

1. 2:00 P.M. Agenda

Documents:

[2025-04-08 Public Works And Streets Agenda.pdf](#)

2. Meeting Material

[2025-02-Financial-Report-Public-Works](#)

Documents:

[2025-03-11 PWS Minutes Summary.pdf](#)

[2025 March Public Works Report.pdf](#)

[2025- March North IN.pdf](#)

[2025- March North OUT.pdf](#)

[2025-March South IN.pdf](#)

[Delineater.blocks.pdf](#)

[Utility Rate Increases 2025-04-08.Pdf](#)

[CIP Updates Five Year Plan FY25-26 2025-04-02 With Spending.pdf](#)

3. 2:00 P.M. Meeting Materials Added After Meeting Start

Documents:

[Yachats Speeding Taken From Monitors.pdf](#)

[ODOT Process To Apply For Speed Enforcement Cameras And Rules Governing](#)

[Speed Enforcement Camera Location.pdf](#)



CITY OF YACHATS
PUBLIC WORKS & STREETS COMMISSION MEETING
Tuesday, April 8, 2025 at 2:00pm
To Be Held Via Zoom & In Person Located at:
Commons Bldg., Civic Meeting Room 1
441 Hwy 101 N., Yachats, OR 97498

Join Zoom Meeting

<https://us02web.zoom.us/j/87044929816>

Meeting ID: 870 4492 9816

AGENDA

- I. **Call to Order**

- II. **Announcements & Correspondence**
 - a. EPC County Grant \$2500

- III. **Citizen's Concerns**

- IV. **Reports**
 - a. Meeting Summary (Information only)
 - b. Fire Dept Report - (Linn)
 - c. Emergency Preparedness Committee Report (Linn)
 1. APRIL demonstration of Nomad (PW&SC attend)
 - April 16, Wednesday if no rain
 - d. Public Works Report (Rick & Dave)
 1. Adopt-A-Hydrant-Status
 2. Fire Hydrants – New code & new developments
 - e. PW Finance Report - January (Don G)
 - f. Finance Committee Report (Julie)

This meeting is open to the public and all interested persons are invited to attend. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. Minutes of all public meetings are available for review on the City website at www.yachatsoregon.org. In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1-800-735-2900 (TDD) two days in advance. Posted 04-08-25 By: Kimmie Jackson, City Recorder

V. **Current Business**

- a. Delineators Oceanview Dr – (Rick)
- b. Status of Utility Rate increases (Julie & Beca)
- c. Street Fee: Comments (CM/Rick/Dave)
- d. Septic Tank Removal – Connect to System Dist.
(other communities – (Don P/Jim W)
- d. Speeding Data – Camera Enforcement (Don P)

VI. **New Business**

- a. Garbage & Recycling – locations for containers (Rick)

VII. **Other Business**

- a. From Commission
- b. From Staff

VIII. **Next Meeting**

- a. May 13, 2025 –
 - 1. Utility Rates Quarterly

Attachments

Feb, Finance Report

This meeting is open to the public and all interested persons are invited to attend. This meeting will be audio taped. All items to be considered by the Commission must be submitted to City Hall no later than one week prior to the meeting. Minutes of all public meetings are available for review on the City website at www.yachatsoregon.org . In accordance with ORS 192.630, City of Yachats will make a good faith effort to provide accommodations for any person desiring to attend a public meeting, if the request is made at least 48 hours in advance of the meeting time. The meeting room is physically accessible to persons with mobility devices; a sign language or foreign language interpreter may be available, with advance notice. Call City Hall at 541- 547-3565 or Oregon Relay 1-800-735-2900 (TDD) two days in advance. Posted 04-08-25 By: Kimmie Jackson, City Recorder



**CITY OF YACHATS
PUBLIC WORKS & STREETS COMMISSION**

**MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Tuesday, March 11, 2025**

- 1. Public Works & Streets Commission Meeting 2:00 pm**
- 2. Call to Order**
- 3. Roll Call**

Committee Members	P/A
Linn West, Chair	P
Don Groth, Vice Chair	P
Alex Cox	P
Bob Bennett	A
James Welch	P
Kevin Erdahl	P
Don Phipps	P

Staff Members	
Bobbi Price, City Manager	Kimmie Jackson, City Recorder
Neal Morphis, City Infrastructure Clerk	Dave Buckwald, Wastewater Lead
Rick McClung, Water Lead	Becca Parrish, Utilities Clerk

Audience
14

4. Announcements / Correspondence

- a. March 12, 2025, at 5 pm Community Input – Greater Commons Master Plan

5. Citizens’ Concerns (5-Minute Limit)

- a. None

6. Reports

- a. Meeting Summary ([Information only](#))
- b. Fire Dept Report – (Linn) Not at this time
- c. Emergency Preparedness Committee Report (Linn): Three members of the Emergency Preparedness Committee met with the fire department

to discuss first aid and what will and will not be administered. CERT Classes will start in the Spring at OCCC. The spring demonstration of Nomad by Public Works is still *TBD*.

- d. [Public Works Report](#) The Public Works Leads gave a brief update on the February report, which included utilizing a pipe that was installed 24 years ago for future use; updates on the reservoir project, including a letter of interest for funding; ongoing budget discussions for the next fiscal year and the library's construction; and the addition that consumption reporting still faces issues with data retrieval from Springbrook.

Lead McClung reported that the water flow is doing well. Water revenue was higher than usual at this time of year, partly due to the changes affecting the revenue on the water side: the deletion of the two units for large users and the increase in vacation rentals.

- e. Finance Report - The [January reports](#) were reviewed; the February reports are not available yet.
- f. Finance Committee Report - No report at this meeting.

7. Current Business

- a. [Properties Septic Systems](#) The discussion focused on extending the City's sanitary sewer system to properties currently using septic systems or vacant lots. Wastewater Lead Buckwald presented maps showing the distances between existing sewer lines and properties, with some areas requiring 300–500 feet of new piping. Discussion continued around the challenges of implementing this project, including costs, terrain difficulties, and the need to incentivize homeowners to connect; one idea is to consider phasing the project, starting with areas that are easier to connect, and potentially collaborating with developers to extend lines. The commission also discusses the need to update City codes regarding mandatory connections and to research how other similar communities handle this issue.

Chair West asked for volunteers to investigate communities that require homeowners to connect to sewer if they are within a certain distance. He is particularly interested in knowing what that distance is. Commissioners Welch and Phipps agreed to look into it.

8. New Business

- a. City Manager Price gave a [Presentation](#) on Council Goals and Commissions' Roles and Responsibilities. Price explained the roles and responsibilities of the City Council, City Manager, Public Works Leads, City Recorder, and Commissioners. The presentation covered how different departments and commissions work together, the annual goal-setting and budgeting process, and the importance of commissioners as community connectors. It also reviewed the 2025 City Council goals for the year, focusing on infrastructure and achieving water sustainability.
- b. Streets - The need for funds - There have been discussions about implementing a \$10.00 monthly street fee added to water bills to fund street maintenance and repairs. The fee would generate approximately \$114,000 annually and include yearly CPI increases. The funds would be dedicated solely to Street and Storm Drain maintenance, repair, reconstruction, and planning. The streets department lacks dedicated funding, making it challenging to keep up with repairs and plan strategically. The proposed fee aims to address pothole issues identified as a top concern in a recent survey. Public Works Lead Buckwald explained that the current street budget is limited, with a significant portion going to pothole repairs and ditch cleaning. Public Works has identified several critical paving projects but can only fund a portion of them due to budget constraints. It was also noted that the fee could help with soft costs associated with applying for grants for larger infrastructure projects.

