

7/18/2016 8:55 AM Last Updated

AMENDED

AGENDA

WILSONVILLE CITY COUNCIL MEETING

JULY 18, 2016

5:00 P.M.

CITY HALL

29799 SW TOWN CENTER LOOP

WILSONVILLE, OREGON

Mayor Tim Knapp

Council President Scott Starr
Councilor Susie Stevens

Councilor Julie Fitzgerald
Councilor Charlotte Lehan

CITY COUNCIL MISSION STATEMENT

To protect and enhance Wilsonville’s livability by providing quality service to ensure a safe, attractive, economically vital community while preserving our natural environment and heritage.

Council will hold an Executive Session and Work Session only.

No regular meeting will be held.

5:00 P.M. CITIZEN INPUT

5:20 P.M. COUNCILORS’ CONCERNS

5:25 P.M. COUNCIL WORK SESSION

- A. Transit Master Plan Update (Smith) [30 min.]
- B. Wilsonville Road Corridor Traffic Management, [20 min.]
Intersection Operations Red Light Camera
(Kraushaar/Cole)
- C. Equitable Housing Grant Application (Bateschell/Gail) [30 min.]
- D. LOC 2017 Legislative Priorities (Ottenad) [20 min.]

EXECUTIVE SESSION

- A. Pursuant to ORS 192.660 (2)(e) Real Property Transactions
ORS 192.660(2)(f) Exempt Public Records
ORS 192.660(2)(h) Litigation

ADJOURN



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 18, 2015		Subject: Transit Master Plan Staff Members: Massa Smith; Allen; Lashbrook Department: Transit	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
Staff Recommendation:		Comments:	
Recommended Language for Motion:			
Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i>			
<input type="checkbox"/> Council Goals/Priorities	<input checked="" type="checkbox"/> Adopted Master Plan(s) Transit Master Plan (TMP)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL:

Staff and consultants will provide information about SMART's Transit Master Plan (TMP) update. An overview of service alternatives will be presented and discussed. Staff is seeking direction from Council about the project and high level input about SMART's in-town and out-of-town routes (current and draft-proposed maps will be available at the work session).

EXECUTIVE SUMMARY:

The Transit Master Plan is SMART's guiding planning document and, as such, it will lay out the framework for what types of transit options the City of Wilsonville wants to provide and what

level of transit service the community would like to see and support.

Current operations are being analyzed to determine whether more efficiencies can be gained and to see if service needs to be modified to better match community desires. SMART strives to offer quality service that has the potential to retain and attract more riders of all ages and backgrounds.

At the Council work session on July 18 Michelle Poyourow of Jarrett Walker Associates will review the service change alternatives that we intend to present to the public for further discussion.

Project website: www.PlanSmartWilsonville.com

EXPECTED RESULTS:

Direction to staff and consultants as the Transit Master Plan draft continues to be refined.

TIMELINE:

Phases:

The TMP update represents four key phases:

~~Phase 1: Identification of Issues and Opportunities (January—April)~~

~~Phase 2: Service Development (June—July)~~

Phase 3: Service Alternatives Public Review (July – September)

Phase 4: Plan Development and adoption (October - December)

CURRENT YEAR BUDGET IMPACTS:

This project is mainly grant funded by the Federal Transit Administration (FTA) and ODOT. All activities associated with this project during fiscal year 2016/17 are included in the adopted budget.

FINANCIAL REVIEW / COMMENTS:

Reviewed by: _____ Date: _____

LEGAL REVIEW / COMMENT:

Reviewed by: _____ Date: _____

COMMUNITY INVOLVEMENT PROCESS:

Public engagement efforts have been tailored to reach people in practical and convenient ways so that the updated plan reflects what we learn from the diverse spectrum of existing system users and potential users. The initial round of public outreach has been completed. The next round will seek public comment on different service scenarios (more inter-city service v. more in-town service). The City Council can help the staff and consultants to better define the scenarios that will be taken to the public in that next round.

Core outreach activities thus far have included:

- Interviews with community stakeholders (businesses, residents, civic organizations, faith-based institutions, commercial and retail centers, schools and higher educational institutions, social services, etc.);
- Workshop and focus groups for targeted input;
- Community-wide surveys (online, paper, and via mobile kiosks) to identify needs and opportunities and the service options to address them;
- Speaking engagements to reach community organizations;
- Event outreach to bring information to where Wilsonville gathers; and
- E-updates (The interested parties list currently represents over 1,200 community individuals, businesses, civic organizations, churches, schools, etc.).

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY:

Some people ride SMART because they want to save money or reduce pollution. Some are dependent on SMART to meet their mobility needs. SMART's goals for this project all stem from the mission to provide high quality transportation options to employees and residents of Wilsonville.

Special attention is being given throughout the process to reach under-represented voices such as older adults, people with disabilities, youth, low-income, communities of color, and those with limited English proficiency.

The primary community benefit to be derived from the City Council discussion is that it will help to assure that future transit service planning best meets community needs and wants.

ALTERNATIVES: N/A

CITY MANAGER COMMENT:

ATTACHMENTS:

N/A



**CITY COUNCIL WORK SESSION
STAFF REPORT**

<p>Meeting Date: July 18, 2016</p>	<p>Subject: Wilsonville Road Corridor Update: Red Light Photo Radar Use; Speed and Truck Data East of I-5; Improvements Studied to Mitigate I-5 Interchange Area Congestion</p> <p>Staff Member: Susan Cole, Steve Adams, PE, and Nancy Kraushaar, PE</p> <p>Department: Finance and Community Development</p>	
<p>Action Required</p>	<p>Advisory Board/Commission Recommendation</p>	
<p> <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1st Reading Date: <input type="checkbox"/> Ordinance 2nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda </p>	<p> <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable </p> <p>Comments:</p>	
<p>Staff Recommendation: Council will be updated on recent work completed in response to citizen and City Council concerns regarding traffic conditions along the Wilsonville Road corridor.</p>		
<p>Recommended Language for Motion: n/a</p>		
<p>Project / Issue Relates To: <i>[Identify which goal(s), master plans(s) your issue relates to.]</i></p>		
<p><input type="checkbox"/> Council Goals/Priorities</p>	<p><input type="checkbox"/> Adopted Master Plan(s)</p>	<p><input checked="" type="checkbox"/> Not Applicable</p>

ISSUE BEFORE COUNCIL:

To become informed about staff work completed in response to community and City Council concerns regarding traffic conditions along the Wilsonville Road corridor. Three topics will be discussed:

- Speed and truck volume data for Wilsonville Road east of I-5

- Red light photo radar use for Wilsonville Road intersections at Boones Ferry Road and Town Center West
- Improvements that have been studied to mitigate congestion at Wilsonville Road and Boones Ferry Road caused by I-5 congestion.

EXECUTIVE SUMMARY:

Speed and Truck Volume Data for Wilsonville Road East of I-5

The City Council is concerned about citizen complaints regarding traffic speed and truck volumes on Wilsonville Road – particularly north of Wilsonville High School. As part of our ongoing traffic monitoring for this area, comprehensive seven-day traffic data were collected in April 2016 for speed, volume, and vehicle distribution. The April data and that from previous years are summarized in **Attachment A**.

Speed: The posted speed along Wilsonville Road between Rose Road and Boeckman Road (Advance Road) is 35 mph. The April 2016 data indicate that the 85th percent speed ranges from 37 to 39 mph. The 85th percent speed is a nationally recognized factor proven by repeated studies as a fair and objective indication of safe and reasonable speeds. The factor recognizes that most motorists are generally safe. For Wilsonville Road, the data indicate the majority over the 85th percent speed range from 40 to 45 mph with a minority in the 45 to 50 mph range.

Citizens have requested the speed limit be lowered on Wilsonville Road. The Oregon Department of Transportation (ODOT) sets speed limits on public roads in Oregon. The attached publication, “Setting Speeds – The How and Why of Oregon Speed Zones,” provides an informative review of setting speeds (see **Attachment B**).

The three most common tools used to affect traffic speed and safety are engineering, education, and enforcement.

- Engineering tools include road design, pavement markings, warning and regulatory signs, and traffic calming devices, along with all the engineering that goes into the design and manufacture of vehicles.
- Education informs people through driver's education classes, media safety campaigns, signage, speed watch programs, and school and neighborhood meetings.
- Enforcement techniques include police warnings and citations, along with radar trailers, speed display signs and radar reader boards.

The City of Wilsonville has applied engineering tools to the subject section of Wilsonville Road. Most recently, the City Council approved additional landscaped medians to be constructed as an engineering measure to calm traffic. Additional effective engineering tools are not foreseen at this time.

The City has also applied enforcement techniques on Wilsonville Road, and police patrol will continue to enforce against excessive speeds. Other enforcement techniques the City has applied include: 1) the City’s mobile speed trailer is regularly placed on Wilsonville road; and 2) one set of speed display and radar reader signs operate for the school zones. The Council can request that research be done to determine if these signs can be modified to operate at all times.

The Council can consider developing a city-wide traffic safety campaign to inform the public about the importance of posted speeds as well as other concerns that have been reported to staff and the City Council.

Truck Volumes: The April 2016 vehicle distribution data indicate 4.5 to 5.6 percent heavy trucks (2-axle/6 tire and larger) on Wilsonville Road between the high school and Boeckman Road (Advance Road). This is fairly consistent with data collected from previous years. On the two days with the highest number of trucks, the volume of <5-axle/double and larger trucks comprised 0.6 to 0.9 percent of the total traffic for that day (equates to 44 to 81 trucks of that size measured on those two days).

Citizens have requested that trucks be prohibited on the subject section of Wilsonville Road – or restricted to local trucks only. Our Transportation System Plan (TSP) classifies Wilsonville Road as a major arterial. A major arterial is relied on for all vehicles to connect to all development in the city – including residential, commercial, and industrial.

Generally, 2 to 4 percent heavy truck volume is typical for arterials adjacent to residential land use. The 4 to 6 percent observed in the April 2016 data is on the high end, but not out of line given the City’s arterial grid characteristics, the destinations along Wilsonville Road, and the regional connections to Wilsonville Road.

Staff has contacted ODOT to see if they can reach out to the freight industry and ask them to reduce use of Wilsonville Road between Town Center Loop East and Advance Road and learned that ODOT does not have a process to make these requests. Staff has also contacted Clackamas County staff to see if they have noted increased truck volumes on Stafford Road south of I-205 and learned that they have not observed anything unusual.

The City Council has expressed support for Clackamas County advancing an improved Stafford/SW 65th Avenue/Elligsen Road intersection project that would likely provide a desirable alternative for trucks connecting to I-5. Staff has also recommended this as a priority in planning future county-wide transportation projects.

Red Light Photo Radar Use

Complaints and concerns have been submitted to City staff and City Council regarding traffic at the intersection of Boones Ferry Road and Wilsonville Road during times of congestion. City Council requested that staff look in a Photo Red Light Program as one possible solution.

The results of that research are summarized in **Attachment C**.

Improvements Studied to Mitigate I-5 Interchange Area Congestion

The City Council is very concerned about the gridlock that is becoming common on Wilsonville Road in the I-5 interchange area when I-5 is congested. They requested that staff study several different improvements on Boones Ferry Road and its intersection with Wilsonville Road to determine if there are any practical solutions. Staff and DKS (the City’s Transportation Consultant) will present the results of the study at the July 18 work session).

A significant improvement to congestion in this area is expected when a new multi-modal connection is constructed between Old Town and Kinsman and Brown Roads. Further building out the City's transportation grid provides alternate routes and plays an important role in dispersing traffic and mitigating highly congested areas. The planning for this project (Boones Ferry Road to Brown Road Connector Corridor Plan) began in June with a completed plan expected in early 2017. Funding for Phase 1 (Boones Ferry Road to Kinsman Road) design and construction is identified in the 5-Year Planning CIP Forecast for 2017-2020. The Council can consider expediting this project as much as possible.

