

1. 1:00 P.M. Agenda

Documents:

[2025-10-15 City Council Regular Meeting Agenda.pdf](#)

2. Meeting Material

Documents:

[1a Letter In Opposition To Speed Camera Enforcement On Hwy 101 8-29-25.Pdf](#)

[3a1 YMC Chapter 4-08 Redline Draft1 PDF.pdf](#)

[4a October 2025 City Staff Report.pdf](#)

[4a1 E 2nd St Phase 3 - Gantt Chart From Laskey-Clifton Corporation \(1\).Pdf](#)

[4a2 Little Log House Church Museum Sequencing \(3\).Pdf](#)

[4a3 Yachats Library 30125.T03 - Primary Schedule \(3\).Pdf](#)

[4b Sheriff Report - October 2025 \(1\).Pdf](#)

[4b1 Brawdy September 2025.Pdf](#)

[4c September Commission-Committee Minutes.pdf](#)

[4d September Council Minutes.pdf](#)

[4e1 2025-09 September City Council Graphs.pdf](#)

[4e2 2025-06.3 Financial Report Council Revised_202508201358585849.Pdf](#)

[4e3 2025-06.2 Fund Balances And Contract Exp.pdf](#)

[5a Speed Camera Workgroup Request \(1\).Pdf](#)

[5a1 Speed Enforcement Camera Technology Preliminary Investigation Presentation.pdf](#)

[51a Photoradr System.pdf](#)

[51b Beaverton_-](#)

[_Photo_Red_Light_And_Photo_Radar_ORIS_And_Creating_A_Photo_Enforcement_Program.pdf](#)

[6b Reservoir At WTP Report.pdf](#)



CITY OF YACHATS
441 N Hwy 101, Civic Meeting Room 1
Wednesday, October 15, 2025, 1:00 pm
To Be Held In-Person & Via Zoom

Join Zoom Meeting
<https://us02web.zoom.us/j/81551584584>

Meeting ID: 815 5158 458

REGULAR CITY COUNCIL MEETING

- I. Announcements, Proclamations, and Correspondence**
 - a. [Speed Camera Enforcement](#)
- II. Public Comment – limited to items not on the agenda**
(5-minute limitation per person)
- III. Public Hearing**
 - A. Vacation Rental Code Update
 1. [Link to markup version](#)
- IV. Consent Agenda – vote to approve**
 - a. The City Manager and City Staff report
 - i. [Link to report](#)
 - b. Lincoln County Sheriff Contract Report
 - i. [Link to report](#)
 - c. Commission/Committee September meeting summaries

The Yachats City Council meetings are open to the public and interested citizens are invited to attend via Zoom. These are open meetings under Oregon law, but a work session is not a community forum; audience participation is at the discretion of the Council. Meetings are audio-recorded. The meeting are accessible to persons with disabilities. For accommodations, please call (541) 547-3565, or Oregon Relay 1-800-735-2900 (TDD) two days in advance. City of Yachats does not discriminate on the basis of race, color, religion, creed, gender, national origin, age, disability, marital or veteran status, sexual orientation, or any other legally protected status. 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 September 10, 2025 By: Kimmie Jackson, Recorder



- i. [Link to summaries](#)
- d. City Council September meeting summary
 - i. [Link to the meeting summary](#)
- e. Financial Reports
 - i. [Link to September 2025 graph finance overview](#)
 - ii. [Link to September 2025 financial consolidated report, Council](#)
 - iii. [Link to September 2025 financial fund balance & contract expense](#)

V. New Business

- a. [Speed Camera Workgroup Presentation by Don Phipps](#)
 - i. Additional Correspondence regarding Agenda Item: Speed Camera Enforcement from City Attorney on 10/14/2025
 - 1. Additional information
 - a. [Portland Bureau of Transportation Operational Outcome report on Fixed Radar Speed enforcement](#)
 - b. [LOC Presentation on Radar Speed Enforcement](#)
- b. New agenda system for Agendas and Minutes coming in November

VI. Ongoing Business

- a. Fireworks survey discussion
 - i. [Link to results- On Q5, Q6 & Q9, click "responses" to see what people type in.](#)
- b. Water tank discussion
 - i. [More information on the newly proposed location](#)

VII. Other Business

- a. From the Mayor
- b. From Council
- c. From Staff

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POSTED September 10, 2025 By: Kimmie Jackson, Recorder

29 August 2025

Dear Yachats City Councilors and Mayor Berdie,

I've become aware that a Speed Camera Enforcement Workgroup has been established by the city to explore the feasibility of installing a speed camera in town. I'm guessing that the motivation for this is to slow down drivers on Highway 101 in Yachats in hopes of increasing safety and respect for the law. I bet that most people living in Yachats would like drivers to drive within the speed limit. The question is: what's the best way to get that to happen?

We could be really nice and institute a public relations campaign asking drivers to please slow down, and while that would certainly show a beautiful spirit of generosity and love that many in Yachats value, it probably wouldn't result in a significant enough diminishment of speed to warrant such an approach. On the other hand, we could install a speed camera with a blazing "gotcha!" flash posted on a large sign that records with video and photographs the moment that drivers exceed the speed limit, leading to a summons to report to court or pay a fine of several hundred dollars. While this approach might be more effective in slowing some drivers down and giving most of them a surge of high blood pressure, it would likely change in a most dramatic fashion the emotional qualities that visitors (and a goodly number of residents) ascribe to this beautiful, laid back town.

As a professional educator, I found that the best way to impart information to my audience was to identify learning objectives and then to work backwards in developing a lesson plan. I would take into consideration the complex environment within the classroom that might affect any aspects of the learning. Building a lesson plan around an attention grabbing warm-up may be tempting, but it rarely if ever results in satisfying the learning objectives or making for a good component of a lesson plan. I mention this because I sense the frustration of those who are really upset by the danger, the inconsideration, and the carelessness of speeding drivers, and who would very much like to employ an effective solution that would once and for all end the practice. A speed camera enforcement strategy might seem like it would do just that, but, like an ill-advised element of a lesson plan, it may result in teaching visitors and residents something entirely different about the kind of place that Yachats is.

Let's explore some possible outcomes of installing speed camera enforcement apparatus in Yachats:

- Heavy-handed enforcement with speed cameras could discourage repeat visitors, especially if fines feel excessive. Tourists may choose destinations with less enforcement next time they plan for a vacation or a day trip;
- Visitors may view cameras as a way to profit from outsiders (through expensive traffic citations), leading to negative reviews and/or reduced tourism. This perception could harm the local economy;
- Processing citations for out-of-state or out-of-country tourists can be complex, as some may ignore fines, leading to collection challenges and the need to increase city staff or spend money to contract for services;
- Setting up cameras, including hardware, software, and signage, can cost tens of thousands of dollars;
- Regular maintenance, database updates, and the processing of citations require resources and infrastructure that we don't presently have in our city, the addition of which would drain the budget without a guaranteed stream of compensatory revenue;

- Mishandling of license plate or driver data could lead to legal and/or public relations issues, a risk for a small town like Yachats with a limited IT infrastructure;
- Drivers unfamiliar with Highway 101 coming into Yachats may not notice warning signs or adjust speeds in time, *reducing camera effectiveness*. Conversely, drivers familiar with the location of the cameras in town may memorize camera locations and only slow down when near the cameras, *not improving overall driving habits*;
- Visitors and local residents may feel that cameras infringe on privacy, especially if images capture drivers or passengers;
- While some may see dollar signs flooding into the city from a steady stream of traffic citations (a questionable outcome in itself after costs to the city and to our tourism trade are factored in), local & prospective residents and visitors may see the cameras as intrusive and punitive, thereby reducing the quality of life in Yachats.

In addition to the above considerations, the solution for the problem of drivers who go too fast needs to be commensurate with the scope and intensity of the problem. Does the death count of pedestrians in Yachats and the injury data from speeding drivers over the past 25 years justify a highly punitive solution like speed enforcement cameras?

Before we move to installing speed enforcement cameras, a move that will likely bring a lot of unwanted baggage for our town, let's explore less intrusive approaches to traffic management that have a proven track record of reducing driving speeds through town. For instance, have we considered road design changes on Highway 101 that might compel drivers to drive safely and carefully through town while adding an extra layer of protection for pedestrians? Have we considered speed feedback signs (with customized language, such as: "Thank you!" and "Please Slow Down!" messages) in response to vehicle speed, as they have on 1st St. as you enter Otter Rock? These and other less intrusive solutions ought to be considered before pulling the trigger on speed camera enforcement. When you really think about it, a ticket citation that arrives in the mail days or weeks *after the fact of speeding* isn't as effective as traffic calming measures that slow drivers down in the moment, *before harm can be done*.

One last thought: I'm not aware of speed enforcement cameras anywhere along Oregon's Highway 101. I have to wonder how ODOT would respond to a request to install speed enforcement cameras on a state highway in a town that doesn't even have a traffic light. I suspect that they would be more receptive and collaborative with the city if we were to suggest more appropriate traffic calming approaches.

Within the bounds of common sense, I want the city of Yachats to employ safe practices for pedestrian, bicycle, and auto traffic on Highway 101 and all roads in town. When data indicate that there are issues of safety and/or quality of life, it's appropriate to address what we can and make changes that are needed. We want to thread the needle by effectuating changes that solve problems while enhancing the attributes that make Yachats an extraordinarily welcoming and special place to be.

Sincerely,

Dan Sterling

Yachats

§ 4.08.010. Purpose.

The vacation rental license is in recognition of the desire of many owners to rent their property on a short-term basis and to provide for the orderly use and regulation of such rentals to preserve the health, safety and welfare of the community. This use shall not adversely affect the residential character of the neighborhood. These standards and procedures are in addition to City ordinances and Federal and State laws and regulations. The purpose of an inspection is to ensure the health and welfare of the occupants.

§ 4.08.020. Definitions.

"Dwelling unit" means any building or portion thereof which contains separate living facilities, including provisions for sleeping, eating, cooking and sanitation.

"Dwelling unit owner representative" means the natural person that is issued and will hold the vacation rental license for the dwelling unit. The dwelling unit owner representative must be an owner of the dwelling unit, whether personally or by way of an ownership or beneficial interest in the owner (such as a corporate entity or trust). The dwelling unit owner representative may be two natural persons, jointly, provided both persons appear on the current deed for the dwelling unit as tenants by the entirety or tenants in common.

"Incident" means an offensive activity or breach of the standards.

"Local contact person" means a person with the authority to take action or make decisions concerning the management of a licensed vacation rental property.

"Overnight" means anytime between the hours of 10:00 p.m. and 7:00 a.m. on the following day.

"Rental occupant" means a person over the age of four years who occupies a rented dwelling unit.

"Sleeping area" means a bedroom or loft within a dwelling unit which meets the requirements of the building code as adopted by the State of Oregon.

"Surfaced" means a gravel, paved, tile, brick or concrete surface suitable for parking a vehicle.

"Vacation rental" means a single-family dwelling, duplex, ~~or triplex~~ or triplex which is rented, or held out as available for rent, for periods of less than 30 days, such as by the day or week. The dwelling may consist of individual units or be in a contiguous form to be considered a vacation rental dwelling; however, each individual unit is to be considered separately for licensing and regulation purposes. A dwelling which is listed with an agent as a vacation rental, advertised, available by referral, word of mouth, commendation and reputation are some of, but not limited to, the ways of identifying a vacation rental. It shall be a rebuttable presumption that a dwelling

unit is a vacation rental if it is visited overnight by at least four different vehicles over the course of a month, for three consecutive months. The exchange of consideration is not necessary to meet the definition of a vacation rental if the dwelling otherwise is held out as available for occupancy for periods of less than 30 days.

§ 4.08.030. Standards.

A vacation rental license shall be issued to the dwelling unit owner representative providing the following standards are met:

- A. Except for individual units located on the same property, such as a duplex or triplex as defined above in Section 4.08.020, a person holding a vacation rental license or an interest in a property covered by a vacation rental license shall not be eligible to apply for or hold, as a member of a group or any other form of beneficial ownership, a vacation rental license covering any other property. Any change of ownership, in whatever form, shall be reported to the City within 30 days.
- B. Vacation rentals in residential zones shall have no more than four bedrooms. (This provision shall be waived for any existing vacation rental as of the effective date of Ordinance No. 328, adopted November 13, 2014.)
- C. A vacation rental shall comply with all applicable laws. Basic visitor rules as provided by the City must be prominently displayed on the inside of the primary exit door.
- D. Each vacation rental shall have a local contact person who must live within 10 miles of the City of Yachats and be available for response to alleged violations within two hours of notification. The contact information for the local contact person shall be kept current with the City of Yachats; identified on the vacation rental application; and available by phone at all reasonable times (8:00 a.m. to 11:00 p.m.) and respond within two hours if there is a problem during the dwelling's use as a vacation rental. The City license, with the name and phone number of the local contact, shall be posted on the front of the vacation rental building, where the public can easily read it. The license placard furnished by the City will be a specific color, changed each year at the discretion of the City ~~matched to property management companies, to further assist the public in identifying the responsible party~~. The house number for the vacation rental shall be prominently displayed on the exterior of the building, using numbers at least four inches in height, and be readily visible from the street. A copy of the local contact person agreement, in a form approved by the City, which lists the duties and responsibilities of the local contact person, signed by both the property owner and the local contact person, shall be filed with the City, and kept current.
- E. One on-property parking space, as defined in Section 9.04.030 for off-street parking, shall be provided for each bedroom in the dwelling, but in no event shall fewer than two spaces be provided for the vacation rental. (This provision shall be waived for any existing vacation

rental as of the effective date of Ordinance No. 226, adopted 1/15/2002.) If access to the rental property crosses private property via an easement, right-of-way, or other conveyance, all parking must be contained on the rental property. Owners are required to provide parking that is unimpeded, surfaced, useable and available to renters. The parking shall be mapped and posted in the home, and a copy given to the City with the vacation rental license application, and again whenever the location of designated parking spaces change. The owner shall require renters to use only the parking spaces that are surfaced and marked on the map.

- F. The maximum number of overnight vehicles allowed on the property shall not exceed the number of surfaced parking areas on the property or six vehicles, whichever is less. Daytime parking is limited to surfaced parking on the property. If access to the rental property crosses private property via an easement, right-of-way, or conveyance, ingress and egress must be accomplished without encroachment on other properties adjoining the privately maintained access road or driveway. In such situations applicants will provide evidence of their right to use the privately maintained access road or driveway consistent with vacation rental before a vacation rental license is granted.
- G. There shall not be any noise, litter or odor noticeable at or beyond the property line resulting from the use of the dwelling as a vacation rental that violates Yachats Municipal Code.
- H. The maximum allowable number of overnight occupants shall be two persons per sleeping area plus two additional persons per vacation rental. The rental agent shall match the number of persons and vehicles to the particular property being rented. Advertisements for the rental shall not list a number of occupants that exceeds the number authorized by the City. Recreational vehicles, campers, tents and similar structures shall not be allowed on vacation rental properties. Parking a boat trailer of moderate size, with or without a boat, is permitted as a substitute for one vehicle.
- I. Weekly solid waste collection service shall be provided. A sufficient number of suitable garbage receptacles shall be provided ~~and must have bear proof mechanisms.~~ Except on collection day, these garbage receptacles shall not be readily visible from the street. Renters shall be advised not to place trash outside in plastic bags.
- J. Each vacation rental shall provide and maintain a container for the disposal of cooking grease into a solid waste receptacle to prevent the grease from entering the sewer system.
- K. All pets must be under control at all times. Methods of control include a leash or demonstrated effective voice command. The person having the control, custody or possession of a dog shall clean up after the dog by using a dog waste bag or other suitable method.

L. Vacation rental licenses are non-transferable; the license is personal to the dwelling unit owner representative.

M. The licensee must comply with the requirements of the occupancy tax ordinance as a condition for issuance or renewal of a vacation rental license.

N. Licensees shall keep all information on the CityGoYachats website current and notify City Hall of any changes in mailing address, email address or agent or contact person. Email addresses, mailing addresses and phone numbers for the owner, local contact person and person responsible for tax reporting shall be kept current with the City. Failure to keep contact information current shall constitute a violation of this chapter.

O. Licensees may not advertise a vacation rental for a higher occupancy than the maximum allowable number of overnight occupants listed on the license.

P. Vacation rentals shall comply with the standards in this section, whether or not the vacation rental is occupied by a renter, owner, or other person.

Q. A dwelling unit owner representative that does not pay occupancy tax under YMC 3.08.070 for a licensed dwelling unit for two consecutive calendar years, will be ineligible for license renewal. lose their license and have to reapply when they decide to use their property as vacation rental, reporting occupancy tax. The preceding sentence shall also apply to a dwelling unit owner representative who does not incur an occupancy tax obligation in two consecutive calendar years because the dwelling unit has had no rental occupants during that period.

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§ 4.08.040. Inspection, license and annual fee.

A. The City shall prepare an application form for a vacation rental license. Prior to issuance of a vacation rental license, the City will inspect the subject property to determine occupancy capacity, parking and access compliance. Upon receipt of the completed application, the annual license fee, inspection and attestation verification that the licensing standards have been met, the City shall issue a license to the dwelling unit owner representative applicant (not the dwelling) for a period of one year. The license may be renewed annually if all standards are met.

B. If a license is renewed annually, the dwelling unit owner representative shall obtain a re-inspection prior to the sixth consecutive year from the last inspection. If the re-inspection is not completed by February 1 of the sixth consecutive year from the last inspection, the license will be forfeited and the dwelling unit owner representative will need to reapply. at least five consecutive years have elapsed, the City will re-inspect before issuing a license for the sixth (6th) year. The City retains the right to re-inspect the property at any time. Complaints received by the City may trigger a re-inspection. An inspection fee will be assessed for the initial inspection, for additional inspections undertaken due to complaints,

and for each five-year inspection completed by the City. A vacation rental licensee shall not be required to pay a business occupation license fee in addition to the annual license fee. The annual license and inspection fees shall be set by resolution of the City Council. All fees are non-refundable.

BC. All licenses shall be obtained prior to any rental of the property. The required application and license fee are due on January 1 of each year for the fiscal year commencing with that date and are delinquent on February 1. The delinquency fee will be set by resolution.

DC. A total of 125 licenses will be available at any one time. For license renewals each year, priority will be given to existing licenses seeking renewal, so long as the renewal application is delivered to the City by December 29, or the next business day if December 29 falls on a day City Hall is closed. After December 29, if existing licenses are below 125 in total number, and there are licenses available after accounting for all license renewal, new applications will be accepted on a first-come first-served basis, with process identified through administrative policy.

E. After all 125 vacation rental licenses are issued, the City will maintain a wait list by application date. The wait list application fee shall be set by resolution of the City Council. When notified of an available license by the City, the applicant will have ten (10) business days to schedule an inspection. If the applicant fails to schedule an inspection, the applicant will be removed from the wait list and will be required to reapply. If the applicant's dwelling unit fails the inspection, the applicant will have ~~five (5)~~ twenty (20) business days to remedy any deficiencies. Failure to complete the inspection process will result in removal from the wait list and the applicant will be required to reapply.

F. All vacation rental licenses are subject to commercial business water rates.

§ 4.08.050. Complaints.

All complaints shall be in writing on a form provided by the City and signed by the complainant. The complainant must show or attest that they have made a timely attempt to resolve the issue with the person representatively responsible for management of the property. The complainant is expected to initiate the process while the out of compliance incident is occurring or when they first become aware that a property is not in compliance with the regulations. All complaints filed with the City shall be verified by the City for validity.

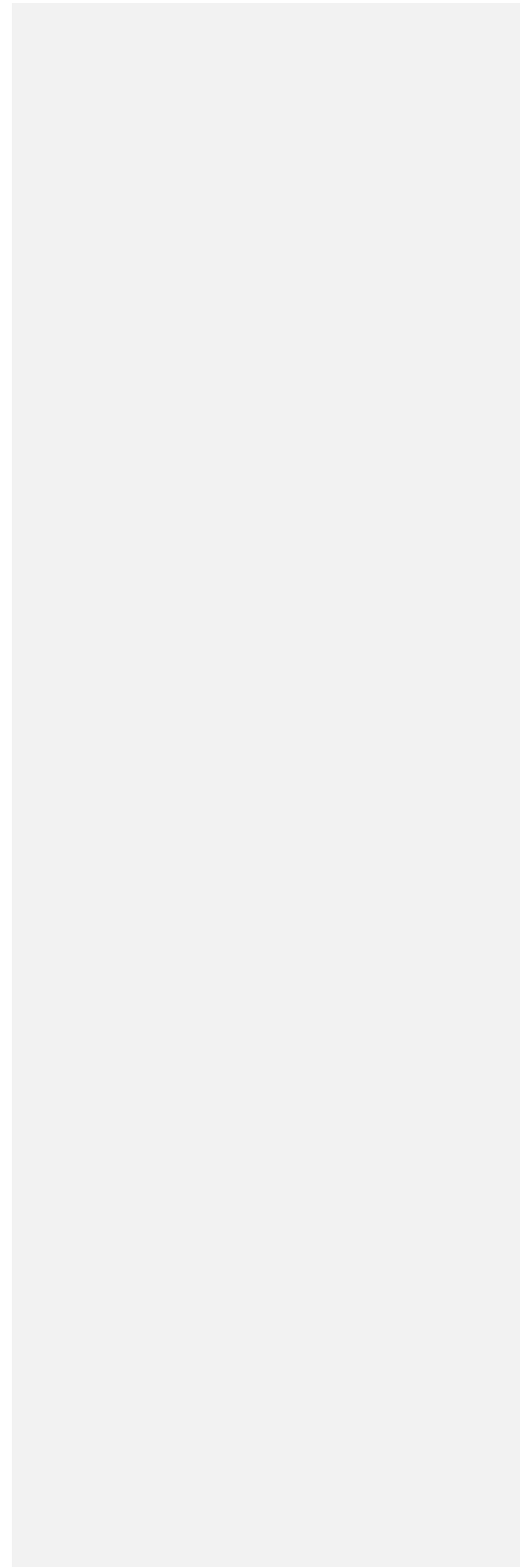
A. When a complaint is filed that is verified by the City to be valid, the dwelling unit owner representative~~owner~~ and local contact person will be notified in writing by mail or email, and provided with a copy of the complaint. Either the ~~owner~~ dwelling unit owner representative or the local contact person will be required to meet with a City representative to discuss means by which further complaints may be avoided. If the licensee fails to meet this requirement within a reasonable amount of time, City staff will prepare a report for City Council action.

- B. Upon a second complaint that is verified by the City to be valid, the [owner-dwelling unit owner representative](#) and local contact person will again be notified in writing by mail or email and provided with a copy of the complaint. Either the [owner-dwelling unit owner representative](#) or local contact person will again be required to meet with a City representative to further discuss means by which further complaints may be avoided. If the licensee fails to meet this requirement within a reasonable amount of time, the City Recorder will prepare a report for City Council action.
- C. Upon a third complaint within a 90 day period that is verified by the City to be valid, the [owner-dwelling unit owner representative](#) and agent, if any, will be notified in writing by mail or email and provided with a copy of the complaint.
 - 1. City staff may schedule a hearing and prepare a report for City Council action.
 - 2. The City Council may schedule a hearing.
 - 3. Either the City Manager or City Council may, without a hearing, revoke the license immediately.
 - 4. In the event that a license is revoked, the applicant or license holder shall have the right of appeal. The written notice of appeal to the Council shall be filed with the City within 15 days of the notice of revocation.
- D. Standards of judging complaints shall include, but are not limited to, the following:
 - 1. Noncompliance with vacation rental license standards as stated in Section 4.08.030;
 - 2. Monopoly of on-street parking;
 - 3. Other offensive activities not in harmony with the residential neighborhood such as trespass, excessive noise or pets running loose.
- E. The City Council, upon hearing the evidence, may: (1) approve the license as it exists; (2) revoke the license; (3) impose appropriate restrictions on the operation of the license.

§ 4.08.060. Violations—Penalties.

It is unlawful for any person so required to fail or refuse to apply for a license, or operate without a license as required herein. Any person who violates any provisions of this chapter is subject to a fine of up to \$1,000 per violation, with each day of a continuing violation constituting a separate violation. The third violation within any consecutive 12 month period shall result in revocation of the vacation rental license for 12 months, after which time the owner may reapply for a new license, ~~in accordance with Section 4.08.040(C).~~ Violations shall

be subject to the procedures and penalties of Chapter 1.12, as now constituted or hereafter amended or revised.





City of Yachats City Staff Report | October 2025
501 Hwy 101 N, Yachats, OR 97498 | www.yachatsoregon.org

CITY MANAGER (Bobbi Price)

Signage

Collaborating with a designer to create the new Prospect Park signage, including the plant identification signs for the Wetlands area. These have been reviewed by PCC members, suggestions have been provided, and the City Manager will place the order. The signs will be cohesive and match the City's fonts, colors, and logos.

Peace Park Bench

The Peace Park Bench has to be removed for safety reasons. After waiting for one local contractor to respond to our inquiry and not receiving a response, we reached out to a local woodworker in Seal Rock who is working on designs for the bench build.

League of Oregon Cities

The City of Yachats Council and City Manager attended the League of Oregon Cities conference in Portland. This annual event provides an excellent opportunity to learn about public policy, legislative actions, the nuances of serving a municipality, land use, and more.

ADA Restroom Workgroup

The plans have been submitted to the County building officials, and we are waiting for the permits to be issued so the building can begin. The project must be finished by December 31st to meet the grant requirements.

Community Development Grants

The City has posted information on its website about the Community Development Grant. They are due by October 20th. This program provides operational and project funding to non-profit organizations. The City Manager is assembling a selection committee to review the received grants and provide recommendations to the City Council.

Tree holes on 101

The Mayor and local plant experts reviewed the plant list provided by ODOT. They suggested other trees they believed would be better suited for planting in these tree wells. ODOT approved those recommendations, and we will order them. Public Works will then be responsible for planting them. We will also discuss water and plant care with Keeping Yachats Beautiful.

Library & Little Log Church Museum

Updates on these projects are in the CIP Coordinators' report.

Water Levels

The rains have arrived this fall, and water levels are no longer a concern for the City of Yachats. The water curtailment request has been lifted. We are no longer on the brink of entering the emergency warning phase of our water ordinance.

October 9th Emergency Simulation

The Yachats Emergency Committee and City of Yachats staff have organized an emergency simulation in which we will be making calls and preparing the commons as an emergency shelter.

ODOT Speed Study Appeal

On September 23rd, the City of Yachats appealed the speed study that ODOT completed in the Spring. The results are that they will extend the 25 mph zones and lower the 40 mph zones to 35 mph.

New zones:

- Lower to 35 mph Section A, from 250 feet north of Ocean Wayside Lane to 250 feet north of 9th Street.
- Lower to 25 mph Section B, from 250 feet north of 9th Street to 9th Street.
- Retain the 25 mph in Section B from 9th Street to 200 feet south of the Yachats River Bridge.
- Lower to 35 Section C, from 200 feet south of Yachats River Bridge to 250 feet south of Windy Way.

Sound Light Logistics

We're planning to install sound, light, and acoustic treatment starting on October 24th. The work will begin with the ceiling, followed by the walls, phased out due to cost.

Trolley

The completion date of the Trolley is October 21st, unfortunately, after the mushroom festival.

CITY DEPUTY RECORDER (Kimmie Jackson)

This reporting period included the continuation of routine Recorder duties, progress on ongoing projects, and continuing the implementation of Agenda Management Module; the Agenda Management Module; assisted with Regular responsibilities, including assisted with Regular responsibilities included preparing and filing resolutions, processing public records requests, and providing support for Commission and Committee meetings through agendas, recordings, and minutes; processed and completed lien requests and lien releases; and prepared for a public hearing. Ongoing projects include reviewing and updating Policy Manuals as time permits.

PUBLIC WORKS (Rick McClung and Dave Buckwald)

Rainfall at Yachats Public Works:

	2025	<u>Inches</u> 2024	2023	2022
September	1.27	1.85	3.43	0.69
Rain year to date:	30.20	49.33	37.65	36.48

Total water produced: **4,551,900** gallons

Total water accounted for: **4,200,265** gallons Water loss efficiency: 92%

Total wastewater treated: **4,054,000** gallons

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

Streets:

- Multiple potholes filled.

- Replaced sign at the corner of Marine Drive and Ocean View Drive.
- Completed curb painting.
- One dump truck load of waste asphalt to Newport.
- Crosswalk flashers installed by electricians.

Storm Drainage:

- Storm drain clearing.
- Started Overlook Drive storm drain maintc.

Water Treatment Plant:

- Water systems operations.
- Water plant maintc.

Distribution Sys:

- Meter reading and rereads.
- Meter maintc.
- Leak inspections.
- Water main repair on Cedar Ave.
- Service leak repair on E. 2nd St.
- Library water meter installed.

Wastewater Treatment Plant:

- Wastewater systems operations.
- Plant maintc. & clean-up.
- Biosolids operations.
- One load sent to Heard Farms.

Collection Sys:

- Lift station inspections.
- Degreased lift stations.
- Float cleaning.
- Met with Spectrum over sewer main repairs.
- Sewer cleaned and CCTV'd 1,800 ft of sewer main on 3rd St. and 4th St.
- Sewer cleaned 1,200 ft of sewer main Greenhill Drive and Hwy 101 S.

Public Works:

- Shop maintc. and clean up.
- Customer complaints.

- 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 orders.
- PW yard organizing.
- Brush cutting.
- Vac truck repairs.
- Banners removed.
- Door hangers placed for various projects.
- Tsunami street lines placed on E.2nd St., Loma and Lincoln Ave.
- US flags hung and removed.
- Crew attended an Emergency Preparation training class.
- Brush cut the city fill site.
- South Lincon hydrant training.
- Pump pick up in Albany.
- Playground equipment maintc.

Wastewater Capital Improvement Projects:

- **Main Lift Station Improvements:**
 - Three Variable Frequency Drives (VFD) were installed.
- **Quiet Water Lift Station Improvements/Riverside Force Main Replacement:**
 - Reviewing Scope of work agreement with engineers.
- **Pontiac Force Main Replacement /3rd St Improvements:**
 - Reviewing Scope of work agreement with engineers.
- **Wastewater Treatment Plant Upgrades:**
 - Continuing with upgrading such as component replacement.

Traffic Camera Work Group

Met with a traffic camera vender, Don and Jim. We asked a lot of questions, and the vender did a good job answering them. Here is a summary of my thoughts about the concept of traffic cameras

- **Traffic calming** – They would add traffic calming, hard to measure how much because of the mix of daily drivers and tourist. It would help the daily drivers slow down because of repetitiveness, but the tourist drivers are a one and done situation.

- **Revenue** -The city is the last in line to get paid, the vender and the county get paid first. Different citations have different fees. I don't think the revenue would be very significant at the end of the day.

ODOT Speed Hearing

Attended hearing with the City Manager -please read her report.

E. 2nd Project

Scheduled to conclude October 31, 2025. View the link for a Gantt chart timeline -

<https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:36d97b0b-2d25-42da-8205-51791a10b834>

Project is moving along as scheduled, the 8" pipe has been installed from Loma St. to Yachats River Road. Today it passed the pressure test and tomorrow the contractor will be disinfect the pipe and then send a water sample from the new pipe in to the lab to be tested for any bacteria before putting the pipe into use.

W. 3rd engineering

Performing analysis on Water, Sewer, Storm Water and Pavement. Working with engineers and reviewing the scope of work to begin engineering.

Reedy Cr line

Put on hold

FINANCE OFFICE (Diane Gruver)

Accounts Payable (AP)

- In September, the City paid \$471,045 in invoices from Accounts Payable.
- Of this, \$375,731 was designated as spending on CIP projects.
- Worked on cleaning up and organizing the vendor files – this is an ongoing process, but September's focus was getting older documents ready for archiving.

Payroll and Personnel

Reviewed some of the payroll coding that was set up when we started Springbrook; some of it is inconsistent, and Janet Cline and I continue to clean up the issues as we find them. While people are being paid correctly, some of the record keeping will improve with a cleaner classification of types of pay, types of benefits, and other data. I fully expect this "project" to continue for some time – we are working with a system set up by people who are no longer here, and slowly massaging it into better shape.

CODE COMPLIANCE (David Fortmeyer)

Completed Tasks

- Contacted Deputy Sheriff about Request Tracker Complaint (Miscellaneous Problem) regarding possible legal infractions
- Responded to 1 email about Overgrown Vegetation and closed 1 request
- Responded to 4 Miscellaneous Problem Complaint and closed 4 requests
- Responded to 1 Complaint about lighting violation
- Responded to 1 Illegal Parking Complaint
- Sent out 1 notice for Unshielded Lighting Violation
- Sent out 1 notice about Tree Branch Clearance over Street. Violation was corrected
- Sent out 5 notices about Tall Grass/Other Plants-Fire Hazard
- Sent out 1 notice for Invasive Plant Removal
- Sent out 2 reminders for backflow prevention device testing
- Contacted property owner who had exceeded max allowed fill on lot (10 cubic yards) and directed them to apply for Cut and Fill Permit. Their application was approved
- Collaborated with City Hall staff to determine courses of action
- Used Request Tracker to follow up on various complaints
- Used Excel spreadsheet to track existing violations and complaints
- Created New Excel spreadsheet to track backflow testing
- Resolved outstanding code cases
- Responded to citizen complaints/inquiries

Field Work

- Attended Red Cross All-Staff Training for Emergency Shelters
- Performed 22 vacation rental re-inspections
- Performed regular “drive-by” compliance checks
- Took photos at various locations to send with emails and notices

Ongoing Initiatives

- Community Education: Educating residents and businesses on city ordinances

LIBRARY (Traci Altson)

This month I was able to finish and submit the yearly Oregon Statistical Report! It's a good feeling to have that finished. Emily Hanes has been working on the two reports required for the Summer Programs we ran in July.

A group of volunteers and I are looking into reclassifying some of our children's and youth's items to make things a bit easier for staff and patrons alike. This is a big job as we have thousands of items to consider. But the timing is good before we organize the new library space.

I have been on vacation since 9/29 and as far as I know everything at the library is going well.

UTILITY CLERK (Becca Parrish)

- September billing was mailed out on time.
- Answered phone calls and addressed customer inquiries and utility billing questions.
- Greeted and assisted walk-in customers.
- Processed payments and prepared bank deposits.
- Continued cleaning up the billing system to ensure all utility accounts contain the most accurate and up-to-date information.
- Will be attending the Springbrook Annual Conference at the end of the month.

PLANNER (Katherine Guenther)

- Completed review of latest Local Wetlands Inventory Draft
- Worked with our DLCD Regional Representative to submit ODOT Transportation Growth Management Program grant application to develop a local Transportation System Plan
- Applied for DLCD 2025-2027 Housing Planning Assistance grant
- Help public hearing for variance request at 272 Combs Circle
- Normal volume of phone calls, emails and building permit applications

CIP UPDATE/CITY CLERK (Neal Morphis)

- Helping with customer service for Planning questions. Reaching out to our planner as needed.
- Coordinating with Little Log Church Museum Contractor, Top to Bottom Contractors LLC. Building permit revision was granted by the county. Interior work to start soon. Siding (concrete everlogs) has arrived and will be installed shortly. [Schedule of work](#) & [Link to gallery of photos](#)
- Working with Unitus Construction, LLC regarding questions about the Library project. Coordinating with the Architect and structural engineer. Paint and carpets are done. Contractor finishing final parts of his contract. Sidewalk to be poured in the next week or two. Parking lot to be paved at the end of the month. Work is continuing on the interior supplies. [Schedule of work – Gantt Chart](#)
- Making updates to the city website.
- Posting news flashes on the website.
- Uploading documents to the document center.

- Assisting Fortmeyer with code compliance questions.
- Arranging for camera to be set up for viewing the brush box at public works. Parts are here, we need to run ethernet cables to complete install.
- Updating insurance policy with information about new properties.
- At 949 Yachats River Road, garbage drop box dropped off, street light installed.