Motion:	The motion was made to move forward with presenting this proposal to the City Council, potentially adding visual examples of deteriorating streets to the presentation.			
Moved:	Don Phipps			
Seconded:	Jim Welch			
Ayes:	Welch, Erdahl, Phipps, Groth, West	Nays: 0	Absent: 1 - Bennett	Abstained: 1 - Cox
Passed:	5/2			

9. Adjourn City Council Meeting 4:33 pm

Minutes prepared by: Kimmie Jackson, City Recorder



Date: April 7, 2025
To: Bobbi Price, City Manager
From: Public Works Department
Re: March 2025 Public Works Report

Rainfall at Yachats Public Works:

	2025	2024	2023	2022
		<u>Inches</u>		
March	9.05	9.25	9.50	5.21
Rain year to date:	22.55	34.73	24.57	15.12

Total water produced: **3,344,100** gallons

Total water accounted for: **N/A** gallons Water loss efficiency: **N/A** %

Total wastewater treated: **8,108,000** gallons

The following is a list of what was done by Public Works staff in March 2025.

Streets:

- Potholes filled.
- Crosswalk flasher repair.
- Back-bladed Radar Rd., Crestview Drive, Pacific View Drive and Overlook Drive.
- Street cleaning (gravel), Radar and Cedar Ave.
- Two PW staff members sent to a flagger class.

Storm Drainage:

- Storm drain clearing.
- Ditching on upper Radar Rd. and Overlook Drive.
- Yachats River Rd.

Water Treatment Plant:

- Water systems operations.

- Water plant maintc.
- Reedy Creek headworks Inspection.

Distribution Sys:

- Meter reading and rereads.
- Meter maintc.
- Leak inspections.
- System hydrant flushing and maintc.
- E2nd Phs3 water line CCTV.
- Major water main break on Yachats Ocean Rd., (Repaired).
- Install two new water meters.

Wastewater Treatment Plant:

- Wastewater systems operations.
- Plant maintc. & clean-up.
- Biosolids operations.

Collection Sys:

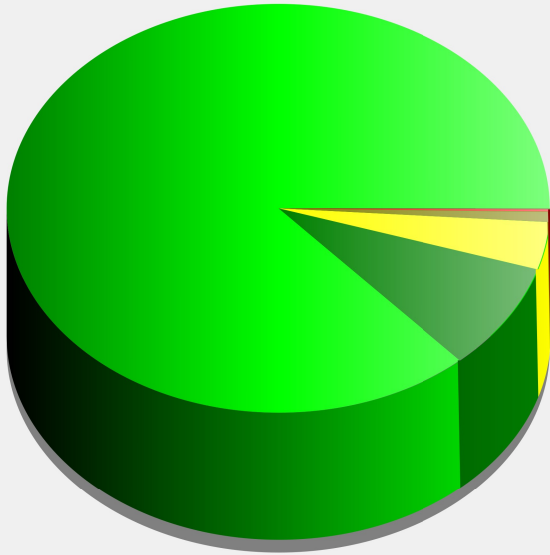
- Lift station inspections.
- Degreased lift stations.
- Float cleaning.
- CCTV 190ft on Cedar Ave., 300ft on Surfside Drive.
- Manhole found on E. 3rd St.


Public Works:


- Shop maintc. and clean up.
- Fleet maintc. & repair.
- Equipment maintc. & repair and fueling.
- Multiple locates.
- Brush box handling.
- PW administration.
- Piles picked up for Trails crew.
- Garbage removal at the Commons.
- Samples to Newport.
- City Hall and Commons work.
- PW yard organizing.
- Power outage.
- Brush cutting.
- Code Enforcement.
- Pathogen testing on local creeks.
- 949 Yachats River Rd. property inspection.
- Assisted OSU with storm water study.
- Power failure on 7th St.


- Tar patching on PW buildings.
- Vac-truck repairs made.


Incoming vehicles





 <= 25 Mph : 108,102 - (86.65 %)

 26 - 30 Mph : 10,644 - (8.53 %)

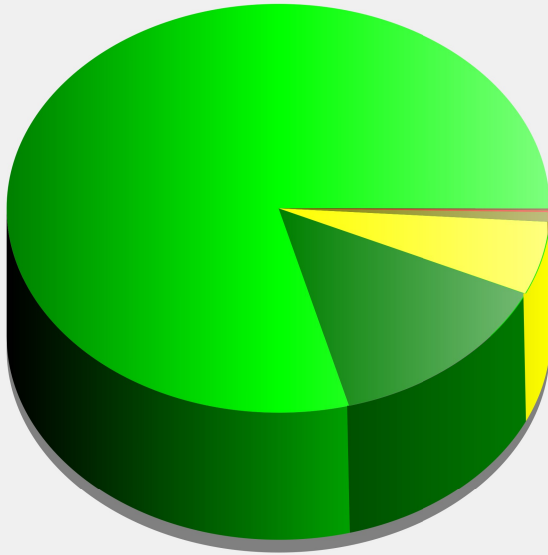
 31 - 35 Mph : 4,681 - (3.75 %)





 36 - 40 Mph : 985 - (0.79 %)

 41 - 45 Mph : 242 - (0.19 %)

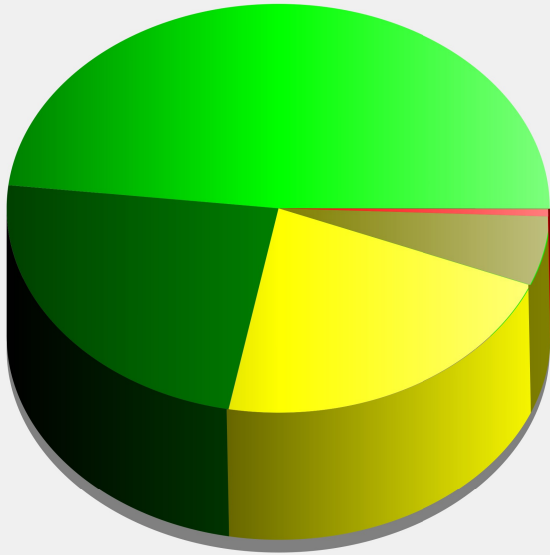
 46 - 65 Mph (and more) : 104 - (0.08 %)







Outgoing vehicles



	<= 25 Mph : 116,691 - (79.18 %)
	26 - 30 Mph : 20,613 - (13.99 %)
	31 - 35 Mph : 8,522 - (5.78 %)
	36 - 40 Mph : 1,135 - (0.77 %)
	41 - 45 Mph : 221 - (0.15 %)
	46 - 65 Mph (and more) : 194 - (0.13 %)

Incoming vehicles



	<= 25 Mph : 24,851 - (48.20 %)
	26 - 30 Mph : 12,306 - (23.87 %)
	31 - 35 Mph : 11,251 - (21.82 %)
	36 - 40 Mph : 2,823 - (5.48 %)
	41 - 45 Mph : 301 - (0.58 %)
	46 - 65 Mph (and more) : 25 - (0.05 %)

Oceanview Dr/804 delineator vandalism

The Oceanview Dr/804 delineator vandalism is getting worse. Before the city invests in Safe-Hit delineators to replace the current ones -I'd like to suggest going a different direction to mitigate vandalism because I do not think the Safe-Hit post will solve the problem.

When the county refurbished Oceanview Dr so the city could adopt it, the 804 trail was a big issue and a lot of thought went into development.

After listening to the public, the city manager concluded that the best option was to place 2ft x 2ft x 6ft concrete blocks instead of delineators as a deterrent to keep walkers safe. After the city manager moved on to a new job the decision to use blocks was switched to delineators.

The 804 trail was designed for the blocks, it's 8ft wide and the concrete blocks are 2ft wide. This would leave 6ft for pedestrians and satisfy ADA rules. The blocks will be situated about 4ft apart to allow pedestrians and bikes freedom to enter/exit and to narrow for a car to enter. Currently these blocks are being used at the old Landmark, and I have noticed a lot of people are using them to sit and watch the ocean.

To help with the decision I have provided a cost breakdown.