ATTACHMENTS:

- A. Wilsonville Road Traffic Study Data Summary
- B. Setting Speeds – The How and Why of Oregon Speed Zones (an ODOT publication)
- C. Red Light Photo Radar Use

ATTACHMENT A**Wilsonville Road Traffic Study Data Summary**

Wilsonville Road East of I-5

Prepared by: Nancy Kraushaar, PE

6/10/2016

Location	Year	Date	3-day ADT	3-day ADTrucks	3-day % Trucks	7-day ADT	7-day ADTrucks	7-day % Trucks	85% Speed
Landover-Wagner	2016	April 26-28 & 23-29	7224	383	5.3	6728	303	4.5	39 mph
Landover	2015	Mar 31-Apr 6	n/a	n/a	n/a	6160	363	5.9	39 mph
Landover	2014	April 1-3	6532	398	6.1	n/a	n/a	n/a	39 mph
Landover	2013	June 12-18	n/a	n/a	n/a	6138	264	4.3	38 mph
Meadows Pkwy/Meadows Lp	2016	April 26-28 & 23-29	7449	421	5.6	7089	369	5.2	37 mph
Rose Lane	2016	April 26-28 & 23-29	9719	379	3.9 (2)	9341	327	3.5 (2)	39 mph
	2015	Mar 31-Apr 6	n/a	n/a	n/a	9027	496	5.5	40
	2013	June 12-18	n/a	n/a	n/a	10894	425	3.9	40
	2011	Oct 29-Nov 4	n/a	n/a	n/a	8461	558	6.6	n/a
Holly-Rebekah	2016	April 26-28 & 23-29	14729	355	2.4 (2)	14236	288	2 (2)	29 mph

Notes:

1. Truck data is for 2-axle/6 wheel and greater based on FHWA vehicle classification.
2. 2016 Rose Lane and Holly-Rebekah data for truck count may not be accurate.
3. ADT - Average Daily Traffic

SETTING SPEEDS — THE HOW AND WHY OF OREGON SPEED ZONES

Setting speed zones on Oregon’s highways and streets is often a controversial and emotional issue.

Many citizens believe that lowering the speed will improve traffic safety on their street or in their community. On the other hand, speed zones that are unrealistic are often disregarded by a majority of motorists who are normally careful and law-abiding citizens.

Speed zoning, when used with an overall traffic plan, helps traffic move more safely and efficiently. However, it does not provide a quick fix for land-use problems or poor traffic patterns. Instead, speed zoning reflects a reasonable balance between the needs of drivers, pedestrians, and bicyclists using public roads for travel and for those who live along these roads.

The Logic of Speed Zones

Extensive studies from around the US show that traffic moving at a speed that is reasonable for the road and weather conditions results in fewer accidents. Drivers are more patient, because a reasonable, uniform speed allows progress with less passing, less delay, and fewer rear-end collisions. Lowering the speed does not necessarily result in fewer crashes.

The Basic Rule

Designated and posted speeds are not the final word in Oregon, for all travel on public streets and highways is subject to the **Basic Rule**. The Basic Rule is both a safety valve and an acknowledgement that drivers are able to act independently, reasonably, and with good judgment.



The Rule states that a motorist must drive at a speed that is reasonable and prudent at all times by considering other traffic, road and weather conditions, dangers at intersections, and any other conditions that affect safety and speed.

The Basic Rule does not allow motorists to drive faster than the posted or designated speed. Instead, it expects drivers to be responsible for their own actions.

What Happens When a Speed Zone Change is Requested?

The Oregon Department of Transportation has the responsibility to investigate most public roads at the request of the road authority.

When a city or county asks ODOT to review a speed zone, an engineering study is started. The road is surveyed for the following:



(Continued on page 5)

SETTING SPEEDS

Continued from page 4

- Lane and shoulder widths
- Signals and stop signs
- Number of intersections and other accesses
- Roadside development
- Parking and bicycle lanes

Other analysis includes:

- Number and type of vehicles
- Number of pedestrians and cyclists
- Crash history
- Speed checks

Recognizing that most motorists are generally safe, the speed at or below which 85 percent of the drivers travel is one nationally recognized factor proven by repeated studies as a fair and objective indication of safe and reasonable speeds.

Speed Zoning FAQs

Q: Won't lowering the posted speed reduce speeds?

A: NO. Studies show that there is little change in the driving speeds after a lower speed sign is posted. Drivers are much more influenced by the roadway conditions and their perceptions of the need to slow down. In fact, the lowering of a speed limit, below what is perceived by drivers as a reasonable speed, may result in greater differences in speeds (more variance) with some going faster and some going slower. This means there are more conflicts between vehicles than before the signed speed was lowered.

One study reduced posted speeds by 5, 10 and 15 mph at numerous sites. When speeds were reduced, less than one-half of a percent of the drivers complied with the posted speeds. The average change in speed for all drivers was less than 2 mph and crashes increased by 5 percent.

Q: How do we get vehicles to slow down?

A: The real question is, "How do we improve safety?" Often, we get so focused on the question of reducing posted speeds that we lose sight of the real reason for slowing drivers. How to improve safety

depends on what problem needs to be addressed. Are pedestrians having a hard time finding safe gaps to cross the road? Are vehicles trying to access a highway with high traffic congestion? This is where a local public works department or ODOT can help.



Q: Why do we even have posted speeds?

A: Uniform speeds result in the safest and most efficient operation. The posted speed can keep the traffic flowing smoothly when the majority of drivers find the speeds reasonable. To do this, the speeds must be logical and consistent throughout the state.

If speeds are not reasonable, they can become a source of frustration for drivers when the speeds are enforced, a source of frustration for the local community when the speeds are not adhered to, and a source of frustration for police agencies when they are accused of enforcing the speeds just to produce revenue.

Posted speeds give the motorist an idea of an appropriate speed to drive in unfamiliar locations and are used by enforcement to identify excessive speeds and curb unreasonable behavior.

Q: How are posted speeds determined?

A: The Oregon Revised Statutes sets a default speed for certain streets and roadways. These are referred to as statutory speeds. To set a speed limit not designated in statute, a traffic engineering investigation of the roadway conditions and current speeds must be performed. If that investigation indicates that a lower speed is safe and reasonable, a speed zone order may be issued and a lower speed posted.

Speeds that are posted arbitrarily, without regard to the law, are suspect and could be challenged in court.

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Attachment C

Meeting Date: July 18, 2016	Subject: Red-Light Photo Radar Use Staff Member: Susan Cole and Nancy Kraushaar Department: Finance and Community Development
Action Required	Advisory Board/Commission Recommendation
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not Applicable Comments: Summary of Red-Light Photo Radar Program

Background

Complaints and concerns have been submitted to City staff and City Council regarding traffic at the intersection of Boones Ferry Road and Wilsonville Road. City Council is looking into potential solutions to resolve the issues created by congestion at this intersection. A Photo Red Light Program is being discussed as one possible solution.

How they work

A company, such as RedFlex, installs the red light camera at their cost. New technology is radar based, so streets are not torn up. The company earns its money by taking a share of this revenue – a flat fee or percent per citation, so the jurisdiction pays only when a citation is generated. Red light violations carry a \$260.00 fine. However, based on driving record, this could be reduced to \$208.00. Additionally, flat fees totaling \$61.00 per citation are paid to the County and State.

The jurisdiction does have to dedicate time of an officer to review the red-light camera citations, and the citations are only available for a certain time period, so an officer does need to review the red-light camera citations in a timely way.

Review

Photo Red Light Programs are used to help curb a community's negative driving behavior, thus creating safer intersections and reducing traffic accidents. Cities throughout Oregon use Photo Red Light Programs. There are currently three companies in Oregon that are used as vendors to offer these programs, the most common being RedFlex.

There are two types of Photo Red Light systems. The original system used loops in the ground to measure vehicle speed at a certain distance from the intersection in order to initialize the cameras when a possible red light offense was about to occur. This technology has been improved to a radar-based system. The ease of installation and the ability to adjust the sensors at any time are just a couple of the benefits to this option. RedFlex has put together a video that gives an overview of their Photo Red Light Program. A link to this video is here: [Video – How Red Light Cameras Work](https://www.youtube.com/watch?v=ZQWCHr0T2Sc&feature=player_embedded)
(https://www.youtube.com/watch?v=ZQWCHr0T2Sc&feature=player_embedded)

Comparison

Neighboring communities that have Photo Red Light Programs currently in place have been contacted in order to gather a comparison of the following general program information:

Tualatin

The City of Tualatin implemented their Photo Red Light Program in 2009. As of March, 2016, they have two intersections being monitored by their program. The goal with a Photo Red Light Program is to curb bad driving behavior, in order to create safer intersections. Tualatin's Bridgeport Village intersection has seen a change in driving behavior with fewer red-light violations and accidents.

When first installed, there was a very high amount of citations being issued. This has now plateaued. Tualatin recommends anticipating a beginning surge at the start of the program because it will take extra staff to process the influx of citations, but that the work does plateau and drops off, so staffing plans should reflect that cycle.

Tualatin has loops installed in the road a certain distance from the intersection. These loops measure if a vehicle is going faster than 12 mph. If so, the intersections cameras are initialized in order to capture the violation.

Once violations are generated, RedFlex loads the videos in a queue for an officer to review and sign off on as a valid citation. These videos are in queue for a limited amount of days before the citations are no longer able to be issued, so it is imperative that officers review and approve or reject the offenses in a timely manner.

Newberg

The City of Newberg implemented their Photo Red Light Program in 2008. They currently have one intersection active, but will be removing the cameras by the end of 2016 due to the bypass going in. The original reason for installing their cameras was to try to cut down on the number of wrecks that were occurring in the intersection. For the first four years, the number of citations was very high. They began to see progress in driver behavior change in the 5th year.

Beaverton

The City of Beaverton implemented their Photo Red Light Program about 20 years ago. They currently have four active intersections that generate around 600 citations a month. They

renegotiated about six years ago and signed a five year agreement with RedFlex with an annual auto-renewal each year after that.

Sherwood

The City of Sherwood implemented their Photo Red Light Program seven years ago. They currently have two active intersections that generate around 250 citations per month.

Summary Table:

City	Company Used	# of Cites / Month	RedFlex Charges Per Citation	Contract Length
Tualatin	RedFlex	350	\$60 for 1 st 50 - \$50 for 51 - 100 \$40 for 101- 150 \$25 for 151+	One Year
Newberg	RedFlex	130	\$87.33	One Year
Beaverton	RedFlex	600	\$40	5 Year w/ Auto-Renewal
Sherwood	RedFlex	250	\$60	?

Photo Red Light citations are issued as Class B violations at \$260.00 each. RedFlex does not charge for equipment, or installation. They only charge fees per violation.

Application to Wilsonville

Wilsonville has experienced traffic congestion on Wilsonville Road near the I-5 Interchange. The intersections of Wilsonville Road and Boones Ferry on the west and Wilsonville Road and Town Center Loop on the east become very congested – typically when there are traffic issues on I-5 and the on-ramp storage capacity is exceeded. Drivers block the intersections which impedes other vehicle movements as the signals cycle. The City has control of these intersections – in other words, ODOT is not involved in the signal maintenance or keeping these intersections clear. The City is exploring whether installing red-light cameras at these intersections would help to keep these intersections clear.