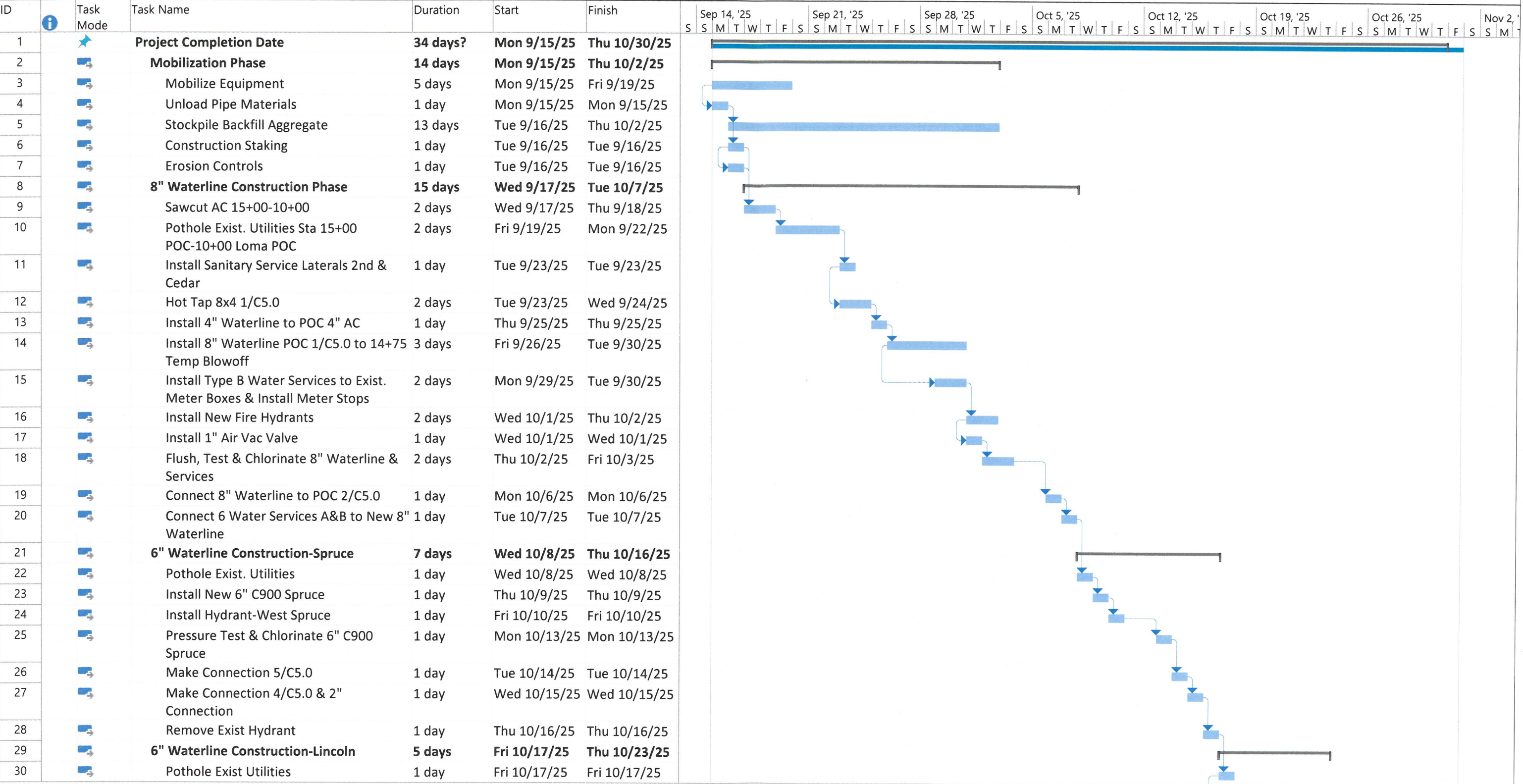
CITY HALL/CITY COORDINATOR (Lorraine Fritz Barrett)

- Continue to greet people, answer phones, retrieve and open mail, respond to emails;
- proofread newsletter and documents going to the public;
- continue to collect and post donations for Commons;
- continue to work with Rosa and make reservations for the Commons;
- reconcile Civic Rec and Springbrook payments;
- continue to post events on Reader Board and website and maintain City bulletin boards;
- continue to post municipal payments;
- generate and mail public hearing notice for suggested updates to VR Code;
- continue preparing files and scheduling VR re-inspections, follow-up on deficiencies;
- generated business license report for Civic Optimize in preparation of switching over license and tax platform;
- attended planning meeting for an emergency shelter simulation;
- participated in emergency shelter simulation event; and
- post occasional social media information to City FB page.

Community Spaces Coordinator (Rosa Marchand)

- Sound, Lighting, and Acoustic treatment: equipment has been stored. Waiting to schedule work in the upcoming weeks.
- Oil Heater removal: The oil heater is scheduled to be removed on Oct 16th
- The ADA Bathroom work group: We're waiting for the bid responses to complete the permits for construction to begin.
- YYFAP Expansion Work group: It was determined that a planning grant will be needed prior to applying to the Childcare Infrastructure Grant
- The under the stage project continues. All of the doors have been replaced and are secured on hinges.

- The basketball hoops have been Installed. Open Gym time for Basketball have been scheduled at the Commons, on Tuesdays and Fridays, from 3:30 pm – 5 pm.
- TV in MP room: The TV in the MP room has been moved to room 3
- I am working on creating two new, regularly occurring, city events at the Commons. One of the events would be regularly occurring, family movie nights at the Commons. As well as Date Night Cooking Classes. I am aiming to bring these events into existence this Fall/Winter.
- City Live Music Event: We will be pushing out our live music event to account for the new time frame for the acoustic treatment. To be announced at a later time.
- I have been meeting with Lincoln County Emergency Personal and FEMA to create plans for Emergency sheltering in the case of an emergency or Natural Disaster, as well as attending the Emergency Preparedness monthly meetings.
- On September 16th there will be Shelter Fundamentals Training.
- On October 9th there will be an Emergency Simulation at the Commons.
- I continue to schedule future reservations, conduct walk through, and help with all aspects of events at the commons
- The Commons Policy will be updated on the City's website to reflect current rules and regulations.
- I have been working with the Friends of the Little Log Church to create a policy manual, hours of operation, volunteer training and scheduling, fund raising and grant opportunities, and creating infrastructure as we prepare to open. Live Documents are attached above. Our next meeting will be on September 10th. We will continue with our discussion and planning at this meeting.
- I have been meeting with Drew Caldwell, Joanne Kittel, Karl Christianson, and Bobbi Price to go over the much-anticipated Indigenous exhibit at the Little Log Church Museum. We will be meeting with tribal members this fall.
- I continue to seek out grants for the city. I will be updating my Grants for Yachats Live Doc. Link above. I will be creating a spreadsheet that breaks down the grant opportunities according to each phase of the master plan next.
- I have been troubleshooting Sandy Dunn's many reservation accounts



Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			

Sun 9/7/25

Yachats 2nd and Cedar Waterline 2025-Base

ID	Task Mode	Task Name	Duration	Start	Finish
31		Preassemble Cut in Valve/Tee Assy	1 day	Fri 10/17/25	Fri 10/17/25
32		Install Water Service B	1 day	Fri 10/17/25	Fri 10/17/25
33		Cut in 6" Connection 3/C5.0 & Close Valves	1 day	Mon 10/20/25	Mon 10/20/25
34		Install 6" Waterline Lincoln	1 day	Tue 10/21/25	Tue 10/21/25
35		Tie in to exist. 6"-Lincoln & Turn Water On	1 day	Wed 10/22/25	Wed 10/22/25
36		Install 2" Sch 40 & Connect to Joni's Way 2" & Water Service A	1 day	Thu 10/23/25	Thu 10/23/25
37		Storm Phase	1 day	Fri 10/24/25	Fri 10/24/25
38		Pothole Exist Utilities	1 day	Fri 10/24/25	Fri 10/24/25
39		Connect to Exist Area Drain	1 day	Fri 10/24/25	Fri 10/24/25
40		Install 10" Storm Drain & Type 3 Catch Basin	1 day	Fri 10/24/25	Fri 10/24/25
41		Street Improvements Phase	5 days	Mon 10/27/25	Fri 10/31/25
42		E 2nd St Digout & Repair	1 day	Mon 10/27/25	Mon 10/27/25
43		Prep All Asphalt Areas in Job	2 days	Tue 10/28/25	Wed 10/29/25
44		Furnish & Place Asphalt Paving	2 days	Thu 10/30/25	Fri 10/31/25
45		Scheduled Substantial Completion	0 days	Fri 10/31/25	Fri 10/31/25

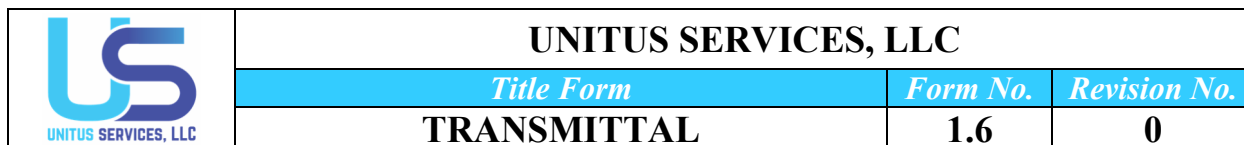
LASKEY-CLIFTON CORPORATION

Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			

Little Log house church Museum
328 W 3rd St, Yachats, OR 97498
Progress Schedule

Estimated work dates: Monday, March 3, 2025-Friday, September 26th, 2025

1. General Contractor mobilization. Deposits to be paid to subcontractors, Materials ordered,
3/3-3/14/25 \$145,000
2. Disconnect the church addition from the museum and demolish the vestibule. Disconnect electrical and plumbing connecting church addition to the museum.
3/17-4/11/25 \$18,000
3. Demo sheetrock and sheeting and perform structural inspections to determine the next step
4/14-4/25/25. \$10,000
4. Jack up the roof assembly and replace the log walls with framed construction
4/21-6/13/25. \$45,000
5. Install wall sheeting then lower roof assembly and connect to new framing
6/16-6/27/25 \$27,000
6. Jack up entire church structure and install new concrete spread footings
6/30-7/25/25 \$55,000
7. Lower structure on new footings
7/28-8/1/25. \$15,000
8. Complete windows, doors and siding and reconnect church addition to museum
8/4-8/29/25 \$30,000
9. Complete electrical and interior sheetrock and finishing
9/1-9/26/25. \$25,000

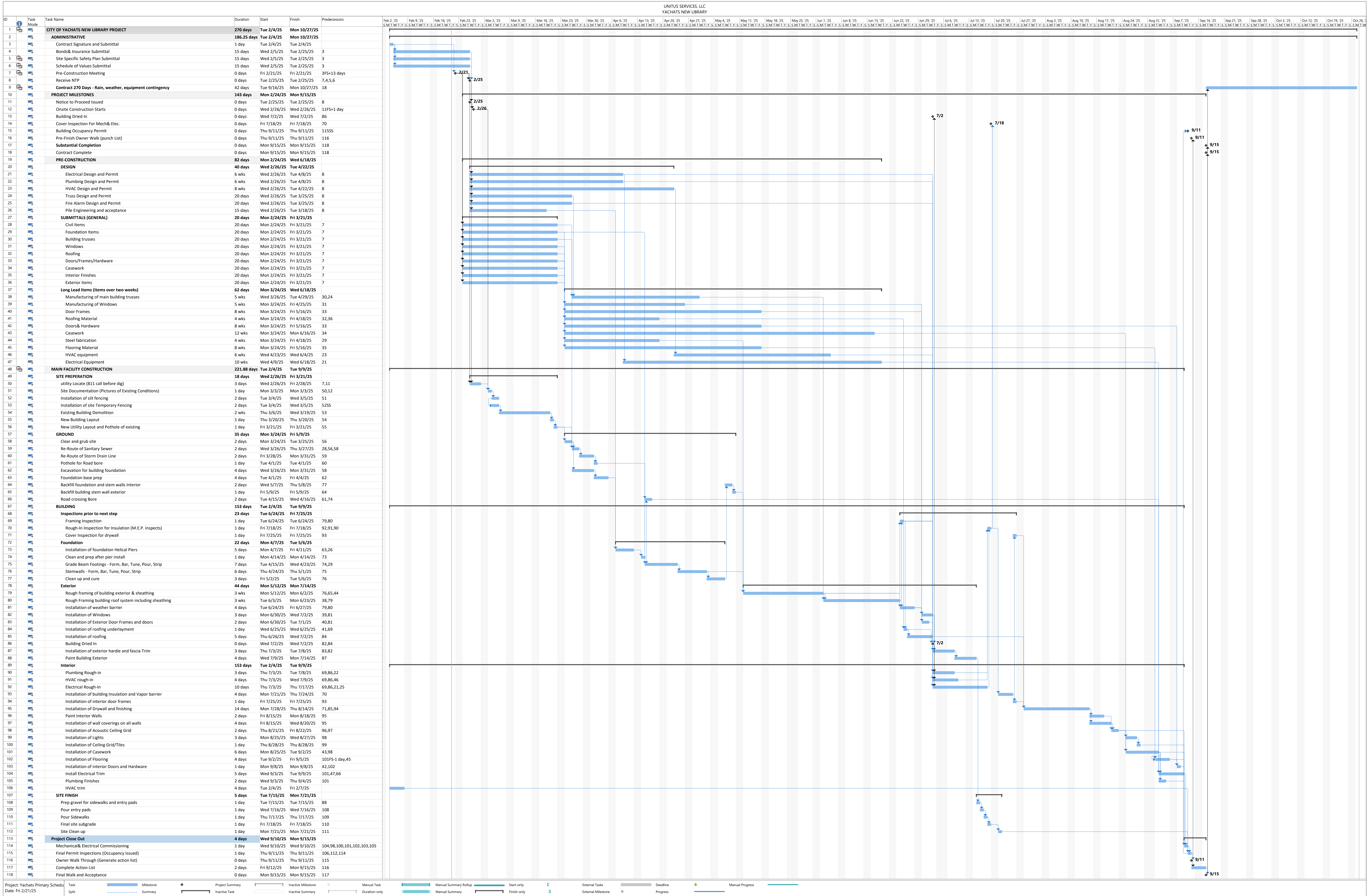


TO:	M D Architect + Design, Co. Attn: Marissa Doyle P.O. Box 8302 Coburg, OR 97408	RE: Primary Schedule
		PROJECT: Yachats Library Project

COPIES	DATE	NO.	DESCRIPTION
1	02/21/2025	01	General Contractor Site Specific Primary Schedule

COMMENTS:	
Attached you will find our site specific Primary Schedule for the Yachats Library project.	

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City Council Regular Meeting
Meeting Date: October 15, 2025

ITEM TITLE: Lincoln County Sheriff's Report

DISCUSSION/BACKGROUND/ISSUE:

The Cities of Yachats and Waldport have been sharing a full-time sheriff's deputy contract for the fiscal year 2025–2026. This arrangement allows Yachats to have a consistent deputy who builds relationships, gets to know the community's residents, monitors traffic patterns, and enforces speed limits.

Deputy Brawdy has been doing an excellent job in Yachats, actively stopping speeders. We've had several instances where the City Manager was able to call or message him, and he was able to quickly assist the City or send a South County Sheriff Deputy to help.

[August Activity Report– Brawdy](#)

FISCAL IMPACT:

Annual part-time contract split with the City of Waldport, \$95,000

RELEVANCE TO 2025 COUNCIL GOALS:

1. Achieve water sustainability
2. Provide safe access to and use of city infrastructure, trails, and parks
3. Identify ways to expand the housing supply and diversify housing options
4. Environmentally aware in all we do

5. Effectively manage and plan for the city's financial needs
6. Deliver efficient, effective, transparent municipal services
7. Synchronize and update city policies and administrative rules.

PREPARED BY:

Bobbi Price, City Manager

Call Type	Call Type Description	Address	Call Date/Time
FNDPER	FOUND PERSON	245 SW HIGHWAY 101	9/27/25 16:28
ILPARK	ILLEGAL PARKING	1260 NE BROADWAY ST	9/27/25 15:47
TRFASS	TRAFFIC ASSIST/TRAFFIC	1080 NW PARK VIEW ST	9/27/25 15:44
SHOTS1	SHOTS FIRED	760 NW PACIFIC COAST HW	9/27/25 15:08
TRF	TRAFFIC STOP	3000 S CRESTLINE DR	9/27/25 12:54
PREMCK	PREMISE CHECK	220 SW DAHL AV	9/27/25 12:41
AOA	ASSIST OTHER AGENCY	2030 SE GARDEN WY	9/27/25 11:42
ILPARK	ILLEGAL PARKING	1200 NW PACIFIC COAST HW	9/27/25 11:34
AREACK	AREA CHECK	300 NE CRESTLINE DR	9/27/25 10:43
AREACK	AREA CHECK	1100 NE BROADWAY ST	9/27/25 10:41
AREACK	AREA CHECK	1000 NE COMMERCIAL ST	9/27/25 10:40
AREACK	AREA CHECK	100 NE KEADY ST	9/27/25 10:39
AREACK	AREA CHECK	600 NW ALDER ST	9/27/25 10:38
AREACK	AREA CHECK	365 NW CEDAR ST	9/27/25 10:37
CIVIL2	CIVIL COMPLAINT	3813 S COAST HW	9/27/25 8:46
FIGHT1	FIGHT1	44.42791006, -124.067569648	9/26/25 16:51
AOAOSP	ASSIST OSP	44.32200708, -124.105883651	9/26/25 15:48
AREACK	AREA CHECK	949 YACHATS RIVER RD	9/26/25 15:45
TRF	TRAFFIC STOP	HIGHWAY 101 S / SHELL ST	9/26/25 14:49
SUSACT3	SUSPICIOUS ACTIVITY	473 W 3RD ST 1	9/26/25 13:26
AOA	ASSIST OTHER AGENCY	153 HIGHWAY 101 N A	9/26/25 13:14
CITCON	CITIZEN CONTACT	600 HIGHWAY 101 N	9/26/25 11:45
AREACK	AREA CHECK	500 CREEKSIDE LN	9/26/25 11:12
TRF	TRAFFIC STOP	430 HIGHWAY 101 N	9/26/25 10:47
TRF	TRAFFIC STOP	HIGHWAY 101 N / PROSPECT AVE	9/26/25 10:02
TRF	TRAFFIC STOP	HIGHWAY 101 N / PROSPECT AVE	9/26/25 9:50
AREACK	AREA CHECK	100 YACHATS OCEAN RD	9/26/25 8:22
AREACK	AREA CHECK	100 OCEAN VIEW DR	9/26/25 7:45
TRF	TRAFFIC STOP	935 HIGHWAY 101 N	9/26/25 7:28
TRF	TRAFFIC STOP	HIGHWAY 101 N / 5TH ST	9/26/25 7:17
TRF	TRAFFIC STOP	HIGHWAY 101 N / W 2ND ST	9/26/25 6:45
TRF	TRAFFIC STOP	HIGHWAY 101 N / W 2ND ST	9/26/25 6:32
FNDPRO	FOUND PROPERTY	75 STONE BRIDGE CT	9/25/25 16:27
AREACK	AREA CHECK	200 HORIZON HILL RD	9/25/25 13:18
TRESP1	TRESPASSING	YACHATS RIVER RD / COMBS CR	9/25/25 11:40
TRF	TRAFFIC STOP	2056 HIGHWAY 101 N	9/25/25 11:18
TRF	TRAFFIC STOP	HIGHWAY 101 N / W 7TH ST	9/25/25 10:38
TRF	TRAFFIC STOP	HIGHWAY 101 N / PROSPECT AVE	9/25/25 8:49
TRF	TRAFFIC STOP	HIGHWAY 101 N / PROSPECT AVE	9/25/25 8:38
AREACK	AREA CHECK	500 LEMWICK LN	9/25/25 7:59
AREACK	AREA CHECK	566 COMBS CR	9/25/25 7:25
TRF	TRAFFIC STOP	HIGHWAY 101 N / OCEAN VIEW	9/25/25 7:18
SHOTS1	SHOTS FIRED	NW CROSS ST / NW KIMBERLEY	9/25/25 4:59
FIR	FIELD INTERROGATION	300 N BAY ST	9/24/25 14:45
FIR	FIELD INTERROGATION	44.42563631, -124.06754695	9/24/25 14:19
TRESP1	TRESPASSING	480 NW HEMLOCK ST	9/24/25 13:33
TRESP2	TRESPASSING	190 SE SALMON ST	9/24/25 11:09
AREACK	AREA CHECK	300 SW STARR ST	9/24/25 11:00

TRF	TRAFFIC STOP	2000 S CRESTLINE DR	9/24/25 10:47
ILPARK	ILLEGAL PARKING	1280 NE BROADWAY ST	9/24/25 10:25
TRF	TRAFFIC STOP	NW PACIFIC COAST HW / N BAY	9/24/25 8:05
AREACK	AREA CHECK	5000 SW KAMELA PL	9/24/25 7:50
CKWELF	WELFARE CHECK	325 NW HEMLOCK ST	9/24/25 7:18
TRF	TRAFFIC STOP	400 SW RANGE DR	9/24/25 7:13
ATL	ATTEMPT TO LOCATE	385 NW HIGHWAY 101	9/20/25 16:48
FIR	FIELD INTERROGATIO	1200 NW PACIFIC COAST HW	9/20/25 16:32
SUSACT1	SUSPICIOUS ACTIVITY	2209 NW BAYSHORE DR	9/20/25 16:15
TRF	TRAFFIC STOP	850 NE ALSEA HW	9/20/25 15:58
FIR	FIELD INTERROGATIO	500 NE BROADWAY ST	9/20/25 15:20
CRASH1	CRASH1	180 SW HIGHWAY 101	9/20/25 14:41
COM EVT	COMMUNITY EVENT	825 NE 7TH ST	9/20/25 12:51
WATER1	WATER RESCUE1	44.43723913, -124.043443287	9/20/25 11:47
TRF	TRAFFIC STOP	230 SW HIGHWAY 101	9/20/25 11:33
HANGUP	E911 HANGUP	3771 HIGHWAY 20	9/20/25 10:38
DRIVING	DRIVING COMPLAINT	44.63314524, -124.01380233	9/20/25 10:38
FIR	FIELD INTERROGATIO	900 YACHATS RIVER RD	9/20/25 9:05
ALRMA	AUDIBLE ALARM	REEVES CR / HIGHWAY 101 S	9/20/25 8:45
TRF	TRAFFIC STOP	44.42563631, -124.06754695	9/20/25 8:38
TRF	TRAFFIC STOP	300 YACHATS RIVER RD	9/19/25 15:43
ANIMAL1	ANIMAL COMPLAINT	44.48969999, -124.050500000	9/16/25 6:05
THEFT1	THEFT OF PROPERTY	580 NE BROADWAY ST	9/13/25 16:27
CITCON	CITIZEN CONTACT	800 S CRESTLINE DR	9/13/25 16:20
TRF	TRAFFIC STOP	S CRESTLINE DR / SW GREEN D	9/13/25 16:10
ALRMA	AUDIBLE ALARM	12392 NW OCEAN VISTA LN	9/13/25 15:15
CRIME3	MISCELLANEOUS CRI	195 SE SALMON ST	9/13/25 14:01
NOISE	NOISE COMPLAINT	10111 NW PACIFIC COAST HW	9/13/25 12:52
CITCON	CITIZEN CONTACT	180 SE SALMON ST	9/13/25 12:50
TRF	TRAFFIC STOP	SW PACIFIC COAST HW / SW RA	9/13/25 10:17
TRF	TRAFFIC STOP	44.42563631, -124.06754695	9/13/25 9:57
TRF	TRAFFIC STOP	110 SW HIGHWAY 101	9/13/25 9:46
AREACK	AREA CHECK	1400 SE RIO VISTA DR	9/13/25 9:13
AREACK	AREA CHECK	2000 SE LUCY LN	9/13/25 9:13
AREACK	AREA CHECK	1400 SE JEFFERSON ST	9/13/25 9:12
AREACK	AREA CHECK	2200 SE MERTEN DR	9/13/25 9:11
AREACK	AREA CHECK	891 SW PACIFIC COAST HW	9/13/25 8:52
CITCON	CITIZEN CONTACT	1400 HIGHWAY 101 N	9/12/25 16:28
AOAOSP	ASSIST OSP	4822 S COAST HW	9/12/25 13:18
CRASH1	CRASH1	S COAST HW / SE 116TH ST	9/12/25 10:30
CITCON	CITIZEN CONTACT	225 W OLIVE ST	9/12/25 10:15
AREACK	AREA CHECK	400 W 7TH ST	9/12/25 9:46
TRF	TRAFFIC STOP	HIGHWAY 101 N / 5TH ST	9/12/25 9:38
TRF	TRAFFIC STOP	HIGHWAY 101 S / CAPE RANCH	9/12/25 9:27
AREACK	AREA CHECK	700 OCEAN VIEW DR	9/12/25 8:49
AREACK	AREA CHECK	500 CREEKSIDE LN	9/12/25 8:41
AREACK	AREA CHECK	0 ROCK DR	9/12/25 8:08
TRF	TRAFFIC STOP	HIGHWAY 101 N / MARINE DR	9/12/25 7:37
COM EVT	COMMUNITY EVENT	265 NW HEMLOCK ST	9/11/25 15:52
CITCON	CITIZEN CONTACT	SW HIGHWAY 101 / SW MAPLE	9/11/25 14:51

AREACK	AREA CHECK	949 YACHATS RIVER RD	9/11/25 14:47
TRF	TRAFFIC STOP	1882 HIGHWAY 101 N	9/11/25 14:40
TRF	TRAFFIC STOP	HIGHWAY 101 N / PROSPECT A	9/11/25 14:10
TRF	TRAFFIC STOP	HIGHWAY 101 N / E 2ND ST	9/11/25 13:42
AREACK	AREA CHECK	200 CHIEF ALBERT DR	9/11/25 13:23
TRF	TRAFFIC STOP	NE IDAHO ST / HIGHWAY 101 N	9/11/25 13:02
ALRMA	AUDIBLE ALARM	155 NW PERCH ST	9/11/25 12:10
TRF	TRAFFIC STOP	HIGHWAY 101 S / WINDY WY	9/11/25 8:51
AREACK	AREA CHECK	100 YACHATS OCEAN RD	9/11/25 8:45
AREACK	AREA CHECK	514 LEMWICK LN	9/11/25 8:25
AREACK	AREA CHECK	700 KING ST	9/11/25 8:21
SUSVEH1	SUSPICIOUS VEHICLE	400 HIGHWAY 101 N	9/11/25 7:43
TRF	TRAFFIC STOP	HIGHWAY 101 N / DIVERSITY D	9/11/25 7:36
TRF	TRAFFIC STOP	HIGHWAY 101 N / E 6TH ST	9/11/25 6:35
DISTRB	DISTURBANCE	370 W 3RD ST	9/10/25 13:16
THEFTS2	SHOPLIFT	231 HIGHWAY 101 N	9/10/25 11:26
THEFTS1	SHOPLIFT	935 HIGHWAY 101 N	9/10/25 11:00
FOLLUP	FOLLOW UP	930 SW ABBEY ST	9/10/25 10:42
MISPRO3	MISSING PROPERTY	385 NE GRANT ST 9	9/10/25 10:06
MISPER3	MISSING PERSON	125 NW ALSEA HW	9/10/25 9:03
TRF	TRAFFIC STOP	3000 S CRESTLINE DR	9/10/25 7:28
TRF	TRAFFIC STOP	SW RANGE DR / SW FAIRWAY D	9/10/25 7:18
TRF	TRAFFIC STOP	400 SW RANGE DR	9/10/25 6:52
TRF	TRAFFIC STOP	1000 SW RANGE DR	9/10/25 6:45
TRF	TRAFFIC STOP	2000 S CRESTLINE DR	9/6/25 15:11
CITCON	CITIZEN CONTACT	3850 SW DAHLIA LN	9/6/25 14:11
TRF	TRAFFIC STOP	NW SPRING ST / NW ALDER ST	9/6/25 14:07
TRF	TRAFFIC STOP	S CRESTLINE DR / SW OVERLOC	9/6/25 13:25
CIVIL1	CIVIL COMPLAINT/PR	SW STARR ST / SW PACIFIC VIE	9/6/25 12:56
TRF	TRAFFIC STOP	44.40512707, -123.94408301	9/6/25 12:21
CIVIL2	CIVIL COMPLAINT	16941 E ALSEA HW	9/6/25 12:13
MSG	MESSAGE CAD	3650 SW ANN ST	9/6/25 11:37
CIVIL1	CIVIL COMPLAINT/PR	3900 SW ANN ST	9/6/25 10:49
CKWELF	WELFARE CHECK	1810 NW OCEANIA DR	9/6/25 10:42
SUSACT3	SUSPICIOUS ACTIVITY	E FIVE RIVERS RD / USFS 3210 F	9/6/25 10:32
DISTRB	DISTURBANCE	4098 YAQUINA BAY RD	9/6/25 9:34
TRF	TRAFFIC STOP	NW SPRING ST / NW ALSEA HW	9/6/25 9:26
CITCON	CITIZEN CONTACT	NW CUNARD ST / NW OCEANIA	9/6/25 9:23
AREACK	AREA CHECK	300 NE LINT SLOUGH RD	9/6/25 8:42
AREACK	AREA CHECK	300 NE CRESTLINE DR	9/6/25 8:40
AREACK	AREA CHECK	1220 NE BROADWAY ST	9/6/25 8:38
AREACK	AREA CHECK	300 N BAY ST	9/6/25 8:35
CRASH1	CRASH1	860 CRYSTAL CREEK LP	9/6/25 5:03
FIR	FIELD INTERROGATIO	828 SW PACIFIC COAST HW	9/5/25 16:55
CKWELF	WELFARE CHECK	1603 YACHATS RIVER RD	9/5/25 15:54
TRF	TRAFFIC STOP	HIGHWAY 20 / SE MOORE DR	9/5/25 15:22
TRF	TRAFFIC STOP	1685 HIGHWAY 101 N	9/5/25 13:44
AREACK	AREA CHECK	100 YACHATS OCEAN RD	9/5/25 13:23
TRF	TRAFFIC STOP	HIGHWAY 101 N / PROSPECT A	9/5/25 13:13
TRF	TRAFFIC STOP	HIGHWAY 101 N / LORI LN	9/5/25 12:54

THEFT2	THEFT OF PROPERTY	145 NW ALSEA HW	9/5/25 12:41
FRAUD3	FRAUDULENT DOCUM	325 NW HEMLOCK ST	9/5/25 11:19
THEFTS3	SHOPLIFT	238 4TH ST	9/5/25 9:51
FIR	FIELD INTERROGATIO	HIGHWAY 101 N / 8TH ST	9/5/25 9:43
TRF	TRAFFIC STOP	HIGHWAY 101 N / 5TH ST	9/5/25 9:32
ORDVIO1	ORDINANCE VIOLATIC	300 SW STARR ST	9/5/25 9:05
CRIME1	MISCELLANEOUS CRIM	180 SE SALMON ST	9/5/25 7:15
TRF	TRAFFIC STOP	44.35857376, -124.09247926	9/5/25 6:28
TRFASS	TRAFFIC ASSIST/TRAFF	44.45287491, -124.07368528	9/4/25 15:10
TRF	TRAFFIC STOP	935 HIGHWAY 101 N	9/4/25 14:47
TRF	TRAFFIC STOP	HIGHWAY 101 S / SHELL ST	9/4/25 13:59
TRFASS	TRAFFIC ASSIST/TRAFF	PONTIAC ST / W 3RD ST	9/4/25 12:06
AREACK	AREA CHECK	700 OCEAN VIEW DR	9/4/25 12:04
TRESP2	TRESPASSING	425 NW HEMLOCK ST	9/4/25 11:46
FIR	FIELD INTERROGATIO	641 HIGHWAY 101 N	9/4/25 10:32
CITCON	CITIZEN CONTACT	195 SE SALMON ST	9/4/25 10:11
TRF	TRAFFIC STOP	935 HIGHWAY 101 N	9/4/25 9:27
TRF	TRAFFIC STOP	HIGHWAY 101/DOLLA	9/4/25 8:59
TRF	TRAFFIC STOP	HIGHWAY 101/SHEL	9/4/25 8:44
TRF	TRAFFIC STOP	SHELL ST / HIGHWAY 101 S	9/4/25 8:37
AREACK	AREA CHECK	447 W 7TH ST	9/4/25 8:13
AREACK	AREA CHECK	200 HORIZON HILL RD	9/4/25 8:08
AREACK	AREA CHECK	200 CHIEF ALBERT DR	9/4/25 8:05
TRF	TRAFFIC STOP	CAPE RANCH RD / HIGHWAY 10	9/4/25 7:56
TRF	TRAFFIC STOP	NE OCEANWAYSIDE LN / HIGHV	9/4/25 7:06
AREACK	AREA CHECK	0 DIVERSITY DR	9/4/25 6:27
CIVIL4	CIVIL COMPLAINT LAT	101 DIVERSITY DR	9/3/25 11:05
ORDVIO1	ORDINANCE VIOLATIC	166 DIVERSITY DR	9/3/25 9:57

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CITY OF YACHATS
EMERGENCY PREPAREDNESS COMMITTEE
MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Monday, September 8, 2025

- I. Call to Order Emergency Preparedness Meeting 2:00 pm**
II. Roll Call

Committee Members	P/A
Linn West, Chair	P
Don Groth	A
Drew Roslund	A
Kathryn Torrence	P
Mary Reeves	P
Kathy McCulloch	P
Susan Oppenheimer	A
Seve Oppenheimer	A
Jill Asch	A
Tom Rafalski	P

Staff Members	
Kimmie Jackson, Recorder	

- III. Announcements / Correspondence**
- IV. Citizens' Concerns** –None
- V. No Fire Department or Finance report this month**
- VI. VII. Current Business**
- Sept. 10–Crestview Conex Clean up; meet at 10:00am at City Hall.
 - Status on Restaurants for Emergency Shelter (Mary Reeves)– Member Reeves contacted nine restaurants in town. They seemed receptive to receiving information but were unable to connect with the person in charge or decision-makers. She will continue efforts to speak with the appropriate persons.

- c. Sept. 16 – 3 hr Shelter Training Class by Red Cross (Yachats = Host) – The group was reminded to bring their own lunch.

VII. Ongoing/New Business

- a. Red Cross Emergency Simulation = October 9 –The October 9 simulation will focus on a flood and mudslide scenario to test shelter response and communications. Red Cross teams from Waldport and Depoe Bay will provide essential equipment, including cots and tarps. Volunteers from churches, CERT, and other organizations will be invited, though the simulation will primarily involve trained participants. Communication roles, including satellite phone testing, will also be included.
- b. Status on Mapping (Kathryn) – Mapping efforts were noted, with plans to print and laminate evacuation maps for placement in the Conex storage units. Medication packs, bedding donations, and additional supplies for shelters were also discussed.
- c. Emergency Preparedness Fair Sept 2026 – Planning continued for the Emergency Preparedness Fair in September 2026, with timing considerations (10 am–2 pm), use of videos instead of live classes, and a theme of “Two Weeks Ready” in alignment with OEM guidelines. Attending the October 11 OEM Readiness Fair in Salem was encouraged as a way to gather ideas and resources.

Adjourn Committee Meeting at 3:23 pm

Minutes prepared by: Kimmie Jackson, Recorder



CITY OF YACHATS
FINANCE COMMITTEE
DRAFT MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Thursday, September 4, 2025

I. Call to Order

II. Roll Call

Committee Members	P/A
Bobbi Price, City Manager	P
Charles Bame-Aldred	P
Lisa Beck	P
Doug Beck	P

Staff Members	
Bobbi Price, City Manager	Kimmie Jackson, Recorder

Audience
6

III. Announcements and Correspondence - None

IV. Citizens' Concerns - None

V. New Business

- a. [Urban Renewal District Finding & Discussion](#) - The discussion centered on the progress and challenges faced in revitalizing the area and discussed the objectives of the urban renewal district, including improving infrastructure and promoting economic development. Key points included the need for transparent communication with the community about the benefits and potential impacts of the district, funding mechanisms, and ensuring that resources are allocated effectively to support projects that enhance the district's attractiveness. Members agreed on the importance of including resident input in the planning process to align development efforts with community needs and expectations.