Delineator Cost

Units	Item	Each	Total
125	New Safe-Hit Delineators	\$45	\$5,625
125	Labor	\$75	\$9,375
	Total		\$15,000

Concrete Block Cost

Units	Item	Each	Total
100	Concrete Block	\$110	\$11,000
100	Labor	\$75	\$9,375
	Total		\$20,375

The concrete blocks cost a little more than the delineators, but they are a one-time cost and the delineators will be an ongoing cost that will have to be budgeted for every year.

Thank you,

Rick McClung -Public Works



Utility Rates



Rate Increases

- **July 1, 2024** – ENR* 2.5% increase for all accounts.
- **November 1, 2024** – Remove included units from commercial and vacation rental accounts.
- **January 1, 2025** – 25% increase on all vacation rental accounts.

**Engineering News-Record provides real-time cost data for construction materials and labor*



July 1, 2024, 2.5% increase

► July 2023 Utility Billing

UB Payment by month
by service

Service ☰	Tran Date	
	2023 August	Grand Total
Water Flat	\$46.77	\$46.77
Water	\$82,359.83	\$82,359.83
Sewer	\$75,039.50	\$75,039.50
Grand Total	\$157,446.10	\$157,446.10

► July 2024 Utility Billing

UB Payment by month
by service

Service ☰	Tran Date	
	2024 August	Grand Total
Water Flat	\$93.54	\$93.54
Water	\$89,564.99	\$89,564.99
Sewer	\$85,476.89	\$85,476.89
Penalty/Int	\$167.37	\$167.37
Grand Total	\$175,302.79	\$175,302.79

As of July 1, 2024, we implemented the 2.5% increase and reinstated late fees at 1.5%.

Residential + Vacation Rentals - 895 Accounts

Base rate- (5/8) 2024-\$110.81 2025- \$113.59

Increase per month- \$2,488.11

Increase per year- **\$29,857.20**

Commercial 42 Accounts-

- ▶ Base rate- 2" - 2024- \$216.44 2025- \$222.60
- ▶ 9 Comm. accounts in 2"- Increase per month \$55.44
- ▶ Increase per year- **\$665.28**
- ▶ Base rate- 1"-2024 - \$146.98 2025- \$150.66
- ▶ Increase per month- \$3.68
- ▶ Increase per year- **\$44.16**
- ▶ Base rate- 32 Accounts 5/8- Increase per month \$88.96
- ▶ Increase per year- **\$1,067.52**

JULY 1- 2.5% ENR

Increase per year total- **\$31,634.16**

Service	January	February	March
Water Flat	\$46.77	\$46.77	\$46.77
Water	\$70,953.41	\$71,399.25	\$72,958.71
Sewer	\$66,236.66	\$66,791.10	\$68,377.91
Penalty/Int	\$5.00	\$5.00	
Grand Total	\$137,241.84	\$138,242.12	\$141,383.39

2024			
April	May	June	July
\$46.77	\$46.77	\$46.77	\$46.77
\$70,863.94	\$71,177.36	\$70,231.35	\$77,681.82
\$65,693.49	\$67,073.35	\$66,795.14	\$73,607.46
			\$5.00
\$136,604.20	\$138,297.48	\$137,073.26	\$151,341.05

August	September	October	November	December
\$93.54		\$93.54		\$46.77
\$89,564.99	\$83,374.16	\$85,423.01	\$76,418.07	\$74,953.50
\$85,476.89	\$79,101.91	\$80,996.73	\$71,336.07	\$70,859.36
\$167.37	\$296.11	\$498.28	\$389.17	\$478.97
\$175,302.79	\$162,772.18	\$167,011.56	\$148,143.31	\$146,338.60

2024
Grand Total
\$561.24
\$914,999.57
\$862,346.07
\$1,844.90
\$1,779,751.78

November 1, 2024 Remove 2 included units from Comm/VR

November 2023 UB

UB Payment by month
by service

Service ☰	Tran Date	
	2023 December	Grand Total
Water Flat	\$46.77	\$46.77
Water	\$71,994.68	\$71,994.68
Sewer	\$67,368.72	\$67,368.72
Penalty/Int	\$5.00	\$5.00
Grand Total	\$139,415.17	\$139,415.17

November 2024 UB

UB Payment by month
by service

Service ☰	Tran Date	
	2024 December	Grand Total
Water Flat	\$46.77	\$46.77
Water	\$74,953.50	\$74,953.50
Sewer	\$70,859.36	\$70,859.36
Penalty/Int	\$478.97	\$478.97
Grand Total	\$146,338.60	\$146,338.60

In November, excluding the 2 units of water, this change applied to 165 accounts.

COMMERCIAL BASE RATES

Base Rate + Water Consumption

- $\$222.60 + \$28.32 = \$250.92$ (9)
- $\$150.66 + \$28.32 = \$178.98$ (1)
- $\$113.59 + \$28.32 = \$141.91$ (32)
- *Total Monthly Increase* : \$ 1,189.44
- *Total Yearly Increase* : **\$14,273.28**

VACATION RENTAL BASE RATE

Base Rate + Water Consumption

- $\$113.59 + \$28.32 = \$141.91$ (123)
- *Total Monthly Increase*: \$3,483.36
- *Total Yearly Increase*: **\$41,800.32**

Excluding the 2 units, these customers will now pay the base rate plus any additional usage. **These numbers assume that these accounts used 2 units of water.**

Vacation Rental 25% Increase

January 2024 UB

UB Payment by month
by service

Service	Tran Date	
	2024 February	Grand Total
Water Flat	\$46.77	\$46.77
Water	\$71,399.25	\$71,399.25
Sewer	\$66,791.10	\$66,791.10
Penalty/Int	\$5.00	\$5.00
Grand Total	\$138,242.12	\$138,242.12

January 2025 UB

UB Payment by month
by service

Service	Tran Date	
	2025 February	Grand Total
Water Flat	\$46.77	\$46.77
Water	\$79,105.81	\$79,105.81
Sewer	\$75,322.71	\$75,322.71
Penalty/Int	\$230.67	\$230.67
Grand Total	\$154,705.96	\$154,705.96

January 1, 2025, Vacation Rental 25% Rate increase

VACATION RENTAL BASE RATE

- 2024 - Water- \$56.99 + Sewer- \$56.60 = \$113.59
- 2025- Water- \$71.24 + Sewer- \$70.74 = \$141.98
- Monthly increase- \$28.39 x 123 accts. \$3,491.97
- Yearly increase- \$41,903.64

These numbers are based when we are at full capacity for vacation rentals.

Vacation rental users pay a base rate of \$141.98, plus any additional water consumption.

Water Totals-

- ▶ ENR \$15,921.00
- ▶ Excluded Units \$28,036.80
- ▶ Vacation Rentals \$21,033.00
- ▶ **Subtotal \$64,990.80**

Sewer Totals-

- ▶ ENR \$15,713.16
- ▶ Excluded Units \$27,956.88
- ▶ Vacation Rentals \$20,870.64
- ▶ **Subtotal \$64,540.68**

TOTAL YEARLY INCREASE: 129,531.48

These numbers assume vacation rentals are at full capacity and each account with excluded units used two units of water.

