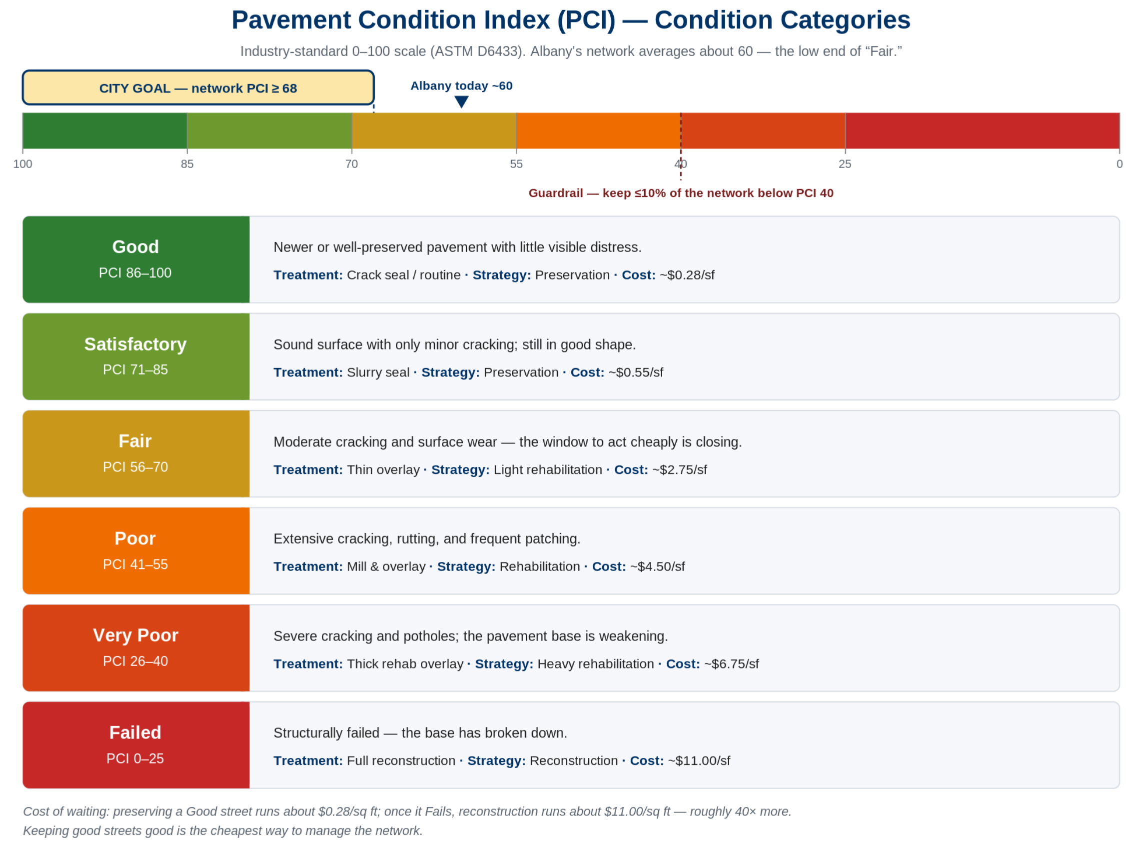
Analysis

Why we are here

Albany's street system is reaching a critical point. The estimated cost to restore the system has grown to approximately $125 million, and without a dedicated funding source, street conditions will continue to decline and repairs will become more expensive over time. Albany's street network includes approximately 34 million square feet of pavement across more than 1,600 street segments. The City's overall Pavement Condition Index (PCI), the industry standard for measuring pavement condition, is approximately 60, which is at the low end of “Fair.” About 42% of the network is already in Poor or worse condition (PCI ≤ 55) — the streets residents notice every day — and roughly 29% is in the worst Very Poor or Failed condition (PCI ≤ 40), the guardrail the City tracks against its pavement goals. State and federal dollars (state gas tax, STBG, SDCs) have been fully committed to operations, the Capital Improvement Program, or are legally restricted to arterials and collectors, so local streets need a local funding source.

Understanding the Pavement Condition Index (PCI)

PCI is the industry-standard 0–100 scale (ASTM D6433) for rating pavement condition. The graphic below summarizes the six condition categories, the recommended treatment for each, and the sharp rise in cost as a street declines — which is why preserving good streets early is so much cheaper than rebuilding failed ones.



Pavement Condition Index categories, typical treatments, and unit costs (ASTM D6433).

Current transportation funding (per biennium)

Existing transportation revenues cannot adequately fund neighborhood street preservation. Public Works receives roughly $16.8–17.3 million per biennium for transportation, with a portion of it legally restricted or committed. State gas tax revenues are largely committed to operating and maintaining the existing system, while federal grants and transportation SDCs are legally restricted to major streets. Reprioritizing In-Lieu-of-Franchise Fees revenue temporarily provides an important first step, but a dedicated Street Maintenance Fee is needed to create a sustainable long-term preservation program.

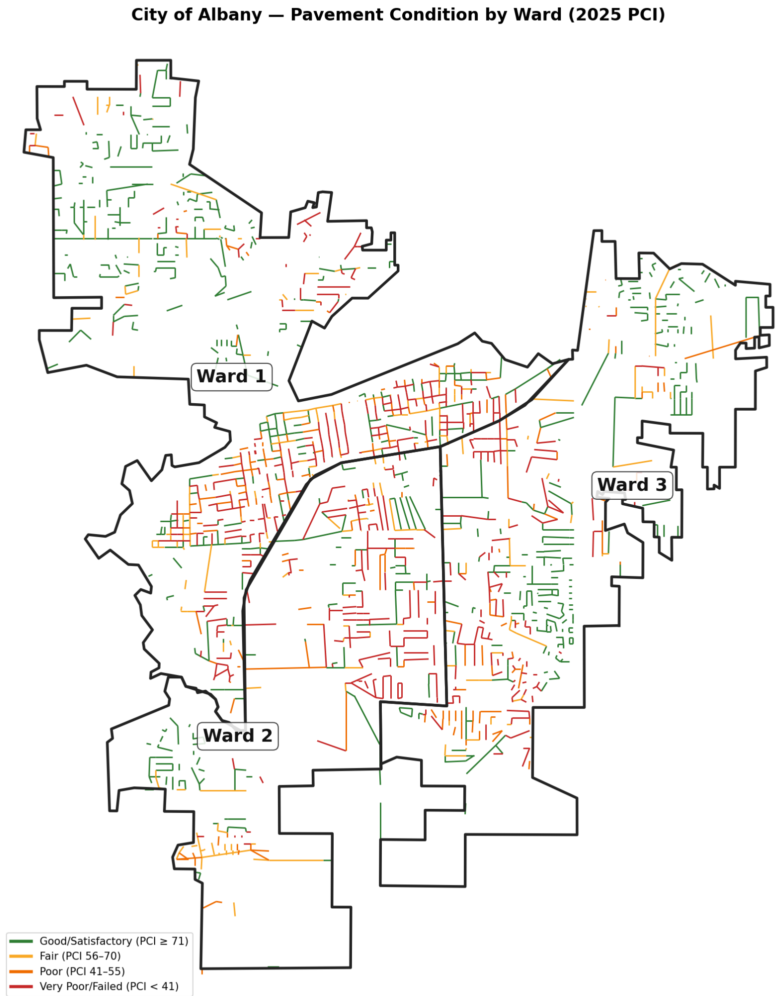
Funding source	~ / Biennium	Permitted use / restriction	Local-street preservation?
State Gas Tax	~$9.0M	Operations & maintenance within right-of-way (patching, resurfacing, sealing, ADA ramps) on the existing system	Largely committed to operations and CIP
Federal STBG (via Albany MPO)	~$0.8M	Arterials & collectors only (major collector or higher)	No
Transportation SDCs	~$1.5–2.0M	Growth-related projects in the Transportation System Plan (arterials & collectors)	No
In-Lieu-of-Franchise Fees (sewer/water/stormwater)	~$5.5M	Flexible	Currently committed to major construction projects. Recommended source of temporary reprioritization
Total	**~$16.8–17.3M**	—	—

Takeaway: the gas tax is mostly consumed by day-to-day operations, and STBG and SDCs are restricted to arterials and collectors — none is a reliable source for local-street preservation. Reprioritizing In-Lieu-of-Franchise Fees is a first step; a dedicated Street Maintenance Fee is what makes the program durable.

The need is in every ward

A parcel-level condition analysis, joined to the three council wards, shows the deficit is citywide — no ward can be set aside. Every ward carries $34–51M of need. This means every ward will benefit from future investments.

Ward	Avg PCI	% Very Poor+Failed	Streets (segments)	Maintenance Deficit
Ward 1	59.5	30%	811	$51.0M
Ward 2	53.3	36%	334	$40.6M
Ward 3	63.7	23%	481	$33.9M
Citywide	**59.3**	**29%**	**1,626**	**$125.5M**



Pavement Condition by Ward (2025 PCI).