The main challenge with red-light photo radar at these intersections is that left-turning traffic that block the intersection would not necessarily trigger the red-light camera, because the camera is triggered by motion. For south-bound Boones Ferry to east-bound Wilsonville Road travel, left-turning vehicles from Boones Ferry enter the intersection on a green light, but due to stopped traffic on Wilsonville Road, do not clear the intersection by the time the light cycle changes. A red-light photo radar would not help in this circumstance because the photo radar is tripped only when the vehicle crosses the stop bar (crosswalk) during a red-light. Although, the mere presence of a red-light photo radar could act as a deterrent and influence driving behavior.

Staff consulted with Clackamas County Traffic Operations, who operate and maintain Wilsonville traffic signals. They indicated that red light photo radar that is triggered by vehicle speed and location would not be effective in improving driver behavior for this condition where vehicles enter the intersection during the green phase and are unable to get through the intersection before the light changes.



**CITY COUNCIL MEETING
STAFF REPORT**

Meeting Date: July 18, 2016		Subject: Equitable Housing Planning and Development Grant from Metro Staff Member: Jon Gail and Miranda Bateschell Department: Admin and Community Development	
Action Required		Advisory Board/Commission Recommendation	
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date:		<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable	
<input type="checkbox"/> Resolution <input type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda		Comments: Metro has approved the City to submit a full grant application that is due by Friday, August 12.	
Staff Recommendation: Staff recommends Council approves the submission of an Equitable Housing Planning and Development Grant to Metro.			
Recommended Language for Motion: N/A			
Project / Issue Relates To: <i>Support vulnerable residents</i>			
<input checked="" type="checkbox"/> Council Goals/Priorities	<input type="checkbox"/> Adopted Master Plan(s)	<input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL: Staff seeks City Council’s direction and approval to apply for Metro’s Equitable Housing Planning and Development Grant.

EXECUTIVE SUMMARY: In response to the City’s Letter of Interest (LOI), Metro Council informed the City on July 1 that it is eligible and invited to submit a full application for an Equitable Housing Planning and Development Grant that is due by Friday, August 12.

In the City’s LOI the City proposed completing of a housing needs analysis to assess Wilsonville’s current housing market and the development of an Equitable Housing Strategy that identifies housing policies and programs for the City to implement in order to address the housing needs of community members who reside and/or work in Wilsonville.

In response to the City’s Letter of Interest Metro advised the City as follows, “Wilsonville’s identification of specific policy tools to be explored has big potential for impact, given anticipated demand for housing in Wilsonville. Staff felt the policy components identified in the LOI are strong, but questioned the need for a full housing needs analysis (HNA) to inform this work. Staff recommend that the full application focus more on the policy analysis and implementation process, and leverage existing data and resources to understand housing needs.”

While the grant is eligible to be used for **Opportunity site identification and analysis** the City is proposing instead to focus on **Policy evaluation and implementation** that are likely to result in new and more equitable housing opportunities in Wilsonville. The main deliverable of the City’s proposed project is the development of an Equitable Housing Strategy document that will guide the City on how to remove development barriers and generate resources and incentives that will result in more equitable housing opportunities in Wilsonville.

As such the City’s proposed grant application may seek to analyze, recommend and adopt:

- Zoning/code changes that will eliminate barriers to the development of “missing middle” housing, creative infill housing such as accessory dwelling units or cottage clusters.
- Implementation of first-time homebuyer assistance, education and counseling services.
- Creation of new housing resources such as Construction Excise Tax.
- Use of urban renewal funding to promote the development of equitable housing opportunities.
- Creation and adoption of incentive programs that foster housing opportunities for “missing middle” income households who desire to purchase or rent a home in Wilsonville.
- Evaluation and implementation of regulatory or incentive program, such as vertical housing tax credits, tax exemptions for affordable housing units or inclusionary zoning
- Implementation of streamlined permitting.

Now that the City has been approved to submit a full grant application, staff is seeking direction and approval from City Council to apply for the grant.

In particular staff seeks feedback on the proposed goals of the project which include:

- Develop an Equitable Housing Strategy for Council adoption that sets forth a plan to meet the full spectrum of Wilsonville residents and local employees' needs for a variety of housing options now and into the future as they age and transition through the various life stages.
- The City desires to create various incentive programs, policies, resources that promote equitable housing opportunities including workforce housing for Wilsonville employees, first-time homebuyer opportunities for current residents, and other types of housing deemed to be needed in Wilsonville.

CURRENT YEAR BUDGET IMPACTS: There is no impact on the current year's budget. Grants for this program are scheduled to be announced in November 2016 and with funding occurring sometime thereafter. Based on previous CPDG cycles, an IGA will need to be in place Spring 2017 with the majority of the project work occurring during Fiscal Year 2017-2018.

A 10% match by means of funding or in-kind staff time is required. Staff proposes the required match to be met using in-kind staff time that is required to managing and overseeing the project.

COMMUNITY INVOLVEMENT PROCESS: The community involvement process is not yet determined, but staff expects to have a robust community involvement process to see community feedback and to educate the public about addressing their housing needs.

POTENTIAL IMPACTS or BENEFIT TO THE COMMUNITY (businesses, neighborhoods, protected and other groups): The proposed grant seeks to support current and future residents, particularly more vulnerable residents by better understanding the gaps in Wilsonville housing market and then identifying and recommending policies and programs the City should pursue to address the gaps.

ALTERNATIVES: City Council may recommend an alternative grant proposal or may decide not to apply for the grant at all.

CITY MANAGER COMMENT:

ATTACHMENTS: N/A



CITY COUNCIL MEETING STAFF REPORT

Meeting Date: July 18, 2016	Subject: 2017 LOC State Legislative Priorities Staff Member: Mark Ottenad, Public/Government Affairs Director Department: Administration
Action Required	Advisory Board/Commission Recommendation
<input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing Date: <input type="checkbox"/> Ordinance 1 st Reading Date: <input type="checkbox"/> Ordinance 2 nd Reading Date: <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information or Direction <input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	<input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments: The League of Oregon Cities (LOC) seeks member feedback by July 22 on the top four of 29 potential priorities for the 2017 state legislative session.
Staff Recommendations: City Council advises LOC that top-four 2017 legislative priorities for City are A, M, V and Z.	
Recommended Language for Motion: NA.	
PROJECT / ISSUE RELATES TO:	
<input checked="" type="checkbox"/> Council Goals/Priorities <input type="checkbox"/> Adopted Master Plan(s) <input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL

Of 29 potential legislative priorities under consideration by the League of Oregon Cities (LOC), which four are of the highest priority to the City that Council would like to see LOC focus on?

EXECUTIVE SUMMARY

LOC seeks feedback from member cities by July 22 on the top four of 29 potential specific priorities that fall under eight general topics/issues that LOC should focus on for the 78th session of the Oregon Legislative Assembly that commences in January 2017.

City staff members have reviewed the 29 potential priorities and recommend to Council a list of the City's prospective top-four priorities for consideration by Council.

Based upon the City Council's adopted 2015-16 State Legislative Agenda (Attachment B) and recent legislative activity and City Council public-policy concerns on various issues, the top-four recommended 2017 LOC legislative priorities by City staff are A, M, V and Z. It should be noted that the latter three prospective City priorities for LOC are nearly identical/similar to the prior round of City's preference for 2015 LOC legislative priorities.

Community Development

- A. Needed Housing Assistance Program:** Create state grants and technical assistance to cities working to develop housing development programs directed at new or innovative means of providing housing solutions for low-income or senior populations.

General Government

- M. Restore Recreational Immunity:** Cities should enjoy protection from unreasonable litigation when offering recreational opportunities to the public.

Telecommunications, Cable & Broadband

- V. Rights of Way:** Oppose legislation that preempts local authority to manage public rights-of-way and receive compensation for their use.

Transportation

- Z. Comprehensive, Multi-modal Transportation Funding and Policy Package:** The League of Oregon Cities proposes that transportation infrastructure be raised to the same level of importance as other utilities, and be funded at a level capable of maintaining appropriate standards of operation and service.

A listing of all the potential LOC priorities for consideration along with additional descriptions appear in Attachment A.

BACKGROUND

In January 2015, the City Council adopted a Wilsonville legislative agenda for the 2015-16 session of the legislature. The City's legislative agenda provides staff and consultants with general policy guidance that may be used to evaluate individual pieces of legislation that address specific issues of concern.

In a similar manner, the LOC board adopts a legislative agenda that focuses resources on the key issues of concern to member cities. For the past three months, eight LOC policy committees have been working to identify and propose specific actions as part of the League's effort to develop a pro-active legislative agenda for the 2017 session. Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors by July 22 as the board prepares to adopt the League's 2017-18 legislative agenda.

The City has found that working closely with LOC staff on various legislative issues can produce successful results for the City or reduce potentially negative impacts of new laws. The City's legislative-affairs consultant, Greg Leo of The Leo Co., has established a mutually-beneficial, effective working relationship with LOC's intergovernmental relations associates, along with other public- and private-sector public-affairs consultants.

TIMELINE

LOC requests timely feedback on 2017 legislative priorities by July 22.

CURRENT YEAR BUDGET IMPACTS

No immediate budget impacts are anticipated from a recommendation on LOC priorities.

LEGAL REVIEW / COMMENTS

Reviewed by: Barbara Jacobson Date: 7/10/2016

No legal area of concerns with respect to providing input to LOC concerning legislative priorities of the City.

CITY MANAGER COMMENT

ATTACHMENTS

- A. 2017 LOC Legislative Priorities Survey, League of Oregon Cities, June 6, 2016.
- B. 2015-16 State Legislative Agenda, City of Wilsonville



**LEAGUE
of Oregon
CITIES**

1201 Court Street NE, Suite 200 • Salem, Oregon 97301
(503) 588-6550 • (800) 452-0338 • Fax: (503) 399-4863
www.orcities.org

June 6, 2016

Dear Chief Administrative Official:

For the past three months, eight policy committees have been working to identify and propose specific actions as part of the League's effort to develop a pro-active legislative agenda for the 2017 session. They have identified 29 legislative objectives as set forth in the enclosed ballot and legislative recommendation materials. These objectives span a variety of issues and differ in the potential resources required to seek their achievement. Therefore, it is desirable to prioritize them in order to ensure that efforts are focused where they are most needed.

Each city is being asked to review the recommendations of the policy committees and provide input to the LOC Board of Directors as it prepares to adopt the League's 2017 legislative agenda. After your city council has had the opportunity to review the 29 proposals and discuss them with your staff, please return the enclosed ballot indicating the top four issues that your city council would like to see the League focus on in the 2017 session. **The deadline for response is July 22, 2016.** The board of directors will then review the results of this survey of member cities, along with the recommendations of the policy committees, and determine the League's 2017 legislative agenda.

Your city's participation and input will assist the board in creating a focused set of specific legislative targets that reflect the issues of greatest importance to cities. Thank you for your involvement, and thanks to those among you who gave many hours of time and expertise in developing these proposals.

Do not hesitate to contact me or Craig Honeyman, Legislative Director, with questions.

Sincerely,

Michael J. McCauley
Executive Director

Helping Cities Succeed

INSTRUCTIONS

1. Each city should submit one form that reflects the consensus opinion of its city council on the **top four** legislative priorities for 2017.
2. Simply place an **X** in the space to the left of the city's top four legislative proposals (last pages of the packet).
3. The top four do not need to be prioritized.
4. Return by **July 22nd** via mail, fax or e-mail to:

Paul Aljets
League of Oregon Cities
1201 Court St. NE, Suite 200
Salem, OR 97301
Fax – (503) 399-4863
paljets@orcities.org

Thank you for your participation.

City of: _____

Please mark 4 boxes with an X that reflect the top 4 issues that your city recommends be the priorities for the League's 2017 legislative agenda.