- b. [Local Improvement District](#) – The discussion centered on financing and cost allocation among residents, based on land value and improvements, as well as the importance of analyzing costs and the number of affected properties before assessments are made. A past emergency LID was cited, highlighting the need for swift city action after a developer's bankruptcy left infrastructure incomplete. The group agreed to follow the guidelines in Section 304 for creating the local improvement plan, ensuring proper assessment handling while considering political feasibility.
- c. The October meeting is cancelled.

VI. Ongoing Business

- a. [Processing Reimbursable Grants](#) – The discussion emphasized the importance of recognizing expenses as they are incurred, rather than when they are paid. Members discussed past experiences with an Oregon Department of Energy grant that encountered bookkeeping challenges. The Committee members agreed on the need to streamline the process for the new reimbursable grant the city aims to receive. Discussed the need for clear procedures to ensure compliance and effective management of funds throughout the grant lifecycle, including preparation for future expenditures and reimbursements.

Adjourn City Council Meeting 3:19 pm.

Minutes prepared by: Kimmie Jackson, Recorder



**CITY OF YACHATS
PARK & COMMONS COMMISSION
MEETING MINUTES
Civic Meeting Room 1, 441 Hwy 101 N. OR 97498
Tuesday, September 2, 2025, at 2:00 pm**

- I. Meeting called to order by City Manager, Bobbi Price (acting facilitator until new leadership is elected)**
- II. Roll Call**

Commission Members	P/A
Ron Simans	P
George Giroux, Chair	P
Adam Altson, Vice Chair	p
John Pravel	p
Dan Wright	P

Staff Members	
Bobbi Price, City Manager	Kimmie Jackson, Recorder

- III. Announcements** – Kevin Erdahl (Yachats Lions Club) announced the group’s 75th anniversary and intent to donate \$5,000–\$10,000 toward a community project. Commissioners suggested possible uses, including renovations to the pavilion.

Kevin Chambers introduced himself as a new community member interested in involvement.

- IV. Public Comment** – None
- V. New Business**

The discussion focused on its future structure, considering three options: continuing in the current format with elected leadership, transitioning to a project-based workgroup model, or placing the Commission on hold. Members debated the importance of transparency, efficiency, and public involvement, noting that while workgroups are effective for specific projects, maintaining the Commission provides a public forum for discussion. Commissioners also emphasized the need to update Ordinance 209 to clarify responsibilities and streamline operations.

a. Vote on structure –

Motion:	A motion was made to continue as a commission:			
Ayes:	Giroux, Wright, and Altson	Nays: 2 Pravel Simans	Absent: 0	Recused: 0
Passed:	3/2			

b. Elect a Chair or move to a different structure.

Motion:	A motion was made to elect Altson as Chair and Giroux as Vice-Chair:			
Ayes:	Simans, R., Giroux, Wright, Altson, and Prevel	Nays: 0	Absent: 0	Recused: 0
Passed:	5/0			

The Commission further agreed to cancel the October meeting and reconvene in November 2025, with future agendas to include a review of Ordinance 209 and Commission structure.

Adjourn Parks & Commons Commission Meeting 3:35 pm.
Minutes prepared by Kimmie Jackson, Recorder



CITY OF YACHATS PLANNING WORK SESSION & REGULAR COMMISSION

**MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Tuesday, September 16, 2025**

WORK SESSION

- I. Planning Work Session Commission Meeting 2:00 pm**
- II. Call to Order**
- III. Roll Call**

Committee Members	P/A
Marc Sakamoto, Chair	A
Craig Hogan	P
Loren Dickinson (Zoom)	P
Mary Aebi, Vice Chair	P
Jolene Gosselin	P

Staff Members	
	Neal Morphis, City Clerk
Kimmie Jackson, Recorder	Katherine Guenther, Planner

Work Session

- I. Upcoming public meeting with Cascadia Partners
City Planner Catherine Gunther reported on upcoming public involvement efforts, highlighting the Cascadia Group's scheduled presentation on Accessory Dwelling Units (ADUs) on September 30, 2025, from 5:30 to 7:00 p.m. at the Commons. Commissioners agreed on the importance of attending to hear public input and respond to questions, while clarifying that no final recommendations have been adopted as of yet. The discussion emphasized the need to reassure the public that there will be multiple opportunities for input, including additional hearings, before any changes are made. Staff will work to centralize Cascadia's materials, surveys, and presentations on the city

website for easier access. The Commission also discussed issues related to ADUs, including the presence of unpermitted units, the possibility of establishing an amnesty program, safety and code compliance concerns, and the challenges posed by high construction costs on the coast. Commissioners agreed that public education and clear communication will be essential in moving forward. Additional topics included reviewing the Commission's annual goals in November for submission to Council, ongoing research into an invasive plant ordinance with updates expected at the next session, and upcoming interviews for two new Planning Commission applicants scheduled for October.

Regular Session

- I. Announcements and Correspondence – None**
- II. Citizens' Concerns** – George Giroux, 215 Crestview, addressed the Commission regarding property on Green Hill zoned R-2. He expressed interest in developing a duplex but noted high construction costs. He also raised concerns about Cascadia's draft recommendations for minimum square footage and requested clarification on the matter.
- III. Reports**
 - a. Commission Chairs Report – Updates included progress on the library project, walkway marker repairs, and budget updates, indicating the City is slightly under budget.
 - b. The Planner stated that there is a steady building activity that continues despite high costs. Progress has been made on the Local Wetlands Inventory, and it should be nearing completion.
- IV. Other Business**

There was a discussion about the clarification provided regarding manufactured housing and code language. Commissioners confirmed that discriminatory provisions against single-wide manufactured homes will be removed.

Adjourn City Council Meeting 4:51 pm

Minutes prepared by Kimmie Jackson, Recorder



CITY OF YACHATS
PUBLIC WORKS & STREETS COMMISSION
MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Tuesday, September 9, 2025

- I. Public Works & Streets Commission Meeting 2:00 pm**
- II. Call to Order**
- III. Roll Call**

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

Staff Members	
Bobbi Price, City Manager	Kimmie Jackson, Recorder
Rick McClung, Water Lead (Zoom)	Dave Buckwald, Wastewater Lead

Audience
11

IV. Announcements / Correspondence

- a. Chair West announced the Emergency Preparedness Fair will be held on August 23 at the LDS Church in Waldport. Informational booths, samples, and preparedness resources will be available.

V. Citizens' Concerns (5-Minute Limit) - None

VI. Reports

- a. Meeting Summary - No changes.
- b. Fire Dept Report - (Linn) will reach out to the Fire Department about resuming communications.
- c. [Emergency Preparedness Committee Report](#) - The Crestview Conex storage unit will be cleaned out, excess cardboard and packaging will be removed, and a key box will be installed. No fair will be held this year; the next one is planned for September 2026. Commissioners are

reviewing the city's supplemental Emergency Preparedness Plan. The partnership with Sierra will provide support to residents with medical needs during emergencies. Sierra staff will attend future meetings. Evacuation drills are being developed for residents with limited mobility.

- d. [Public Works Report](#) – Dave reported that Water Production is 5.3 million gallons, with 4.7 million gallons accounted for, resulting in an efficiency rate of 86%. Several leaks were repaired, and efficiency is expected to improve. Additionally, safety caps were installed on concrete blocks around town to enhance both safety and aesthetics. The full report is online.

Rick reported on the Water Reservoir Project, noting that the geotechnical engineers had drilled three sites; bedrock was found at ~25 feet. Bench cutting will be required; a topographical survey is being scheduled. Future potential: the site could support middle-income housing development once the reservoir is complete. The City has a 180-day agreement with the property owner to conduct feasibility studies. Public messaging encouraging conservation has begun; mailers are prepared for distribution if thresholds are met. Governor Kotek and Lincoln County have declared a drought emergency. Coordination with the South Lincoln Water District is ongoing; intertie testing is scheduled to begin.

Don Phipps spoke about the [Speed Management Workgroup](#), which reported on ongoing research into speed control options. A case study from Newberg was presented, showing the successful use of radar speed enforcement cameras that improved safety and generated sufficient fine revenue to cover program costs.

Discussion included potential benefits in terms of speed reduction and public safety. Possible administrative and legal requirements for enforcement. Resource demands for City staff and volunteers. The Workgroup recommended that the City Council review the camera enforcement concept before staff or volunteers invest significant time in development.

- e. [PW Finance Report](#) – Fund Balances: Beginning balances adjusted to match prior year's close: Street Fund: Revenues slightly above budget, but awaiting ODOT reimbursement. Storm Drains: Expenditures aligned

with budget; no major capital projects completed. Water Fund: Revenues \$17,000 below budget; personnel costs slightly higher, but overall balance remains healthy. Wastewater Fund: Revenues and expenditures came in on target; strong fund balance (\$380k) supports capital transfers. Capital Projects: Major projects include a \$1 million water storage plant and clarifier project (delayed to FY26). Several smaller projects were carried forward.

The Commission also discussed Expenditures within the budget, noting some delays due to timing. The Clarifier project was delayed, but the water storage facility remains a high priority. The committee requested improved tracking of offsetting reimbursements (e.g., ODOT, grants) for projects that appear to be over budget. Streets has several projects remaining pending, including 9th Street repairs, Horizon Hill patch, and Yachats Ocean Road repairs. Work is expected to be completed before the end of the fiscal year, weather permitting.

VII. Current Business

a. [Commission Project Reports:](#)

Commissioner Erdahl noted that street reviews would begin following completion of the current paving project.

Commissioner Welch reported progress on lighting compliance with the Dark Sky Code and continued work to locate original supporting documents.

Chair West shared that he was preparing a letter to property owners with septic systems regarding compliance and requirements.

Adjourn Meeting 3:16 pm.

Minutes prepared by: Kimmie Jackson, Recorder



**CITY OF YACHATS
CITY COUNCIL
MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Wednesday, September 17, 2025**

- I. Call to order the City Council Meeting at 11:00 am**
- II. Roll Call**

Council Members	P/A
Craig Berdie, Mayor	P
Mary Ellen O'Shaughnessey	P
Catherine Whitten-Carey	P
Barry Collins	P
Nicole Hedlund	P

Staff Members	
Bobbi Price, City Manager	Kimmie Jackson, Recorder

Audience
11

WORK SESSION

- I. City Council Goals Tracker** – Council reviewed the following Council Goals narrated by City Manager Price.

Infrastructure and Water Sustainability

Council discussed the long-term goal of water sustainability, focusing on a new reservoir and seismically stable storage. A geotechnical study was completed, supported by a \$100,000 grant from Business Oregon. Challenges include steep terrain, retaining walls, and the associated costs of reservoir construction. Alternatives and potential sites were also reviewed. Related projects include street rehabilitation, wastewater inflow reduction, and public works/emergency storage planning.

Livability and Safety

The Council reviewed projects aimed at improving pedestrian and traffic safety, including partnerships with ODOT, pursuing grants, and planting trees. Recent progress includes an increased law enforcement presence, a speed monitoring trailer, and pending results from the Transportation Growth Management grant.

Environmental Stewardship

Discussions focused on the expansion of parks and open spaces, and assessing property donations. View the Future assisted with the creation of a draft criteria for land acquisitions. Weed and tree ordinances are being revised to enhance compliance, improve fire safety, and promote environmental health.

Housing and Community Development

The Housing Code update led by Cascadia Partners is progressing, with a public meeting scheduled for September 30 and code adoption targeted for April 2026. The Council acknowledged the likely public resistance but emphasized the state-mandated changes. Middle-income housing development remains a priority.

Public Art and Community Spaces

A public art ordinance is being finalized to guide murals and installations, with interest already shown by local artists. Council also discussed interim uses for city-owned properties, such as the Landmark lot, while balancing staffing and financial capacity with ongoing capital projects.

Fiscal Sustainability

The Finance Committee is evaluating urban renewal districts and potential Local Improvement Districts (LIDs) to help fund street and sewer upgrades, particularly in Horizon Hill. The Council discussed aligning goal-setting with the budget cycle to better match priorities with available funding.

City Manager Price stated that Code compliance efforts have improved, especially with weed abatement and vacation rental inspections; grants were received for parks and recreation projects, including estuary walkway and

commons improvements. The session ended with an agreement to improve coordination between Council goals and the budget process.

Adjourn City Council Work Session Meeting at 12:33 pm.

REGULAR CITY COUNCIL MEETING

I. Call to order the City Council Meeting at 1:00 pm

II. Roll Call: All members are present.

III. Announcements /Proclamations/Correspondence

- a. A public service announcement by Councilor Collins addressed the Council regarding Medicare coverage in Lincoln County. Over 5,000 residents participating in the Medicare Advantage plan will lose their coverage as of January 1 due to the plan's shutdown. He mentioned the Senior Health Insurance Benefit Assistance (SHIBA), which offers no-cost counseling to help individuals understand their options. There are two contact numbers for SHIBA: 541-812-0849 and 540-1974-2684. Please note that callers may need to leave a message due to high call volumes.
- b. A citizen living in Koho expressed concern about having to pay for city street repairs (which they rarely use), paying for utilities as a part-time resident, and property taxes. The Mayor responded by noting that the bulk (roughly 90%) of a homeowner's taxes in the city go to county taxes.
- c. A letter was received regarding development and the city's water supply. The writer, while not anti-development, expressed concern about the availability of water and the effects of climate change on water trends (heavy winter rains, less spring/summer rain) and urged the Council to consider this when reviewing development plans.
- d. Mayor Berdie announced that the application for a grant for the estuary walkway has been approved, amounting to \$720,000. - He thanked the City Manager and her team, specifically acknowledging Bob Langley for his contributions.

IV. Public Comments / Citizens' Concerns - None

V. Ongoing Business

- a. [Charter Franchise Agreement](#) (Chris Madden) (Directed by Ordinance 2015-332) – The Council reviewed the proposed agreement with Charter Communications, which replaces the previous five-year contract with a new ten-year term. The agreement is non-exclusive and maintains the federal maximum franchise fee of 5%. The cost is budgeted at approximately \$24,000 for the current fiscal year. The Charter representative, Chris Madden, confirmed the 10-year term is the most significant change.

Motion:	A motion to approve as presented:			
Moved:	O'Shaughnessey			
Ayes:	Collins, Hedlund, Whitten-Carey, O'Shaughnessey, and Berdie	Nays: 0	Absent: 0	Abstained: 0
Passed:	5/0			

VI. Public Hearing

- b. [FEMA Model Ordinance \(9.54\)](#) – A public hearing was held for the FEMA Model Ordinance, which is required by FEMA for the state of Oregon's compliance with the National Flood Insurance Program (NFIP) and the Endangered Species Act (ESA) Integration. These standards will apply to approximately six properties located within the city's floodplain.

Motion:	A motion to approve chapter 9.54.10 flood damage prevention regulations with typographical corrections as noted, and effective 30 days from adoption:			
Moved:	Whitten-Carey			
Ayes:	Collins, Hedlund, Whitten-Carey, O'Shaughnessey, and Berdie	Nays: 0	Absent: 0	Abstained: 0
Passed:	5/0			

V. [Consent Agenda](#)

Motion:	The motion was made to approve as presented:
Moved:	Whitten-Carey

Ayes:	Collins, Hedlund, Whitten-Carey, O'Shaughnessey, and Berdie	Nays: 0	Absent: 0	Abstained: 0
Passed:	5/0			

VI. Ongoing Business

- a. [Westech Report](#) – Ray Engle presented to the Council, confirming that while a new one-million-gallon-plus reservoir is feasible to build at the site, the project will be complex, complicated, and extremely expensive due to the city's steep topography. To place the tank at the necessary 220-foot elevation, significant structural work is required, including building a 47-foot-tall wall that wraps around most of the back (south) side of the tank, as well as installing rigid inclusions (rock piers) to support the tank floor. The estimated cost for site preparation of the 1-million-gallon tank alone is approximately \$3 million. As an alternative, the engineer suggested a smaller 500,000-gallon tank, which would reduce site preparation costs to roughly \$2.2 million. Alternatively, investigating a single 1.5 million-gallon tank at a much higher elevation (700–712 feet) could improve fire protection, although this would necessitate a complete reconfiguration of the system.
- b. [Vacation Rental \(VR\) Code Review](#) – The Council reviewed an early draft of amendments to the Vacation Rental Code. The primary goal is to clarify the code to ensure that a VR license holder must be a person, not an LLC or a trust. This is intended to prevent "corporate ownership" of the rentals. The Council discussed adding a provision to the code to revoke a VR license if a property has a second violation for complaints like unauthorized personal fireworks.
- c. [Fireworks](#) – The Council reviewed a potential amendment to the VR code to address recurring issues. The discussion centered on adding a provision that would allow the city to revoke a VR license if a property receives a second violation for complaints related to the use of unauthorized personal fireworks. This was considered as part of the effort to clarify and strengthen the city's ability to manage and enforce

rules against disruptive or dangerous behavior associated with short-term rentals.

- d. Council Rules – The Council reviewed and subsequently approved the amended City Council Rules after a discussion that highlighted the most substantive changes. The key change for the public is that the new rules now dictate that in an election for an open position, a write-in candidate must receive at least 5% of the votes cast to fill the position, and remove signatures from minutes. The rest of the amendments were described as mostly "semantics and cleanup," with the addition of rules of conduct that could be used for other commissions to ensure consistency.

Motion:	The motion was made to approve with changes:			
Moved:	Hedlund			
Ayes:	Collins, Hedlund, Whitten-Carey, O'Shaughnessey, and Berdie	Nays: 0	Absent: 0	Abstained: 0
Passed:	5/0			

Adjourn City Council Meeting 4:02 pm.

Minutes prepared by: Kimmie Jackson, Recorder



CITY OF YACHATS
CITY COUNCIL
MEETING SUMMARY MINUTES
City Hall, 441 Hwy 101 N, OR 97498
Monday, September 29, 2025

- I. Call to order the City Council Work Session Meeting at 1:00 pm**
- II. Roll Call**

Council Members	P/A
Craig Berdie, Mayor	P
Mary Ellen O'Shaughnessey	P
Catherine Whitten-Carey	P
Barry Collins	P
Nicole Hedlund	P

Staff Members	
Bobbi Price, City Manager	Kimmie Jackson, Recorder

Audience
8

WORK SESSION

I. Follow-up on the Water Tank

City Manager Price received a report from West Tech Engineering on the Festera property, which was evaluated for potential use as both a water reservoir site and for middle-income housing development. The geotechnical study revealed challenges with site stability, raising further questions about feasibility.

Alternative sites are located along the 220-foot elevation line, the optimal level for connecting with the existing water system. These sites include the Creekside neighborhood (limited by strict CC&Rs) and Blackstone neighborhood parcels (with a visible location and HOA restrictions). Properties

south of the bridge are eliminated due to their location relative to water system needs. The Edmonds property is considered for both housing and a possible water tank location, although geology may only allow for smaller tanks. Horizon Hill summit and Riggs property, as they have higher elevation and watershed concerns.

The Council acknowledged zoning and annexation limitations, particularly those related to county land. Extending the urban growth boundary was discussed as a longer-term strategy. Housing goals remained a priority alongside water needs. There may be opportunities for collaborative development with Lincoln County, particularly in addressing the importance of affordable and workforce housing. Relocating the water treatment plant closer to a new reservoir site was considered, which could free up the existing water plant site for affordable housing.

City Planner Guenther then provided detailed information on each site:

Festera Property: The proposed reservoir location overlaps a permanent easement benefitting an adjacent parcel, requiring either neighbor consent or site relocation.

Creekside: Strong CC&Rs and land-use restrictions make siting a reservoir infeasible. Even common areas designated as open space cannot be repurposed for other uses.

Blackstone: Two vacant parcels exist, but visibility and neighborhood opposition make it unlikely. HOA covenants also limit options.

South of the Bridge: Eliminated early since the system requires new water storage north of the bridge.

Horizon Hill / Riggs Property: At a higher elevation, offering flatter ground, but involves watershed management issues, existing private systems, and difficult ownership/tax complications.

Cemetery Property: While technically suitable, deed restrictions prevent any use other than cemetery purposes; if violated, ownership would revert.

PAL Addition (near Elk Mountain Road): This area contains small platted parcels with access challenges but may offer potential for smaller tanks. Several owners have expressed interest in cooperating

with the City. **Zoning Considerations:** Much of the land is zoned Timber Conservation or Rural Residential (RR-2). Rezoning or annexation would be required for future housing development, and removal from timber tax deferrals would result in the payment of back taxes.

Urban Growth Boundary (UGB): Although current inventories indicate sufficient city capacity, expansion may still be necessary. Planner Guenther noted examples from Waldport where UGBs were extended in non-contiguous ways.

Guenther stated opportunities remain for creative approaches, multiple smaller tanks, clustering housing on suitable flat land, and leveraging city-owned parcels near the water plant.

Water Lead McClung discussed the mechanical and infrastructure challenges of pumping, pressure control, and seismic reinforcement of the current tank.

The final thoughts were that no single property fully meets both reservoir and housing needs at present; the Edmonds property and water plant site warrant further evaluation; collaborative work with the county on workforce housing should continue. A decision would be scheduled for the October regular Council meeting.

Adjourn City Council Work Session Meeting at 2:25 pm.

Minutes prepared by Kimmie Jackson, Recorder



September 2025

Personnel & Materials

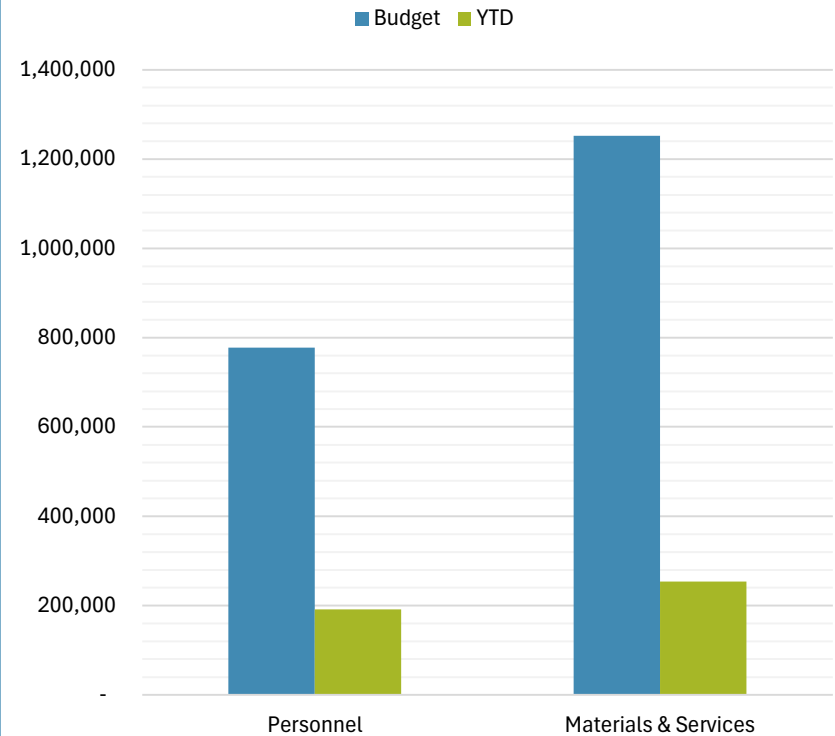
Expenses: Budget vs YTD

(Funds 100, 150, 155, 160)

	Budget	YTD	YTD/Budget
Personnel	777,442	191,435	25%
Materials & Services	1,252,614	253,866	20%

Percentage of Fiscal Year Completed 25.0%

**Personnel, Materials, Services -
Budget vs YTD**





YACHATS
GEM OF THE OREGON COAST

September 2025

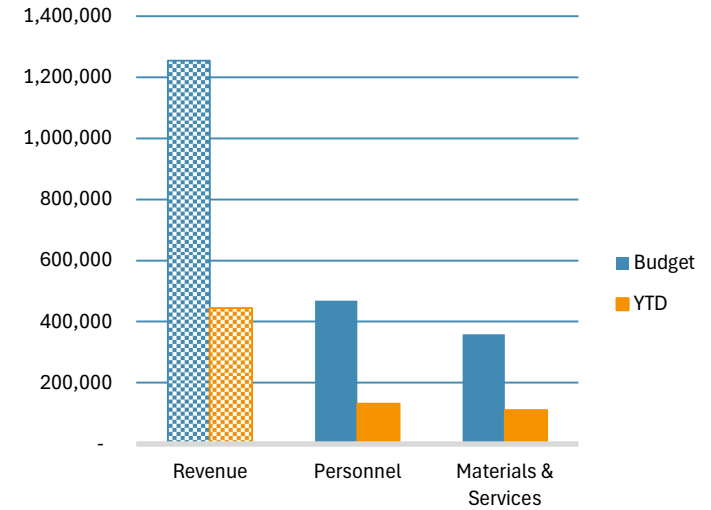
Water & Wastewater

Water Operating Costs

Fund 660

	Budget	YTD	YTD/Budget
Revenue	1,253,651	444,442	35.5%
Personnel	468,796	132,086	28.2%
Materials & Services	358,345	110,670	30.9%

Water - Operating Costs

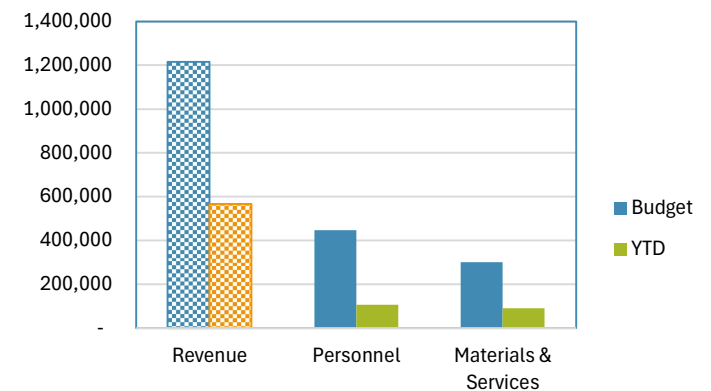


Wastewater Operating Costs

Fund 670

	Budget	YTD	YTD/Budget
Revenue	1,216,124	567,239	46.6%
Personnel	447,141	105,777	23.7%
Materials & Services	301,706	90,531	30.0%

Wastewater - Operating Costs



Percentage of Fiscal Year Completed 25.0%



September 2025

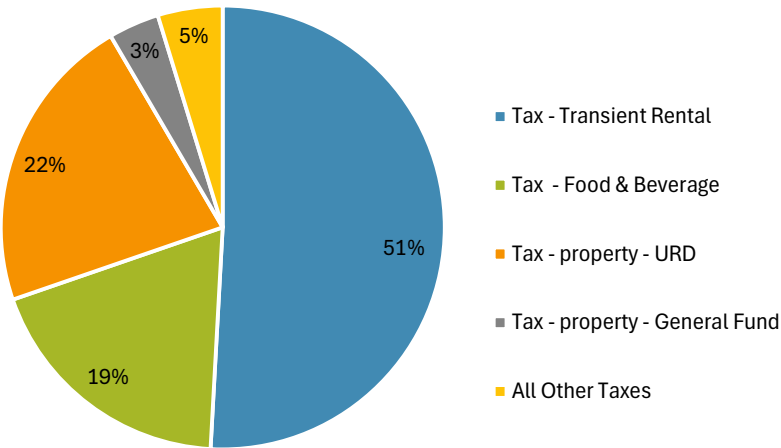
Tax Revenue

Tax Revenue: Budget vs YTD

	Budget	YTD	YTD/Budget
Tax - Transient Rental	1,350,000	108	0.0%
Tax - Food & Beverage	500,000	1,190	0.2%
Tax - property - URD	579,994	2,858	0.5%
Tax - property - General Fund	97,758	492	0.5%
All Other Taxes	125,653	14,413	11.5%

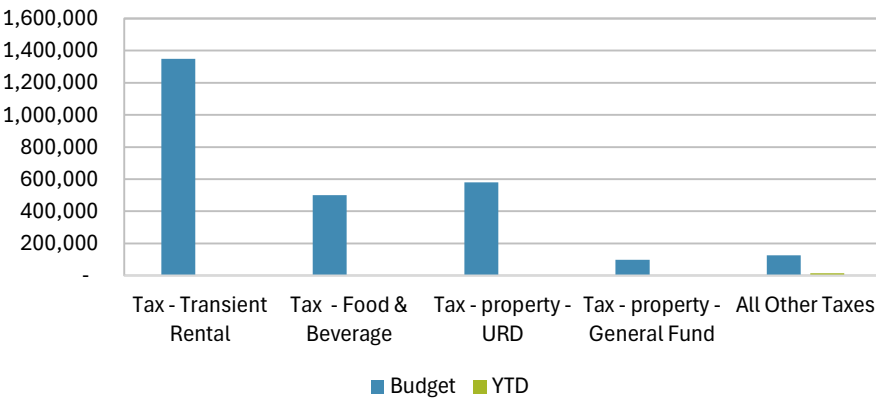
Other Taxes include: Tobacco, OLCC, Marijuana, State Highways, Past due Property Tax

Tax Revenue as Budgeted

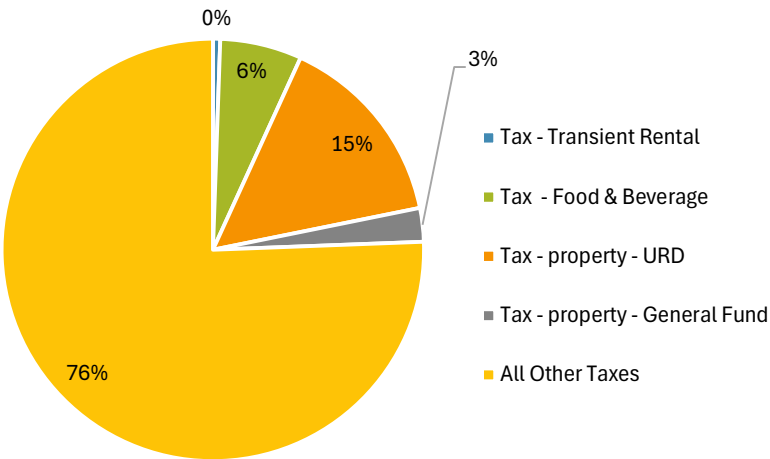


Percentage of Fiscal Year Compl 25.0%

Tax Revenue



Tax Revenue YTD





YACHATS

GEM OF THE OREGON COAST

September 2025

Visitor Amenities

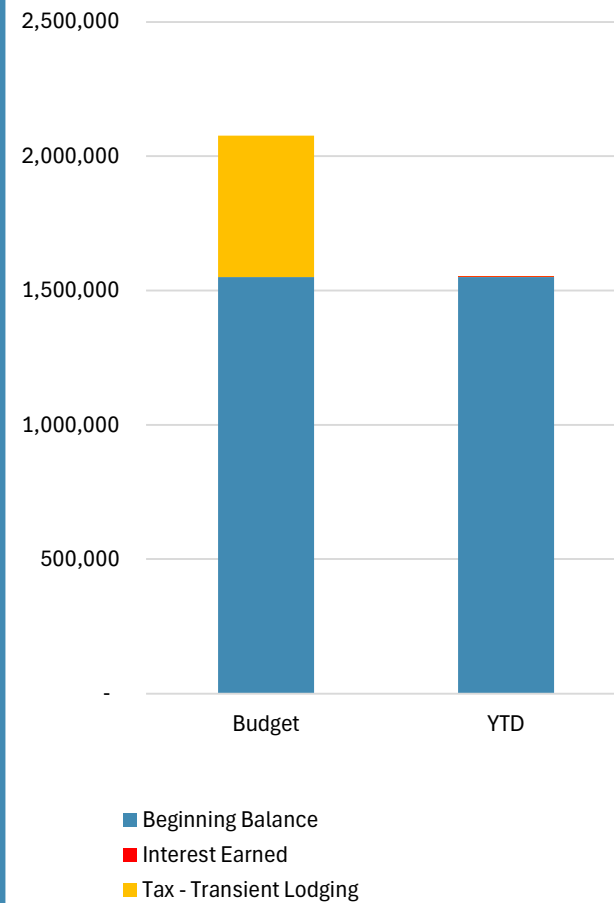
Visitor Amenity

Fund 100-1045

Description	Budget	YTD	YTD/Budget
Beginning Balance	1,549,486	1,549,486	100.0%
Interest Earned	-	2,547	---
Tax - Transient Lodging	526,500	42	0.0%
	2,075,986	1,552,075	74.8%

Percentage of Fiscal Year Completed 25.0%

Visitor Amenities Revenue





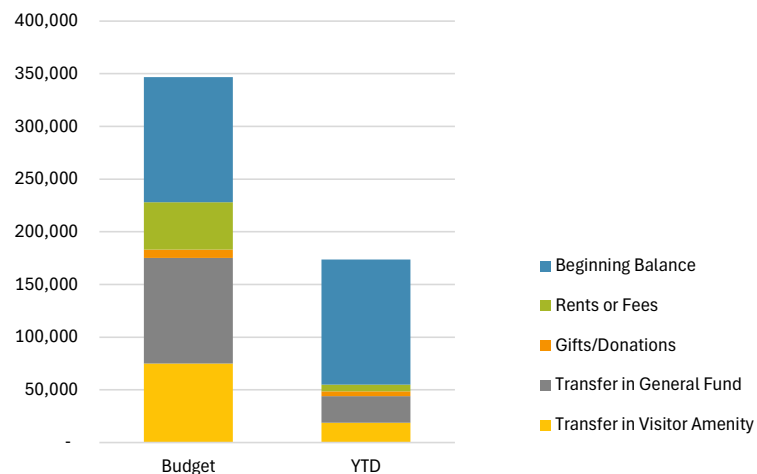
September 2025

Commons Revenue & Expenses

Commons Revenue - Budget vs YTD

	Budget	YTD	YTD/Budget
Beginning Balance	118,734	118,734	100.0%
Rents or Fees	45,000	6,542	14.5%
Gifts/Donations	8,000	4,603	57.5%
Transfer in General Fund	100,000	25,000	25.0%
Transfer in Visitor Amenity	75,000	18,750	25.0%
	346,734	173,629	50.1%

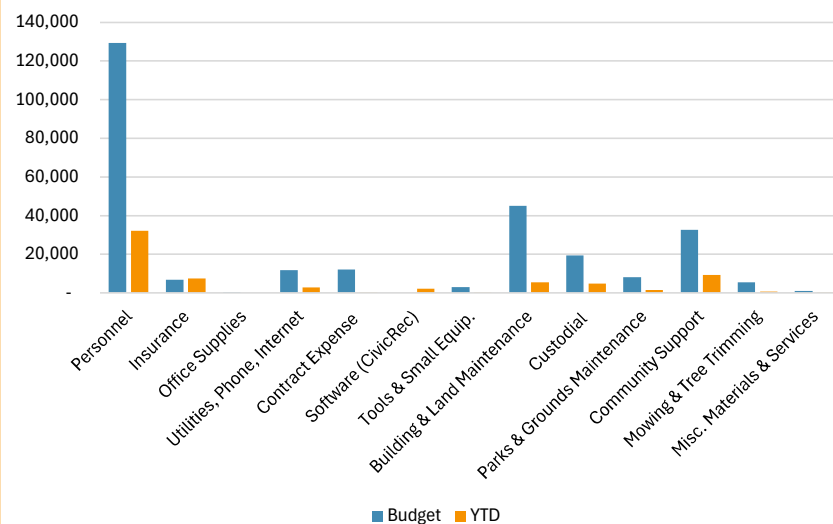
Commons Revenue - Budget vs YTD



Commons Expenses - Budget vs YTD

	Budget	YTD	YTD/Budget
Personnel	129,305	32,087	24.8%
Insurance	6,695	7,415	110.8%
Office Supplies	262	-	0.0%
Utilities, Phone, Internet	11,693	2,813	24.1%
Contract Expense	12,000	144	1.2%
Software (CivicRec)	-	2,110	--
Tools & Small Equip.	3,000	32	1.1%
Building & Land Maintenance	45,000	5,337	11.9%
Custodial	19,427	4,717	24.3%
Parks & Grounds Maintenance	8,000	1,333	16.7%
Community Support	32,662	9,139	28.0%
Mowing & Tree Trimming	5,500	561	10.2%
Misc. Materials & Services	1,000	57	5.7%
	274,544	65,746	23.9%