Proposed City Pavement Goals frame the options

- **Target 1:** Maintain the City's overall pavement condition at a PCI of at least 68, which is generally considered the threshold between “Fair” and “Good” and aligns with a common national target of 70. This is our condition floor.
- **Target 2:** Reduce the percentage of streets in Very Poor or Failed condition (PCI below ~40) to no more than 10 percent. This is our guardrail for measuring if program changes may be needed.
- **Target 3:** Ensure the City's ADA requirements are included in project scopes and costing. Federal law (28 CFR 35.151) makes resurfacing an “alteration” that requires compliant curb ramps.

Three options are evaluated against these targets: (1) Do Nothing (the baseline), (2) Fully Fund at ~$14M/yr, and (3) the Recommended approach. They are described below and compared side-by-side under “Comparing the three paths.”

Option 1 – Do Nothing (Status Quo)

Under this option, the City would continue relying on existing transportation funding sources without implementing a Street Maintenance Fee or temporarily reprioritizing additional local revenues for neighborhood street preservation. Current funding would continue to support routine maintenance, operations, and existing capital commitments, but it would not be sufficient to address the growing backlog of pavement needs.

Without additional investment, pavement conditions are projected to continue declining as more streets fall into Very Poor and Failed condition. Deferred maintenance costs would increase as lower-cost preservation opportunities are lost and more streets require expensive rehabilitation or full reconstruction. On average, deferred maintenance would increase by $10.9M annually. By 2031, the percentage of streets in Very Poor or Failed condition is projected to increase from approximately 29% today to about 47%, with the deferred maintenance backlog growing to approximately $192 million. By 2046, the City's overall pavement condition would deteriorate significantly, resulting in substantially higher long-term costs and reduced service levels. Deteriorating streets can also increase impacts to underground utility systems; as pavement conditions worsen, the City may experience additional costs associated with utility maintenance and rehabilitation, which can place pressure on utility rates over time.

Do Nothing outcome	Today	By 2046
Weighted network PCI	60	10
% Very Poor + Failed	29%	92%
Deferred backlog	$125M	$343M
Meets both targets?	—	No

Fee impact: No new Street Maintenance Fee would be implemented. However, delaying investment is expected to substantially increase future repair costs and may require significantly larger funding commitments in the future to restore the street network.

Option 2 — Fully Fund the targets ($14M/yr)

This option provides the level of annual funding needed to achieve the City's long-term pavement condition goals. With a sustained investment of approximately $14 million per year (including required ADA curb ramp improvements), Albany's pavement network is projected to reach an overall Pavement Condition Index (PCI) of 68 by approximately 2036 and continue improving to the mid-80s by 2046. At the same time, the percentage of streets in Very Poor or Failed condition is projected to decline from approximately 29% today to about 9%, while the estimated maintenance backlog is reduced from approximately $125 million to $34 million.

This option delivers the strongest long-term outcome by preserving streets before they require costly reconstruction and substantially reducing future maintenance needs. However, achieving these results would require implementing the highest level of investment (and the highest monthly Street Maintenance Fee) beginning immediately, which would represent a substantially higher monthly impact for residents compared to the phased approach and other Oregon communities.

Fully Funded outcome	Today	By 2046
Weighted network PCI	60	~85
% Very Poor + Failed	29%	~9%
Deferred backlog	$125M	~$34M
Meets both targets?	—	Yes

Fee impact: A single-family residence would pay approximately $25.48 per month with an annual index to the Engineering News-Record (ENR) Construction Cost Index, making Albany's Street Maintenance Fee the highest among comparable Oregon communities (for example, Lake Oswego $16.80, Corvallis $12.28, Bend $10.50, and Medford $6.31 per month).

Recommended approach (delivery-first)

The Recommended approach balances affordability with immediate action by combining existing City resources with a gradually implemented Street Maintenance Fee. Rather than implementing the full funding level immediately, this approach allows the City to begin improving neighborhood streets in 2027, demonstrate visible results, and build toward the long-term pavement condition goals while keeping the initial fee comparable to other Oregon communities.

The recommended approach includes four key actions:

- **Expand street preservation efforts immediately.** In 2026, the City reprioritized $180,000 for additional inlay milling and paving, effectively doubling current street maintenance funding, and introduced a new pavement rejuvenator program to extend the life of newer streets before they require more costly repairs.
- **Temporarily redirect existing flexible resources to street preservation.** Beginning in 2027 and continuing through 2031, $2 million per biennium of In-Lieu-of-Franchise Fees revenue will be redirected to neighborhood street preservation. This allows immediate construction to begin in the Area 3 neighborhood east of Lyon Street, one of Albany's highest-priority areas, while minimizing impacts to the Capital Improvement Program as Street Maintenance Fee revenues grow. This temporary reprioritization is intended to bridge the program until Street Maintenance Fee revenues are fully established. Because it relies on delaying other capital investments where feasible, it is not a long-term funding strategy.
- **Implement a phased Street Maintenance Fee.** Beginning July 1, 2027, the monthly residential fee would start at $11.28 for a single-family residence and gradually increase to $15.28 by 2031 before being indexed annually to the ENR Construction Cost Index. This phased approach keeps Albany's fee within the range of comparable Oregon cities while providing a stable, dedicated funding source for neighborhood street preservation.
- **Build toward long-term funding needs.** While the phased approach significantly improves the City's ability to preserve neighborhood streets, it does not eliminate the entire maintenance backlog on its own. As part of the Transportation System Plan currently underway, staff will return to Council in 2028 to discuss additional transportation funding options, including Transportation System Development Charges and a potential local gas tax, that together move the City toward its long-term pavement goals while diversifying the City's transportation funding sources and balancing the financial impacts across multiple funding mechanisms.

Funding & Five-Year Fee Ramp Up (combined program):

The phased approach combines a temporary reprioritization of existing In-Lieu-of-Franchise Fees revenue with gradually increasing Street Maintenance Fee revenue, allowing construction activity to ramp up while minimizing impacts to other City priorities.

Starting	In-Lieu-of-Franchise Fees	SMF (collected)	Total program
2027	$2M (Area 3)	ramping	~$2M
7/1/2028	$1M/yr	$6.81M	$7.81M
7/1/2029	$1M/yr	$7.37M	$8.37M
7/1/2030	$1M/yr	$7.92M	$8.92M
7/1/2031	$1M/yr	$8.48M	$9.48M
2032+	sunsets	$8.48M (ENR-indexed)	~$8.5M+

In-Lieu-of-Franchise Fees revenue can be invested immediately, allowing work to begin in 2027. Because Street Maintenance Fee revenue is collected after the fee takes effect, full annual program funding builds over time as the phased fee schedule is implemented.

Street Maintenance Fee — 5-year schedule (residential & commercial):

Effective 7/1	2027	2028	2029	2030	2031
SMF revenue	$6.26M	$6.81M	$7.37M	$7.92M	$8.48M
Single-family Tier 1 (≤1,000 sf)	$7.11	$7.74	$8.37	$9.00	$9.63
Single-family Tier 2 (1,001–1,250 sf)	$9.14	$9.95	$10.76	$11.57	$12.38
Single-family Tier 3 (1,251–3,000 sf · standard)	**$11.28**	**$12.28**	**$13.28**	**$14.28**	**$15.28**

Effective 7/1	2027	2028	2029	2030	2031
Single-family Tier 4 (>3,000 sf)	$15.12	$16.46	$17.80	$19.14	$20.48
Multifamily (per unit)	$8.04	$8.75	$9.47	$10.18	$10.89
Commercial — general office (/1,000 sf)	$13.03	$14.18	$15.33	$16.49	$17.64
Example: 3,000 sf office	$39	$43	$46	$49	$53

Monthly, policy-based rates from the City SMF model. Single-family is tiered by home living area; Tier 3 (1,251–3,000 sq ft) is the standard home and covers about 82% of residences. Commercial is billed per 1,000 sq ft by trip-generation category (general office shown; retail ≈ $21.71→$29.41, medical ≈ $31.48→$42.64, warehouse ≈ $5.43→$7.35), so bills scale with building size and use. After 2031 the fee indexes to the ENR Construction Cost Index; low-income and senior discounts reduce qualifying residential bills.

Fee Impact: A single-family residence would pay $11.28 per month beginning July 1, 2027, gradually increasing to $15.28 per month by 2031, after which the fee would be adjusted annually based on the Engineering News-Record (ENR) Construction Cost Index. This helps to avoid large swings for residents and businesses while also accounting for the needs of the system over time. The proposed starting fee is comparable to similar transportation utility fees charged by many Oregon cities.

Affordability protections will be incorporated into the Street Maintenance Fee program. The City will expand its existing low-income assistance program, which currently provides qualifying customers with a utility credit and a 70% reduction of the City Services Fee, to include a 70% credit toward the Street Maintenance Fee. This ensures qualifying low-income households receive meaningful assistance with the additional monthly charge while maintaining a dedicated funding source for street preservation.