CIP Updates five year plan FY25-26 2025-04-02 with spending

CITY OF YACHATS
CAPITAL IMPROVEMENT PROJECTS

4/2/2025

FUND/CD	MASTERPLAN	DEPARTMENT / DETAIL	CIP BUDGET		FISCAL 2024-2025		SPEND or CARRY		CIP 5 YEAR PROJECTION						TOTAL CIP	NOTES	
			ADOPTED APPROP	APPROPS AFTER RECLASS	(ACTUAL) SPEND TO DATE	(REMAINING) AVAILABLE TO YEAR END	Estimated Spending Apr-Jun	CARRY FORWARD	FISCAL CIP YR1	FISCAL CIP YR2	FISCAL CIP YR3	FISCAL CIP YR4	FISCAL CIP YR5	FISCAL CIP >5YRS			
			2024-2025	date	4/2/2025				2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	>2030			2025<
ENTERPRISE PRIORITY # MASTERPLAN DEPARTMENT / DETAIL WATER (WTP)																	
	1	M/P D-02 (1)	System Pressure Release Valve Rehab/ Update	50,000	-	-	0	-	-	-	-	50,000	-	-	-	50,000	
	1	M/P D-03 (1)	Windsong Street Service Reconnections	11,000	-	-	0	-	-	-	-	11,000	-	-	-	11,000	
	1	M/P D-04 (1)	New PRV at 7th Street & Radar Road	101,000	-	-	0	-	-	-	-	101,000	-	-	-	101,000	
	1	M/P D-05 (1)	New PRV on King Street Between 7th and Prospect Ave	101,000	-	-	0	-	-	-	-	101,000	-	-	-	101,000	
	1	M/P D-06 (1)	New 8" Water Main on Radar Road at Prospect Ave	57,000	-	-	0	-	-	-	-	57,000	-	-	-	57,000	Lines are Asbestos Concrete. Pending resolution on tank placement. Not Looping Projects
	1	M/P D-07 (1)	New 8" Water Main on King Street at Prospect Ave	86,000	-	-	0	-	-	-	-	86,000	-	-	-	86,000	Lines are Asbestos Concrete. Pending resolution on tank placement. Not Looping Projects
	1	M/P D-10 (1)	Combs Circle Pressure Release Valve Rehab	40,000	-	-	0	-	-	-	-	40,000	-	-	-	40,000	
	1	M/P D-13	2ND ST PH3 Loma to River Rd Engineering - Water	15,000	15,000	15,000	1,750	13,250	13,250	0	0	-	-	-	-	0	Engineering 45k, 15k water, 10k wastewater, 20k streets storms
E2PHS3WL	1	M/P D-13 (1)	2ND ST PH3 Loma to River Rd Waterline Construction	150,000	75,000	42,756	42,756	42,756	150,000	50,000	50,000	50,000	50,000	50,000	50,000	300,000	Analysis / Engineering of Prosp. Intertie Agreement w/SWLCUPUD
	1	M/P S-03 (1)	Analysis / Engineering SWLCUPUD	75,000	70,000	70,000	14,362	55,638	0	0	0	0	0	0	0	300,000	
	1	M/P S-05 (1)	Reedy Creek Raw Water Pipeline Improvements	208,000	104,000	104,000	25,000	79,000	0	79,000	300,000	300,000	-	-	-	-	300,000
	1	M/P T-01 (1)	Water Plant Electrical Control Systems - MCC (Master Control)	814,000	-	-	0	-	-	-	-	407,000	407,000	-	-	814,000	Motor Drives are breaking down. Operating only at 50%.
WTPUPGRD	1	M/P T-01 (1)	WTP Upgrade CIP Annually	30,000	30,000	30,000	16,797	13,203	5,000	0	30,000	30,000	30,000	30,000	30,000	180,000	
	2	M/P D-08 (2)	New 8" Water Main on West Third Street	167,000	0	-	-	-	-	-	-	210,000	-	-	-	210,000	
	2	M/P D-08 (2)	West Third Street Engineering Water	-	-	-	-	-	-	-	30,000	-	-	-	-	30,000	Split between Wastewater, Storm Drains, Streets
	2	M/P D-09 (2)	New 4" Water Main and PRV on Horizon Hill Road (hillside rock)	737,000	0	-	-	-	-	-	-	-	-	-	737,000	737,000	
	2	M/P D-11 (2)	Yachats Ocean Road Service Reconnections	20,000	0	-	-	-	-	-	-	-	-	-	20,000	20,000	
	2	M/P D-15 (2)	Pontiac Street Waterline - 3rd to 4th	88,000	0	-	-	-	-	-	-	88,000	-	-	-	88,000	
	2	M/P D-16 (2)	Shell Street Waterline	79,000	0	-	-	-	-	-	-	-	-	-	79,000	79,000	
	2	M/P D-17 (2)	Gender Drive and Windy Way Waterlines	254,000	0	-	-	-	-	-	-	-	-	-	254,000	254,000	
	2	M/P D-18 (2)	Pontiac Street Waterline - 2nd to 3rd	105,000	0	-	-	-	-	-	-	105,000	-	-	-	105,000	
	2	M/P D-19 (2)	Hanley Drive Waterline	47,000	0	-	-	-	-	-	-	-	-	-	47,000	47,000	
	2	M/P P-01 (2)	New Radar Road Pump Station	767,000	0	-	-	-	-	-	-	-	-	-	767,000	767,000	
	2	M/P P-02 (2)	New Horizon Hill Pump Station & Reservoir	1,079,000	0	-	-	-	-	-	-	-	-	-	1,079,000	1,079,000	
	2	M/P ST-01 (2)	New 200,000-gallon Lower Radar Road Reservoir	2,000,000	0	-	-	-	-	-	-	-	-	-	2,000,000	2,000,000	
RESSEVAL	2	M/P ST-02 (2)	Water Tank Seismic Retrofit Engineering	60,000	30,000	30,000	26,141	3,859	3,859	0	-	-	-	-	0	0	
	2	M/P ST-04	Feasibility Study For Water Tank - New Reservoir Site	-	-	3,430	3,430	-	-	-	210,000	-	-	-	-	210,000	Includes Geotech Study, Surveying, Engineering Review, Land clearing
	2	M/P ST-05	1,000,000-gallon Reservoir Replacement	6,000,000	0	-	-	-	-	-	-	-	4,000,000	4,000,000	2,000,000	10,000,000	Hoping for a 1.5 Million Gallon Tank
	2	M/P T-02 (2)	Property Acquisition for Reservoir Replacement	-	-	-	-	-	-	-	TBD	-	-	-	-	-	
WPCLRRHB	2	M/P T-02 (2)	Water Plant Clarifier - Rehabilitation of Drives (\$641k)	250,000	250,000	250,000	250,000	250,000	250,000	250,000	-	-	-	-	250,000	Critical Path. System is operating at less than optimum functionality.	
	2	M/P T-03 (2)	WTP Mixed Media Filter Rehabilitation	350,000	0	-	-	-	-	-	-	-	-	-	350,000	350,000	
	2	M/P T-04 (2)	WTP Pump and Compressor Upgrades	402,000	0	-	-	-	-	-	-	402,000	-	-	-	402,000	
	2	M/P T-07 (2)	WTP Building Seismic Retrofit	270,000	0	-	-	0	0	-	-	-	-	-	270,000	270,000	
	3	M/P D-20 (3)	Automated Water Meter Reading System	318,000	0	-	-	-	-	-	-	-	-	-	318,000	318,000	
URDFIREH			Annual Hydrant Replacements	10,000	10,000	10,000	12,399	0	0	0	30,000	30,000	30,000	30,000	30,000	180,000	
			Blackstone 126 res Fence	25,000	25,000	25,000	0	25,000	25,000	25,000	-	-	-	-	-	25,000	Completed, invoice not yet received