Commons Expenses - Budget vs YTD



Note: Expense categories have been arranged by GL code number for this fiscal year

Percentage of Fiscal Year Completed

25.0%



September 2025

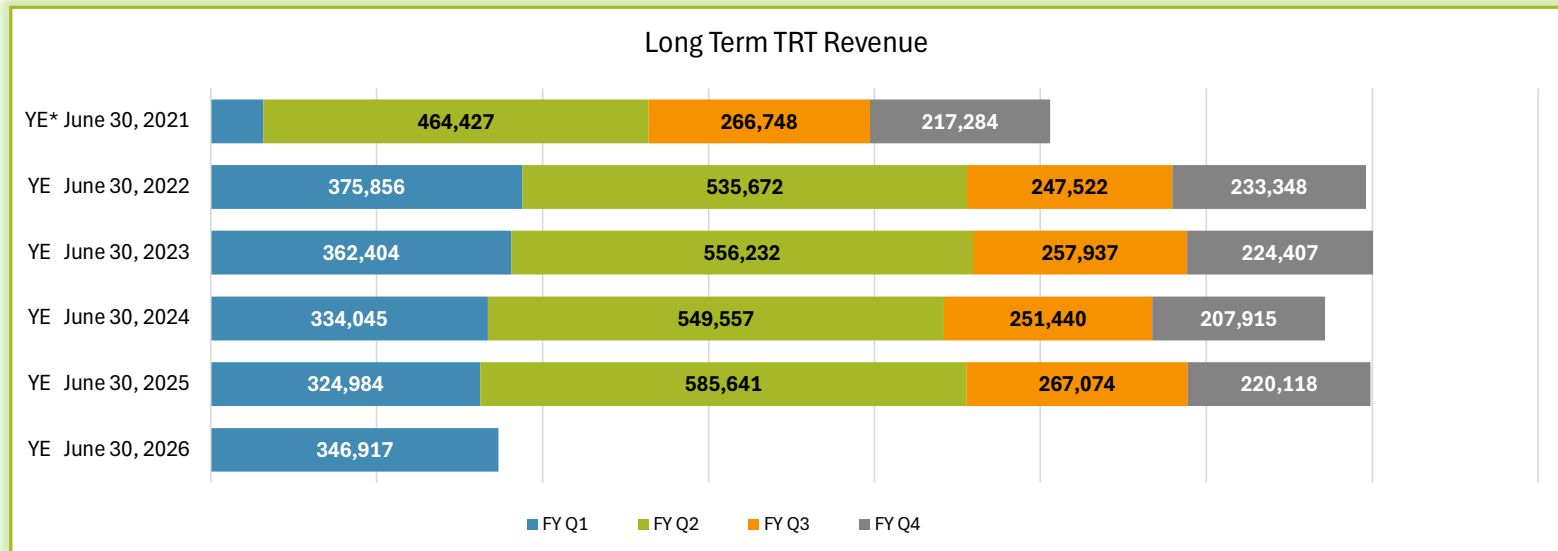
Long Term TRT Revenue

This report has been carried forward from last month - no changes made



	Stays Apr-Jun Paid in July	Stays Jul-Sep Paid in October	Stays Oct-Dec Paid in January	Stays Jan-Mar Paid in April	
	FY Q1	FY Q2	FY Q3	FY Q4	Full Year
YE* June 30, 2021	63,269	464,427	266,748	217,284	1,011,728
YE June 30, 2022	375,856	535,672	247,522	233,348	1,392,398
YE June 30, 2023	362,404	556,232	257,937	224,407	1,400,980
YE June 30, 2024	334,045	549,557	251,440	207,915	1,342,957
YE June 30, 2025	324,984	585,641	267,074	220,118	1,397,818
YE June 30, 2026	346,917	0	0	0	346,917

* YE = Year End

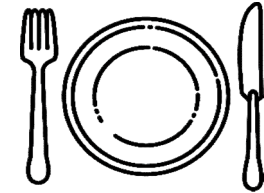




September 2025

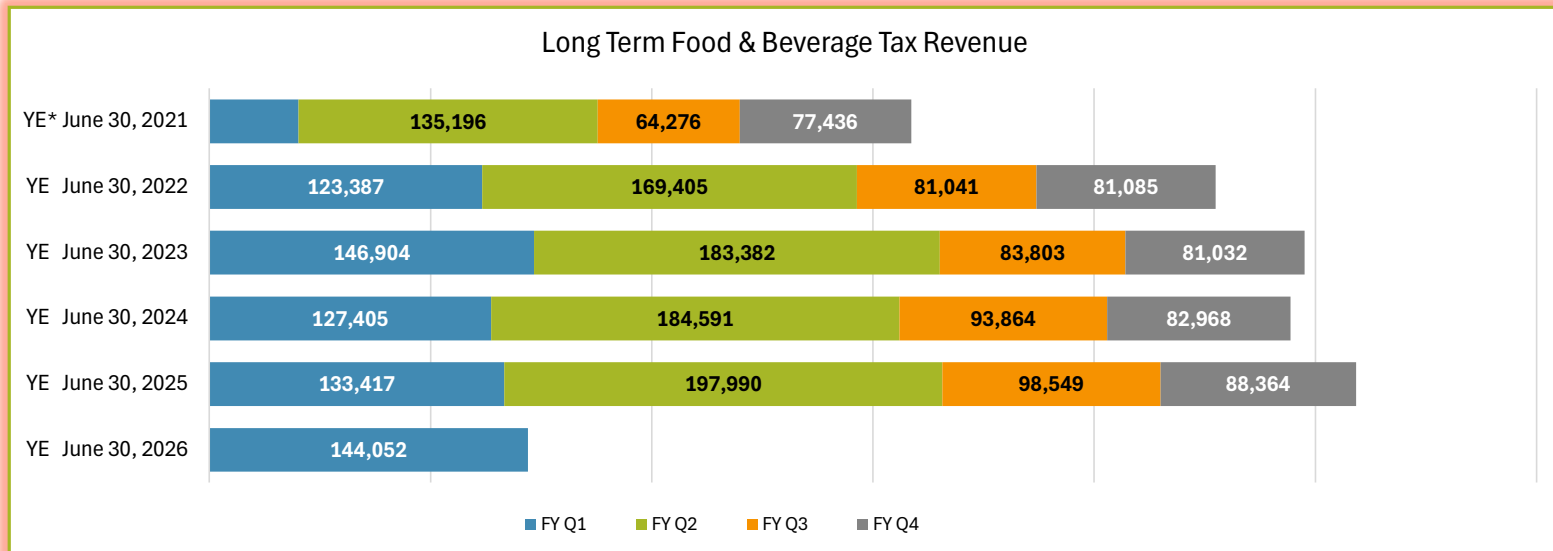
Long Term Food & Beverage Tax Revenue

This report has been carried forward from last month - no changes made



	F&B Tax Apr-Jun Paid in July	F&B Tax Jul-Sep Paid in October	F&B Tax Oct-Dec Paid in January	F&B Tax Jan-Mar Paid in April	
	FY Q1	FY Q2	FY Q3	FY Q4	Full Year
YE* June 30, 2021	40,355	135,196	64,276	77,436	317,263
YE June 30, 2022	123,387	169,405	81,041	81,085	454,918
YE June 30, 2023	146,904	183,382	83,803	81,032	495,121
YE June 30, 2024	127,405	184,591	93,864	82,968	488,828
YE June 30, 2025	133,417	197,990	98,549	88,364	518,320
YE June 30, 2026	144,052	-	-	-	144,052

* YE = Year End



Consolidated Revenue and Expense Statement

Governmental Fund (100, 150, 155, 160)

For Period Ended September 30, 2025

Printed: 10/7/2025

Period 03

Fiscal Year 2026

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
300101	Beginning Balance	\$ 5,764,927.26	\$ 5,764,927.26	\$ -	\$ 5,764,927.26	100.00%	Beginning Balances - Unaudited
300105	Beginning Balance-Hall Bequest	\$ 150,000.00	\$ 150,000.00	\$ -	\$ 150,000.00	100.00%	Beginning Balances - Unaudited
304235	Fines or Liens	\$ 30.85	\$ 50.00	\$ -	\$ 50.00	162.07%	
304221	Franchise Cable	\$ 24,174.75	\$ 4,867.23	\$ -	\$ 4,867.23	20.13%	Received Quarterly
304223	Franchise Disposal Services	\$ 19,833.96	\$ 4,573.94	\$ -	\$ 4,573.94	23.06%	Received Quarterly
304224	Franchise Electricity	\$ 74,286.00	\$ 10,985.85	\$ 5,474.25	\$ 16,460.10	22.16%	Received Monthly
304222	Franchise Telephone	\$ 3,315.89	\$ -	\$ -	\$ -	0.00%	Received Annually
304480	Gifts/Donations	\$ 588,000.00	\$ 582,399.90	\$ 2,203.00	\$ 584,602.90	99.42%	
304481	Grants	\$ 89,000.00	\$ -	\$ -	\$ -	0.00%	
301500	Interest Earned	\$ 223,943.67	\$ 41,616.47	\$ 20,165.25	\$ 61,781.72	27.59%	Reserve Acct & LGIP Interest
304460	Inventory Sale	\$ 1,000.00	\$ -	\$ -	\$ -	0.00%	
304210	License Business	\$ 8,683.00	\$ 120.00	\$ 100.00	\$ 220.00	2.53%	
304211	License Vacation Rental	\$ 30,000.00	\$ 250.00	\$ -	\$ 250.00	0.83%	
304435	LID Assessments	\$ 2,596.54	\$ 212.16	\$ 802.13	\$ 1,014.29	39.06%	
304462	Merchandise Sales	\$ -	\$ 287.00	\$ -	\$ 287.00	0.00%	
304484	Misc Revenue	\$ -	\$ 29.00	\$ -	\$ 29.00	0.00%	
304491	Other Local Resources	\$ 3,479.20	\$ 3,330.26	\$ -	\$ 3,330.26	95.72%	
304690	Other State Sources	\$ 1,025.00	\$ -	\$ -	\$ -	0.00%	
304230	Permits/Filing Fee	\$ 7,761.00	\$ 2,025.01	\$ 500.00	\$ 2,525.01	32.53%	
304335	Rents or Fees	\$ 50,000.00	\$ 5,250.28	\$ 1,291.64	\$ 6,541.92	13.08%	
304344	SDC Storm Drain Improvement	\$ 9,741.27	\$ 6,439.88	\$ -	\$ 6,439.88	66.11%	
304343	SDC Wastewater Reimbursement	\$ 45,501.98	\$ 28,902.55	\$ -	\$ 28,902.55	63.52%	
304341	SDC Water Improvements	\$ 18,201.98	\$ 11,013.45	\$ -	\$ 11,013.45	60.51%	

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
304342	SDC Water Reimbursements	\$ 13,039.77	\$ 7,220.59	\$ -	\$ 7,220.59	55.37%	
304630	State Revenue Share	\$ 20,000.00	\$ 5,271.66	\$ -	\$ 5,271.66	26.36%	
304245	Tax - Food & Beverage Tax	\$ 500,000.00	\$ -	\$ 1,189.75	\$ 1,189.75	0.24%	
304622	Tax - Marijuana	\$ 24,389.83	\$ -	\$ -	\$ -	0.00%	
304110	Tax - Property Current	\$ 97,757.93	\$ 229.11	\$ 262.59	\$ 491.70	0.50%	
304120	Tax - Property Past Due	\$ 1,618.63	\$ 161.16	\$ 256.60	\$ 417.76	25.81%	
304650	Tax - State Highway	\$ 82,033.24	\$ 5,319.75	\$ 7,226.02	\$ 12,545.77	15.29%	
304620	Tax - State OLCC	\$ 17,611.16	\$ -	\$ 1,348.95	\$ 1,348.95	7.66%	
304610	Tax - State Tobacco	\$ 565.53	\$ 50.75	\$ 49.35	\$ 100.10	17.70%	
304240	Tax - Transient Lodging	\$ 1,350,000.00	\$ -	\$ 107.73	\$ 107.73	0.01%	
314861	Transfer in General Fund	\$ 510,000.00	\$ -	\$ 127,500.00	\$ 127,500.00	25.00%	
314883	Transfer in Urban Renewal	\$ 200,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	25.00%	
304810	Transfer in URD Admin Reimb	\$ 36,000.00	\$ -	\$ 9,000.00	\$ 9,000.00	25.00%	
314863	Transfer in Visitor Amenity	\$ 870,000.00	\$ -	\$ 217,500.00	\$ 217,500.00	25.00%	
314890	Transfer in Water System	\$ 43,000.00	\$ -	\$ 10,750.00	\$ 10,750.00	25.00%	
304501	Transfer In-South Tnk Debt Svc	\$ 60,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	25.00%	
	REVENUE	\$ 10,941,518.44	\$ 6,635,533.26	\$ 470,727.26	\$ 7,106,260.52	64.95%	
105101	City Manager	\$ 86,411.00	\$ 14,402.42	\$ 7,201.16	\$ 21,603.58	25.00%	
105102	Deputy Recorder	\$ 46,248.00	\$ 7,887.54	\$ 4,175.15	\$ 12,062.69	26.08%	
105103	Bookkeeping/Accounting	\$ 42,068.00	\$ 6,754.08	\$ 3,353.49	\$ 10,107.57	24.03%	
105104	CIP Coordinator	\$ 29,262.00	\$ 2,681.91	\$ 1,340.96	\$ 4,022.87	13.75%	
105105	Utility Billing Clerk/CSC	\$ 11,808.00	\$ 6,564.57	\$ 3,326.01	\$ 9,890.58	83.76%	
105108	Planner	\$ 53,405.00	\$ 8,715.30	\$ 4,593.01	\$ 13,308.31	24.92%	
105109	Administrative Assistant	\$ 55,512.00	\$ 6,543.48	\$ 3,368.94	\$ 9,912.42	17.86%	
105110	Water Lead	\$ 25,227.00	\$ 2,406.31	\$ 766.53	\$ 3,172.84	12.58%	
105111	Wastewater Lead	\$ 11,503.00	\$ 1,763.92	\$ 1,545.64	\$ 3,309.56	28.77%	
105114	Utility Worker 2	\$ 6,394.00	\$ 557.26	\$ 409.85	\$ 967.11	15.13%	
105115	Community Spaces Coordinator	\$ 50,400.00	\$ 8,373.75	\$ 4,200.00	\$ 12,573.75	24.95%	
105116	Librarian Part Time	\$ 21,396.00	\$ 2,832.88	\$ 1,497.88	\$ 4,330.76	20.24%	
105118	Succession Planning w/License	\$ 7,562.00	\$ 1,632.52	\$ 1,605.56	\$ 3,238.08	42.82%	
105119	Code Enforcer/PW	\$ 37,651.00	\$ 6,506.20	\$ 3,745.42	\$ 10,251.62	27.23%	
105121	Utility Field Foreman	\$ 14,120.00	\$ 2,624.48	\$ 1,927.53	\$ 4,552.01	32.24%	

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
105122	Utility Worker 1	\$ 9,600.00	\$ 1,724.61	\$ 1,169.22	\$ 2,893.83	30.14%	
105130	Children's Librarian Part Time	\$ 6,000.00	\$ -	\$ -	\$ -	0.00%	
105140	Fringe Benefits	\$ 54,851.00	\$ 5,905.59	\$ 3,176.89	\$ 9,082.48	16.56%	
105141	Insurance Benefits	\$ 96,033.00	\$ 19,013.30	\$ 10,003.20	\$ 29,016.50	30.22%	
105142	Regular PERS System	\$ 111,991.00	\$ 16,093.33	\$ 11,045.26	\$ 27,138.59	24.23%	
	PERSONNEL	\$ 777,442.00	\$ 122,983.45	\$ 68,451.70	\$ 191,435.15	24.62%	
205202	Visitor Center Operations	\$ 46,125.00	\$ 11,500.00	\$ -	\$ 11,500.00	24.93%	
205209	Emergency Prep & Public Safety	\$ 10,000.00	\$ 142.71	\$ 215.45	\$ 358.16	3.58%	
205210	Dues & Memberships	\$ 8,126.20	\$ 3,770.33	\$ -	\$ 3,770.33	46.40%	
205214	Marketing (Grants/Prgm/Events)	\$ 270,195.10	\$ 65,265.75	\$ -	\$ 65,265.75	24.16%	
205220	Marketing/Road Sign	\$ 104.55	\$ -	\$ -	\$ -	0.00%	
205222	Insurance	\$ 47,204.00	\$ 51,221.70	\$ 750.00	\$ 51,971.70	110.10%	
205224	Trails Maintenance/Supplies/Services	\$ 7,000.00	\$ 366.13	\$ 823.74	\$ 1,189.87	17.00%	
205230	Printing (Maps & Signs)	\$ 3,000.00	\$ -	\$ -	\$ -	0.00%	
205240	Office Materials & Supplies	\$ 25,261.62	\$ 1,601.75	\$ 1,279.22	\$ 2,880.97	11.40%	
205241	Computer Equipment and Maint.	\$ 10,000.00	\$ 2,080.99	\$ 3,014.29	\$ 5,095.28	50.95%	
205251	Telephones/Cell Phones/DSL	\$ 12,181.62	\$ 1,532.43	\$ 1,012.89	\$ 2,545.32	20.89%	
205252	Utilities	\$ 18,408.10	\$ 2,271.47	\$ 969.83	\$ 3,241.30	17.61%	
205253	Postage	\$ 3,000.00	\$ -	\$ -	\$ -	0.00%	
205255	Education and Training	\$ 22,600.00	\$ 2,936.45	\$ 1,661.54	\$ 4,597.99	20.35%	
205260	Contract/Professional Services	\$ 92,748.20	\$ 4,542.50	\$ 6,701.25	\$ 11,243.75	12.12%	
205261	Auditor	\$ 7,000.00	\$ -	\$ -	\$ -	0.00%	
205262	Legal Expense	\$ 10,000.00	\$ 512.34	\$ 733.17	\$ 1,245.51	12.46%	
205263	Bank Charges/Credit Card Fees	\$ 4,170.99	\$ 493.67	\$ 313.76	\$ 807.43	19.36%	
205270	Travel	\$ -	\$ 308.00	\$ -	\$ 308.00	0.00%	
205282	Software	\$ 32,712.54	\$ 6,255.66	\$ 6,031.98	\$ 12,287.64	37.56%	
205311	Equipment Lease and Rental	\$ 1,457.60	\$ 277.34	\$ 138.67	\$ 416.01	28.54%	
205312	Equipment Fuel/Tires/Parts	\$ 341.66	\$ -	\$ -	\$ -	0.00%	
205313	Equipment Repair	\$ -	\$ -	\$ 304.04	\$ 304.04	0.00%	
205317	Tools and Small Equipment	\$ 9,750.00	\$ 31.92	\$ -	\$ 31.92	0.33%	
205325	Yard Debris Dumpster	\$ 8,582.76	\$ 2,018.87	\$ 1,188.39	\$ 3,207.26	37.37%	
205330	Building and Land Maintenance	\$ 64,120.95	\$ 2,527.98	\$ 4,630.05	\$ 7,158.03	11.16%	

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
205335	Custodial Support/Supplies	\$ 35,062.54	\$ 4,606.41	\$ 2,230.35	\$ 6,836.76	19.50%	
205340	Operating Materials & Supplies	\$ 5,000.00	\$ 171.41	\$ -	\$ 171.41	3.43%	
205345	Books and Periodicals/Programs	\$ 10,500.00	\$ 1,700.59	\$ 100.44	\$ 1,801.03	17.15%	
205361	Parts	\$ 3,000.00	\$ 876.77	\$ 964.73	\$ 1,841.50	61.38%	
205362	Consumables	\$ 2,000.00	\$ -	\$ 5.34	\$ 5.34	0.27%	
205363	Outside Services	\$ 599.06	\$ -	\$ -	\$ -	0.00%	
205367	Storm Drain Parts	\$ 500.00	\$ -	\$ -	\$ -	0.00%	
205411	Street Lighting	\$ 21,808.95	\$ 3,410.86	\$ 2,041.39	\$ 5,452.25	25.00%	
205421	Parks/Grounds Maintenance	\$ 22,761.59	\$ 3,108.47	\$ 1,857.00	\$ 4,965.47	21.82%	
205422	Advertising/Legal Notice	\$ 1,000.00	\$ 170.61	\$ -	\$ 170.61	17.06%	
205438	Lincoln County Program Support	\$ 101,475.00	\$ 150.00	\$ 75.00	\$ 225.00	0.22%	
205439	Comm Support/Beautification	\$ 202,662.47	\$ 15,699.04	\$ 13,457.64	\$ 29,156.68	14.39%	
205440	Equipment & Furniture	\$ 2,604.83	\$ 451.96	\$ -	\$ 451.96	17.35%	
205470	Equipment Repair/Maintenance	\$ 7,960.12	\$ 257.98	\$ 6,356.87	\$ 6,614.85	83.10%	
205474	Mowing	\$ 18,171.54	\$ 6,355.00	\$ -	\$ 6,355.00	34.97%	
205475	Tree Removal/Trimming	\$ 11,000.00	\$ -	\$ 300.00	\$ 300.00	2.73%	
205490	Material and Services	\$ 14,417.40	\$ 91.92	\$ -	\$ 91.92	0.64%	
208000	Operating Contingency	\$ 78,000.00	\$ -	\$ -	\$ -	0.00%	
	MATERIALS AND SERVICES	\$ 1,252,614.39	\$ 196,709.01	\$ 57,157.03	\$ 253,866.04	20.27%	
217123	Transfer To LLCM	\$ 50,000.00	\$ -	\$ 12,500.00	\$ 12,500.00	25.00%	
217124	Transfer To Commons	\$ 175,000.00	\$ -	\$ 43,750.00	\$ 43,750.00	25.00%	
217126	Transfer To Capital Reserve	\$ 600,000.00	\$ -	\$ 150,000.00	\$ 150,000.00	25.00%	
217127	OP Transfer - Parks & Trails Operations	\$ 85,000.00	\$ -	\$ 21,250.00	\$ 21,250.00	25.00%	
217128	Transfer to Parks & Trails	\$ 400,000.00	\$ -	\$ 100,000.00	\$ 100,000.00	25.00%	
217129	Transfer to WW Plant Loan	\$ 60,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	25.00%	
217130	Transfer to Wastewater Reserve	\$ 100,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	25.00%	
217131	Interfund Transfer Street Proj	\$ 100,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	25.00%	
217133	Transfer out Storm Drains	\$ 30,000.00	\$ -	\$ 7,500.00	\$ 7,500.00	25.00%	
217141	Transfer Out Storm Drain Res.	\$ 30,000.00	\$ -	\$ 7,500.00	\$ 7,500.00	25.00%	
217143	Transfer to LLCM Reserve	\$ 160,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	25.00%	
	TRANSFERS	\$ 1,790,000.00	\$ -	\$ 447,500.00	\$ 447,500.00	25.00%	

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
407922	Capital Outlay - Improvement	\$ 470,000.00	\$ 8,222.11	\$ 3,637.50	\$ 11,859.61	2.52%	
407941	Capital Outlay - Equipment	\$ 155,000.00	\$ -	\$ -	\$ -	0.00%	
407942	Capital Outlay-Infrastructure	\$ 1,506,000.00	\$ 511,862.76	\$ 16,489.85	\$ 528,352.61	35.08%	
407947	Capital Outlay-Street Projects	\$ 272,000.00	\$ 31,487.79	\$ 52,369.49	\$ 83,857.28	30.83%	
	CAPITAL OUTLAY	\$ 2,403,000.00	\$ 551,572.66	\$ 72,496.84	\$ 624,069.50	25.97%	
205720	Interest Expense	\$ 31,444.46	\$ -	\$ 4,114.92	\$ 4,114.92	13.09%	
205721	Interest Expense - DEQ	\$ 46,089.35	\$ -	\$ 24,495.00	\$ 24,495.00	53.15%	
205722	Loan Fee - DEQ	\$ 7,443.29	\$ -	\$ -	\$ -	0.00%	
207630	Principal Payments	\$ 131,999.03	\$ -	\$ 17,310.27	\$ 17,310.27	13.11%	
207631	Principal Payments - DEQ	\$ 404,270.65	\$ -	\$ 200,685.00	\$ 200,685.00	49.64%	
	DEBT SERVICES	\$ 621,246.78	\$ -	\$ 246,605.19	\$ 246,605.19	39.70%	
	TOTAL EXPENSE	\$ 6,844,303.17	\$ 871,265.12	\$ 892,210.76	\$ 1,763,475.88	25.77%	
	NET GAIN/(LOSS)	\$ 4,097,215.27	\$ 5,764,268.14	\$ (421,483.50)	\$ 5,342,784.64	130.40%	

Consolidated Revenue and Expense Statement

Enterprise Fund (660 and 670)

For Period Ended September 30, 2025

Printed: 10/7/2025

Period 03

Fiscal Year 2026

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
300101	Beginning Balance	\$ 3,623,875.01	\$ 3,623,875.01	\$ -	\$ 3,623,875.01	100.00%	Beginning Balances - Unaudited
301500	Interest Earned	\$ 152,202.76	\$ 27,423.65	\$ 14,287.90	\$ 41,711.55	27.41%	
304310	Water/Wastewater Services	\$ 1,950,000.00	\$ 350,695.99	\$ 170,356.31	\$ 521,052.30	26.72%	
304320	Installation Charges	\$ 12,500.00	\$ 5,275.00	\$ -	\$ 5,275.00	42.20%	
304335	Rents or Fees	\$ 2,500.00	\$ 560.06	\$ 365.06	\$ 925.12	37.00%	
304481	Grants	\$ 100,000.00	\$ -	\$ 20,000.00	\$ 20,000.00	20.00%	
314866	Urban Renewal Contribution	\$ 500,000.00	\$ -	\$ 125,000.00	\$ 125,000.00	25.00%	
314875	Transfer in Water Operations	\$ 250,000.00	\$ -	\$ 62,500.00	\$ 62,500.00	25.00%	
314876	Transfer in Wastewater Service	\$ 200,000.00	\$ -	\$ 50,000.00	\$ 50,000.00	25.00%	
314878	Transfer in WWater Plant Debt	\$ 100,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	25.00%	
314879	Transfer From SDC	\$ 250,000.00	\$ -	\$ 62,500.00	\$ 62,500.00	25.00%	
	REVENUE	\$ 7,141,077.77	\$ 4,007,829.71	\$ 530,009.27	\$ 4,537,838.98	63.55%	
105101	City Manager	\$ 57,607.00	\$ 9,601.58	\$ 4,800.84	\$ 14,402.42	25.00%	
105102	Deputy Recorder	\$ 30,832.00	\$ 5,258.37	\$ 2,783.44	\$ 8,041.81	26.08%	
105103	Bookkeeping/Accounting	\$ 28,046.00	\$ 4,502.73	\$ 2,235.65	\$ 6,738.38	24.03%	
105104	CIP Coordinator	\$ 29,260.00	\$ 4,632.35	\$ 2,316.17	\$ 6,948.52	23.75%	
105105	Utility Billing Clerk/CSC	\$ 47,231.00	\$ 7,781.19	\$ 3,936.01	\$ 11,717.20	24.81%	
105108	Planner	\$ 13,351.00	\$ 2,178.83	\$ 1,148.25	\$ 3,327.08	24.92%	
105110	Water Lead	\$ 79,882.00	\$ 15,113.69	\$ 7,993.47	\$ 23,107.16	28.93%	
105111	Wastewater Lead	\$ 93,037.00	\$ 19,907.73	\$ 8,796.86	\$ 28,704.59	30.85%	

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
105112	Field Utility 2	\$ -	\$ 403.85	\$ -	\$ 403.85	0.00%	
105114	Utility Worker 2	\$ 57,520.00	\$ 12,803.01	\$ 5,983.92	\$ 18,786.93	32.66%	
105118	Succession Planning w/ License	\$ 68,064.00	\$ 10,246.63	\$ 5,390.46	\$ 15,637.09	22.97%	
105119	Code Enforcer/PW	\$ 20,274.00	\$ 3,149.80	\$ 1,124.36	\$ 4,274.16	21.08%	
105121	Utility Field Foreman	\$ 56,475.00	\$ 11,575.27	\$ 5,173.37	\$ 16,748.64	29.66%	
105122	Utility Worker 1	\$ 38,391.00	\$ 5,871.54	\$ 2,819.25	\$ 8,690.79	22.64%	
105140	Fringe Benefits	\$ 66,026.00	\$ 8,117.70	\$ 3,916.91	\$ 12,034.61	18.23%	
105141	Insurance Benefits	\$ 123,992.00	\$ 25,429.70	\$ 11,704.22	\$ 37,133.92	29.95%	
105142	Regular PERS System	\$ 136,390.00	\$ 23,881.09	\$ 14,228.63	\$ 38,109.72	27.94%	
	PERSONNEL	\$ 946,378.00	\$ 170,455.06	\$ 84,351.81	\$ 254,806.87	26.92%	
205210	Dues & Memberships	\$ 1,200.00	\$ -	\$ -	\$ -	0.00%	
205211	State Fees	\$ 18,819.28	\$ 893.36	\$ 4,067.44	\$ 4,960.80	26.36%	
205212	Fee Expense	\$ 20,283.63	\$ 4,562.05	\$ 2,483.85	\$ 7,045.90	34.74%	
205222	Insurance	\$ 49,805.00	\$ 54,044.08	\$ -	\$ 54,044.08	108.51%	
205240	Office Materials & Supplies	\$ 13,895.80	\$ 2,283.61	\$ 1,381.51	\$ 3,665.12	26.38%	
205241	Computer Equipment and Maint.	\$ 3,500.00	\$ -	\$ -	\$ -	0.00%	
205251	Telephones/Cell Phones/DSL	\$ 22,242.85	\$ 3,387.92	\$ 1,811.68	\$ 5,199.60	23.38%	
205253	Postage	\$ 6,409.18	\$ -	\$ -	\$ -	0.00%	
205255	Education and Training	\$ 19,500.00	\$ 947.43	\$ 2,536.56	\$ 3,483.99	17.87%	
205260	Contract/Professional Services	\$ 50,000.00	\$ 3,730.00	\$ 1,470.00	\$ 5,200.00	10.40%	
205261	Auditor	\$ 7,000.00	\$ -	\$ -	\$ -	0.00%	
205262	Legal	\$ 18,000.00	\$ 1,024.66	\$ 1,466.33	\$ 2,490.99	13.84%	
205282	Software	\$ 40,000.00	\$ 15,426.74	\$ 6,841.26	\$ 22,268.00	55.67%	
205311	Equipment Lease and Rental	\$ 3,172.20	\$ 554.66	\$ 277.33	\$ 831.99	26.23%	
205312	Equipment Fuel/Tires/Parts	\$ 12,065.83	\$ 2,001.54	\$ 489.03	\$ 2,490.57	20.64%	
205317	Tools and Small Equipment	\$ 6,000.00	\$ 1,198.21	\$ 440.64	\$ 1,638.85	27.31%	
205330	Building and Land Maintenance	\$ 6,562.50	\$ -	\$ -	\$ -	0.00%	
205335	Custodial Support/Supplies	\$ 9,649.21	\$ 1,078.24	\$ 487.14	\$ 1,565.38	16.22%	
205342	Plant Utilities	\$ 55,784.97	\$ 7,868.00	\$ 4,491.65	\$ 12,359.65	22.16%	
205351	Main Plant Parts	\$ 18,000.00	\$ 4,786.46	\$ 1,277.48	\$ 6,063.94	33.69%	

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
205352	Main Plant Consumables	\$ 32,000.00	\$ 9,361.73	\$ 219.85	\$ 9,581.58	29.94%	
205353	Main Plant Outside Services	\$ 60,000.00	\$ 12,222.72	\$ 191.00	\$ 12,413.72	20.69%	
205361	Parts	\$ 62,000.00	\$ 17,294.20	\$ 4,082.35	\$ 21,376.55	34.48%	
205362	Consumables	\$ 6,500.00	\$ 751.86	\$ 1,641.73	\$ 2,393.59	36.82%	
205363	Outside Services	\$ 30,000.00	\$ 1,825.00	\$ 833.99	\$ 2,658.99	8.86%	
205470	Equipment Repair/Maintenance	\$ 19,000.00	\$ 515.96	\$ 10,004.17	\$ 10,520.13	55.37%	
205474	Mowing	\$ 8,660.07	\$ 3,247.00	\$ -	\$ 3,247.00	37.49%	
205475	Tree Removal/Trimming	\$ 10,000.00	\$ 4,500.00	\$ 1,200.00	\$ 5,700.00	57.00%	
208000	Operating Contingency	\$ 50,000.00	\$ -	\$ -	\$ -	0.00%	
	MATERIALS AND SERVICES	\$ 660,050.52	\$ 153,505.43	\$ 47,694.99	\$ 201,200.42	30.48%	
217126	Transfer To Capital Reserve	\$ 450,000.00	\$ -	\$ 112,500.00	\$ 112,500.00	25.00%	
217136	Transfer To Debt Services	\$ 43,000.00	\$ -	\$ 10,750.00	\$ 10,750.00	25.00%	
	TRANSFERS	\$ 493,000.00	\$ -	\$ 123,250.00	\$ 123,250.00	25.00%	
407921	Capital Outlay - Infrastructure Systems	\$ 594,000.00	\$ -	\$ 68,751.00	\$ 68,751.00	11.57%	
407948	Capital Outlay - Water systems	\$ 1,889,000.00	\$ 36,212.50	\$ 66,208.56	\$ 102,421.06	5.42%	
	CAPITAL OUTLAY	\$ 2,483,000.00	\$ 36,212.50	\$ 134,959.56	\$ 171,172.06	6.89%	
	TOTAL EXPENSE	\$ 4,582,428.52	\$ 360,172.99	\$ 390,256.36	\$ 750,429.35	16.38%	
	NET GAIN/(LOSS)	\$ 2,558,649.25	\$ 3,647,656.72	\$ 139,752.91	\$ 3,787,409.63	148.02%	

Consolidated Revenue and Expense Statement

Debt Services Fund (155)

For Period Ended September 30, 2025

Printed: 10/7/2025

Period 03

Fiscal Year 2026

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	Notes
300101	Beginning Balance	\$ 1,332,033.88	\$ 1,332,033.88	\$ -	\$ 1,332,033.88	100.00%	Beginning Balances - Unaudited
304484	Misc Revenue	\$ -	\$ -	\$ -	\$ -	0.00%	
301500	Interest Earned	\$ 46,656.62	\$ 10,001.69	\$ 4,204.84	\$ 14,206.53	30.45%	
304110	Tax - Property Current	\$ 44,136.63	\$ 115.70	\$ 132.61	\$ 248.31	0.56%	
304120	Tax - Property Past Due	\$ 730.80	\$ 81.39	\$ 129.58	\$ 210.97	28.87%	
304245	Tax - Food & Beverage Tax	\$ 500,000.00	\$ -	\$ 1,189.75	\$ 1,189.75	0.24%	
304501	Transfer In-South Tnk Debt Svc	\$ 60,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	25.00%	
314883	Transfer in Urban Renewal	\$ 100,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	25.00%	
314890	Transfer in Water System	\$ 43,000.00	\$ -	\$ 10,750.00	\$ 10,750.00	25.00%	
	REVENUE	\$ 2,126,557.93	\$ 1,342,232.66	\$ 56,406.78	\$ 1,398,639.44	65.77%	
217129	Transfer to WW Plant Loan	\$ 60,000.00	\$ -	\$ 15,000.00	\$ 15,000.00	25.00%	
217130	Transfer to Wastewater Reserve	\$ 100,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	25.00%	
	TRANSFERS	\$ 160,000.00	\$ -	\$ 40,000.00	\$ 40,000.00	25.00%	
205720	Interest Expense	\$ 31,444.46	\$ -	\$ 4,114.92	\$ 4,114.92	13.09%	
205721	Interest Expense - DEQ	\$ 46,089.35	\$ -	\$ 24,495.00	\$ 24,495.00	53.15%	
205722	Loan Fee - DEQ	\$ 7,443.29	\$ -	\$ -	\$ -	0.00%	
207630	Principal Payments	\$ 131,999.03	\$ -	\$ 17,310.27	\$ 17,310.27	13.11%	
207631	Principal Payments - DEQ	\$ 404,270.65	\$ -	\$ 200,685.00	\$ 200,685.00	49.64%	
	DEBT SERVICES	\$ 621,246.78	\$ -	\$ 246,605.19	\$ 246,605.19	39.70%	
	TOTAL EXPENSE	\$ 781,246.78	\$ -	\$ 286,605.19	\$ 286,605.19	36.69%	
	NET GAIN/(LOSS)	\$ 1,345,311.15	\$ 1,342,232.66	\$ (230,198.41)	\$ 1,112,034.25	82.66%	

