



City of Tigard

Tigard Workshop Meeting - Agenda

**TIGARD CITY COUNCIL
AND LOCAL CONTRACT
REVIEW BOARD**

Business/Workshop Meeting

MEETING DATE AND TIME: August 17, 2010 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

PUBLIC NOTICE:

Times noted are estimated.

Assistive Listening Devices are available for persons with impaired hearing and should be scheduled for Council meetings by noon on the Monday prior to the Council meeting. Please call 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

Upon request, the City will also endeavor to arrange for the following services:

- Qualified sign language interpreters for persons with speech or hearing impairments; and
- Qualified bilingual interpreters.

Since these services must be scheduled with outside service providers, it is important to allow as much lead time as possible. Please notify the City of your need by 5:00 p.m. on the Thursday preceding the meeting by calling: 503-639-4171, ext. 2410 (voice) or 503-684-2772 (TDD - Telecommunications Devices for the Deaf).

**Workshop meetings are cablecast on Tualatin Valley Community TV as follows:
Replay Schedule for Tigard City Council Workshop Meetings - Channel 30**

- Every Sunday at 11 a.m.
- Every Monday at 6 a.m.
- Every Tuesday* at 2 pm (**Workshop meetings are not aired live. Tuesday broadcasts are a replay of the most recent workshop meeting.*)
- Every Thursday at 12 p.m.
- Every Friday at 3 a.m.

SEE ATTACHED AGENDA



City of Tigard

Tigard Workshop Meeting - Agenda

**TIGARD CITY COUNCIL
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MEETING DATE AND TIME: August 17, 2010 - 6:30 p.m.

MEETING LOCATION: City of Tigard - Town Hall - 13125 SW Hall Blvd., Tigard, OR 97223

BUSINESS/WORKSHOP MEETING (Agenda Revised 8/16/10 to place Business Items before Workshop)

- Call to Order- City Council and Local Contract Review Board (6:30 p.m.)

- Roll Call

- Pledge of Allegiance

- Council Communications & Liaison Reports

- Call to Council and Staff for Non-Agenda Items

1. CONSIDER APPROVAL OF PARKS BOND BALLOT MEASURE EXPLANATORY STATEMENT
2. LOCAL CONTRACT REVIEW BOARD: AWARD PERMIT CENTER ROOF CONTRACT
3. CONSIDER BUDGET APPROPRIATION TRANSFER FOR THE PERMIT CENTER ROOF - RESOLUTION

WORKSHOP MEETING

4. DISCUSS PHOTO ENFORCEMENT AND RED LIGHT CAMERA OPTIONS FOR TRAFFIC SAFETY
5. UPDATE ON REGIONAL TRANSPORTATION PLANNING, INCLUDING A PROGRESS REPORT ON ACTIVITIES RELATED TO HIGH CAPACITY TRANSIT
6. BRIEFING ON PROPOSED USE CLASSIFICATION DEVELOPMENT CODE AMENDMENT (DCA2010-00004)
7. DISCUSS DRAFT CODE OF CONDUCT FOR BOARD/COMMISSION/COMMITTEE MEMBERS
8. UPDATE ON ENGINEERING PERFORMANCE REVIEW

9. NON AGENDA ITEMS

10. COUNCIL LIAISON REPORTS

11. EXECUTIVE SESSION: The Tigard City Council may go into Executive Session. If an Executive Session is called to order, the appropriate ORS citation will be announced identifying the applicable statute. All discussions are confidential and those present may disclose nothing from the Session. Representatives of the news media are allowed to attend Executive Sessions, as provided by ORS 192.660(4), but must not disclose any information discussed. No Executive Session may be held for the purpose of taking any final action or making any final decision. Executive Sessions are closed to the public.

12. ADJOURNMENT

Workshop Meeting**Date:** 08/17/2010**Length (in minutes):** 5 Minutes**Agenda Title:** BUSINESS MEETING - Approve Explanatory Statement for Parks Bond Ballot Measure**Prepared By:** Kathy Mollusky, Public Works**Item Type:** Resolution**Meeting Type:** Council Workshop Mtg.**Information****ISSUE**

Shall Council adopt a resolution to approve the Explanatory Statement to be submitted for the Parks Bond Ballot Measure?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends Council approve the Explanatory Statement by adopting the proposed resolution.

KEY FACTS AND INFORMATION SUMMARY

At the July 27, 2010 Council meeting, Council passed a resolution authorizing an election on November 2, 2010 seeking voter approval to issue general obligation bonds up to the value of \$17 million to fund acquisition, development, and preservation of land.

- The appeal period to challenge the ballot title expired at 5 p.m., August 5, 2010.
- Staff completed the attached Explanatory Statement (Exhibit A to the proposed resolution) for the voter's pamphlet and request Council consider it now that the appeal period is over.

OTHER ALTERNATIVES

Council could reject the Explanatory Statement and direct staff to revise the Explanatory Statement. The August 24, 2010 Council meeting has been cancelled; therefore, to meet the September 2 filing deadline, Council would need to call a special meeting if it does not approve a final Explanatory Statement at the August 17, 2010 Workshop/Business meeting.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

- 1) 2010 Goal: Strategize with PRAB on a 2010 Parks Bond
 - a. Decide whether to return to ballot and, if so, when.
 - b. Develop land acquisition strategies (potential options to purchase, etc).

DATES OF PREVIOUS COUNCIL CONSIDERATION

July 27, 2010

July 13, 2010

June 15, 2010

February 9, 2010

Fiscal Impact**Fiscal Information:**

An election in November 2010 is estimated to cost the City around \$500 for publication of legal notices and other minor expenses. Bonds would mature in 21 years or less from issuance and may be issued in one or more series. The estimated additional cost to property owners, if \$17 million in bonds are sold, would be \$0.29 per \$1,000 of assessed valuation. For the owner of a home with the medial assess value of \$207,000, the additional monthly cost would be about \$60 per year.

Passage of this bond (or securing some other source for \$17 million) will allow the City to leverage additional

millions of dollars in future System Development Charges (SDCs).

Attachments

Resolution

Exhibit A to Resolution - Explanatory Statement

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 10-43

A RESOLUTION OF THE CITY OF TIGARD, WASHINGTON COUNTY, OREGON, APPROVING THE EXPLANATORY STATEMENT FOR CITY OF TIGARD BOND MEASURE #34-181

WHEREAS, the City Council approved a Ballot Title to refer a bond measure to voters on November 2, 2010, to authorize up to \$17 million in General Obligation Bonds to acquire open spaces, protect clean water, and improve parklands; and

WHEREAS, the period for members of the public to appeal the Ballot Title expired on August 5, 2010, with no objections raised, and

WHEREAS, the City is required to submit an Explanatory Statement to complete the Ballot Measure filing with the Washington County Elections Division.

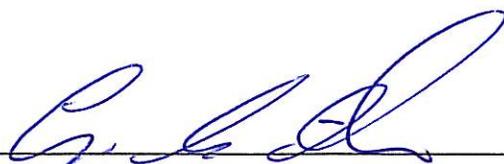
NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The Explanatory Statement (Exhibit A) for the City of Tigard Bond Measure #34-181 is hereby approved.

SECTION 2: The City Elections Officer is hereby directed to take the steps needed to file the Explanatory Statement (Exhibit A) with the Washington County Elections Division in a timely and complete manner for City of Tigard Bond Measure #34-181.

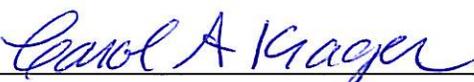
SECTION 3: This resolution is effective immediately upon passage.

PASSED: This 17th day of August 2010.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard

EXPLANATORY STATEMENT

With passage of the Bond Measure, the City of Tigard would acquire and preserve open space, natural areas, and wildlife habitat; improve parks and open spaces, preserve clean water by acquiring lands near rivers, creeks and streams throughout Tigard.

The \$17 million general obligation bond measure would allow for the implementation of a portion of the Tigard Park System Master Plan, balancing the following objectives:

- Eighty percent or more of the funds to be used for land acquisition for:
 - the creation of parks and natural areas for both active and passive recreation for all ages, with the goal of parks within a half-mile of every Tigard resident.
 - the acquisition of natural areas intended primarily for protection of critical habitat, including rare and state and federally listed species, so that natural areas are an integral part of every Tigard neighborhood.
 - the preservation of clean water throughout Tigard through the acquisition of sensitive lands near rivers, creeks, streams and wetlands.
 - up to \$1.7 million of the total funds could be used to acquire parkland in the downtown area.
- Up to 20 percent of the funds to be used for:
 - the improvement and development of new and existing neighborhood and community parks throughout Tigard, and construction of trails.

Bonds would mature in 21 years or less from issuance and may be issued in one or more series. The estimated additional annual cost to property would be \$0.29 per \$1,000 of assessed valuation. For a home with the median assessed value of \$207,000, the City estimates that the additional cost would be \$60 per year.

Additionally; all spending from this measure would be subject to oversight by the Tigard Park and Recreation Board and audits within the City's yearly audit to ensure that all funds are spent efficiently and appropriately in a balanced manner. And by law, no money from the measure can be used for administrators' salaries.

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 10-**

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WHEREAS, the City is required to submit an Explanatory Statement to complete the Ballot Measure filing with the Washington County Elections Division.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

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SECTION 3: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2010.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

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Workshop Meeting

Date: 08/17/2010

Length (in minutes): 10 Minutes

Agenda Title: BUSINESS MEETING - Award Contract for Replacement of Permit Center Roof

Prepared By: Kathy Mollusky, Public Works

Item Type: Motion Requested **Meeting Type:** Select One

Information

ISSUE

Shall the LCRB award a contract for the permit center re-roof project to McDonald & Wetle, Inc.? This project is funded with American Recovery and Reinvestment Act dollars through the Department of Energy.

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends the LCRB award a contract to McDonald & Wetle, Inc. for the permit center re-roof project and to authorize the City Manager to take the necessary steps to execute the contract.

KEY FACTS AND INFORMATION SUMMARY

The existing roof of the City's 11,840 square foot Permit Center facility has failed. Some areas of the roof have deteriorated to the point that the R-Value (insulation) could be considered zero (the higher the R-value, the better walls and roofs resist the transfer of heat.) As the Permit Center has been determined to be a long-standing building in the City's Facilities Master Plan, staff has determined that a new roof is critical to the structure.

The City applied for and has received American Recovery and Reinvestment Act (ARRA) funds for the project from a Department of Energy "Energy Efficiency and Conservation Block Grant" of \$230,500. This grant, along with additional City funds, will be used to replace the existing roof with a new Energy Star compliant roof. The new roof system will carry an R-Value of at least 20.5 and will result in a 13 percent reduction in energy use, approximately 1003 therms per year, or 20,060 therms over the 20+ year life of the new roof. This translates to a reduction in greenhouse gas emissions of 5 metric tons of carbon dioxide annually, or 100 metric tons of carbon dioxide over the life of the roof.

The City issued an Invitation to Bid (ITB) for the project in July 2010 working closely with the project's architect, LRS Architects. The City received bids from three firms in response to the ITB and all were found to be responsible. The bids received were as follows:

McDonald & Wetle, Inc.	\$295,500.00
Centrex Construction, Inc.	\$325,985.00
Garon Roofing and Sheet Metal	\$370,000.00

With the bids coming in slightly higher than the City's estimate, staff has developed a change order for demolition of a non-essential parapet wall that should result in a savings on the project of nearly \$13,000. With the warm and dry summer weather nearing an end, staff would like to support the federal government's request to move quickly with the project. With their bid being deemed responsible, funding for the project available, and with the pressing time constraints, staff recommends award of the permit center re-roof project to McDonald & Wetle, Inc.

OTHER ALTERNATIVES

The LCRB could choose to not award a contract for this project at this time and direct staff to rebid in the Spring of 2011, the next available weather window. It should be noted however that the City is getting pressure from the federal government to utilize these funds as soon as possible.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

This project is recommended in the City's Facilities Master Plan.

DATES OF PREVIOUS COUNCIL CONSIDERATION

None.

Fiscal Impact

Cost: 282,500

Budgeted (yes or no): Yes

Where Budgeted (department/program): Facilities Fund

Additional Fiscal Notes:

This project was budgeted in FY 2009-10 with the expectation that it would be completed in June 2010. Due to weather conditions and other pressing matters however, the project was not completed and requires the work to be done in an expedited manner this fiscal year while the weather remains dry.

The total project budget for FY 2010-11 is \$285,500 with \$230,500 of that coming from a federal Department of Energy grant utilizing American Recovery and Reinvestment Act (ARRA) dollars. Due to expectations of project completion in June and timing issues related to the adoption of the FY 2010-11 budget, funds were not appropriated in this fiscal year's budget. Budget amendment #1, which was brought before Council in conjunction with this item, grants appropriations for the project via a transfer from the General Fund. This will in turn be largely off-set with the \$230,500 in ARRA revenues being transferred back to the the General Fund. With budget amendment #1 enough appropriations are available for the project.

AIS-153

Item #: 3.

Workshop Meeting

Date: 08/17/2010

Length (in minutes): 10 Minutes

Agenda Title: BUSINESS MEETING - Consider Budget Appropriation Transfer for the Permit Center Roof - Resolution

Prepared By: Debbie Smith-Wagar, Financial and Information Services

Item Type: Resolution

Meeting Type: Select One

Information

ISSUE

Shall the City Council approve transferring \$285,500 in budget appropriations from the General Fund to the Facilities Fund in order to complete the Permit Center Roof in a timely manner?

STAFF RECOMMENDATION / ACTION REQUEST

Staff recommends transferring the budget appropriations.

KEY FACTS AND INFORMATION SUMMARY

Staff expected the Permit Center roof to be completed in June 2010. Due to inclement weather, the project was not completed. There was not enough time to get the project into the fiscal year 2010-11 budget. This project will be funded by an American Recovery and Reinvestment Act (ARRA) grant, however the money can not be requested until the work has been completed. Therefore the Finance Department is recommending a General Fund transfer to pay for the project. The General Fund will then be reimbursed when the ARRA funds are received.

OTHER ALTERNATIVES

The City Council could choose not to transfer the appropriations. However the window for getting this project completed is very small due to the importance of weather conditions. If the transfer is not done at this time, the project can not be completed.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

This project is in the CIP that was approved by Council.

DATES OF PREVIOUS COUNCIL CONSIDERATION

NA

Fiscal Impact

Cost: 285500

Budgeted (yes or no): No

Where Budgeted (department/program): Capital Projects

Additional Fiscal Notes:

This project was budgeted in fiscal year 2009-10, and was expected to be completed in June 2010. However the weather did not cooperate, and the project was not completed. This timing coincided with the budget process, meaning that by the time Engineering determined the project would not be completed in June, it was too late to get it into the adopted budget for fiscal year 2010-11. This resolution would allow the General Fund to transfer appropriations to the Facilities Fund in order to complete this project in a timely manner.

Attachments

Attachment A

Resolution

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 10-44

A RESOLUTION APPROVING BUDGET AMENDMENT #1 TO THE FY 2010-11 BUDGET TO INCREASE APPROPRIATIONS IN THE FACILITIES FUND TO ALLOW FOR REPLACEMENT OF THE PERMIT CENTER ROOF.

WHEREAS, the City of Tigard desires to replace the Permit Center roof; and

WHEREAS, during fiscal year 2009-10 the City was not able to complete the roof replacement due to inclement weather, and

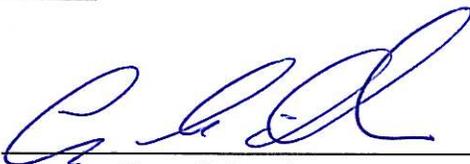
WHEREAS, the project cannot be completed in fiscal year 2009-10, it is now necessary to amend the FY 2010-11 Budget to transfer appropriations from the General Fund to the Facilities Fund.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The FY 2010-11 Budget is hereby amended as shown in Attachment A to this resolution to transfer an additional \$285,500 from General Fund Contingency to General Fund Transfers Out, and to increase appropriations in the Facilities Fund to allow for completion of the Permit Center roof project.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This 17th day of August 2010.



Mayor - City of Tigard

ATTEST:



City Recorder - City of Tigard

City of Tigard
Attachment A
Fiscal Year 2010-11
Budget Amendment #1

	Original Budget	Amendment	Revised Budget
General Fund			
Resources			
Beginning Fund Balance	\$ 6,117,299		\$ 6,117,299
Taxes	12,218,117		12,218,117
Franchise Fees	4,706,831		4,706,831
Licenses and Permits	861,296		861,296
Intergovernmental	5,616,141		5,616,141
Charges for Services	254,793		254,793
Fines & Forfeitures	936,000		936,000
Interest Earnings	102,184		102,184
Miscellaneous	22,209		22,209
Other Financing Sources	249,000		249,000
Transfers in	3,523,981		3,523,981
Total Resources	34,607,851	-	34,607,851

Requirements			
Policy and Administration	808,510		808,510
Community Development	3,050,141		3,050,141
Community Services	19,304,054		19,304,054
Public Works	4,569,689		4,569,689
Loan to CCDA	249,000		249,000
Transfers out	872,956	285,500	1,158,456
Contingency	918,466	(285,500)	632,966
Program Expenditures Total	29,772,816	-	29,772,816

Ending Fund Balance \$ 4,835,035 \$ - \$ 4,835,035

	Original Budget	Amendment	Revised Budget
Facilities Fund			
Resources			
Beginning Fund Balance	\$ 316,364		\$ 316,364
Interest Earnings	3,164		3,164
Other Financing Sources	249,000		249,000
Transfers in	363,320	285,500	648,820
Total Resources	931,848	285,500	1,217,348
Requirements			
Capital Improvements	168,320	285,500	453,820
Transfers out	4,450		4,450
Program Expenditures Total	172,770	285,500	458,270

Ending Fund Balance \$ 759,078 \$ - \$ 759,078

City of Tigard
Attachment A
Fiscal Year 2010-11
Budget Amendment #1

	Original Budget	Amendment	Revised Budget
General Fund			
Resources			
Beginning Fund Balance	\$ 6,117,299		\$ 6,117,299
Taxes	12,218,117		12,218,117
Franchise Fees	4,706,831		4,706,831
Licenses and Permits	861,296		861,296
Intergovernmental	5,616,141		5,616,141
Charges for Services	254,793		254,793
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Total Resources	34,607,851	-	34,607,851
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Program Expenditures Total	29,772,816	-	29,772,816
Ending Fund Balance	\$ 4,835,035	\$ -	\$ 4,835,035

	Original Budget	Amendment	Revised Budget
Facilities Fund			
Resources			
Beginning Fund Balance	\$ 316,364		\$ 316,364
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Program Expenditures Total	172,770	285,500	458,270
Ending Fund Balance	\$ 759,078	\$ -	\$ 759,078

CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
RESOLUTION NO. 10-_____

A RESOLUTION APPROVING BUDGET AMENDMENT #1 TO THE FY 2010-11 BUDGET TO INCREASE APPROPRIATIONS IN THE FACILITIES FUND TO ALLOW FOR REPLACEMENT OF THE PERMIT CENTER ROOF.

WHEREAS, the City of Tigard desires to replace the Permit Center roof; and

WHEREAS, during fiscal year 2009-10 the City was not able to complete the roof replacement due to inclement weather, and

WHEREAS, the project cannot be completed in fiscal year 2009-10, it is now necessary to amend the FY 2010-11 Budget to transfer appropriations from the General Fund to the Facilities Fund.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

SECTION 1: The FY 2010-11 Budget is hereby amended as shown in Attachment A to this resolution to transfer an additional \$285,500 from General Fund Contingency to General Fund Transfers Out, and to increase appropriations in the Facilities Fund to allow for completion of the Permit Center roof project.

SECTION 2: This resolution is effective immediately upon passage.

PASSED: This _____ day of _____ 2010.

Mayor - City of Tigard

ATTEST:

City Recorder - City of Tigard

Workshop Meeting

Date: 08/17/2010

Length (in minutes): 30 Minutes

Agenda Title: Photo Enforcement and Red Light Camera Options for Traffic Safety

Prepared By: Julia Wade, Police

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Information

ISSUE

Should the City of Tigard consider implementing a traffic photo enforcement plan? What are the various options available under state law such as speed enforcement and red light cameras? Should the Council adopt a plan to determine the costs and safety benefits? This presentation is to present a general concept of operations and answer questions about the technical aspects and procedures to use this technology.

STAFF RECOMMENDATION / ACTION REQUEST

This is an informational briefing. The police department has no position at this time.

KEY FACTS AND INFORMATION SUMMARY

- This technology has been used in Oregon for several years by a number of cities.
- The technology itself is widely accepted by Oregon courts.
- Contracts can be written so that the technology is relatively cost neutral.
- Studies show that it is effective in modifying driving behavior.
- It is impersonal in that there is no officer/violator contact.
- There is no discretion as to whether a citation is issued.
- It is sometimes difficult to determine the offending driver and some citations are not issued.

OTHER ALTERNATIVES

There are no real alternatives since this is a unique technology and substituting manual labor for the same task is cost prohibitive.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Not applicable.

DATES OF PREVIOUS COUNCIL CONSIDERATION

Fiscal Impact

Cost: N/A

Budgeted (yes or no): TBD

Where Budgeted (department/program): TBD

Additional Fiscal Notes:

At Council direction, staff will perform a study of the financial impact of this program. The impacts will include the revenues generated by the traffic enforcement compared to the costs of the contract, internal contract and program management, and impact to Municipal Court and other City departments. A comparison of other Oregon municipalities will be included.

Attachments

[Photo Enforcement Material](#)

The Oregon POLICE

Spring 2010

CHIEF



Traffic Safety Issue

Red Light Enforcement ♦ Battle Against Impaired Driving ♦ Safe Travel

Docview.us.com

Report Delivery Solutions

- **COMPLETELY FREE** Your agency receives free equipment and/or software to upload your crash reports to Docview's web-based platform.
- **Saves Time - Improves Efficiencies**
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- **Painless Procurement** – simple one page grant application. OACP members are all pre-approved.
- **Access Controls Are Built In** – only the parties with a legitimate interest in the report are provided access to it.
- **Maintain 100% of your revenues!** A convenience fee is added to what your agency typically charges for a collision report, and is paid for by the insurance companies who opt to purchase their reports online.
- **Built-in investigative tool** – search Docview's database of accident reports for suspects or vehicles.
- **Nationwide** - 400 law enforcement agencies and over 1000 insurance companies currently use Docview.

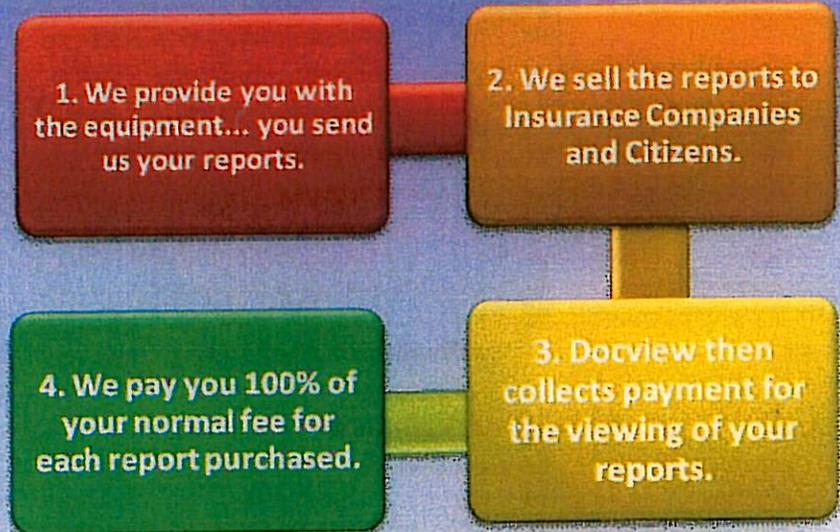
A proven service to address budget, staffing, customer service, and workload challenges.

CARFAX Account

FREE access to CARFAX database of vehicle history reports for your agency's investigations.

STREAMLINE THE WAY YOU DISTRIBUTE CRASH REPORTS

A free service for your agency!

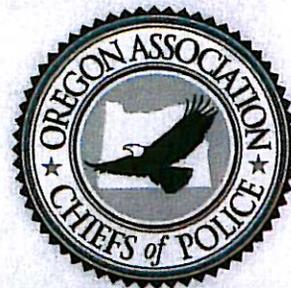


The Oregon Association Chiefs of Police, CARFAX, and Docview have partnered together to offer this program to OACP members. For each crash report that is purchased through Docview's online platform, a portion of Docview's proceeds will go to OACP to support programs and training for its membership.

For more information, please contact:

Carol Faulkner Swim 714-516-1410 Docview

Jon Schwisow 720-470-9804 CARFAX



Docview, LLC: www.docview.us.com
5801 West Michigan Ave., Lansing, MI 48917
866-394-0832 (P) support@docview.us.com

"This is an easy way to support the Association and benefit your police department at the same time."

-Kevin I. Campbell Executive Director OACP

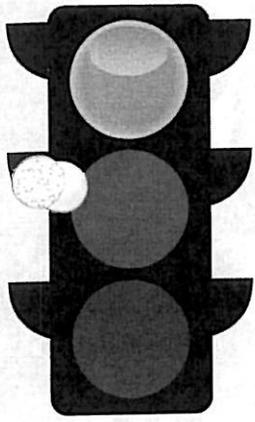
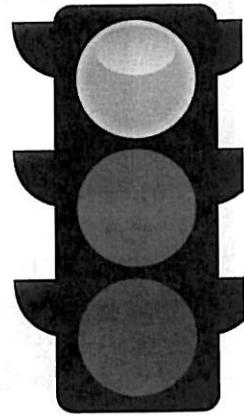


PHOTO RED LIGHT ENFORCEMENT



A Newberg Success Story

By Lieutenant Chris Bolek

Newberg-Dundee Police Department

Implementation of photo red light in Newberg is the culmination of work begun in 2003 by then Chief of Police Robert I Tardiff and Deputy Chief Brian Casey. In 2005, the State Legislature authorized the use of Photo Red Light in cities with a population of 30,000 or more and the City of Newberg. When Chief Tardiff retired in 2007, Chief Brian Casey continued to support photo red light legislation throughout the state, testifying at legislative hearings and encouraging law makers to recognize the public benefit of this tool. Due to the work of many, the Legislature in 2007 changed the law to allow any city in the state to use Photo Red Light enforcement.

The use of Photo Red Light still has its skeptics, mostly attributed to the concept of "Big Brother". This, and other concerns are belied by carefully targeting the intersections in which photo red light is used, carefully applying its enforcement, and, finally, maintaining a public awareness of the use of the system.

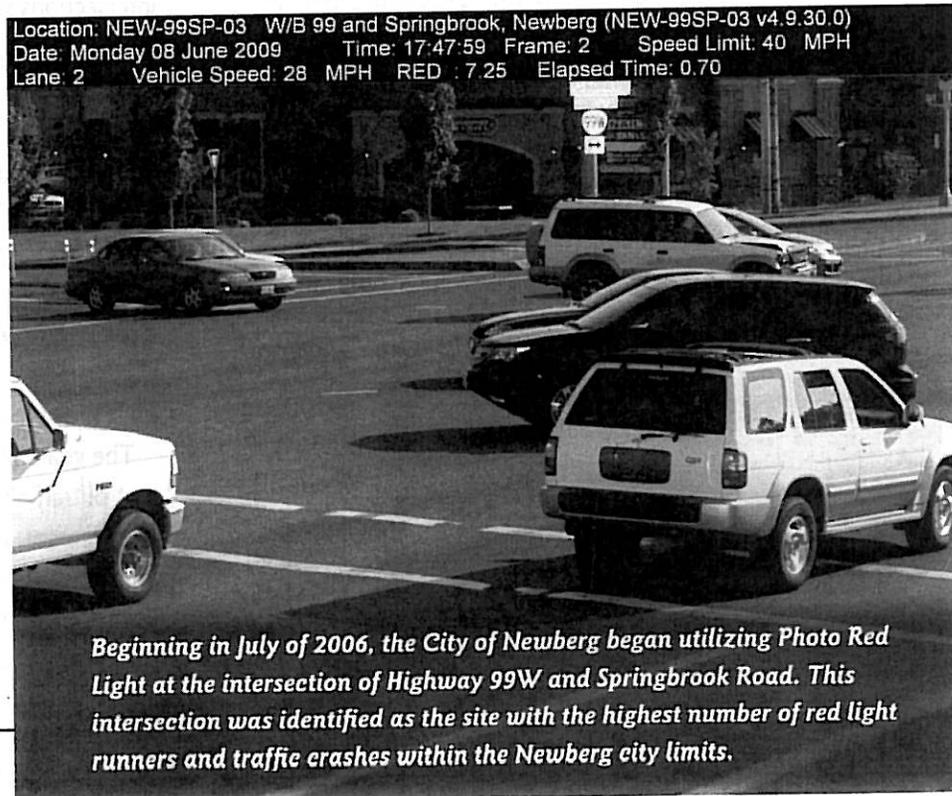
Public Awareness Campaign a Key

Part of any successful traffic enforcement project involves a strategic public awareness campaign that alert the public regarding where targeted enforcement will be done and what violation(s) are going to be enforced. The Legislature requires that a public information campaign be conducted in any city where photo red light is used prior to its implementation. Newberg posts signs at each of its entrances to the City, as well as at the intersection of Highway 99W and Springbrook Road that read, "Red Light

Photo Enforced". As a result of signage and public awareness efforts, local residents and frequent commuters through the City of Newberg are well aware of photo enforcement at this intersection and local violations are reduced. However, while the number of local violators has gone down, the total number of red light violation citations has gone up so far in 2009 to 523 over the total number of 464 issued in 2008.

Photo red light as a targeted traffic safety tool

Targeted placement of red light cameras is integral to the program's success. Some of the criteria that must be considered are the number of anticipated violations that occur, the potential for crash reductions, and the ability to effectively and safely enforce violations at the intersections through traditional traffic enforcement techniques. Traffic engineers design intersections to make the maximum use of land for right-of-way and to make intersections operate as efficiently



Location: NEW-99SP-03 W/B 99 and Springbrook, Newberg (NEW-99SP-03 v4.9.30.0)
Date: Monday 08 June 2009 Time: 17:47:59 Frame: 2 Speed Limit: 40 MPH
Lane: 2 Vehicle Speed: 28 MPH RED : 7.25 Elapsed Time: 0.70

Beginning in July of 2006, the City of Newberg began utilizing Photo Red Light at the intersection of Highway 99W and Springbrook Road. This intersection was identified as the site with the highest number of red light runners and traffic crashes within the Newberg city limits.



as possible. Roadways run from curb to curb, and adjacent to the roadways are sidewalks or bike paths. This then creates situations that make it often times impossible to safely observe and then stop a red light runner. For the motorists who do not voluntarily comply with the warnings as hoped for, the use of Photo Red Light provides the

ability for effective and safe enforcement of the law.

Comparing the number of crashes at this intersection enhanced with photo red light for the two years prior to 2006 and the two years after, Newberg's crash data show a reduction of approximately 17% in the number of crashes at this location. At the same time, however, there was just over a 4% increase in the number of vehicles travelling through that intersection during that same time period.

System integrity essential for public confidence

The use of fair and reasonable criteria as well as prudent discretion in the issuance of a photo red light citation is absolutely required.