WTPNLANDC			Property Acquisition, Surveys, Geotech	250,000	280,000	276,570	221,268	55,302	0	55,302	-	-	-	-	-	0	
WELECGT			Public Works Slide Gate	20,000	20,000	20,000	20,000	20,000	20,000	20,000	-	-	-	-	-	0	
WTPSCADA			SCADA Upgrade	60,000	30,000	30,000	0	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	180,000	SCADA
			South Tank Seismic Improvements	-	0	37,244	37,244	-	-	-	-	-	-	-	-	-	
			Water Booster Stations Gensets	70,000	70,000	70,000	70,000	70,000	70,000	80,000	-	-	-	-	-	80,000	
			Water Meter Upgrades	-	20,000	20,000	9,908	10,092	10,092	0	25,000	25,000	25,000	25,000	25,000	150,000	
			Water Treatment Plant Fence	20,000	20,000	20,000	0	20,000	20,000	20,000	-	-	-	-	-	20,000	Completed, invoice not yet received
			Water Unplanned / Contingency	-	25,000	25,000	-	-	-	25,000	25,000	25,000	25,000	25,000	25,000	150,000	
			TOTAL WTP	15,096,000	1,054,000	1,054,000	368,299	688,100	52,201	572,058	1,005,000	1,652,000	5,043,000	4,190,000	2,190,000	6,513,000	20,593,000
ENTERPRISE PRIORITY # MASTERPLAN WASTEWATER (WWTP)																	
	1	M/P G-01 (1)	Sewer Line from King Street to 3rd Street (Manhole D-220 to Manhole D-270)	140,000	-	-	0	-	0	-	-	140,000	-	-	-	140,000	King St & 3rd. Cure pipe in place. Revised M/P Priority.
	1	M/P G-02 (1)	Mainline A Manhole between A-040 to A-050	141,000	-	-	0	-	0	15,000	-	-	-	-	141,000	156,000	10k for easements. Not underperforming. Upgrade when expansion at Adobe Expansion occurs. Easement for properties south of Adobe.
	1	M/P G-03 (1)	Mainline D Manhole D-010 to D-030, Ocean View Drive	263,000	-	-	-	-	-	-	-	45,000	263,000	-	-	308,000	45k for engineering. Calculation issue. Is a 10" s/b 12" Currently performing for demand. 5-10 years out.
	1	M/P G-04 (1)	Hanley Drive Sewer Manholes	40,000	20,000	20,000	20,000	20,000	0	20,000	-	-	-	-	-	20,000	
	1	M/P G-05 (1)	Wastewater Collection System Design Standards	5,000	0	20,000	20,000	20,000	0	0	-	-	-	-	-	0	
PUMPPLGS	1	M/P P-01 (1)	Submersible Pump Plug Engineering & Installation	371,000	300,000	300,000	261,992	38,008	38,008	0	0	-	-	-	-	0	Pump Plugs - price increased to 371k, estimating 71k spending FY23-24 and another 300k FY24-25
WWBUPGEN	1	M/P P-02	WW Portable + Backup Generator	-	-	36,138	36,138	-	-	-	-	-	-	-	-	-	
	1	M/P P-03 (1)	Quiet Water Lift Station Improvements	493,000	-	-	0	-	0	50,000	250,000	193,000	-	-	-	493,000	5-10 Years Out. OW Pump Station is functioning well. Demand is stable. PW recommends review at 5 years - rehab vs. new installation. 50K Engineering. Split Rest into two years for summer construction
	1	M/P T-02 (1)	SBR and Digester Diffuser Membrane Replacement	15,000	-	-	0	-	0	-	-	-	-	-	15,000	15,000	at 10 years. Just completed at MP.
	1	M/P T-04 (1)	PW Rehab - Roofing	200,000	-	-	0	0	0	-	-	-	100,000	100,000	200,000		
	1	M/P T-04 (1)	PW Rehab Exterior Panels	350,000	-	-	0	0	0	-	-	-	100,000	250,000	350,000		
	1	M/P T-05 (1)	Outfall Pipeline Improvements	120,000	-	-	0	-	0	230,000	-	-	-	-	-	230,000	30K for engineering, 200K for construction
	2	M/P F-01	Pontiac Lift Station Force Main Engineering	45,000	-	-	-	-	-	12,000	-	-	-	-	-	12,000	
	2	M/P F-01 (2)	Pontiac Lift Station Force Main Improvements	121,000	-	-	-	-	-	-	121,000	-	-	-	-	121,000	5-10 years out. Current performance is acceptable. Pump plugs repair/upgrade to improve perf.
	2	M/P F-02	Riverside Lift Station Force Main Engineering	-	-	-	-	-	-	33,000	-	-	-	-	33,000		
	2	M/P F-02	Riverside Lift Station Force Main Improvements	326,000	-	-	-	-	-	-	-	326,000	-	-	-	326,000	
MLSUPGRD	2	M/P P-04 (2)	Main Lift Station Improve	405,000	166,000	166,000	65,575	100,425	100,425	0	166,000	-	-	-	-	166,000	
	2	M/P P-05 (2)	Parkside Lift Station Improvements	218,000	-	-	-	-	-	-	-	109,000	109,000	-	-	218,000	5-10 years out. Current performance is acceptable. Pump plugs repair/upgrade to improve perf.
	2	M/P P-06 (2)	Riverside Lift Station Improvements	250,000	50,000	50,000	35,468	14,532	-	0	100,000	100,000	-	-	-	200,000	On list. Higher Priority Within next three years. Eng. Year 1. Install in year 2. MP \$326k
	2	M/P P-07 (2)	Pontiac Lift Station Improvements	218,000	-	-	-	-	-	-	-	109,000	109,000	-	-	218,000	5-10 years out. Current performance is acceptable. Pump plugs repair/upgrade to improve perf.
	2	M/P T-07 (2)	New Biosolids Disposal Site Acquisition	50,000	-	-	0	-	0	-	-	-	-	-	50,000	Actively looking. Keep in year 1 as priority. Current removal costs are high. Landfill more expensive. Long term need a place to put biosolids.	
	2	M/P T-08 (2)	Biosolids Manure Spreader	100,000	-	-	-	-	-	-	-	-	-	-	100,000	Contingent on land purchase	
	2	M/P T-09 (2)	Aerobic Digester and Sludge Storage Tank Air Supply System Imps.	223,000	-	-	-	-	-	-	-	-	-	-	223,000	5-10 years out. Improvement will occur w/Air Valve Replacement, SCADA controls updates.	
	2	M/P T-10 (2)	Aerobic Digester Tank Coating and Piping Improvements	330,000	-	-	-	-	-	-	-	-	-	-	330,000	330,000	5-10 years out. Improvement anticipated with installed new lining.
	2	M/P T-11 (2)	SBR, EQ Basin, & Digester Control System Upgrades	972,000	-	-	-	-	-	-	-	-	-	-	972,000	15-20 year plan	
	2	M/P T-12 (2)															