Year-1 revenue by customer class (SMF model output)

Output of the City SMF model at the $11.28 standard (Tier 3) launch (annualized). Single-family is tiered by home living area. Revenue is deliberately balanced between residential and non-residential customers — **residential 50.8% / non-residential 49.2%.**

Residential class	Accounts / units	Monthly fee	Year-1 revenue
Single-family Tier 1 (≤1,000 sf)	350	$7.11	$0.03M
Single-family Tier 2 (1,001–1,250 sf)	700	$9.14	$0.08M
Single-family Tier 3 (1,251–3,000 sf · standard)	14,343	$11.28	$1.94M
Single-family Tier 4 (>3,000 sf)	2,099	$15.12	$0.38M
Multifamily (per unit)	7,092 units	$8.04	$0.68M
Other residential (mobile-home, care, affordable)	—	varies	$0.07M
Residential subtotal	**24,584+**	**—**	**$3.18M (50.8%)**

Non-residential — six trip-rate bins (billed per 1,000 sq ft by ITE category):

Bin (avg daily trips/unit) — example uses	Accounts	Rate/1,000 sf	Year-1 revenue
Bin 1 (≤5) — warehouse, industrial, storage, care	288	$5.43	$0.51M
Bin 2 (5–18) — office, hospital, church, institutional	292	$13.03	$0.53M
Bin 3 (18–29) — retail, auto, shopping, public office	283	$21.71	$0.95M
Bin 4 (29–38) — medical / dental office	114	$31.48	$0.33M
Bin 5 (38–52) — restaurants, supermarkets	61	$42.34	$0.34M
Bin 6 (>52) — banks, fast food, high-trip retail	171	$65.13	$0.42M
Non-residential subtotal	**1,209**	**—**	**$3.08M (49.2%)**
Total Street Maintenance Fee (Year 1)			**$6.26M**

Data vintage: customer counts and building square footage reflect the City's 2025 data (SMF_Model 8.6.2025), held constant (0% growth). Source: City SMF model, policy-based allocation scaled to the $11.28 standard (Tier 3) rate. Single-family is tiered by home living area (Tier factors 0.63 / 0.81 / 1.00 / 1.34; distribution ~2% / 4% / 82% / 12% of homes). The model sets residential at ~50% of revenue by policy, then allocates the remainder across the six non-residential trip bins; single-family and multifamily revenue are account/unit counts × monthly rate. Year 1 is annualized at the standard rate; low-income and senior discounts reduce qualifying residential bills.

Key model policy adjustments (from 2025):

- Balanced the overall revenue distribution to approximately 50/50 between residential and non-residential development.
- Gave schools a 50% discount — a typical adjustment other Oregon cities have implemented.
- Gave low-income residents a discount consistent with current City policy.
- Applied trip caps (a reduced fee) for the largest trip generators.

Estimated Years 2–5 — stepped fee and revenue

The fee steps up over the five-year ramp — single-family $11.28 → $15.28 — with every class rising proportionally. Revenue scales with the fee and holds the ~50/50 residential / non-residential balance each year. Year 1 (2027) is shown for reference; the 2025 customer base is held constant.

Monthly fee — effective 7/1	2027	2028	2029	2030	2031
Single-family Tier 1 (≤1,000 sf)	$7.11	$7.74	$8.37	$9.00	$9.63
Single-family Tier 2 (1,001–1,250 sf)	$9.14	$9.95	$10.76	$11.57	$12.38
Single-family Tier 3 (1,251–3,000 sf · standard)	$11.28	$12.28	$13.28	$14.28	$15.28
Single-family Tier 4 (>3,000 sf)	$15.12	$16.46	$17.80	$19.14	$20.48
Multifamily (per unit)	$8.04	$8.75	$9.47	$10.18	$10.89

Monthly fee — effective 7/1	2027	2028	2029	2030	2031
Bin 1 — warehouse/industrial (/1,000 sf)	$5.43	$5.91	$6.39	$6.87	$7.35
Bin 2 — office/hospital/institutional	$13.03	$14.18	$15.33	$16.49	$17.64
Bin 3 — retail/auto/shopping	$21.71	$23.63	$25.56	$27.48	$29.41
Bin 4 — medical/dental office	$31.48	$34.27	$37.06	$39.85	$42.64
Bin 5 — restaurants/supermarkets	$42.34	$46.10	$49.85	$53.60	$57.35
Bin 6 — banks/fast food/high-trip	$65.13	$70.90	$76.68	$82.45	$88.22

Estimated annual revenue:

Revenue — effective 7/1	2027	2028	2029	2030	2031
Residential (50.8%)	$3.18M	$3.46M	$3.75M	$4.03M	$4.31M
Non-residential (49.2%)	$3.08M	$3.35M	$3.62M	$3.89M	$4.17M
Total Street Maintenance Fee	**$6.26M**	**$6.81M**	**$7.37M**	**$7.92M**	**$8.48M**

Data vintage: 2025 customer base held constant (0% growth); the schedule scales linearly with the single-family rate. After 2031 the fee indexes to the ENR Construction Cost Index. Revenue annualized; columns may not sum exactly due to rounding. Source: City SMF model (SMF_Model 8.6.2025).

How Albany's proposed fee compares to other Oregon cities

About 31 Oregon cities levy a transportation or street-maintenance utility fee. Among peers with published single-family residential rates, Albany's proposed $11.28 launch lands mid-pack:

Oregon city	Residential / month	As of
Lake Oswego	$16.80	2025
Milwaukie	$13.51	2025
Corvallis	$12.28	2026
Oregon City	$12.26	2026
Portland	$12.00	effective 2027
Albany (proposed)	**$11.28**	**2027 launch**
Hillsboro	$10.60	2026
Bend	$10.50	2025
Coos Bay	$10.00	2019
Ashland	$9.56	2021
Newberg	$6.60	2025
Medford	$6.31	2025

Rates are the most recent published single-family monthly figures and change annually; confirm current amounts with each city or the League of Oregon Cities. Other Oregon cities with transportation/street utility fees include Tigard, Tualatin, Wilsonville, West Linn, Grants Pass, Philomath, Phoenix, Talent, and Canby, among others.

What It Delivers: Residents will see improvements beginning in 2027. During the first four years, the recommended program would visibly improve approximately 200 of Albany's worst street segments, representing about 24 centerline miles (about 47 lane-miles, or approximately 4.3 million square feet of pavement) across all three Council wards. The program is projected to hold the percentage of streets in Very Poor or Failed condition relatively steady at approximately 27–30%, rather than allowing it to increase to approximately 47% under the do-nothing scenario.

By 2031, the City's overall Pavement Condition Index (PCI) is projected to remain near 57, slowing the decline of the street network while delivering visible improvements in the areas of greatest need. The initial inlay and preservation treatments are expected to extend pavement life by approximately five to eight years, providing time to implement the next phase of the City's transportation funding strategy.

While this approach does not eliminate the City's long-term maintenance backlog on its own, it demonstrates immediate results, keeps the Street Maintenance Fee competitive with other Oregon communities, and establishes the foundation for achieving the City's long-term pavement goals through additional funding strategies beginning in 2028.

Comparing the three paths

The table compares Option 1: Do Nothing (Status Quo), Option 2: Fully Funded, and the Recommended approach at the end of the five-year ramp (2031) and over the long run (2046):

Measure	Do Nothing (Status Quo)	Fully Funded	Recommended
By 2031 (end of 5-year ramp)			
Weighted network PCI	45	62	57
% Very Poor + Failed	47%	32%	30%
Deferred backlog	$192M	$128M	$138M
By 2046 (long run)			
Weighted network PCI	10	85	52
% Very Poor + Failed	92%	9%	47%
Deferred backlog	$343M	$34M	$177M
Fee & goals			
Residential fee / month	$0	$25.48	$11.28 → $15.28
Meets pavement goals?	No	Yes (by 2046)	Not alone — needs Step 2

Do-nothing nearly doubles the Very Poor/Failed share by 2031 and collapses the network by 2046. The recommended option holds condition and delivers visible early wins at a peer-competitive fee; its near-term numbers rival the fully funded option because it targets the worst streets first. The Fully Funded option reaches the pavement goals but requires the highest fee immediately, and its advantage compounds over the long run.

Years 1–4 Cost Reconciliation

The proposed (phased) alternative funds a worst-first program of the **200 lowest-PCI (Failed) segments** — about 23.6 centerline miles — in Years 1–4 (2027–2030). All 200 fit within projected revenue, with reserve remaining. The full list is in Appendix C.