Yellow highlight indicates staff recommendation

Legislation

Community Development	
A. Needed Housing Assistance Program	<input type="checkbox"/>
B. Natural Hazard Land Use Reform	<input type="checkbox"/>
C. DOGAMI Disaster Mapping	<input type="checkbox"/>
D. Floodplain Technical Assistance	<input type="checkbox"/>
Energy	
E. Green Energy Technology Requirement	<input type="checkbox"/>
F. Funding Public Energy Projects	<input type="checkbox"/>
G. Updates to Oregon Energy Code	<input type="checkbox"/>
Finance and Taxation	
H. Property Tax Reform - Market Value / Local Control	<input type="checkbox"/>
I. Property Tax Reform - Fairness and Equity	<input type="checkbox"/>
J. Local Lodging Tax	<input type="checkbox"/>
K. Nonprofit Property Tax Exemption	<input type="checkbox"/>
L. Marijuana and Vaping Taxes	<input type="checkbox"/>
General Government	
M. Restore Recreational Immunity	<input type="checkbox"/>
N. Increase Local Liquor Fees	<input type="checkbox"/>
O. Marijuana Legalization Implementation	<input type="checkbox"/>
P. Mental Health Investments	<input type="checkbox"/>
Q. Qualification Based Selection	<input type="checkbox"/>
Human Resources	
R. Subsidy for Retiree Health Insurance Repeal	<input type="checkbox"/>
S. PERS Reform	<input type="checkbox"/>
T. Arbitration Reform	<input type="checkbox"/>
U. Veterans Preference Clarifications	<input type="checkbox"/>
Telecommunications	
V. Rights of Way	<input type="checkbox"/>
W. Franchise Fees	<input type="checkbox"/>
X. 9-1-1 Emergency Communications	<input type="checkbox"/>
Y. Technology Funding	<input type="checkbox"/>
Transportation	
Z. Transportation Funding and Policy Package	<input type="checkbox"/>
Water/Wastewater	
AA. Funding Water System Resilience	<input type="checkbox"/>
BB. Enhanced Prescription Drug Take-Back	<input type="checkbox"/>
CC. Water Supply Development Fund	<input type="checkbox"/>

Community Development

Legislation	Background
<p>A. <u>Needed Housing Assistance Program</u></p> <p>Create state grants and technical assistance to cities working to develop housing development programs directed at new or innovative means of providing housing solutions for low-income or senior populations.</p>	<p>Cities are looking for new ways to serve the needs of a variety of people needing housing options and putting more resources toward housing projects. However, there is a need for state resources and assistance in implementing these programs. Funds that cities could access could be used to assist in land purchases for leasing for long-term low income housing, incentives for creating single story housing for seniors, tiny housing development, and planned developments that serve a range of incomes. Technical assistance to other cities should help a city determine what programs or planning options are available tools to help cities reach the goals set in the comprehensive plan.</p>
<p>B. <u>Natural Hazard Land Use Reform</u></p> <p>Create process for communities to move the UGB from an identified hazard area to resource lands and planning for replacing significant urban areas lost after a natural disaster.</p>	<p>As science has better located some hazards areas and as regulations impact the expected development of other areas, cities need to find ways to respond more efficiently to address long-term planning for development. This requires a simplification of the process for changing the location of development, including adding new areas to the UGB, to account for lost development capacity. There also needs to be a streamlined process for a city to identify areas of new development should a disaster remove a large portion of the buildable land supply if a disaster should strike.</p>
<p>C. <u>DOGAMI Disaster Mapping</u></p> <p>Increase funding for DOGAMI to complete comprehensive disaster mapping of cities, including landslide and floodplain risk identification, and natural hazard related evacuation planning for additional potential risks such as tsunami or wildfire inundation.</p>	<p>The Oregon Department of Geology and Mineral Industries (DOGAMI) provides a number of technical resources to cities to identify hazards that could impact development. The department is also an integral partner in creating plans for the emergency response for many disasters that could occur in the state. Increasing funds for comprehensive maps will help with long-term planning for hazard mitigation, resilience, and survival.</p>
<p>D. <u>Floodplain Technical Assistance</u></p> <p>Provide DLCD funding for technical assistance to cities implementing required changes to floodplain development management practices from FEMA.</p>	<p>Because of the recent release of the Biological Opinion from the National Oceanic and Atmospheric Administration Fisheries Service related to the National Flood Insurance Program's potential to impact endangered species, there is a need for cities to receive significant assistance in implementing any changes required by the Federal Emergency Management Agency. As the federal process moves forward, the state must provide resources to help cities update comprehensive plans and development codes. This issue will have a number of impacts and assistance in the form of model codes, staff resources, grants, and other expertise will be necessary for cities trying to implement any changes or additional work.</p>

Energy

Legislation	Background
<p><u>E. Changes to 1.5 Percent Green Energy Technology Requirement</u></p> <p>Advance legislation to statutorily modify the existing “1.5 percent green energy technology for public buildings” requirement to allow for alternative investment options such as offsite solar or community solar projects.</p>	<p>Oregon statute currently requires public contracting agencies to invest 1.5% of the total contract price for new construction or major renovation of certain public buildings on solar or geothermal technology. The requirement allows for offsite technology, but only if the energy is directly transmitted back to the public building site and is more cost-effective than onsite installation.</p> <p>Removing the requirement that an offsite project be directly connected to the public building project could result in increased flexibility for local governments to invest in solar projects that are more cost-effective and provide for increased solar energy generation. In addition, the League will work to allow 1.5 percent funds to be invested in alternative projects that provide a greater economic or social return on investment. As an example, a city could use the funds on a community solar project to benefit low-income residents rather than being required to invest in solar generation at the site of the public building project.</p>
<p><u>F. Funding for Public Energy Projects</u></p> <p>Support enhanced incentives for public energy projects including grants for technical assistance, feasibility studies and resource recovery projects for energy and fuel generation.</p>	<p>There are programs that exist in Oregon for the purpose of incentivizing energy projects including renewable energy generation, alternative fuel vehicles, and energy efficiency. Programs such as the Business Energy Tax Credit (BETC), which was discontinued in 2014, and the State Energy Loan Program have been important tools for incentivizing energy projects for local governments. However, as a result of scrutiny over the administration of these incentives including private loan defaults, these programs are either no longer available, such is the case with the BETC program, or are at risk of being discontinued. It is critical for municipalities to have ongoing access to incentive opportunities as energy projects can be difficult to pencil-out and even more difficult for smaller communities to finance. The state of Oregon should take into consideration that loans for public energy projects, including cities, are lower-risk and should not be penalized in light of recent scrutiny. In addition, investments in these projects often result in environmental, social and economic benefits including long-term savings for taxpayers and reductions in greenhouse gas emissions.</p> <p>The League will work to enhance funding, including grants for technical assistance and feasibility studies for communities that currently do not have access to resources. The League will also advocate for incentives for energy and fuel generation projects. Examples of projects that warrant funding incentives include methane capture for fuel or energy generation, investments in community solar projects, renewable energy generation, and energy efficiency improvements.</p>

Energy (Continued)

Legislation	Background
<p>G. <u>Require Updates to Oregon Energy Code</u></p> <p>Require the Oregon Building Codes Division (BCD) to engage in more frequent review of the state’s energy code to reduce greenhouse gas reductions and ensure that Oregonians can more affordably and efficiently heat their homes and businesses.</p>	<p>Oregon’s statewide energy code for commercial and residential buildings is an important tool for achieving greenhouse gas reductions through decreased energy consumption while helping to ensure that Oregonians are able to more efficiently and affordably heat their homes and businesses. Federal law requires each state to certify that their state energy code is equivalent to federal model energy codes. While Oregon was once a leader in energy code adoption and implementation, the state is now in a position of falling behind the federal code. This is due, in large part, to a decision made by the Oregon Building Codes Division in 2013 which changed the code cycle from a three-year update to a six-year update. Major code changes, including adoption of national codes, will now occur every six years with minor changes occurring every three years. This change will impact Oregon’s ability to keep pace with federal standards and new technologies in energy efficiency.</p> <p>The League will work to support efforts to align new construction building codes with the state’s climate goal timelines. In addition, the League will support efforts to establish a periodic review schedule to ensure that Oregon more frequently updates the state energy code in order to reflect federal code requirements. Also, the League will encourage the state to set specific targets for increased energy efficiency in residential and commercial building construction with specific goals for increasing energy efficiency standards for affordable housing projects and increasing use of net-zero and passive house building requirements. Finally, the League will work to require BCD to make regular reports back to the legislature to update on energy code implementation and goals.</p>

Finance and Tax

Legislation	Background
<p>H. <u>Property Tax Reform – Market Value / Local Control</u></p> <p>A legislative constitutional referral to reform the property tax system:</p> <ul style="list-style-type: none"> a) to achieve equity, transitions to a market based property tax valuation system; and b) to restore choice, allows local voters to adopt tax levies and establish tax rates outside of current constitutional limits in their taxing jurisdictions. 	<p>Property taxes are regulated largely by Measure 5 (1990) and Measure 50 (1997), as provided in the Oregon Constitution. Measure 50 established a new method for assessing property, discounting the assessment at 10 percent of the real market value and calling this assessed value. Assessed value is capped at an annual growth limit of 3 percent. As a state total, due to the limits and market changes, the gap between real market value and assessed value has now grown to nearly 25 percent over the past 20 years. This gap varies widely on a property by property basis, creating considerable property tax inequities for properties that sell for similar prices in a city. In short, Oregon property taxes have become disassociated from real market value and the result is considerable inequity.</p> <p>For FY 2014-15, 60 percent of cities, 97 percent of counties, and 89 percent of school districts had some compression. This means that the Measure 5 caps of \$5 per \$1000 for education and \$10 per \$1000 for general government on real market value have been exceeded in most taxing jurisdictions. The caps are over 25 years old and were set low as voters were anticipating a sales tax to be coupled with it. Voters can no longer vote for the services they desire due to these caps. With looming PERS costs increases, paying for services with the present restrictions will become very difficult in some cities.</p>
<p>I. <u>Property Tax Reform – Fairness and Equity</u></p> <p>A bill that pursues statutory modifications to the existing property tax system that enhances the fairness and adequacy of the current system.</p>	<p>There are some adjustments to the property tax process and calculations that can be done statutorily. These include altering the changed property ratio statute and the statutory discount given to property owners who pay their taxes by November 15th. New property is added to the tax rolls using a county-wide ratio (assessed value to real market value) for determining the discount to apply to the real market value and that could be changed statutorily to a city-wide ratio in taxing districts who elect the change.</p>

Finance and Tax (Continued)

Legislation	Background
<p>J. <u>Local Lodging Tax</u></p> <p>A lodging tax bill, the outcome of which, would:</p> <ul style="list-style-type: none"> a) Provide jurisdictions greater flexibility to spend local lodging tax revenue to plan for and provide services and infrastructure related to tourism; b) Reduce or eliminate the required reimbursement charge that a lodging tax collector is allowed to retain for filing a local lodging tax return; and c) Improve efficiency and collection of local lodging taxes in cooperation with the state. 	<p>State law restricts how local lodging tax revenues may be expended. Post 2003, any new taxes or any tax increase requires a 70 percent revenue dedication to tourism promotion or tourism-related facilities. In addition, state statute provides that cities may not lower the actual percentage of lodging tax revenues that were dedicated to tourism prior to 2003. This means that cities have varied percentages of restricted local lodging taxes revenues. These numbers are arbitrary as they were set based on circumstances in 2003 that have often greatly changed. In addition, the legislative history shows that the legislature intended to provide some revenue flexibility and provide that certain infrastructure (roads, sewer lines, etc.) would qualify as tourism-related but the statutes need revision and clarification.</p> <p>State law requires local governments to provide a 5 percent collector reimbursement charge if they impose a new lodging tax or tax increase after January 1, 2001. This is a deduction from the taxes that would otherwise be due. The state also provides a 5 percent collector reimbursement charge for state lodging taxes. In addition, local governments that had a reimbursement charge, must continue it. Thus, cities have very different reimbursement requirements—some are at zero, others are at 5 percent, and some are in between. When coupled with the state deduction, the deduction seems too generous.</p> <p>The Oregon Department of Revenue now collects state lodging taxes throughout the state and could collect and enforce local lodging taxes at the same time if given statutory authority. Local governments could then enter into voluntary agreements with the state to delegate the collection. This option could make collection much more efficient and cost-effective for some local governments. In addition, cities continue to struggle with collections and auditing, particularly from online companies and private home rentals (through Airbnb, etc.) and this area of the law could be improved.</p>