Consolidated Revenue and Expense Statement

Urban Renewal (900)

For Period Ended September 30, 2025

Printed: 10/7/2025

Period 03

Fiscal Year 2026

Acct No	Description	Budget	Prior Period	Current Period	YTD Bal	YTD %	NOTES
300101	Beginning Balance	\$ 356,622.38	\$ 356,622.38	\$ -	\$ 356,622.38	100.00%	Beginning Balances - Unaudited
301500	Interest Earned	\$ 14,978.14	\$ 2,841.44	\$ 1,394.30	\$ 4,235.74	28.28%	
304110	Tax - Property Current	\$ 579,994.44	\$ 1,336.84	\$ 1,521.51	\$ 2,858.35	0.49%	
304120	Tax - Property Past due	\$ 7,890.29	\$ 799.71	\$ 1,330.48	\$ 2,130.19	27.00%	
304491	Other Local Sources	\$ -	\$ 15.01	\$ -	\$ 15.01	0.00%	
	REVENUE	\$ 959,485.25	\$ 361,615.38	\$ 4,246.29	\$ 365,861.67	38.13%	
205261	Auditor	\$ 3,000.00	\$ -	\$ -	\$ -	0.00%	
	MATERIALS AND SERVICES	\$ 3,000.00	\$ -	\$ -	\$ -	0.00%	
217126	Transfer To Capital Reserve	\$ 500,000.00	\$ -	\$ 125,000.00	\$ 125,000.00	25.00%	
217131	Interfund Transfer - Street Capital Rese	\$ 50,000.00	\$ -	\$ 12,500.00	\$ 12,500.00	25.00%	
217137	Trans to South Tank Debt	\$ 100,000.00	\$ -	\$ 25,000.00	\$ 25,000.00	25.00%	
217140	Admin Fee Trans to General Fund	\$ 36,000.00	\$ -	\$ 9,000.00	\$ 9,000.00	25.00%	
217141	Transfer Out Storm Drain Res.	\$ 50,000.00	\$ -	\$ 12,500.00	\$ 12,500.00	25.00%	
	TRANSFERS	\$ 736,000.00	\$ -	\$ 184,000.00	\$ 184,000.00	25.00%	
	TOTAL EXPENSE	\$ 739,000.00	\$ -	\$ 184,000.00	\$ 184,000.00	24.90%	
	NET GAIN/(LOSS)	\$ 220,485.25	\$ 361,615.38	\$ (179,753.71)	\$ 181,861.67	82.48%	

City of Yachats

Fund Balance Report

		Modified Accrual Basis		Modified Cash Basis								Better (Worse)				
		30-Jun-17	30-Jun-18	FY2019 30-Jun-19	FY2020 30-Jun-20	FY2021 30-Jun-21	FY2022 30-Jun-22	FY2023 30-Jun-23	FY2024 30-Jun-24	FY2025 30-Jun-25 (Soft Close 4)	FY2026 30-Sep-25	FY26 VS FY25	FY26 VS FY24	FY26 VS FY23	FY26 VS FY22	FY26 VS FY21
City Hall	100-1010	468,845	691,207	829,068	921,273	537,149	743,684	895,783	704,922	835,649	500,528	(335,121)	(204,394)	(395,255)	(243,156)	(36,620)
Commons	100-1020	(15,519)	500	15,292	77,910	104,451	144,737	133,773	54,788	120,923	107,883	(13,040)	53,095	(25,890)	(36,854)	3,432
LLC & Museum	100-1025			583	6,722	0	6,148	13,164	18,469	19,866	18,944	(921)	476	5,780	12,797	18,944
Library	100-1030			0	8,122	28,700	29,547	27,745	6,021	(7,583)	88,774	96,357	82,753	61,029	59,227	60,074
Parks and Trails	100-1035			14,053	16,879	0	17,678	24,808	8,243	15,012	13,654	(1,358)	5,411	(11,154)	(4,024)	13,654
Visitor Amenities	100-1045	195,095	119,446	98,664	249,548	670,851	1,298,211	1,222,104	1,527,617	1,547,223	1,245,630	(301,594)	(281,988)	23,525	(52,581)	574,779
Streets	100-1040	71,533	80,581	93,513	43,350	14,572	67,073	59,349	67,285	64,215	57,021	(7,194)	(10,264)	(2,328)	(10,051)	42,449
Storm Drains	100-1050	80,252	86,394	110,146	88,495	68,824	41,136	19,874	9,753	16,486	23,818	7,332	14,065	3,944	(17,317)	(45,006)
Water	600-1700			164,050	325,623	128,056	144,671	177,324	224,811	210,792	128,436	(82,356)	(96,374)	(48,888)	(16,234)	380
WasteWater	670-1800			178,721	265,946	157,154	160,811	201,148	304,715	378,753	320,931	(57,822)	16,216	119,783	160,120	163,777
Total Operating Funds		800,206	978,128	1,504,090	2,003,868	1,709,757	2,653,694	2,775,074	2,926,624	3,201,337	2,505,621	(695,716)	(421,003)	272,930	1,216,868	922,756
SDC's	160-1605	149,075	236,321	413,285	519,487	588,135	751,225	814,536	911,099	657,294	671,777	14,482	(239,322)	(142,760)	(79,448)	83,642
General Construction (So Tank)	160-1630	211,843	40,401	213,305	213,305											
Revenue Water Bond	155-1200			0	43,071	43,242	43,413	43,650	43,907	44,165	33,518	(10,647)	(10,390)	(10,132)	(9,895)	(9,724)
Water Gen Obl Bond	155-1218			0	(157)	46,636	49,140	51,554	55,324	59,289	59,519	230	4,196	7,965	10,380	12,883
South Tank Loan	155-1268			100,000	160,089	120,179	120,268	120,358	120,447	120,537	130,537	10,000	10,089	10,179	10,268	10,358
WasteWater Loans (2)	155-1276	577,777	594,019	668,616	736,214	816,173	874,919	909,929	1,101,220	1,155,056	888,461	(266,596)	(212,759)	(21,469)	13,542	72,288
Urban Renewal	900-9000	68,236	207,433	297,767	432,235	421,085	290,175	468,968	498,048	360,477	181,862	(178,616)	(316,186)	(287,106)	(108,314)	(239,223)
Total Restricted Funds		1,006,931	1,078,174	1,692,973	2,104,244	2,035,450	2,129,140	2,408,995	2,730,045	2,396,819	1,965,673	(431,146)	(764,372)	600,905	694,595	625,801
City Hall Reserves	150-1010			69,066	63,697	0	147,935	186,780	231,318	205,983	180,792	(25,191)	(50,526)	(5,989)	32,857	180,792
Commons Reserves	150-1020			118,449	145,449	145,449	153,468	161,555	250,056	301,991	349,072	47,081	99,017	187,517	195,605	203,623
LLC & Museum Reserves	150-1025			213,077	208,077	208,077	208,077	194,809	166,185	(69,093)	181,950	251,043	15,765	(12,859)	(26,127)	(26,127)
Library Reserves	150-1030			242,453	306,638	291,781	286,775	253,085	479,203	413,262	389,888	(23,374)	(89,315)	136,803	103,114	98,107
Parks and Trails Reserves	150-1035			103,486	153,486	135,156	219,407	500,211	441,797	237,923	313,786	75,864	(128,010)	(186,425)	94,380	178,630
Streets Reserves	150-1040			437,841	316,867	315,906	101,356	104,557	44,158	37,013	18,103	(18,909)	(26,055)	(86,454)	(83,252)	(297,803)
Storm Drains Capital	150-1050			0	40,000	40,000	70,198	119,311	54,228	50,966	69,128	18,162	14,900	(50,183)	(1,070)	29,128
Water Reserves	660-1705			167,522	252,358	1,121,617	1,769,111	1,856,074	2,077,703	2,036,288	2,103,701	67,413	25,999	247,627	334,590	982,084
WasteWater Reserves	670-1805			443,800	518,930	1,004,775	1,034,069	1,060,779	1,417,896	1,318,358	1,234,341	(84,017)	(183,555)	173,562	200,272	229,566
Total Capital Reserves		1,838,319	1,554,067	1,795,694	2,005,502	3,262,761	3,990,394	4,437,163	5,162,544	4,532,690	4,840,762	308,072	(321,781)	1,172,150	1,899,783	3,157,042
Total Fund Balances		3,645,456	3,610,369	4,992,757	6,113,614	7,007,968	8,773,228	9,621,231	10,819,213	10,130,846	9,312,056	(818,790)	(1,507,157)	2,045,985	3,811,245	4,705,599

** Beginning Balances UNAUDITED

City of Yachats
Contract Expense Report
YTD Through September 30, 2025

DESCRIPTION/VENDOR NAME	YTD FY2026
Cline, Janet Financial Services	7,800.00
Perez, John	7,156.25
TCB Security Services Inc	527.50
General Code	672.00
Ace Alarms	288.00
TOTAL PAID YEAR TO DATE	\$ 16,443.75

FY2026 ANNUAL BUDGET AMOUNT \$ 142,748.20

PERCENTAGE EXPENDED 11.52%



City Council Regular Meeting
Meeting Date: October 15, 2025

ITEM TITLE: Speed Enforcement Camera

DISCUSSION/BACKGROUND/ISSUE:

A citizen group is encouraging the City to have a speed enforcement camera in placed along Highway 101.

This is not a direct deliverable of the City Council goals. Therefore, the City Council should review and share if this is a direction they would like to have city time and volunteer time dedicated to.

This is a topic that the Community should also have an opportunity to weigh in on, so discussing it in a public meeting setting is essential.

It is essential to note the things the City has done to work toward traffic calming and speed reduction:

- Hired a part-time deputy through the Lincoln County Sheriff's Department, with an emphasis on traffic control.
- Purchased a trailer with a traffic radar feedback sign that can be moved wherever is needed. Also, the Deputy can ticket off this.
- Planting a tree on Highway 101 in the sidewalk tree well.
- Reduction of speed and change of speed zones along Highway 101, the 25 MPH zone will extend toward 9th street and 200 feet south of the Yachats River bridge. The 40 MPH limit will be changed to 35 MPH.

FISCAL IMPACT: Unknown

RELEVANCE TO 2025 COUNCIL GOALS:

1. Achieve water sustainability
 2. Deliver efficient, effective, transparent municipal services
 3. Provide safe access to and use of city infrastructure, trails, and parks
 4. Identify ways to expand the housing supply and diversify housing options
 5. Environmentally aware in all we do
 6. Effectively manage and plan for the city's financial needs
 7. Synchronize and update city policies and administrative rules.
-

RECOMMENDATION:

To observe how the implemented speed control and pedestrian safety measures work and assess their impact.

Overview PREPARED BY:

Bobbi Price, City Manager

ITEMS ATTACHED:

[Presentation created by Don Phipps, who is requesting the installation of speed cameras and workgroup.](#)

A Preliminary Investigation Into Using Speed Enforcement Cameras on 101 Highway in Yachats

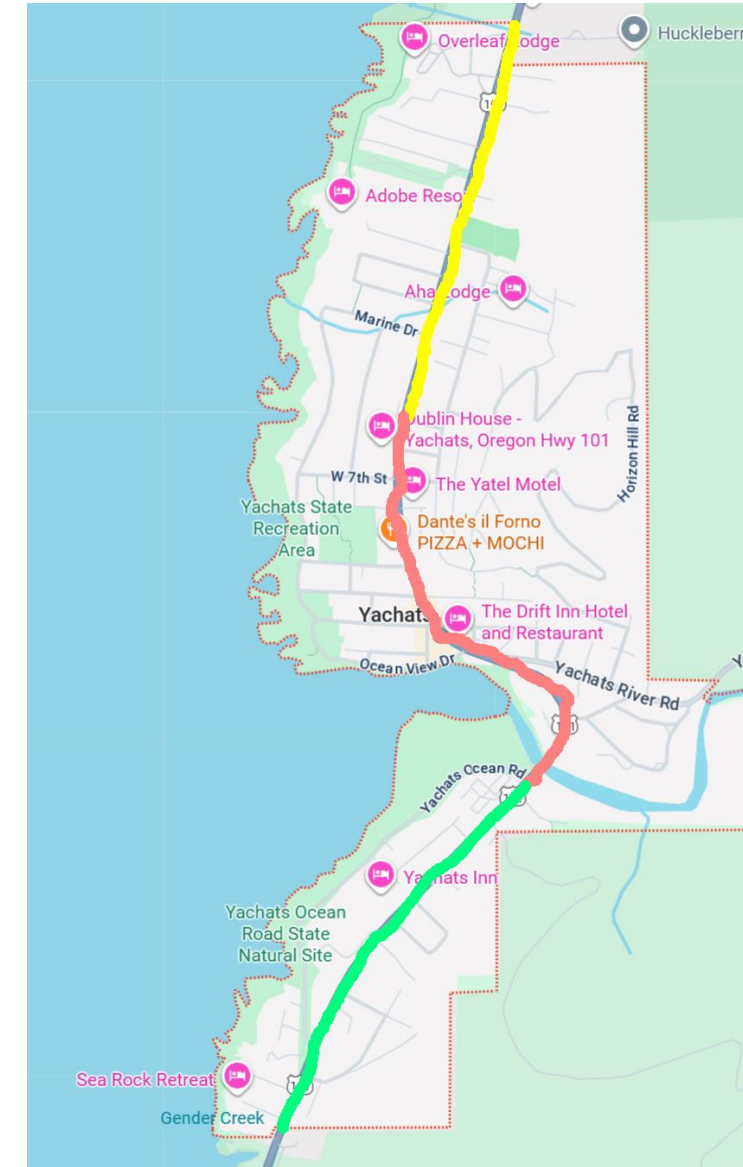
Prepared By:
Speed Enforcement Camera Workgroup

October, 2025



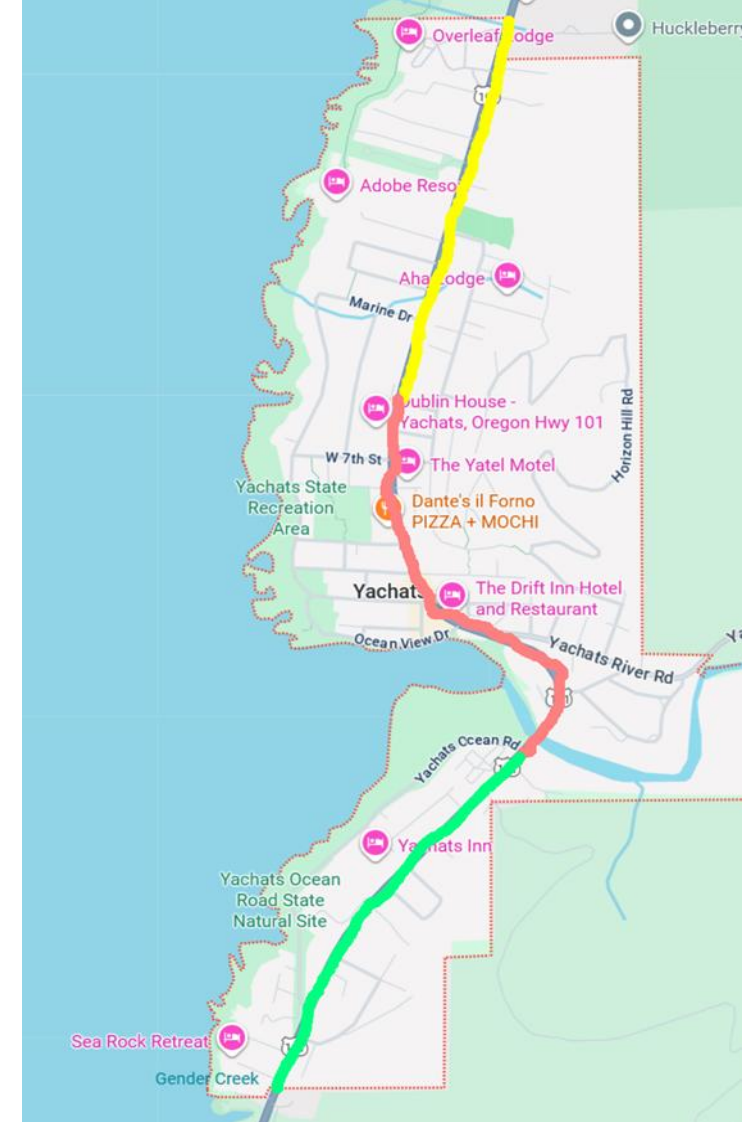
101 Highway In Yachats

- The stretch of Highway 101 that runs through the city limits of Yachats is 2 miles in length. There are three ODOT speed zones within this short distance - two 40 MPH zones, each about $\frac{3}{4}$ of a mile in length, for a total length of 1.5 miles, and one 25 MPH zone, about $\frac{1}{2}$ mile in length.
 - ODOT Section A (yellow strip on map to right) - which extends from the north city limit to 9th Street – approximately $\frac{3}{4}$ mile in length
 - ODOT Section B (orange strip on map to right) – which extends from 9th Street to the north intersection of Yachats Ocean Road – approximately $\frac{1}{2}$ mile in length
 - ODOT Section C (green strip on map to right) – which extends from the north intersection of Yachats Ocean Road to the south city limit - approximately $\frac{3}{4}$ mile in length



Speed Zone Negotiations

- I created the city's presentation to the Independent Speed Zone Review Panel and, in appealing to the panel, the city successfully achieved a reduction of speed in the two 40 MPH zones to 35 MPH. The panel rejected ODOT's position that the speed remain 40 MPH in the yellow and green sections in the map to the right.
- As an aside, the Panel also revealed that the reason Yachats has a 25 MPH speed in the Village Center was due to another appeal that rejected ODOT's recommended speed in our city center several years ago.
- Questions still to be resolved regarding the new speed limits on 101 Highway:
 - How far will the city push ODOT to extend the 35 MPH zone?
 - My recommendation is that the city should ask that the entire yellow section be reduced to 35 MPH and that the 35 MPH in the green zone go 200 feet beyond the south intersection of Yachats Ocean Road and 101 Highway.
 - Will the city also negotiate extending the 25 MPH zone? I would argue that the city should push for this.
 - My recommendation is that the 25 MPH zone would extend north to the north edge of the Yachats Memorial Cemetery and the 25 MPH zone would extend south from the north intersection of Yachats Ocean Road and 101 Highway to 200 feet south of the intersection of Shell Street and 101 Highway.



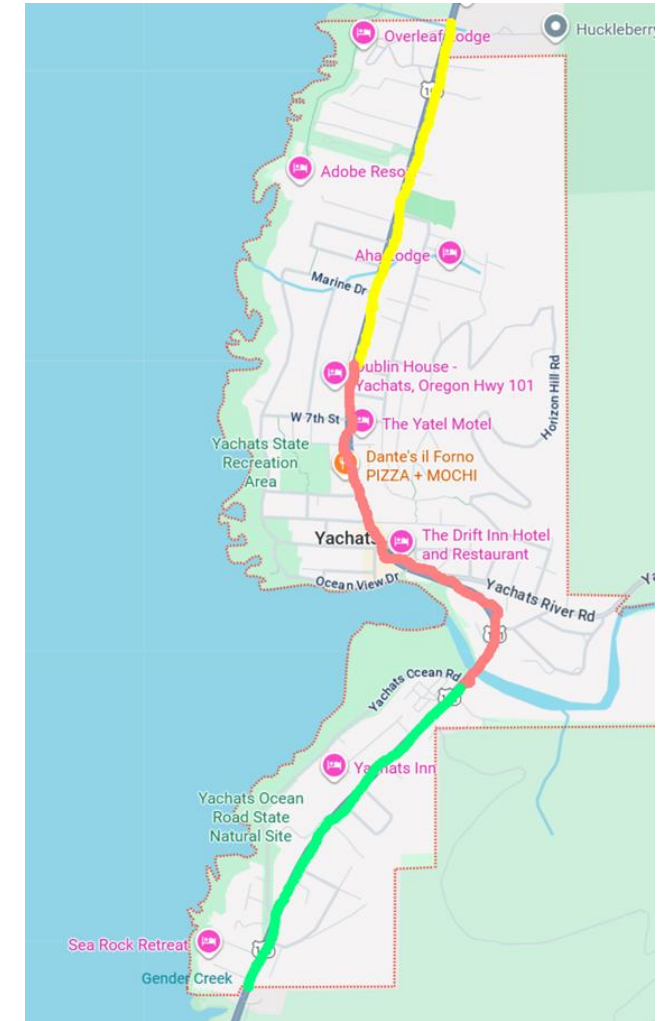
City of Yachats

Speeding Characteristics

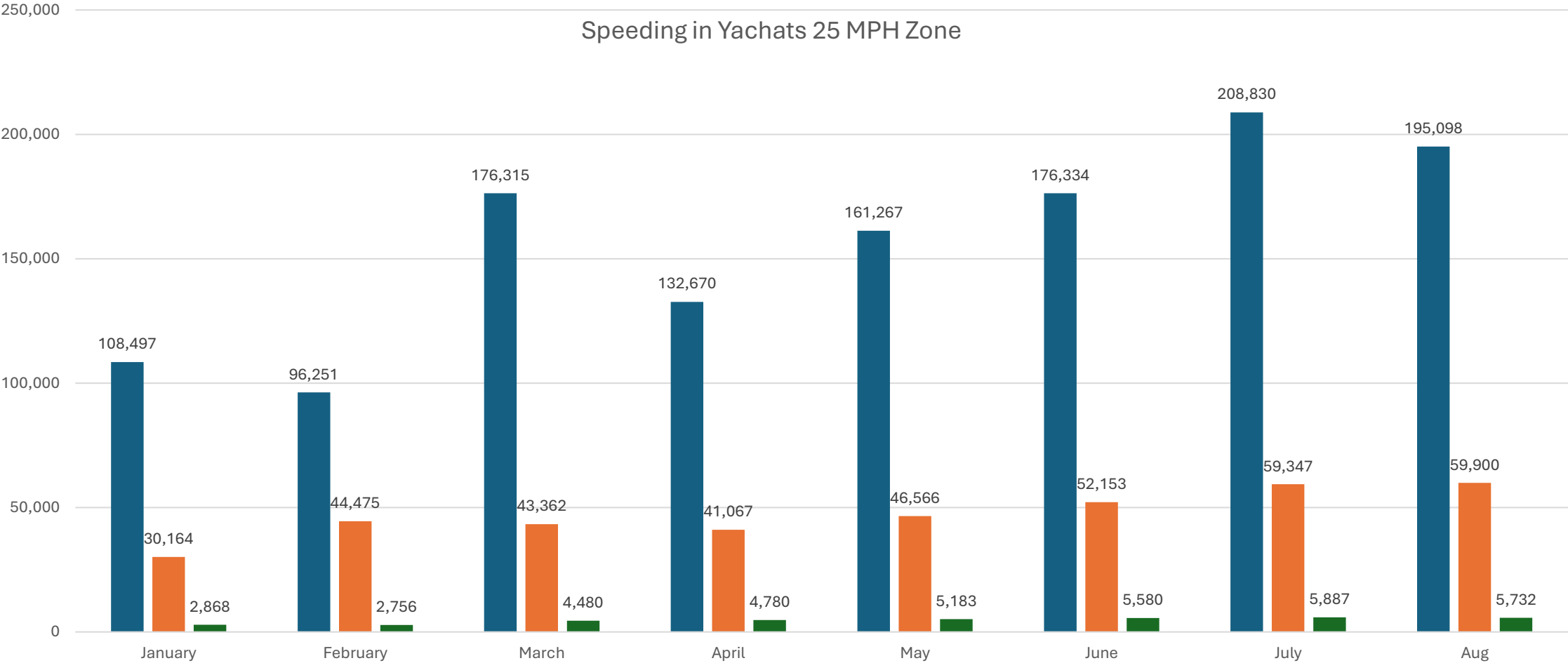


Speeding Characteristics (Village Center)

- Highway 101 in Yachats is a **busy** throughfare. The city has two speed monitors that show motorists their speed in Section B – the village center aka the 25 MPH zone and shown as the orange strip on the map to the right.
 - One monitor faces north at 6th Street. The other faces south on the large curve between 2nd Street and the bridge over the Yachats River.
 - The data below was retrieved from these two monitors.
- Combined inbound traffic from the south and the north for the first eight months of 2025 was 1,255,262 vehicles. Projected out for a full year, this means that over 1.9 million southbound or northbound vehicles will enter the Village Center in 2025.
- During the first seven months of 2025:
 - 377,034 inbound vehicles (30%) were speeding in excess of 25 MPH in the Village Center
 - 37,266 inbound vehicles (approx. 3%) were exceeding the posted 25 MPH speed limit by more than 10 MPH.
 - **Projected out to a full year, this means that just over 55,000 inbound vehicles will exceed 10 MPH in the existing 25 MPH zone that runs through the Village Center.**



Inbound Vehicles Speeding Characteristics (Village Center)

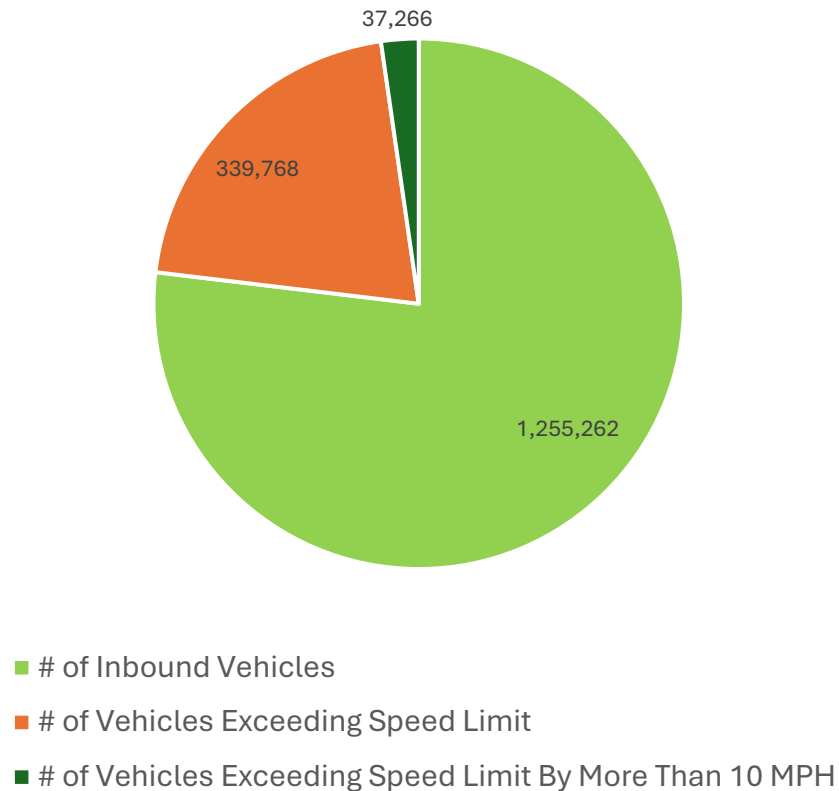


■ # of Inbound Vehicles ■ # of Vehicles Exceeding Speed Limit ■ # of Vehicles Exceeding Speed Limit By More Than 10 MPH



Speeding Characteristics (Village Center)

Speeding In Village Center: Jan-Aug 2025



- The chart to the left shows the total amount of speeding occurring in the village center in the first eight months of the year.
- It is reasonable to assume that there is an even greater proportion of speeding in the 40 MPH zones where there is less building density, no speed monitor indicators, and more straight lengths of road that border 55 MPH zones to the north and south of Yachats.
- One further note. Even though we have speed monitors that show the speed of the motorist and flash if the motorist is exceeding the speed limit, speeding is still pervasive. The proven method of reducing the speeding on highways is enforcement.
- According to the National Safety Council (<https://www.nsc.org/road/safer-speeds>):
 - “Setting lower speed limits is crucial for road safety, but in order to really change driver behavior, those limits need to be enforced. A sanction works best when it is consistent so a driver knows if they violate the speed limit they will definitely face a penalty. Cameras have the power to detect every incident of speeding, every time,”



What Is Speed Camera Enforcement and How Does It Work?



What is Speed Camera Enforcement and How Does the Process Work?

- I've quoted liberally from the article in Blinks and Buttons titled "Understanding Police Speed Cameras: How They Work and Their Impact on Road Safety." Link: <https://blinksandbuttons.net/how-do-police-speed-cameras-work/>
- What are speed cameras?
 - "Speed cameras are automatic enforcement devices designed to monitor vehicle speeds on public roadways. They capture images of vehicles exceeding specified speed limits, aiding law enforcement in penalizing speeding offenders without the need for police officers to be present."
- What comprises a speed camera?
 - A camera unit that captures images of speeding vehicles and takes both still photos and/or video of offending vehicles.
 - A speed detection system which calculates the speed of the approaching vehicle.
 - A data processing unit that processes the images and information collected and which stores data for law enforcement agencies.



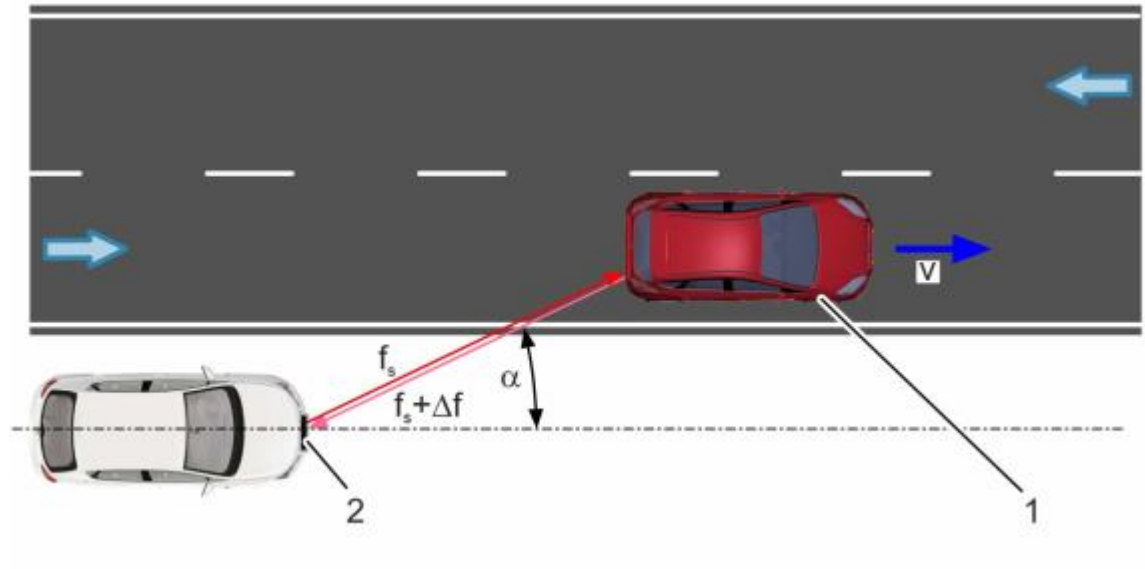
What is Speed Camera Enforcement and How Does the Process Work? (cont)

- Data below was taken from an interview with Justin McDole, a Jenoptik representative. Jenoptik is a manufacture of speed enforcement camera technology.
- McDole says:
 - ODOT does not maintain a fixed list of authorized vendors. ODOT has also confirmed with me via email that no fixed list of authorized vendors exists. The city is free to select a vendor of its choosing.
 - There are two types of camera systems permitted in the State of Oregon.
 - Fixed Camera which is attached to a pole and cannot be moved
 - Mobile Camera which is housed in a vehicle that can be moved to different parts of the highway as required. It involves two cameras and a vehicle
 - It can be a car (Toyota Siena), pickup truck (Ford 150), or van.
 - One camera captures the rear of the vehicle (the license plate) and the other camera captures the driver's image. The vehicle can be parked on the side of the road. The camera uses the battery of the vehicle for power.
 - A speed monitor must be placed within 400 yards of the mobile camera. The monitor displays the vehicle speed and permits vehicles to slow (similar to our existing fixed speed monitors).
 - Whether fixed or mobile, the Jenoptik camera uses a 3D radar. These cameras emit radio waves that bounce off moving vehicles and return to the device, allowing it to calculate the vehicles' speeds based on the Doppler effect. The cameras are calibrated once a year and the cameras have a subroutine diagnostic that calibrates every time the computer reboots (typically daily). This calibration is required to successfully prosecute contested tickets.
 - In Oregon, a traffic violation is considered a criminal offense. Therefore, the camera must take a clear photo of the driver of the vehicle and the front and rear of the vehicle. This is why there are two cameras in side each vehicle that houses the Jenoptik system.
 - Law enforcement is not required to be present during the time these cameras are in operation.



What is Speed Camera Enforcement and How Does the Process Work? (cont)

- McDole provided the following photos and illustrations to show what a mobile van would look like. The mobile units must park parallel to the road on the shoulder.



What is Speed Camera Enforcement and How Does the Process Work? (cont)

- Will Worthey, City Manager for Newberg, provided the following photos of Newberg's fixed pole-mounted cameras.



What is Speed Camera Enforcement and How Does the Process Work? (cont)

- McDole continues:
 - The camera captures the violation and transmits data to the vendor's back office for processing based on city-vendor rules. If images meet approval criteria, registered owner information is retrieved, reviewed, and sent to the authorized law enforcement agency.
 - McDole says in the daytime it can be difficult to capture driver images due to glare on the windshield. Therefore the camera may not be as effective during the day. Glare is not a problem at night.
 - Upon approval by the law enforcement agency, the vendor prints and mails the violation notice. Oregon statutes require a minimum 30-day response period for the registered owner to pay, or contest the violation in court, or provide proof they were not the driver.
 - A court interface file is sent to a court to track issued notices, enabling payment processing or schedule a hearing.
 - Payments are typically made to the court.
 - Once the payment is made, the fine is split between the vendor, the city, the county, and the state. The vendor, once notified, will bill the city for its fee.



What is Speed Camera Enforcement and How Does the Process Work? (cont)

- McDole continues:
 - Any vehicle exceeding 10 MPH over the posted speed can be ticketed according to state statutes.
 - If the city uses two mobile units and a vehicle is caught speeding by both mobile units, a driver could receive two tickets.
- Research indicates the ticket for a violation of speed that exceeds 10 MPH over the posted speed limit is \$165 per instance. Violations increase if the speeding is more fragrant.
 - 11 to 20 miles per hour over the limit. Class C traffic violation and a presumptive fine of \$165 (\$325 if in a school or construction zone).
 - 21 to 30 miles per hour over the limit. Class B traffic violation and a presumptive fine of \$265 (\$525 if in a school or construction zone).
 - Over 30 miles per hour in excess of the limit. Class A traffic violation and a presumptive fine of \$440 (\$875 if in a school or construction zone). License suspension of up to 30 days is also possible if the motorist has at least one prior speeding violation within the past year.



What is Speed Camera Enforcement and How Does the Process Work? (cont)

- McDole continues:
 - The state of Oregon requires a 30-day warning period, allowing a grace period to inform the public before full enforcement. Signage must be in place prior to speed camera enforcement. These typically go at the entrance of the city.
 - In addition, the vendor will provide a document that explains the program which can be sent out to the public in a newsletter, the city website, and the media.
 - Jenoptik can at city expense issue warning tickets during the 30-day warning period. Vendor fees for warning tickets would be negotiated.



What is Speed Camera Enforcement and How Does the Process Work? (cont)

- McDole continues:
 - In Oregon, photo radar violations are criminal infractions requiring a judge's ruling. Whether handled by a local municipal or county court (e.g., Lincoln County) depends on jurisdiction. For example, Portland uses county courts, while Newberg uses local courts.
 - Besides the per ticket fee to the vendor, the program would also be subject to a per ticket fee to the county and state (for law enforcement and/or court fees). The city of Albany suggests that they are paying \$66 per ticket to cover county and state fees.
 - The state of Oregon requires the city to issue a report on its camera enforcement program every two years. The vendor can compile and provide the necessary data for the biennial report, which is straightforward and accessible to authorized parties. However, given that this reporting is statutory, and the language specifically states the city must publish the report, the actual report must be published by city personnel.