Revenue generated — Years 1–4 (2027–2030):

Source	Amount
2027 — Franchise reprioritization ($2M/biennium)	$2.0M
2028 — Street Maintenance Fee + franchise	$7.8M
2029 — Street Maintenance Fee + franchise	$8.4M
2030 — Street Maintenance Fee + franchise	$8.9M
Total revenue, Years 1–4	**$27.1M**

Program cost — 200 worst-condition segments:

Work item	Quantity	Unit cost	Amount
3” structural inlay (center ≤ 24 ft)	2,947,000 sf	$5.50/sf	$16.2M
Crack seal (full width)	4,336,000 sf	$0.28/sf	$1.2M
Slurry seal (Year 2, full width)	4,336,000 sf	$0.55/sf	$2.4M
Construction subtotal			**$19.8M**
ADA curb ramps (allowance)		8%	$1.6M
Contingency		15%	$3.0M
Total program cost			**$24.4M**

Reconciliation:

Years 1–4 revenue	$27.1M
Total program cost (200 segments)	$24.4M
Reserve remaining	**$2.7M (10.0%)**

Basis: treatment is a 3-inch inlay on the center 24 ft, crack seal, and ADA curb ramps, followed by a slurry seal the next year — a cost-effective 5–8-year structural fix, not full reconstruction. The reserve and contingency cover segments found at design to require true reconstruction, plus bid variation; additional segments are delivered as favorable bids and revenue allow (conservative target). Unit costs are 2025–26 PNW/Oregon planning-level benchmarks; refine with an engineer's estimate at design.

Recommended path

Staff recommends that the City Council concur with the Recommended approach as the City's next step for addressing local street preservation needs. This approach provides immediate investment in neighborhood streets, establishes a dedicated and sustainable funding source, and allows the City to demonstrate results while continuing to evaluate long-term transportation funding needs.

Ordinance No. 6050 (2024) authorizes the Street Maintenance Fee, with specific rates established by resolution. A rate resolution is included in the Council packet for consideration to implement the fee beginning July 1, 2027.

The recommended path includes:

- Continuing the expanded 2026 street maintenance program, including additional inlay milling and paving and the new pavement rejuvenator program.
- Redirecting $2 million per biennium of In-Lieu-of-Franchise Fees revenue toward street preservation beginning in 2027, allowing immediate work to begin in Area 3 east of Lyon Street.
- Implementing the phased Street Maintenance Fee schedule beginning July 1, 2027.
- Returning to Council in 2028 as part of the Transportation System Plan process to discuss additional long-term transportation funding options, including Transportation System Development Charges and a potential local gas tax.

The phased approach is intended to stabilize Albany's street system, deliver visible improvements, and build toward the City's long-term pavement condition goals. The fully funded option of approximately $14 million annually represents the level of investment needed to achieve those long-term pavement targets. The phased approach is intended to move the City toward that level of service over time while allowing Council to evaluate additional funding options and community impacts.

Appendix A — Cost model & assumptions

Treatment unit costs used for the deficit and scenarios (2025–26 PNW/Oregon benchmarks; confirm with Albany bid tabs). Deficit = for every segment below PCI 71, its area × the unit cost of its condition band.

Condition band (PCI)	$/sq ft	Treatment
Good (86–100)	$0.28	Crack seal (preservation)
Satisfactory (71–85)	$0.55	Slurry seal
Fair (56–70)	$2.75	Thin overlay
Poor (41–55)	$4.50	Mill & overlay
Very Poor (26–40)	$6.75	Thick rehab overlay
Failed (0–25)	$11.00	Reconstruction
Rejuvenator (new pavement)	$0.18	Early-life fog/rejuvenator, yrs 3–5

ADA curb ramps: ~$9,000/ramp benchmark, applied to alteration treatments; ramp counts derived from the City's actual intersection geometry (2,636 intersections).

Appendix B — Council Talking Points with Constituents (Recommended approach)

Every neighborhood has a street need, so every resident will see a benefit

Albany's street maintenance challenge is citywide. Every Council ward has between $34 million and $51 million in identified pavement needs, and this program is designed to invest in neighborhoods throughout the community — not just one area of town.

We are starting with the streets residents tell us need attention most

Residents consistently tell us that the condition of our worst streets (many in neighborhoods) is one of their biggest concerns. The phased approach allows the City to begin work quickly, starting with some of the highest-need areas while continuing to develop a long-term strategy for the entire street system.

Residents will see results beginning in 2027

The phased approach is designed to deliver visible improvements quickly. Work will begin in 2027, with the first investments focused on some of Albany's highest-need neighborhood streets. Over the first four years, the program is projected to address approximately 200 of the City's worst street segments — representing about 24 centerline miles (about 47 lane-miles) of pavement improvements — across all three Council wards. This approach allows residents to see tangible progress while the City continues building a long-term strategy to address the full pavement maintenance backlog.

Existing transportation funding is already committed to maintaining today's system

State gas tax revenues primarily support existing operations and maintenance, while federal transportation funding and transportation SDCs have restrictions on how they can be used. The Street Maintenance Fee creates a dedicated local funding source specifically for neighborhood street preservation.

The fee starts modestly and grows gradually to minimize future shocks

The proposed Street Maintenance Fee would begin at approximately $11.28 per month for a single-family residence in 2027 and gradually increase to approximately $15.28 per month by 2031. After this, it would index to the Engineering News-Record Construction Cost Index, which accounts for the annual change in construction material costs. This keeps Albany within the range of similar Oregon communities, allows residents to see improvements before considering other future investments, and addresses changes in cost over time.

We are including assistance for residents who need it most

The City recognizes that even a modest monthly fee can create challenges for some households. The City will expand its existing low-income assistance program to provide qualifying residents with a 70% credit toward the Street Maintenance Fee, consistent with the assistance currently provided for the City Services Fee. This helps ensure that the program improves neighborhood streets while considering the needs of residents on fixed or limited incomes.

We are using existing resources before asking residents to contribute more

Before implementing a new fee, the City is first reprioritizing existing resources. The proposed approach temporarily redirects approximately $2 million per biennium in In-Lieu-of-Franchise Fees revenue toward street preservation, allowing work to begin sooner while minimizing impacts to other City priorities.

We are improving how we protect our streets

The City is adding new preservation tools, including a pavement rejuvenator program. This lower-cost treatment helps extend the life of newer streets before they require more expensive repairs, allowing available funding to go further at addressing our deferred maintenance backlog.

This is the first step — not the entire solution

The phased Street Maintenance Fee will stabilize the street system and allow the City to make meaningful improvements, but it will not eliminate the entire estimated $125 million maintenance backlog. Additional transportation funding discussions will continue as part of the City's Transportation System Plan process, including potential future tools such as transportation system development charges and a local gas tax.

ADA improvements are included

Whenever the City resurfaces or significantly improves a street, federal requirements may require upgrades to nearby curb ramps. Those ADA improvements are included in the program costs and help advance the City's ADA Transition Plan so all our residents can stay connected to their community and local amenities.

Residents should expect results, but we want to be transparent

The phased approach is designed to deliver visible improvements quickly, stabilize the streets in the worst condition, and build trust through results. It is a responsible first step toward addressing a challenge that has grown over many years, but it is not a complete solution. We look forward to sharing our results and engaging with residents and businesses to increase understanding of what it takes to preserve our street network and how their dollars are used.

Appendix C — List of Street Segments Addressed in First 4 Years (Recommended approach), 200 segments

The 200 lowest-PCI (Failed) segments addressed worst-first in Years 1–4 — ~23.6 centerline miles. Source: City of Albany 2025_PCI_Condition inventory (ArcGIS).