It is incumbent upon the City to ensure that the activation settings of the photo red light system are both reasonable and fair. For example, in Newberg, a violation only gets photographed when the traffic light has turned red by the time the violator has approached the intersection, passes the sensors prior to the crosswalk and then proceeds into the intersection. The violation is not photographed if the traffic light turns to red while the motorist is in the intersection.

Violations are viewed by any one of the department's three traffic safety officers. The officer does not assign the photograph as a citation unless the person is clearly travelling through the intersection on a red light. For example, no citation is issued if a person happens to roll past the crosswalk

but then stops, or inadvertently begins to go when his / her light is still red when the adjacent turn



lane traffic light goes to green, as does happen due to human nature. Even though the violation may be photographed, the officer will not assign the photo for a violation citation.

There are times when and for varying reasons the photograph of the violator is unclear so a citation is not issued. Furthermore, the system is programmed to not photograph turns made against a red light, as this is an otherwise lawful turn as long as it is done so safely.



Additional features make photo red light a "value added" tool

Another invaluable feature of the photo red light system is the recording of the date, time, location, direction and speed of the violating vehicle. It also provides the length of time the light had been red prior to the vehicle's entry into the intersection. This information has been extremely useful in determining fault. The device not only provides still photos of violations and crashes when they occur, but also a video clip of the violation and crash. This provides the ability for the court to make clear judgments.

The City of Newberg has considered other intersections within the city limits for the placement of a photo red light system. However, based on the criteria of a high public safety hazard and / or an enforcement challenge, we have opted not to place additional photo red light systems at other intersections within Newberg.

With the January 2010 implementation of the new law prohibiting cell phone use while driving, this is a good time to remind motorists and our officers of the dangers associated with these activities while driving. Even though the new law will allow law enforcement officers to use hand held communication devices while driving during the course of our duties, we will encourage our officers to park before using a cell phone when it is possible to do so. Cell phones are a significant factor in driver distraction and can contribute to the problem of red light running.

The goal of the Newberg-Dundee Police Department is that of traffic safety and compliance through education, enforcement, tools and programs that promote safety. The implementation and use of photo red light has created a safer environment for the citizens of Newberg and the motoring public as a whole.

The Dangers of Traditional Traffic Enforcement at Red Light Intersections

At intersections, observation of red light violations by law enforcement officers is difficult and pursuit of violators can put motorists, pedestrians and officers at risk. Utilizing police vehicles to enforce red light violations at intersections is not ideal because:

Traffic engineers design intersections to maximize use of right of way and to facilitate the smooth flow of traffic. They don't design intersections with traffic enforcement in mind. As a result, it is difficult and sometimes impossible for an officer to find a location to safely park and observe the intersection.

When an officer observes a red light violation, there is no safe or effective way to stop a violator without following them through the red light. This compounds the potential risk to other motorists and pedestrians who are using an intersection and puts the officer at risk as well.

Use of multiple police vehicles to enforce traffic laws at intersections (where one officer observes a violation and "calls ahead" to an officer beyond the light to make the stop) creates interruptions to traffic flow and constitutes a costly and ineffective use of limited police resources that could be better utilized for responding to calls for service.

Carefully targeted tools like photo red light help address the difficult nature of enforcement challenges at intersections, provide enforcement coverage 24 hours a day, 7 days a week and free officer time to respond to other pressing public concerns.

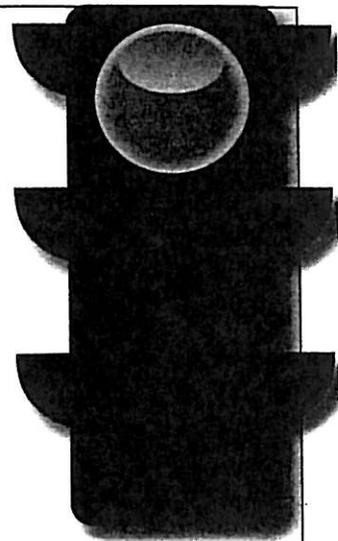


PHOTO RADAR 2009 ODOT EXECUTIVE SUMMARY

ORS 810.438 specifies the use and reporting requirements for municipal Photo Radar Programs in operation. The law allows the cities of Albany, Beaverton, Bend, Eugene, Gladstone, Medford, Milwaukie, Oregon City, Portland and Tigard to operate photo radar. In addition to individual cities reporting directly, it requires the Oregon Department of Transportation to review all submitted reports and provide an executive summary by March 1 of each regular session of the Legislative Assembly, focusing on the process and outcome evaluations for cities using Photo Radar programs in Oregon.

The cities of Beaverton, Medford and Portland operate both Photo Red Light and Photo Radar Programs. The cities of Albany, Newberg and Salem only operate a Photo Red Light Program. Photo radar and photo red light both use technology to enforce traffic laws. A photo radar program uses a camera to capture the license plate of speeding vehicles. The camera and a radar are mounted to a marked police vehicle that measures the speed of vehicles. Photo red light uses a camera mounted to a signal to monitor and capture the license plate number of a vehicle running a red light. In both cases, a ticket is mailed to the registered owner of the vehicle. The owner has the opportunity to respond to the ticket claiming innocence through a "certificate of innocence" or "certificate of nonliability."

This executive summary of the cities' reports was prepared by ODOT as required under ORS 810.438. It summarizes the cities' evaluations of their Photo Radar programs. Copies of the cities' reports will be submitted to the Legislative Assembly directly from each city as required under statute. This report previously provided Photo Red Light information however that piece was removed in 2007 as it was deemed redundant to what the cities are already providing to the Legislature directly.

PROCESS AND OUTCOME EVALUATION – Photo Radar Programs

The Effects of the Using Cameras on Traffic Safety

Beaverton reports that it added a second Photo Radar van in 2004. The program has been very successful in reducing speeds in Beaverton neighborhoods. Beaverton is in its 14th year of operation and is still seeing reductions in average speeds where photo radar is in use. Unfortunately, 71% of the violators are not residents of the city (similar to the issues experienced with the Photo Red Light Program). Local media and outreach efforts encouraging drivers to slow down, avoid tickets, and drive safely target residents of the city. The campaigns have been effective in correcting driver behavior in areas where photo radar is used.

Medford reports that they are currently operating two photo radar vans within the city. Additionally, they report that overall crashes are down as compared to 2007. There is a deterrent effect noted after placing the vans in specific problem areas. In many cases, after deployment, the citizen complaints of speeding and crashes decreased.

Portland has been operating a photo radar van since it was allowed by the 1995 legislature. Speeding drivers represent nearly half of the fatal and serious injury crashes in the City of Portland. Based on the daily traffic in and around the city and the small number of photo radar vans available, there is no way to make a statistical connection between the vans used and crash reductions that are speed-related. When used in areas that have a demonstrated traffic problem

(such as school zones), a visible reduction in average travel speeds is noted. In areas where photo radar is used, violation numbers have decreased and the severity of crash-related injuries have also decreased. When comparing 2008 with 2007, 5.3% fewer citations were issued even though the number of photo radar monitoring hours increased. This shows a positive measure of success.

Degree of Public Acceptance

Beaverton reports that 67-80% of its citizens support the Photo Radar program. The city's challenge is to reach those who do not reside but travel through the city regularly as 71% of those cited using Photo Radar do not live in the city. Beaverton reports that 22% of citations are dismissed through the certificate of innocence filing.

Medford reports that citizen acceptance of Photo Radar programs has grown since its inception in 2002. Citizens believe photo radar is operating in a very fair, open manner. More than 10% of citations are dismissed through the certificate of innocence filing. The city has received very few complaints regarding the program.

Portland has conducted several public opinion surveys over the years and all have indicated strong public support. Portland Police Chief Rosie Sizer convened several community meetings across Portland recently where police programs were rated and Photo Radar again received a favorable rating.

Administration Process for the use of Photo Radar

Each city follows different administration process to operate its photo radar units. Processes for each city are detailed in the individual city reports.

Beaverton: The administrative process is contained on pages 6-7 of Beaverton's Photo Radar report.

Medford: The administrative process is contained on page 3 of Medford's Photo Radar report.

Portland: The administrative process is contained on pages 6-7 of Portland's Photo Radar report.

Summary:

It appears from these reports and various conversations with each city that they are following the law as written and implementing legislative direction received during hearings for the operation of Photo Radar programs.

The Photo Radar program has been in operation in Oregon for 14 years. It appears to have a positive impact on reducing average speeds within the communities in which it is used. With high public acceptance and safety benefits of reduced speeds in school zones, residential and other roadways, photo radar appears to be making a positive impact to safety in the communities in which it is used.

Because of the limited number of photo radar vans in operation, it is impossible to make a direct correlation between crash reduction and the use of the systems. Unlike photo red light cameras which are 24/7 monitoring operations, photo radar vans are moved to different locations within a jurisdiction and not allowed to be in any location more than four hours. Moving the photo radar vans is necessary so that drivers don't get used to the locations of the vans and adjust their speeds as they approach them. However, moving the vans frequently makes it difficult to identify speed and crash reductions over a long-term time-frame.

PHOTO ENFORCEMENT INFO

Background

Speeding is one of the most frequent complaints to city officials in Portland and Beaverton. In 1995, Portland residents alone lodged more than 700 speeding complaints with the Portland Bureau of Traffic Management and Police Traffic Division. Speeding in neighborhoods and school zones compromises the livability and safety of neighborhoods. It makes playing outdoors hazardous to children, it increases background noise due to vehicles, and it makes walking, bicycling, and driving dangerous for all.

Program Goals and Objectives

The photo radar demonstration project, which began in January 1996, tested photo radar's effectiveness as a speed enforcement tool. The four primary objectives of the demonstration project were to:

1. Evaluate public acceptance of photo radar as a speed enforcement tool;
2. Determine if photo radar effectively controls speed on residential streets and in school zones;
3. Evaluate the administrative process, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program;
4. Suggest design or planning changes that might reduce traffic congestion on residential streets or use of such streets as thoroughfares.
5. Portland and Beaverton strictly adhered to the requirements of the legislation. A project team representing government and residents created a unified set of policies and procedures that reinforced the projects' legislative requirements. The Cities also took steps to make drivers aware that photo radar is one tool police use to enforce speed laws including an extensive public information campaign in December 1995 and January 1996.

Photo Radar Technology and Citation Processing

Photo radar consists of a narrow beam, low powered Doppler radar antenna aimed across the road, a high speed traffic camera and flash unit, and a computer that records the date, time, speed and location of the violation. The system is mounted in a police vehicle that may move to any school zone or neighborhood with a speed related problem. A reader board in the back window of the police unit displays the vehicle's speed to the driver.

The officer operating the equipment evaluates each location to determine the appropriate speed threshold at which to issue citations. In determining this threshold, officers consider posted speed, weather, time of day, and normal speed patterns. The camera photographs all vehicles exceeding this threshold. The officer does not operate photo radar for more than four hours a day in any one location.

The Cities lease the photo radar vehicles and equipment from a private vendor, who is also responsible for processing the film, identifying the registered owners from Motor Vehicle Services (DMV), and printing citations for signature by the officer who witnessed the violation. Citations are mailed within six business days of the violation and the citation recipient has 30 days to respond. Photographs are not mailed with the citation.

A person receiving a citation has three options: pay the fine, request and attend a court trial, or complete a certificate of innocence. The registered owner may submit a certificate of innocence with a copy of his or her drivers license only if he or she was not the driver at the time of the violation. Once the registered owner submits a certificate of innocence, the court dismisses the citation.

Photo Radar: Demonstration Project Evaluation Portland and Beaverton received authority from the 1995 Oregon State Legislature to conduct a two-year test of photo radar.

Q: Why do we need photo radar?

A: The number one traffic complaint among neighborhood residents is speeding. Why are residents so concerned? Because speeding cars threaten the safety of our children and compromise the livability of our neighborhoods.

Q: What is photo radar?

A: Photo radar is simply another way to enforce speed laws. It is operated from a marked police van by a trained Police Officer. Photo radar combines a camera, radar and a reader board that displays the speed of each passing vehicle. If a speeding car is detected, a picture is taken of the driver and license plate. The registered owner of the speeding vehicle then receives a ticket in the mail. The camera can take two photos every second. Cars traveling with the flow of traffic are not singled out.

Q: Where will photo radar be used?

A: By law, photo radar can be used on any street or roadway within the City that has a demonstrated history of the negative impact of speeding.

Q: What do I do if I get a ticket?

A: A photo radar ticket is not different from any other speeding ticket. You can pay the fine or appear in court. Your options are listed in the letter you receive with your photo radar citation. Your options are also listed on the back of your citation.

Q: What if I was not driving my car?

A: If you are the registered owner of the car, and someone else was driving your car, you are required to fill out a Certificate of Innocence and mail it along with a legible photocopy of the front and back your driver's license in the envelope provided. The ticket will be dismissed if all required information is provided on the Certificate of Innocence. However, if driver's license photo matches violation photo, citation will be re-issued.

Q: What if the citation is issued to my business or public agency?

A: Oregon Law authorizes the citation issued to your business or public agency to be dismissed if you complete the Affidavit of Non-Liability identifying the driver.

Q: Is this just another way for the Government to make money?

A: No. All of the money received from the tickets is used to pay for the photo radar program.

Q: If I have a question about speeding or photo radar, who do I call?

A: Photo Radar questions will be answered by City of Portland personnel at 503-823-2226.

Q: What if I have questions regarding my court date and/or payments?

A: Read the back of the citation, then if you still have questions, call the Circuit Court:

Portland 503-988-3233

Gresham 503-988-3199

Then dial zero (0) for operator.

Q: How soon can I make an appointment to view my photograph?

A: Appointments are typically scheduled two weeks from the date of your request, call the 1-800-799-7082 number from the cover letter to schedule an appointment.

Q: What do I do if the photo is not clear?

A: The black and white photo on your letter is a digital reproduction of the color photo taken of your vehicle. If you would like to view the original photograph or get more information, call 1-800-799-7082 to schedule an appointment.

Photo Radar: Demonstration Project Evaluation

Photo Radar: Demonstration Project Evaluation

Executive Summary

Cities of Beaverton and Portland, Oregon

January 1997

Introduction

Portland and Beaverton (the "Cities") received authority from the 1995 Oregon State Legislature to conduct a two-year test of photo radar. Photo radar is a speed enforcement tool operated by trained police officers in a marked police vehicle. When radar detects a speeding vehicle, a camera takes a photograph of the driver and license plate, and a reader board displays the vehicle's speed to the driver. A citation is then mailed to the registered owner of the vehicle.

Senate Bill 382 requires the Cities to present an evaluation of photo radar to the Oregon Department of Transportation for presentation to the 1997 Legislative Assembly. To respond to this request, the Cities examined photo radar's public acceptance, its impact on traffic safety, and its implementation procedures. The Cities' findings from the first nine months of operations are presented in this evaluation. The full demonstration project runs through December 31, 1997.

Background

Speeding is one of the most frequent complaints to city officials in Portland and Beaverton. In 1995, Portland residents alone lodged more than 700 speeding complaints with the Portland Bureau of Traffic Management and Police Traffic Division. Speeding in neighborhoods and school zones compromises the livability and safety of neighborhoods. It makes playing outdoors hazardous to children, it increases background noise due to vehicles, and it makes walking, bicycling, and driving dangerous for all.

Unfortunately, both Cities lack sufficient resources to adequately enforce speed laws.

For example, in Portland at any one time, the city has only four to six officers on duty to provide traffic enforcement and investigate accidents on over 1,700 miles of streets. To encourage drivers to slow down, Portland and Beaverton supplemented traditional police enforcement with educational programs such as "speed watch," and engineering solutions such as speed bumps.

To further improve traffic safety and neighborhood livability, Portland neighborhood activists developed the Reclaiming Our Streets (ROS) Community Action Plan in 1993. One primary goal of the plan is to, "reduce traffic speeds and volumes on neighborhood streets to make them safer for pedestrians, bicyclists, and residents, with special regard for children." In the ROS Plan, residents identified photo radar as a possible solution to speeding in neighborhoods and school zones. The ROS Implementation Team, appointed by the City Council to follow up on the Community Action Plan, played the lead role in advocating for photo radar legislation.

Program Goals & Objectives

Consistent with the desires of its citizen supporters, the goal of the Cities' photo radar program is to slow speeding motorists in neighborhoods and school zones thereby diminishing the frequency and severity of collisions and contributing to neighborhood livability and safety. The expectation is that if the risk of being ticketed increases through the use of photo radar, motorists will slow down to avoid being ticketed.

The photo radar demonstration project, which began in January 1996, tests photo radar's effectiveness as a speed enforcement tool. The four main objectives of the demonstration project are to:

- Evaluate public acceptance of photo radar as a speed enforcement tool;
- Determine if photo radar effectively controls speed on residential streets and in school zones;
- Evaluate the administrative process, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program; and,
- Suggest design or planning changes that might reduce traffic congestion on residential streets or use of such streets as thoroughfares. Appendix B of the Photo Radar Evaluation Report addresses this issue.

Portland and Beaverton strictly adhered to the requirements of the legislation. A project team representing government and residents created a unified set of policies and procedures, attached as Appendix D, that reinforce the project's legislative requirements. The Cities also took steps to make drivers aware that photo radar is one tool police use to enforce speed laws including an extensive public information campaign in December 1995 and January 1996.

Photo Radar Technology & Citation Processing

Photo radar consists of a narrow-beam, low-powered Doppler radar antenna aimed across the road, a high-speed traffic camera and flash unit, and a computer that records the date, time, speed and location of the violation. The system is mounted in a police vehicle that may move to any school zone or neighborhood with a speed-related problem. A reader board in the back window of the police unit displays the

vehicle's speed to the driver.

The officer operating the equipment evaluates each location to determine the appropriate speed threshold at which to issue citations. In determining this threshold, officers consider posted speed, weather, time of day, and normal speed patterns. The camera photographs all vehicles exceeding this threshold. The officer does not operate photo radar for more than four hours a day in any one location.

The Cities lease the photo radar vehicles and equipment from a private vendor, who is also responsible for processing the film, identifying the registered owners from Driver and Motor Vehicle Services (DMV), and printing citations for signature by the officer who witnessed the violation. Citations are mailed within six business days of the violation and the citation recipient has 30 days to respond. Photographs are not mailed with the citation.

A person receiving a citation has three options: pay the fine, request and attend a court trial, or complete a certificate of innocence. The registered owner may submit a certificate of innocence with a copy of his or her driver's license only if he or she was not the driver at the time of the violation. Once the registered owner submits a certificate of innocence, the court dismisses the citation.

The Evaluation

PUBLIC ACCEPTANCE

Awareness and approval of photo radar increased in both Cities according to public opinion surveys conducted in September 1995 and again in September 1996.

See Table 1.

	Beaverton Sept 1995	Beaverton Sept 1996	Beaverton % change
Awareness of photo radar as a police speed enforcement tool	28%	85%	+60%
Approval for photo radar use in school zones	81%	88%	+7%
Approval for photo radar use in neighborhoods	68%	78%	+10%

	Portland Sept 1995	Portland Sept 1996	Portland % change
Awareness of photo radar as a police speed enforcement tool	42%	88%	+46%
Approval for photo radar use in school zones	82%	89%	+7%

Approval for photo radar use in neighborhoods	69%	74%	+5%
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Residents also expressed support for photo radar use in other areas not authorized under the current photo radar statute, including construction zones, business zones, and any city street. In addition, eighty percent of respondents in both Cities supported issuing citations to businesses. Business and public agencies do not register their cars as individual drivers and therefore under the photo radar statute only receive warning letters. Finally, 58 percent of the individuals calling the photo radar hotline-established to respond to residents' questions and concerns-expressed support for photo radar, 33 percent did not express support or opposition and only 9 percent expressed opposition to the program.

BEAVERTON TRAFFIC SAFETY STUDY

Beaverton conducted two traffic safety studies to determine the effectiveness of photo radar in reducing speeds. In the first study, engineers collected speed data on select streets in October 1995 before photo radar deployment, and compared it to speed data collected in February 1996 on the same streets some with and some without photo radar deployment. February results showed that:

- The percentage of vehicles exceeding 30 mph (more than five mph over the posted speed limit) declined by 28 percent on streets with photo radar and increased by 16 percent on the streets without photo radar; and,
- Average speeds decreased on the streets with photo radar by 1.6 percent and increased by 2.7 percent on the streets without photo radar.

In the second study conducted in April 1996, Beaverton engineers collected speed data on streets using photo radar and from the other streets using no photo radar on the same day. The engineers collected the speed data from the same streets one week later when photo radar was not deployed on any of the streets. The study results showed that photo radar reduced speeds in the first and second weeks:

- Thirty-nine percent fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week one. Forty-five percent fewer vehicles exceeded 30 mph on the streets with photo radar than on the streets without photo radar during week two.
- Average speeds on the streets with photo radar were 4.6 percent lower than on streets without photo radar in week one and 5.4 percent lower in week two.

PORTLAND TRAFFIC SAFETY STUDY

Portland's traffic safety study compared data collected from June to September on streets that received intensive photo radar enforcement with data collected on streets with no photo radar enforcement. The study showed:

- The percentage of vehicles exceeding the posted speed limit by more than 10

- 12 percent on the streets without photo radar; and,
- Average speeds dropped by 2.0 mph on the streets with photo radar and increased by 0.2 mph on the streets without photo radar.
- Portland's study also compared data collected from June to September on streets that received intensive photo radar enforcement with data collected on streets where photo radar deployment was discontinued as of June 1. The study showed:
 - The percentage of vehicles exceeding the posted speed limit by more than 10 mph averaged 8.9 percent lower on streets with photo radar than on the streets where photo radar was discontinued; and,
 - Eighty-fifth percentile speeds averaged 1.8 mph lower on streets with photo radar compared to streets where photo radar was discontinued.

Neither city was able to evaluate photo radar's effect on reducing collisions because collision statistics for the demonstration period are not yet available.

ADMINISTRATIVE PROCESS

The administrative process includes citation issuance, delivery, payment and adjudication, the impact on court and police processes, and fiscal impact.

Citation Issuance

Speeders are issued citations following a multi-step process that ensures that the violation photograph, the violation data, and the ownership information are as accurate as possible. If any of this evidence and information do not meet stringent quality control standards, citations are not issued. Approximately 50-55% of violations observed resulted in actual citations or warning letters during the demonstration period. Photo radar citations now account for 25 percent of the total moving violation citations issued by the Portland Police Bureau and 75 percent of the total moving violation citations issued by the Beaverton Police Department. However, the issue rate for Portland and Beaverton is lower than originally anticipated for a variety of reasons, some within the Cities control, and some outside their control. Tables 2 and 3 summarize the statistics for the first nine months of the photo radar program.

TABLE 2 Summary of Violations and Citations, Beaverton

	BEAVERTON	BEAVERTON
Februaryâ€”September 1996*	Number	Percent of Total Violations
Hours of Operation	1,055	n/a
Locations Visited	150	n/a
Violations Witnessed	12,461	100%
Citations and Warning Letters Issued	6,911	55%
Citations Issued	6,405	51%
Warning Letters Issued	506	4%

Average Violations Per Hour	13	n/a
Average Citations Per Hour	7	n/a

TABLE 2 Summary of Violations and Citations, Portland

	PORTLAND	PORTLAND
February-September 1996*	Number	Percent of Total Violations
Hours of Operation	1,022	n/a
Locations Visited	250	n/a
Violations Witnessed	19,385	100%
Citations and Warning Letters Issued	9,752	50%
Citations Issued	8,966	46%
Warning Letters Issued	786	4%
Average Violations Per Hour	22	n/a
Average Citations Per Hour	11	n/a

* The Cities issued warning letters in January 1996 the first month of the program.

TABLE 3 Non-issued Citations, Beaverton

	BEAVERTON	BEAVERTON
Reason for Non-issue	Number	Percent of Total Violations
Driver or license plate not identifiable from the photo*	2,963	23.7%
Citation could not be issued within 6 business days**	1,213	9.7%
Driver information from DMV does not match photo	517	4.2%
No DMV information	374	3%
Other***	483	3.9%
Total	5,550	44.5%

TABLE 3 Non-issued Citations, Portland

	PORTLAND	PORTLAND
Reason for Non-issue	Number	Percent of Total Violations
Driver or license plate not identifiable from the photo*	4,778	24.7%

Citation could not be issued within 6 business days**	1,756	9.1%
Driver information from DMV does not match photo	1,061	5.4%
No DMV information	940	4.8%
Other***	1,098	5.7%
Total	9,633	49.7%

- * The most common reasons are dark interior, windshield glare and obstructed license plate.
- ** The photo radar statute mandates that citations be delivered in 6 business days. Impediments to meeting this deadline include inability to obtain ownership information from DMV due to computer problems, availability of officers to sign citations, and any processing equipment malfunction.
- *** These include film problems and test photos, operator error, and emergency vehicles.

Citation Delivery, Payment & Adjudication

Most people who received a citation paid it. Average payment was \$71 in Beaverton and \$66 in Portland. Registered owners who submitted a certificate of innocence correctly completed the form 98 percent of the time, though 13 percent did not include a copy of the front of their drivers' license. In addition, at least 9 percent of registered owners submitting certificates of innocence falsely represented themselves. Table 4 summarizes the manner in which citation recipients resolved their citations.

TABLE 4 Manner In Which Citation Recipients Resolved Their Citations

	BEAVERTON	PORTLAND
Returned Mail	4%	2%
Failure to Respond	5%	6%
Court	3%	2%
Certificate of Innocence	14%	16%
Payment	74%	74%

Court Trials

Three percent of the citation recipients in Beaverton and 2 percent in Portland requested a court trial. The photographic evidence supported by police testimony has resulted in high conviction rates in the courtroom. No one has appealed a case and neither Cities' court has received a serious legal challenge to photo radar use.

Affect on Police and Court Operations

While photo radar gave police a flexible new tool, it also created new challenges, including scheduling conflicts, increased court time, and tedium. Photo radar also increased citation volume, data entry, and processing requirements on the courts. Both the police and the courts have successfully addressed these challenges.

Fiscal Impact

Fiscally, photo radar is presently not generating significant revenue for the Cities, though it does generate revenue for the state and county general funds. From February to September the City of Beaverton realized \$61,929 in net revenue, not including court and police officer costs. The City of Portland has subsidized the Portland photo radar program with \$58,000 through September 1996, not including police officer costs. The fact that Beaverton uses a municipal court and Portland uses a district court is the primary reason for this revenue difference.

Conclusions

Photo radar is a highly efficient speed enforcement tool

- **Photo radar is a highly efficient speed enforcement tool.** Photo radar operation is accurate and easy to use. Photo radar allows police to better deploy limited resources to respond to community demands and complaints. It gives officers a safe, accurate way to enforce speed laws. It allows officers to ticket speeders in a nondiscriminatory way and provides substantial evidence that strengthens officer court testimony. Photo radar also increases the number of citations an individual officer can issue, thus expanding the enforcement presence of each officer using photo radar.

The public strongly supports photo radar

- **Public support for photo radar is high.** The public opinion surveys and hotline results clearly show that people are aware that the police use photo radar in their speed enforcement efforts and the public supports that use.
- **Photo radar is an effective community policing tool.** Photo radar addresses residential concerns about speeding at many locations in neighborhoods and school zones. Officers that operate photo radar have received tremendous positive response from the neighborhoods they visited.

Photo radar helps reduce both average speeds and excessive speeding

- **Police using photo radar reduce speeds in neighborhoods.** Both Cities' traffic safety studies document that speeds decreased on streets with photo radar and increased on streets without photo radar. Photo radar slows down the fastest drivers, who cause the most damage in a crash, by lowering the percentage of vehicles significantly exceeding the speed limit.
- **Photo radar continues to slow drivers at least one week after deployment.** Beaverton's traffic safety study shows that photo radar continues to slow speeders for at least a week after its deployment at a location.

- **Intensive photo radar deployment is most effective.** Intensive photo radar deployment regularly reminds motorists to slow down. Portland's study showed that the more visibly police use photo radar, the greater its effect on reducing speeds.

Photo radar expanded traffic enforcement

- **Photo radar increases an officer's ability to issue citations.** During the evaluation period officers in residential areas and in school zones issued two to three times as many citations with photo radar as with traditional radar enforcement.
- **Officers issued citations for over half the violations they observed.** A variety of reasons prevented the issuance of citations, many of which the Cities cannot control including obstructed view of driver, lack of license plate, lack of DMV information on file and DMV computer problems. The Cities have identified the areas in which they can improve issue rates, and they have and will continue to implement processes to do so. These include improved officer scheduling in order to sign citations in a timely manner, identification of sites and times of day where lighting affects photographic quality, and officer training.

Both Cities effectively developed and managed the administration of the photo radar program

- **The Cities delivered the citations to the correct registered owner.** The majority of registered owners receiving citations were in fact the driver of the vehicle at the time of the violation. When the registered owner was not the driver, they completed and returned the certificate of innocence form with minimal problems.
- **Some people are falsely submitting a certificate of innocence when in actuality they were the drivers at the time of the violation.** Under the current photo radar statute, the Cities do not have any legal authority to hold these people responsible for the citation.
- **Most citation recipients are paying the citations.** Only a few citation recipients are requesting a court trial.
- **Photo radar is not a revenue generator for the Cities.** Given the fines levied, the revenue sharing requirements and levels of use, neither city completely covered the costs of the program with the photo radar fine revenue.

Recommendations

Overall Recommendations

- **Continue to use photo radar in the Cities of Portland and Beaverton.** Photo radar is an effective means to influence driver behavior and slow speeding traffic. (Would require legislative action.)
- **Expand the program within Portland and Beaverton.** Currently Portland and Beaverton each operate only one photo radar vehicle. More photo radar vehicles will expand police enforcement presence, increase photo radar's visibility, and reduce speeding.

- **Consider allowing other jurisdictions to use photo radar.** Photo radar is an effective speed enforcement tool and its use in other jurisdictions should be considered. (Would require legislative action.)

Public Acceptance Recommendations

- **Continue to inform and educate the public about photo radar.** High public acceptance of photo radar is due to public awareness of how and why the police are using photo radar. The Cities should continue to relay this message as part of their educational strategy to encourage drivers to slow down.
- **Continue to include residents in the program.** Resident involvement played a vital role in getting and championing the program. Continue to actively involve residents in the development of the photo radar program.
- **Issue citations to businesses and public agencies.** Residents expressed considerable support for treating businesses and public agencies the same as individuals. Issuing citations instead of warning letters to business and public agencies will make the program more equitable. (Would require legislative action.)

Traffic Safety Recommendations

- **Allow photo radar on streets with more accidents.** Portland's traffic study recommended using photo radar on streets with more accidents which are usually higher volume streets. Photo radar use on higher volume streets will expose more motorists to photo radar and increase its effectiveness. By reducing speeding on high volume streets, the number and severity of accidents can be expected to decline. (Would require legislative action.)
- **Increase deployment effectiveness by determining how long photo radar should be in one location for maximum benefit.** Neither Cities' study determined the appropriate length of time photo radar needed to be deployed in a given location to achieve maximum behavior modification. This information would allow police to better target deployment and maximize their effectiveness.