Speed Camera Enforcement Pricing Models



Speed Camera Enforcement Pricing Models

- Justin McDole of Jenoptik said in our interview:
 - There are two types of camera enforcement systems.
 - A fixed site (the city of Newberg has three fixed site cameras on the 3-mile stretch of state highway 99 that runs through the center of their town). The cost of the equipment for this kind of installation is according to Jenoptik around \$150,000 per site.
 - A mobile camera incorporated in a vehicle. Jenoptik says the vehicle buildout and the vehicle itself would run approximately \$85,000-100,000.
 - There are various ways that the city can work with a vendor of this equipment.
 - Fixed Fee – where the city buys the equipment and maintains it – my understanding is the city does not want to go this way. The city will not know how much money is coming in so this method puts the city at more risk.
 - Hybrid Fees – a fee for the equipment purchase that is included in the bill from the vendor on a per ticket basis and then an additional vendor fee for each citation.
 - Per Paid Fee – this is the most popular and the one the city has expressed an interest in. The vendor charges a percentage or fixed fee per paid citation. This minimizes the city's risk if the fee is not paid as the city will not know how much money is coming in once the technology is deployed. **The Per Paid model is most popular because it is a no-risk contract. Cities incur costs only when fines are paid, aligning expenses with revenue and minimizing financial exposure.**
 - Under a per paid fee, vendors will agree to update technology as it improves over time.
 - Jenoptik says that new drivers unfamiliar with the road (such as tourists) will likely have higher rates of speeding after the camera goes into effect while locals who are aware of the camera enforcement will for the most part modify their speeding. Among locals, Jenoptik says you'll see a 50%-60% reduction in the first seven months of the program. Among all drivers (transients and locals), you'll see a 25-30% reduction in speeding in the first seven months.



Speed Camera Enforcement Per Paid Pricing Models (25 MPH Zone - Village Center) (Assumes No Change in Speeding In the Village Center)

- Scenarios Under a Per Paid Fee – this is the most popular and the one the city has expressed an interest in. The vendor charges a percentage or fixed fee per paid citation. This minimizes the city's risk if the fee is not paid.
- The nine scenarios shown in the table illustrate the effect on the city's take if the vendor's price per ticket increases and/or the number of violations decreases due to a failure to successfully prosecute the ticket.
- At a vendor cost of \$82.50, the city breaks even. Lower vendor costs can result in substantial revenue for the city. The \$66 per ticket shown as the county/state share of revenue was taken from the City of Albany's estimate for the payout to those two entities.
- The 10% fudge covers unexpected or unforeseen costs.

# of Violations (first 8 months of 2025)	37266	100%				
		100% of tickets paid				
		Vendor at \$50		Vendor at \$75		Vendor at \$82.50
Gross Revenue	\$165	\$6,148,890	\$165	\$6,148,890	\$165	\$6,148,890
Share to County/State	\$66	\$2,459,556	\$66	\$2,459,556	\$66	\$2,459,556
Share to Vendor	\$50	\$1,863,300	\$75	\$2,794,950	\$82.5	\$3,074,445
Fudge of 10%	\$17	\$614,889	\$17	\$614,889	\$17	\$614,889
City Take		\$1,211,145		\$279,495		\$0
# of Successful Violations (first 8 months of 2025)	31676	85% of tickets paid				
		Vendor at \$50		Vendor at \$75		Vendor at \$82.50
Gross Revenue	\$165	\$5,226,557	\$165	\$5,226,557	\$165	\$5,226,557
Share to County/State	\$66	\$2,090,623	\$66	\$2,090,623	\$66	\$2,090,623
Share to Vendor	\$50	\$1,583,805	\$75	\$2,375,708	\$82.50	\$2,613,278
Fudge of 10%	\$17	\$522,656	\$17	\$522,656	\$17	\$522,656
City Take		\$1,029,473		\$237,571		\$0
# of Successful Violations (first 8 months of 2025)	27950	75% of tickets paid				
		Vendor at \$50		Vendor at \$75		Vendor at \$82.50
Gross Revenue	\$165	\$4,611,668	\$165	\$4,611,668	\$165	\$4,611,668
Share to County/State	\$66	\$1,844,667	\$66	\$1,844,667	\$66	\$1,844,667
Share to Vendor	\$50	\$1,397,475	\$75	\$2,096,213	\$82.50	\$2,305,834
Fudge of 10%	\$17	\$461,167	\$17	\$461,167	\$17	\$461,167
City Take		\$908,359		\$209,621		\$0



ODOT Requirements



ODOT Requirements

- ODOT requires a safety and operations report for any speed enforcement cameras on state highways under their jurisdiction. Newberg says it cost \$10,000 to generate this report for its three fixed cameras.
- My emails with ODOT suggests that ODOT is open to using fixed or mobile cameras on state highways. In fact, the ODOT traffic manual provides details on what is needed to meet ODOT requirements for this technology.
- Jenoptik says that the ODOT will not require a permit for a mobile camera as the vehicle will park in the shoulder and can be moved. In other words, it is not a permanent installation.
- The city manager of Newberg, Will Worthey, said ODOT was more factual about installing the cameras in Newberg. ODOT told them what they had to do, and once they met the requirement, their install was approved.



City of Newberg Speed Camera Technology Implementation and Use



City of Newberg Implementation and Use of Speed Cameras

- In an interview I had with Newberg City Manager Will Worthey, he commented on the city's recent implementation and use of speed cameras on State Highway 99. Newberg, unlike Yachats, has its own police force. Worthey said:
 - The city decided to implement speed cameras because the city has two major state highways that intersect in the city – 99W and 219.
 - Worthey said traffic on these busy highways was interfering with pedestrians trying to cross safely, especially families with children.
 - The city traffic also has a lot of heavy freight and logging trucks that “pile through Newberg like we’re not even there.” Worthy said the city had high incidences of speed problems and “late braking.”
 - Camera enforcement was embraced by the city’s police department as it enabled officers to take care of more serious issues and his police force complained that on Highway 99 there were no safe areas for law enforcement to pull speeders over.
 - Worthey said he personally observed the traffic near city hall. According to him, everyday trucks would break late at crosswalks in front of the city manager’s office.
 - The city also has a Traffic Safety Commission. That commission was receiving constant complaints from the public about the traffic in the downtown corridor.
 - When the city started collecting metrics, it found that over 100 motorists a day were exceeding 20 MPH above the posted speed limits (on the highway there are two speed zones – one 25 MPH and one 35 MPH).



City of Newberg Implementation and Use of Speed Cameras

- Worthey continues:
 - The speeding fines are set by state law. “It’s baked into the cake.”
 - Newberg’s officers said that exceeding the speed limit by more than 10 MPH was a “good stop” – meaning **a clear violation of the law**.
 - Newberg did not do any complicated modeling on the revenue that might be generated from speed camera implementation. Worthey said, **“If it makes some useful revenue that’s a byproduct...”** He believed **\$10,000 a month was possible**. However, he said if the revenue dwindled after some time, the city **“would be very happy because we would have solved the problem of children being at risk by people who don’t even live here.”**
 - Due to the uncertainty of the revenue, Newberg went with the “per paid fee” contract and limited their vendor to \$50 per ticket. Their system is not a mobile system but a fixed camera system and Jenoptik said that Yachats would likely incur a higher per paid vendor fee with a mobile system.



City of Newberg Implementation and Use of Speed Cameras

- Worthey continues:
 - Newberg added language in its contract with the vendor that said if the ticket was reduced for some reason, that reduction would be reflected proportionately in the fee paid to the vendor. Judges can reduce ticket violations, so Worthey said the city wanted to safeguard against that possibility.
 - As far as installation and implementation, Newberg had to do some concrete “flatwork” work to mount the poles at the three locations where they installed fixed cameras in ODOT’s right of way. The poles were provided by the vendor. They also put in about \$3,000 worth of signage to warn drivers about photo enforcement. They hired an engineer (AKS Engineering) at a cost of \$12,000 to meet ODOT’s requirement for an engineer certified traffic study. He estimates the total cost to the city to install the system and pay for the engineer was around \$30,000.
 - Newberg will consider using a mobile camera if the fixed cameras do not solve the problem.
 - One of the three cameras is tied to a red light and serves not only to ticket speeding violations but also red-light violations (primarily right-hand turns made without stopping).



City of Newberg Implementation and Use of Speed Cameras

- Worthey continues:
 - Newberg consulted with other cities directly about speed camera technology enforcement as opposed to using expensive consultants. Worthey said he wrote the RFP and spoke with city officials in Sherwood and Beaverton, who he said have used speed camera enforcement technology for many years.
 - The Newberg Council voted 6-1 in favor of implementing speed enforcement camera technology. The community was split based on what he could tell from social media. But among notable citizens, he estimated some 85% supported the camera enforcement.
 - When Worthey presented the concept to the city council, he showed where the cameras would be located and shared the engineering report. That was enough for the council. Worthey said that residents were pushing the council to do something about the speeding problems.
 - Worthey believes that the speed enforcement camera technology has helped slow the speed on the highway. Motorists get alerts on Google and Waze that speed enforcement is coming up. The “heavy goods truck drivers” don’t want to lose their license, he said. These truck drivers were the major problem.



What Would Speed Camera Deployment in Yachats Achieve?



Do Speed Cameras Work?

- Numerous studies have highlighted the positive effects of speed cameras on road safety. The mere presence of these devices tends to lower speeding incidents significantly.
 - New York City's automated speed cameras reduced traffic crashes by 14% and decreased speeding violations by 75% over time, according to research from NYU Tandon's C2SMARTER published in Transportation Research Interdisciplinary Perspectives that tracked more than 1,800 cameras across school zones from 2019 to 2021.
 - Researchers in Philadelphia found that, after the city installed speed cameras on Roosevelt Boulevard, speeding infractions dropped by more than 90%. Researchers believed most drivers changed their behavior to avoid paying citations of \$100 to \$150.
 - San Francisco recently rolled out speed cameras. In the 15 locations where the city installed cameras, the data showed that speeding had decreased 72% on average at these locations.
- Data from jurisdictions that have implemented speed cameras shows a consistent decline in average speeds on monitored roads. When drivers know they are being watched, they are more likely to adhere to speed limits.
- Research indicates that the presence of speed cameras correlates with a notable reduction in traffic accidents, especially in high-speed zones. One study found a decrease of up to 30% in fatalities and serious injuries in areas with speed camera enforcement compared to those without.
- The knowledge that speed cameras can be deployed at any time leads to a more conscientious approach to driving among the general public. As driving habits change, a gradual formation of a safer driving culture may emerge, which can transcend beyond the immediate areas where speed cameras are placed.



Conclusions and Recommendations



Conclusions and Recommendations

- The council should permit our workgroup to continue to research speed camera technology in Oregon cities and the vendors who provide the equipment. Our workgroup would like to speak with officials and vendors who provide equipment to cities like Sherwood, Beaverton, and Medford. In addition, Bend is also in the process of introducing this technology. Of key interest is how they are implementing the process and what types of vendor contracts and pricing they are putting in place.
- The council should understand that speed cameras work to slow speeds. This is proven in multiple studies and I encourage the council to do their own research on this point.
- The council should understand that speeding is occurring on 101 Highway at a rate that endangers pedestrians and bicyclists crossing or walking/riding along the highway. In the village center alone, 55,000 inbound vehicles will exceed the speed limit by more than 10 MPH this year. I believe it is reasonable to assume that an even greater number of vehicles are speeding in the two 40 MPH zones, but the city has no data on these two major sections of the highway.
- A mobile speed camera can be parked in the shoulder of the road and does not require a permit from ODOT as it is not a permanent fixture. It would allow the city to police the north, south and city center sections of 101 Highway on a 24/7 basis.
- Yachats could pay the vendor up to \$80 a ticket and still break even on the process, but Newberg suggests that vendors will work for \$50 a ticket for fixed camera technology and our thinking is that vendors might work for as low as \$60 a ticket for mobile camera technology.



Conclusions and Recommendations

- I met with Lincoln County Sheriff Shanks earlier this year about camera enforcement in Yachats and he is open to working with the city to arrange for ticket processing. The fuzziest part of this is the process the city will develop to issue tickets. The Jenoptik mobile camera receives ticketing images real time and delivers the information to law enforcement, where the ticket is processed through the courts. I believe we have our own municipal court so that may be where jurisdiction takes place. If not, Lincoln County will handle this jurisdiction. Payments are made to the court and the payment is split between the vendor, the city, the county and the state.
- Proper signage will notify motorists that radar enforcement is in place. In addition, a speed monitor must be placed within 400 feet of the mobile camera. Motorists will thus receive two notifications that speed enforcement is in place and one notification that they are exceeding the speed limit **before** they actually encounter the camera.
- The data for the mandatory city report to the state legislature every two years can be supplied by the vendor but must be issued by the city.
- The state requires 30-day public notification before the camera enforcement begins. The city can make use of the newsletter, its website, and the local media for this notification. The city can also encourage public input at meetings if desired to discuss the implementation.
- **Based on the Per Paid Pricing Model, if the city had ticketed all persons speeding in the Village Center during the first 8 months of 2025, the likely take for the city would be between somewhere between \$209,000 and \$1 million.** These numbers are conservative as a 10% fudge factor to cover unknown or unexpected costs was included in the calculations.
- ODOT has permitted speed camera enforcement on four state highways in Portland and one state highway in Newberg. ODOT does not have an approved list of vendors and the city would be free to choose from any vendor willing to work with it.





Legislative Report
OUTCOME EVALUATION:
Fixed Photo Radar System
City of Portland
2023-2024

This report prepared by:

Portland Bureau of Transportation
1120 SW 5th Avenue, Suite 1331
Portland, Oregon 97204
(503) 823-5185
<https://www.portland.gov/transportation>





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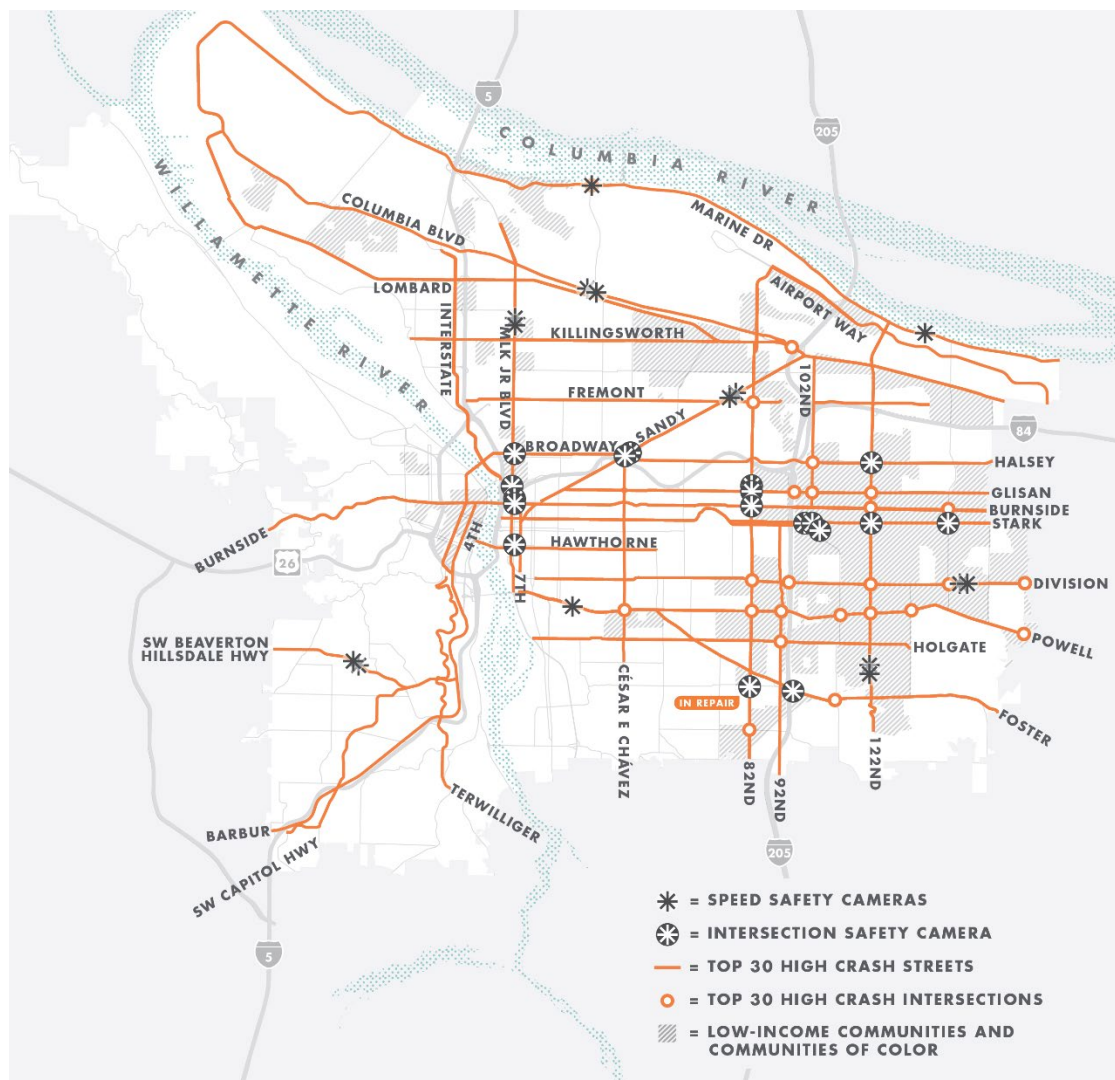
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Executive Summary

The City of Portland is committed to achieving its Vision Zero goal of eliminating traffic deaths and serious injuries on our streets. A multi-pronged approach is required to advance Portland's Vision Zero goal. Automated enforcement supports this approach.

Portland's automated enforcement system is comprised of 15 fixed speed safety cameras, 16 intersection safety (dual enforcement of red light and speed) cameras and two mobile speed safety vans. Portland installed seven fixed cameras in 2024. Portland plans to add 10 – 15 fixed speed cameras in 2025-26. The program also includes two mobile vans. The Portland Police Bureau (PPB) and the Portland Bureau of Transportation (PBOT) jointly manage the program.



Map of 15 Fixed Speed and 16 Intersection Safety Cameras operational as of December 31, 2024.



This report focuses on the City's fixed speed safety cameras. PPB concurrently submits the City's report on intersection safety cameras.



Signs are posted in advance of fixed speed safety cameras showing the speed limit, vehicle speed, and alerting drivers that traffic laws are photo enforced. Location: Beaverton Hillsdale Highway

The 15 fixed speed safety cameras are located on eight of Portland's High Crash Network streets. Portland installed the first fixed-speed cameras in 2016, and seven in 2024. Overall crashes decreased at fixed speed camera locations at a greater rate than citywide, -43% compared to -39%.

Since the first installations in 2016, speeding dropped 59% and top-end speeding (more than 10 mph over the speed limit) dropped 88% at fixed speed camera locations. In addition, the 85th percentile speed, also known as the prevailing speed, decreased by an average of 22% or 10 mph.

In 2023 and 2024, there were 105,352 photo enforcement cases filed in Multnomah County Circuit Court, of which 54,556 (52%) were fixed speed cases. Among fixed speed cases, 58% resulted in convictions and 42% of the cases were dismissed.



The City surveyed nearly 2,000 Portlanders on photo enforcement in November 2024. Respondents expressed strong support for Portland's automated enforcement traffic safety program. A supermajority supported using intersection safety cameras (82%) and speed safety cameras (76%) to enforce traffic laws.

Slowing speeds is key to advancing Portland's Vision Zero goal. Fixed speed safety cameras play an important role in reducing speeds on Portland's High Crash Network. Slower speeds help prevent crashes because drivers can react more quickly and, when crashes do occur, reduce crash severity.

Reporting Mandate

Oregon Revised Statute (ORS) [810.443](#) specifies the use and reporting requirements of the City of Portland's fixed photo radar system, referred to by PBOT as fixed speed safety cameras. The City is required to provide an outcome evaluation once each odd-numbered year to the Legislative Assembly. This report shall include the following sections:

- (a) The effect of the operation of the fixed photo radar system on traffic safety;
- (b) The degree of public acceptance of the operation of the fixed photo radar system; and
- (c) The process of administering the use of the fixed photo radar system.

This report evaluates the impact that the fixed photo radar systems have had on driving speeds, reporting on speeds before and after the systems were in place. This report also assesses camera impact on crashes and evaluates crash data before and after the systems were in place.

Overview: Portland's Fixed Speed Safety Camera Program

In 2015, [HB 2621](#) granted the City of Portland the authority to implement fixed photo radar (i.e., fixed speed safety cameras). Portland City Council approved use of fixed speed safety cameras in May 2016 and the first set of cameras were installed in August 2016. In 2021, [HB 2530](#) removed the ten-year sunset on Portland's program.

The Portland Bureau of Transportation (PBOT) coordinated and implemented a Memorandum of Understanding (MOU) among Portland Police Bureau (PPB), PBOT and the Multnomah County Circuit Court (4th Judicial District, Oregon Judicial Department) to promote collaboration regarding the City's automated enforcement programs. The parties



are currently updating the agreement. The City dedicates any fixed speed revenue beyond program costs to traffic safety on [Portland's High Crash Network](#).

Eight (8) High Crash Corridors: 15 Fixed Speed Safety Cameras

A camera system enforces one direction of travel. There are 15 fixed speed safety camera systems located on eight High Crash Network streets. Portland's fixed speed safety cameras are located on its High Crash Network.

- NE Columbia Boulevard
- NE Marine Drive
- NE Martin Luther King, Jr. Boulevard
- NE Sandy Boulevard
- SE 122nd Avenue
- SE Division Street
- SE Powell Boulevard
- SW Beaverton-Hillsdale Highway

The first fixed speed safety cameras were installed in 2016 on SW Beaverton-Hillsdale Highway, followed by 2017 installations on SE 122nd Avenue and SE Division Street and 2018 installations on NE Marine Drive. The City installed the remaining seven fixed-speed cameras in 2024.

The City initiates a one-month warning period to alert drivers of the cameras and encourage drivers to slow down prior to issuing citations. The City typically re-instates a two-week warning period to alert drivers of the speed limit change at existing fixed speed camera locations.

Table 1 below documents the location, speed limit, and dates of installation, warning periods, and speed limit reduction for Portland fixed speed safety cameras.



WARNING BEGIN DATE	CITATION BEGIN DATE	SPEED LIMIT	FIXED SPEED SAFETY CAMERA LOCATIONS
August 25, 2016	September 24, 2016	40 MPH	SW Beaverton-Hillsdale Highway , eastbound & westbound (between SW 35 th Ave and SW 39 th Dr) New cameras installed
March 6, 2017	April 5, 2017	35 MPH	SE 122 Avenue , northbound & southbound (between SE Foster Rd and SE Holgate Blvd) New cameras installed
March 6, 2017	April 5, 2017	30 MPH	SE Division Street , eastbound & westbound (between SE 148 th and 162 nd avenues) New cameras installed
February 20, 2018	March 22, 2018	40 MPH eastbound 45 MPH westbound	NE Marine Drive , eastbound & westbound (eastbound is west of NE 33 rd Dr; westbound is between NE 122 nd and NE 138 th avenues) New cameras installed
September 25, 2018	October 10, 2018	35 MPH	NE Marine Drive , eastbound (west of NE 33 rd Dr) Speed limit reduction: 40 mph to 35 mph
May 30, 2019	June 13, 2019	40 MPH	NE Marine Drive , westbound (between NE 122 nd and NE 138 th avenues) Speed limit reduction: 45 mph to 40 mph
September 29, 2020	October 14, 2020	35 MPH	SW Beaverton-Hillsdale Highway , eastbound & westbound (between SW 35 th Ave and SW 39 th Dr) Speed limit reduction: 40 mph to 35 mph
April 21, 2021	May 21, 2021	30 mph	SE 122nd Avenue , eastbound & westbound (between SE Foster Rd and SE Holgate Blvd) Speed limit reduction: 35 mph to 30 mph



February 19, 2024 (WB)	March 19, 2024	30 mph	NE Sandy Boulevard , eastbound & westbound (between 75 th 78 th Ave) New cameras installed, speed limit reduction 30 mph from 35 mph in 2019
January 5, 2024 (EB)	February 4, 2024		
January 5, 2024 (NB)	February 4, 2024	30 mph	NE Martin Luther King, Jr. Boulevard northbound & southbound (between Ashley St and Holman St) New cameras installed
February 27, 2024 (SB)	March 29, 2024		
January 5, 2024 (EB)	February 4, 2024	35 mph	NE Columbia Boulevard eastbound & westbound (between 29 th Ave and 33 rd Drive) New cameras installed, speed limit reduction to 35 mph from 40 mph in 2020
December 5, 2023 (WB)	January 4, 2024		
October 31, 2024	November 3-0, 2025	30 mph	SE Powell Boulevard eastbound (near 22 nd Avenue) New cameras installed, speed limit reduction to 30 mph from 35 mph in 2021

Table 1. Installation dates, speed limit and locations for Portland's fixed speed safety cameras

Traffic safety

No person should die in the everyday act of moving about. But each year dozens of Portlanders lose their lives doing just that. The City of Portland is committed to saving lives and reducing injuries to all people using its transportation system.

Portland has adopted actions to support four Vision Zero strategies:

- Reduce speeds citywide
- Protect pedestrians
- Design streets to protect human lives
- Create a culture of shared responsibility

Slower speeds reduce the number and severity of crashes. Slower-moving drivers can stop more quickly to avoid a crash and, when a collision does occur, lower speeds reduce the chance of injury or death.

Portland has adopted a multi-disciplinary approach to lowering speeds, including:



- Set safe speed limits
- Redesign dangerous streets to encourage safe speeds
- Educate Portlanders about the impact of speed
- Enforce the speed limit

The City's fixed speed safety camera program is key to enforcing the speed limits on High Crash Network streets in Portland.

Decreasing the number of vehicles speeding

The City conducted speed studies along the street segments enforced by the fixed speed camera systems. The "before" speed study captures driving speeds before installation of the fixed speed safety cameras. The "after" speed studies capture driving speeds after the cameras began issuing citations.

Prevailing speeds, the speed at which 85% of all drivers travel at or below (85% percentile), continued a steady drop since the fixed-speed cameras were first installed. Since PBOT installed the fixed speed cameras in 2016, the prevailing speeds at these locations has dropped by an average of 10 mph and top end speeding has dropped by 88%.

The City reduced speed limits at the original eight fixed speed camera locations during the data collection period:

- SE Division Street both directions, from 35 mph to 30 mph, 2017
- NE Marine Drive eastbound, from 40 mph to 35 mph, 2018
- NE Marine Drive westbound, from 45 mph to 40 mph, 2019
- SW Beaverton-Hillsdale Highway both directions, from 40 mph to 35 mph, 2020
- SE 122nd Avenue both directions, from 35mph to 30 mph, 2021

Table 2 demonstrates the synergistic impact of Portland's Vision Zero strategy in reducing speeding and increasing traffic safety. Speed limit reductions of 5 MPH typically result in a reduction in average speed of 1-2 MPH, according to the National Highway Traffic Safety Administration. However, by integrating speed limit reduction, street redesign, education, and automated enforcement cameras, fixed-speed camera locations saw an average reduction in prevailing speed of 10 MPH compared to pre-camera installation.



Overall Speed Reduction: All Fixed Speed Camera Locations with Before/After Data 2015 - 2024				
Time of Speed Study	Change in Speeding (1 mph or more over the speed limit)	Change in Top End Speeding (11 mph or more over the speed limit)	Percentage Change in Prevailing Speed (Speed traveled at or below by 85% of vehicles)	Change in Prevailing Speed (MPH) (Speed traveled at or below by 85% of vehicles)
Initial speed study after camera installation	-61%	-87%	-15%	-6 mph
2020	-71%	-94%	-19%	-8 mph
2024	-59%	-88%	-22%	-10 mph

Table 2. Decrease in speeding averaged across all locations with fixed speed safety cameras installed prior to 2024.

**SE 122nd Avenue northbound data is from 2019 due to unavailable 2020 data.*

***2024 speed count data includes a January 2025 count for NE Marine Drive*

Even though most vehicles drove slower at fixed speed camera locations in 2024 than in 2020, the percent of vehicles traveling over the speed limit and top-end speeding (11 mph or more over) increased. This is almost entirely due to the City lowering the speed limits at all locations. In other words, vehicles traveled at a lower speed in 2024 compared to 2020, but because that average decrease (2 mph) was smaller than the speed limit reduction (5 mph), the percentage of vehicles exceeding the speed limit increased.

Table 3 (below) presents this data for Beaverton Hillsdale Highway and SE 122nd Ave in a slightly different manner.



Beaverton Hillsdale Highway Changes in Speed 2016 vs 2024: Speed Camera, Speed Limit Reduction and Roadway Design (EB and WB between SE 35 th and 39 th Ave.)*			
	Prevailing speed (speed at or below which 85% of vehicles are traveling)	Percentage traveling over 40 mph	Percentage traveling over 50 mph
Before Camera Installation with 40 mph speed limit (2016)	47 mph	69.1	5.5
After Camera Installation with 35 mph speed limit (2024)	37 mph	2.7	0.1
Percentage Change (2024 vs 2016)	-21%	-96%	-98%

122nd Avenue Changes in Speed 2017 vs 2024: Speed Camera, Speed Limit Reduction and Roadway Design (NB and SB between SE Reedway and Steele St.)*			
	Prevailing speed (speed at or below which 85% of vehicles are traveling)	Percentage traveling over 35 mph	Percentage traveling over 45 mph
Before Camera Installation and 35 mph speed limit (2017)	42 mph	57.7%	4.5%
After Camera Installation and 30 mph speed limit (2024)	34 mph	9.2%	0.2%
Percentage Change (2024 vs 2017)	-19%	-84%	-96%

Table 3: Comparison of vehicle speeds before and after the installation of speed cameras, speed limit reduction, and safety roadway design on Beaverton Hillsdale Highway and SE 122nd Avenue.

*All the data shown in the table are averages of both travel directions.



Table 4 (below) shows corridor-level speed data for each individual corridor.

SW BEAVERTON-HILLSDALE HIGHWAY (Westbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jul-16	11903	61.1	3.3	46	40
AFTER	Nov-16	11704	26.1	0.4	42	40
	Aug-17	10899	21.3	0.3	41	
	Aug-18	11005	28.3	0.5	42	
	Jul-19	11084	11.2	0.1	40	
	Sep-20	7542	11.7	0.1	40	
	Jun-24	10160	18.4	0.4	36	35

SW BEAVERTON-HILLSDALE HIGHWAY (Eastbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jul-16	13301	77.1	7.7	48	40
AFTER	Nov-16	12611	30.1	0.5	42	
	Aug-17	12621	24.8	0.6	42	
	Aug-18	11369	34.2	0.7	42	
	Jul-19	12028	40.5	0.6	43	
	Sep-20	8137	22.6	0.3	42	
	Jun-24	9151	24.9	0.6	37	35



SE 122 ND AVENUE (Northbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	5642	59.8	5.0	42	35
AFTER	Mar-17	5650	18.7	0.4	36	35
	Apr-18	5391	18.9	0.2	36	
	Apr-19	5434	15.4	0.1	35	
	Sep-20	Data not available				
	Mar-24	4370	45.1	1.2	34	30

SE 122 ND AVENUE (Southbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	7215	55.6	3.9	41	35
AFTER	Mar-17	7434	17.6	0.3	36	35
	Apr-18	6560	20.2	0.3	36	
	Apr-19	6634	23.6	0.3	36	
	Sep-20	7156	13.2	0.2	35	
	Mar-24	5480	51.1	1.7	34	30

SE DIVISION ST (Westbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	15602	63.1	4.1	41	35
AFTER	Mar-17	13572	31.3	1	32	30
	Apr-18	11853	30.5	0.8	32	
	Apr-19	11462	20.7	0.4	31	
	Sep-20	8096	25.7	0.7	32	
	Mar-24	9478	20.5	0.4	31	



SE DIVISION ST (Eastbound)						
Speed Study Before or After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Jan-17	14396	66.1	5.2	42	35
AFTER	Mar-17	12750	46.9	2.1	34	30
	Apr-18	11367	50.2	2.3	35	
	Apr-19	11424	37.9	0.9	33	
	Sep-20	8317	23.1	0.6	32	
	Mar-24	8634	20.6	0.5	31	

NE MARINE DR (Westbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Mar-14	6384	75.9	7.6	53	45
AFTER	Mar-18	8391	18.9	0.6	46	45
	Dec-18	8653	30.8	1.6	48	
	Sep-20	5580	20.9	0.3	41	40
	Jan-25	6761	31	0.6	42	

NE MARINE DR (Eastbound)						
Speed Study Before and After Camera Installation	Speed Study Date	Average Daily Trips (Volume)	Percent Over Speed Limit	Percent 10 Over Speed Limit	Speed 85th percentile (MPH)	Speed Limit (MPH)
BEFORE	Apr-17	7426	84.4	13.4	50	40
AFTER	Mar-18	7294	24.4	0.4	42	35
	Oct-18	6945	41.5	1.5	39	
	Sep-20	5471	25.8	0.6	37	
	Jan-25	5713	38.4	0.6	38	

Table 4. Detailed counts of speeds at each camera location before and after fixed speed safety cameras



The data in Table 4 above shows a sustained decrease over time in speeding on each corridor, and in each direction, once the fixed speed safety cameras were installed. Only one corridor, NE Marine Drive saw an increase in speed (1 mph) since the previous 2020 count, but prevailing speeds have dropped over 11 mph since speed camera installation.

Figures 1 and 2 graphically represent the change in the level of speeding at all fixed speed camera locations. The slight increase in speeding 2024-25 is due to speed limit reduction. The average 85% percentile speed for all locations decreased 2 mph from 2020 and 2024.