CIP Updates five year plan FY25-26 2025-04-02 with spending

CITY OF YACHATS
CAPITAL IMPROVEMENT PROJECTS

4/2/2025

FUND/CD	MASTERPLAN	DEPARTMENT / DETAIL	CIP BUDGET		FISCAL 2024-2025			SPEND or CARRY		CIP 5 YEAR PROJECTION						TOTAL CIP	NOTES	
			ADOPTED APPROP	APPROPS AFTER RECLASS	(ACTUAL) SPEND TO DATE	(REMAINING) AVAILABLE TO YEAR END	Estimated Spending Apr-Jun	CARRY FORWARD	FISCAL CIP YR1	FISCAL CIP YR2	FISCAL CIP YR3	FISCAL CIP YR4	FISCAL CIP YR5	FISCAL CIP >5YRS				
			2024-2025	date	4/2/2025				2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	>2030	2025<			
2NDSTREE		Pontiac Lift Station Pump 3 Upgrade		10,000	9,935	65	65	0										
		WW Roll Up Doors			69,913													
PWDESNST		PW Design Standards		240	240													
		Wastewater Unplanned / Contingency	25,000			0	0	0	25,000	25,000	25,000	25,000	25,000	25,000	25,000	150,000		
TOTAL WWTP			6,947,000	1,099,000	1,099,000	517,097	581,903	552,968	0	794,000	754,000	761,000	654,000	265,000	3,482,000	6,710,000	CHECK SUM	
TOTAL ENTERPRISE BEFORE CAPITALIZED LABOR			22,043,000	2,153,000	2,153,000	885,396	1,270,003	605,169	572,058	1,799,000	2,406,000	5,804,000	4,844,000	2,455,000	9,995,000	27,303,000	27,303,000	
GENERAL FUND																		
STREETS																		
		EAST 2nd Street PH 3 - Loma to River Rd 560'																
		Loma to River Rd General Engineering	13,000	20,000	10,000	1,750	8,250		8,250	20,000							20,000	Year 2 Engineering
E2PHS3ST		Loma to River Rd General Construction	187,000				0		0	180,000							180,000	
STREET PROJECTS																		
GIMLETGT		Gimlet Gates	70,000	35,000	0		0		0								0	
OCEANVIE		Oceanview Drive	50,000				0		0							50,000	50,000	Hold pending Road Transfer from LC
		Hwy 101 Curve Delineators**	40,000	35,000	80,000	79,274	726	726	0								0	Delineator. Agreement with ODOT.
		Street Repairs	100,000	100,000	100,000		100,000	100,000	0	110,000	110,000	110,000	110,000	110,000	110,000	660,000		
		West 3rd Street Engineering - Streets								5,000						5,000		
		West 3rd Street Construction									250,000					250,000		
		Hwy 101 Phase 2								10,000						10,000		
TOTAL GENERAL STREETS BEFORE CAPITALIZED LABOR			460,000	190,000	190,000	81,024	108,976	100,726	8,250	325,000	360,000	110,000	110,000	110,000	160,000	1,175,000		Engineering - underground power, sidewalk, bike lane
GENERAL FUND																		
STORM DRAINS																		
		Loma to River Rd Storm Drains	40,000				0	0	0	40,000						40,000		
MARINESDR		Marine/101 Storm Drain	60,000				0		0	60,000						60,000	On taking ownership Ocean View/Marine. Locate Utilities	
		West 3rd Street Engineering - Storm Drains								7,000						7,000		
		West 3rd Street Storm Drains Construction									100,000					100,000		
		Oceanview Drive Storm Drains										20,000				20,000		
TOTAL STORMS BEFORE CAPITALIZED LABOR			100,000	0	0	0	0	0	0	107,000	100,000	20,000	0	0	0	227,000		
GENERAL FUND																		
CITY HALL																		
EMRGMNGT		Conex replacement and supplies	11,000				0		0	11,000						11,000		
		Emergency Preparedness	20,000	20,000	20,000		20,000			20,000	20,000	20,000	20,000	20,000	20,000	120,000		
		501 Gutters and Fascia, Building Repair	20,000	20,000	20,000		20,000	0								0		
		Exterior Rehabilitation; ADA Compliant/Code & Safety Review	60,000	60,000	60,000	51,786	8,214	8,214	0		60,000					60,000		
		Interior Security Remodel	90,000	30,000	30,000	29,279	721	721	0		60,000					60,000		
		Fake Police Car	5,000	5,000	5,000		5,000		5,000							0		
		Code Compliance Vehicle								10,000						10,000		
		Masterplan Project Implementations - City Hall								50,000	100,000	50,000	50,000	50,000	50,000	350,000	Masterplan implementations will be revised after Masterplan complete	
		City Hall Lighting Upgrade	5,609							6,000						6,000		
		Generator Rehousing and Relocation for City Hall								45,000						45,000		
		Security Upgrade	10,000	20,000	20,000		20,000		20,000	20,000					20,000	Security Upgrade/Entry and Counters		
TOTAL BEFORE CAPITALIZED LABOR			221,609	155,000	155,000	81,065	73,935	8,935	25,000	162,000	240,000	70,000	70,000	70,000	70,000	682,000		
GENERAL FUND																		
PARKS & TRAILS																		
BOARDWLK		Bayside Boardwalk Engineering	125,000	60,000	41,189	41,189	0		0							0	Preliminary Engineering in 2021-2. CivilWest - Tim Gross. \$6547 in previous fiscal year.	
BOARDWLK		Extension of Walkway to State Park	750,000				0		0		100,000	100,000	100,000	100,000	100,000	500,000		
BOARDWLK		Landmark Gateway Overlook and Improvements	450,000				0		0	50,000	100,000	100,000	100,000	100,000	400,000	Gateway at old Landmark property		
BOARDWLK		Boardwalk Construction	875,000	125,000	0		0		0	250,000	250,000	150,000	150,000	150,000	1,100,000	Based On CivilWest Estimate		
BOARDWLK		Underground Utilities	200,000				0		0	100,000	100,000				200,000			
		O'Neill Landmark Property			153,767	153,767												
		Masterplan Project Implementations - Parks and Trails								25,000	75,000	50,000	50,000	50,000	50,000	300,000	Will adjust when Masterplan is developed	
TOTAL BEFORE CAPITALIZED LABOR			2,400,000	185,000	194,957	194,957	0	0	0	425,000	625,000	400,000	400,000	400,000	300,000	2,500,000		
GENERAL FUND																		
COMMONS																		
		Gutters and Fascia and Roof Repair	50,000	20,000			0		0	25,000						25,000	See CivilWest Review	
		Emergency Shelter - Commons	30,000							30,000						30,000		
		M/E/P Updates	25,000	20,000			0		0							0	Spending was coded as operations but is being changed	
		Fire & Safety Updates; Egress, Hardware and Lighting	25,000	20,000			0		0							0	Missing Fire Exit Lighting, Compliant Egress Pushbars, ADA Compliant Door Hardware, Building Code Updates.	
		Security Updates	10,000	5,000	5,000		5,000	5,000	0							0	Door Access Hardware, Security Video Cameras	
COMMSDLT		Sound / Lighting Updates	25,000	20,000	20,000		20,000	0	20,000	50,000					50,000	Some spending was coded as operations but is being changed		
		Generator Rehousing and Relocation - Resiliency Measure	15,000	15,000	15,000		15,000		15,000	15,000					15,000			
		Interior Remodel and Security Enhancements	80,000	15,000	15,000		15,000		15,000	15,000					15,000			
		Park Plan / Civic Plan / Masterplan		120,000	120,000	16,000	104,000	84,000	20,000	20,000					20,000	Masterplan.		
		Masterplan Project Implementations	470,000				0		0	50,000	50,000	100,000	100,000	100,000	500,000	Will adjust when Masterplan completed		
		Resiliency - Solar Energy	175,000	50,000	0		0		0						0			
		Public Restroom	150,000				0		0	25,000	125,000				150,000			
COMMSNE		Stairs NE Entrance	30,000	25,000	25,000	8,800	16,200	0	16,200	45,000					45,000			
		Commons NE Entrance	105,000				0		0	25,000	80,000				105,000			
COMMPAVI*		Pavilion Upgrades	40,000	35,000	125,000	59,782	65,218	65,218	0						0			
		Basketball Hoop Replacement		0	5,000	5,000												
		Commons Storage Improvements	14,500	14,500	6,500		6,500	750	0						0			
TOTAL BEFORE CAPITALIZED LABOR			1,244,500	359,500	336,500	89,582	246,918	154,968	86,200	300,000	255,000	100,000	100,000	100,000	100,000	955,000		
GENERAL FUND																		
LIBRARY																		
		Website and Branding	10,000	10,000	10,000			10,000	0							0		
		Evaluate Suitability of Site	35,000	35,000	0											0		
		Preconstruction and Construction	1,150,000	550,000	585,000	75,068	509,932	509,932	0	880,000					880,000			
		Interior Finishing	100,000							100,000					100,000			
		Interior Wall Felt	25,000							25,000					25,000			
		Final Landscaping	55,000								55,000				55,000			
TOTAL BEFORE CAPITALIZED LABOR			1,375,000	595,000	595,000	75,068	509,932	519,932	0	1,005,000	55,000	0	0	0	1,060,000			
GENERAL FUND																		
LLCM																		
LLCMRENO		LLCM Rehabilitation	500,000	100,000	100,000	12,439	87,561	87,561	0	285,000						285,000		
TOTAL BEFORE CAPITALIZED LABOR			500,000	100,000	100,000	12,439	87,561	87,561	0	285,000	0	0	0	0	0	285,000		
ENTERPRISE FUNDS TOTAL			22,043,000	2,153,000	2,153,000	885,396	1,270,003	605,169	572,058	1,799,000	2,406,000	5,804,000	4,844,000	2,455,000	9,995,000	27,303,000		
GENERAL FUNDS TOTAL																		