Administrative Recommendations

- **Allow the Cities to enforce a consequence against individuals who falsely represents themselves on the certificate of innocence.** Most individuals truthfully complete a certificate of innocence. However, those who falsely represent themselves on the certificate of innocence cannot be held responsible for the citation. This means there is nothing to encourage individuals to be truthful. (Would require legislative action.)

Red light running is one of the most serious traffic problems facing Beaverton residents today. Nationwide, red light running is considered one of the most dangerous behaviors on U.S. roadways. In 2004, more than 900 people were killed and an estimated 168,000 were injured in crashes that involved red light running.

Public acceptance of photo red light enforcement is exceptionally high in the City of Beaverton. Residents consistently favor photo red light enforcement. On average,

three out of four Beaverton residents favor photo red light enforcement. Beaverton residents have expressed their continued strong support for photo red light enforcement on repeated citizen surveys.

Background

The Red Light Running Problem

Red light running is one of the most serious traffic problems facing Beaverton residents today. Nationwide, red light running is considered one of the most dangerous behaviors on U.S. roadways. In 2004, more than 900 people were killed and an estimated 168,000 were injured in crashes that involved red light running. About half of the deaths in red light running crashes are pedestrians and occupants in other vehicles who are hit by the red light runners. In a survey conducted in March 2001, red light running ranked as the greatest traffic concern of Beaverton residents. 85% of Beaverton residents responded that they were concerned about drivers not stopping for red lights in their neighborhood or city.

Red light running crashes tend to be among the most common and dangerous of crash types. An Institute (Insurance Institute for Highway Safety) study found that, compared with all other types of urban crashes, those involving signal violations are the most likely to cause injuries. Researchers reviewed police reports of crashes in four urban areas during 1990-1991, finding occupant injuries in 45 percent of the crashes involving red light running compared with 30 percent of other types of crashes. The study found that running red lights and other traffic controls is the most common cause of urban crashes.

City of Beaverton Experience Prior to Photo Red Light

The problem of red light running was extremely prevalent in the City of Beaverton prior to the introduction of the photo red light program. In a three-year period from 1995-1997, City of Beaverton police officers issued 55.9% more citations for red light running than in the three-year period from 1992-1994. In 1999, Beaverton police officers spent three hours monitoring one intersection in Beaverton and issued 55 citations for Failure to Obey a Traffic Control Device. Injuries from red light running accidents increased 82% in Beaverton in the three-year period of 1997-1999 compared to 1994-1996. In public opinion survey after survey, Beaverton residents repeatedly named traffic congestion and more traffic control as the top two issues that needed City government response. A review of all of these statistics and more led the City's elected officials to initiate a Red Light Running Information Campaign.

Why Traditional Enforcement Doesn't Stop Red Light Runners

Local governments lack sufficient resources to adequately enforce traffic signal laws without photo red light enforcement. The most obvious problem is that police officers cannot be everywhere at once. It is simply impossible for officers to continuously monitor an intersection with the uninterrupted focus of a photo red light camera. Another

important consideration is the potential danger associated with police officers following red light runners through heavily congested intersections. The pursuit of red light runners can pose a serious risk for motorists, pedestrians, and police officers. Finally assuming it was feasible to safely enforce an intersection, it would take at least three full-time officers to enforce an intersection for one shift, and this can't be maintained 24 hours a day, 7 days a week. Obviously the cost would exceed the City's opportunity to responsibly enforce one intersection using traditional methods. Photo red light enforcement is safer, more efficient and cost-effective than traditional methods of intersection enforcement.

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Public Information Campaign

Beaverton's Red Light Running Public Information Campaign

In an effort to reduce red light running in Beaverton, the City initiated a Red Light Running Public Information Campaign in 1999. The City was awarded a grant by the Oregon Department of Transportation (ODOT) for Fiscal Year 1999. The Chrysler Corporation and the National Highway Traffic Safety Administration (NHTSA) funded the grant with the City of Beaverton contributing additional funds as well. The Campaign was very successful in getting out the "RED MEANS STOP" message in Beaverton.

The Campaign produced many public information materials warning of the dangers associated with running red lights. Examples and a listing of the types of information produced are available below.

- **Public Service Announcements (PSA's)**—In December, 1998, the Campaign aired two different PSA's over a two-week period on Portland area television.
- **Direct Mailings/Informational Postcards**—The Campaign designed, produced and mailed out more than 180,000 informational postcards to Beaverton residents in four different mailings.
- **Informational Handouts**—The Campaign produced 5,000 flyers, 2,000 bumper stickers, 5,000 plastic cards, 1,000 balloons with the "RED MEANS STOP" message and contributed several articles to the City of Beaverton Your City Newsletter, delivered to all Beaverton households and businesses.
- **Street Signs**—The Campaign designed, produced and installed street signs encouraging motorists to stop for red lights. Over 140 signs were installed throughout the City of Beaverton.
- **Community Outreach**—The Campaign participated in a number of events; including the Taste of Beaverton, Mayor's Walking Town Meetings and the Beaverton Police Department's National Night Out to draw public attention to the campaign.
- **Targeted Enforcement**—The Campaign worked closely with the Beaverton Police Department in the development and implementation of red light targeted enforcement at various Beaverton intersections.

Beaverton's Red Light Running Coalition

The Campaign also included the efforts of the Red Light Running Coalition which was formed to solicit recommendations to the City on the informational pieces that could be implemented to help inform citizens of the dangers associated with running red lights. The coalition consisted of Beaverton citizen volunteers, elected officials, police officers, community leaders, the Trauma Nurses Talk Tough organization and City staff. Beaverton's Red Light Running Coalition made several recommendations including the establishment of a red light photo enforcement pilot project in Beaverton.

Examples of Red Light Running Campaign Materials

Campaign Slogan: Balloons, stickers, bumper stickers, postcards and many other materials produced by the City contain this image.



Red Light Running Campaign Postcards: Postcards were mailed to every Beaverton household.

The Problem . . .

-  Over 50% of the traffic accidents investigated in Beaverton involve failure to obey a traffic control device.
-  Red light accidents have increased nearly 30% over the past three years in Beaverton
-  Red light injury accidents have increased nearly 90% over the past three years in Beaverton

The Solution . . .

-  Next time you think about running a red light, stop and think again!
 -  By then it'll be green.
- "Keep our children and families safe"



RED LIGHT RUNNING CAMPAIGN
 526-3456
 CITY OF BEAVERTON
 P.O. Box 4755
 4755 S.W. Griffith Drive
 Beaverton, OR 97005



Postal Patron Local

Which
 red light
 would you
 rather stop for?



RED LIGHT RUNNING CAMPAIGN
 526-3456
 CITY OF BEAVERTON
 P.O. Box 4755
 4755 S.W. Griffith Drive
 Beaverton, OR 97005



Postal Patron Local

55 citations for running
 a red light issued
 in 3 hours!

WHAT: A new law authorizes the City of Beaverton to implement Red Light Camera Enforcement where drivers who enter an intersection **AFTER** the light has turned red will be photographed and sent a citation in the mail.

WHEN: This is a two-year pilot project that will begin later this year.

WHERE: Beaverton intersections identified as having significant red light pollution and violation rates.

WHY: To keep our children and families safe by reducing the number and severity of red light collisions.

"RED MEANS STOP IN BEAVERTON"

Red Light Running Campaign Street Signs: Signs reminding drivers to drive safely through Beaverton were placed throughout Beaverton neighborhoods.

**ARE YOU A
SAFE DRIVER?**



Really?

City of Beaverton Red Light Running Campaign

**COLLISIONS ARE
PREVENTABLE**



Really!

City of Beaverton Red Light Running Campaign

**COLLISIONS ARE
NOT ACCIDENTS**



Really!

City of Beaverton Red Light Running Campaign

**SAFE DRIVING
EXPECTED**



Really!

City of Beaverton Red Light Running Campaign

[TOP]

Public Support/Program Goals

Beaverton Residents Support Photo Red Light Enforcement

Public acceptance of photo red light enforcement is exceptionally high in the City of Beaverton. Residents consistently favor photo red light enforcement. **On average, three out of four Beaverton residents favor photo red light enforcement.** Beaverton residents have expressed their continued strong support for photo red light enforcement on repeated citizen surveys.

Percent of Beaverton Residents Who Favor Photo Red Light Enforcement						
March 1999	Sept 1999	June 2000	March 2001	June 2002	Nov 2002	December 2004
73%	75%	76%	77%	77%	75%	66%

Beaverton's Photo Red Light Program Goals

1. To increase the safety and quality of life for our citizens by reducing the number of red light running incidents within the City of Beaverton.
2. To provide the citizens of Beaverton with a safe, efficient, and cost-effective solution to one of their most prevalent concerns, red light running, and to provide them with the solution they want, photo red light enforcement.
3. To continually educate the public to the dangers of red light running and to be sure citizens are aware of the City of Beaverton's photo red light enforcement program.
4. To increase the safety and quality of life for our citizens by reducing the number of accidents and associated injuries from red light violations.
5. To evaluate the effectiveness of the program, including citation issuance, delivery and adjudication. Assess the impact on police and court operations as well as the fiscal impact of the program.

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Intersections

Beaverton Begins Oregon's First Photo Red Light Program

The City of Beaverton initiated the first photo red light program in the state of Oregon in January, 2001. Currently there are four active photo red light intersections within the City of Beaverton.

Criteria for Intersection Selection

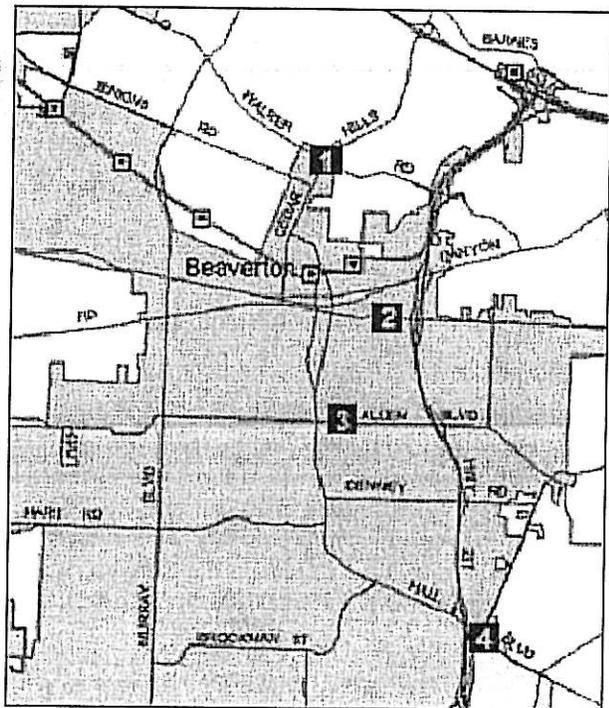
Beaverton traffic engineers along with the Beaverton Police Department recommended photo red light locations based upon the following factors:

- Accident Statistics;
- Injury Accident Statistics;
- History of Red Light Running Citations at the Location;
- Citizen Complaints; and
- Feasibility and Cost of Installing Red Light Cameras at the Intersection.

The following intersections met the criteria and were selected as Beaverton's first photo red light intersections.

Photo Red Light Intersections

1. Cedar Hills Boulevard and Walker Road
2. Beaverton-Hillsdale Hwy & Griffith Drive
3. Allen Boulevard and Lombard Avenue
4. Scholls Ferry Road and Hall Boulevard



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Technology

Photo Red Light Technology

The City of Beaverton uses automated enforcement systems to issue citations for red light running violations. The red light camera system is connected to the traffic signal and **the camera is only activated when the driver enters the intersection AFTER the light has turned red**. The only drivers photographed are those who run the red light. The City uses a digital camera system that **must be triggered** to photograph drivers.

Vehicle Before the First Line of the Crosswalk



Sensors are buried in the 1st line of the crosswalk to detect red light runners. Drivers must enter the intersection **AFTER** the light has turned red to be photographed.

Each offender receives four photographs in the mail. The first photograph shows the vehicle before the crosswalk and clearly shows the red light. The second picture is a close up of the driver's face to confirm who was driving the vehicle. The third photograph is a close up of the vehicle's license plate. The final photograph shows the vehicle exiting the intersection so there is no doubt the vehicle ran the red light.

Vehicle Exiting Intersection



Notice the vehicle on the left came to a stop at the light but the vehicle on the right went through the intersection.

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Offender Profile

Photo Red Light Offender Profile

The typical red light runner in Beaverton is slightly different than the national average. Red light runners throughout the nation tend to be younger, less likely to use seat belts, have poor driving records and are three times more likely to have multiple speeding convictions. In Beaverton, the average age for a red light runner is slightly higher. The

majority of red light runners in Beaverton are male. The overwhelming majority of red light runners in Beaverton do not live in the City. Seventy four percent (74%) of the photo red light tickets issued in Beaverton have been to non-Beaverton residents, with the remaining twenty six percent (26%) living in Beaverton.

The majority of Beaverton's red light offenders live in the state of Oregon (92%). As expected, Washington (4%) and California (1%) each represent a significant number of red light violators in Beaverton. The remaining 3% are spread over the other 47 states.

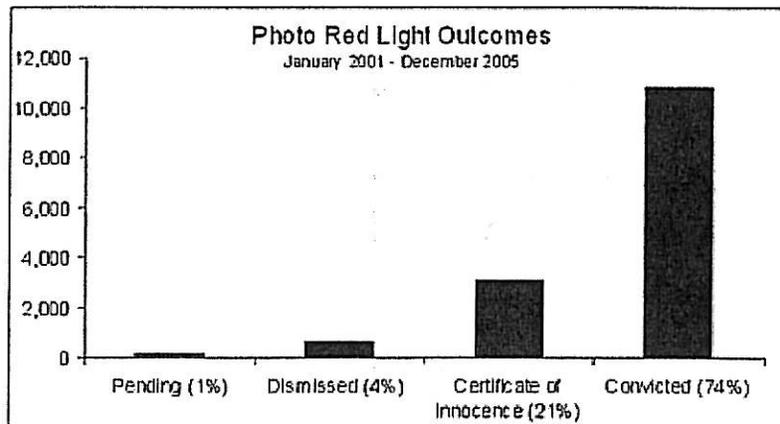
Males have received the majority of photo red light tickets in Beaverton (57%), versus females (36%) and businesses, non-profits, or government agencies (7%). The majority of red light violators are under 39 years of age.

Age Ranges for Photo Red Light Offenders in Beaverton	
Age Group	Percent of Tickets
80 +	1.2%
79-70	2.6%
69-60	6.5%
59-50	15%
49-40	21.9%
39-30	25.3%
29-20	24%
Under 20	3.5%

Photo Red Light Results

The majority of people who receive photo red light tickets in Beaverton are convicted. The conviction rate for photo red light tickets is 74%. The City believes the conviction rate is this high because the standard for issuance is so high and the proof of the violation so clear. The City requires that each violator be sent a copy of each of the photographs taken at the time of the incident so the violator can review the quality of the evidence. The table below outlines the outcomes from tickets issued from January 2001 through December 2005 from Beaverton's photo red light camera system.

Outcome of Photo Red Light Citations		
Outcome of Citation	Number	Percent of Total
Convicted	10,785	74%
Dismissed Certificate of Innocence	3,065	21%
Dismissed	611	4%
Pending	138	1%



Reductions in Violations

The City of Beaverton has analyzed the red light running violation data from each of the photo red light intersections. The analysis shows that the City's photo red light intersections have realized a 39% reduction in violations from the initial year of operation (2001) to the fourth year (2004). This is an amazing reduction that signifies the program is achieving tremendous results. The City has met the number one goal of the program: to increase the safety and quality of life for our citizens by reducing the number of red light running incidents within the City of Beaverton.

Red Light Running Violation Reductions at Photo Red Light Intersections				
	2001	2002	2003	2004
Red Light Running Violations Detected	6,297	5,536	5,383	3,844
% Change from Previous Year		-12%	-3%	-29%
% Change from Year 1		-12%	-15%	-39%

These reductions in violations show that the program is working effectively to reduce red light running. In a citizen survey conducted in December 2004, Beaverton residents were asked if they thought photo red light enforcement was working well to reduce red light running. The majority of respondents, (60%) answered they thought the program was working well.

Reductions in Accidents

The Beaverton Police Department's computer aided dispatch (CAD) system tracks accidents at Beaverton intersections that require a police response. This is the best source of information about accidents we have at the photo enforced intersections. The data represents accidents at or near these intersections. It also details the number of injury

accidents at or near these intersections. The data suggests there has been a modest reduction in the number of accidents at the photo enforced intersections and a significant reduction in the number of injury accidents. *Comparing the first year of the program (2001) to the fourth year (2004) there has been a 10% reduction in the number of accidents and a 67% reduction in the number of injury accidents at the photo enforced intersections.*

Accidents and Injury Accidents at Photo Red Light Intersections in Beaverton				
Photo Red Light Intersection	2001 Accid./Injuries	2002 Accid./Injuries	2003 Accid./Injuries	2004 Accid./Injuries
Cedar Hills & Walker	13/4	23/2	20/4	23/5
BH & Griffith	14/3	7/0	10/3	15/1
Allen & Lombard	21/3	19/2	16/1	16/0
Scholls & Hall	44/11	32/2	39/4	29/1
TOTAL	92/21	81/6	85/12	83/7
<i>% Change by Year</i>		-12%/-71%	+5%/+100%	-2%/-42%
<i>% Change from Year 1</i>		-12%/-71%	-8%/-43%	-10%/-67%

[TOP]

Frequently Asked Questions About Photo Red Light

- **What if I wasn't driving my vehicle but the ticket is in my name?**

A Certificate of Innocence form (PDF) is mailed with every ticket. This form allows the registered owner to have the citation dismissed if they are not the driver of the vehicle.

If the ticket was issued in the name of a business then a Certificate of Non-Liability form (PDF) should be completed.

- **How much are photo red light tickets?**

Photo red light tickets in Beaverton are \$336.

- **What do I do if I received a ticket?**

Drivers who receive photo red light tickets have all of the same rights that come with any traffic violation. Drivers with tickets may choose to pay their citation online, they may appear by mail before their scheduled court date, or they may

come into court and speak with a court clerk or a judge. Drivers with photo red light tickets may plead guilty, not guilty or no contest. If they plead not guilty a court trial will be scheduled before the judge.

For more information on what to do if you have received a photo red light ticket, visit the Beaverton Municipal Court Web Page at BeavertonOregon.gov/departments/court/payments/onlinepay.aspx.

- **Can I pay online?**

Yes. Drivers with photo red light tickets may pay their fine online. To learn more about the online payment option view the [online photo red light payment form](#).

- **Has the City shortened the timing of any yellow lights for this program?**

No. The timing of all lights in the City of Beaverton has been set by City traffic engineers. Traffic engineers follow established guidelines set by the Institute for Transportation Engineers and adopted by the Federal Highway Administration in the Manual for Uniform Traffic Control Devices.

None of the intersections with photo red light equipment have had the signal timing of the yellow phase shortened prior to the installation of photo red light equipment. The yellow phases have been consistent for several years prior to the installation of photo red light equipment at most intersections. The yellow phases at a couple have actually been lengthened by the City prior to the installation of the camera equipment.

Transportation engineers look at a variety of factors to determine signal timing including the posted speed at the intersection, traffic volumes, the design and engineering of the intersection and the slope among others. According to the Insurance Institute for Highway Safety, "*Rather signal timing is a complex undertaking without a simple formula applicable to all intersections alike. Motorists approach intersections at different speeds, in a range of vehicle types, in varying weather conditions, etc., signal change intervals are timed to accommodate the range of circumstances*";.

Each of the photo red light intersections in Beaverton not only meets but exceeds national standards for the length of the yellow signal phase.

Length of the yellow signal phase		
Scholarly Publication	Approach Speed	Length of Yellow Phase (seconds)
Northwestern University Traffic Institute	30 mph	3.2

Manual of Traffic Signal Design	30 mph	3.2
Determining Vehicle Signal Change and Clearance Intervals, ITE	Up to 35 mph	3.0

Beaverton–Hillsdale Highway & Griffith Drive

- Camera enforcement for through and left–turn traffic on Beaverton–Hillsdale.
- Yellow phase = 3.5 seconds for through movements and 3.5 seconds for left–turn movements.
- Posted speed = 30 mph.

Allen Boulevard & Lombard Avenue

- Camera enforcement for through traffic on Allen Boulevard.
- Yellow phase = 3.5 seconds for through movements.
- Posted speed = 30 mph.

Walker Road & Cedar Hills Blvd.

- Camera enforcement for through traffic on Walker Road.
- Yellow phase = 4.0 seconds for through movements.
- Posted speed = 35 mph.

Hall Boulevard & Scholls Ferry Road

- Camera enforcement for westbound Hall through movement and northbound Scholls Ferry through movement.
- Yellow phase = 4.0 seconds for through movements on both streets.
- Posted speed = 40 mph on Hall and 35 mph on Scholls Ferry Road.

Remember, the photo red light program in Beaverton is about RED lights not yellow. The goal of the program is to increase the safety and quality of life for Beaverton residents by reducing red light running. All of the lights in Beaverton are timed with safety in mind.

- **What if the light was yellow or green when I first entered the intersection?**

Drivers are only ticketed via the camera system for entering the intersection after the light has turned RED. If you enter a photo red light intersection on a green or yellow light you will not be ticketed by the camera system. However, if a Beaverton Police Officer is present and observes a vehicle entering on a yellow light, and the officer believes the driver should have stopped before entering the

intersection, then the police officer is authorized to issue a ticket for entering a yellow light.

- **Can I turn right on a red light at a photo red light intersection?**

Yes, but only after bringing your vehicle to a complete stop. Many times drivers who turn right on red lights create hazardous situations for pedestrians attempting to cross the street. Drivers who do not come to a complete stop and do not yield to pedestrians prior to turning right may be ticketed.

- **Can I be ticketed for other offenses as a result of a photo red light ticket?**

No. Drivers who receive photo red light tickets are only cited for the red light violation. The State Legislature has limited cities to ticketing for just the red light offense.

- **Does a police officer review my ticket?**

Yes. Each individual violation is reviewed by a Beaverton Police Officer prior to a citation being issued. A police officer confirms the elements of the violation, confirms the plate is readable, the driver is identifiable, and the officer must actively affirm that the citation be issued.

The City's vendor may NOT proceed on any violation without the direct authorization of a Beaverton Police Officer. If a defendant pleads not guilty to the violation, the police officer who approved the ticket will be summoned to the court trial. The police officer is required to prove the elements of the violation.

[TOP]

Speeding is recognized as one of the most important factors causing traffic crashes. In 2005, 30% of all fatal crashes were speeding-related (National Highway Traffic Safety Administration 2005). According to NHTSA, the cost of speed-related crashes is estimated to be \$40.4 billion per year (National Highway Traffic Safety Administration 2005).

PHOTO ENFORCEMENT LAWS

810.434 Photo red light; operation; evaluation. (1) Any city may, at its own cost, operate cameras designed to photograph drivers who violate ORS 811.265 by failing to obey a traffic control device.

(2) Cameras operated under this section may be mounted on street lights or put in other suitable places.

(3) A city that chooses to operate a camera shall:

(a) Provide a public information campaign to inform local drivers about the use of cameras before citations are actually issued; and

(b) Once each biennium, conduct a process and outcome evaluation for the purposes of subsection (4) of this section that includes:

(A) The effect of the use of cameras on traffic safety;

(B) The degree of public acceptance of the use of cameras; and

(C) The process of administration of the use of cameras.

(4) By March 1 of the year of each regular session of the Legislative Assembly, each city that operates a camera under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1999 c.851 §1; 1999 c.1051 §327; 2001 c.474 §1; subsection (5) of 2001 Edition enacted as 2001 c.474 §3; 2003 c.14 §491; 2003 c.339 §1; 2005 c.686 §1; 2007 c.640 §1]

810.435 Use of photographs. Photographs taken under ORS 810.434 may be submitted into evidence in a trial, administrative proceeding or other judicial or quasi-judicial proceeding only for the purpose of proving or disproving a violation of ORS 811.265. [2001 c.474 §4; 2003 c.14 §492; 2003 c.339 §2]

810.436 Citations based on photo red light; response to citation. (1)

Notwithstanding any other provision of law, if a city chooses to operate a camera that complies with this section and ORS 810.434, a citation for violation of ORS 811.265 may be issued on the basis of photographs from a camera taken without the presence of a police officer if the following conditions are met:

(a) Signs are posted, so far as is practicable, on all major routes entering the jurisdiction indicating that compliance with traffic control devices is enforced through cameras.

(b) For each traffic control device at which a camera is installed, signs indicating that a camera may be in operation at the device are posted before the device at a location near the device.

(c) If the traffic control device is a traffic light, the yellow light shows for at least the length of time recommended by the standard set by the Institute of Transportation Engineers.

(d) The citation is mailed to the registered owner of the vehicle, or to the driver if identifiable, within 10 business days of the alleged violation.

(e) The registered owner is given 30 days from the date the citation is mailed to respond to the citation.

(f) A police officer who has reviewed the photograph signs the citation. The citation

may be prepared on a digital medium, and the signature may be electronic in accordance with the provisions of ORS 84.001 to 84.061.

(2) If the person named as the registered owner of a vehicle in the current records of the Department of Transportation fails to respond to a citation issued under subsection (1) of this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

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

(4) A person issued a citation under subsection (1) of this section may respond to the citation by submitting a certificate of innocence or a certificate of nonliability under subsection (6) of this section or any other response allowed by law.

(5) A citation for violation of ORS 811.265 issued on the basis of photographs from a camera installed as provided in this section and ORS 810.434 may be delivered by mail or otherwise to the registered owner of the vehicle or to the driver if the driver is identifiable from the photograph.

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

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

(7) The penalties for and all consequences of a violation of ORS 811.265 initiated by the use of a camera installed as provided in this section and ORS 810.434 are the same as for a violation initiated by any other means.

(8) A registered owner or an employee, renter or lessee against whom a judgment for failure to appear is entered may move the court to relieve the owner or the employee, renter or lessee from the judgment as provided in ORS 153.105 if the failure to appear was due to mistake, inadvertence, surprise or excusable neglect. [1999 c.851 §2; 2001 c.104 §305; 2001 c.474 §2; 2001 c.535 §30a; 2003 c.14 §493; 2003 c.339 §3; 2005 c.686 §2; 2007 c.640 §2]

810.438 Photo radar authorized; evaluation. (1) The following jurisdictions may, at their own cost, operate photo radar:

- (a) Albany.
- (b) Beaverton.
- (c) Bend.
- (d) Eugene.
- (e) Gladstone.
- (f) Medford.
- (g) Milwaukie.
- (h) Oregon City.
- (i) Portland.
- (j) Tigard.

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

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

(c) May not be used for more than four hours per day in any one location.

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

(e) May not be used unless a sign is posted announcing "Traffic Laws Photo Enforced." The sign posted under this paragraph must be all of the following:

(A) On the street on which the photo radar unit is being used.

(B) Between 100 and 400 yards before the location of the photo radar unit.

(C) At least two feet above ground level.

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

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

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

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

(4) By March 1 of the year of each regular session of the Legislative Assembly:

(a) The Department of Transportation shall provide to the Legislative Assembly an executive summary of the process and outcome evaluations conducted under subsection (3) of this section; and

(b) Each city that operates a photo radar system under this section shall present to the Legislative Assembly the process and outcome evaluation conducted by the city under subsection (3) of this section. [1995 c.579 §1; 1997 c.280 §1; 1999 c.1071 §1; 2005 c.686 §3; 2007 c.634 §1]

810.439 Citations based on photo radar; response to citation. (1) Notwithstanding any other provision of law, in the jurisdictions using photo radar:

(a) A citation for speeding may be issued on the basis of photo radar if the following conditions are met:

(A) The photo radar equipment is operated by a uniformed police officer.

(B) The photo radar equipment is operated out of a marked police vehicle.

(C) An indication of the actual speed of the vehicle is displayed within 150 feet of the location of the photo radar unit.

(D) Signs indicating that speeds are enforced by photo radar are posted, so far as is practicable, on all major routes entering the jurisdiction.

(E) The citation is mailed to the registered owner of the vehicle within six business days of the alleged violation.

(F) The registered owner is given 30 days from the date the citation is mailed to respond to the citation.

(G) The jurisdiction operating photo radar complies with the requirements described in ORS 810.438.

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

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

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

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

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

(4) If the person named as the registered owner of a vehicle in the current records of the Department of Transportation fails to respond to a citation issued under subsection (1) of this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

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

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

mistake, inadvertence, surprise or excusable neglect. [1995 c.579 §2; 1997 c.280 §2; 1999 c.1051 §142; 1999 c.1071 §2; 2005 c.22 §516; 2005 c.686 §4; 2007 c.634 §2]

Note: Sections 4, 5 and 6, chapter 634, Oregon Laws 2007, provide:

Sec. 4. Highway work zone. (1) The Department of Transportation may operate photo radar within a highway work zone that is located on a state highway, except for a highway work zone located on an interstate highway.

(2) The department, at its own cost, may ask a jurisdiction authorized to operate photo radar under ORS 810.438 (1) or the Oregon State Police to operate a photo radar unit in a highway work zone on a state highway, except for a highway work zone located on an interstate highway.

(3) A photo radar unit operated under this section may not be used unless a sign is posted announcing that photo radar is in use. The sign posted under this subsection must be all of the following:

(a) Located on the state highway on which the photo radar unit is being used.

(b) Between 100 and 400 yards before the location of the photo radar unit.

(4) The department shall, once each biennium, conduct a process and outcome evaluation for the purposes of subsection (5) of this section that includes:

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

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

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

(5) The department shall report to the Legislative Assembly by March 1 of each odd-numbered year.

(6) As used in this section, "highway work zone" has the meaning given that term in ORS 811.230. [2007 c.634 §4]

Sec. 5. Highway work zone; citation. (1) Notwithstanding any other provision of law, when a jurisdiction or the Oregon State Police uses photo radar in a highway work zone:

(a) A citation for speeding may be issued on the basis of photo radar if the following conditions are met:

(A) The photo radar unit is operated by a uniformed police officer.

(B) The photo radar unit is operated out of a marked police vehicle.

(C) An indication of the actual speed of the vehicle is displayed within 150 feet of the location of the photo radar unit.

(D) The citation is mailed to the registered owner of the vehicle within six business days of the alleged violation.

(E) The registered owner is given 30 days from the date the citation is mailed to respond to the citation.

(F) One or more highway workers are present. For the purposes of this subparagraph, "highway workers" has the meaning given that term in ORS 811.230.

(G) The jurisdiction operating photo radar complies with the requirements described in section 4 of this 2007 Act.

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

(c) A person issued a citation under this subsection may respond to the citation by submitting a certificate of innocence or a certificate of nonliability under subsection (3)

of this section or may make any other response allowed by law.

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

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

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

(4) If the person named as the registered owner of a vehicle in the current records of the Department of Transportation fails to respond to a citation issued under subsection (1) of this section, a default judgment under ORS 153.102 may be entered for failure to appear after notice has been given that the judgment will be entered.

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

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

(7) As used in this section, "highway work zone" has the meaning given that term in ORS 811.230. [2007 c.634 §5]

Sec. 6. Sections 4 and 5 of this 2007 Act are repealed on December 31, 2014. [2007 c.634 §6]



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Stop in the Name of Safety:

How Photo Enforcement Solutions Prevent Accidents and Save Lives

In too many cities, drivers see yellow lights as a signal to speed up. When they misjudge, they speed through intersections after the light turns red. Accidents, injuries, and deaths result. Red light cameras present a powerful deterrent to risky driving by changing the equation.