#	Street	From	To	PCI	Area (sf)
1	OAK STREET	END OF PAVEMENT	38TH AV E	0	9,504
2	MAIN STREET	9TH AV E	PACIFIC BL	3	10,824
3	11TH AVE SE	MONTGOMERY ST N	JACKSON ST N	4	35,904
4	ARLINGTON DR NW	END OF PAVEMENT	VALLEY VIEW DR E	4	26,620
5	BARTLEY PL SE	BARTLEY CT E	HOUSE #3038	4	7,392
6	CHICAGO ST SE	SALEM AV N	2ND AV E	4	6,652
7	HILLCREST ST NW	NORTH ALBANY PARK	VALLEY VIEW DR E	5	16,192
8	CHICAGO ST NE	1ST AV E	RAILROAD TRACKS/BARRICADE	5	11,088
9	GREEN ACRES LANE	BEG. PAVE (S. OF PICARDY LN)	GREEN ACRES LP N	5	7,020
10	2ND AVE SE	MAIN ST N	OAK ST N	6	22,120
11	COLUMBUS ST NE	1ST AV E	RAILROAD TRACKS/BARRICADE	6	11,070
12	32ND AVE SE	JACKSON ST N	MADISON ST N	7	45,619
13	THURSTON STREET	19TH AV E	QUEEN AV E	7	27,456
14	32ND AVE SE	TUDOR WY N	CULDESAC	8	30,412
15	24TH (WALNUT)	END OF PAVEMENT	PACIFIC BL	8	22,809
16	TUDOR WAY	38TH AV E	TUDOR PL E	8	14,520
17	BROADALBIN ST SW	7TH AV E	6TH AV E	8	10,560
18	18TH AVE SE	END OF PAVEMENT	HILL ST N	8	8,400
19	SHERMAN STREET S	9TH AV E	PACIFIC BL	8	7,392
20	PINE PLACE	CUL-DE-SAC	38TH AV E	8	6,336
21	FRONT AVE NE	PRIVATE RD	OAK ST N	8	5,702
22	19TH AVE SW	MAPLE ST N	PACIFIC BL	8	3,168
23	38TH AVE SE	35TH AV E	THURSTON ST N	9	55,080
24	13TH AVE SE	INDUSTRIAL WY N	JACKSON ST N	9	44,280
25	CREST LOOP	KINGSTON WY (S INT)	KINGSTON WY (N INT)	9	30,024
26	BROADALBIN ST SW	9TH AV E	8TH AV E EASTBOUND	9	12,671
27	HARDER LANE	GATE (S.)	QUARRY RD	9	12,518
28	HOOD ST SE	13TH AV E	12TH AV E	9	11,457
29	MONTGOMERY STREET	4TH AV E	3RD AV E	9	11,088
30	HEMLOCK PL SE	CUL-DE-SAC	MOUNTAINVIEW DR E	9	11,087
31	FIR OAKS DR SW	LAKEWOOD DR E	29TH AV N	10	70,272
32	HILL ST SE	38TH AV E	34TH AV E	10	65,950
33	COMMERCIAL WAY SE	SANTIAM HW	ANDERSON PL N	10	38,016
34	PINE PLACE	38TH AV E	35TH AV E	10	33,263
35	4TH AVE SE	COLUMBUS ST N	ERMINE ST N	10	20,580
36	JEFFERSON PLSE	CUL-DE-SAC	36TH AVE SE	10	12,672
37	5TH AVE SE	BRADLEY ST N	COLUMBUS ST N	10	4,751
38	33RD AVE SE	TUDOR WY N	CULDESAC	11	30,412
39	38TH AVE SE	THURSTON ST N	HILL ST N	11	30,384
40	LAKEWOOD DR SW	FIR OAKS DR N	BEG PCC/S CURVE	11	29,160
41	MAYVIEW DRIVE	LOT #1347	ROSA LN	11	27,424
42	16TH AVE SW	UMATILLA ST N	ELM ST N	11	21,964
43	CHICAGO ST SE	END OF PAVEMENT	34TH AV E	11	18,480
44	PINE LANE	CULDESAC	25TH AV E	11	16,631
45	16TH AVE SW	MAPLE ST N	VINE ST N	11	13,305
46	BROADALBIN ST SW	6TH AV E	5TH AV E	11	12,671

#	Street	From	To	PCI	Area (sf)
47	31ST AVE SE	MADISON ST N	HILL ST N	11	11,404
48	19TH AVE SW	WALNUT ST N	MAPLE ST N	11	11,088
49	SHORTRIDGE STREET	CUL-DE-SAC	29TH AV E	11	11,087
50	BROADALBIN ST SW	8TH AV E EASTBOUND	7TH AV E	11	10,560
51	DEVON PL SE	34TH AV E	CUL-DE-SAC	11	9,240
52	SHADY LANE	GREENACRES LN	DEAD END N	11	6,240
53	BRADLEY ST SE	END OF PAVEMENT	5TH AV E	11	3,168
54	5TH AVE SE	LYON ST N	MADISON ST N	12	108,402
55	38TH AVE SE	HILL ST N	END OF PAVEMENT	12	64,548
56	WALNUT STREET	21ST AV E	QUEEN AV E	12	39,900
57	12TH AVE SW	TAKENA ST N	ELM ST N	12	33,760
58	MADISON STREET	34TH AV E	31ST AV E	12	29,540
59	PARK TERRACE SOUTH	QUEEN AV E	13TH AV E	12	25,116
60	LAFAYETTE PLACE	LAFAYETTE ST	CUL-DE-SAC	12	6,270
61	TUDOR PLACE	HILL ST N	TUDOR WY N	12	3,959
62	12TH AVE SE	THURSTON ST N	HILL ST N	13	42,200
63	TUDOR WAY	28TH AV E	24TH AV E	13	40,889
64	27TH AVE SE	TUDOR WY N	OAK ST N	13	29,419
65	FULTON ST SE	27TH AV E	25TH AV E	13	24,024
66	7TH AVE SE	WAVERLY DR N	END OF PAVEMENT	13	19,166
67	36TH AVE SW	36TH CT E	THURSTON ST N	13	19,140
68	SHERWOOD PLACE	CUL-DE-SAC (S)	DOGWOOD LN E	13	15,168
69	MAIN STREET	11TH AV E	10TH AV E	13	10,824
70	CLEVELAND ST NE	1ST AV E	WATER AV E	13	9,504
71	MADISON STREET	29TH AV E	28TH AV E	13	9,240
72	30TH AVE SE	WESTPARK CT N	ERMINE ST N	13	5,702
73	WILT AVE	BARTLEY DR N	HOUSE #3025	13	5,702
74	EMBASSY PLACE	LINCOLN ST N	BEG. LP	13	2,464
75	MADISON STREET	38TH AV E	34TH AV E	14	43,668
76	SHERMAN STREET S	27TH AV E	24TH AV E	14	33,263
77	30TH AVE SE	TUDOR WY N	OAK ST N	14	30,096
78	6TH AVE SE	SHERMAN ST N	PINE ST N	14	24,024
79	COLUMBUS ST SE	5TH AV E	4TH AV E	14	17,740
80	16TH AVE SW	ELM ST N	WALNUT ST N	14	15,523
81	23RD AVE SE	MAIN ST N	OAK ST N	14	14,731
82	COLUMBUS ST SE	PACIFIC BL	5TH AV E	14	13,305
83	WILLETTA STREET	49TH AVE SW	END OF PAVEMENT	14	8,334
84	31ST AVE SE	HILL ST N	GEARY ST N	15	68,400
85	THURSTON STREET	38TH AV E	34TH AV E	15	42,490
86	18TH AVE SE	CUL-DE-SAC	WAVERLY DR N	15	22,176
87	MADISON STREET	31ST AV E	29TH AV E	15	20,328
88	CLAY ST SE	4TH AV E	SALEM AV N	15	19,483
89	COLUMBUS ST SE	4TH AV E	SALEM AV N	15	17,740
90	27TH AVE SE	MARION ST N	JACKSON ST N	15	16,368
91	33RD AVE SE	END OF PAVEMENT	MADISON ST N	15	15,681
92	ERMINE ST SE	PACIFIC BL	4TH AV E	15	15,153
93	26TH AVE SW	LIBERTY ST N	CRESCENT DR N	15	14,731
94	27TH AVE SW	LAWNRIDGE ST N	LIBERTY ST N	15	12,936
95	35TH AVE SE	OAK ST N	PINE ST N	15	10,454
96	29TH AVE SE	CLAY ST N	DAVIDSON ST N	15	9,504
97	30TH AVE SE	DAVIDSON ST N	WESTPARK CT N	15	9,504