Finance and Tax (Continued)

Legislation	Background
<p>K. <u>Nonprofit Property Tax Exemption</u></p> <p>Clarify and reform the statutory property tax exemption provided to nonprofit entities to address cost-benefit concerns for the continued full exemption in light of cost of city services provided to nonprofits and the changing services and business models of some nonprofit entity types.</p>	<p>Nonprofit organizations that are charitable, literary, benevolent or scientific are provided a property tax exemption that will cost more than \$194 million in the 2015-17 biennium. In addition, exemptions for the property of nonprofit religious organizations costs more than \$113 million for the biennium. For many cities, much of the city is exempt from property taxes due to the public property exemption and these nonprofit exemptions. This includes hospitals, nursing homes, etc.</p> <p>The Legislature has formed a work group to look at the nonprofit property tax exemption issue as the nature and number of nonprofits is changing and the administration of the exemption has become complex for county tax assessors. Nonprofit entities require significant services, including transportation, water, sewer, police, fire, etc. Thus, the legislature is looking at property taxes more as a service tax and considering how the full exemption could be adjusted to have nonprofits pay for their fair share of costs of services or otherwise meet a benefit test for continuing an exemption.</p>
<p>L. <u>Marijuana and Vaping Taxes</u></p> <p>Defend against restrictions and preemptions regarding local marijuana and vaping taxes and advocate for appropriate state shared revenue levels and distribution formulas for state marijuana taxes and potential vaping taxes.</p>	<p>There are no revenue use restrictions on local marijuana taxes, but the local marijuana tax rate is capped at 3 percent. There are no restrictions on local governments imposing a vaping tax. The state has not imposed a tax on vaping products to date but is considering a tax. Often when the state imposes a tax (for example, cigarette or liquor), the state preempts local governments from also imposing a tax.</p> <p>10 percent of state marijuana taxes will be distributed to cities after state administrative costs. Distributions will be made per capita for revenues received prior to July 1, 2017. After July 1, they will be distributed based on the number of the various marijuana licenses issued in a city. Cities that prohibit establishments for recreational marijuana producers, processors, wholesalers or retailers will receive no state shared revenue. Likewise, cities that prohibit a medical marijuana grow site or facility will receive no state shared revenue.</p>

General Government

Legislation	Background
<p>M. <u>Restore Recreational Immunity</u></p> <p>Cities should enjoy protection from unreasonable litigation when offering recreational opportunities to the public.</p>	<p>ORS 105.682 grants that a land owner is not liable for any personal injury, death or property damage that arises out of the use of their land for recreational purposes as long as no fee is charged in order to access that property. This statute allows cities to operate parks and trails without fear of lawsuit.</p> <p>However, in the recently decided Oregon Supreme Court case, <i>Johnson v Gibson</i>, It was held that even though the landowner may be immune from liability, their employees are not. As a result, two employees of the City of Portland were found liable for injuries sustained by a jogger in a park, employees who are indemnified by their employer.</p> <p>The practical effect of this ruling is that the immunity previously enjoyed by cities that allowed for robust park development have been eroded to the point of being non-existent. This priority directs LOC staff to seek to amend the ORS 105.682 to restore that immunity.</p>
<p>N. <u>Increase Local Liquor Fees</u></p> <p>Cities play an important role in the review and investigation of liquor license applicants and should be able to recoup costs associated with that role.</p>	<p>ORS 471.166 allows cities to adopt fees that are “reasonable and necessary to pay expenses” associated the review and investigation of liquor license applicants. However, the same statute limits the amounts of those fees to between \$25 and \$100 depending on the license or approval being sought by the applicant.</p> <p>This priority is to pursue changes to this statue that allow cities to recoup the actual costs associated with performing their role in the liquor licensing process and allowing for periodic increases.</p>

General Government (Continued)

Legislation	Background
<p>O. <u>Continue Marijuana Legalization Implementation</u></p> <p>Allow for civil enforcement of marijuana laws. Ensure equitable distribution of marijuana shared revenues. Eliminate limitations on shared revenue use.</p>	<p>One of the promises made by marijuana legalization advocates is that illicit sales and production of marijuana would shift into a legalized and regulated market. This has occurred to a large extent but many producers and retailers continue to seek the financial benefits or participation in the marijuana industry while avoiding the inconvenience of its regulatory framework. This priority seeks legislation that gives the Oregon Liquor Control Commission (OLCC) the same civil and administrative authority to prevent unlicensed sales and production of marijuana as it has in regards to liquor.</p> <p>Beginning in 2017, state shared revenue from marijuana will be distributed to cities based in the number of OLCC licensed commercial marijuana entities exist in their jurisdiction. This priority is to alter that arrangement so that is it distributed on a per capita basis to ensure equitable distribution among cities that are incurring costs.</p> <p>Measure 91 required that money distributed by the state to cities be used exclusively for costs associated with marijuana legalization. Tracking a dollar though a city's general fund and determining if a service was related to marijuana is inefficient if not impossible, and is not imposed for the receipt of liquor revenue. This priority is to advocate for legislation that removes this burden.</p>
<p>P. <u>Protect Mental Health Investments Made in 2015</u></p> <p>Oregon made significant and strategic investments in protecting and caring for the mentally ill in 2015 that should be maintained.</p>	<p>The Legislature increased access to mental health care and expanded existing, proven programs designed to de-escalate police contacts with the mentally ill. Those programs could be vulnerable in a difficult budget environment made challenging by increased PERS rates.</p> <p>This priority is defensive in nature and seeks to preserve investments that are improving the lives of mentally ill Oregonians.</p>
<p>Q. <u>Remove Qualification Based Selection Mandate</u></p> <p>Cities should be allowed to consider cost when making initial contract award decisions when hiring architects and engineers.</p>	<p>Cities are currently required to use a procurement method that prevents the consideration of cost when contracting with architects and engineers for public improvements. Instead, cities must base their initial selection for these services based solely on qualifications and can only negotiate the price after an initial selection is made.</p> <p>This mandate is not a cost effective means for procuring services and is poor stewardship of the public's dollars. This priority is to seek the removal of this mandate.</p>

Human Resources

Legislation	Background
<p>R. <u>Repeal Requirement to Subsidize Retiree Health Insurance</u></p> <p>Public employers should not subsidize the health insurance of former employees when reasonable, cost competitive options exist.</p>	<p>ORS 243.303 mandates that local governments provide retirees with access to health insurance and requires that they be placed in the same risk pool as active employees. As retirees are approximately 2.5 times more expensive to insure than active employees this mandate results in employers and current employees subsidizing the health insurance costs of former employees. This subsidization, according to the Government Accounting Standards Board, must be shown on an audit as long term liability, thus creating an inaccurate perception of a city's financial condition. Further, this requirement could be described as anachronistic as individuals are now able to purchase health insurance under the Affordable Care Act.</p> <p>This priority is to eliminate ORS 243.303 from Oregon's laws.</p>
<p>S. <u>PERS Reform</u></p> <p>PERS benefits should be adjusted where legally allowable and investments should be maximized to ensure a sustainable and adequate pension system.</p>	<p>The PERS unfunded liability stands at \$22 billion and employer rates are anticipated to approach 30 percent of payroll in the coming biennium. Rates are expected to remain at that level for the next twenty years. This is not sustainable.</p> <p>This priority is to seek any equitable changes to benefits that will reduce employer rates while not pursuing options that are legally tenuous or counterproductive. Additionally, changes are to be sought to the investment portfolio that will maximize returns through improved risk management and efficiencies.</p>

Human Resources (Continued)

Legislation	Background
<p>T. <u>Arbitration Changes</u></p> <p>Public employers should have greater influence over the disciplining of their employees.</p>	<p>Currently under the Public Employee Collective Bargaining Act, contested employee discipline matters must be submitted to an outside arbitrator for adjudication. Decisions by arbitrators are binding unless the conduct was a violation of public policy as defined by the state, there was serious criminal conduct or an egregious inappropriate use of force.</p> <p>This priority is to seek the following changes to the statute:</p> <ul style="list-style-type: none"> • Arbitrator decisions should also comply with local policies; • Decisions should comply with policies related to any inappropriate use of force a; • Arbitrator decisions should recognize all criminal misconduct related to employment not just “serious”; • Employer disciplinary decisions as it regards employees who are supervisors as defined by the EEOC and BOLI should be given more weight.
<p>U. <u>Veterans Preference Clarifications</u></p> <p>Requirements that veterans be given preference in public sector hiring should be clear and unambiguous for the benefit of veterans and employers.</p>	<p>The State of Oregon requires and the League agrees that honorably discharged veterans deserve special consideration in public sector hiring. However, statutes describing how this is to be accomplished are unclear and ambiguous. Vague statutes do not serve the interests of employers or veterans.</p> <p>This priority seeks a clear definition of “preference” in the statute, ensure that recently separated veterans receive the consideration necessary for them to successfully enter the workforce and establishes clarity as to when the preference is to be applied.</p>

Telecommunications, Cable & Broadband

Legislation	Background
<p>V. <u>Rights of Way</u></p> <p>Oppose legislation that preempts local authority to manage public rights-of-way and receive compensation for their use.</p>	<p>In its commitment to the protection of Home Rule and local control, the League consistently opposes restrictions on the rights of cities to manage their own affairs. From time to time, in the context of franchise fee and rights-of-way management authority discussions, proposals to restriction to this authority arise. These include a statewide franchise policy and revenue collection system as well as limiting the ability of cities to charge fees of other government entities. This is contrary to local government management authority, the ability to enter into agreements with service providers either by agreement/contract or ordinance and to derive revenues from business fees charged to users of public rights-of-way.</p>
<p>W. <u>Franchise Fees</u></p> <p>To ensure market fairness and equity, prepare legislation for possible introduction repealing ORS 221.515 (HB 2455 -7 in 2013, and HB 2172 in 2015) to remove franchise fee rate and revenue restrictions which currently apply to incumbent local exchange carriers but not to competitive local exchange carriers.</p>	<p>Oregon statute currently contains a discrepancy between how cities collect franchise fees from incumbent local exchange carriers (ILECs) and competitive local exchange carriers (CLECs). ORS 221.515 limits cities collecting franchise fees from ILECs to a maximum of 7 percent of revenues derived from dial-up services, which represents only a portion of ILEC total revenues due to the addition of a broader array of customer services. There is no such rate cap or revenue restriction on CLECs, hence the discrepancy. In the past the League has worked with CLECs to “level the playing field.” Repeal of ORS 221.515 would accomplish that.</p>
<p>X. <u>9-1-1 Emergency Communications</u></p> <p>Support legislation enhancing the effectiveness of the state’s emergency communications system through an increase in the 9-1-1 tax and/or a prohibition of legislative “sweeps” from accounts managed by the Oregon Office of Emergency Management.</p>	<p>The League worked with other stakeholder groups in 2013 to extend the sunset date on the statewide 9-1-1 emergency communications tax to January 1, 2022 (HB 3317). In 2014, the League also worked to pass legislation including prepaid cellular devices and services under the 9-1-1 tax (HB 4055). As concerns mount with regard to disaster preparedness and recovery and as new upgrades to communications technology becomes available, it is apparent that state and local governments do not have the resources necessary to address challenges or take advantage of opportunities. Additional funding is needed and the practice of periodically sweeping funds out of the state’s emergency management account for other uses should cease. It is worthy of note that the practice of “sweeps” disqualifies the state from receiving federal funds for emergency communications. It is unknown how many federal dollars have been foregone as a result of this policy.</p>