July 2008



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A honking horn. The high-pitched squeal of brakes followed by a skid and an ear-splitting crush of metal. Another red light run.

According to the Insurance Institute for Highway Safety, motorists are more likely to be injured in urban crashes caused by red-light-running than in any other type of accident. In 2006, in the U.S. alone, close to 900 people were killed and an estimated 144,000 injured in these intersection crashes.

The best way to reduce this number is to change drivers' behavior. Get people to slow down when they approach an intersection, and motivate them to lose that, "I can make it" mentality. One way to accomplish this goal is to park police officers at those intersections. Although this strategy is effective, it's not a practical use of limited resources that could be focused on crime prevention. That's why cities are turning to Photo Enforcement to automate the manual process of "the officer on the side of the road" — a strategy that is saving lives and making a significant impact.

Everyone's Starting To See the Light

Although the concept of photo enforcement is relatively new in the United States, it has been commonplace throughout Europe and in numerous international countries for decades. Initially used for speed-enforcement, the technology was then migrated to deter red-light-runners, as well.

The concept of photo enforcement was invented by famed Dutch racecar driver Maurice Gatsonides, who took a 35 mm wet-film camera, embedded a data bar and integrated this image with technology that clocked vehicle speed. Although successful, this initial iteration required hours of manual work. Police officers were required to maintain the cameras, view as many as 150 rolls of film each day — typically, through a magnifying glass — and then physically type up the tickets.

Instead of taking time away from other police duties, today's photo-enforcement solutions act as a force multiplier, using digital technology downloaded to a centralized processing center to "cover" the appointed intersections. According to numerous independent studies, the solution delivers an average 40 percent to 50 percent reduction in accidents at targeted areas. In addition, it frees police officers to focus on crime prevention and other critical duties.

A study conducted during several months at five busy intersections in Fairfax, Virginia, prior to the use of red-light cameras found that, on average, a motorist ran a red light every 20 minutes at each intersection.

Source: Insurance Institute of Highway Safety

Bringing the Facts Into Focus

In the United States, particularly, the proverbial red-light cameras have gotten a bit of a bad rap. Some factions believe that their main purpose is income-generation and that the goal is to “catch people in the act.” The fact is, red-light cameras are set up to deter red-light-running, not to profit from those who do. The technology is sophisticated enough to capture only those vehicles that are in the intersection when the light is actually red. And, because extensive public information campaigns are a part of the photo-enforcement model, its goal, like the police car parked on the side of the road, is to prevent accidents by getting people to change their behavior.

Before implementing a comprehensive solution, ACS works with a city client to identify the areas in need of the program, reviewing traffic-engineering data, crash data and configurations to identify the most dangerous intersections and the single point-of-travel within each intersection where the cameras will be concentrated. A typical system is comprised of four major components: detection system (loops or non-invasive technology), camera system, communications, and an auxiliary flash. The system is activated only after the traffic light turns red, which eliminates the possibility that cars entering the intersection during the yellow or green cycle will be photographed.

When a violator runs the red light, the camera takes the first shot of the car in front of the stop line; the second shot of the car in the middle of the intersection, with the light clearly red; and video that makes the violation indisputable. As the camera is photographing the violation, all relevant information on the data bar – including the time, date and sequence number of the violation is stored. The automatic integration of images and violation data results in tamper-proof photographic evidence, while eliminating data-entry errors.

The encrypted digital images are downloaded to the back-end server, reviewed twice based on the client's specific business rules, and sent to police personnel to verify the violation and vehicle information. ACS personnel typically handle the processing and mailing of tickets and subsequent delinquent notices, as well as the collection of funds.

In addition to capturing red-light violations, this photo-enforcement system can also be set up to capture speeding violations on the green phase achieving multi-purpose safety function from one system.

Motorists are more likely to be injured in urban crashes caused by red-light-running than by any other type of accident.

Source: Insurance Institute of Highway Safety

ACS takes on all the construction responsibilities — from getting permits to installing equipment — and, in many cases, maintains the title for the equipment to save cities the burden of outlaying cash. Equally as important is the fact that ACS manages the entire back-office operation, even creating a public portal that enables violators to view the photos pertaining to their case, schedule a hearing or pay their violation online.

A Strategy That Yields Results

The success of the program is often tied to the laws that govern the offenses, which can range from standard tickets to suspended licenses or delayed motor vehicle registrations for repeat offenders. In addition, when state legislation is not enacted, home-rule municipalities have the option to pass a local ordinance base on a code enforcement fine and impose financial penalties if the violation is not paid.

The state of Victoria in Australia is legendary for its success, using an aggressive red-light and speed-enforcement campaign to reduce T-bone accidents by 30 percent and casualties from those accidents by 10.4 percent, transforming it from the most dangerous to the least dangerous region in the country. Oxnard, California, reduced its front-to-side crashes involving injuries by 68 percent in the first four years of its program, even though only 11 of its intersections are equipped with photo-enforcement technology. A study in Fairfax, Virginia, showed that violations declined about 40 percent after just one year of photo enforcement.

These represent a small sampling of success stories from around the globe.

In addition to keeping citizens safer, a well-publicized photo-enforcement program has a domino effect, not only on the police but on emergency medical personnel, as well. Without the high number of injury-accidents caused by right-angle collisions, their resources can be focused on other pressing emergencies.

Currently, more than 300 U.S. jurisdictions have joined the worldwide movement toward photo enforcement. Although the goal is accident-prevention, not profit-taking, most programs fund themselves. Those cities with a surplus from the program can apply these funds to their public-safety initiatives. For example, Atlanta is investing its program surplus into building better roads and hiring more police officers.

Numerous studies have shown that well-planned photo-enforcement systems typically lower violations by between 40 percent and 50 percent.

Mobility Brings More Opportunity

In addition to static systems earmarked for specific intersections, ACS' photo-enforcement systems can go mobile for speed enforcement. Instead of being mounted on a pole or other structure, the system can be installed in a vehicle that moves from area to area.

These mobile solutions can be used for neighborhood traffic-control or in school zones to ensure motorists slow down and children remain safe. Recently, Illinois became the first state to initiate this technology for use in work-zone speed enforcement, to combat a growing number of construction worker deaths in the area.

The city of Chicago is currently placing photo-enforcement technology on up to 100 street sweepers to capture the license plates of violators who cause congestion and traffic problems by illegally parking along the streets. Similar technology is being explored by cities to combat illegally parked cars for bus lane violations.

In early 2008, the Kingdom of Saudi Arabia launched its visionary, Automatic Traffic Violations Administering and Monitoring (ATVAM) program. This program, which currently is the largest of its kind in the world, is designed to help the kingdom reduce traffic deaths and injuries by changing drivers' behavior. It includes up to 1,500 sophisticated, photo enforcement systems, in combination with traffic management and security systems across the entire kingdom. The model predicts that revenue generated from speeding and red-light-enforcement tickets will fund the entire, countrywide project. As part of the program, ACS was awarded a contract by Saudi firm Alesayi to implement the project.

In Columbus, Ohio, the number of red light runners caught at intersections with cameras dropped from 1,684 in March 2006 to 477 in August 2006, a 71% decrease. Note: No rear end crashes during those six months.

Integration Makes the System "Go"

ACS does not manufacture enforcement cameras, but remains a vendor-agnostic systems integrator. This approach enables ACS to source the best-of-breed camera technology, and select the most appropriate camera for each client's requirements. It also allows us to change or upgrade to different camera technologies during the contract, if new client requirements develop or new camera technology is introduced into the market that offers significant benefits beyond the previously installed technology.

These solutions can be applied to cities of all sizes, with different areas of needs. The first step is to pinpoint the real issues, then identify where technology can be applied to address those issues efficiently. For some cities, that means placing cameras on street sweepers. For others, it could mean focusing efforts on the three most deadly intersections.

The key to all of these solutions — and to the public's acceptance of them — is a well-defined public information campaign. Because the goal is to change behavior, not to catch people in the act, making sure residents know about the program and camera locations is critical to its success.

Today, with limited resources, cities are forced to become more creative in dealing with ongoing challenges. Photo-enforcement systems can act as an extension of a city's police force, reduce calls for emergency medical personnel and, most importantly, save citizens' lives. It's a system that works, continually delivering double-digit results and making the streets safer for everyone.

A 2006 study of the red light camera program in Garland, Texas, found crashes caused by red light runners decreased by 56% at intersections with cameras; crashes at intersections without cameras decreased by 38%.

Barbara Y. Roberts

Barbara Y. Roberts, Vice President, Public Safety Solutions within ACS Transportation Solutions Group, manages business development of photo enforcement and violations processing. Specifically, Roberts identifies and develops strategic alliances, teaming partners, and subcontractors for operational delivery and evaluates technical market offerings for customer fit within solution architecture and delivery spectrum.

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Mayor of Georgia city doubts red-light camera's benefits

By Larry Copeland, USA TODAY

DALTON, Ga. — When this city that bills itself as the "Carpet Capital of the World" installed red-light cameras in 2008, revenue poured in from drivers cited for violations.

At \$75 a pop, 6,906 citations were issued that year, mostly for illegal right-on-red turns; 624 citations were issued in February alone.

Then the Georgia Legislature, responding to widespread constituent concerns that red-light cameras were little more than a way to generate revenue for governments, ordered that yellow lights be lengthened by one second at all intersections with traffic cameras. Longer yellow lights would give motorists more time to stop for a red light.

When the law took effect Dec. 31, 2008, citations quickly plummeted. In February 2009, 125 citations were issued from Dalton's cameras.

"That sort of exposed the myth of why they're there," says Mayor David Pennington, an opponent of red-light cameras. "It goes against what I was told to begin with, which is that they are for safety."

Pennington's criticism of red-light cameras — and their sure stream of revenue — is all the more remarkable considering how hard his city was slammed by the recession: As the housing market collapse squeezed the carpet manufacturing industry, unemployment in Dalton soared from 3.5% in 2007 to 12.5% in 2009, one of the highest unemployment rates in the U.S., he says.

Instead of bemoaning the lost revenue, Pennington slashed government spending from \$36 million to just less than \$29 million and cut the city's workforce by about 60 people.

He led efforts to cut property taxes by 20% and the city's business inventory tax by 20% and reduced business license fees by 25%-50%.

"We're one of the few governments that are operating in the black at the same time that we cut taxes," says Pennington, 57, who is in his first term as mayor. He is an independent with a Libertarian streak.

Despite a backlash against cameras in some places, some jurisdictions continue to add them, including about 60 last year, according to the Insurance Institute for Highway Safety, which supports traffic cameras.

One such community is Muscatine, Iowa, which voted Dec. 17 to install red-light cameras this year. The vote was 6-1, the only "no" vote coming from Robert Howard. "It concerns me whether this is a potential tax revenue source," he says. "It's set up to encourage governments to possibly change the duration of yellow-light settings, so they can write additional tickets."

The yellow-light issue addressed by the Georgia Legislature focused on a key debate involving the cameras.

Opponents say that local jurisdictions often set the cameras with short yellow lights designed to nab more violators and produce more revenue and that an unusually high percentage of violators are cited for illegal right-on-red turns, which cause relatively few crashes.

"Yellow is the key to safety at intersections, not cameras," says activist Greg Mauz, a longtime camera opponent. "There's a shortage of yellow time at almost every intersection where cameras are."

In Dalton, skepticism about the cameras remains high. "Nobody's ever been able to prove to me how these things prevent accidents," Pennington says. "If they could, I would change my position."

At the end of February, Dalton's cameras came down.

Find this article at:
http://www.usatoday.com/news/nation/2010-01-17-red-light-side_N.htm

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Communities put a halt to red-light cameras

By Larry Copeland, USA TODAY

Red-light cameras that have been gaining a foothold in many states face a growing public backlash and outright removal.

The cameras, billed as safety devices since their introduction in the USA nearly 20 years ago, are increasingly viewed by many motorists as unreasoning revenue generators for hard-up local governments.

Maine, Mississippi and Montana banned red light cameras last year, joining at least four other states, Nevada, New Hampshire, West Virginia and Wisconsin, says Anne Teigen, a transportation specialist at the National Conference of State Legislatures. State senators in Missouri and Tennessee are sponsoring legislation that would limit cameras. Elsewhere:

- Voters in three cities — Chillicothe and Heath, Ohio, and College Station, Texas— passed referendums in November banning the cameras. "Red-light cameras have never survived a voter referendum," says Greg Mauz, a longtime camera opponent who has researched them extensively.
- Nearly 1,000 motorists in south Florida have filed 18 lawsuits against the cameras, saying the devices are unconstitutional because they force drivers to prove their innocence rather than the government to prove their guilt. "I felt as though I had no say," Beverly Baird Boolhe, a retired educator, says of her appeal of a citation in Orlando. "There is no democratic process."
- An Illinois lawmaker who helped bring red-light cameras to the state in 2006 says he'll introduce bills this year to sharply limit their use. "They were sold to us in a different manner than what they're being used for," says state Rep. Jack Franks, a Democrat. "The municipalities have put them in areas where they're just to make revenue." He says that since 2006, crashes have increased at half the intersections in Illinois that have cameras, stayed the same at 25% and decreased at 25%.

GEORGIA: Mayor doubts camera's benefits

The rate of communities installing cameras slowed dramatically last year. In 2009, legislators in 30 states debated 90 camera bills, most of which would have expanded their use, Teigen says.

Camera supporters say cameras make intersections safer. The Insurance Institute for Highway Safety's (IIHS) studies in Fairfax, Va., and Oxnard, Calif., found that camera enforcement reduced red-light running violations by about 40%.

Red-light cameras are used in more than 400 communities in 26 states and the District of Columbia. "Cameras are an effective deterrent to people running red lights," says Anne McCartt, vice president for research at IIHS.

Find this article at:

http://www.usatoday.com/news/nation/2010-01-17-red-light_N.htm

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Red light cameras reconsidered

Debate | Hillsboro revisits placing the devices at Northwest 185th and Evergreen

By CASEY PARKS
THE OREGONIAN

HILLSBORO — The Hillsboro City Council will reconsider its decision to place red light cameras at the intersection of Northwest 185th Avenue and Evergreen Parkway, the councilors said Tuesday night.

The cameras take pictures of cars that pass through intersection crosswalks after the light turns red. Drivers would receive a ticket with a fine of \$287.

Last June, all but two councilors — Aron Carleson and Doug Johnson — voted to approve installing the cameras in an effort to make the increasingly congested intersection safer. The city then signed a contract with Redflex Traffic Systems, which would receive some of the money from each fine. The city has not installed the cameras yet, and breaking the contract would cost \$2,000, said Hillsboro police Lt. Henry

Reimann.

At a work session Tuesday, two councilors — Mike Castillo and Nenice Andrews — said they are reconsidering their support. Andrews said she was concerned about removing human interaction from the ticketing process.

"There may be times that a warning is more justified," Andrews said.

Carleson, the council president, said that after reviewing results from other cities, such as Beaverton, and after talking with members of the Citizen Participation Organization 7, she still has "a huge problem with this."

"The ultimate goal is safety," Carleson said. "But I just don't see that these cameras are the answer."

Carleson said in some cities the cameras actually increased traffic accidents. Some members of CPO 7 — who live in Bethany, Rock Creek and Sunset West — want to see that intersection improve but would rather the city redesign it, Carleson said.

Mayor Jerry Willey said problems at that intersection will continue without the red light cameras.

"It is an intersection that is not going to be restructured in the next 10 years because there isn't money," he said. "And traffic is not going to go down."

This intersection was not the city's first choice for a red light camera test spot. When the city first discussed the program in 2008, they suggested four other intersections, each of which consistently makes the Oregon Department of Transportation's top 15 list for most accidents: 185th Avenue at Northwest Walker Road and at West Baseline Road, and Cornell Road at Northwest Cornelius Pass Road and at Northeast Brookwood Parkway.

Councilors likely will vote on the issue again at a council meeting later this month. At least one councilor said he will not change his mind, though.

"I'm convinced that this will be more helpful from a safety perspective than not," Ed Dennis said. "This is not about raising revenues. This is not about Big Brother. This is about preventing terrible accidents."

Casey Parks: 503-294-5954
caseyparks@news.oregonian.com

Workshop Meeting**Date:** 08/17/2010**Length (in minutes):** 20 Minutes**Agenda Title:** Regional Transportation Planning Update -- Progress Report on Activities Related to High Capacity Transit**Prepared By:** Judith Gray, Community Development**Item Type:****Meeting Type:****Information****ISSUE**

Update Council on activities related to High Capacity Transit (HCT) in the Pacific Highway 99W Corridor including the status of the state-funded HCT Station Area Land Use Plan and Tigard staff activities with regional partners on long-range planning in the "SW Corridor."

STAFF RECOMMENDATION / ACTION REQUEST

Receive information from staff regarding High Capacity Transit and corridor planning in general

KEY FACTS AND INFORMATION SUMMARY

Tigard staff are currently engaged with staff from other jurisdictions and regional agencies on a coordinated plan being dubbed the "Southwest Corridor Plan." The SW Corridor Plan is comprised of coordinated efforts by Tigard, Tualatin, Portland, Metro, ODOT and Tri-Met. It is focused on identifying land uses to support future transit investments, as well as regional efforts to provide for multimodal transportation needs. The individual planning efforts which make up the SW Corridor Plan are illustrated in Attachment A. They include:

- Tigard "99W Land Use Plan"
- Portland "Barbur Concept Plan"
- Tualatin "99W Corridor Planning"
- Metro, ODOT & TriMet "Southwest Corridor Refinement Plan"
- Metro, ODOT & TriMet "Southwest Corridor Transit Alternatives Analysis"

Attachment B shows how these planning efforts relate to the overall HCT development process. It shows that these planning projects are expected to continue into 2012-13. This will be followed by detailed planning, analysis, and design, with an "earliest potential" construction date of 2023.

The Tigard HCT Station Area Land Use Plan, which is funded through a Transportation and Growth Management grant, is in final scoping with the Oregon Department of Transportation (ODOT), Metro, and the consultant. This project will identify 6 to 10 potential locations for future station areas. Station areas are the foundation for development of a transit supportive land use pattern which is necessary to promote transit ridership and investments. The Portland "Barbur Concept Plan" and Tualatin "99W Corridor Planning" will be somewhat similar to Tigard's HCT Station Area Plan but smaller in scale.

Metro and ODOT are leading the "Southwest Corridor Refinement Plan." This project comes from the recently adopted Regional Transportation Plan (RTP). The Refinement Plan will take a broad view of mobility along the "corridor" that includes I-5 and Highway 99W between Portland and Sherwood. A critical output of this plan will be the development of Alternative Mobility Standards for state highways, which is hoped to provide new opportunities for increased density in targeted areas. Funding for this effort is being accumulated through a combination of state and regional funding sources.

A subsequent Multimodal Alternatives Analysis (Transit Alternatives Analysis) will include an evaluation of alternative alignments and modes for HCT. This will incorporate the HCT station area concepts identified in the individual city land use plans. Metro is applying for federal grant funding for this effort.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Goal 1c. Continue to promote plans for Pacific Highway Light Rail

Long-Term Goal: Continue pursuing opportunities to reduce traffic congestion

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Fiscal Impact

Fiscal Information:

The project with the most immediate fiscal impact on Tigard's budget is the 99W Land Use Plan. This project is funded through a Transportation and Growth Management grant. For this effort, Tigard's local match will be "in kind" services in the form of staff time and materials, which have been included in the FY 10/11 department budget and work program.

While specific budgets for all of these corridor planning activities have not yet been fully developed, some preliminary estimates indicate the total will top \$21 million over a 5 year period. These costs will be shared by all of the regional partners, including contributions from the local governments. Early estimates indicate the local share of the costs will be around \$3 million spread between the three cities. Local contributions will be required for future planning, design and implementation phases as well. Staff anticipates that further discussions about Tigard's fiscal participation in the range of HCT related efforts will begin when the estimates are sufficiently refined.

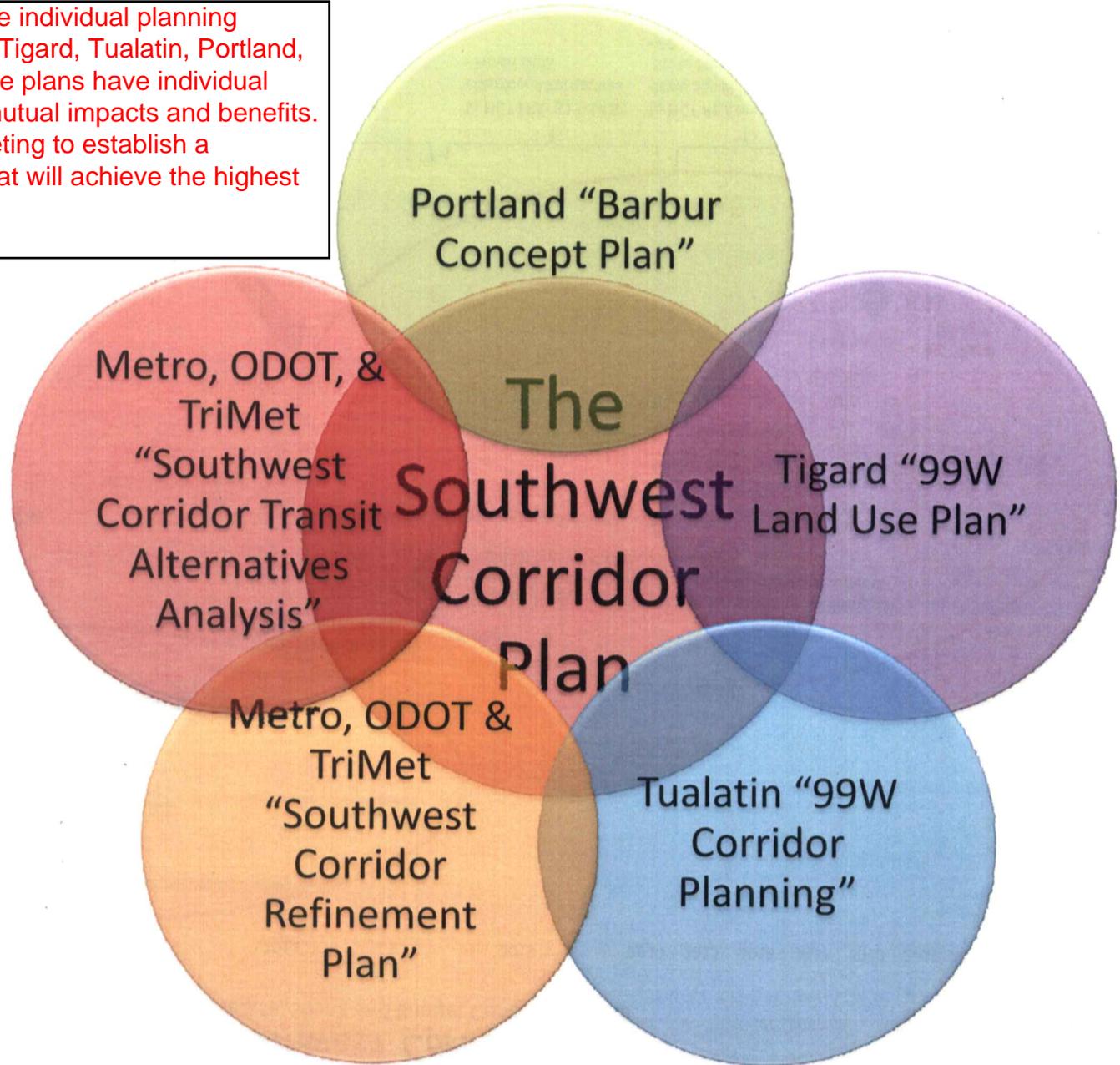
Attachments

Attachment A - SW Corridor Coordinated Plans

Attachment B - Conceptual Timeline

ATTACHMENT A

This diagram identifies the five individual planning projects getting underway by Tigard, Tualatin, Portland, Metro, ODOT, and TriMet. The plans have individual requirements but also have mutual impacts and benefits. The agencies have been meeting to establish a framework for coordination that will achieve the highest outcome.

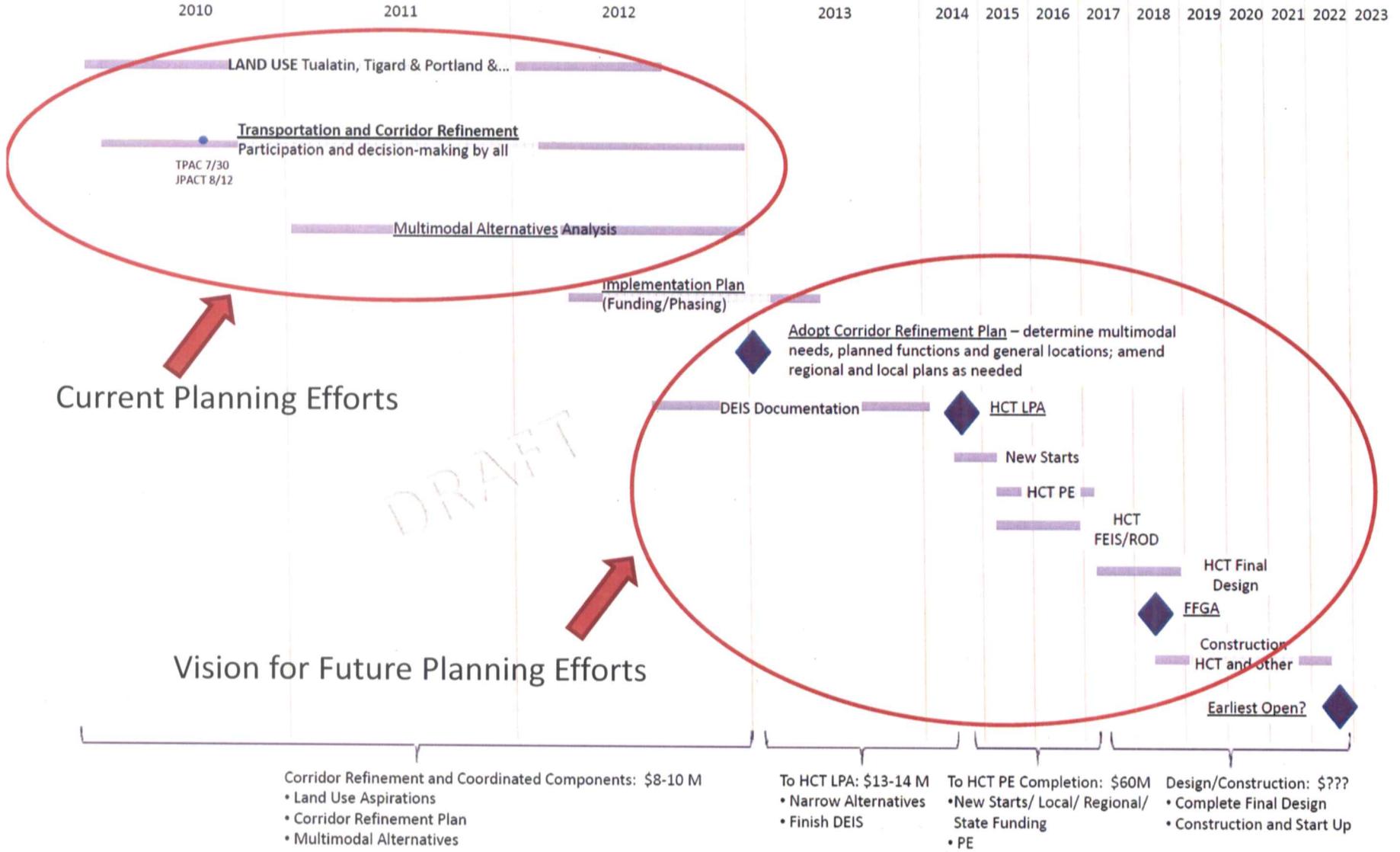
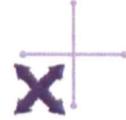


DRAFT
July 28, 2010

ATTACHMENT B

Southwest Corridor Plan

Schedule, Scope and Budget Concept (7/9/10)



Workshop Meeting**Date:** 08/17/2010**Length (in minutes):** 30 Minutes**Agenda Title:** Briefing on Proposed Use Classification Development Code Amendment (DCA2010-00004)**Prepared By:** John Floyd, Community Development**Item Type:** Update, Discussion, Direct Staff**Meeting Type:** Council Business Mtg - Study Sess.**Information****ISSUE**

Briefing on the Use Classification Development Code Amendments in preparation for a public hearing on September 14, 2010.

STAFF RECOMMENDATION / ACTION REQUEST

Receive staff briefing on the Planning Commission's recommendation amending the Use Classifications chapter of the Development Code to facilitate the Council public hearing on September 14, 2010.

KEY FACTS AND INFORMATION SUMMARY

The existing Use Classifications chapter of the Tigard Development Code (TDC 18.130) was last amended in 2006, but is insufficiently detailed to enable some land uses to be easily assigned to a land use category. Similarly, the existing language does not provide sufficient clarity regarding how the City regulates land uses which are incidental and accessory to the primary use of a property. The resulting ambiguities result in administrative burdens for the City and uncertainty for developers, property owners, and the general public. This chapter is a central element of the Tigard Development Code. It is the first major Development Code Amendment being forwarded as part of Community Development's Regulatory Improvement Initiative.

On July 19, 2010 the Tigard Planning Commission considered and adopted by unanimous recommendation a series of text amendments to the Use Classifications chapter. Council is scheduled to hold a public hearing to consider the Planning Commission's recommendation on September 14, 2010. The purpose of this workshop is to brief the Council on the relevant issues prior to the public hearing.

The purpose of the amendments is not to expand or restrict existing uses allowed within the Tigard Zoning Code. Rather, the amendments seek to improve the existing code by making it consistent, clear, and as simple as possible. Because the amendment package totals 122 pages, with commentary, only a sample of the recommended changes has been included as Attachment 1. A summary of all changes in the Planning Commission's recommendation is listed below:

1. Change the name of the chapter from Use Classification to Use Categories.
2. Revise and expand the purpose statement (TDC 18.130.010).
3. Add a new section to provide additional guidance on the administration of the chapter (TDC 18.130.015), including the distinction between primary and accessory uses (TDC 18.120.030 & 18.130.015).
4. Clarify the existing use categories by reformatting the descriptions into four subcategories applicable to each use category: Characteristics, Accessory Uses, Examples, and Exceptions (TDC 18.130.020). Existing language is being retained as much as practicable, but expanded or revised where necessary.
5. Implement minor text corrections and formatting changes within the Zoning District Chapters (TDC 18.510-18.530) to coincide with changes being made to the Use Classification Chapter.
6. Create a new Use Category, Custom Arts and Crafts, to support new use regulations recently established as part of the Tigard Downtown District Development and Design Standards (Ordinance 10-2). Under Ordinance 10-2, this land use category was inserted into the Commercial Zones Use Table (TDC Table 18.520.1) and the Definitions chapter (TDC 18.120.030.A.61), but not the Use Classifications chapter. The recommended language copies and expands upon what was adopted in the Definitions chapter.