#	Street	From	To	PCI	Area (sf)
98	BREAKWOOD CIR SE	21ST AV E	20TH AV E	16	48,048
99	LAFAYETTE ST SE	38TH AV E	35TH AV E	16	31,416
100	18TH AVE SE	HILL ST N	MAIN ST N	16	22,176
101	5TH AVE SE	CHICAGO ST N	BURKHART ST N	16	20,592
102	23RD CT SE	CUL-DE-SAC	GEARY ST N	16	14,784
103	FULTON ST SE	PACIFIC BL	4TH AV E	16	12,671
104	MONTGOMERY STREET	5TH AV E	4TH AV E	16	11,088
105	VINE STREET (WEST SIDE)	14TH AV E	12TH AV E	16	10,560
106	BAIN ST SE	29TH AV E	28TH AV E	16	9,504
107	16TH AVE SW	LINCOLN ST N	BROADWAY ST N	16	8,448
108	BARTLEY CT SE	CUL-DE-SAC	BARTLEY DR N	16	7,392
109	INDUSTRIAL WAY SW	QUEEN AV E	13TH AV E	17	67,108
110	PEACH TREE LANE	SPRINGHILL RD	DEAD END	17	41,696
111	20TH AVE SE	HILL ST N	TUDOR WY N	17	19,007
112	JEFFERSON CT SE	CUL-DE-SAC	22ND AV E	17	16,631
113	16TH AVE SW	WALNUT ST N	MAPLE ST N	17	15,523
114	30TH PL SE	CUL-DE-SAC	MARION ST N	17	14,784
115	36TH CT SE	CUL-DE-SAC	36TH AV E	17	12,672
116	35TH AVE SE	LAFAYETTE ST N	MADISON ST N	17	11,404
117	FRONT AVE NE	CLEVELAND ST N	DENVER ST N	17	11,404
118	MONTGOMERY STREET	6TH AV E	5TH AV E	17	11,088
119	JACKSON ST SE	5TH AV E	4TH AV E	17	10,824
120	MAIN STREET	10TH AV E	9TH AV E	17	10,824
121	RAILROAD STREET	2ND AV E	1ST AV E	17	10,824
122	22ND AVE SE	WASHINGTON ST	FERRY ST SW	17	10,620
123	COLUMBUS ST NE	RAILROAD TRACKS/BARRICADE	FRONT ST E	17	10,619
124	22ND PL SE	CUL-DE-SAC	22ND AVE	17	9,504
125	8TH AVE SE	BRADLEY ST N	COLUMBUS ST N	17	6,336
126	26TH AVE SW	CRESCENT DR N	CUL-DE-SAC	17	4,910
127	LAUREL HEIGHTS	QUARRY RD E	LAUREL OAKS DR E	17	4,844
128	LYON STREET	25TH AV E	105 FT N OF 25TH AVE SE	17	3,696
129	4TH AVE SE	END OF PAVEMENT	BRADLEY ST N	17	3,168
130	JACKSON ST SE	34TH AV E	28TH AV E	18	69,640
131	40TH AVE SE	WAVERLY DR N	SHORTRIDGE ST N	18	32,313
132	25TH AVE SW	LIBERTY ST N	UMATILLA ST N	18	29,462
133	28TH AVE SW	LIBERTY ST N	UMATILLA ST N	18	26,188
134	CLOVERDALE PLACE	DEAD END SOUTH	13TH AVE NW	18	18,560
135	RALEIGH COURT	CUL-DE-SAC	28TH AV E	18	18,480
136	CRESCENT DR SW	LIBERTY ST N	26TH AV E	18	18,004
137	2ND AVE SE	GEARY ST N	CHICAGO ST N	18	13,305
138	JOANNA PL SW	CUL-DE-SAC	COLLEGE PARK DR E	18	12,566
139	LAWNRIDGE STREET	9TH AV E	8TH AV E	18	11,088
140	WALNUT STREET	6TH AV E	5TH AV E	18	11,088
141	JACKSON ST SE	4TH AV E	3RD AV E	18	10,824
142	22ND AVE SE	JACKSON ST N	JEFFERSON ST N	18	10,771
143	16TH AVE SW	GALE ST N	LINCOLN ST N	18	8,448
144	8TH AVE SW	ELLSWORTH ST N	LYON ST N	18	7,380
145	MAPLE STREET	QUEEN AV E	12TH AV E	19	61,992
146	ERMINE ST SE	SANTIAM RD E	PACIFIC BL	19	60,598
147	BROOKSIDE AVE SE	WAVERLY DR N	100 FT E OF BARTLEY DR/HOUSE#3029	19	41,613

#	Street	From	To	PCI	Area (sf)
148	CHERRY LANE	SPRINGHILL RD	HOUSE #230/END OF CURB	19	36,896
149	29TH AVE SE	TUDOR WY N	OAK ST N	19	30,096
150	ERMINE ST SE	25TH AVE SE	23RD AVE SE	19	29,890
151	ERMINE ST SE	4TH AV E	SALEM AV N	19	23,812
152	14TH AVE SW	WALNUT ST N	MAPLE ST N	19	12,671
153	CHICAGO ST SE	6TH AV E	5TH AV E	19	11,088
154	MONTGOMERY STREET	7TH AV E	6TH AV E	19	11,088
155	RAILROAD STREET	3RD AV E	2ND AV E	19	10,824
156	BURKHART ST SE	6TH AV E	5TH AV E	19	10,560
157	26TH AVE SE	JEFFERSON ST N	THURSTON ST N	19	9,504
158	MONTGOMERY STREET	13TH AVE	11TH AVE	19	9,504
159	15TH AVE SE	JEFFERSON ST N	BARRICADE EAST OF THURSTON ST N	19	9,503
160	BURKHART ST NE	1ST AV E	WATER AV E SOUTH INTERSECTOIN	19	8,448
161	6TH AVE SE	GEARY ST N	CHICAGO ST N	19	7,920
162	FULTON PL SE	CUL-DE-SAC	22ND AV E	19	7,392
163	VINE STREET (WEST SIDE)	5TH AVE	4TH AVE	19	2,376
164	24TH AVE SW	LIBERTY ST N	PACIFIC BLVD N	20	64,272
165	13TH AVE SE	JACKSON ST N	HILL ST N	20	52,200
166	OAK STREET	28TH AV E	24TH AV E	20	49,392
167	THURSTON STREET	QUEEN AV E	13TH AV E	20	44,345
168	18TH AVE SE	FESCUE ST N	THREE WAYS LAKES	20	39,888
169	MAYVIEW DRIVE	ROSA LN N	NEBERGALL (S) LP N	20	22,400
170	33RD AVE SW	FIR OAKS DR N	WILLETTA PL N	20	20,908
171	20TH AVE SW	WASHINGTON ST N	FERRY ST N	20	14,784
172	16TH PL SE	THURSTON ST N	LAFAYETTE ST N	20	11,088
173	CALAPOOIA ST SW	9TH AV E	8TH AV E	20	10,824
174	JACKSON ST SE	6TH AV E	5TH AV E	20	10,824
175	CLEVELAND ST SE	DEAD END S	12TH AVE SE	20	10,020
176	4TH AVE SE	GEARY ST N	CHICAGO ST N	20	9,503
177	5TH AVE SE	GEARY ST N	CHICAGO ST N	20	7,920
178	SOUTHSHORE	BAIN ST N	AIRPORT RD N	21	67,520
179	DEL RIO AVE SE	MORAGA AV E	COLUMBUS ST N	21	66,465
180	8TH AVE SW	TAKENA ST N	ELM ST N	21	35,904
181	TUDOR WAY	21ST AVE SE	19TH AVE SE	21	27,240
182	1ST AVE E	CLEVELAND ST N	GEARY ST N	21	26,544
183	14TH AVE SW	LAWNRIDGE ST N	TAKENA ST N	21	17,424
184	TAKENA STREET	PARK PL E	LAKEWOOD DR E	21	16,368
185	UMATILLA STREET	UMATILLA CT E	PARK PL E	21	11,827
186	CHICAGO ST SE	5TH AV E	4TH AV E	21	11,088
187	PICARDY LANE	GREEN ACRES LN E	END OF PAVEMENT	21	9,324
188	UMATILLA COURT	END OF PAVEMENT	UMATILLA CT E	21	6,758
189	GREEN COURT	CUL-DE-SAC	FAIRWAY DR E	21	5,056
190	CLOVERDALE DRIVE	CLOVERDALE DR N	CUL-DE-SAC	21	4,191
191	4TH AVE SE	LYON ST N	MADISON ST N	22	110,628
192	JEFFERSON ST SE	22ND AV E	QUEEN AV E	22	47,430
193	JEFFERSON ST SE	QUEEN AV E	13TH AV E	22	42,490
194	29TH AVE SE	JACKSON ST N	MADISON ST N	22	39,570
195	COLUMBUS ST SE	SANTIAM RD E	PACIFIC BL	22	37,962
196	ERMINE ST SE	34TH AV E	30TH AV E	22	35,105
197	4TH AVE SE	ERMINE ST N	WAVERLY DR N	22	21,120
198	FULTON CT SE	CUL-DE-SAC	23RD AV E	22	16,631

#	Street	From	To	PCI	Area (sf)
199	WIDMER PLACE	FERGUSON DR N	CUL-DE-SAC	22	16,000
200	CHICAGO ST SE	COLUMBUS PL	North of House 3600	22	13,090

CITY OF ALBANY · PUBLIC WORKS

Investing in Albany's Streets

Street Maintenance Fee and delivery plan

Paul Trombino III, P.E., Public Works Director · August 12, 2026

The foundation is in place

Council has guided work since 2017 — this meeting sets the rates and the phased path

Ordinance already adopted

Ordinance No. 6050 (adopted Sept 2024; AMC Chapter 14.30) authorizes the Street Maintenance Fee. Specific rates and classifications are set by Council resolution — the focus of this meeting.

A documented, long-standing need

PCI analysis in 2016, updated in 2025, shows a declining network, and streets remain the community's top infrastructure concern.

Rate structure complete

Built on Institute of Transportation Engineers standards for trip-generation data and benchmarked to Oregon peers (Corvallis, Ashland, Hillsboro, Lake Oswego, Medford, Newberg).

Residents support dedicated revenue — with transparency: a publicly available pavement management plan and annual spending reports.

Where we stand today

Albany's street network — the starting point

60	29%	$125M	34M sf
Area-weighted PCI (low "fair")	of area Very Poor or Failed	deferred maintenance backlog	1,626 street segments

Without a dedicated, growing revenue source, **condition keeps sliding and the backlog compounds.**

State and federal dollars are committed to operations or restricted to arterials and collectors — local streets have no reliable source of their own.

42% **of the entire street network is Poor or worse (PCI ≤ 55)** — the roads residents feel every day. That's why the Recommended plan targets the worst streets first.