CIP Updates five year plan FY25-26 2025-04-02 with spending

CITY OF YACHATS
CAPITAL IMPROVEMENT PROJECTS

4/2/2025

			CIP BUDGET		FISCAL 2024-2025		SPEND or CARRY		CIP 5 YEAR PROJECTION								
FUND/CD	MASTERPLAN	DEPARTMENT / DETAIL	ADOPTED APPROP	APPROPS AFTER RECLASS	(ACTUAL) SPEND TO DATE	(REMAINING) AVAILABLE TO YEAR END	Estimated Spending Apr-Jun	CARRY FORWARD	FISCAL CIP YR1	FISCAL CIP YR2	FISCAL CIP YR3	FISCAL CIP YR4	FISCAL CIP YR5	FISCAL CIP >5YRS	TOTAL CIP	NOTES	
			2024-2025	date	4/2/2025				2025-2026	2026-2027	2027-2028	2028-2029	2029-2030	>2030	2025<		
		GRAND TOTAL	28,244,109	3,737,500	3,724,457	1,419,531	2,297,325	1,477,291	691,508	3,765,500	5,221,000	6,694,000	5,524,000	3,135,000	10,625,000	33,960,000	
					(13,043)												

NOTES:
* \$100,000 approved Grant

City of Yachats Speed Monitoring Platforms
November 2024-March 2025
Number of vehicles exceeding posted speed limit by 10 mph or more in 25 mph zone

	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Total Known Speeders		
North Outgoing		702	789	754	1550	3795		
North Incoming	650	583	602	602	1331	3768		
South Incoming	2594	2458	2266	2154	3149	12621		
	3244	3743	3657	3510	6030	20184	\$165	
Total Revenue Generated from Camera Enforcement (Assumes all speeders were doing at least 11 mph above posted speed)							\$3,330,360	
What is deducted in the City of Tigard to pay County and State							20184	\$66
Amount to Lincon County and State of Oregon								\$1,332,144
Amount retained by the city of Yachats								\$1,998,216
Missing data for all speeders								
Minimum penalty for Class C violation								

North out	North In	South In
	506	2313
	115	254
	29	27
	650	2594

ODOT Process to Apply for Speed Enforcement Cameras and Rules Governing Speed Enforcement Camera Location

By Don Phipps, Commissioner, Public Works and Streets Commission

Information Pulled from ODOT Traffic Manual, June 2024

The link to the manual was sent to me by Jamie Schmidt, ODOT Region 2 Traffic Operations Manager in Salem. His phone number is 971-208-4095 and his email is Jamie.m.schmidt@odot.oregon.gov.

All of the below information was pulled From the **ODOT Traffic Manual, Traffic Engineering Section/Delivery & Ops. Division, Appendix A2, Fixed Photo Radar (FPR) Camera Guidelines for State Highways** , which Mr. Schmidt says contains the process by which these cameras can be installed in Yachats.

Basic Process:

FPR cameras monitor the flow of traffic along a corridor. Special equipment, commonly radar or lidar, detect passing vehicles. If a vehicle exceeds a preset speed, the camera takes pictures of the vehicle, license plate, and driver. A police officer or duly authorized traffic enforcement agent verifies the evidence, and the vehicle owner is issued a citation through the mail. (Page A2-4)

The Program Can Be Turnkey and Managed by a Third-Party Vendor:

FPR cameras may be installed under contract by a company that specializes in such systems. These contracts can cover the furnishing, installation, and operation of the FPR cameras. The company may also prepare the evidence for verification by local law enforcement and mail the citation. As compensation, the company usually collects a predetermined fee for this service when the citation fine is received.

Costs that the local jurisdiction must cover include internal expenses for engineering plan review, site evaluation, and field engineering during the installation phase of the FPR camera system. Local jurisdictions can either custom design or purchase off the shelf systems and install and operate FPR camera systems.

If the candidate location is on a state highway, application to and approval of the Oregon Department of Transportation is required. (Page A2-5)

Hurdles

ODOT indicates that these cameras be used in “high crash corridors.” However, this is not a requirement that I can tell in the legislation governing speed camera enforcement by Oregon cities. The statutes governing deployment of these cameras are Oregon Revised Statutes (ORS) 810.438 and 810.444.

Here is the language from 810.438. You can see that 810.438 does not use the words “high crash corridor” but instead uses the words “**areas if the governing body of the city makes a finding that speeding has had a negative impact on traffic safety in those areas.**”

810.438 Photo radar. (1) A city at its own cost may operate photo radar.

(2) A photo radar system operated under this section:

(a) May be used on streets in residential areas or school zones.

(b) May be used in other areas if the governing body of the city makes a finding that speeding has had a negative impact on traffic safety in those areas.

(c) May not be used on controlled access highways.

(d) May not be used unless a sign is posted announcing “Traffic Laws Photo Enforced.” The sign posted under this paragraph must:

(A) Be on the street on which the photo radar unit is being used;

(B) Be between 100 and 400 yards before the location of the photo radar unit;

(C) Be at least two feet above ground level; and

(D) If posted in a school zone not otherwise marked by a flashing light used as a traffic control device, indicate that school is in session.

(3) A city that operates a photo radar system under this section shall, once each biennium, conduct a process and outcome evaluation for the purposes of subsection (4) of this section that includes:

(a) The effect of the use of the photo radar system on traffic safety;

(b) The degree of public acceptance of the use of the photo radar system; and

(c) The process of administration of the use of the photo radar system.

(4) By March 1 of each odd-numbered year, each city that operates a photo radar system under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1995 c.579 §1; 1997 c.280 §1; 1999 c.1071 §1; 2005 c.686 §3; 2007 c.634 §1; 2010 c.30 §9; 2011 c.545 §66; 2015 c.138 §25; 2023 c.33 §1]

Here is the language from 810.444 which governs how a citation is created and issued. Noticed that here, the words “urban high crash corridors” is inserted in the ODOT - something I find at odds with the language used in 810.438. Note that there is no mention in the ODOT Traffic Manual on how enforcement should be made in areas where the governing body of the city makes a finding that there has been a negative impact on traffic safety. Instead ODOT has created a stipulation on citations that likely does not exist:

810.444 Citations based on photo radar in urban high crash corridors; response to citation.

(1) Notwithstanding any other provision of law, in the jurisdiction operating a fixed photo radar system under ORS 810.443:

(a) A citation for speeding may be issued on the basis of fixed photo radar if:

(A) A sign that provides drivers with information about the driver's current rate of speed is posted between 100 and 400 yards before the location of each fixed photo radar unit; and

(B) A police officer or a duly authorized traffic enforcement agent who has reviewed the photographic evidence of the conduct signs the citation.

(b) A rebuttable presumption exists that the registered owner of the vehicle was the driver of the vehicle when the citation is issued and delivered as provided in subsection (2) of this section.

(c) An individual issued a citation under this subsection may respond to the citation by submitting a certificate of innocence under subsection (3)(a) of this section or may make any other response allowed by law.

(d) A business or public agency issued a citation under this subsection may respond to the citation by submitting an affidavit of nonliability under subsection (3)(b) of this section or may make any other response allowed by law.

(2) A citation issued on the basis of fixed photo radar may be delivered by mail or otherwise to the registered owner of the vehicle or to the driver. The citation may be prepared on a digital medium, and the signature may be electronic in accordance with the provisions of ORS 84.001 to 84.061.

(3)(a) An individual named as the registered owner of a vehicle in current records of the Department of Transportation may respond by mail to a citation issued under subsection (1) of this section by submitting a certificate of innocence within 30 days from the mailing of the citation swearing or affirming that the registered owner was not the driver of the vehicle and by providing a photocopy of the registered owner's driver license. A jurisdiction that receives a certificate of innocence under this paragraph shall dismiss the citation without requiring a court appearance by the registered owner or any other information from the registered owner other than the swearing or affirmation and the photocopy. The citation may be reissued only once, only to the registered owner and only if the jurisdiction verifies that the registered owner appears to have been the driver at the time of the violation. A registered owner may not submit a certificate of innocence in response to a reissued citation.