Telecommunications, Cable & Broadband (Continued)

Legislation	Background
<p data-bbox="94 260 378 289">Y. <u>Technology Funding</u></p> <p data-bbox="94 327 639 357">Seek additional funding to assist for cities in:</p> <ul data-bbox="142 401 756 646" style="list-style-type: none"> <li data-bbox="142 401 756 468">• Increasing high speed broadband deployment and close the digital divide. <li data-bbox="142 474 756 541">• Purchasing upgraded emergency management communications equipment. <li data-bbox="142 548 756 646">• Providing local match money for federal funding programs, such as high speed broadband deployment. 	<p data-bbox="787 260 1513 678">The deployment of broadband throughout the state of Oregon is critical to economic development, education, health and the ability of citizens to link with their governments. Additional funding, from various sources, including the state and federal government, needs to be allocated for this purpose. The need becomes even more acute when consideration is given to the certainty of a major seismic event. Often federal assistance comes with the requirement of a state or local match which is problematical for cities. A state mechanism for providing matching fund assistance would be helpful to those communities seeking to take control of their broadband destiny.</p>

Transportation

Legislation

Z. Comprehensive, Multi-modal Transportation Funding and Policy Package

The League of Oregon Cities proposes that transportation infrastructure be raised to the same level of importance as other utilities, and be funded at a level capable of maintaining appropriate standards of operation and service. Therefore, the League will help draft and advocate for a comprehensive, inter-modal and statewide transportation funding and policy package that:

1. Provides a significant increase in resources available for the preservation and maintenance of city streets by:
 - Substantially increasing the state gas tax and licensing and registration fees.
 - Indexing the state gas tax.
 - Continuing efforts to identify and implement alternative funding mechanisms (VMT, tolling, public-private partnerships, etc.).
 - Disaster resilience and seismic upgrades for all transportation modes.
 - The completion of transportation projects begun but not yet completed due to lack of funding or changes in funding criteria.
 - Providing additional funding for voluntary jurisdictional transfer.
 - Funding transportation enhancements such as bike-ped facilities.
 - Increasing funding for the statutory Special City Allotment program while maintaining the 50%-50% ODOT/city split.
 - Repealing the referral requirement (2009 Jobs and Transportation Act) on cities seeking to create/increase local gas tax.
2. Addresses statewide needs relating to intermodal transportation through:
 - Additional funding for transit operations and capital projects.
 - Additional funding for freight rail capital projects and operations (*ConnectOregon*, short-line rail and transload facilities).

Background

Maintenance and preservation needs have outpaced the resources available for streets, roads and highways. In its March, 2016 Infrastructure Survey Report the League identifies a \$3.7 billion capital need for highway and non-highway transportation projects (\$2.6 billion highway / \$1.1 billion non-highway). In addition, the report shows, for the 120 cities that participated, an aggregated street budget shortfall for operations and maintenance of approximately \$217 million per year. Safety and disaster resilience were cited as major challenges and needs by most cities. Cities also expressed support for a voluntary jurisdictional transfer program (the sensible alignment of highway facilities and management responsibility) provided the availability of adequate funding to facilitate the transfer and to maintain the asset.

Given the threat that inadequate funding represents to investments already made in the transportation system, the League will insist on a transportation package that increases and makes more sustainable the ability of all government jurisdictions to preserve and maintain these assets. Notwithstanding its emphasis on the need to preserve and maintain existing streets, the League of Oregon Cities agrees that the state's transportation system and the policy and funding programs that support it must be multimodal and statewide in scope. The League will therefore work to pass legislation in 2017 that addresses funding and policy initiatives relating to all modes (streets, bike/ped, transit, rail, aviation and marine) and in so doing address such issues as:

- Connectivity and capacity (especially truck mobility/rail)
- Safety for all users across all modes
- Resiliency and recovery (seismic retrofit across all modes)
- Jobs and economic development
- Impact on climate change
- Active transportation and public health
- Transportation access available on an equitable basis to all Oregonians
- Continuing and extending *ConnectOregon*
- Ensuring adequate new revenues for program/equipment such as the Oregon Department of Motor Vehicles technology upgrade
- Creative solutions to ongoing challenges (dedicated non-roadway fund, increased local authority to fund transit, bike-ped funding, etc.)

- **Additional funding for passenger rail operations, equipment and capital projects (federal matching money and AMTRAK Cascades).**

3. Does not:

- **Preempt local government ability to self-generate transportation revenues for street maintenance and preservation.**
- **Change the dedication of State Highway Fund dollars to highway, road and street projects contained in Article 8, Section 3a of the Oregon Constitution.**
- **Reduce cities 20% share of the State Highway Fund.**
- **Create unfunded mandates requiring cities to undertake specific programs, such as greenhouse gas reduction scenarios.**
- **Further complicate the planning and regulatory process that currently governs the project delivery process.**

- **Maximizing local benefits of the federal FAST Act in Oregon**

Water & Wastewater

Legislation	Background
<p data-bbox="94 203 599 233">AA. <u>Funding for Water System Resilience</u></p> <p data-bbox="94 275 743 516">Secure dedicated funding for water and wastewater system resilience and emergency preparation. This would include additional funds to plan for and upgrade water systems to increase seismic resiliency and funding to better position communities to better prepare for water supply shortages due to drought, climate change or other emergency scenarios.</p>	<p data-bbox="786 203 1523 590">In general, Oregon’s drinking water and wastewater systems are woefully underprepared for a catastrophic earthquake event. Restoration of water supply following such an event is critical for fire suppression, first aid, and for human health and safety. In 2013, the Oregon Resilience Plan provided estimates for service recovery of water and wastewaters systems in the event of a Cascadia earthquake under current infrastructure conditions. According to the plan, the estimated the timeframe for service recovery in the valley ranges from one to twelve months. For the coast, service recovery is estimated between one to three years.</p> <p data-bbox="786 632 1523 940">In addition to risks associated with significant natural disaster events, recent drought conditions in Oregon have demonstrated the need for emergency supply planning and coordination with other water users to better address water supply challenges. It is critical that communities are able to acquire alternative and back-up water supplies from multiple sources in order to better prepare for supply shortages or emergency situations, such as natural disasters or supply contamination.</p> <p data-bbox="786 982 1523 1192">The League will work to identify and secure low-interest loans or grants to seismically upgrade drinking water and wastewater system infrastructure and to help ensure that these systems are more resilient and better positioned to respond to water supply shortages resulting from drought, climate change, natural disasters, or other system failures.</p>

Water & Wastewater (Continued)

Legislation	Background
<p>BB. <u>Promote an Enhanced Prescription Drug Take-Back</u></p> <p>Advocate for enhanced prescription drug take-back program funding and additional collection locations to reduce contamination of water from unwanted prescription drugs.</p>	<p>Unused prescription drugs are problematic from both a public health and safety perspective as well as from a water quality perspective. Drug take-back programs help to ensure that unused prescription drugs are properly disposed of which keeps them from being abused, keeps them out of the hands of children, and keeps them from entering Oregon’s waterways. Unwanted prescription drugs are often flushed down the toilet and despite wastewater treatment systems, they can end up contaminating lakes, streams and rivers. In 2014, U. S. Drug Enforcement Administration (DEA) expanded the types of locations allowed to accept unwanted medications including retail pharmacies and drug manufacturers. Prior to 2014, drug-take back programs were primarily supported through police department drop boxes. The challenge in expanding prescription drug take-back programs is now focused on the cost of transporting unused drugs from the take-back location to the disposal site and in educating the public about responsible disposal opportunities.</p> <p>The League will work with a variety of stakeholders, including public health advocates, to identify additional funding mechanisms to increase drug take-back collection locations across Oregon. Funding should support the transportation and responsible disposal of unused prescription drugs. Funds should also be dedicated for enhanced education of disposal opportunities and the establishment of convenience standards to ensure that all Oregonians have reasonable access to drug take-back locations.</p>
<p>CC. <u>Increased Funding for Water Supply Development</u></p> <p>Support additional water supply funding through the state’s Water Supply Development Account.</p>	<p>According to a survey conducted by the League, Oregon’s water and wastewater infrastructure needs for cities alone are estimated to be \$9 billion over the next twenty years. In addition, the survey identified 66 percent of respondent cities as being in need of additional water supply storage. The 2015 drought highlighted the need for additional investments in water supply infrastructure, including storage and water delivery system efficiencies. Additional storage project investments are not only critical for adequate drinking water supply, they are an important tool for supplementing streamflows and habitat restoration.</p> <p>The League will work to secure additional funding for existing water supply development programs. This includes support for feasibility grants and for the state’s Water Supply Development Account which provides funding for water supply storage, reuse, restoration and conservation projects.</p>



2015-16

State Legislative Agenda



Wilsonville City Council

Tim Knapp, Mayor

Scott Starr, Council President

Susie Stevens, Councilor

Julie Fitzgerald, Councilor

Charlotte Lehan, Councilor

City Appointed Management

Bryan Cosgrove, City Manager

Michael Kohlhoff, City Attorney

CITY OF WILSONVILLE, OREGON / SOUTH METRO AREA REGIONAL TRANSIT (SMART)

Mark Ottenad, Public/Government Affairs Director

503-570-1505; ottenad@ci.wilsonville.or.us

Greg Leo, Public Affairs Consultant, The Leo Co.

503-804-6391; greg@theleocompany.com

29799 SW Town Center Loop East

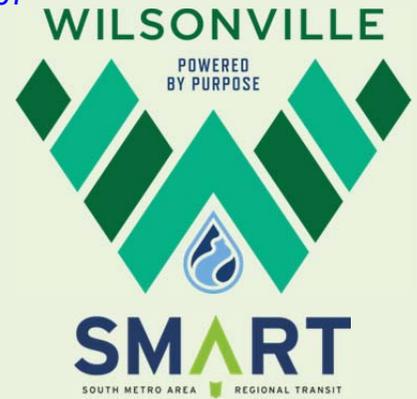
Wilsonville, OR 97070

www.ci.wilsonville.or.us



Acting on behalf of the residents and businesses of the City of Wilsonville and SMART, the City Council adopts this legislative agenda to guide municipal policy positions in the 2015-16 session of the Oregon Legislative Assembly.

Wilsonville City Council, January 22, 2015



1. GOVERNANCE

■ Local Autonomy

1.1 The City of Wilsonville supports autonomy of local governments and opposes efforts to preempt local-government authority to work on behalf of the city’s residents and businesses. The City seeks opportunities to restore municipal authority where it has previously been preempted by state law.

■ State Shared Revenues / Unfunded Mandates

1.2 The City of Wilsonville supports the State Shared Revenue formula and opposes efforts to shift service-costs from the State to local governments, often referred to as “unfunded mandates.” The City opposes efforts to reduce traditional “shared revenues,” which include liquor, beer and wine, cigarette, and 9-1-1 taxes that pay for essential local services.