The need is in every ward

Parcel-level condition joined to the three council wards

Ward 1
$51.0M

avg PCI 59.5 · 30% Very Poor/Failed

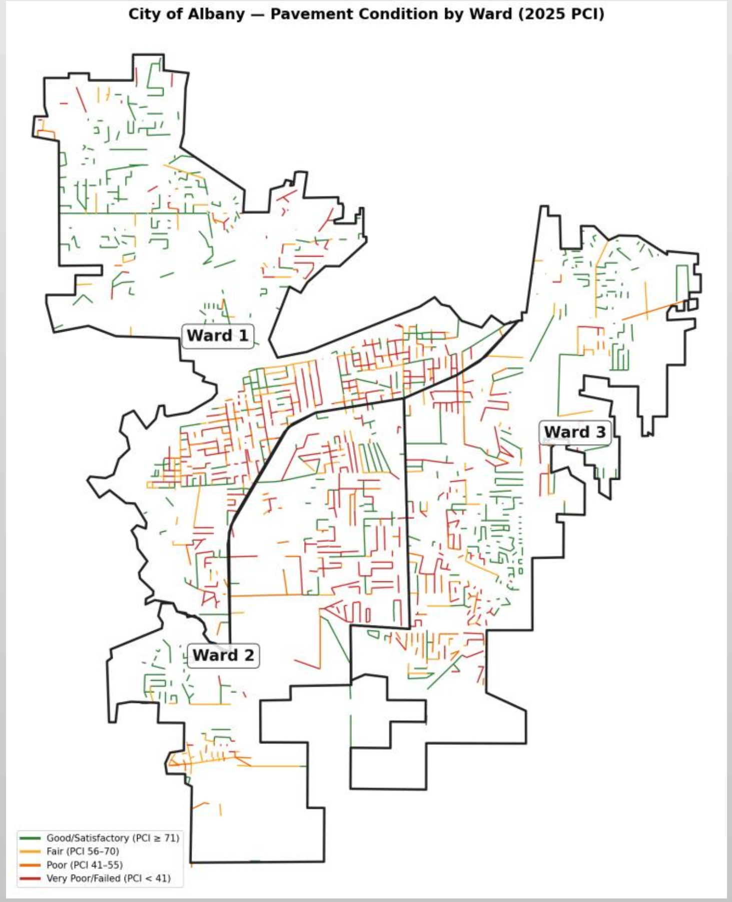
Ward 2
$40.6M

avg PCI 53.3 · 36% Very Poor/Failed

Ward 3
$33.9M

avg PCI 63.7 · 23% Very Poor/Failed

Citywide deficit $125.5M



Every ward. Every year.

Proposed City Pavement Goals

ADA curb ramps are a legal cost of any resurfacing — included in every figure

CONDITION FLOOR

PCI ≥ 68

Upper-fair / lower-good. The common national target is 70.

GUARDRAIL

V. Poor + Failed ≤ 10%

No more than 1 in 10 of our streets in the worst condition (PCI < 40).

ALWAYS INCLUDED

ADA curb ramps

Federal law (28 CFR 35.151) makes resurfacing an alteration that triggers ramps.

Why local streets need new revenue

Public Works receives ~$16.8–17.3M / biennium — almost all restricted

Funding source	~ / Biennium	Restriction	Local streets?
State Gas Tax	$9.0M	Operations & maintenance on existing system	Limited
Federal STBG (MPO)	$0.8M	Arterials & collectors only	No
Transportation SDCs	$1.5–2.0M	Growth projects (arterials & collectors)	No
In-Lieu-of-Franchise Fees	**$5.5M**	**Flexible — source of the $2M shift**	**Yes**

The takeaway

Gas tax is consumed by operations; STBG and SDCs are restricted to higher level streets. Only franchise funds are flexible — and they're limited. A dedicated fee is what makes the program durable.

Three options before Council

The choice sets the path — and the rates we bring forward

OPTION 1

Do Nothing

Continue current funding. The network keeps declining — to ~PCI 10 and ~92% Very Poor/Failed by 2046, with the backlog growing to ~$343M.

OPTION 2

Fully Fund — $14M/yr

Meets both pavement goals by 2046 (PCI ~85, ≤10% failed) — but residential is ~$25.48/mo, the highest street fee among Oregon peers.

RECOMMENDED

Recommended Approach

Act now (doubled 2026 maintenance), plus a stepped fee ($11.28→$15.28) and franchise reprioritization. Visible results in every ward, every year, peer-competitive fee, final leg of needed funding discussion in 2028.

Staff recommends this approach. The rate Resolution is included in this packet for Council's consideration.

A closer look at the options

Do Nothing sets the baseline. The two funded paths follow — Fully Fund ($14M) and the Recommended approach.

Do Nothing

What happens to the pavement if we wait

The cost of waiting

A street left untreated slides down the condition scale — and the fix multiplies about 40×.

Good · crack seal	$0.28/sf
Fair · thin overlay	$2.75/sf
Poor · mill & overlay	$4.50/sf
Failed · reconstruction	$11.00/sf

≈ 40× more expensive once a street fails.

If we do nothing

By 2046

Weighted network PCI

60 → ~10

% Very Poor / Failed

29% → ~92%

Deferred backlog

$125M → ~$343M

Pavement value lost each year

≈ $11 million / year

Left untreated, cracks admit water and the base fails — the cheap-fix window closes. By 2046 nearly the whole network is Very Poor or Failed. Doing nothing sheds roughly $11M of pavement value every year — about $218M added to the future repair bill — costing the least today and the most over time.

Fully Fund the targets ($14M/yr)

A steady ~$14M / year (ADA included) that meets both goals by 2046

Fully Fund outcome	Today	By 2046
Weighted network PCI	60	~85
% Very Poor + Failed	29%	~9%
Deferred backlog	$125M	~$34M
Meets both goals?	—	Yes

Fee impact

$25.48

per month, single-family residence

Highest among Oregon peers (Corvallis $12.28; Lake Oswego $16.80; Bend $10.50; Medford $6.31).

Bottom line: fiscally complete, difficult ask.

Strategy — asset management, "invest in good first": with full funding we apply the right treatment at the right time from day one — preserving good and fair streets cheaply before they fail, so every dollar buys the most condition. Reconstruction is reserved for streets already past saving. This preservation-first model is what carries the network to PCI ~85.

Recommended approach: delivery-first

Start smaller, show results fast, build public trust

Already underway in 2026: doubled Street Maintenance inlay/milling (~$180K) and launched a new rejuvenator preservation program to extend the life of newer streets.

1

Reprioritize franchise now

Shift $2M / biennium from unrestricted franchise funds to pavement for five years. Funds immediate 2027 work — the worst area, east of Lyon Street. Minimal CIP impact.

2

Stepped Street Maintenance Fee

Launch 7/1/2027 at $11.28/mo, step up over the five-year ramp, then index to ENR. Peer-competitive from day one.

3

Street needs remain; improvements underway

Demonstrated delivery provides context for a 2028 transportation discussion — Transportation SDCs and a potential local gas tax — building momentum.

What the plan accomplishes

Worst streets first, then smart preservation — work in every ward

Now — 2026

Doubled the Street Maintenance inlay/milling program (~$180K) and launched a new rejuvenator program to extend the life of newer streets.

Years 1–4 — worst first

~24 centerline miles (~47 lane-miles) — 200 of the worst segments rebuilt across all three wards, starting with the worst area east of Lyon Street. Treatment: a 3-inch inlay on the center 24 ft, crack seal, ADA ramps, then a slurry seal the next year.

Year 5+ — preservation

Pivot to "right treatment, right time": crack seal, slurry, and rejuvenator keep good streets good; overlays and reconstruction where they're needed.

Result: work in every ward every year, and condition held near today's level (~PCI 57) instead of sliding.

The fee — 5-year schedule

Single-family tiered by home size · commercial by trip generation · stepped over five years

Monthly fee — effective each July 1 · 2027 → 2031, then indexed to ENR SMF revenue $6.26M → $8.48M

Single-family — by home living area

Monthly fee, 2027 launch → 2031 (then indexed to ENR)

Tier 1 ≤ 1,000 sf	$7.11 → $9.63
Tier 2 1,001–1,250 sf	$9.14 → $12.38
Tier 3 1,251–3,000 sf · standard	$11.28 → $15.28
Tier 4 > 3,000 sf	$15.12 → $20.48

Multifamily & commercial

Multifamily per unit		$8.04 → $10.89 / unit
Commercial per 1,000 sf by trip bin	Office	$13.03 → $17.64
	Retail	$21.71 → $29.41
	Medical	$31.48 → $42.64
	Warehouse	$5.43 → $7.35