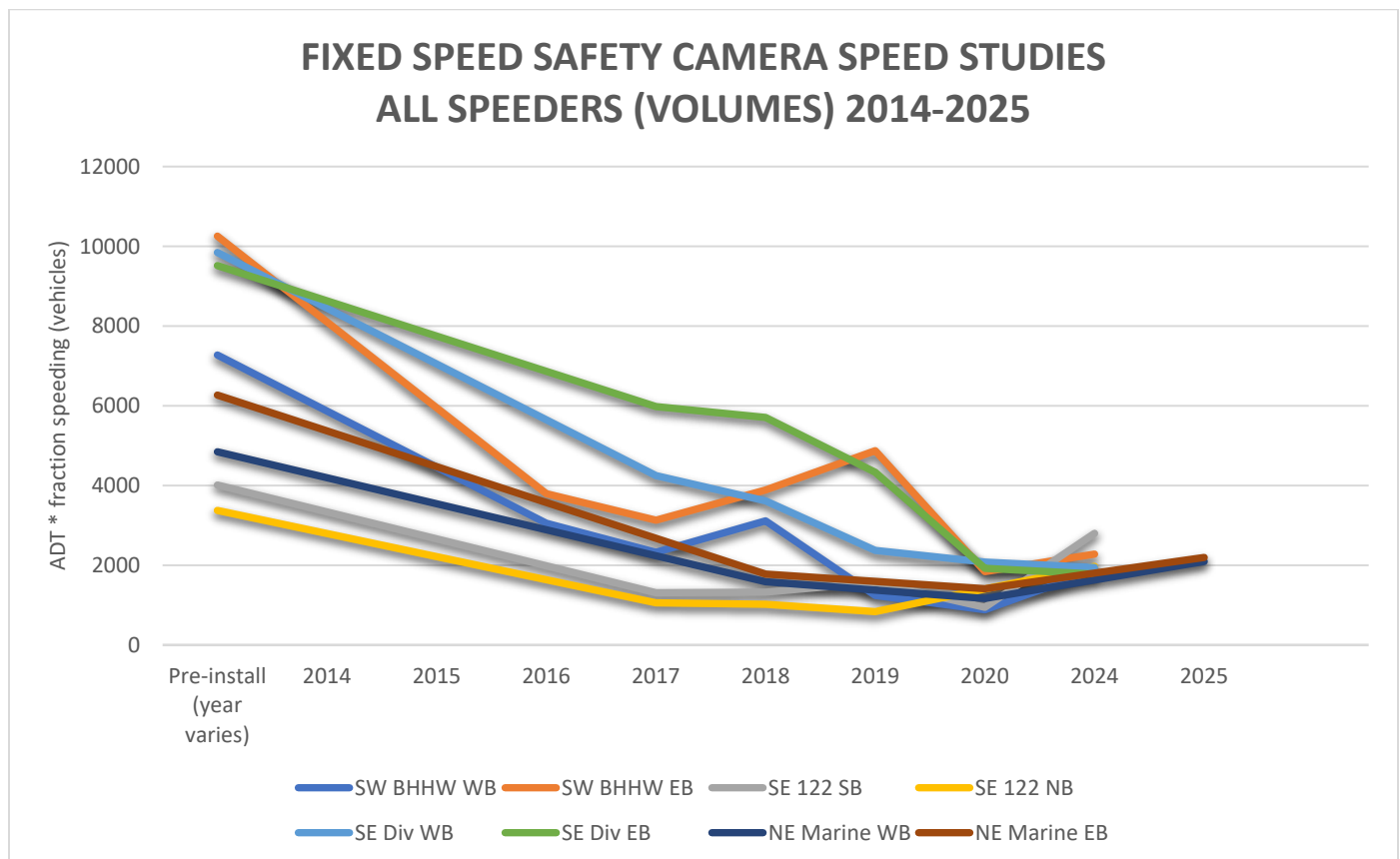


Figure 1. Reduction in volumes of all speeders at fixed speed camera locations

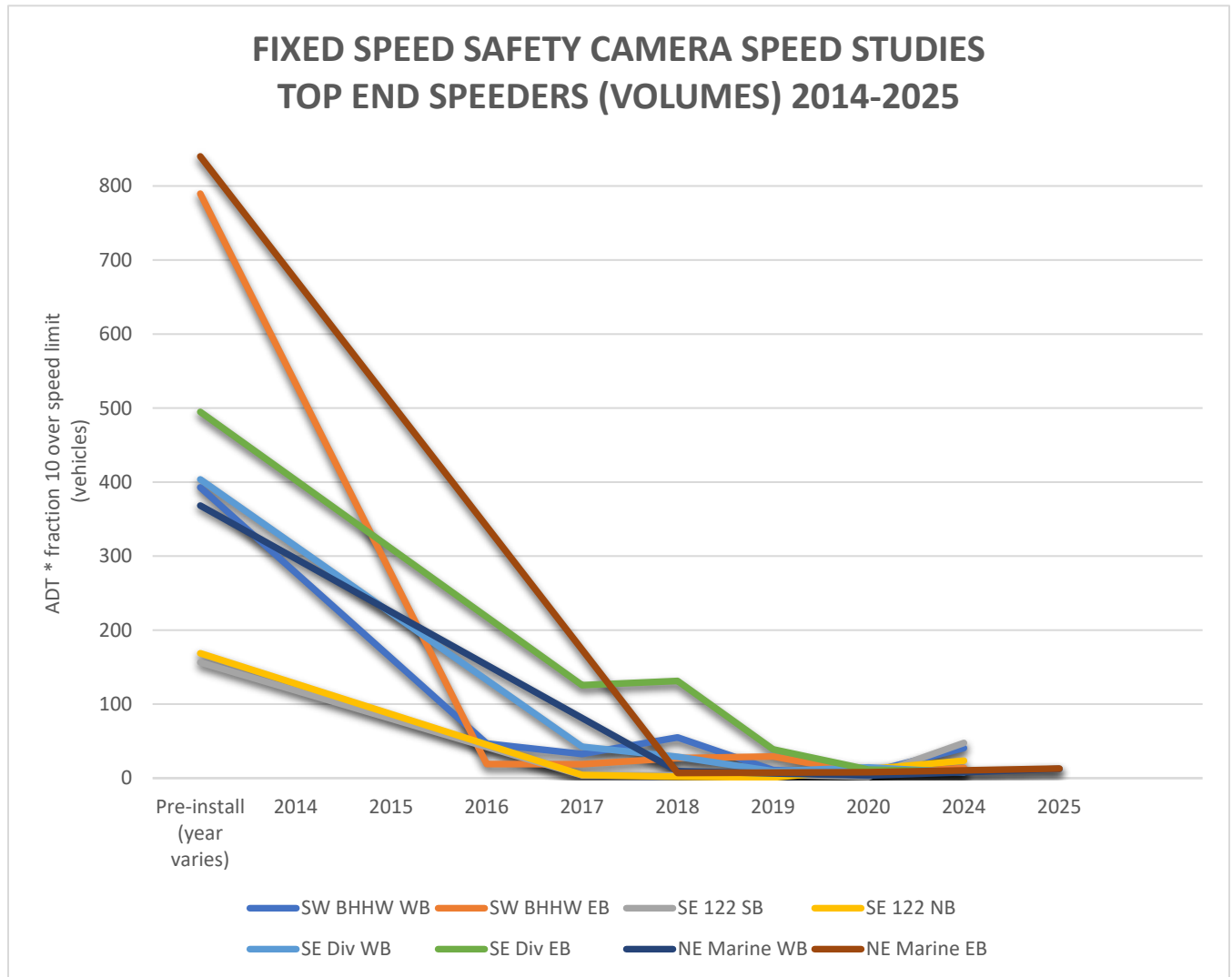


Figure 2. Reduction in volumes of top-end speeders at fixed speed camera locations.



Crash Comparisons at Fixed Speed Locations

Overall crashes decreased at fixed speed camera locations (-43%) at a greater rate than citywide (-39%). Since the Covid-19 pandemic in 2020, national and local crash trends have shown increasing severity of crash injuries.¹ Fatal and serious injury crashes increased by +41% citywide between the 2012-2015 and 2019-2022 time periods. Speed camera corridors saw a much lower increase in fatal and serious injury crashes by only +9%. Speed-involved crashes along camera corridors are lower overall, 29 compared to 44 crashes in the prior four-year period, although the percent decrease (-34%) was not as large seen citywide, (-42%). Speed-involved crashes are those where speed is identified as a cause, as well as crashes that often involve excessive speed, including failure to stay in lane and fixed object crashes.

Speed camera locations	Total Crashes	Speed-involved crashes	Fatal and serious injury crashes
2012-2015	488	44	23
2019-2022	277	29	25
Percent change (%)	-43%	-34%	+9%

Citywide	Total Crashes	Speed-involved crashes	Fatal and serious injury crashes
2012-2015	46151	3963	942
2019-2022	28011	2285	1327
Percent change (%)	-39%	-42%	+41%

Table 4. Before and after analysis of crashes along the five segments where fixed speed safety cameras have been installed and citywide.

The Oregon Department of Transportation collects the crash data used in this report. Crash data is currently available through 2022. The City modified its crash reporting methodology since the 2021-22 report. Given the increasing number of camera locations to report, the percent changes are provided for all camera locations compared to the citywide trends. PBOT analyzes crash data on three-to-five-year timeframes. Due to the range of camera installation dates, a four-year period prior to any camera installation and a four-year period after the most recent installation was assessed.

The analysis in Table 4, above, is based on the detailed data for each of the four segments shown below, in Table 5. Table 5 shows crash activity along the individual camera corridors.

¹ National Highway Traffic Safety Administration. (2021, October). *Continuation of Research on Traffic Safety During the COVID-19 Public Health Emergency: January – June 2021*. U.S. Department of Transportation. https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-10/Traffic-Safety-During-COVID-19_Jan-June2021-102621-v3-tag.pdf



Camera	Location	Installation date	2012-2015			2019-2022		
			Total Crashes	Speed involved crashes	Fatal and serious injury crashes	Total crashes	Speed involved crashes	Fatal and serious injury crashes
Beaverton Hillsdale Highway	SW Beaverton Hillsdale Highway, 30th Ave-39th Dr	8/25/2016	24	3	0	8	3	0
Southeast 122nd Avenue	SE 122nd Avenue, Foster - Holgate Roads	3/6/2017	141	12	1	82	8	2
Southeast Division Street	SE Division Street, 148th - 162nd Ave	3/6/2017	220	10	15	115	10	9
Northeast Marine Drive near 138th Avenue	NE Marine Drive, 122nd - 148th Ave	2/20/2018	38	4	5	33	3	8
Northeast Marine Drive near 33rd Avenue	NE Marine Drive, 13th to a mile east of 33rd Ave	2/20/2018	65	15	2	39	5	6

Table 5. Table shows before and after crashes, speed-involved crashes, and fatal and serious injury crashes for fixed speed safety camera segments.



In 2024, Portland installed seven (7) cameras along four corridors: Northeast Sandy Boulevard, Northeast Martin Luther King, Jr. Boulevard, Northeast Columbia Boulevard, and one segment of Southeast Powell Boulevard. After installation crash data is not yet available to evaluate the traffic safety changes along these corridors. These locations will be assessed in future fixed photo radar system report when sufficient crash data is available.

Public acceptance

Public surveys

The City surveyed nearly 2,000 Portlanders on automated enforcement in November 2024. Respondents expressed strong support for Portland's automated enforcement traffic safety program. A supermajority supported using intersection safety cameras (82%) and speed safety cameras (76%) to enforce traffic laws.

Survey participants expressed a near-universal agreement that speeding increases crash risks and the severity of injuries (93%). Most respondents (71%) believe photo enforcement is fair, and awareness of these tools is high (94% for intersection safety cameras, 82% for speed safety cameras).

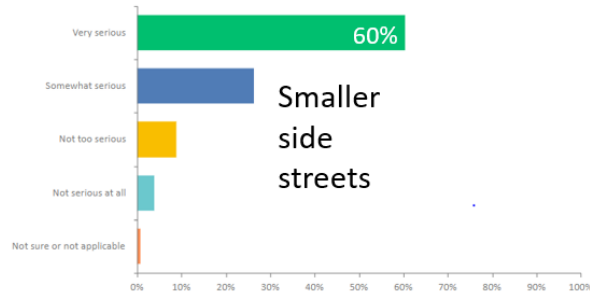
Respondents expressed a high level of concern about speeding on multi-lane arterials (current location of City's fixed speed cameras), as well as near schools, business districts and local streets. Respondents had the highest concern regarding speeding near schools with 75% of respondents identified it as a "very serious concern."



Speeding on all streets seen as a “very serious” concern

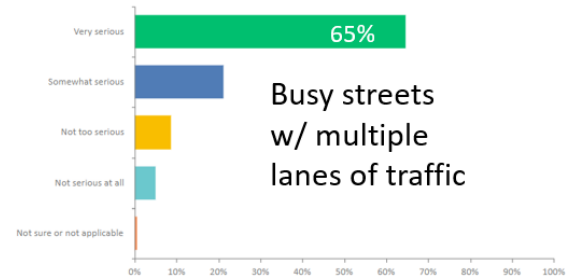
Q14: How do you rate speeding as a safety issue or concern on smaller side streets?

Answered: 1963 ; 0



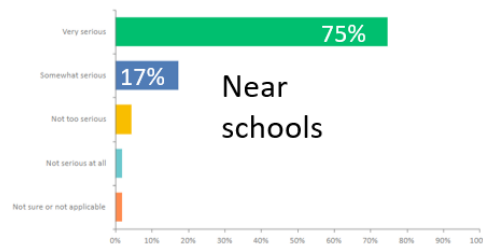
Q15: How do you rate speeding as a safety issue or concern on busy streets with multiple lanes of traffic?

Answered: 1963 ; 0



Q16: How do you rate speeding as a safety issue or concern on streets near schools?

Answered: 1963 ; 0



Q17: How do you rate speeding as a safety issue or concern in business districts with lots of shops and restaurants?

Answered: 1963 ; 0

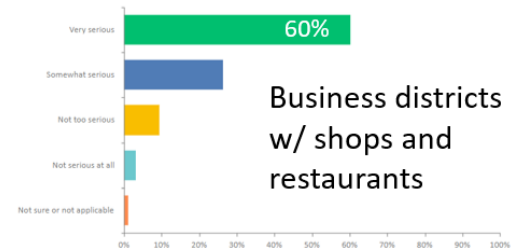


Figure 3 details survey respondents rating of concern about speeding on four different road types. The green represents “very serious” concern, blue “somewhat serious” concern, goldenrod “not too serious” concern, turquoise “not serious at all,” and orange “not sure or not applicable.”



Respondents also expressed a strong desire for more traffic enforcement. A supermajority of respondents (79%) responded that the City does not enforce its traffic laws enough.

Q19: What is your opinion about the City of Portland's efforts to enforce traffic laws?

Answered: 1963 ; 0

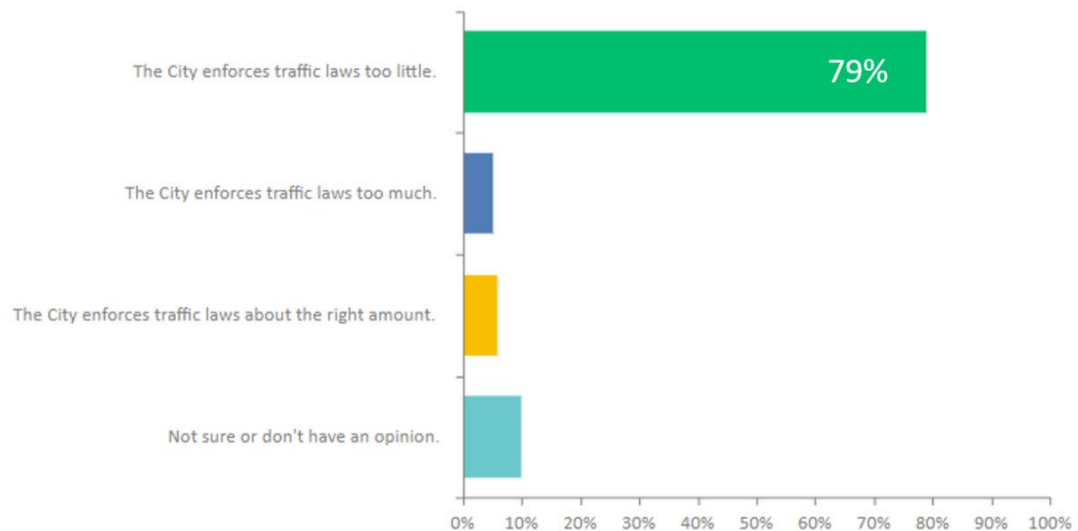


Figure 4 details survey respondents' response to a question regarding their opinion on whether the City currently has the appropriate level of traffic enforcement.

Administration Process

PBOT works closely with the Portland Police Bureau (PPB) and Multnomah County Circuit Court ("Court"), to administer the fixed photo radar system. The vendor, City bureaus and Court play important roles striving to ensure quality assurance, objectivity, and timely processing.

This final section provides an overview of the administrative framework, violation processing, and program costs.



Traffic safety class option for photo radar violations

The Portland Police Bureau began offering a traffic safety class option in September 2016 for violations captured by automated enforcement cameras. The class option² expanded and incorporated fixed speed safety camera speeding violations starting July 2018.

The traffic safety class option for photo enforcement violators is available to those who do not have a not received a red light running or speeding violation in the last three years and have not previously attended the photo enforcement traffic safety class. The per person class registration fee varies depending on the type of moving violation but is typically less than the presumptive fine.³ The City provides people living on low incomes a highly discounted registration fee.

Classes switched to a virtual format in June 2020.

Violation processing

The administrative process of fixed speed safety camera enforcement includes citation processing and issuance, delivery, payment, and adjudication. The vendor, Elovate, captures and processes the violations through a multi-step process.

After retrieving the digital data of each business day, the vendor ensures that the image and correlating data meet quality control standards and criteria. After screening, a request is sent to the National Law Enforcement Telecommunication System (NLETS) which accesses Department of Motor Vehicle information for the United States and Canada. Through NLETS, the vendor receives the registered owner and vehicle information.

Review criteria include, but is not necessarily limited to, gender match, clarity of plate, glare on windshield, car obstruction, vehicle match failure or obstruction of either vehicle or driver. Evidence of violations that do not withstand this test do not result in citation issuance. Upon approval by law enforcement, the violation is printed and mailed.

² If an eligible driver chooses instead to enroll in the traffic safety class, successful completion of the class must be done within a required timeline (typically requiring attendance within 45 days of the violation date) to allow for the driver's citation number to be submitted back to the Court and dismissed. Thus, if the eligible driver completes the class in a timely manner, the conviction is waived (including the violation's presumptive fine).

³ The typical fine for speeding is \$170. Speeding 11-20 mph over the speed limit is a "Class C" violation. A "Class C" violation has a presumptive fine of \$165 plus a surcharge of \$5.00; a minimum fine of \$85 (plus \$5.00 surcharge); and a maximum fine (individuals) of \$500 (plus a \$5.00 surcharge). Schedule of fines on violations can be found at <http://www.courts.oregon.gov/Pages/fees.aspx>.



Violation warning periods are put in place to alert drivers when a new fixed speed safety camera is put in place or when a speed limit is reduced at a camera location. The warning period is thirty days for new camera locations and two weeks if the speed limit is reduced.

The registered owner has 60 days to respond to a photo radar citation and is afforded the same rights as any defendant with a traffic violation. The citation is processed by the Multnomah County Circuit Court which is part of the Oregon court system. As such, the registered owner who has received a citation has several options to dispose the citation:

1. Register and complete Portland Traffic Safety class (for those without a violation in three years and not previously taken the course)
2. Payment
 - a. By mail
 - b. Over the counter
 - c. Online
3. Request for trial, and subsequent dismissal
4. Request for trial, and subsequent conviction
5. Violation Bureau Reduction over the counter (administrative reductions administered by the Clerk)
6. Certificate of Innocence (COI) (private party)
7. Affidavit of Non-Liability (AFNL) (government, business)

If the registered owner was not driving the vehicle when the violation occurred, the owner may file a Certificate of Innocence (COI), or a government agency or business may file an Affidavit of Non-Liability (AFNL), with the Court. Upon receipt of a properly completed COI, the Court dismisses the citation, but a Portland police officer subsequently reviews the COI for accuracy. The AFNL are also dismissed by the Court. However, the speeding violation associated with the AFNL is subsequently issued to the driver identified in the affidavit.

When law enforcement receives the COI and receives a certificate refuting fault, PPB looks at the violation photo and compares it to the Oregon Department of Motor Vehicles driver license photo of the registered owner. The officer decides based on comparing photos. If it appears the driver in the violation is one of the registered owners, PPB will reissue the citation. When there is doubt pertaining to whether a driver is the registered owner, or issues of clarity persist, the reviewing officer will dismiss the ticket.

The following section, Photo Enforcement Filings and Dispositions, discloses how the fixed speed cases were disposed in Court – how they were paid or, if dismissed, for what reason.



Photo Enforcement Filings and Dispositions

All photo enforcement cases filed

In 2023, there were a total of 44,733 photo enforcement cases filed in Multnomah County Circuit Court. Of those, fixed speed cases comprised 22,378, intersection safety cameras 17,702, and mobile speed vans 4,653.

In 2024, there were a total of 61,048 photo enforcement cases filed in Multnomah County Circuit Court. Of those, fixed speed comprised 32,178, intersection safety cameras 20,158, and mobile speed vans 8,283.

Figure 5, below, illustrates the breakdown of the photo enforcement cases filed in 2023 and 2024 combined.

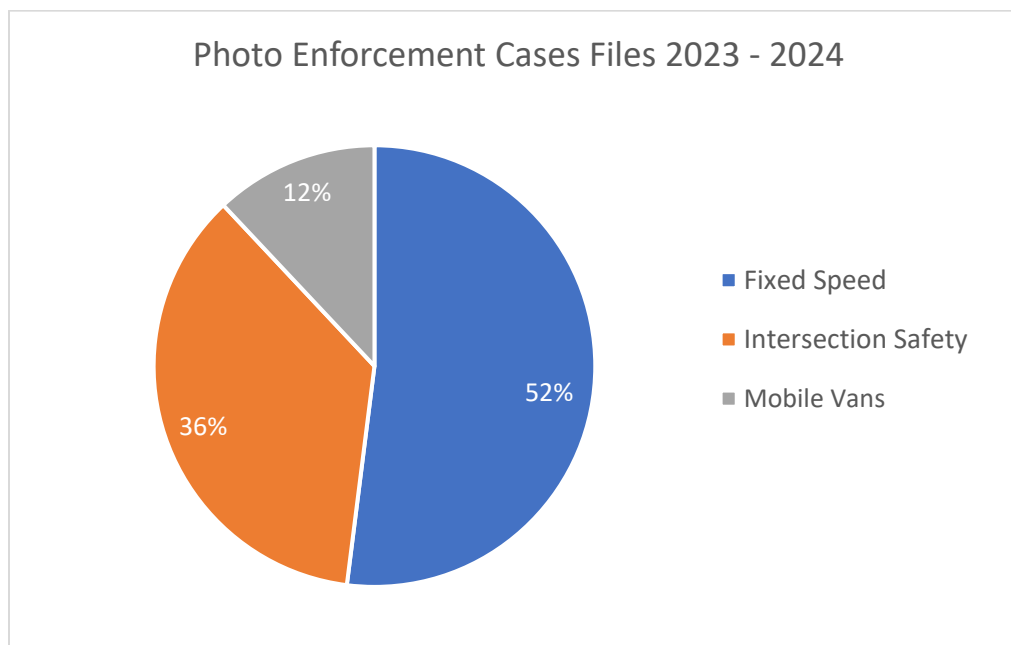


Figure 5. All photo enforcement cases filed in 2023 and 2024 combined. (Data source: Multnomah County Circuit Court) Fixed speed safety cameras comprised the most photo enforcement cases filed in Multnomah County Circuit Court during 2023 and 2024. Of the total 105,352 cases filed in both years, 54,556 (or 52%) were fixed speed, 37,860 (or 36%) were intersection safety cameras (red-light and speed), and 12,936 (or 12%) were mobile vans.

Fixed speed safety cases by disposition type

Of the 54,556 fixed speed cases filed in 2023 and 2024, 58% were convicted and 42% were dismissed. The fixed speed cases were disposed of as follows:



- “Failure to appear” – 17,474 cases were convicted due to a failure to appear (e.g., failing to call, pay online, or come to court to take care of the case results in a default conviction).
- “Convicted” – 2,202 cases include those which were paid in full by mailing a check to the court.
- “Convicted - Violation judge” – 1,423 cases include those who appeared for trial or wrote a letter to the court and resulted in a conviction by a judge.⁴
- “Convicted-Violation Bureau” – 3,612 cases were entered by court staff when a defendant appears at the counter (or over the phone) and is eligible for a reduction based on the Violation Bureau Schedule and one’s previous driving record.
- “Convicted- ePay” – 6,983 cases for which the fine was paid in full on-line. If eligible, the online system will automatically guide individuals through the process to request an online reduction of their fine. By accepting a reduction offer, individuals enter a plea of No Contest and are responsible for the final amount indicated by the online payment system.⁵
- “Convicted – eCVB” – 3,027 cases that were convicted by the electronic violations bureau (eCVB). This is similar to “convicted-violation bureau” except that the fine was reduced online, following the same criteria.⁶
- “Dismissals” – Dismissals amounted to 25,031 (or 42%) of fixed speed cases. The next section explains the reasons.
- “Deferred” – 95 of cases were deferred, which can mean that there was no final resolution.

Fixed speed safety dismissals

Of the 54,556 fixed speed safety camera cases filed in 2023 and 2024, 25,031 (or 42%) of the cases were dismissed. There are several reasons why a case is dismissed.

⁴ There are two scenarios in which a defendant may have communicated with a judge: (1) appeared for trial or (2) wrote a letter to the court. To clarify, it is possible that a defendant may have received a reduced fine despite the conviction.

⁵ <https://www.courts.oregon.gov/services/online/Pages/epay-ecvb-faq.aspx?#VIOLATIONS>

⁶ [Oregon Judicial Department : OJD Courts ePay FAQs : Online Services : State of Oregon](#)



Certificate of Innocence (COI) and Affidavit of Non-liability (AFNL) constitute 53% of the dismissal rate in 2023 and 2024 combined. COIs accounted for 47% and AFNLs accounted for 6%. Another 25% of cases were dismissed because the driver was eligible for, and opted to take, a traffic safety class. Other dismissals included: dismissed due to an undefined reason, undeliverable due to lack of a valid address, dismissed during trial, dismissed due to death, dismissed during trial by declaration, and dismissed due to other reasons. Figure 6below, shows the percentage breakdown of the dismissal types.

The traffic safety class was made available to those eligible drivers with fixed speed violations starting in July 2018. Eligibility depends on whether the driver has already attended the photo radar traffic safety class or received a speeding or red-light running violation within the past three years. Table 6, below, shows that 13,866 eligible drivers who received a fixed speed violation attended the traffic safety class in 2021 and 2022 combined.

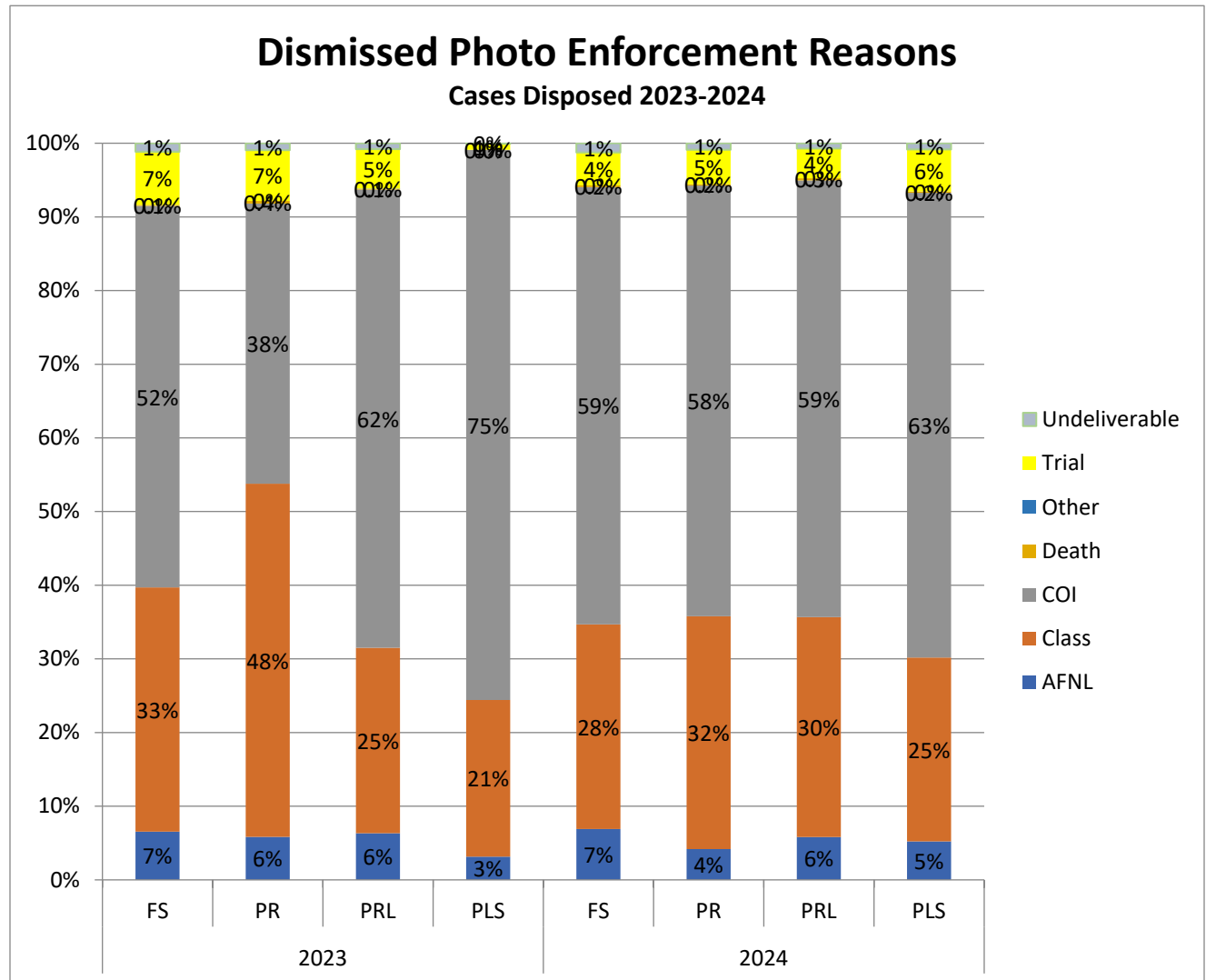


Figure 6. 2023 and 2024 dismissed photo enforcement cases by reason. (Data source: Multnomah County Circuit Court)

Program Costs

Program costs associated with the administration and operation of the fixed speed safety camera program includes vendor fees and City administrative costs. The variable fee for the vendor depends on the number of violation fines paid through the court or fees paid for the traffic safety class. Not all violations will be paid due to dismissals, diversion to the traffic safety class, Certificates of Innocence, and Affidavits of Non-Liability .



The City's administration costs include law enforcement work effort (e.g., review and approval of violations, and court appearances), PBOT staff time (e.g., engineer reviews, project management), permits (e.g., street opening permit) and other costs (e.g., survey, mailings). Table 7 shows program costs and revenue.

Administration costs shown in Table 7, below, do not include the costs to the Court. The Court expends a significant amount of time processing the fixed speed safety camera citations, even when they ultimately result in a dismissal.

The court's process includes: monitoring initial court appearance dates to apply default judgments should a defendant not take action on their citation; assisting defendants at the public counter and over the phone; processing incoming mail including Certificates of Innocence, Affidavits of Non-Liability, and mail pleas; setting trials and subpoenaing officers and defendants to appear at the time of trial; processing set-over requests filed by both officers and defendants if the trial date conflicts with their schedule; and communicating with the Department of Motor Vehicles to report convictions and remove license sanctions when appropriate. Additionally, if a defendant has completed the traffic safety class, the court must process notifications of compliance and enter a judgment of dismissal on each eligible case. Judicial resources are also required to conduct trials and open court, as well as review requests submitted by mail.

Most of the fine revenue generated by the cameras and paid through the Court goes to the State of Oregon's General Fund (approximately 70%). The fines are disposed as follows. Section 153.633 (1) states that \$60 (or the amount of the fine if the fine is less than \$60) is initially payable to the state prior to any other distribution of the fine. Section 153.640 (2)(a) further directs that the \$60 (or less) amount be deposited in the Criminal Fine Account. Of the remaining fine amount, Section 153.640(2)(b) and (c) state that 50% is payable to the local government and 50% is payable to the state.

Remaining funds (i.e., the 50% payable to the local government) are used to pay for operation and maintenance of the program. Any additional revenue beyond system costs is dedicated by statute to traffic safety.⁷ The City will reinvest in safety projects for all modes on high crash corridors such as installation of safety infrastructure, safety education and outreach and evaluation.⁸

⁷ Of those remaining amounts paid, Section 3, Chapter 721 (ORS 2015) states it "may be used only for costs of operating and maintaining fixed photo radar units in urban high crash corridors...and for improving traffic safety for all modes of transportation."

⁸ Memorandum of Understanding between the Portland Police Bureau, The Portland Bureau of Transportation, and the Multnomah County Circuit Court Regarding Automated Enforcement Programs in the City of Portland, Exhibit B, Ordinance 187727, p. 5.



REVENUE AND EXPENSES OF FIXED SPEED SAFETY CAMERA PROGRAM (January 2023 - December 2024)	AMOUNT (USD)
Vendor expense (fixed fee; variable fee based on fines paid and class fees)	(-)314,977
Court revenue (fines paid through the Court)	(+)1,338,280
Traffic Safety Class revenue (class fee collected)	(+)409,978
Vendor, Court and class subtotal	(+)1,433,281
PPB work effort expense	(-)191,632
PBOT work effort expense	(-)257,018
Project administration and outreach expenses (e.g., copy/print/bind/mail services; translation services; speed studies; program review; survey; permits)	(-)29,857
PBOT program administration costs subtotal	(-) 478,507
Program total (revenue)	954,774

Table 6. Revenue and expenses of the Fixed Speed Safety Camera Program. Covering the calendar years of 2023 and 2024, this table shows the revenue and expenses of the fixed speed safety camera program that is posted in the City's accounting system. Due to a time lag between the accruing of expenses and revenues and them posting, the table therefore doesn't accurately reflect the true operation costs and revenue for the reporting period.

Conclusion

The City of Portland is committed to saving lives through safe street design, protecting pedestrians, creating a culture of shared responsibility and reducing speeds citywide. Portland employs an array of tools to reduce speeds, including fixed speed safety cameras. The City is committed to continuing the use of fixed speed safety cameras in an equitable, data-driven and accountable manner.



Questions?

To request a copy of this report, e-mail fixedspeedsafetycamera@portlandoregon.gov.

For questions (or to share comments) about the City's Fixed Speed Safety Camera Program or this report, please contact the Program Specialist, Traffic Safety Education and Enforcement, Portland Bureau of Transportation at 503-823-7191 or e-mail fixedspeedsafetycamera@portlandoregon.gov.

For technical issues related to the camera operations or a violation notice processed via photo radar in the City of Portland, contact the City's vendor's Photo Enforcement Hotline at 503-221-0415 or 1-800-799-7082.

Portland Bureau of Transportation

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Millicent Williams, Director, Portland Bureau of Transportation
Wendy Cawley, Transportation Operations Group Director
Erika Nebel, Parking and Regulatory Operations Division Manager
Dana Dickman, Traffic Safety Section Manager
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It is the policy of the City of Portland that no person shall be excluded from participation in, denied the benefits of, or be subjected to discrimination in any city program, service, or activity on the grounds of race, color, national origin, disability, or other protected class status. Adhering to Civil Rights Title VI and ADA Title II civil rights laws, the City of Portland ensures meaningful access to City programs, services, and activities by reasonably providing: translation and interpretation, modifications, accommodations, alternative formats, and auxiliary aids and services. To request these services, contact 503-823-5185, City TTY 503-823-6868, Relay Service: 711.

Mi annuk non ewe City of Portland pwe esap wor emon esap etiwa an epwe fiti, esap angei feiochun, are epwe kuna iteingau non meinisin an ew tetenimw kewe mokutukut, aninnis, are mwich nongonong won i chon ia, enuan, chon menni muu, weiresin inis, are pwan ew tapin aramas mi auchea are pisekisek. Fan itan an fiti Civil Rights Title VI me ADA Title II annuken pungun manau, ewe City of Portland mi ennetata pwe epwe wor etiwaach ngeni an ewe tetenimw mokutukut, aninnis, me mwichren an aworaochu: chiaku me awewen kapas, ekkesiwin, etufich, sokonon napanap, me pwan ekkoch minen awewe me aninnis. Ika ka mochen ekkei pekin aninnis, kokori 503-823-5185, City TTY 503-823-6868, Fon Fan Itan Ekkewe mi wor Ar Osukosukan Manau: 711.

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पोर्टल्यान्डको शहरको नीति हो कि कुनै पनि व्यक्तिलाई जाति, रङ, राष्ट्रिय मूल, असक्षमता वा अन्य संरक्षित वर्गीकरण स्थितिको आधारमा कुनै पनि शहरका कार्यक्रम, सेवा वा क्रियाकलापमा सहभागी हुन भेदभाव गरिने, वञ्चित गरिने, लाभहरू प्रदान गर्नबाट अस्वीकार गरिनेछैन। नागरिक अधिकार शीर्षक VI र ADA शीर्षक II नागरिक अधिकारको कानूनहरूको पालना गर्दै, पोर्टल्यान्डको शहरले शहरका कार्यक्रमहरू, सेवाहरू र क्रियाकलापहरूमा बराबर पहुँच निश्चय गर्नको लागि निम्न प्रदान गर्दछ: अनुवादन र व्याख्या, परिमार्जन, आवास, वैकल्पिक ढाँचाहरू र सहायक सामग्री र सेवाहरू। यी सेवाहरू अनुरोध गर्नको लागि 503-823-5185, शहरको TTY 503-823-6868, रिले सेवा: 711 मा सम्पर्क गर्नुहोस्।



Политика администрации Портленда запрещает отстранять от участия в городских программах и мероприятиях, отказывать в обслуживании и льготах или иным образом подвергать дискриминации на основании расы, цвета кожи, национальности, инвалидности или иного защищенного статуса. В соответствии с разделом VI Закона о гражданских правах и разделом II Закона о правах американских граждан с ограниченными возможностями администрация Портленда заботится о полноценном доступе жителей к городским программам, услугам и мероприятиям. При необходимости доступны устный и письменный перевод, адаптивные меры, специальные устройства, материалы в альтернативном формате и иные вспомогательные средства и услуги. Для заказа этих услуг свяжитесь с нами. Телефон: 503-823-5185; городской телетайп: 503-823-6868; служба коммутируемых сообщений: 711.