2. TRANSPORTATION & TRANSIT INFRASTRUCTURE

■ Transportation

2.1 The City of Wilsonville supports multi-modal transportation options—including roadways, transit services and bike/ped alternatives—for residents, commuting workers and businesses.

2.2 The City of Wilsonville supports strategies and plans that maintain or increase the traffic-handling capacity of I-5 for the timely movement of freight and conduct of commerce, including the stretch of I-5 Boone Bridge crossing the Willamette River.

2.3 The City of Wilsonville supports increased funding by federal and state governments of public transportation infrastructure.

2.4 The City of Wilsonville supports efforts to re-open and maintain the operations of the Willamette Falls Locks and Canal.



■ Transit

2.5 The City of Wilsonville supports increased funding and access to increased transit services that provide residents and commuting workers with an affordable option for personal mobility.

2.6 The City of Wilsonville supports expanded Westside Express Service (WES) commuter rail transit service for full-day and Saturday service and extension of service to Salem.

3. ECONOMIC & COMMUNITY DEVELOPMENT

■ Land Use and Development

3.1 The City of Wilsonville supports sustainable, “smart-growth” concepts that include objectives such as walkable neighborhoods, compact urban development, the conservation of valuable resource lands and the protection of prime agricultural soils outside the urban growth boundary.

3.2 The City of Wilsonville supports Oregon land-use law that calls for urban-development activities to occur in cities—areas with municipal governance and supporting infrastructure—and opposes efforts to encourage activities outside of cities that result in urban-level development.

3.3 The City of Wilsonville supports initiatives that reclaim industrial “brownfield” sites in urban settings for productive re-use and that assists cities to develop existing industrial lands.



These kinds of initiatives maximize the benefit from existing public resources and reduce the need for urban-growth boundary expansions to accommodate industrial development.

3.4 The City of Wilsonville supports the creation or extension of additional economic-development tools that cities may utilize as they wish, including implementing the “Restore Oregon” state tax-credit for the rehabilitation for older, historic properties and making the state “Enterprise Zone” and similar designations available to more cities.

■ Workforce Development

3.5 The City of Wilsonville supports adequate funding for institutions of higher education in order to provide more comprehensive workforce development opportunities for future and current employees of industrial employers.

3.6 The City of Wilsonville supports efforts to improve the overall quality of K–12 education, and in particular to strengthen Science-Technology-Engineering-Math (STEM) education, as well as post-secondary education that prepare tomorrow’s workforce.

4. ENVIRONMENTAL IMPACT

4.1 The City of Wilsonville supports the protection of the environment and important natural resources for the benefit of human health, quality of life for citizens, recreational opportunities, and wildlife habitat.



FAST FACTS: City of Wilsonville & South Metro Area Regional Transit (SMART)

■ Population: *One of Oregon's fastest growing cities*

For the past 15 years, Wilsonville has been one of Oregon's fastest growing cities with population over 10,000. Wilsonville is now the state's 25th largest city.

Jurisdiction	2000 Census	2014 PSU Est.	% Change
City of Wilsonville	13,991	21,980	57.1%
Portland metro region	1,444,219	1,717,765	18.9%
State of Oregon	3,421,399	3,962,710	15.8%

■ SMART Transit: *Ridership of over 350,000 per year*

SMART provides transit services six days per week for hundreds of commuting workers and residents. SMART works with other transit providers and communities, including with TriMet for WES (Westside Express Service) commuter trains to Washington County cities and bus transit to Portland, with Salem Area Mass Transit ("Cherriots") and Canby Area Transit (CAT), as well as providing paratransit services.



■ Education & Workforce Development: *High-quality skills training*

OregonTech Wilsonville is the metro-area campus of the Oregon Institute of Technology (OIT), the state's premier university of advanced engineering and applied-technology studies. OregonTech Wilsonville works closely with the region's high-tech employers and area high schools to promote hands-on, practical Science-Technology-Engineering-Math (STEM) curriculum.



Clackamas Community College, Wilsonville Training Center Campus
West Linn-Wilsonville School District and Canby School District



■ Employment: *Family-wage industrial jobs*

Wilsonville's 955 businesses provide over 18,000 jobs, with half of these positions in high-wage industrial occupations of manufacturing, primarily in high-tech and software engineering, wholesale distribution and professional services. Nine out of 10 Wilsonville workers reside in the greater Portland metro-area, Canby, Woodburn or Salem/Keizer.

18,120 Wilsonville Jobs by Employment Sector, 2013



Total annual private-sector payroll in Wilsonville is over \$900 million annually—an 80% increase since 2000—that generates a total direct/indirect regional economic impact of over \$2.2 billion per year.

Top-10 Private-Sector Wilsonville Employers

Sorted descending by Number of Full-Time Equivalent (FTE) Jobs

Business	Type	Jobs
1. Convergys	S	1,070
2. Xerox	M	1,035
3. Mentor Graphics	M	1,010
4. Rockwell Collins	M	510
5. Sysco Food Services	D	495
6. TE Medical Tyco Electronics Connectivity	M	420
7. FLIR Systems	M	335
8. Fry's Electronics	R	235
9. Kroger/Fred Meyer Stores	R	230
10. Rite Aid Distribution Center	D	220

Business Type: D=Distribution; M=Manufacturing; R=Retail; S=Service

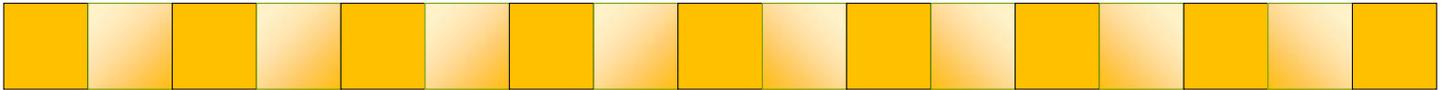


CITY OF WILSONVILLE

Monthly Report June

COMMUNITY DEVELOPMENT DEPARTMENT

June 2016



FROM THE DIRECTOR'S OFFICE

On the last day of June, Community Development wished one of our longest serving employees farewell – Dee Staten. He gave over three decades of solid commitment in his role as a dedicated construction inspector and project manager. He is now moving to the coast with his wife for a well-earned retirement!

We also celebrated Martin Brown's retirement – our beloved Building Official. The good news is that he will remain with us for a couple of months as we find his replacement – but we all know that there really is no replacement for amazing Martin.

And then we welcomed Jordan Vance as our new Economic Development Manager. We are very happy to have him on our Community Development team.

Highlights for June:

- Zach Weigel and I worked with Clackamas County and its cities to assemble a list of priority projects for each jurisdiction – the projects add up to over \$1 billion. Gulp.
- Our Planning, Building, and Engineering staff met with the Boulder Creek Apartments management to work through overflow parking issues on Meadows Loop.
- Our department participated in the Cascadia Rising emergency practice—wow—this was an eye opener and very informative about what we might expect in the event of a major earthquake. We are putting a lot of thought into what we can do to be better prepared.
- Mike Ward, Susan Cole, and I met with the Road Maintenance Update Task Force and had a very thoughtful and engaging discussion about how we can meet the road maintenance needs for the next 5-year horizon.
- Steve Adams and Connie Randall held the kickoff meeting for the Boones Ferry Road to Brown Road Connector Corridor Plan project. Plans are now under way to set up meetings with stakeholders.
- As can be seen in the photo below, major construction is underway at Villebois and Meridian Creek Middle School—keeping the Building Division and our Engineering Technicians very busy.

Hope you are enjoying your summer!

- Nancy Kraushaar, PE



Engineering Division, Capital Projects

Boones Ferry Road to Brown Road Connector Corridor Plan (4196): Consultant to schedule interviews with landowners and businesses in July. Anticipate first progress report to Council on August 1.

Charbonneau High Priority Utility Repair (1500/2500/7500): This project involves the replacement and repair of the most deficient sewer and storm pipes within Charbonneau in three (3) phases over the next three (3) years. Also, the project includes replacement of a recently failed 12" water line between Boones Bend Road and Mariner's Village. Construction of Phase I is currently underway and is anticipated to be completed at the end of October 2016. Weekly project updates can be found at the Charbonneau Country Club Facebook page and the project website <http://www.ci.wilsonville.or.us/651/Charbonneau-High-Priority-Utility-Repair>



Charbonneau Walking Path Repair (4715): This project includes repair of the pathway along French Prairie Drive in Charbonneau. Existing trip hazards, drainage issues and sidewalk ramp areas will be repaired to meet ADA standards. A construction bid opening was held on June 21, and the low bidder was Braun Construction & Design. Construction of this project is scheduled to begin mid-July 2016.

French Prairie Bridge (9137): This project will determine the final location, alignment, and design type and includes preparation of preliminary construction and environmental documents for a new pedestrian, bike, and emergency vehicle bridge over the Willamette River in the vicinity of Boones Ferry Road. Contract negotiation with the selected consultant team is complete and documents have been submitted to ODOT to finalize the contract. Final execution of the consulting engineer's contract with ODOT is anticipated to be complete in July 2016 with project work beginning shortly thereafter. It is anticipated that the project will be completed within two (2) years of the start date.

Gesellschaft Well Facility Upgrades (1083): This project includes upgrades and modification to the Gesellschaft Well controls and piping to convert the well operation to an emergency back-up supply of potable water. Preliminary design plans have been submitted and are currently under review. Final design is anticipated to be complete by the end of this year with construction occurring in the spring of 2017.

Kinsman Road Extension (4004): This project involves construction of a new section of Kinsman Road between Barber Street and Boeckman Road and includes upsizing and relocation of a 30" sanitary sewer pipe (Coffee Creek Interceptor Upsizing (CIP 2079) and installation of a 66" water line for the Willamette Water Supply Program (CIP 1127). A pre-construction meeting with the contractor, Emery & Sons Construction, was held on July 7. Construction is anticipated to begin mid-July and take two (2) years to complete.

Memorial Park Pump Station (2065): Murray Smith & Associates is putting together a scope of work for the pump station replacement, which is the final phase of a proposal they won which also updated our Collection System Master Plan. Staff will be negotiating with MSA over the scope and will present a contract recommendation to Council this summer.

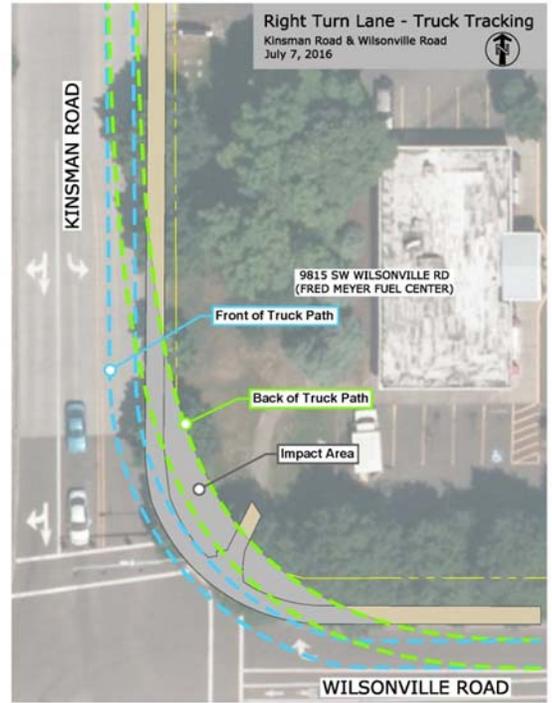
Parkway Center Storm Sewer (7048): A new storm sewer is being designed in-house to correct an historic flooding issue adjacent to the Town Center Apartments. Design will be completed by July 30. Contract and specifications are at 90% with bidding and construction to occur this summer.