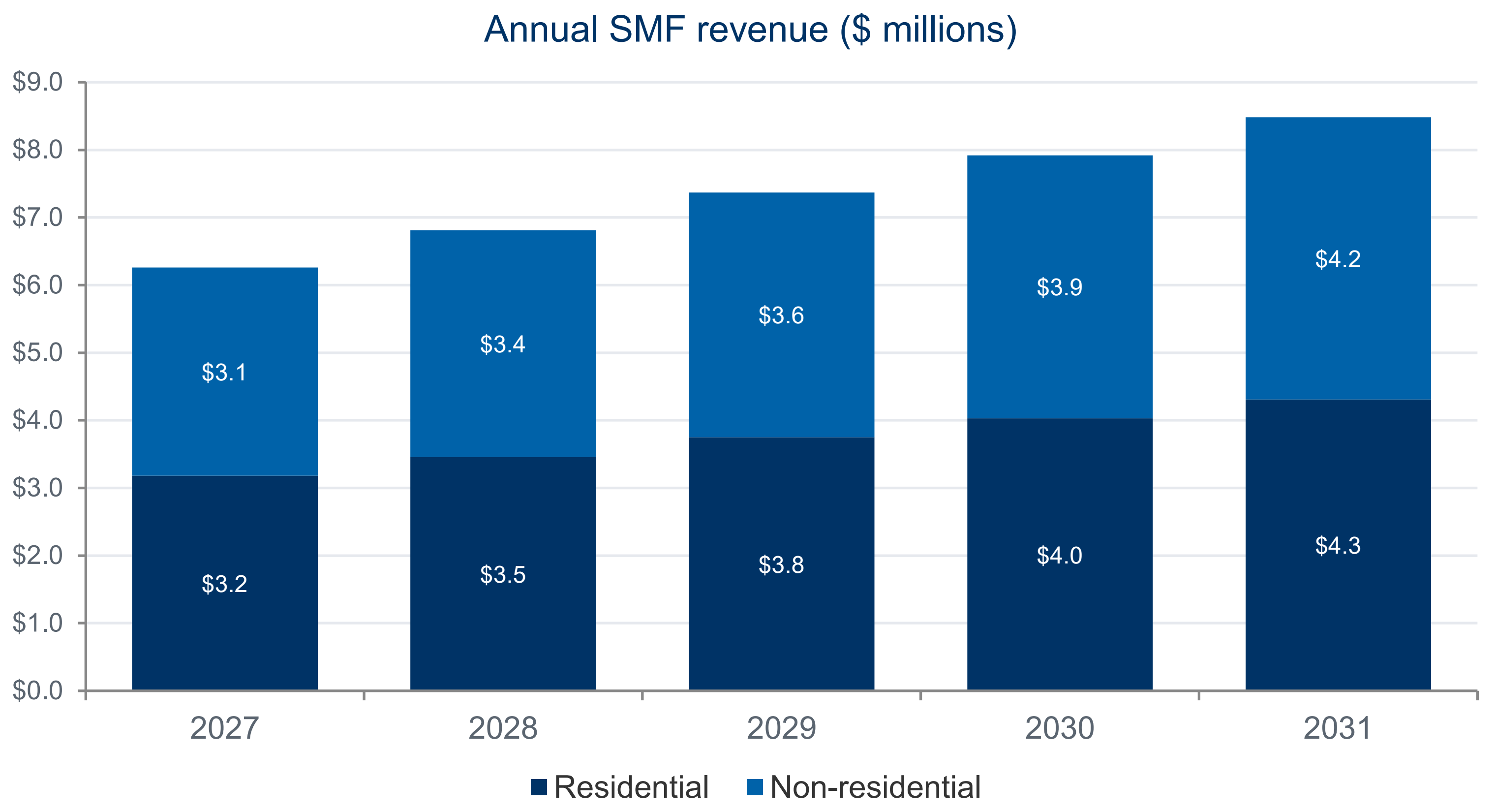
Examples: 3,000 sf office $39 → $53 · 10,000 sf retail $217 → $294

The $11.28 launch (standard home) lands in the middle band among Oregon peers — a dollar under Corvallis ($12.28).

Model policy adjustments (2025): revenue balanced ~50/50 residential / non-residential · schools −50% · low-income discount per City policy · trip caps for the largest generators.

Revenue over the 5-year ramp

The fee steps up and revenue grows — balanced residential / non-residential each year



$6.26M → $8.48M

total SMF revenue across the ramp

≈ 51 / 49

residential vs non-residential, every year

$11.28 → $15.28

standard home (Tier 3), 2027 → 2031

What the Recommended plan delivers

Visible results in every ward — and why more revenue matters

200

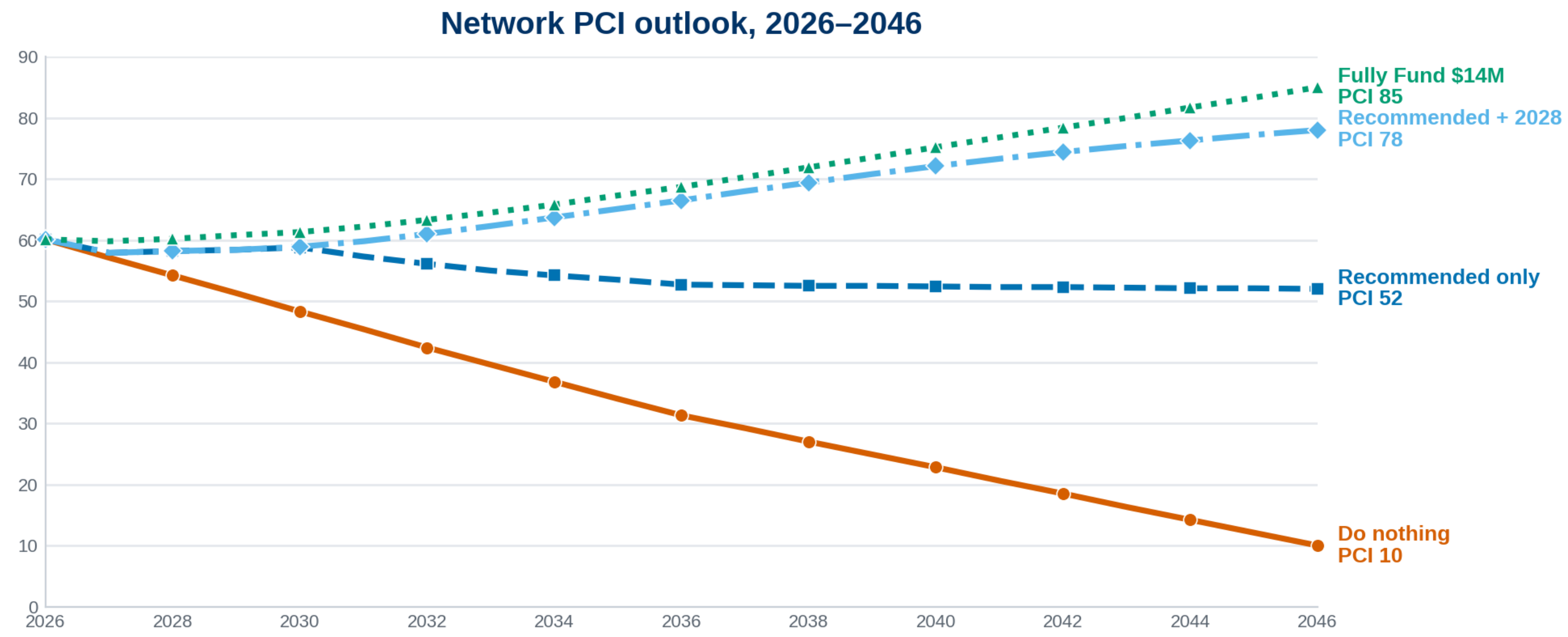
worst streets rescued in the first 4 years

~57

network PCI held through 2031 (vs. sliding)

3 / 3

wards see work every year



Do-nothing collapses toward PCI 10. The Recommended plan (SMF + franchise only, ~$8.5M/yr) holds condition near today's level; adding the 2028 revenue (SDCs / local gas tax) lifts it toward the goals (~PCI 78); Fully Fund ($14M/yr from 2027) reaches PCI ~85. Illustrative trajectories.

The three paths compared

Outcomes at the end of the 5-year ramp (2031) and over the long run (2046)

Measure	Opt 1: Do Nothing	Opt 2: Fully Funded	Recommended
By 2031 — Weighted PCI	**45**	**62**	**57**
% Very Poor + Failed	47%	32%	30%
Deferred backlog	$192M	$128M	$138M
By 2046 — Weighted PCI	**10**	**85**	**52**
% Very Poor + Failed	92%	9%	47%
Deferred backlog	$343M	$34M	$177M
Residential fee / month	$0	$25.48	$11.28 → $15.28
Meets pavement goals?	No	Yes (2046)	Not alone

First 4 years

24

centerline miles rebuilt

(≈ 47 lane-miles · 200 worst segments · all three wards)

Very Poor / Failed held steady — not growing — while do-nothing climbs toward 47%.

Do-nothing nearly doubles the failed share by 2031 and collapses the network by 2046. Fully Fund reaches the goals but at the highest fee; the Recommended approach holds condition and delivers visible early wins at a peer-competitive fee.

Staff Recommendation

RECOMMENDATION

Staff recommends bringing back a Resolution for Option 3 – Phased approach prior to the end of this year.

This will allow time to ensure all necessary software structures can be accommodated in the utility billing system.