7. Clarify specific exceptions for incidental and temporary outdoor activities, such as Christmas Tree Lots, which have been regulated the same as permanent “Outdoor Sales” land uses (TDC 18.130.020.C.12.d.3).
8. Clarify the intent of two use categories resulting in a change to the allowable uses within the “Personal Services” and “Repair-Oriented” use categories. Dry-cleaners and drop-off laundry facilities would be considered “Repair-Oriented” rather than “Personal Services.” As a result of this clarification, these uses will no longer be allowed within the following Zoning Districts: C-P (Professional/Administrative Commercial District), and MUR-1 & MUR-2 (Mixed Use Residential Districts). As required under ORS 227.186, Measure 56 notices were sent to all property owners within these zoning districts.
9. Expand the use examples to include new types of business such as “doggy-daycares” and “beverage container redemption centers.”

A full copy of the proposed amendments has not been attached to this Agenda Item Summary because of its length (122 pages.) An electronic copy will be provided to Councilors and members of the public upon request. A hard copy of the full text will be placed at the Permit Center Counter for review by the public.

OTHER ALTERNATIVES

No Action – The code would remain unchanged and the existing ambiguities continue to result in administrative burdens for the City and uncertainties for developers and the general public.

Expanded Action – The subject code amendment focuses primarily on reformatting existing language. Many substantive code improvement elements have been identified in the process. Staff has made a determined effort to limit this code amendment package to simplification and clarification of existing code, leaving substantive improvements to future code amendment packages. However, there may be some more or less discrete additions to the proposed scope that the Council may want to consider, for example, adding new use categories such as Parks And Open Space, or combining existing use categories such as Outdoor Sales and Retail Sales or Community Recreation and Outdoor Entertainment. Because these issues may trigger additional Measure 56 notice and require further analysis, staff does not recommend their inclusion at this time.

Alternate Actions – Convert the existing use classifications to a list of explicit uses, or determine some other approach.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Council Goal 1. Implement Comprehensive Plan.

DATES OF PREVIOUS COUNCIL CONSIDERATION

N/A

Fiscal Impact

Fiscal Information:

N/A

Attachments

Attachment 1 - Sample Text Amendments

CHAPTER 18.130
USE CLASSIFICATIONS CATEGORIES

Sections:

- 18.130.010 Purpose
18.130.015 Classification of Uses
~~18.130.020 Listing of Use Classifications~~
18.130.025 Category Titles
~~18.130.030 Unlisted Use: Authorization of Similar Use~~ Omitted and Unanticipated Uses
18.130.040 Residential Use Categories
18.130.050 Civic Use Categories
18.130.060 Commercial Use Categories
18.130.070 Industrial Use Categories
18.130.080 Other Use Categories

18.130.010 Purpose

- A. Purpose. ~~The purpose of this chapter is to classify uses into a limited number of use types on the basis of common functional, product or compatibility characteristics, thereby providing a basis for the regulation of uses in accordance with criteria which are directly relevant to the public interest.~~ This Chapter classifies land uses and activities into use categories on the basis of common functional, product, or physical characteristics. Characteristics include the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered, and certain site factors. The use categories provide a systematic basis for assignment of present and future uses to zones. The decision to allow or prohibit the use categories in the various zones is based on the goals and policies of the Comprehensive Plan.

18.130.015 Classification of Uses

A. Considerations.

1. The "Characteristics" subsection of each use category describes the characteristics of each use category. Uses are assigned to the category whose description most closely describes the nature of the primary use. A primary use is the activity, or combination of activities of chief importance on the site, and the main purposes for which the land or structures are intended, designed, or ordinarily used. Accessory Uses are uses or activities which are a subordinate part of a primary use and are clearly incidental to a primary use on site. Developments may have more than one primary use. Developments may also have one or more accessory uses. Developments with more than one primary use are addressed in Subsection B. below. Accessory uses are addressed in Subsection C. below.

2. The following items are considered to determine what use category the use is in, and whether the activities constitute primary uses or accessory uses:
 - a. The description of the activity(ies) in relationship to the characteristics of each use category;
 - b. The relative amount of site or floor space and equipment devoted to the activity;
 - c. Relative amounts of sales from each activity;
 - d. The customer type for each activity;
 - e. The relative number of employees in each activity;
 - f. Hours of operation;
 - g. Building and site arrangement;
 - h. Vehicles used with the activity;
 - i. The relative number of vehicle trips generated by the activity;
 - j. Signs;
 - k. How the use advertises itself; and
 - l. Whether the activity would be likely to be found independent of the other activities on the site.

- B. Developments with multiple primary uses. When all of the primary uses of a development fall within one use category, then the development is assigned to that use category. When the primary uses of a development fall within different use categories, each primary use is classified in the applicable category and is subject to the regulations for that category.

- C. Accessory uses. Accessory uses are allowed by right in conjunction with the use unless stated otherwise in the regulations. Also, unless otherwise stated, they are subject to the same regulations as the primary use. Common accessory uses are listed as examples with the categories.

- D. Use of examples. The "Examples" subsection of each use category provides a list of examples of uses that are included in the use category. The names of uses on the lists are generic. They are based on the common meaning of the terms and not on what a specific use may call itself. For example, a use whose business name is "Wholesale Liquidation" but that sells mostly to consumers, would be included in the Sales Oriented Retail category rather than the Wholesale Sales category. This is because the actual activity on the site matches the description of Sales Oriented Retail.

18.130.025 Category Titles

The names of the use categories start with capital letters throughout this title.

18.130.030 ~~Unlisted Use: Authorization of Similar Use~~ Omitted and Unanticipated Uses

- A. Purpose. It is not possible to contemplate all of the various uses which will be compatible within a zoning district. Therefore, unintentional omissions occur and unanticipated uses may not be clearly assignable to a use category. The purpose of these provisions is to establish a procedure for determining whether certain specific uses would have been permitted in a zoning district had they been contemplated and whether such ~~unlisted~~ omitted and/or unanticipated uses are compatible with the listed uses.
- B. Process. The Director shall render an interpretation, as governed by Chapter 18.340
- C. Approval standards. Approval or denial of an unlisted use application by the Director shall be based on findings that:
1. The use is consistent with the intent and purpose of the applicable zoning district;
 2. The use is similar to and of the same general type as the ~~uses~~ use categories listed in the zoning district;
 3. The use has similar intensity, density, and off-site impacts as the ~~uses~~ use categories listed in the zoning district, to be evaluated using the criteria set forth in Subsection 18.130.015.A.2; and
 4. The use has similar impacts on the community facilities as the listed ~~uses~~ use categories. Community facilities include streets, schools, libraries, hospitals, parks, police and fire stations, and water, sanitary sewer and storm drainage systems.
- D. Other provisions.
1. The Director shall not authorize an ~~unlisted~~ omitted and/or unanticipated use in a zoning district if the use category is specifically listed in another zone as either a permitted use, restricted use, or a conditional use.
 2. The Director shall maintain a list by zoning district of approved unlisted uses and the list shall have the same effect as an amendment to the use provisions of the applicable zone.

18.130.020 — Listing of Use Categories**A. Residential use types:**

2. ~~Group Living: Living facilities for groups of unrelated individuals which includes at least one person residing on the site who is responsible for supervising, managing, monitoring and/or providing care, training or treatment of residents. Larger group living facilities may also be characterized by shared facilities for eating, hygiene and/or recreation. Examples include nursing/ convalescent homes, residential care/treatment facilities; sororities/fraternities and convents/monasteries. Tenancy is longer than one month. Does not include detention and post-detention facilities (see 18.130.020 E.3., Detention Facilities).~~

18.130.040 Residential Use TypesA. Group Living

1. Characteristics: Group Living is a living facility for groups of unrelated individuals which includes at least one person residing on the site who is responsible for supervising, managing, monitoring, and/or providing care, training, or treatment of residents. Large group living facilities may also be characterized by shared facilities for eating, hygiene, and/or recreation. Does not include uses where tenancy may be arranged for a period of less than one month, which are considered to be a form of commercial lodging or transitional housing.
2. Accessory Uses: Accessory uses commonly found are recreational facilities and parking.
3. Examples: Examples include dormitories; communes; fraternities and sororities; monasteries and convents; nursing and convalescent homes; some group homes for the physically and mentally disabled; and some residential programs for drug and alcohol treatment.
4. Exceptions.
 - a. Does not include lodging meeting the definition of Transitional Housing, Detention Facilities, and/or Commercial Lodging.
 - b. Does not include lodging where the residents meet the definition of Household, and where tenancy is arranged on a month-to-month basis, or for a longer period, which is classified as Household Living.

- ~~1. Household Living: Living facilities for small groups (households) of people who are related or unrelated, featuring self-contained units including facilities for cooking, eating, sleeping and hygiene. Tenancy is longer than one month. Includes most types of senior housing, e.g., congregate care, assisted living, if residents live in self-contained units. The maximum number of people who may reside in any given dwelling unit shall be determined by the Uniform Building Code.~~

B. Household Living

1. Characteristics: Household Living is characterized by the residential occupancy of a dwelling unit by a household. Tenancy is arranged on a month-to-month basis, or for a longer period. Uses where tenancy may be arranged for a shorter period are not considered residential. They are considered to be a form of commercial lodging or transitional housing. Apartment complexes that have accessory services such as food service, dining rooms, and housekeeping are included as Household Living if tenancy meets length of stay requirements and residents have access to facilities for individual meal preparation. The maximum number of people who may reside in any given dwelling unit shall be determined by the State Building Code.
2. Accessory Uses: Accessory uses commonly found are recreational activities, keeping of normal household pets, hobbies, and parking of the occupants' vehicles. Home occupation, and accessory dwelling units are examples of accessory uses that are subject to additional regulations.
3. Examples: Uses include living in houses, duplexes, apartments, condominiums, retirement center apartments, manufactured housing, and other structures with self-contained dwelling units. Includes most types of senior housing, e.g., congregate care, assisted living, if residents live in self-contained units.
4. Exceptions:
 - a. Does not include for-profit lodging, where tenancy may be arranged for periods less than one month. Such uses are considered a hotel or motel use and are classified as commercial lodging.
 - b. Does not include lodging meeting the definition of Transitional Housing.

5. ~~Transitional Housing: Public or non-profit living facilities with same characteristics as Group Living but with tenancy less than one month. Examples include homeless shelters, women's/children's shelters, drug/alcohol treatment facilities. Excludes private, profit-making short-term housing (see 18.130.020 C.1., Commercial Lodging); and detention and post-detention facilities (see 18.130.020 E.3., Detention Facilities).~~

C. Transitional Housing

1. Characteristics: Transitional housing is characterized as public or non-profit living facilities possessing the same characteristics as Household or Group Living, but with tenancy less than one month.
2. Accessory Uses: Accessory uses commonly found are recreational facilities, parking of autos for the occupants and staff, and parking of vehicles for the facility.
3. Examples: Examples include homeless shelters, women's/children's shelters, drug/alcohol treatment facilities.
4. Exceptions:
 - a. Does not include for-profit lodging where tenancy may be arranged for periods less than one month, which is considered a hotel or motel use and is classified as Commercial Lodging
 - b. Does not include residential uses meeting the definition of Group Living.
 - c. Does not include residential uses where the residents meet the definition of Household Living.
 - d. Does not include residential uses meeting the definition of Detention Facilities.

~~B. Civic use types:~~

- ~~1. Basic Utilities: Community infrastructure, including water and sewer systems, telephone exchanges, power substations and transit stations.~~

18.130.050 Civic Use Categories

A. Basic Utilities

1. Characteristics: Basic Utilities are infrastructure services which need to be located in or near where the service is provided. Service may be public or privately provided.
2. Accessory Uses: Accessory uses commonly found are parking; and control, monitoring, data or transmission equipment and shelters.
3. Examples: Examples include water and sewer systems, telephone exchanges, power substations, and transit stations.
4. Exceptions:
 - a. Utility Offices where employees or customers are generally present are classified as offices.
 - b. Bus barns are classified as Warehouse/Freight Movement.
 - c. Public or private passageways, including easements, for the express purpose of transmitting or transporting electricity, gas, oil, water, sewage, communication signals, or other similar services on a regional level are classified as Rail Lines and Utility Corridors.

AIS-59

Item #: 7.

Workshop Meeting

Date: 08/17/2010

Length (in minutes): 30 Minutes

Agenda Title: Discuss Draft Code of Conduct for Board/Commission/Committee Members

Prepared By: Kent Wyatt, Administration

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Information

ISSUE

Does the draft Code of Conduct address the relevant issues?

STAFF RECOMMENDATION / ACTION REQUEST

Provide feedback on draft Code of Conduct.

KEY FACTS AND INFORMATION SUMMARY

The Tigard City Council desires the highest level of ethical conduct for members of boards, commissions, and committees. To this end, staff has drafted a Code of Conduct to assure public confidence in the integrity of local government and its effective and fair operation. Input received from the City Council at the July 13th Work Session has been incorporated into this draft. While it is impossible to anticipate and provide a rule of conduct for all situations that members may face, this draft Code of Conduct is designed to provide a framework to guide members in their daily duties.

OTHER ALTERNATIVES

N/A

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

N/A

DATES OF PREVIOUS COUNCIL CONSIDERATION

Discussed at Work Session on July 13.

Fiscal Impact

Fiscal Information:

NA

Attachments

Code of Conduct



CODE OF CONDUCT BOARDS, COMMISSIONS, AND COMMITTEES

Adopted:

Scope

This Code of Conduct is designed to provide a framework to guide members of boards, commissions, and committees in their actions. The Code of Conduct operates as a supplement to the existing statutes governing conduct including the ethics law of the State of Oregon.

Members of boards, commissions, and committees are referred to generally as “board members” in this Code of Conduct.

Conduct of Boards, Commissions, and Committees

This section describes the manner in which board members will treat one another, the public, and city staff.

Board Conduct with One Another During Meetings

- Practice civility, professionalism and decorum in discussions and debate. Difficult questions, tough challenges to a particular point of view, and criticism of ideas and information are legitimate elements of democratic governance. This does not allow, however, board members to make belligerent, personal, slanderous, threatening, abusive, or disparaging comments.
- Avoid personal comments that could offend other members. If a member is offended by the conduct or remarks of another member, the offended member is encouraged to address the matter early with the offending member.

Board Conduct Outside Public Meetings

- Continue respectful behavior in private. The same level of respect and consideration of differing points of view deemed appropriate for public discussion should be maintained in private conversations.
- Be aware of the insecurity of written notes, voicemail messages, and e-mail. All written or recorded materials including notes, voicemail, text messages and e-mail created as part of one’s official capacity will be treated as potentially “public” communication.
- Even private conversations can have a public presence. Board members should be aware that they are the focus of the public’s attention. Even casual conversation about city business, other public officials or staff may draw attention and be repeated.
- Understand proper political involvement. Board members, as private citizens, may support political candidates or issues but such activities must be done separate from their role as a board member.



CODE OF CONDUCT BOARDS, COMMISSIONS, AND COMMITTEES

Adopted:

Board Conduct with the Public

- Be welcoming to speakers and treat them with respect. For many citizens, speaking in front of a board is a new and difficult experience. Board members should commit full attention to the speaker. Comments, questions, and non-verbal expressions should be appropriate, respectful and professional.
- Make no promises on behalf of the board in unofficial settings. Board members will frequently be asked to explain a board action or to give their opinion about an issue as they meet and talk with citizens. It is appropriate to give a brief overview. Overt or implicit promises of specific action, or promises City staff will take a specific action are to be avoided.

Board Conduct with City Staff

- Respect the professional duties of City Staff. Board members should refrain from disrupting staff from the conduct of their jobs; participating in administrative functions including directing staff assignments; attending staff meetings unless requested by staff; and impairing the ability of staff to implement policy decisions.

Individual Conduct of Board Members

The individual attitudes, words, and actions of board members should demonstrate, support, and reflect the qualities and characteristics of Tigard as “A Place to Call Home.”

DO THE RIGHT THING

In doing the right thing, I will:

- Be honest with fellow board members, the public and others.
- Credit others’ contributions to moving our community’s interests forward.
- Make independent, objective, fair and impartial judgments by avoiding relationships and transactions that give the appearance of compromising objectivity, independence, and honesty.
- Reject gifts, services or other special considerations.
- Excuse myself from participating in decisions when I or my immediate family’s financial interests may be affected by my board’s action.
- Protect confidential information concerning litigation, personnel, property, or other affairs of the City.
- Use public resources, such as staff time, equipment, supplies or facilities, only for City-related business.



CODE OF CONDUCT BOARDS, COMMISSIONS, AND COMMITTEES

Adopted:

GET IT DONE

In getting it done, I will:

- Review materials provided in advance of the meeting.
- Make every effort to attend meetings.
- Be prepared to make difficult decisions when necessary.
- Contribute to a strong organization that exemplifies transparency.
- Make decisions after prudent consideration of their financial impact, taking into account the long-term financial needs of the City.

RESPECT AND CARE

In respecting and caring, I will:

- Promote meaningful public involvement in decision-making processes.
- Treat board members, staff and the public with patience, courtesy and civility, even when we disagree on what is best for the community.
- Share substantive information that is relevant to a matter under consideration from sources outside the public decision-making process with my fellow governing board members and staff.
- Respect the distinction between the role of board member and staff
- Conduct myself in a courteous and respectful manner at all times.
- Encourage participation of all persons and groups.

Sanctions and Violations

To assure the public confidence in the integrity of the City of Tigard, board members are held to a high standard of conduct. For this reason, the City Council believes the Code of Conduct is as important to the public process as other rules and procedures. It is also recognized that, there may be times when action is required to correct and/or prevent behavior that violates the Code of Conduct.

A board member may be removed by the appointing authority for misconduct, nonperformance of duty or failure to obey the laws of the federal, state, or local government (TMC 2.07). Early recognition of the questioned conduct is encouraged. Progressive counsel may occur with the committee member but is not required prior to removal from the committee by the appointing authority. A violation of the Code of Conduct will not be considered a basis for challenging the validity of any City committee decision.

Implementation

All board, committee and commission members will be given a copy of the code and will be required to affirm in writing that they have received the code, understand its provisions, and pledge to conduct themselves by the code. A periodic review of the code will be conducted to ensure that the code is an effective and useful tool.



**CODE OF CONDUCT
BOARDS, COMMISSIONS, AND COMMITTEES**

Adopted:

**City of Tigard
CODE OF CONDUCT CERTIFICATION**

As a member of a City of Tigard Board, Commission, or Committee, I confirm that:

- ✓ I have read and understand the City of Tigard Code of Conduct for members of Boards, Commissions, and Committees and its application to my board member responsibilities.
- ✓ I pledge to conduct myself by the Code of Conduct.
- ✓ I understand that I may be removed from my position if my conduct falls below these standards.

Signature: _____

Committee Appointed To

Signed this ____ day of ____, 20__

AIS-58

Item #: 8.

Workshop Meeting

Date: 08/17/2010

Length (in minutes): 30 Minutes

Agenda Title: Final Update on Engineering Performance Review

Prepared By: Loreen Mills, Administration

Item Type: Update, Discussion, Direct Staff **Meeting Type:** Council Workshop Mtg.

Information

ISSUE

Council to receive the final update on the 2009 Engineering Performance Review and status of the implementation of review recommendations.

STAFF RECOMMENDATION / ACTION REQUEST

Receive and file.

KEY FACTS AND INFORMATION SUMMARY

The City of Tigard conducted a comprehensive review of the way in which it provided engineering services between April and August of 2009. An outside consulting firm was engaged to review how the City provided these services and the consultant made recommendations for improvements to service delivery.

There were 20 recommendations created by FCS Group, the consulting firm hired to provide the technical review. 13 of these recommendations have successfully been implemented. The remaining 7 recommendations are in process of implementation.

Staff will update Council about the review, the implementation of the recommendations and lessons learned through the process.

OTHER ALTERNATIVES

The City Manager determined an outside consultant would be most effective in providing an unbiased and fresh look at the provision of engineering services. The alternative of continuing to provide service without reviewing for efficiency and effectiveness was not considered an option.

COUNCIL GOALS, POLICIES, APPROVED MASTER PLANS

Council's 2009 Goals addressed implementation and construction of several projects which were managed in Engineering.

Council's 2010 Goal 4 "Advance Methods of Communication" states that internal to the City organization the following should occur: Support staff efforts to change the organizational culture to create a proactive environment of exceptional people and service, promoting the values of "respect and care," "get it done," and "do the right thing".

Providing effective and efficient engineering services is very important under goals for both years.

DATES OF PREVIOUS COUNCIL CONSIDERATION

Unknown

Fiscal Impact

Fiscal Information:

As a result of this review, several engineering service processes have been improved and more points of accountability will improve service delivery efficiency. The enhanced processes and efficiencies will continue to allow the City to provide engineering services while being most fiscally responsible.

One specific area of change which saves General Fund resources is that staff time is being charged now to the project project budget.

Attachments

Recommendation Status

Recommendations

c - Eng. Project Successes

CIP Flowchart

Lessons Learned

ENGINEERING PERFORMANCE REVIEW - RECOMMENDATION STATUS

Updated through 8/3/10

	FCS Rec. #	Recommendation Summary *	Staff Lead / Support	Progress Notes
Successfully Completed	1	CIP Purpose, Priorities, Financing Plan	Finance /Eng	CIP projects received, forecast complete and funding approved
	5	Add funding tables to CIP doc	Finance	CIP document is complete
	6	Reassess this year's CIP	Eng	Project list , ranking and schedule complete
	7	Setup projects in financial software package (Springbrook)	Finance / Eng	CIP projects are tracked in enterprise wide financial software package (Springbrook).
	9	Project Management Manual	Eng	Project Management Procedure V 1.0 is complete with checklists. Process in use
	12	CIP performance measures	Eng	In place and Engineering staff are using measures
	13	Transfer budgets from CD to PW	Finance / PW	Budget realignment approved
	14	Clarify job descriptions within Eng.	HR / Eng	General roles are part of the Project Management Procedure and implemented
	15	Add performance goals to staff evaluations	Eng	Accomplished
	17	Reorganization	City Manager	Complete
	18	Review job classes for engineering	Hr/ Eng	Done
	19	Assess Sr. Mgmt. Analyst position	Finance	Completed & Carissa moved to Finance
	20	Develop implementation plan	Eng	Complete
Work In Process	2	CIP integrated into budget process	Finance	Finance completed the CIP budgeting process. CIP integration will be even stronger in next year's budget process.
	3	CIP staffing plan and resource estimate	Eng/Finance	FY 2010 CIP schedule with resources complete. Process to be refined next FY with better financial tools.
	4	CIP Priority Ranking System	Finance / Eng	Initial project ranking complete. Will be better refined over the next year.
	8	Staff time tracking spreadsheet in financial software package (Springbrook)	PW / Eng / Finance	Non-Springbrook spreadsheet tracking implemented. Access database loaded. Hours by project reports available. Enterprise time tracking to be implemented if available in Springbrook.
	10	Purchasing responsibilities and procedures	Finance / Eng	All contracts routed through purchasing for review. New documents are used. More work to finalize & updated documents needed. Establish procedures for purchasing and departments over next several months.
	11	Develop financial reports for projects	Finance	Engineering project cost forecasting tool is running. Work remains on project-related tools from Finance with reassessment of capabilities within Springbrook software.
	16	Training Plan	Eng	Development of training list is ongoing.

* NOTE – See attached list of complete recommendation language from FCS Report dated 8/18/09

ENGINEERING PERFORMANCE REVIEW RESULTS

FCS RECOMMENDATIONS FOR IMPROVED ENGINEERING SERVICES

The FCS Group was retained by the City of Tigard in 2009 to conduct a review of the City's engineering services. The review goal was to provide guidance so that engineering services could be more efficient and responsive and in alignment with the City's Strategic Clarity Initiative.

Following are FCS's 20 recommendations identified in their *Engineering Services Review Report* dated 8/18/09.

CAPITAL IMPROVEMENT PLAN PLANNING

Recommendation 1: City management should clearly establish that the purpose of the Capital Improvement Plan is to identify capital priorities, time frames, and a financing plan that can be realistically accomplished with the available City resources. The Plan should address only those projects that can be started or completed during the next five years.

Recommendation 2: The CIP process should be part of the City's budget process, and the Finance Department should take the lead in overseeing the process. Public Works (See recommendations on organizational changes in Chapter VIII) should be responsible for identifying capital projects and determining priorities in conjunction with City management and Community Development.

- ◆ As part of the process, the City Manager should provide additional guidance on the City's priorities at the beginning of the CIP planning process in conjunction with the City's other budget priorities and should continue to perform a final review before the CIP is submitted for review and adoption by the City's Budget Committee. The CIP Team should also clearly show how the CIP projects address these priorities and how any changes from the City Manager, the Budget Committee and the City Council have been incorporated into project plans.
- ◆ Because the CIP process will become part of the Finance Department and Finance's budget process, and because the City's various master planning processes already provide for citizen involvement and public input, the additional citizen involvement committees and the Planning Commission review and adoption process should be eliminated. The Planning Commission and other citizen groups can review and comment on the CIP as part of the budget process.
- ◆ The City should still maintain the CIP Management Team and its role in developing the CIP.

Recommendation 3: When planning proposed projects, the City should identify and plan for the City resources that will be assigned to a project to determine if the City has enough staff resources to support the proposed projects. The estimated staffing costs should be budgeted as part of the project costs.

- ◆ If project requirements exceed the available staff resources, the City should determine whether it should reduce the number of projects proposed in the CIP or propose adding staff to be funded by the project budgets.

Recommendation 4: The City should consider developing a system that allows it to rank CIP projects to help City departments rank proposed projects for funding. Criteria such as public safety, City Council goals, federal or state mandates, impact on the public and citizens, available funding including grant funding opportunities, and cost effectiveness might be used to determine which projects the City will include in its CIP.

Recommendation 5: The CIP document should be modified in the following manner:

- ◆ The FY 2010-15 CIP budget document should include a Fund Summary Table, as well as a brief explanation of funding sources, in order help to increase understanding of the resources dedicated to the CIP as well as the current limitations placed on those resources.
- ◆ Unfunded capital projects should not be included in the program area summary and project detail sections of the CIP, and should not have specific schedules. These projects can be included in a single table at the end of the document, similar to the FY 2006-11 CIP budget document (see FY 2006-07 Community Investment Report page 287).

PROJECT MANAGEMENT

Recommendation 6: Because the CIP for FY 2009-2014 has already been adopted, the City should reassess the FY 2009-2010 workload by identifying the current staff resources available compared to the projects scheduled for the year, including in-house design efforts. If resources are not available to meet the project needs, the City should determine what projects will be rescheduled for next year.

Recommendation 7: Once the appropriate staffing and projects are identified, the City should set up the projects in IFAS, the new accounting software system.

Recommendation 8: As an interim step until the new payroll system is implemented in 2010, the project staff should begin tracking their hours on each project through a data base or spreadsheet system.

Recommendation 9: The City should begin to develop a project management manual that addresses the standards and guidelines the City uses and incorporates engineering design and project management best practices.

Recommendation 10: City Purchasing should begin to work closely with Engineering to identify purchasing responsibilities and opportunities to consolidate responsibility and effort and to ensure consistency through centralized purchasing, such as creating on-call lists.

ACCOUNTABILITY

Recommendation 11: With the new financial system, the City should review the type of financial reports produced by the system and determine whether they will meet the project managers' and the City's needs for monitoring capital project costs. Based on these reports, the City should establish a financial monitoring process that includes at least a report on the financial

and completion status of the CIP projects at the Budget Committee's mid-year meeting as well as an update when the proposed CIP is submitted for review.

Recommendation 12: The City should adopt specific performance measures for implementing the CIP that relate to budget and schedule performance. Such performance measures should also be reflected as part of performance evaluations of the City Engineer, senior project engineers, and project engineers. The City should start with the following performance measures, and they should be monitored for the different program areas:

- ◆ Percent of capital projects completed on schedule
- ◆ Percent of capital projects completed on budget

As issues are identified and resolved in delivering capital projects on time and on budget, the City might add additional measures in the future to monitor the efficiency of the City's project management over the next several years.

Recommendation 13: The City should remove all street related operating cost budgets and responsibilities from Community Development and transfer them to the Street Division in Public Works.

HUMAN RESOURCE ISSUES AND EMPLOYEE SKILLS

Recommendation 14: Human Resources should review and clarify the Engineering Manager, Senior Project Engineer, and Project Engineer classification descriptions and eliminate any overlap with regard to project management responsibilities. If the City continues to perform its own design work on many projects, the City should also consider creating a new professional engineering position (e.g. Engineer) that does not have any project management responsibilities and that is targeted toward design.

Recommendation 15: To also increase personal accountability, the City should incorporate performance measures and goals as part of the individual performance evaluations so performance evaluations are very clear about what performance level is expected.

Recommendation 16: The City should develop a specific training plan for each employee that incorporates more technical and project management training as identified in our survey. Attending conferences should not necessarily be a substitute for more directed training, and because much of the training for management appears to be more than sufficient, training funds for management should be directed toward more priority needs.

ORGANIZATIONAL CHANGES

Recommendation 17: Based on the problems and issues that have been identified throughout the report, the City should make the proposed organizational changes to improve how engineering services are provided and managed. These changes include the following:

- ◆ Moving the Capital Construction & Transportation Division in Community Development to Public Works to create a new Engineering Division that has the City Engineer reporting to the Public Works Director,

- ◆ Creating within the Engineering Division three organizational units for Design, Construction Services, and Engineering Support,
- ◆ Placing Community Development's Development Engineering under either the Building or Current Planning units, and
- ◆ Creating a new Transportation Planner position in Long Range Planning.

Recommendation 18: The City should develop position classifications and salary schedules for a transportation planner/engineer, an engineer, a lead engineering construction inspector, and an engineering support manager.

Recommendation 19: The City should assess the need for the Senior Management Analyst position in Community Development to determine whether the position should be moved to either Finance or Public Works, or remain in Community Development.

Recommendation 20: The City should develop an implementation plan that provides for the following:

- ◆ A designated lead City management level staff member,
- ◆ A time table for implementing the reorganization and reporting on the status of the changes,
- ◆ A communication plan for employees and the public and other key stakeholders,
- ◆ An explanation about how and which employee positions will be filled, transferred, or reclassified,
- ◆ Revised budgets,
- ◆ Plans for any office space changes, if necessary, and
- ◆ A strategic plan for the new division that addresses its mission, values, goals, and performance measures.

Engineering Project Successes

September 2009 through June 2010

Development and implementation of new Engineering Project Success Measures has occurred as an outcome of the Engineering Services Review completed by FCS Group in August 2009.