Este politica oraşului Portland ca nicio persoană să nu fie exclusă din programe, servicii sau activități ale oraşului, să nu i se refuze acestea și să nu facă obiectul unor discriminări pe bază de rasă, culoare, naționalitate, dizabilități sau alte situații vizând categorii protejate. Respectând legile privind drepturile civile „Civil Rights” (Drepturile Civile), articolul VI, și „ADA” (Americans with Disabilities Act - Legea privind americanii cu dizabilități), articolul II, oraşul Portland asigură acces adecvat la programe, servicii și activități ale oraşului oferind, în mod rezonabil: servicii de traducere și interpretariat, modificări, cazare, formate diferite, ajutoare și servicii auxiliare. Pentru a solicita aceste servicii, contactați 503-823-5185, numărul de telefon cu text al oraşului 503-823-6868, Serviciu de retransmitere: 711.

Es política de la Ciudad de Portland que ninguna persona sea excluida de participación, se le nieguen los beneficios, o esté sujeta a discriminación en ningún programa, servicio o actividad de la ciudad por motivos de raza, color, nacionalidad, discapacidad u otra condición de clase protegida. En cumplimiento con los Derechos Civiles Título VI y con las leyes de derechos civiles del ADA Título II, la Ciudad de Portland asegura el acceso significativo a programas, servicios y actividades de la ciudad al brindar de manera razonable: traducción e interpretación, modificaciones, adaptaciones, formatos alternativos y ayudas y servicios auxiliares. Para solicitar estos servicios, llame al 503-823-5185, al TTY de la ciudad 503-823-6868, o al servicio para las personas con problemas auditivos: 711.



Waxaa kucad siyasada Mgalaada Portland in qofna loodiidi karin kaqaybgalka, loodiidi karin gunooyinka, ama aan latakooori karin wax kamid ah barnaamijyada magalaada, adeegga, ama shaqo sababo laxariira isirkiisam midabkiisa, wadankiisa, naafonimadiisa, ama xaalad kale oo sharcigu difaacaayo. Ayadoo raacaysa Sharciga Xaquuqda Madaniga ah ee Title VI iyo ADA Title II ee sharciyada xaquuqda madaniga ah, Magaalada Portland waxay xaqiijinaysaa barnaamijyo lawada heli karo oo macno leh ayna bixiso magaaladu, adeegyo, iyo shaqooyin ayadoo si sax ah ubixinaysa: turjumaad iyo soojeedin, isbadalo, adeegyo caawimaad ah, noocyo kaladuwan, iyo caawimaado iyo adeegyo dheeri ah. Si aad ucodsato adeegyadaan, wac 503-823-5185, City TTY 503-823-6868, Adeegga Caawimada: 711.

Згідно з політикою міста Портленд, жодну особу не можна позбавляти права на участь, відмовляти їй у матеріальній допомозі або піддавати її дискримінації в будь-якій програмі, службі чи діяльності міста на підставі раси, кольору шкіри, етнічного походження, інвалідності або іншого статусу захищених класів. Дотримуючись законів про права громадян, а саме розділу VI Прав громадян і розділу II Закону про права американських громадян з обмеженими можливостями, місто Портленд забезпечує значний доступ до програм, служб і заходів міста, надаючи такі послуги: письмовий і усний переклад, модифікування, адаптування, альтернативні формати, додаткову допомогу й інше. Запитати ці послуги можна, скориставшись контактними даними: 503-823-5185, телетайп міста: 503-823-6868, служба комутаційних повідомлень: 711.

Chính sách của Thành Phố Portland là không ai bị loại khỏi, bị từ chối phúc lợi, hoặc bị phân biệt đối xử trong bất kỳ chương trình, dịch vụ hay hoạt động nào của thành phố dựa trên chủng tộc, màu da, nguồn gốc quốc gia, khuyết tật, hoặc tình trạng khác được pháp luật bảo vệ. Tuân theo Đạo Luật Dân Quyền (Civil Rights) Khoản VI và Đạo Luật ADA Khoản II, Thành Phố Portland đảm bảo sự tiếp cận hiệu quả đối với các chương trình, dịch vụ và hoạt động của thành phố bằng cách cung cấp một cách hợp lý: dịch vụ biên dịch và thông dịch, biện pháp điều chỉnh, sửa đổi, hình thức thay thế, và thiết bị và dịch vụ phụ trợ. Để yêu cầu các dịch vụ này, hãy liên hệ 503-823-5185, Dịch Vụ TTY của Thành Phố 503-823-6868, Dịch Vụ Chuyển Tiếp: 711.



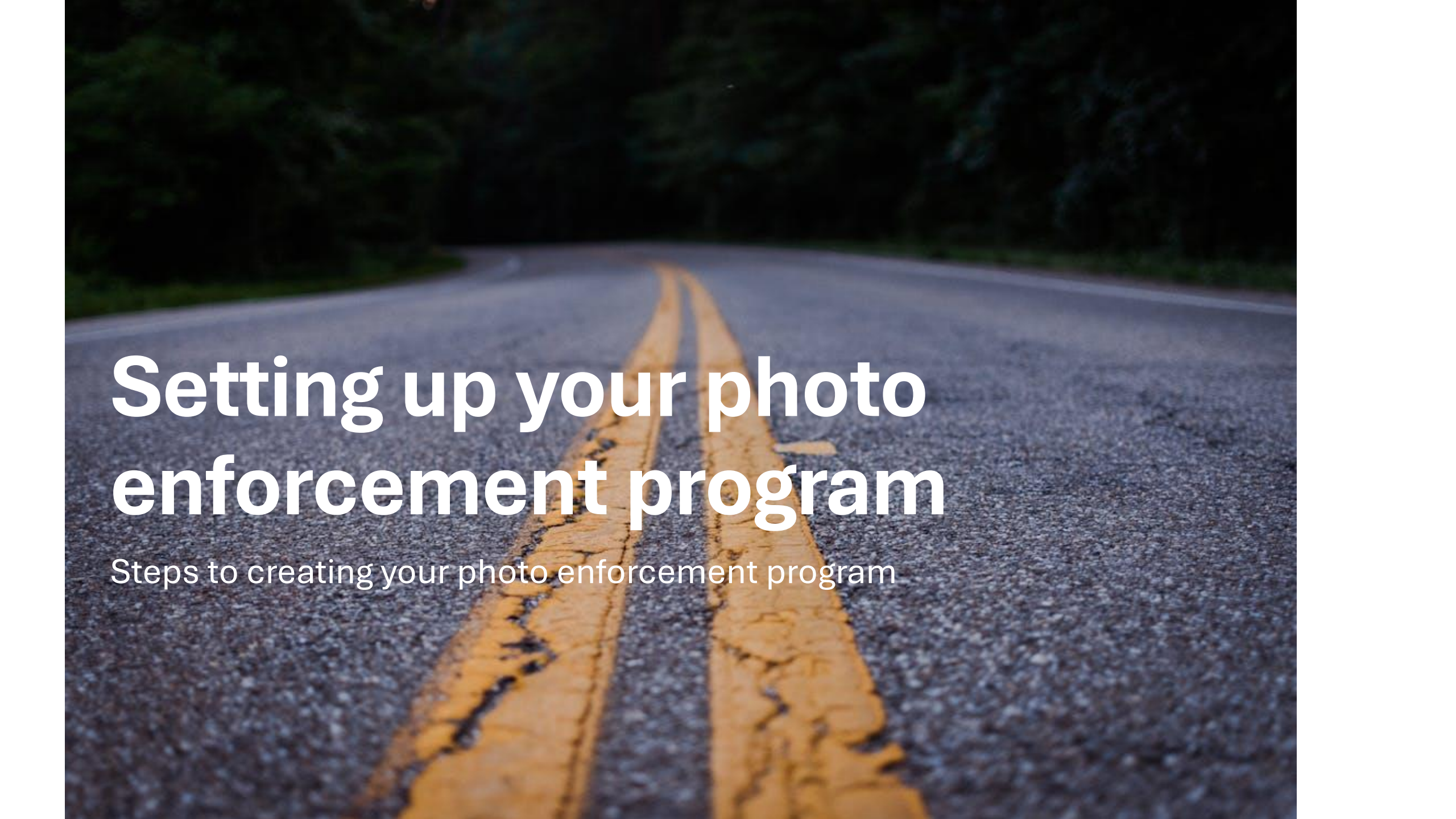
LOC PHOTO RADAR WEBINAR
September 17, 2024

Photo Red Light and Photo Radar ORS and Photo Enforcement Programs

Grace Wong *City of Beaverton*

Disclaimer

These materials and the accompanying presentation provide an overview of the state statutes relating to photo red light and photo radar systems and the general process for creating a photo enforcement program. They should not be construed or relied upon as a substitute for legal advice to address specific legal issues or questions.



Setting up your photo enforcement program

Steps to creating your photo enforcement program

Step 1(a). Decide feasibility

Determine possible locations

- Discuss location requirements
 - Do other agencies need to be involved?
 - Intersections? Non-intersections? School zones?
- Conduct a traffic safety study
- Finalize list of location(s)



Step 1(a). Decide feasibility



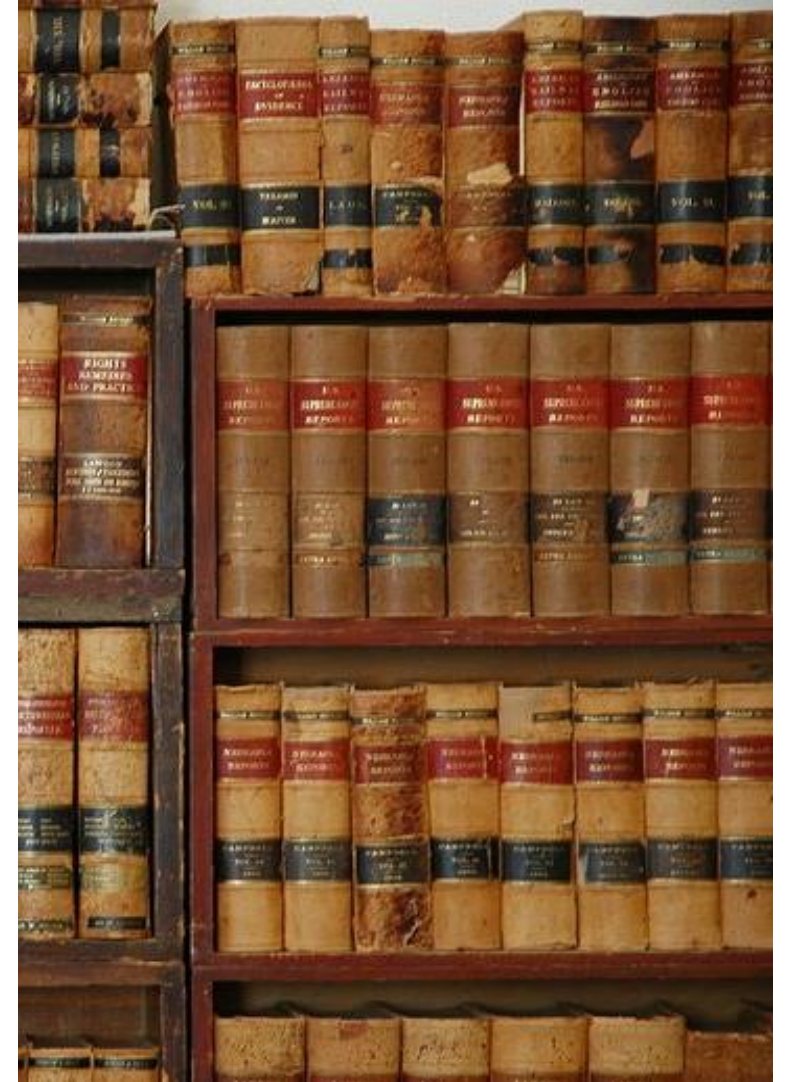
Determine possible changes to city operations

- Estimating police staffing needs
- Adding hours or days of operation to Municipal Court
- Prosecution plan
- Creating a plan on how to coordinate internally (Police/ITS/Legal/etc.)

Step 1(b). Brush up on relevant ORS

- **ORS Chapter 810**

- Photo Red Light (and Speeding, generally limited to intersections) (ORS 810.434-437)
- Photo Radar (ORS 810.438-444)
- Recent legislation
 - **HB 2095** (2023): Permits all cities to use photo radar; eliminates time limits.
 - **HB 4109** (2024): Removes requirement of a police officer and marked police vehicle at those locations. Technical fixes.



Step 1(b). Brush up on relevant ORS

- ORS 810.434 (Photo Red Light / Speeding)
 - Permitted traffic violations
 - **Running a red light** (ORS 811.265 – Failure to obey a traffic control device)
 - **Speeding - 11 mph or more over speed limit** (ORS 811.111 or ORS 810.180)
 - General requirements
 - A warning period (or “public information campaign”)
 - Create a report every two years with specific data required by law and submit the report to the legislative assembly
 - Located "at" a "traffic control device"

Step 1(b). Brush up on relevant ORS

Photo Red Light – Traffic Control Device (ORS 810.436)

Requirements before you can issue red light citations

1. Signs are posted on every major route entering the city stating that compliance with traffic control devices is enforced through cameras
2. For each traffic control device at which a camera is installed – signs are posted near the device stating that the camera may be in operation
3. The length of time for yellow light at a traffic light is at least the time recommended by the Institute of Transportation Engineers
4. Citation is mailed to the registered owner (or driver) within **10 business days of the alleged violation.**
5. Give the registered owner 30 days from the date the citation is mailed to respond to the citation.
6. A police officer or duly authorized traffic enforcement agent has reviewed and signed the citation

Step 1(b). Brush up on relevant ORS

- Photo Red Light - Speeding (ORS 810.437)

Requirements before you can issue speeding citations

1. Signs are posted on every major route entering the city stating that cameras and other technology are used to enforce compliance with traffic laws
2. For each traffic control device at which a camera is installed – signs are posted near the device stating that the camera system may be in operation
3. Citation is mailed to the registered owner (or driver) within **10 business days of the alleged violation**
4. Give the registered owner 30 days from the date the citation is mailed to respond to the citation
5. A police officer or duly authorized traffic enforcement agent has reviewed and signed the citation
6. The driver exceeded the speed limit by 11 mph or over

Step 1(b). Brush up on relevant ORS

- Photo Radar (ORS 810.439 will be repealed **June 6**. Look at HB 4109 in 2024 and use modified ORS 810.444 instead)
 - **Requirements before you can issue photo radar citations**
 - A sign is posted with info about current rate of speed between 100 and 400 yards before the photo radar unit
 - A police officer or duly authorized traffic enforcement agent has reviewed the photographic evidence
 - A police officer has signed and issued the citation. In Portland, a duly authorized traffic enforcement agent may sign and issue the citation.

Step 1 (b). Brush up on relevant ORS

“Duly authorized traffic enforcement agents”

- Is employed, appointed, and duly sworn in by the governing body of the incorporated city in which an agent performs the agent’s duties; and
- Has completed all necessary technical, administrative and other training to review photographs and issue citations under this section.
- Is not a police officer.

Step 1(b). Brush up on relevant ORS

Photo Radar v. Photo Red Light (THEN)

	Photo Radar	Photo Red Light
Cities	<u>Certain cities</u>	All
Type of system	<u>“Speed vans” (Marked police vehicle)</u>	Generally fixed cameras on light poles
Location of issuers	<u>Uniformed police officer on site</u>	No police officer or vehicle on site
Maximum time	<u>4 hours at any one location</u>	24/7

Step 1 (b). Brush up on relevant ORS

Photo Radar v. Photo Red Light (NOW)

	Photo Radar	Photo Red Light
Cities	<u>All</u>	All
Type of System	<u>Not specified; includes fixed cameras on poles</u> Speed only	Generally fixed cameras on poles Speed and red light
Location of reviewers/issuers	<u>No police officer or vehicle on site</u>	No police officer or vehicle on site
Maximum time	<u>None, now 24/7</u>	24/7
Mailing/response times	None	10 business days to mail; give 30 days to respond
Location	Almost anywhere, with appropriate steps	Generally limited to intersections
Signage req.	100-400 yards Must show current speed of vehicle	Static signs on all major roads entering jurisdiction Static signs leading up to each intersection

Step 2. Formally establish location(s)

If your location that will be using photo radar is not in a school zone or residential zone, City Council will need to make a finding that traffic safety is an issue at the locations.

ORS 810.438(2)(b)

A photo radar system operated under this section may be used in other areas (outside school zones or residential areas) if “the governing body of the city makes a finding that speeding has had a negative impact on traffic safety in those areas.”

Step 3. Hire your vendor

“Piggybacking” (Permissive cooperative procurement)

- Look closely at the other agency’s contract:
 - Does it allow for other agencies to use the contract?
 - Who is the vendor?
 - Costs?
 - Term of contract?
 - Performance standards?
 - Penalty fees?

Step 3. Hire your vendor

Create your own RFP/Contract

- Set own penalty fees if below established performance standards
- Set own payment options – and what services are included (Costs: expert witnesses/what is “down” time/relocation)
- Get to have your own interview with the vendors – look at their portals/clarify information in proposals

Step 4. Implement the photo enforcement program

After the contract is signed, work with the vendor to

- **Create and finalize the business rules** (the working processes that lay out exactly how the vendor will be processing citations with the city)
- **Install the system** (placing the equipment on the road; customizing data fields – creating the interface between vendor's system and police RMS)
- **Train your police officers or traffic enforcement agents**
- **Put in the signs**
- **Start the public awareness campaign** to issue only warnings instead of citations for a certain period
- **Correct issues** ***There will be issues*** Escalate if necessary. Determine if the established performance standards have been violated

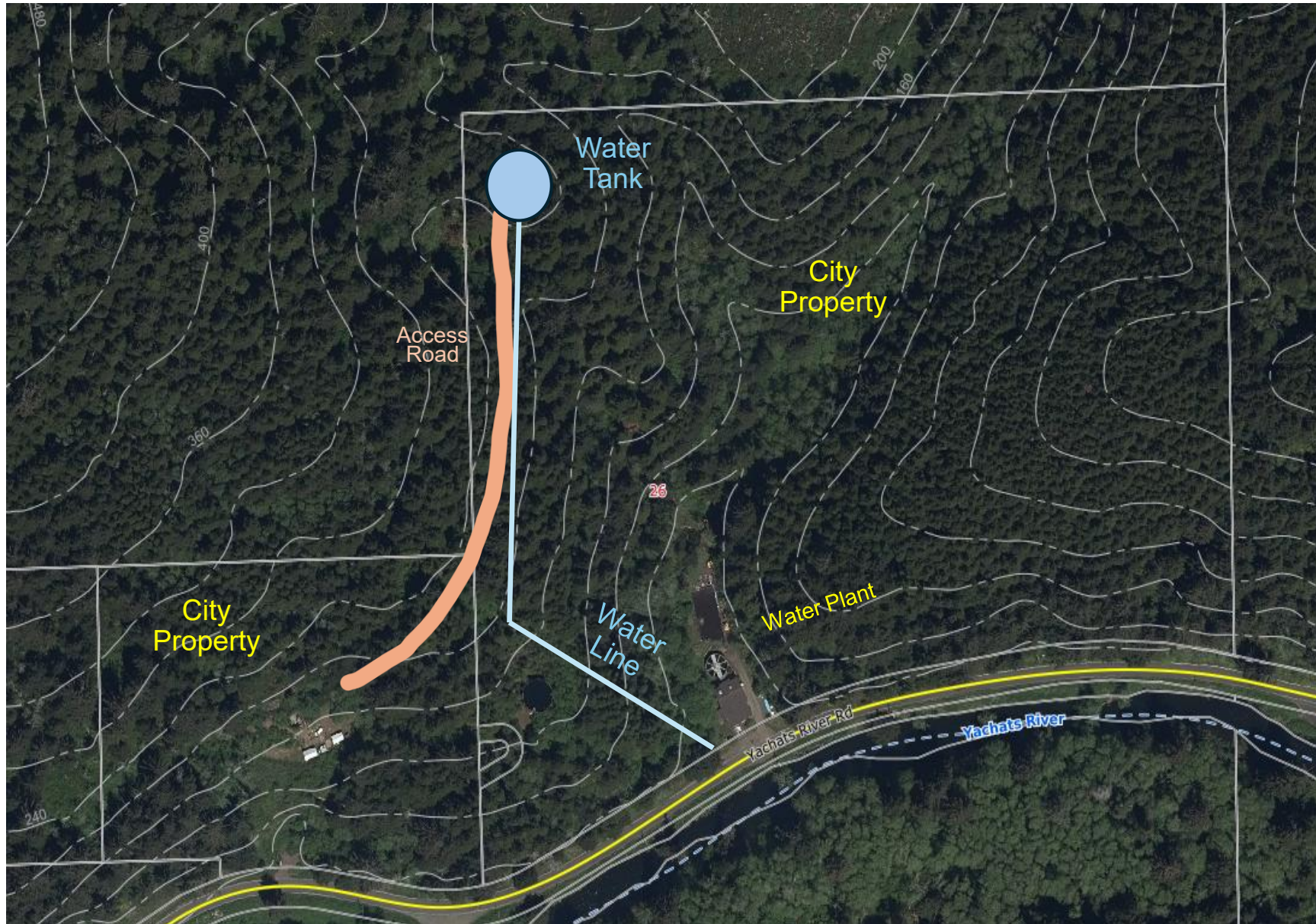


Questions?

Grace Wong

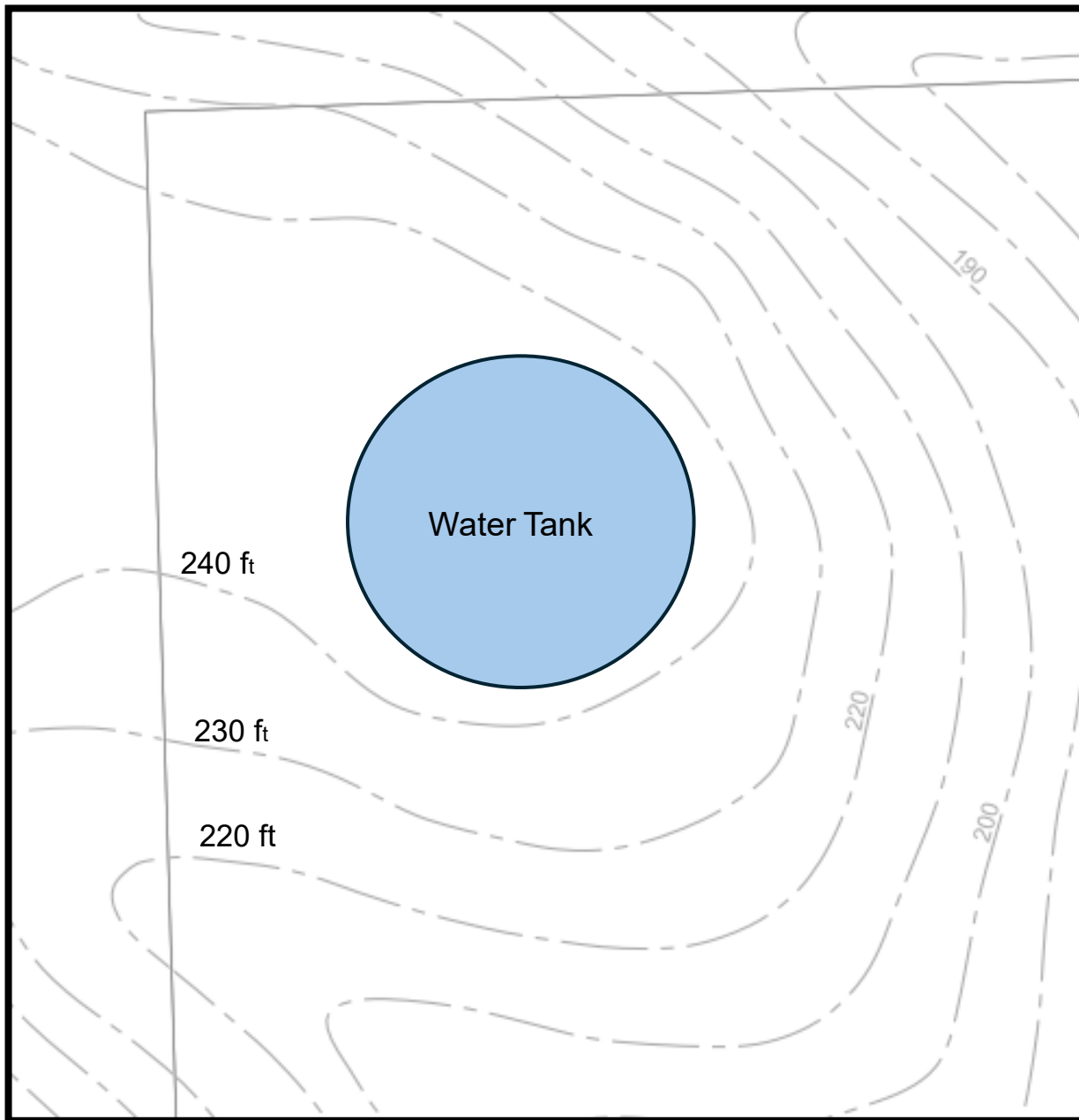
City of Beaverton

gwong@beavertonoregon.gov



- Access road = 900 ft
- Reservoir water line = 1,100 ft

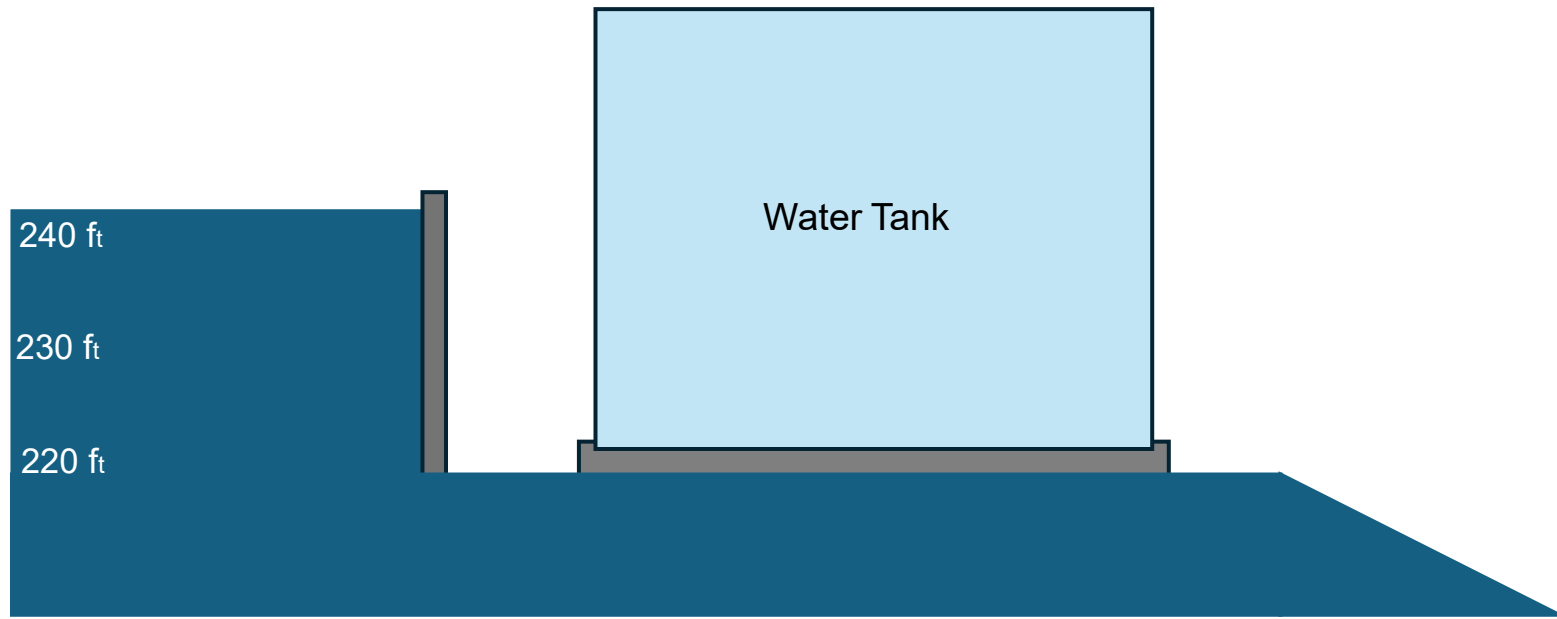
The reservoir line will connect to the Water Plant transmission line in front of the plant.



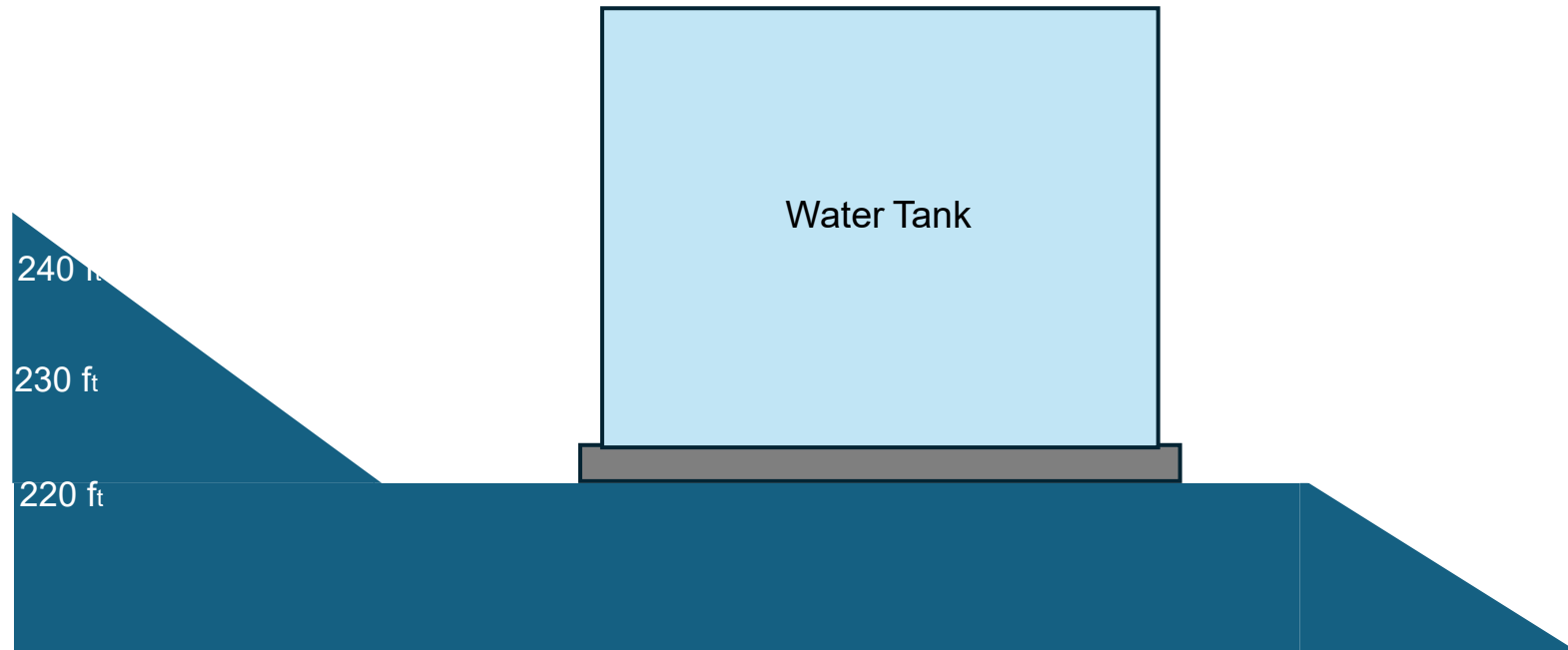
Topographical map shows a somewhat flat spot at 240 feet.

During the last Geotech study on the Layne property it was found that there was over 20 feet of dirt before hitting bedrock.

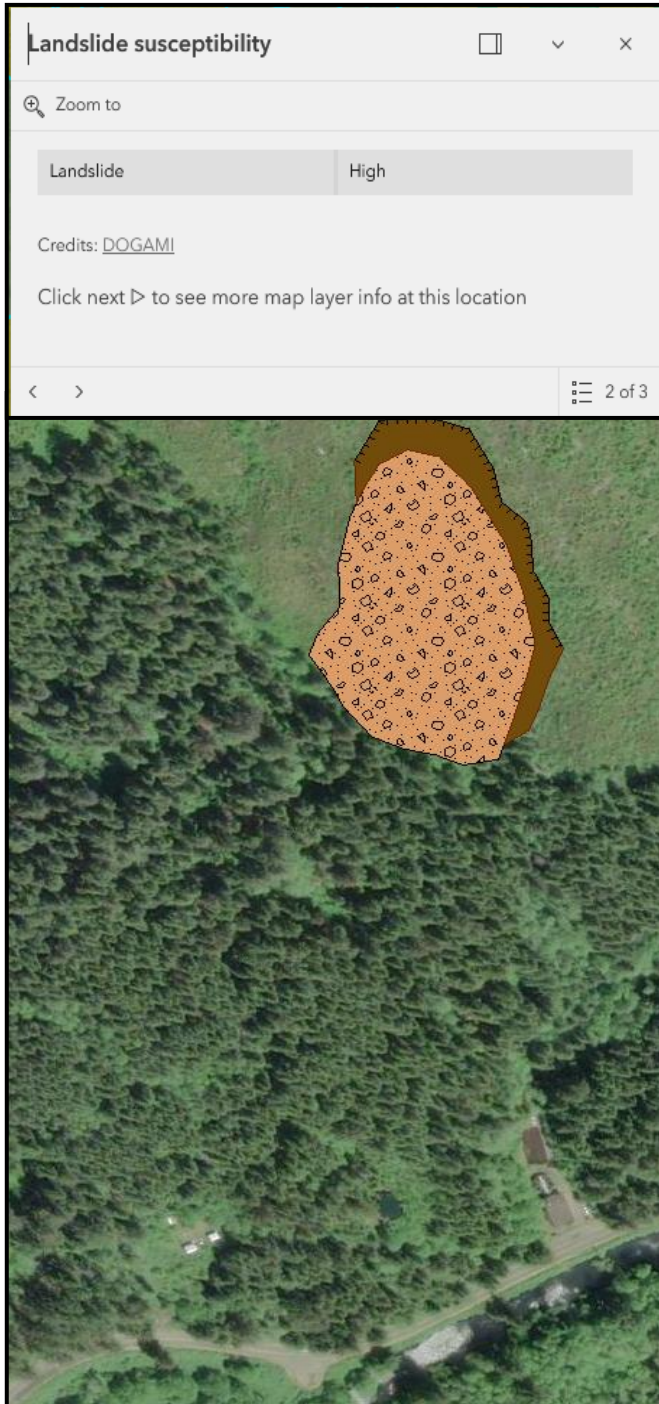
A Geotech investigation will be needed on this site as well. Hopefully it will not be difficult to excavate down to 220 feet



- If a retaining wall is necessary, it would need to be 20 ft tall.



- If there is enough room to slope the ground a retaining wall might not be needed.



Dogami maps show there are no landslide threats at the proposed reservoir site, but it did show that there is a high-risk potential landslide area above the water plant. This adds a second natural hazard the water plant faces besides the threat of tsunami.