(b) If a business or public agency named as the registered owner of a vehicle in current records of the Department of Transportation responds to a citation issued under subsection (1) of this section by submitting an affidavit of nonliability within 30 days from the mailing of the citation stating that at the time of the alleged speeding violation the vehicle was in the custody and control of an employee, or was in the custody and control of a renter or lessee under the terms of a rental agreement or lease, and if the business or public agency provides the driver license number, name and address of the employee, renter or lessee, the citation shall be dismissed with respect to the business or public agency. The citation may then be issued and delivered by mail or otherwise to the employee, renter or lessee identified in the affidavit of nonliability.

(4) If the registered owner, employee, renter or lessee fails to respond to a citation issued under this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

(5) The penalties for and all consequences of a speeding violation initiated by the use of fixed photo radar are the same as for a speeding violation initiated by any other means.

(6) A registered owner, employee, renter or lessee against whom a judgment for failure to appear is entered may move the court to relieve the registered owner, employee, renter or lessee from the judgment as provided in ORS 153.105 if the failure to appear was due to mistake, inadvertence, surprise or excusable neglect.

(7)(a) As used in this section, “duly authorized traffic enforcement agent” means an individual who:

(A) Is employed, appointed and duly sworn in by the governing body of the incorporated city in which the agent performs the agent’s duties; and

(B) Has completed all necessary technical, administrative and other training to review photographs and issue citations under this section.

(b) Duly authorized traffic enforcement agents are not police officers. [2015 c.721 §2; 2022 c.64 §3]

There are other regulations regarding public information campaigns, sign requirements, and site selection for the Fixed Photo Radar Unit. It’s interesting the use of the words “different modes of users.” Would this include pedestrians?

Under Site Selection (page A2-5 - A2-6) the manual makes the following statement:

*High crash corridors can include any road but most often they are roads with high traffic volumes and speeds, multiple lanes or conflicts, and **different modes of users**. The crash data should be analyzed to determine the factors associated with the crashes. Measures such as improved markings and signing, and other features can help mitigate speed related crashes. Education of the public can also be targeted at changing speeding behaviors. Site selection should be done collaboratively between enforcement and engineering, so safety remains the top priority for the program. On state highways, ODOT region staff should be included in the site selection process. The highest priority sites should be located where there is greatest potential for fatal and severe injury crashes that are speed-related. **Crash potential should be determined from crash history**. The public is likely to perceive an FPR site where speeding is common but crashes are rare as a “speed trap.” FPR cameras may not be used on controlled access highways such as interstates or freeways. Site selection should consider operational and site considerations, speed zone orders, and a safety and operations report (as shown below).*

ODOT requires a complete safety and operations report prior to installing these cameras as shown below:

In addition to a general project narrative, the safety and operations report should address, to the extent practical, the following:

Crash History:

An engineering study of the crash history on the FPR corridor shall be conducted on state highways.

- *The study shall identify those target crashes to be impacted by FPR enforcement.*
- *The study shall compare the occurrence of target crashes in the corridor with nearby corridors of similar length, volume, geometry, traffic control, and posted speed.*
- *The study shall include documentation that the location is in a residential area, in a school zone, or documentation of the finding that the governing body of the city finds that speeding has had a negative impact on traffic safety, or that the location is in a residential area or in a school zone.*

- The documentation shall include reportable crashes for the last 5 years of the most recent finalized crash data from the ODOT crash data system.

Safety Considerations:

Documentation detailing other safety considerations should be included in the report:

- Traffic citation data.
- Complaints.
- Enforcement observations.
- Speeds, traffic volumes, and grades. Speeds should include percentage exceeding 5 mph and 10 mph over the posted speed limit.
- Traffic signal spacing.
- Proximity to freeway or expressway ramp terminals.
- A review of designated speed zones to assure that all zones are properly documented with speed zone orders and posted correctly per the speed zone order.
- A review of statutory speed zones to assure that there are no improper statutory speed limits (such as neighborhood speed of 25 mph on an arterial).

Design, Operations, and Maintenance Issues

Copies of plans showing the location of all existing and proposed equipment and signing should be included. A description of how the FPR camera system will be operated and maintained should be provided. Any design, operations, or maintenance issues that could affect the potential effectiveness of a FPR camera system should be identified.

Public Information Campaign

A public information and outreach campaign is highly recommended.

Budget

A budget for system implementation and operation should be developed.

PE Certification

A registered professional engineer (PE) in Oregon shall confirm that the FPR and associated traffic controls are installed, operated, and maintained in accordance with the Manual on Uniform Traffic Control Devices and appropriate state and local guidelines.

Here are the approval procedures for state highways:

Approval Procedures for State Highways:

State traffic engineer approval is required for FPR camera installation and operation on all state highways regardless of operation or maintenance responsibilities. Typically, a local agency will be applying to ODOT to install FPR on state highways. The following procedure should be followed:

- 1) The applicant submits a letter to ODOT region:
 - a) Requesting authorization to install and operate a FPR camera(s) on state highways.
 - b) Identifying a responsible party to whom an ODOT permit will be issued and the point of contact responsible for the construction, operation, and public information requirement.
 - c) The letter is accompanied by:
 - i) The Safety and Operations Report
 - ii) A statement of consistency with the operational and site considerations
 - iii) A statement of agreement with the ODOT conditions of approval (page A2-15)
 - iv) Copies of all speed zone orders in the corridor.

- 2) *(On state highways) ODOT region traffic engineer and staff:*
 - a) *Reviews FPR design and supporting documents and works with applicant so the FPR camera enforcement checklist (see page A2-14) is complete.*
 - b) *Prepares all documents for the state traffic engineer with a recommendation.*
 - c) *Receives state traffic engineer response of approval or denial of the FPR camera and any conditions.*
 - d) *If region traffic determines an intergovernmental agreement (IGA) is needed, region traffic leads the development, laying out terms of agreement as to the responsibilities and obligations of each jurisdiction for the FPR camera.*
- 3) *If approved by the state traffic engineer for state highways, ODOT district office:*
 - a) *Establishes an account number through ODOT Financial Services identifying the responsible party and budget in an order to render service.*
 - b) *Establishes the amount of deposit to be paid by the applicant. If costs are more than the deposit, the applicant will be charge for the additional cost, if less the difference will be reimbursed.*
 - c) *Issues miscellaneous permit to applicant including conditions of approval by the state traffic engineer.*
- 4) *The applicant:*
 - a) *Signs the permit, acknowledging the conditions of approval.*
 - b) *Agrees to pay for all costs incurred by ODOT relating to the installation, inspection, or repair, and any incidental costs.*
 - c) *Pays a monetary deposit as determined by the district office. Below are examples of typical costs and services:*
 - i) *Plan review by ODOT region traffic estimated \$1,000 per corridor for FPR camera installation*
 - ii) *Oversight and inspection of installation estimated at \$1,000.*
- 5) *The ODOT District Office:*
 - a) *Upon receipt of signed permit and deposit, forward plans and supporting documents to the ODOT region traffic engineer.*
 - b) *Oversight and inspection of the permit work.*

For state highways, the state traffic engineer approval will be based on review of supporting documents and completion of final, approved plans and may stipulate further conditions of approval.

If ODOT requests FPR cameras to be operated by a local agency on a state highway, ODOT will typically work with that agency to gain concurrence and follow the same procedure above with ODOT bearing the appropriate costs.

In Summary

There are hurdles Yachats would have to jump in order to make FPR control of the 101 Highway Corridor through our city limits a reality.

However, I believe such a process is doable but it will take time and effort. The biggest hurdle is the language related to high crash corridors. I believe that this language can be negotiated with ODOT and would seek to have this language modified for Yachats prior to undertaking any further steps toward FPR control. However, that said, it is important to note that citizens in Yachats want safe passage across 101 Highway. Lowering speeds will increase this safety. Furthermore, the revenue generated by taking these steps would justify an investment in meeting ODOT's requirements, provided that language of "high crash corridors" be relaxed.