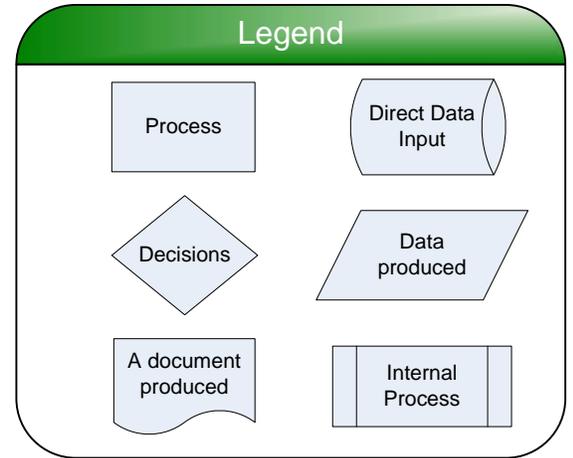
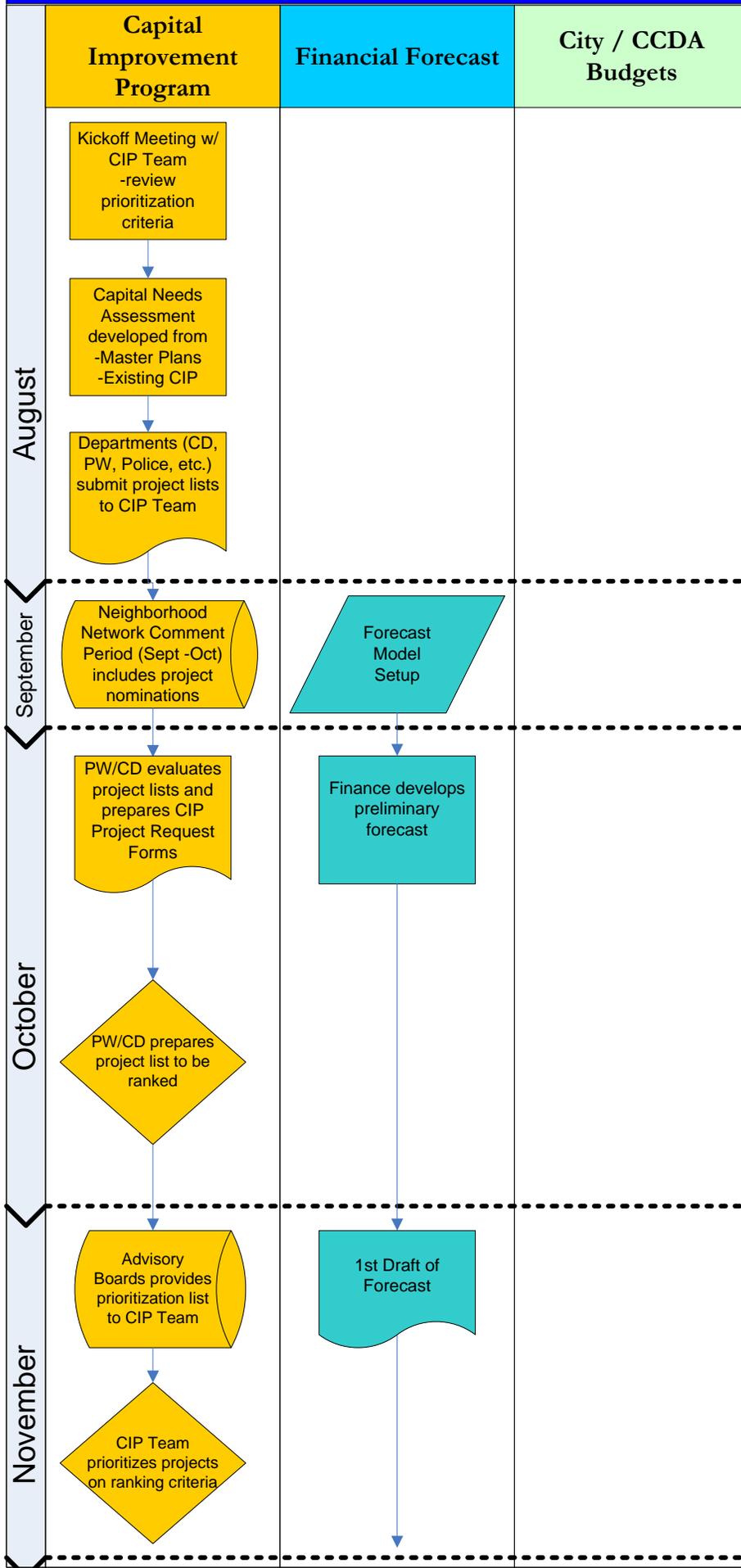
This measuring system grades projects in the following areas: project performance (on time, budget, and technical performance), communication plan performance, stakeholder interaction and overall community responsiveness. People affected by each project will receive a post-project comment card so that they can tell the City how well we did in meeting their expectations and addressing their concerns.

Since September 2009, 21 projects have started construction and 12 projects were completed. Another five projects are out for bid or bids have been received. This totals 26 active projects in the last 10 months! Following is the project list.

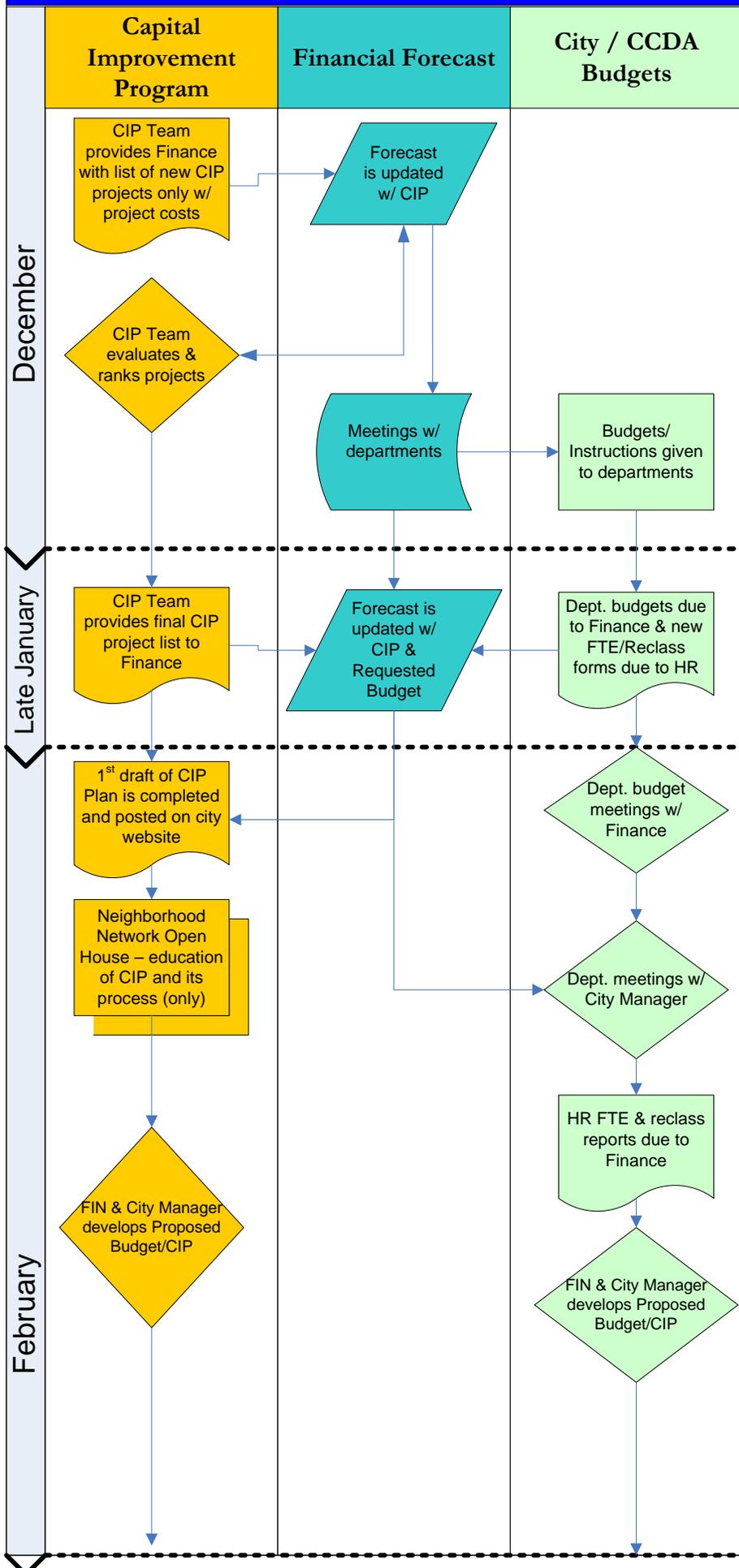
Project	Status
Sidewalk at Hall Blvd. and Bonita	Complete
Sidewalk on Garrett Street	Complete
Storm water quality facility upgrade at Steve Street	Complete
Hoodview Sewer Extension	Complete
Skate Park Restroom	Complete
Baylor and 72 nd Sewer Extension	Complete
Crosswalk on Hall Blvd at Fanno Creek	Complete
Boardwalk and Bridge over Fanno Creek at Library	Complete
Pavement Overlays - Summer 2009	Complete
Slurry Seal - Summer 2009	Complete
Hunziker Sewer Repair	Complete
Bike Map	Complete
Water Pump Station at the 10 million gallon reservoir	Under Construction
Burnham Street	Under Construction
Ash Avenue	Under Construction
Paving of Garrett Street	Under Construction
Sidewalk on Barrows Road	Under Construction
ARRA Overlay	Under Construction
ARRA Traffic Signal Upgrades	Under Construction
Pacific Hwy / Main Street / Greenburg Intersection Improvements	Under Construction
Pacific Hwy / Hall Blvd Intersection	Under Construction
Pavement Slurry Seal – Summer 2010	Council Approved 8/10*
Pavement Overlays – Summer 2010	Council Approved 8/10*
Fanno Creek House Structural Upgrades	Out for Bid
Permit Center Roof Replacement	Before Council 8/17 *
Greenfield Storm Sewer Repair	Out for Bid

* - updated 8/11/10

City Operating Budget Flowchart



City Operating Budget Flowchart



City Operating Budget Flowchart



Lessons Learned Through Engineering Performance Review

The City of Tigard conducted a comprehensive review of the way in which it provided engineering services between April 2009 and June 2010. An outside consulting firm was engaged to review how the City currently provided these services and they made recommendations for improvements to service delivery. These recommendations are being implemented.

The staff team leading this process learned several lessons through the process. The lessons learned (presented in no particular order below) show us that as an organization we need to:

- Be able to identify the indicators of slow decline
- Understand that “we’ve always done it this way” is a red flag
- Respond when citizens say they haven’t heard/understood
- Ensure there is no disconnect between staff assumptions and citizen reality
- Step up to problem performance and be willing to have the “hard” discussions
- Be willing to live and breathe our values and call each other out (and other staff as well) if we are not doing this
- Invest the time in coaching and helping people be successful
- Be willing to cut our losses when that is required
- Create and use systems, tools and processes to get work done
- Manage actively (with all that implies regarding training, coaching, mentoring, delegating)
- Create a best management practices checklist
- Recognize that making fundamental change is not a quick or easy process – it takes time
- Get the right people on board and use them correctly
- Recognize when we need outside help and when the answer is not in the room
- Size the solution to the problem
- Recognize when there are elements that are beyond our control
- Recognize synergy between different initiatives
- Have an internal project manager
- Understand that major problems create a willingness for major organizational changes
- Be willing to hold people accountable
- Talk about the elephants in the room
- Recognize that it’s not all about the tasks – it’s about the people, their personalities and their interactions
- Continue to surface issues
- Assume the good intent of others when in disagreement

2010-2015

CAPITAL IMPROVEMENT PLAN

ADOPTED JUNE 8, 2010



2010 – 2015

CAPITAL IMPROVEMENT PLAN

PREPARED BY CIP PROJECT TEAM

TOBY LAFRANCE

FINANCE & INFORMATION SERVICES DIRECTOR

DENNIS KOELLERMEIER

PUBLIC WORKS DIRECTOR

RON BUNCH

COMMUNITY DEVELOPMENT DIRECTOR

TED KYLE

CITY ENGINEER

CARISSA COLLINS

SENIOR MANAGEMENT ANALYST

INTRODUCTION

CAPITAL IMPROVEMENT PROGRAM

FISCAL YEAR 2010-15

The Capital Improvement Program (CIP) establishes Tigard's annual budget for capital improvements to its public facility system. Public facilities addressed by the CIP are roads, parks, sanitary sewer, storm drainage, water quality management, domestic water, public buildings, and operations facilities. The CIP is also an important budget-planning tool that prioritizes and assigns costs to needed public facility capital projects over a five-year period including each budget year. Tigard's CIP management team updates the program annually. The management team consists of various representatives from all departments including Public Works, Community Development, and Finance and Information Services.

The CIP management team's responsibilities include coordinating the CIP update with master plans, city departments, and comments from Tigard residents. The update process provides the public opportunities to identify needed community infrastructure investments. By definition, a capital improvement project is any project that improves or adds value to the City's infrastructure, costs \$50,000 or more, and has a useful life or extends the useful life of infrastructure for five years or more. Maintenance expenditures are recurring capital expenditures and are not part of the CIP.

A capital improvement project is any project that improves or adds value to the city's infrastructure, costs \$50,000 or more, and has a useful life or extends the useful life of infrastructure for five years or more.

DEFINITION

As a result of the engineering review study, beginning in fiscal year 2011, the Capital Improvement Program has three important changes. The first is that the CIP includes only those projects that are fully funded. The CIP Plan is a document providing details of those fully funded projects and is also updated and published annually along with the City's operating budget. The second is that the cost of internal staff is included in the CIP. In prior years, if design work was performed by outside consultants, the cost was included, but not if that same work was performed in-house. Thirdly, this CIP includes a summary of all projects by funding source for each year of the five-year Capital Improvement Program plus a summary for all five years.

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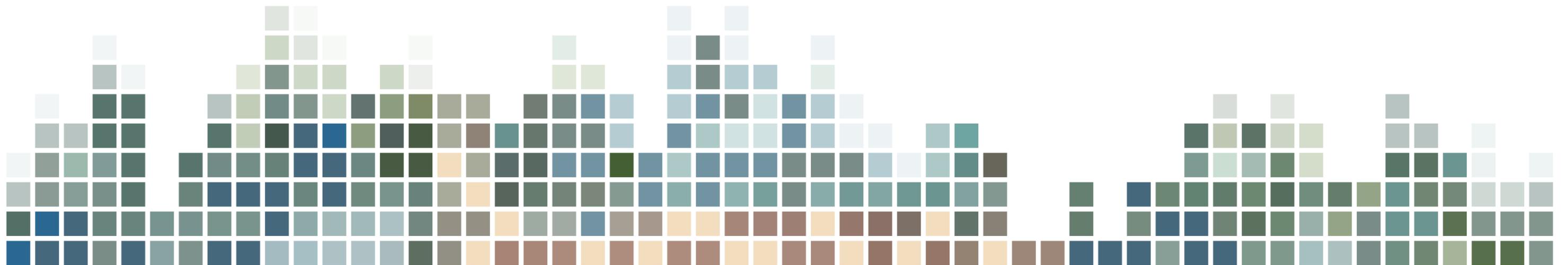
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DOWNTOWN PROJECTS

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
3	95030	Ash Avenue Extension <i>(Burnham Street to Railroad Tracks)</i>	\$181,029	\$235,320					\$416,349
4	97002	Burnham Street Reconstruction	\$3,253,244	\$2,849,462					\$6,102,706
5	97003	Main Street/Green Street Retrofit	\$101,000	\$650,000	\$389,000				\$1,140,000
TOTAL FUNDED			\$3,535,273	\$3,734,782	\$389,000				\$7,659,055



9 5 0 3 0

Ash Avenue Extension

(Burnham Street to Railroad)

The city will construct a 24-foot-wide paved section from the future Burnham Street/Ash Avenue intersection to the new Park and Ride parking lot at the commuter rail station. The paved section will consist of two travel lanes and a five-foot-wide sidewalk on the west side. Streetlights, storm drainage, and sanitary sewer pipes will also be installed as part of this project.



LOCATION
Ash Avenue,
North of Burnham Street

PROJECT MANAGER
Kim McMillan, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	\$381,583	0	0	0	0	0	0	0	0
Design & Engineering	\$2,082	0	0	0	0	0	0	0	0
Construction	0	\$390,749	\$181,029	\$216,185	0	0	0	0	\$397,214
TOTAL	\$383,665	\$390,749	\$181,029	\$216,185	0	0	0	0	\$397,214
INTERNAL EXPENSES									
Project Management	0	0	0	\$19,135	0	0	0	0	\$19,135
TOTAL	0	0	0	\$19,135	0	0	0	0	\$19,135
TOTAL PROJECT EXPENSE	\$383,665	\$390,749	\$181,029	\$235,320	0	0	0	0	\$416,349
REVENUE FUNDING SOURCE									
Gas Tax	\$381,583	\$250,000	\$35,711	\$235,320	0	0	0	0	\$271,031
Water SDC	0	\$100,749	\$104,500	0	0	0	0	0	\$104,500
Water CIP	0	\$40,000	\$40,818	0	0	0	0	0	\$40,818
TOTAL	\$381,583	\$390,749	\$181,029	\$235,320	0	0	0	0	\$416,349
OTHER REVENUE SOURCE									
TOTAL	0	0	0	0	0	0	0	0	0

ASH AVENUE EXTENSION (BURNHAM STREET TO RAILROAD)

LOCATION

Burnham Street from Main Street to Hall Boulevard

PROJECT MANAGER

Kim McMillan, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	\$599,376	0	\$746,041	0	0	0	0	0	\$746,041
Design & Engineering	0	0	\$105,144	\$49,053	0	0	0	0	\$154,198
Construction	0	\$5,106,463	\$2,402,059	\$2,391,339	0	0	0	0	\$4,793,398
TOTAL	\$599,376	\$5,106,463	\$3,253,244	\$2,440,392	0	0	0	0	\$5,693,636
INTERNAL EXPENSES									
Project Management	0	0	0	\$81,837	0	0	0	0	\$81,837
Construction Management	0	0	0	\$284,699	0	0	0	0	\$284,699
Public Involvement	0	0	0	\$42,534	0	0	0	0	\$42,534
TOTAL	0	0	0	\$409,070	0	0	0	0	\$409,070
TOTAL PROJECT EXPENSE	\$599,376	\$5,106,463	\$3,253,244	\$2,849,462	0	0	0	0	\$6,102,706
REVENUE FUNDING SOURCE									
Gas Tax	0	\$3,200,000	\$2,462,513	\$2,022,152	0	0	0	0	\$4,484,665
Transportation Development Tax	0	\$100,000	\$41,476	\$36,403	0	0	0	0	\$77,879
Traffic Impact Fee	\$599,376	\$950,000	\$394,025	\$313,408	0	0	0	0	\$707,433
Underground Utility	0	\$300,000	\$124,429	\$97,202	0	0	0	0	\$221,631
Water CIP	0	\$556,463	\$230,801	\$180,297	0	0	0	0	\$411,098
Urban Renewal Fund	0	0	0	\$200,000	0	0	0	0	\$200,000
TOTAL	\$599,376	\$5,106,463	\$3,253,244	\$2,849,462	0	0	0	0	\$6,102,706
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

97002

Burnham Street Reconstruction

The city will reconstruct and widen Burnham Street between Main Street and Hall Boulevard. Sidewalks, landscaped medians, pedestrian crossings, and on-street parking will be provided as part of the widening. In addition, a traditional four-way intersection will be installed at Burnham Street and Ash Avenue. Green street stormwater management features will be constructed for water quality enhancement. Burnham Street improvements are based on design concepts recommended in the Tigard Downtown Comprehensive Streetscape Plan. Construction began in the fall of 2009 and will be complete in June 2011.



97003

Main Street / Green Street Retrofit

This multi-year project includes comprehensive redesign and construction of the full length of Main Street. The project is divided into two phases. Phase 1 includes the section of Main Street from the railroad tracks south to Pacific Highway. Phase 2 includes the section from the railroad tracks north to Scoffins Street.

The Pacific Highway/Greenburg Road/Main Street Intersection Improvements will install similar improvements along the remaining northern section of Main Street. Phase 1 (MTIP Grant proposal) will reconstruct the street in accordance with Green Street Standards for 1,400 lineal feet of Main Street. It encompasses the entire public right-of-way and includes streets, curbs, sidewalks, and landscape and drainage improvements. Design will be based on concept plans as approved in the Downtown Streetscape Plan.



LOCATION
Main Street

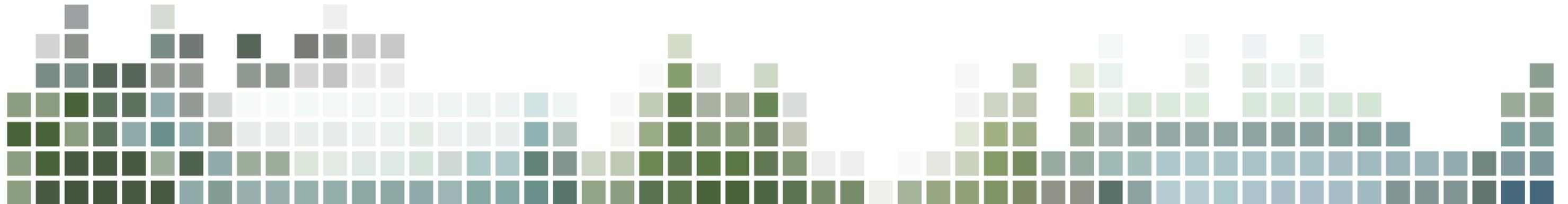
PROJECT MANAGER
Kim McMillan, Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	\$60,000	\$101,000	\$53,333	0	0	0	0	\$154,333
Construction	0	0	0	\$476,667	\$290,000	0	0	0	\$766,667
TOTAL	0	\$60,000	\$101,000	\$530,000	\$290,000	0	0	0	\$921,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$42,000	\$21,000	0	0	0	\$63,000
Construction Management	0	0	0	\$78,000	\$78,000	0	0	0	\$156,000
TOTAL	0	0	0	\$120,000	\$99,000	0	0	0	\$219,000
TOTAL PROJECT EXPENSE	0	\$60,000	\$101,000	\$650,000	\$389,000	0	0	0	\$1,140,000
REVENUE FUNDING SOURCE									
Gas Tax	0	\$60,000	\$101,000	\$450,000	\$389,000	0	0	0	\$940,000
Water	0	0	0	\$200,000	0	0	0	0	\$200,000
TOTAL	0	\$60,000	\$101,000	\$650,000	\$389,000	0	0	0	\$1,140,000
OTHER REVENUE SOURCE									
Metropolitan Transportation Improvement Program	0	0	\$511,460	\$44,865	\$1,983,675	0	0	0	\$2,540,000
TOTAL	0	0	\$511,460	\$44,865	\$1,983,675	0	0	0	\$2,540,000

MAIN STREET / GREEN STREET RETROFIT

GENERAL FACILITIES CAPITAL PROJECTS

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
9	91002	Library Grounds Maintenance	\$20,018	\$13,320	\$13,320				\$46,658
10	91013	PC/CH/Police Exterior Walls				\$700,000	\$256,027		\$956,027
10	91015	Permit Center Roof	\$185,000	\$63,320					\$248,320
TOTAL FUNDED			\$205,018	\$76,640	\$13,320	\$700,000	\$256,027		\$1,251,005



9 1 0 0 2

Library Grounds Monitoring

The city will continue its work to obtain DEQ final approval regarding the arsenic contamination on the library grounds. Work projects include completing the remediation process and developing a comprehensive management plan.



LOCATION
Tigard Public Library

PROJECT MANAGER
Dennis Koellermeir,
Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Environmental	0	\$20,000	\$20,018	\$5,000	\$5,000	0	0	0	\$30,018
TOTAL	0	\$20,000	\$20,018	\$5,000	\$5,000	0	0	0	\$30,018
INTERNAL EXPENSES									
Project Management	0	0	0	\$8,320	\$8,320	0	0	0	\$16,640
TOTAL	0	0	0	\$8,320	\$8,320	0	0	0	\$16,640
TOTAL PROJECT EXPENSE	0	\$20,000	\$20,018	\$13,320	\$13,320	0	0	0	\$46,658
REVENUE FUNDING SOURCE									
General Fund	0	\$20,000	\$20,018	\$13,320	\$13,320	0	0	0	\$46,658
TOTAL	0	\$20,000	\$20,018	\$13,320	\$13,320	0	0	0	\$46,658
OTHER REVENUE SOURCE									
TOTAL	0	0	0	0	0	0	0	0	0

LIBRARY GROUNDS MONITORING

What is a General Facilities Capital Project?

General facilities capital projects provide for improvements to or construction of city-owned buildings and their corresponding utilities, grounds, sidewalks, and parking lots. Typical projects include roof replacements, remodels, additions, and weatherization, and are usually paid for with revenues from the Facilities and General Funds.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	0	0	\$291,180	0	0	\$291,180
Construction	0	0	0	0	0	\$376,922	\$250,456	0	\$627,378
TOTAL	0	0	0	0	0	\$668,102	\$250,456	0	\$918,558
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	\$27,341	\$3,039	0	\$30,380
Construction Management	0	0	0	0	0	\$4,557	\$2,532	0	\$7,089
TOTAL	0	0	0	0	0	\$31,898	\$5,571	0	\$37,469
TOTAL PROJECT EXPENSE	0	0	0	0	0	\$700,000	\$256,027	0	\$956,027
REVENUE FUNDING SOURCE									
General Fund	0	0	0	0	0	\$700,000	\$256,027	0	\$956,027
TOTAL	0	0	0	0	0	\$700,000	\$256,027	0	\$956,027
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

13125 SW Hall Boulevard
LOCATION

Nick Nissen, Public Works
PROJECT MANAGER

91013

Permit Center, City Hall and Police Department Exterior Walls

This project requires the removal, repair and painting of the Exterior Insulation Finishing System (EIFS) stucco at the Permit Center, City Hall and the Police Department. After reviewing testing data, it is apparent that these buildings have numerous water infiltration points resulting in framing and drywall damage.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	\$3,320	0	0	0	0	\$3,320
Construction	0	\$285,500	\$185,000	\$55,000	0	0	0	0	\$240,000
TOTAL	0	\$285,500	\$185,000	\$58,320	0	0	0	0	\$243,320
INTERNAL EXPENSES									
Construction Management	0	0	0	\$5,000	0	0	0	0	\$5,000
TOTAL	0	0	0	\$5,000	0	0	0	0	\$5,000
TOTAL PROJECT EXPENSE	0	\$285,500	\$185,000	\$63,320	0	0	0	0	\$248,320
REVENUE FUNDING SOURCE									
General Fund	0	\$55,000	0	\$8,320	0	0	0	0	\$8,320
TOTAL	0	\$55,000	0	\$8,320	0	0	0	0	\$8,320
OTHER REVENUE SOURCE									
Department of Energy	0	\$230,500	\$185,000	\$55,000	0	0	0	0	\$240,000
TOTAL	0	\$230,500	\$185,000	\$55,000	0	0	0	0	\$240,000

13125 SW Hall Boulevard
LOCATION

Nick Nissen, Public Works
PROJECT MANAGER

91015

Permit Center Roof

The city will replace the existing Permit Center roof with an Energy Star compliant roof. The existing roof has been repaired over 23 times in the past three years. This project is funded through the American Reinvestment & Recovery Act in the amount of \$230,500 in fiscal year 2010. At the end of the first quarter in fiscal year 2011, City Council will be presented with a request to recognize the unspent portion of the Department of Energy grant earmarked for this project.

PARKS SYSTEM

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
13	92003	East Butte Heritage Park Development	\$2,037		\$146,250	\$213,250			\$361,537
14	92004	Cook Park Restroom		\$160,000					\$160,000
14	92006	Fanno Creek House (<i>Schaltz</i>)	\$43,095	\$144,600		\$252,000			\$439,695
15	92012	Parks SDC Update	\$14,940	\$16,000					\$30,940
15	92013	Fanno Creek Park		\$116,000		\$1,210,675	\$930,675		\$2,257,350
16	92016	Summer Creek Park		\$5,333,000					\$5,333,000
17	92017	Tree Canopy Replacement Program	\$150,000	\$204,500	\$75,000	\$75,000	\$75,000	\$75,000	\$654,500
17	92018	Entryway Monuments			\$67,115	\$62,115	\$58,269	\$57,000	\$244,499
18	92024	Fanno Creek Trail – Main Street to Grant Street	\$115,000	\$100,000					\$215,000
TOTAL FUNDED			\$325,072	\$6,074,100	\$288,365	\$1,813,040	\$1,063,944	\$132,000	\$9,696,521

9 2 0 0 3

East Butte Heritage Park Development

The city purchased property to develop a neighborhood park. Park amenities will include a playground structure, picnic shelter, basketball court, portable restroom, picnic tables, benches, garbage cans, and soft and hard surface trails.



LOCATION
103rd Avenue
& Canterbury Lane

PROJECT MANAGER
Steve Martin, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	\$26,676	\$130,000	\$2,037	0	\$120,250	0	0	0	\$122,287
Construction	0	0	0	0	0	\$180,250	0	0	\$180,250
TOTAL	\$26,676	\$130,000	\$2,037	0	\$120,250	\$180,250	0	0	\$302,537
INTERNAL EXPENSES									
Project Management	0	0	0	0	\$26,000	\$13,000	0	0	\$39,000
Public Involvement	0	0	0	0	0	\$20,000	0	0	\$20,000
TOTAL	0	0	0	0	\$26,000	\$33,000	0	0	\$59,000
TOTAL PROJECT EXPENSE	\$26,676	\$130,000	\$2,037	0	\$146,250	\$213,250	0	0	\$361,537
REVENUE FUNDING SOURCE									
General Fund	0	\$77,000	\$1,222	0	\$87,750	\$127,950	0	0	\$216,922
Park System Dev. Charge	\$26,676	\$53,000	\$815	0	\$58,500	\$85,300	0	0	\$144,615
TOTAL	\$26,676	\$130,000	\$2,037	0	\$146,250	\$213,250	0	0	\$361,537
OTHER REVENUE SOURCE									
TOTAL	0	0	0	0	0	0	0	0	0

EAST BUTTE HERITAGE PARK DEVELOPMENT

The City maintains 14 parks totaling over 181.25 acres and an additional 202.4 acres of areas considered greenways. Funding for parks projects typically comes from the General Fund, i.e. property taxes, grants, loans, and Park System Development Charges (SDC). A park SDC is a charge paid by developers and builders to fund the expansion of a park due to increase usage.

Did You Know?

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	\$10,000	0	0	0	0	\$10,000
Construction	0	\$90,000	0	\$140,000	0	0	0	0	\$140,000
TOTAL	0	\$90,000	0	\$150,000	0	0	0	0	\$150,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$10,000	0	0	0	0	\$10,000
TOTAL	0	0	0	\$10,000	0	0	0	0	\$10,000
TOTAL PROJECT EXPENSE	0	\$90,000	0	\$160,000	0	0	0	0	\$160,000
REVENUE FUNDING SOURCE									
General Fund	0	\$80,000	0	\$128,000	0	0	0	0	\$128,000
Parks Capital Fund	0	\$10,000	0	0	0	0	0	0	0
TOTAL	0	\$90,000	0	\$128,000	0	0	0	0	\$128,000
OTHER REVENUE SOURCE									
Payment from Insurance	0	0	0	\$32,000	0	0	0	0	\$32,000
TOTAL	0	0	0	\$32,000	0	0	0	0	\$32,000

LOCATION
Cook Park

PROJECT MANAGER
Steve Martin, Public Works

92004

Cook Park Restroom

The city will replace a restroom that was destroyed by fire. A portion of the funding will be provided by insurance.



	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	\$26,899	\$10,000	\$43,095	0	0	0	0	0	\$43,095
Construction	0	\$148,000	0	\$135,000	0	\$228,000	0	0	\$363,000
TOTAL	\$26,899	\$158,000	\$43,095	\$135,000	0	\$228,000	0	0	\$406,095
INTERNAL EXPENSES									
Project Management	0	0	0	\$9,600	0	\$24,000	0	0	\$33,600
Construction Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	\$9,600	0	\$24,000	0	0	\$33,600
TOTAL PROJECT EXPENSE	\$26,899	\$158,000	\$43,095	\$144,600	0	\$252,000	0	0	\$439,695
REVENUE FUNDING SOURCE									
General Fund	\$26,899	\$158,000	\$43,095	\$144,600	0	\$252,000	0	0	\$439,695
TOTAL	\$26,899	\$158,000	\$43,095	\$144,600	0	\$252,000	0	0	\$439,695
OTHER REVENUE SOURCE									
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
13335 SW Hall Boulevard

PROJECT MANAGER
Steve Martin, Public Works

92006

Fanno Creek House (Schaltz)

The city's Fanno Creek House will be improved in two phases. During phase 1, the house will be remodeled. In phase 2, slated for fiscal year 2012-13, the grounds will be landscaped, and parking and riparian improvements will be made.



9 2 0 1 2

Parks System Development Charge Update

The city will complete the update its Parks System Development Charge (SDC) methodology in 2011. A consultant will conduct the update which will establish new rates and determine the methodology for applying SDC's.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Steve Martin, Public Works	EXTERNAL EXPENSES									
	Design & Engineering	\$5,155	\$16,000	\$14,940	\$16,000	0	0	0	0	\$30,940
	TOTAL	\$5,155	\$16,000	\$14,940	\$16,000	0	0	0	0	\$30,940
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	0	0	0	0	0
	Public Involvement	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0
LOCATION N/A	TOTAL PROJECT EXPENSE	\$5,155	\$16,000	\$14,940	\$16,000	0	0	0	0	\$30,940
	REVENUE FUNDING SOURCE									
	Park System Dev. Charge	\$5,155	\$16,000	\$14,940	\$16,000	0	0	0	0	\$30,940
	TOTAL	\$5,155	\$16,000	\$14,940	\$16,000	0	0	0	0	\$30,940
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0

PARKS SYSTEM DEVELOPMENT CHARGE UPDATE

9 2 0 1 3

Fanno Creek Park

The city will improve the Lower Fanno Creek Park in conjunction with the planned public plaza in Downtown Tigard. Improvements include a new trail system, habitat restoration, boardwalks, new bridges, and viewing areas. Grants and other funding sources are being sought for the unfunded out years of this project.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Kim McMillan, Public Works	EXTERNAL EXPENSES									
	Design & Engineering	0	\$125,000	0	\$116,000	0	\$250,000	0	0	\$366,000
	Construction	0	0	0	0	0	\$920,675	\$920,675	0	\$1,841,350
	TOTAL	0	\$125,000	0	\$116,000	0	\$1,170,675	\$920,675	0	\$2,207,350
INTERNAL EXPENSES										
	Project Management	0	0	0	0	0	\$40,000	\$10,000	0	\$50,000
	TOTAL	0	0	0	0	0	\$40,000	\$10,000	0	\$50,000
LOCATION Hall Boulevard to Main Street- South of Burnham Street	TOTAL PROJECT EXPENSE	0	\$125,000	0	\$116,000	0	\$1,210,675	\$930,675	0	\$2,257,350
	REVENUE FUNDING SOURCE									
	Park System Dev. Charge	0	\$125,000	0	\$116,000	0	\$72,641	\$55,841	0	\$244,481
	Funding to be determined	0	0	0	0	0	\$1,138,035	\$874,835	0	\$2,012,869
	TOTAL	0	\$125,000	0	\$116,000	0	\$1,210,675	\$930,675	0	\$2,257,350
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	

FANNO CREEK PARK

LOCATION

Next to Fowler Middle School

PROJECT MANAGER

Steve Martin, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	0	\$1,000,000	0	\$5,333,000	0	0	0	0	\$5,333,000
Design & Engineering	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
TOTAL	0	\$1,000,000	0	\$5,333,000	0	0	0	0	\$5,333,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
Public Involvement	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$1,000,000	0	\$5,333,000	0	0	0	0	\$5,333,000
REVENUE FUNDING SOURCE									
Parks Capital Fund	0	\$873,317	0	0	0	0	0	0	0
Park System Dev. Charge	0	\$126,683	0	\$1,983,000	0	0	0	0	\$1,983,000
TOTAL	0	\$1,000,000	0	\$1,983,000	0	0	0	0	\$1,983,000
OTHER REVENUE SOURCE									
Oregon Watershed Enhancement Board	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
Washington County	0	0	0	\$400,000	0	0	0	0	\$400,000
Clean Water Services	0	0	0	\$100,000	0	0	0	0	\$100,000
Metro Greenspace Revenues	0	0	0	\$850,000	0	0	0	0	\$850,000
Nature in Neighborhoods	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
TOTAL	0	0	0	\$3,350,000	0	0	0	0	\$3,350,000

9 2 0 1 6

Summer Creek Park

The city will acquire land for a community park in Tigard. Within the park, natural areas will be preserved and enhanced, and a ball field and interpretive center will be constructed. Over 50 percent of project funding has been provided by outside agencies. These grants are listed under the Other Revenue Source section.



9 2 0 1 7

Tree Canopy Replacement Program

The city collects funds from developers who remove trees and are unable to meet replacement requirements. Developer dollars are placed in the Tree Replacement Fund. This fund is used to plant trees, thereby replacing lost tree canopy.

For eligible Tigard residents who request it, the city delivers and plants free street trees in the fall/winter. In the spring, the city pursues large-scale planting opportunities in stream corridors, on school grounds, along highways, or where tree canopy replacement is needed. Funds are also used to maintain prior plantings until they are established.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Todd Prager, Community Development	EXTERNAL EXPENSES									
	Construction	\$50,843	\$150,000	\$150,000	\$204,500	\$75,000	\$75,000	\$75,000	\$75,000	\$654,500
	TOTAL	\$50,843	\$150,000	\$150,000	\$204,500	\$75,000	\$75,000	\$75,000	\$75,000	\$654,500
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	0	0	0	0	0
Public Involvement	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
LOCATION Various	TOTAL PROJECT EXPENSE	\$50,843	\$150,000	\$150,000	\$204,500	\$75,000	\$75,000	\$75,000	\$75,000	\$654,500
	REVENUE FUNDING SOURCE									
	Tree Replacement Fund	\$50,843	\$150,000	\$150,000	\$204,500	\$75,000	\$75,000	\$75,000	\$75,000	\$654,500
	TOTAL	\$50,843	\$150,000	\$150,000	\$204,500	\$75,000	\$75,000	\$75,000	\$75,000	\$654,500
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0

TREE CANOPY REPLACEMENT PROGRAM

9 2 0 1 8

Entryway Monuments

The city will build monument signs for Tigard entryway portals.



		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Steve Martin, Public Works	EXTERNAL EXPENSES									
	Construction	\$72,042	\$60,000	0	0	\$67,115	\$62,115	\$58,269	\$57,000	\$244,499
	TOTAL	\$72,042	\$60,000	0	0	\$67,115	\$62,115	\$58,269	\$57,000	\$244,499
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	0	0	0	0	0
Public Involvement	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0
LOCATION To Be Determined	TOTAL PROJECT EXPENSE	\$72,042	\$60,000	0	0	\$67,115	\$62,115	\$58,269	\$57,000	\$244,499
	REVENUE FUNDING SOURCE									
	General Fund	0	\$60,000	0	0	\$67,115	\$62,115	\$58,269	\$57,000	\$244,499
	Parks Capital Fund	\$72,042	0	0	0	0	0	0	0	0
	TOTAL	\$72,042	\$60,000	0	0	\$67,115	\$62,115	\$58,269	\$57,000	\$244,499
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0

ENTRYWAY MONUMENTS

LOCATION
To Be Determined

PROJECT MANAGER
Steve Martin, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	0	\$70,000	\$115,000	0	0	0	0	0	\$115,000
Design & Engineering	0	0	0	\$10,000	0	0	0	0	\$10,000
Construction	0	0	0	\$70,000	0	0	0	0	\$70,000
TOTAL	0	\$70,000	\$115,000	\$80,000	0	0	0	0	\$195,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$10,000	0	0	0	0	\$10,000
Construction Management	0	0	0	\$10,000	0	0	0	0	\$10,000
TOTAL	0	0	0	\$20,000	0	0	0	0	\$20,000
TOTAL PROJECT EXPENSE	0	\$70,000	\$115,000	\$100,000	0	0	0	0	\$215,000
REVENUE FUNDING SOURCE									
General Fund	0	\$53,000	\$86,250	\$75,000	0	0	0	0	\$161,250
Park System Dev. Charge	0	\$17,000	\$28,750	\$25,000	0	0	0	0	\$53,750
TOTAL	0	\$70,000	\$115,000	\$100,000	0	0	0	0	\$215,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

9 2 0 2 4

Fanno Creek Trail

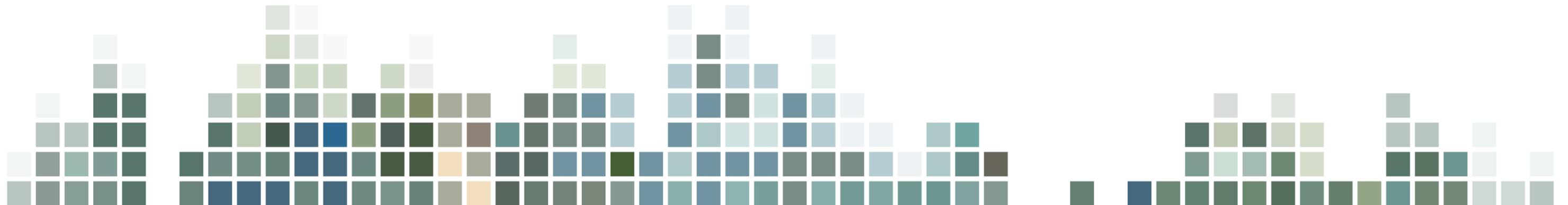
(Main Street to Grant Street)

The city will install a trail from Main Street to Grant Street. This trail is a key part of the larger Fanno Creek Regional Trail System linking Portland to Tualatin. The funding provided is for land acquisition, conceptual design, and permitting. Construction is expected to begin in fiscal year 2010-11.



SANITARY SEWER SYSTEM

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
21	93002	Citywide Sanitary Sewer Extension Program	\$822,774	\$668,167	\$150,833				\$1,641,774
21	93003	Sanitary Sewer Major Maintenance Program	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
22	93007	Hunziker Street Sanitary Sewer Replacement	\$10,500	\$50,000					\$60,500
22	93009	Fanno Creek Slope Stabilization (<i>Arthur Court</i>)		\$61,500	\$207,000				\$268,500
TOTAL FUNDED			\$883,274	\$829,667	\$407,833	\$50,000	\$50,000	\$50,000	\$2,270,774



93002

Citywide Sanitary Sewer Extension Program

The Sanitary Sewer Extension Program began in fiscal year 2001-02 in order to extend sewers to all developed but un-served residential areas citywide. The city utilizes the formation of reimbursement districts to construct the sewers. The Commercial Area Sewer Extension Program is also funded from the Sanitary Sewer Fund and offers commercial entities the opportunity to participate in reimbursement districts for extension of sewer service to commercial areas. Sewer extensions are planned for Walnut Street and 112th Avenue, Hoodview, and Baylor and 72nd Avenue. This program is expected to be completed by fiscal year 2012-13.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Ted Kyle, Public Works	EXTERNAL EXPENSES									
	Design & Engineering	0	0	\$61,484	\$20,000	0	0	0	0	\$81,484
	Construction	\$235,118	\$1,300,000	\$761,290	\$632,000	\$150,000	0	0	0	\$1,543,290
	TOTAL	\$235,118	\$1,300,000	\$822,774	\$653,000	\$150,000	0	0	0	\$1,624,774
	INTERNAL EXPENSES									
	Project Management	0	0	0	\$16,167	\$833	0	0	0	\$17,000
	TOTAL	0	0	0	\$16,167	\$833	0	0	0	\$17,000
LOCATION Various	TOTAL PROJECT EXPENSE	\$235,118	\$1,300,000	\$822,774	\$668,167	\$150,833	0	0	0	\$1,641,774
	REVENUE FUNDING SOURCE									
	Sanitary Sewer	\$235,118	\$1,300,000	\$822,774	\$668,167	\$150,833	0	0	0	\$1,641,774
	TOTAL	\$235,118	\$1,300,000	\$822,774	\$668,167	\$150,833	0	0	0	\$1,641,774
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

CITYWIDE SANITARY SEWER EXTENSION PROGRAM

93003

Sanitary Sewer Major Maintenance Program

This program was established to reconstruct or repair sanitary sewer facilities in cases where the work is beyond the scope of the city's Public Works Department. Project sites are located throughout the city.



		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Ted Kyle, Public Works	EXTERNAL EXPENSES									
	Construction	\$66,990	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	TOTAL	\$66,990	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0
LOCATION Various	TOTAL PROJECT EXPENSE	\$66,990	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	REVENUE FUNDING SOURCE									
	Sanitary Sewer	\$66,990	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	TOTAL	\$66,990	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

SANITARY SEWER MAJOR MAINTENANCE PROGRAM

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	\$10,000	\$10,500	0	0	0	0	0	\$10,500
Construction	0	\$50,000	0	\$50,000	0	0	0	0	\$50,000
TOTAL	0	\$60,000	\$10,500	\$50,000	0	0	0	0	\$60,500
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$60,000	\$10,500	\$50,000	0	0	0	0	\$60,500
REVENUE FUNDING SOURCE									
Sanitary Sewer	0	\$60,000	\$10,500	\$50,000	0	0	0	0	\$60,500
TOTAL	0	\$60,000	\$10,500	\$50,000	0	0	0	0	\$60,500
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
East of Hall Boulevard

PROJECT MANAGER
Ted Kyle, Public Works

93007

Hunziker Street Sanitary Sewer Replacement

A section of sanitary sewer pipe on Hunziker Street immediately east of Hall Boulevard is broken. The city made a temporary repair in the summer of 2008. The repair material has deteriorated resulting in sewer blockages.

This project will replace 320 feet of the pipe, install one new manhole at the intersection with Hall Boulevard, and reconnect three service laterals. The existing pipe will be abandoned in place. An Oregon Department of Transportation permit will be required as the construction will take place on Hall Boulevard which is under state jurisdiction.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	\$50,000	0	\$51,000	0	0	0	0	\$51,000
Construction	0	0	0	0	\$200,000	0	0	0	\$200,000
TOTAL	0	\$50,000	0	\$51,000	\$200,000	0	0	0	\$251,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$10,500	\$7,000	0	0	0	\$17,500
TOTAL	0	0	0	\$10,500	\$7,000	0	0	0	\$17,500
TOTAL PROJECT EXPENSE	0	\$50,000	0	\$61,500	\$207,000	0	0	0	\$268,500
REVENUE FUNDING SOURCE									
Sanitary Sewer	0	\$50,000	0	\$61,500	\$207,000	0	0	0	\$268,500
TOTAL	0	\$50,000	0	\$61,500	\$207,000	0	0	0	\$268,500
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
Arthur Court

PROJECT MANAGER
Ted Kyle, Public Works

93009

Fanno Creek Slope Stabilization

(Arthur Court)

Due to high water levels in 2009, the bank of Fanno Creek near Arthur Court eroded. The erosion has damaged the outfall of a storm line and is threatening a sewer main near the creek bank. A portion of the Fanno Creek Trail that runs along the top of the bank may also be undermined if the erosion is not addressed. The city will perform repair work including design and stabilization of approximately 250 feet of bank to protect the existing sanitary sewer main.

STORM SYSTEM

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
25	94001	Storm Drainage Major Maintenance	\$119,368	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$369,368
26	94011	Culvert Improvements – Walnut Street <i>(Derry Dell/Fanno Creek)</i>		\$89,444	\$203,556				\$293,000
26	94012	Culvert Replacement <i>(72nd Avenue & Dartmouth Street)</i>			\$91,000	\$272,000			\$363,000
27	94013	Community Tree Planting					\$35,000	\$35,000	\$70,00
27	94019	Tree Planting – Summer Creek <i>(116th Avenue to 113th Avenue)</i>			\$44,000				\$44,000
28	94021	Tree Planting – Summer Creek <i>(Mary Woodward to Summerlake)</i>		\$55,000					\$55,000
29	94022	Copper Creek Bank Stabilization		\$35,556	\$124,444				\$160,000
29	94023	Greenfield Storm Drain Replacement	\$100,000	\$74,000					\$174,000
TOTAL FUNDED			\$219,368	\$304,000	\$513,000	\$322,000	\$85,000	\$85,000	\$1,528,368

9 4 0 0 1

Storm Drainage Major Maintenance

This program was established to reconstruct or repair stormwater facilities in cases where the work is beyond the scope of the city's Public Works Department. Project sites are located throughout the city.



LOCATION
Various

PROJECT MANAGER
Ted Kyle, Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Construction	0	\$25,000	\$119,368	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$369,368
TOTAL	0	\$25,000	\$119,368	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$369,368
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$25,000	\$119,368	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$369,368
REVENUE FUNDING SOURCE									
Storm Water	0	\$25,000	0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Water Quality/Quantity	0	0	\$119,368	0	0	0	0	0	\$119,368
TOTAL	0	\$25,000	\$119,368	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$369,368
OTHER REVENUE SOURCE									
TOTAL	0	0	0	0	0	0	0	0	0

STORM DRAINAGE MAJOR MAINTENANCE

How are storm projects funded?

Storm water projects are funded with fees paid by Tigard residential and non-residential customers. These rates are set by Clean Water Services (CWS) and the city.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	\$75,000	0	\$85,000	0	0	0	0	\$85,000
Construction	0	0	0	0	\$200,000	0	0	0	\$200,000
TOTAL	0	\$75,000	0	\$85,000	\$200,000	0	0	0	\$285,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$4,444	\$3,556	0	0	0	\$8,000
TOTAL	0	0	0	\$4,444	\$3,556	0	0	0	\$8,000
TOTAL PROJECT EXPENSE	0	\$75,000	0	\$89,444	\$203,556	0	0	0	\$293,000
REVENUE FUNDING SOURCE									
Storm Water	0	0	0	\$89,444	\$203,556	0	0	0	\$293,000
Water Quality/Quantity	0	\$75,000	0	0	0	0	0	0	0
TOTAL	0	\$75,000	0	\$89,444	\$203,556	0	0	0	\$293,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
Various

PROJECT MANAGER
Ted Kyle, Public Works

9 4 0 1 1

Culvert Improvements – Walnut Street

(Derry Dell/Fanno Creek)

The city will replace the existing culvert on Walnut Street at Derry Dell Creek. The new, larger culvert will increase capacity, provide fish passage, and enhance water quality. Funding will be used for hydraulic analysis, hydraulic study, and preliminary design.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	0	\$75,000	0	0	0	\$75,000
Construction	0	0	0	0	0	\$200,000	0	0	\$200,000
TOTAL	0	0	0	0	\$75,000	\$200,000	0	0	\$275,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	\$16,000	\$32,000	0	0	\$48,000
Construction Management	0	0	0	0	0	\$40,000	0	0	\$40,000
TOTAL	0	0	0	0	\$16,000	\$72,000	0	0	\$88,000
TOTAL PROJECT EXPENSE	0	0	0	0	\$91,000	\$272,000	0	0	\$363,000
REVENUE FUNDING SOURCE									
Storm Water	0	0	0	0	\$91,000	\$272,000	0	0	\$363,000
TOTAL	0	0	0	0	\$91,000	\$272,000	0	0	\$363,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
Red Rock Creek at 72nd Avenue

PROJECT MANAGER
Ted Kyle, Public Works

9 4 0 1 2

Culvert Replacement

(72nd Avenue & Dartmouth Street)

The project upgrades an existing culvert located at the 72nd Avenue and Dartmouth Street intersection to provide additional culvert capacity to relieve flooding and stop creek incision.

Implementation of the project addresses culvert replacement goals identified in the Healthy Streams Plan. The design of the upgrade will be combined with the 72nd Avenue/Dartmouth Street intersection design. The city intends to work with private developers to complete improvements to the intersection and upgrade the culvert.

9 4 0 1 3

Community Tree Planting

The city will plant native trees and shrubs along creeks and streams in order to meet the community tree planting goals identified in the Healthy Streams Plan.



COMMUNITY TREE PLANTING

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Carla Staedter, Public Works	EXTERNAL EXPENSES									
	Construction	0	0	0	0	0	0	\$35,000	\$35,000	\$70,000
	TOTAL	0	0	0	0	0	0	\$35,000	\$35,000	\$70,000
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0
LOCATION Various	TOTAL PROJECT EXPENSE	0	0	0	0	0	0	\$35,000	\$35,000	\$70,000
	REVENUE FUNDING SOURCE									
	Tree Replacement Fund	0	0	0	0	0	0	\$35,000	\$35,000	\$70,000
	TOTAL	0	0	0	0	0	0	\$35,000	\$35,000	\$70,000
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

9 4 0 1 9

Tree Planting Summer Creek

(116th Avenue to 113th Place)

The city will restore 5.34 acres of riparian corridors through the removal of non-native vegetation and the installation of 8,000 native trees and shrubs. The project meets a community tree planting goal identified in the Healthy Streams Plan and provides stream buffer mitigation on the parcel near Tippitt Drive. Planting sites are subject to change pending new restoration opportunities.

TREE PLANTING SUMMER CREEK-116TH AVENUE TO 113TH PLACE

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Carla Staedter, Public Works	EXTERNAL EXPENSES									
	Construction	0	\$40,000	0	0	\$40,000	0	0	0	\$40,000
	TOTAL	0	\$40,000	0	0	\$40,000	0	0	0	\$40,000
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	\$4,000	0	0	0	\$4,000
	TOTAL	0	0	0	0	\$4,000	0	0	0	\$4,000
LOCATION Summer Creek between 116 th Avenue & 113 th Place	TOTAL PROJECT EXPENSE	0	\$40,000	0	0	\$44,000	0	0	0	\$44,000
	REVENUE FUNDING SOURCE									
	Storm Water	0	0	0	0	\$44,000	0	0	0	\$44,000
	Water Quality/Quantity	0	\$40,000	0	0	0	0	0	0	0
	TOTAL	0	\$40,000	0	0	\$44,000	0	0	0	\$44,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	0	

LOCATION
Various

PROJECT MANAGER
Ted Kyle, Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Construction	0	0	0	\$50,000	0	0	0	0	\$50,000
TOTAL	0	0	0	\$50,000	0	0	0	0	\$50,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$5,000	0	0	0	0	\$5,000
TOTAL	0	0	0	\$5,000	0	0	0	0	\$5,000
TOTAL PROJECT EXPENSE	0	0	0	\$55,000	0	0	0	0	\$55,000
REVENUE FUNDING SOURCE									
Storm Water	0	0	0	\$55,000	0	0	0	0	\$55,000
TOTAL	0	0	0	\$55,000	0	0	0	0	\$55,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

9 4 0 2 1

Tree Planting Summer Creek

(Mary Woodward Elementary to Summerlake Park)

The city will restore 7.29 acres of riparian corridors through the removal of non-native vegetation and the installation of 10,000 native trees and shrubs. The project meets a community tree planting goal identified in the Healthy Streams Plan and provides stream buffer mitigation along Summer Creek between Mary Woodward Elementary and Summerlake Park. Planting sites are subject to change pending new restoration opportunities.

Did You Know?

The city's tree planting program is supported by revenues provided by the Tree Replacement Fund. These funds are paid by developers for the preservation of trees and are used to plant trees in the public rights-of-way and other public properties.



9 4 0 2 2

Copper Creek Bank Stabilization

The banks of Copper Creek at the southwest corner of Durham Road and Copper Creek Drive are eroded. The erosion resulted from heavy rain and high stream flow from a 36-inch culvert under the streets. This project funds preliminary design and wetland permitting in fiscal year 2010-11, and final design and construction in fiscal year 2011-12.

The work will include bank stabilization, culvert repair, energy dissipation, and planting required by wetland permits.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Ted Kyle, Public Works	EXTERNAL EXPENSES									
	Design & Engineering	0	\$30,000	0	\$30,000	0	0	0	0	\$30,000
	Construction	0	0	0	0	\$120,000	0	0	0	\$120,000
	TOTAL	0	\$30,000	0	\$30,000	\$120,000	0	0	0	\$150,000
	INTERNAL EXPENSES									
	Project Management	0	0	0	\$5,556	\$4,444	0	0	0	\$10,000
	TOTAL	0	0	0	\$5,556	\$4,444	0	0	0	\$10,000
LOCATION Durham Road & Copper Creek Drive	TOTAL PROJECT EXPENSE	0	\$30,000	0	\$35,556	\$124,444	0	0	0	\$160,000
	REVENUE FUNDING SOURCE									
	Storm Water	0	\$30,000	0	\$35,556	\$124,444	0	0	0	\$160,000
	TOTAL	0	\$30,000	0	\$35,556	\$124,444	0	0	0	\$160,000
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

COPPER CREEK BANK STABILIZATION

9 4 0 2 3

Greenfield Storm Drain Replacement

A storm drainage pipe crossing Greenfield Drive, 600 feet south of Morningstar Drive, is cracked. The existing pipe will be abandoned and a new pipe will be installed using the directional boring method. This method is recommended by permitting agencies to minimize environmental impacts to the area during construction.



		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Ted Kyle, Public Works	EXTERNAL EXPENSES									
	Design & Engineering	0	0	0	0	0	0	0	0	0
	Construction	0	\$150,000	\$100,000	\$50,000	0	0	0	0	\$150,000
	TOTAL	0	\$150,000	\$100,000	\$50,000	0	0	0	0	\$150,000
	INTERNAL EXPENSES									
	Project Management	0	0	0	\$10,667	0	0	0	0	\$10,667
	Construction Management	0	0	0	\$13,333	0	0	0	0	\$13,333
TOTAL	0	0	0	\$24,000	0	0	0	0	\$24,000	
LOCATION 600 feet south of Morningstar Drive	TOTAL PROJECT EXPENSE	0	\$150,000	\$100,000	\$74,000	0	0	0	0	\$174,000
	REVENUE FUNDING SOURCE									
	Storm Water	0	\$150,000	\$100,000	\$74,000	0	0	0	0	\$174,000
	TOTAL	0	\$150,000	\$100,000	\$74,000	0	0	0	0	\$174,000
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

GREENFIELD STORM DRAIN REPLACEMENT

STREET SYSTEM

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
33	95001	Street Right-of-Way Maintenance		\$12,500	\$75,000	\$100,000	\$100,000	\$100,000	\$387,500
33	95001	Pavement Management Program	\$776,000	\$827,900	\$1,115,400	\$1,390,400	\$1,690,400	\$1,690,400	\$7,490,500
34	95005	Pacific Highway/Greenburg Road/Main Street Intersection Improvements	\$2,999,355	\$2,463,900					\$5,463,255
35	95007	Barrows Road Sidewalk Installation	\$50,075	\$20,000					\$70,075
36	95008	Garrett Street Sidewalk (CDBG \$141,790)	\$105,390	\$40,000					\$145,390
36	95021	North Dakota Street Bridge Replacement					\$231,500	\$2,232,500	\$2,464,000
37	95027	Citywide Sidewalk & Pedestrian Improvements		\$141,000	\$141,000	\$141,000	\$141,000	\$141,000	\$705,000
38	95031	Pacific Highway/Hall Boulevard Intersection		\$42,133	\$21,067				\$63,200
TOTAL FUNDED			\$3,930,820	\$3,547,433	\$1,352,467	\$1,631,400	\$2,162,900	\$4,163,900	\$16,788,920

9 5 0 0 1

Street Right-of-Way Maintenance

Funded by the street maintenance fee, the city will maintain the rights-of-way on arterial and collector streets. Work will include mowing, vegetation trimming, maintenance of stormwater infiltration planters, and minor landscaping to maintain and enhance community aesthetics.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Vance Walker, Public Works	EXTERNAL EXPENSES									
	Construction	0	0	0	\$12,500	\$75,000	\$100,000	\$100,000	\$100,000	\$387,500
	TOTAL	0	0	0	\$12,500	\$75,000	\$100,000	\$100,000	\$100,000	\$387,500
	INTERNAL EXPENSES									
	Project Management	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0
LOCATION Citywide	TOTAL PROJECT EXPENSE	0	0	0	\$12,500	\$75,000	\$100,000	\$100,000	\$100,000	\$387,500
	REVENUE FUNDING SOURCE									
	Street Maintenance Fund	0	0	0	\$12,500	\$75,000	\$100,000	\$100,000	\$100,000	\$387,500
	TOTAL	0	0	0	\$12,500	\$75,000	\$100,000	\$100,000	\$100,000	\$387,500
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

STREET RIGHT-OF-WAY MAINTENANCE

9 5 0 0 1

Pavement Management Program

Funded by the street maintenance fee, the city will apply pavement overlays and slurry seals on various streets throughout the city. This work preserves pavement life and the city's investment in existing roadways.

In the summer of 2010, pavement overlays are planned for Sequoia Parkway, Pfaffle Street, and portions of Commercial Street, 121st Avenue, 98th Avenue, and North Dakota Street. Slurry seals are planned for the Picks Landing area south of Durham Road and in neighborhoods around the intersection of 135th Avenue and Walnut Street. The actual number of overlays and slurry seals applied may vary depending upon paving costs.

		Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
PROJECT MANAGER Mike McCarthy, Public Works	EXTERNAL EXPENSES									
	Design & Engineering	0	0	0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000
	Construction	\$850,089	\$850,089	\$776,000	\$737,500	\$1,025,000	\$1,300,000	\$1,600,000	\$1,600,000	\$7,038,500
	TOTAL	\$850,089	\$850,089	\$776,000	\$777,500	\$1,065,000	\$1,340,000	\$1,640,000	\$1,640,000	\$7,238,500
	INTERNAL EXPENSES									
	Project Management	0	0	0	\$10,400	\$10,400	\$10,400	\$10,400	\$10,400	\$52,000
	Construction Management	0	0	0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000
	TOTAL	0	0	0	\$50,400	\$50,400	\$50,400	\$50,400	\$50,400	\$252,000
LOCATION Citywide	TOTAL PROJECT EXPENSE	\$850,089	\$850,089	\$776,000	\$827,900	\$1,115,400	\$1,390,400	\$1,690,400	\$1,690,400	\$7,490,500
	REVENUE FUNDING SOURCE									
	Gas Tax	\$87,903	0	0	0	0	0	0	0	0
	Street Maintenance Fund	\$762,186	\$776,000	\$776,000	\$827,900	\$1,115,400	\$1,390,400	\$1,690,400	\$1,690,400	\$7,490,500
	TOTAL	\$850,089	\$776,000	\$776,000	\$827,900	\$1,115,400	\$1,390,400	\$1,690,400	\$1,690,400	\$7,490,500
	OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	

PAVEMENT MANAGEMENT PROGRAM

LOCATION
Greenburg Road/Pacific Highway/
Main Street

PROJECT MANAGER
Mike McCarthy, Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	0	\$620,000	\$1,640,007	0	0	0	0	0	\$1,640,007
Design & Engineering	\$285,772	0	\$488,348	0	0	0	0	0	\$488,348
Construction	0	\$351,450	\$871,000	\$2,034,900	0	0	0	0	\$2,905,900
TOTAL	\$285,772	\$971,450	\$2,999,355	\$2,034,900	0	0	0	0	\$5,034,255
INTERNAL EXPENSES									
Project Management	0	0	0	\$79,000	0	0	0	0	\$79,000
Construction Management	0	0	0	\$350,000	0	0	0	0	\$350,000
TOTAL	0	0	0	\$429,000	0	0	0	0	\$429,000
TOTAL PROJECT EXPENSE	\$285,772	\$971,450	\$2,999,355	\$2,463,900	0	0	0	0	\$5,463,255
REVENUE FUNDING SOURCE									
City Gas Tax	\$285,772	0	\$2,855,355	\$2,253,900	0	0	0	0	\$5,109,255
Water Fund	0	0	\$144,000	\$210,000	0	0	0	0	\$354,000
TOTAL	\$285,772	\$971,450	\$2,999,355	\$2,463,900	0	0	0	0	\$5,463,255
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

95005

Pacific Highway/ Greenburg Road/ Main Street Intersection Improvements

The Hall Boulevard and Greenburg Road/Main Street intersections along Pacific Highway combine to cause some of the worst traffic congestion in Tigard. The city has partnered with the county and the state to improve both intersections. Improvements will include:

- a) A third through lane on Pacific Highway through both intersections.
- b) Additional turn lanes on Hall Boulevard, Greenburg Road, and Main Street for more efficient intersection operation.
- c) Improved roadway geometry (turning radius, etc.).
- d) Wider sidewalks, crossing improvements, and new bike lanes.
- e) Stormwater pollution-reduction treatment.
- f) Landscaping to improve the aesthetics of the area.

Dollar figures reflect the city's share of the project costs. Construction started in May 2010; the project should be completed in the spring of 2011.



9 5 0 0 7

Barrows Road Sidewalk Installation

The city completed the sidewalk in fiscal year 2009-10 and will install landscaping in fiscal year 2010-11. A developer paid the city \$71,814 to construct these improvements due to a scheduling conflict with another county project. The \$71,814 was deposited in the Gas Tax Fund.



LOCATION
Barrows Road

PROJECT MANAGER
Mike McCarthy, Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Construction	0	\$71,814	\$50,075	\$20,000	0	0	0	0	\$70,075
TOTAL	0	\$71,814	\$50,075	\$20,000	0	0	0	0	\$70,075
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
Construction Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$71,814	\$50,075	\$20,000	0	0	0	0	\$70,075
REVENUE FUNDING SOURCE									
Gas Tax	0	\$71,814	0	0	0	0	0	0	0
TOTAL	0	\$71,814	0	0	0	0	0	0	0
OTHER REVENUE SOURCE									
Washington County	0	0	\$50,075	\$20,000	0	0	0	0	\$70,075
TOTAL	0	0	\$50,075	\$20,000	0	0	0	0	\$70,075

BARROWS ROAD SIDEWALK INSTALLATION

How are street projects funded?

All Street projects are paid for with transportation revenue collected from the city's residential and non-residential customers. These revenues include:

- ▶ Transportation Development Tax and Traffic Impact Fees that are paid by developers
- ▶ Gas Tax collected by the State
- ▶ City Gas Tax (local tax)
- ▶ Street Maintenance Fees that are collected through utility billing charges

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	\$3,600	0	0	0	0	0	\$3,600
Construction	0	\$141,790	\$101,790	\$40,000	0	0	0	0	\$141,790
TOTAL	0	\$141,790	\$105,390	\$40,000	0	0	0	0	\$145,390
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
Construction Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$141,790	\$105,390	\$40,000	0	0	0	0	\$145,390
REVENUE FUNDING SOURCE									
Gas Tax	0	\$141,790	0	0	0	0	0	0	0
TOTAL	0	\$141,790	0	0	0	0	0	0	0
OTHER REVENUE SOURCE									
Community Dev. Block Grant	0	0	\$105,390	\$40,000	0	0	0	0	\$145,390
TOTAL	0	0	\$105,390	\$40,000	0	0	0	0	\$145,390

LOCATION
Garrett Street

PROJECT MANAGER
Ted Kyle, Public Works

95008

Garrett Street Sidewalk

By June 30, 2010, the city will complete improvements to the existing storm drainage system and construct missing sections of sidewalk on the south side of Garrett Street between Ash Avenue and Pacific Highway.

During the summer of 2010, a pavement overlay will be applied. The city received a \$141,790 Community Development Block Grant for this project and will provide engineering and construction management services as a local match.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	0	0	0	\$200,000	0	\$200,000
Construction	0	0	0	0	0	0	0	\$2,001,000	\$2,001,000
TOTAL	0	0	0	0	0	0	\$200,000	\$2,001,000	\$2,201,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	\$31,500	\$31,500	\$63,000
Construction Management	0	0	0	0	0	0	0	\$200,000	\$200,000
TOTAL	0	0	0	0	0	0	\$31,500	\$231,500	\$263,000
TOTAL PROJECT EXPENSE	0	0	0	0	0	0	\$231,500	\$2,232,500	\$2,464,000
REVENUE FUNDING SOURCE									
Gas Tax	0	0	0	0	0	0	\$231,500	\$2,232,500	\$2,464,000
TOTAL	0	0	0	0	0	0	\$231,500	\$2,232,500	\$2,464,000
OTHER REVENUE SOURCE									
	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
North Dakota Street at Fanno Creek

PROJECT MANAGER
Mike McCarthy, Public Works

95021

North Dakota Street Bridge Replacement

The existing North Dakota Street bridge over Fanno Creek is very narrow, lacks space for pedestrians and cyclists, and may have deteriorated to a condition in which it may be eligible for bridge replacement grant funds. This project would replace the existing bridge with a new bridge wide enough to accommodate pedestrians and cyclists along with motor vehicles.

9 5 0 2 7

Citywide Sidewalk and Pedestrian Improvements

The city will add sidewalks and short trail connections to fill existing gaps in the pedestrian transportation system. Projects will be selected each year based on pedestrian need, safety, benefit, mobility options, and ability to leverage other resources. Potential project locations are identified in the Transportation System Plan and include Hall Boulevard, 121st Avenue, Tiedeman Avenue, Tigard Street, North Dakota Street, and crossings at busy streets such as McDonald Street and Greenburg Road.



LOCATION
Citywide

PROJECT MANAGER
Mike McCarthy, Public Works

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	0	0	0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Design & Engineering	0	0	0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Construction	0	0	0	\$101,000	\$101,000	\$101,000	\$101,000	\$101,000	\$505,000
TOTAL	0	0	0	\$121,000	\$121,000	\$121,000	\$121,000	\$121,000	\$605,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Construction Management	0	0	0	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
TOTAL	0	0	0	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
TOTAL PROJECT EXPENSE	0	0	0	\$141,000	\$141,000	\$141,000	\$141,000	\$141,000	\$705,000
REVENUE FUNDING SOURCE									
Gas Tax	0	0	0	\$141,000	\$141,000	\$141,000	\$141,000	\$141,000	\$705,000
TOTAL	0	0	0	\$141,000	\$141,000	\$141,000	\$141,000	\$141,000	\$705,000
OTHER REVENUE SOURCE									
TOTAL	0	0	0	0	0	0	0	0	0

CITYWIDE SIDEWALK AND PEDESTRIAN IMPROVEMENTS

LOCATION
Pacific Highway and
Hall Boulevard

PROJECT MANAGER
Mike McCarthy, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Land/Right of Way Acquisition	0	0	0	0	0	0	0	0	0
Design & Engineering	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
INTERNAL EXPENSES									
Project Management	0	0	0	\$42,133	\$21,067	0	0	0	\$63,200
TOTAL	0	0	0	\$42,133	\$21,067	0	0	0	\$63,200
TOTAL PROJECT EXPENSE	0	0	0	\$42,133	\$21,067	0	0	0	\$63,200
REVENUE FUNDING SOURCE									
Gas Tax	0	0	0	\$42,133	\$21,067	0	0	0	\$63,200
TOTAL	0	0	0	\$42,133	\$21,067	0	0	0	\$63,200
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

95031

Pacific Highway/ Hall Boulevard Intersection

The city expects to contribute \$63,200 in staff time related to project management for the Pacific Highway/Greenburg Road/Main Street Intersection Improvements. See the project 95005 for a detailed description.



WATER SYSTEM

PAGE	PROJECT	PROJECT NAME	PROJECTED 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTALS
41	96008	Water Main Line Oversizing	\$40,000	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	\$690,000
42	96010	Aquifer Storage & Recovery Well #3			\$265,000	\$2,421,000	\$50,000		\$2,736,000
43	96011	ASR Expansion					\$178,429	\$2,020,571	\$2,199,000
44	96013	550' Zone Improvements (10 MG Transfer Pump Station Upgrade)	\$1,123,994	\$3,543,043	\$226,000				\$4,893,037
45	96018	Lake Oswego-Tigard Water Partnership	\$3,260,000	\$4,893,960	\$5,093,960	\$8,093,960	\$25,093,960	\$25,093,960	\$71,529,800
46	96022	Water SDC Update	\$25,000	\$25,000					\$50,000
46	96023	Sherwood Water Partnership		\$1,000,000					\$1,000,000
TOTAL FUNDED			\$4,448,994	\$9,562,003	\$5,684,960	\$10,664,960	\$25,472,389	\$27,264,531	\$83,097,837

96008

Water Main Line Oversizing

The city may elect to upsize water transmission lines in conjunction with new development. Lines earmarked for upsizing are identified in the Water Distribution System Hydraulic Study.



LOCATION
To Be Determined

PROJECT MANAGER
Rob Murchison, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Construction	0	\$80,000	\$40,000	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	\$690,000
TOTAL	0	\$80,000	\$40,000	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	\$690,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
Public Involvement	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$80,000	\$40,000	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	\$690,000
REVENUE FUNDING SOURCE									
Water SDC	0	\$80,000	\$40,000	0	0	0	0	0	\$40,000
Water Fund	0	0	0	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	\$650,000
TOTAL	0	\$80,000	\$40,000	\$100,000	\$100,000	\$150,000	\$150,000	\$150,000	\$690,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

WATER MAIN LINE OVERSIZING

How are water projects funded?

Funding sources for the city's water projects come from the Water Fund and Water SDC (*System Development Charge*) Fund. The revenues for these funds are provided by residential and commercial residents through water utility charges.

LOCATION
13001 SW Bull Mountain Road

PROJECT MANAGER
Rob Murchison, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	0	\$251,000	0	0	0	\$251,000
Construction	0	0	0	0	0	\$2,200,000	0	0	\$2,200,000
TOTAL	0	0	0	0	\$251,000	\$2,200,000	0	0	\$2,451,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	\$14,000	\$21,000	0	0	\$35,000
Construction Management	0	0	0	0	0	\$200,000	\$50,000	0	\$250,000
TOTAL	0	0	0	0	\$14,000	\$221,000	\$50,000	0	\$285,000
TOTAL PROJECT EXPENSE	0	0	0	0	\$265,000	\$2,421,000	\$50,000	0	\$2,763,000
REVENUE FUNDING SOURCE									
Water SDC	0	0	0	0	\$132,500	\$1,210,500	\$25,000	0	\$1,368,000
Water Fund	0	0	0	0	\$132,500	\$1,210,500	\$25,000	0	\$1,368,000
TOTAL	0	0	0	0	\$265,000	\$2,421,000	\$50,000	0	\$2,736,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

96010

Aquifer Storage & Recovery Well #3

The Water Distribution System Hydraulic Study identified a need for the expansion of the City's Aquifer Storage and Recovery program. In fiscal year 2007-2008, a 1,000-foot deep well was successfully drilled. Well head improvements which include the installation of a pump, motor, and accompanying pipe and chlorination system are scheduled in 2012. The pump station will provide 2.5 million gallons of water per day during dry summer months.



9 6 0 1 1

ASR Expansion

The city's hydrogeologist of record will assist staff in locating potential sites for additional Aquifer Storage and Recovery (ASR) wells. In addition, test wells must be drilled by a qualified well driller in order for the hydrogeologist to determine suitability of the well for ASR purposes. Therefore, these studies will include both consultant and drilling services.



LOCATION
To Be Determined

PROJECT MANAGER
Rob Murchison, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	0	0	0	0	0	\$151,000	0	\$151,000
Construction	0	0	0	0	0	0	0	\$1,800,000	\$1,800,000
TOTAL	0	0	0	0	0	0	\$151,000	\$1,800,000	\$1,951,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	\$27,429	\$20,571	\$48,000
Construction Management	0	0	0	0	0	0	0	\$200,000	\$200,000
TOTAL	0	0	0	0	0	0	\$27,429	\$220,571	\$248,000
TOTAL PROJECT EXPENSE	0	0	0	0	0	0	\$178,429	\$2,020,571	\$2,199,000
REVENUE FUNDING SOURCE									
Water SDC	0	0	0	0	0	0	\$178,429	\$2,020,571	\$2,199,000
TOTAL	0	0	0	0	0	0	\$178,429	\$2,020,571	\$2,199,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

ASR EXPANSION

LOCATION
Bull Mountain Road &
125th Avenue

PROJECT MANAGER
Rob Murchison, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	187,476	0	\$115,851	0	0	0	0	0	\$115,851
Construction	0	\$4,686,000	\$1,008,143	\$3,299,186	0	0	0	0	\$4,307,329
TOTAL	\$187,476	\$4,686,000	\$1,123,994	\$3,299,186	0	0	0	0	\$4,423,180
INTERNAL EXPENSES									
Project Management	0	0	0	\$126,000	\$126,000	0	0	0	\$252,000
Construction Management	0	0	0	\$117,857	\$100,000	0	0	0	\$217,857
TOTAL	0	0	0	\$243,857	\$226,000	0	0	0	\$469,857
TOTAL PROJECT EXPENSE	\$187,476	\$4,686,000	\$1,123,994	\$3,543,043	\$226,000	0	0	0	\$4,893,037
REVENUE FUNDING SOURCE									
Water CIP	0	\$4,686,000	0	0	0	0	0	0	0
Water SDC	0	0	0	0	0	0	0	0	0
Water Fund	\$187,476	0	0	0	0	0	0	0	0
TOTAL	\$187,476	\$4,686,000	0	0	0	0	0	0	0
OTHER REVENUE SOURCE									
American Recovery & Reinvestment Act	0	\$4,686,000	\$1,123,994	\$3,543,043	\$226,000	0	0	0	\$4,893,037
TOTAL	0	\$4,686,000	\$1,123,994	\$3,543,043	\$226,000	0	0	0	\$4,893,037

9 6 0 1 3

550' Zone Improvements

(10 MG Transfer Pump Station)

The existing transfer pump station located on the 10-million gallon reservoir site at Bull Mountain Road/125th Avenue, serves both the 550-foot and 713-foot service zones. The Water Distribution System Hydraulic Study identified a need to replace this pump station with one that would provide a higher pumping capacity to both service zones.

Construction of this improvement increases pumping capacity from 2,000 to 3,300 gallons per minute (gpm) for the 713-foot service zone. The pump station will also provide 3,900 gpm to the 550-Foot Zone Reservoir No. 2. Federal funding for this project is provided by the American Recovery & Reinvestment Act.



9 6 0 1 8

Lake Oswego-Tigard Water Partnership

In 2008, the city entered into an agreement to develop a long-term water supply with the City of Lake Oswego. The new water supply is expected to be online in 2016. Capital construction projects include: expansion of the raw water intake structure on the Clackamas River, and increases in treatment plant capacity, transmission pipe sizing, storage capacity, and pumping capacity. Tigard's share of the total project cost is estimated at \$110 million. Revenue bonds will likely be used to finance partnership projects.



LOCATION
Tigard Water Service Area

PROJECT MANAGER
Dennis Koellermeier, *Public Works*

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Construction	\$2,868,626	\$1,200,000	\$3,260,000	\$4,800,000	\$5,000,000	\$8,000,000	\$25,000,000	\$25,000,000	\$71,060,000
TOTAL	\$2,868,626	\$1,200,000	\$3,260,000	\$4,800,000	\$5,000,000	\$8,000,000	\$25,000,000	\$25,000,000	\$71,060,000
INTERNAL EXPENSES									
Project Management	0	0	0	\$93,960	\$93,960	\$93,960	\$93,960	\$93,960	\$469,800
TOTAL	0	0	0	\$93,960	\$93,960	\$93,960	\$93,960	\$93,960	\$469,800
TOTAL PROJECT EXPENSE	\$2,868,626	\$1,200,000	\$3,260,000	\$4,893,960	\$5,093,960	\$8,093,960	\$25,093,960	\$25,096,960	\$71,529,800
REVENUE FUNDING SOURCE									
Water CIP	\$2,868,626	0	\$3,260,000	\$2,600,000	\$5,093,960	\$8,093,960	\$25,093,960	\$25,093,960	\$69,235,840
Water Fund	0	\$1,200,000	0	\$2,293,960	0	0	0	0	\$2,293,960
TOTAL	\$2,868,626	\$1,200,000	\$3,260,000	\$4,893,960	\$5,093,960	\$8,093,960	\$25,096,960	\$25,093,960	\$71,529,800
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LAKE OSWEGO-TIGARD WATER PARTNERSHIP

For more information about the funding for the Lake Oswego-Tigard Water Partnership, go to www.tigard-or.gov/city_hall/departments/water/long_term_water.asp

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Design & Engineering	0	\$50,000	\$25,000	\$25,000	0	0	0	0	\$50,000
TOTAL	0	\$50,000	\$25,000	\$25,000	0	0	0	0	\$50,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	\$50,000	\$25,000	\$25,000	0	0	0	0	\$50,000
REVENUE FUNDING SOURCE									
Water SDC	0	\$50,000	\$25,000	\$25,000	0	0	0	0	\$50,000
TOTAL	0	\$50,000	\$25,000	\$25,000	0	0	0	0	\$50,000
OTHER REVENUE SOURCE	0	0	\$105,390	\$40,000	0	0	0	0	\$145,390
TOTAL	0	0	\$105,390	\$40,000	0	0	0	0	\$145,390

LOCATION
N/A

PROJECT MANAGER
John Goodrich, Public Works

9 6 0 2 2

Water System Development Charge Update

The city will update its Water System Development Charge (SDC) methodology in fiscal year 2010-11. A consultant will conduct the update which will establish new rates and determine the methodology for applying SDC's.

	Actual 2008-09	Revised 2009-10	Projected 2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	TOTAL
EXTERNAL EXPENSES									
Construction	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
TOTAL	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
INTERNAL EXPENSES									
Project Management	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0
TOTAL PROJECT EXPENSE	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
REVENUE FUNDING SOURCE									
Water CIP	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
TOTAL	0	0	0	\$1,000,000	0	0	0	0	\$1,000,000
OTHER REVENUE SOURCE	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0

LOCATION
Tigard Water Service Area

PROJECT MANAGER
Dennis Koellermeier, Public Works

9 6 0 2 3

Sherwood Water Partnership

The City of Sherwood is constructing water transmission lines and other improvements to access water from the Willamette Treatment Plant. Sherwood has elected to upsize portions of its improvements and has offered this excess capacity to Tigard. Tigard will likely need additional water sources sometime around the year 2030 and is pursuing a partnership with Sherwood to purchase the excess capacity. The partnership will provide the Tigard Water Service Area with:

- a) 20 million gallons per day of capacity via a new pipeline connecting Wilsonville to Sherwood.
- b) Guaranteed access to an existing supply line that extends from Sherwood to Tualatin.

GLOSSARY

ADOPTED BUDGET: The budget amended and approved by the Budget Committee becomes the adopted budget after City Council takes action on it. The adopted budget becomes effective July 1.

APPROVED BUDGET: The proposed budget as amended and approved by the Budget Committee and recommended to the City Council for adoption is referred to as the Approved Budget.

ASSETS: Property owned by the City, which has monetary value.

BOND: A written promise to pay a specified sum of money, called the face value or principal amount, at a specified date or dates in the future, called the maturity date(s), together with periodic interest at a specified rate.

BUDGET: A plan of financial operation embodying an estimate of adopted revenue and expenditures for a given year. The budget is the legal spending limit for City activities.

CAPITAL IMPROVEMENT PROJECTS (CIP): Expenditures which result in the acquisition of land, improvements to existing facilities, and construction of streets, sewers, storm drains, park facilities, and other public facilities.

CAPITAL IMPROVEMENT PROGRAM: Long-range plan for City facilities and infrastructure.

CAPITAL OUTLAY: Expenditures equal to or greater than \$5,000, for equipment, vehicles, or machinery that results in the acquisition or addition to fixed assets.

CITY CENTER DEVELOPMENT AGENCY (CCDA): The Urban Renewal Agency approved by the voters in May, 2006. The CCDA is comprised of members of the City Council as its governing body.

CLEAN WATER SERVICES (CWS): A county-wide agency formerly named the Unified Sewerage Agency (USA). Clean Water Services owns and operates all major sewage treatment plants within Washington County. CWS establishes sewer rates and contracts with most cities to collect monthly charges from residents and perform most sewer maintenance and repair within city limits.

EXPENDITURE: Actual payment made by City check or wire transfer for services or goods received or obligations extinguished.

FEES: General term used for any charge levied by local government in connection with providing a service, permitting an activity, or imposing a fine or penalty. Major types of fees include building permits, business and non-business licenses, fines, and user charges.

FISCAL YEAR: Period used for accounting year. The City of Tigard has a fiscal year of July 1 through the following June 30.

FUND: A fiscal and accounting unit with a self-balancing set of accounts in which cash and other financial resources, liabilities, equities, and changes therein are recorded to carry on specific activities and/or objectives.

GENERAL FUND: The primary discretionary fund of the City, which accounts for general-purpose revenues (such as property tax) and general-purpose operations.

INTERGOVERNMENTAL REVENUES: Revenue from other governments, primarily Federal and State grants and State shared revenues, but also payments from other local governments.

LOCAL IMPROVEMENT DISTRICT (LID): An LID is an entity formed by a group of property owners or the City to construct public improvements (such as streets, sewers, storm drains, streetlights, etc.) to benefit properties. Costs of such improvements are then assessed among benefited properties.

METRO: The only directly elected regional government in the nation. Metro is responsible for regional transportation and land use planning. It also manages the Oregon Zoo, the Oregon Convention Center, the Portland Center for the Performing Arts, and the Exposition Center. Metro is also responsible for regional solid waste disposal.

ODOT: Oregon Department of Transportation.

PROPOSED BUDGET: City budget developed by the City Manager and submitted to the Budget Committee for their deliberation.

SYSTEMS DEVELOPMENT CHARGES (SDC): SDCs are paid by developers and builders to fund expansion of infrastructure necessary due to increased usage. Such charges are collected for sewers, storm drains, streets, and parks.

SPECIAL ASSESSMENT: A charge made against certain properties to defray all or part of the cost of a specific capital improvement or service deemed to benefit primarily those properties.

SPECIAL REVENUE FUND: A fund used to account for the proceeds of specific revenue sources that are legally restricted to expenditure for specified purposes.

TAX BASE: Oregon law used to allow cities within the State, with voter approval, to establish a dollar amount of property tax that may be levied on property within the City. Once established, a tax base was allowed to increase by 6% each year without further voter approval. All tax bases in the State were eliminated by Measure 50 and replaced with permanent tax rates.

TRAFFIC IMPACT FEE (TIF): A TIF is a charge on new development assessed by Washington County, but collected by cities. The TIF was replaced by the Transportation Development Tax on July 1, 2009 and will be phased out over an approximately three year period. Fund revenues may only be used for highway and transit capital improvements that provide additional capacity to major transportation systems and to pay the costs of administering the program.

TRANSPORTATION DEVELOPMENT TAX (TDT): The Countywide Transportation Development Tax (TDT) is a Washington County Tax approved by the voters in November, 2008, that is administered and collected by the City of Tigard. It went into effect on July 1, 2009, replacing the Traffic Impact Fee (TIF) program. Like TIF, TDT is assessed on new development to help provide funds for the increased capacity transportation improvements needed to accommodate the additional vehicle traffic and demand for transit facilities generated by that development. It provides funds for these capacity improvements to county and city arterials, certain collectors, and certain state and transit facilities as listed in the County's Capital Improvements Project List. The TDT is categorized as an Improvement Fee: revenue must be dedicated to capital improvements that expand capacity and may not be used for maintenance, repair, or other non-capital improvements.

URBAN RENEWAL DISTRICT: In May of 2006, Tigard voters approved the formation of an Urban Renewal District encompassing the downtown and surrounding areas. With the formation of this district, future increases in property tax revenues from property within the district, called tax increment, will provide an important source of funding for a number of needed capital projects.

5-YEAR SUMMARY REPORT BY FUND

Project #	Project Name	General Fund 100	Gas Tax Fund 200	Tree Replacement Fund 260	Sanitary Sewer Fund 500	Stormwater Fund 510	Water Fund 530	Transportation Development Tax 405	Traffic Impact Fee Fund 410	Underground Utilities Fund 411	Parks Capital Fund 420	Parks SDC Fund 425	City Gas Tax 205	Facilities Fund 400	Street Maintenance Fund 412	Water SDC Fund 531	Water CIP Fund 532	Urban Renewal Capital Projects 940	Funding Paid By Other Jurisdictions**	Total
Streets System																				
95001	Street Right-of-Way Maintenance														\$ 387,500					\$ 387,500
95001	Pavement Management Program														\$ 6,714,500					\$ 6,714,500
95005	Greenburg Rd/Pacific Hwy/Main St Intersection Improvements												\$ 2,463,900							\$ 2,463,900
95007	Barrows Rd. Sidewalk Installation		\$ 20,000																	\$ 20,000
95008	Garrett St Sidewalk (CDBG \$141,790)		\$ 40,000																	\$ 40,000
95021	N. Dakota Street Bridge Replacement		\$ 2,464,000																	\$ 2,464,000
95027	Citywide Sidewalk & Pedestrian Improvements		\$ 705,000																	\$ 705,000
95031	Pacific Hwy / Hall Intersection		\$ 63,200																	\$ 63,200
	Streets System Totals	\$ -	\$ 3,292,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,463,900	\$ -	\$ 7,102,000	\$ -	\$ -	\$ -	\$ -	\$ 12,858,100
Downtown System																				
95030	Ash Ave Extension (Burnham to RR Tracks)		\$ 235,320																	\$ 235,320
97002	Burnham St Reconstruction		\$ 2,022,152					\$ 36,403	\$ 313,408	\$ 97,202							\$ 180,297	\$ 200,000		\$ 2,849,462
97003	Main St/Green St Retrofit		\$ 1,039,000																	\$ 1,039,000
	Downtown System Totals	\$ -	\$ 3,296,472	\$ -	\$ -	\$ -	\$ -	\$ 36,403	\$ 313,408	\$ 97,202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 180,297	\$ 200,000	\$ -	\$ 4,123,782
Water System																				
96008	Water Main Line Oversizing						\$ 650,000													\$ 650,000
96010	Aquifer Storage & Recovery Well #3						\$ 1,368,000									\$ 1,368,000				\$ 2,736,000
96011	ASR Expansion															\$ 2,199,000				\$ 2,199,000
96013	550' Zone Improvements: 10 MG Transfer Pump Station Upgrade																		\$ 4,893,037	\$ 4,893,037
96018	Lake Oswego Partnership																\$ 68,269,800			\$ 68,269,800
96022	Water System Development Charge Update															\$ 25,000				\$ 25,000
96023	Sherwood Partnership																\$ 1,000,000			\$ 1,000,000
	Water System Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,018,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,592,000	\$ 69,269,800	\$ -	\$ 4,893,037	\$ 79,772,837
Parks System																				
92003	East Butte Heritage Park Development	215,700										143,800								\$ 359,500
92004	Cook Park Restroom	\$ 128,000																	\$ 32,000	\$ 160,000
92006	Fanno Creek House (Schaltz)	\$ 396,600																		\$ 396,600
92012	Parks SDC Update											\$ 16,000								\$ 16,000
92013	Fanno Creek Park											\$ 116,000							\$ 2,141,350	\$ 2,257,350
92016	Summer Creek Park											\$ 1,983,000							\$ 3,350,000	\$ 5,333,000
92017	Tree Canopy Replacement Program			\$ 504,500																\$ 504,500
92018	Entryway Monuments	\$ 244,499																		\$ 244,499
92024	Fanno Creek Trail Main to Grant	\$ 75,000											\$ 25,000							\$ 100,000
	Parks System Totals	\$ 1,059,799	\$ -	\$ 504,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,283,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,523,350	\$ 9,371,449
Storm System																				
94001	Storm Drainage Major Maintenance					\$ 250,000														\$ 250,000
94011	Culvert Improvements-Walnut St (Derry Dell/Fanno Creek)					\$ 293,000														\$ 293,000
94012	Culvert Replacement-72nd Ave. to Dartmouth					\$ 363,000														\$ 363,000
94013	Community Tree Planting			\$ 70,000																\$ 70,000
94019	Tree Planting Summer Creek-116th Ave. to 113th Pl.					\$ 44,000														\$ 44,000
94021	Tree Planting Summer Creek-Mary Woodward to Summerlake					\$ 55,000														\$ 55,000
94022	Copper Creek Bank Stabilization					\$ 160,000														\$ 160,000
94023	Greenfield Storm Drain Replacement					\$ 74,000														\$ 74,000
	Storm System Totals	\$ -	\$ -	\$ 70,000	\$ -	\$ 1,239,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,309,000
Sanitary Sewer System																				
93002	Citywide Sanitary Sewer Extension Program				\$ 819,000															\$ 819,000
93003	Sanitary Sewer Major Maintenance Program				\$ 250,000															\$ 250,000
93007	Hunziker St. Sanitary Sewer Replacement				\$ 50,000															\$ 50,000
93009	Fanno Creek Slope Stabilization (Arthur Court)				\$ 268,500															\$ 268,500
	Sanitary Sewer System Totals	\$ -	\$ -	\$ -	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Facilities System																				
91002	Library Grounds Monitoring	26,640																		\$ 26,640
91013	PC/CH/Police Exterior Walls	\$ 956,027																		\$ 956,027
91015	Permit Center Roof													\$ 8,320					\$ 55,000	\$ 63,320
	Facilities System Totals	\$ 982,667	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,320	\$ -	\$ -	\$ -	\$ -	\$ 55,000	\$ 1,045,987
	Grand Totals	\$ 2,042,466	\$ 6,588,672	\$ 574,500	\$ 1,387,500	\$ 1,239,000	\$ 2,018,000	\$ 36,403	\$ 313,408	\$ 97,202	\$ -	\$ 2,283,800	\$ 2,463,900	\$ 8,320	\$ 7,102,000	\$ 3,592,000	\$ 69,450,097	\$ 200,000	\$ 10,471,387	\$ 109,868,655

**Funding source provided by other agencies through grants, IGAs, etc. which are deposited into the appropriate capital fund for that system, i.e. Gas Tax for Streets or Parks Capital for Parks.