Street Light Infill (4696): This project, sponsored by Universal Health Systems, will provide new streetlights in five (5) locations to fill gaps in lighting coverage. Design is at 90%. Bids are due on July 14, and construction is scheduled for Summer/Fall 2016. UHS will also install new streetlights along its frontage on Day Road, anticipating completed installation in 2017.

Street Maintenance (4014): The railroad crossing of Wilsonville Road will be closed completely from 8:00 p.m. Friday, August 5, through Sunday morning, August 7, while the Railroad replaces its track and bedding. The detour route will be from Kinsman Road to Barber Street to Boones Ferry Road. Work on the road surrounding the track is currently out for bids, with the low bidder presented to Council for award on August 1. That work is expected to begin immediately following the Railroad's work and will proceed, only closing one lane at a time during non-peak hours, through the end of August. This will include an entire section rebuild within 30 feet of the tracks with a grind and overlay between the Albertson's driveway and the Fred Meyer gas station driveway. (See picture next page.)

Wilsonville Road ADA & Signal Improvements

(4014/4118): As part of this project, the pedestrian signals and sidewalk ramps along Wilsonville Road at Montebello and Kinsman will be improved to meet current ADA standards in advance of the upcoming Wilsonville Road asphalt overlay work. KPFF Consulting Engineers has prepared concept level design and cost estimations for improving truck turning movements at the Wilsonville and Kinsman Road intersection. Additional design information will be presented to Council for their consideration on July 7. Final design of this project is anticipated to begin late Summer 2016.



Engineering Division, Private Development

Boeckman-Lewallen 14-lot Subdivision: Plans are presently under review for this 14-lot subdivision located off of old Canyon Creek Road South, a redevelopment of two (2) lots from the old Bridal Trail Ranchettes subdivision.

Brookeside Terrace, foreground, Villebois East Swim Center, green building in background:



Meridian Creek Middle School: The school district is in negotiations with property owners adjacent to Advance Road, Stafford Road and Boeckman Road for acquiring necessary right-of-way and easements for off-site improvements to be constructed in 2017. The design team will be submitting 100% off-site improvement plans for City’s final review the first week of July.

Renaissance 6-lot Development: Directly across old Canyon Creek Road, south from the Boeckman-Lewallen project, Renaissance Homes has completed street improvements in front of six (6) new lots, the redevelopment of two (2) lots from the old Bridal Trail Ranchettes subdivision.



Montague Park

Villebois: Construction continues in Grande Pointe Phase 2 (44 lots), Tonquin Meadows 3 (109 lots), Brookside Terrace (50 lots), Montague Park, and Trocadero Park – RP 5.

A soft-surface, wood chip path has been installed in the wooded area between Grahams Ferry Road and Grande Pointe. The new sanitary sewer lift station in Grande Pointe has passed testing and is now in service.

We expect construction on Calais East (land previously owned by City Urban Renewal Agency) to start in the next few weeks.



DO NOT BLOCK INTERSECTION SIGN (visible under red stoplight)

Signage was recently installed at Wilsonville Road and Boones Ferry Road in response to citizen concerns and as directed by Bryan Cosgrove

Planning Division, Current

City Council

During their June meetings City Council held a public hearing and approved on 1st and 2nd reading ordinances for annexation, a Comprehensive Plan Map amendment, and a Zone Map amendment to allow for the expansion of the Republic Services Ridder Road campus and the development of facilities that collect and convert commercial food waste into biogas and use the biogas to generate electricity.



Planning Division, Current, cont'd

Projects Being Prepared for DRB and City Council Hearings

- Ash Park Single-family Subdivision (12 Lots)
- Fir Ave and 4th Street Single-family Subdivision (9 Lots)
- Villebois Village Center Condo and Row House Development, Phase 10 Central (92 units)

Development Review Board

During their June 13 meeting the board unanimously approved a new 10 foot tall monument sign along Parkway Avenue just north of Holly Lane. The sign will identify tenants in the building at 8855 SW Holly Lane.



Administrative Decisions Issued

- 2 Temporary Use Permits for Fireworks Stands
- Modification of Wilsonville Chevrolet Lighting Plan
- Grading Revisions for Tonquin Meadows No. 3
- Revisions to Clackamas Community College Pole Yard
- 2 Class I Sign Permits
- 7 Type A Tree Permits
- 12 Type B Tree Permits
- 1 Type C Tree Permit

Notable Code Enforcement Activities

- Illegal tenant sign, Wilsonville Town Center
- Temporary signs displayed longer than allowed
- Tall grass, noxious weed complaints
- Open storage of junk

Planning Division, Long Range

Basalt Creek Concept Plan



During June, staff presented a Concept Plan update and asked for feedback refining the land uses at the June 6, 2016 Wilsonville Council Work Session as did Tualatin staff at the June 13, 2016 Tualatin City Council Work Session. After these meetings, the project team met to discuss next steps for the project and has scheduled work sessions with the consultant team to review the Envision Tomorrow model and identify any potential changes to the land use inputs. Additional information is available on the project website at www.basaltcreek.com.

Frog Pond Master Plan

The project team continues to work on the package of deliverables for the July 13th Planning Commission meeting. Packet materials include: a zoning code update (incorporating direction from the last PC meeting); update of Boeckman Road lot orientation standards; full lot development standards table; open space standards and options; update of Street Demonstration Plan; Street Tree Plan; Boeckman Creek Trail Plan; and an Infrastructure Funding Plan

Also, city staff recently conducted interviews with key developers, citizens and interested parties regarding the Infrastructure Funding Strategy for the Frog Pond West Neighborhood. The focus of these small group meetings was to gain input on infrastructure funding needed for the West Neighborhood using both public and private sources.

Town Center Redevelopment

In June, staff began negotiating a scope of work with a selected consultant for the Town Center Redevelopment Project in preparation for Council consideration and award at the July 18, 2016 City Council meeting. The Town Center Redevelopment Project seeks to create a long-range plan and near-term actions for how the City's Town Center can better serve the interests and needs of residents, workers and visitors. The plan will develop strategies for how the Town Center can evolve into a more walkable, attractive and commercially vibrant, mixed-use district that supports a range of businesses. Additional information is available on the project web page <http://www.ci.wilsonville.or.us/826/Town-Center>.



Building Division

Single Family Dwelling Permits YTD: 82

Major Projects Under Review:

- Bridge Creek Apartments, stair reconstruction
- Boulder Creek Apartments, stair reconstruction
- Ash Meadows Townhouses, carports

Temporary or Certificates of Occupancy Issued:

- Dateline Exports, 8600 SW Salish Ln. Suite 1
- Reinhart Motion Systems, 7929 SW Burns Way, Suite F



Wilsonville Storage on Town Center Loop E



July 2016

Director's Report

WE'VE BEEN BUSY

We continue to work on the update to Wilsonville's Transit Master Plan (TMP). We completed the first round of public outreach and received more than 900 comments and suggestions about the future of SMART. We are now preparing different scenarios about future transit service that we will take back to the public for more input.

Do you think SMART should focus more on inter-city service (such as emphasizing our connections to Portland, Salem and Canby)? Do you think we should we shift our focus to be more on service within the City of Wilsonville? Should we keep our service mostly as it has been, just making minor changes for efficiency?

When we complete the next round of outreach, we will be prepared to make recommendations that will again allow for public input. Any suggested revisions to the Master Plan will then be taken to the Planning Commission and City Council for final action. Once adopted by the City Council, that will be our new Master Plan – guiding SMART's operational decisions into the future.

FAREWELL

Long-time transit Operations Manager, Steve Allen, is retiring at the end of July. Steve takes with him 40 years of experience and know-how. He will be missed by all of us who have come to depend on his advice about how to keep the system running smoothly. We wish him all the best as he shifts his focus to golf and fishing.

Stephan Lashbrook

June Operations Report

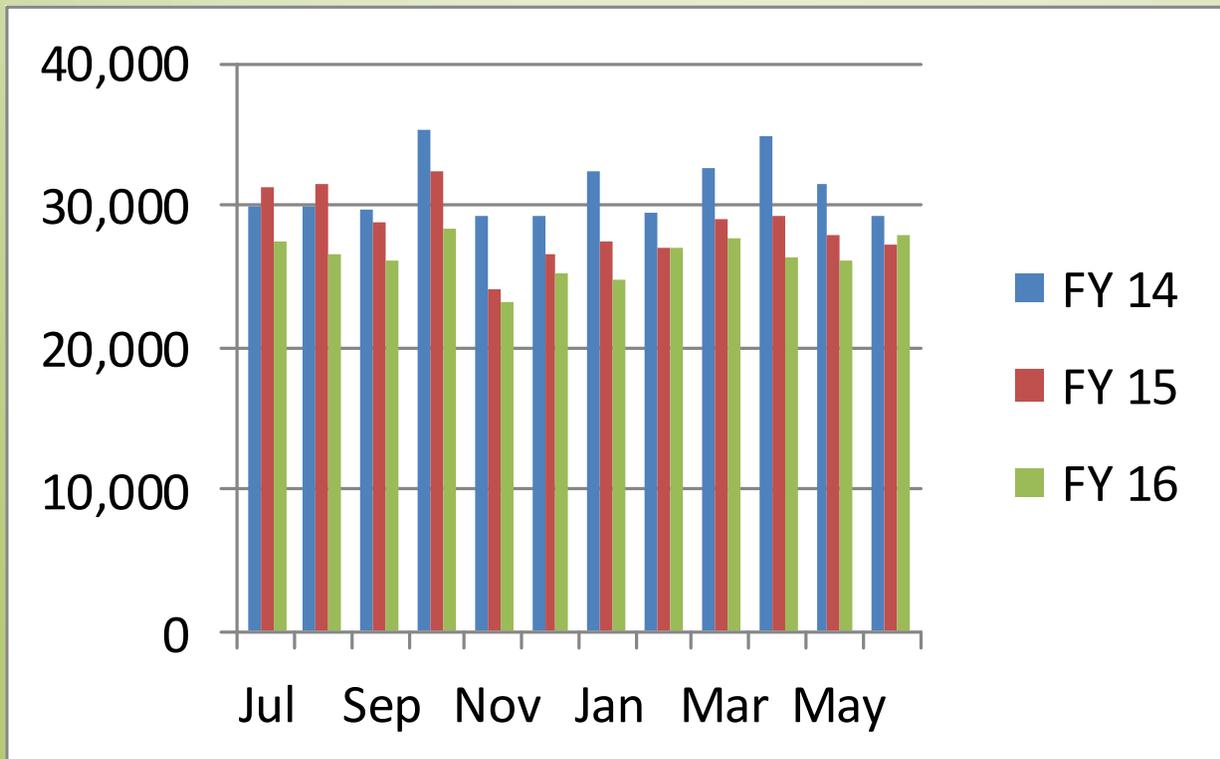
by Steve Allen

Dial-a-Ride ridership continues to climb due to the success of the Villebois Shopper Shuttle that runs hourly from 9:00am—4:00pm. For this segment of Dial-a-Ride, it is up 950% over last year to 12,049. Overall, Dial-a-Ride is up 71% from last year to 30,500.

We are planning to cancel two underutilized routes. Although these services are called “routes”, each only provides one trip each day. Route 8X was created to provide early morning service in 2013 for employees of the large employer, Stream (now Convergys), that moved into town. Projected ridership never materialized, which is now averaging only 70 per month. Route 9X which is fully paid for by OIT, is averaging only 36 rides a month. Both routes are planned to be cancelled by September, 2016. Cost savings on the 8X will be about \$21,500 annually.

We are planning to reallocate the 9X to a Microsoft shuttle for late night employees. Microsoft does not have the parking space for their added third shift, so employees are being told to park in the Wilsonville Transit Center Park & Ride, and take the planned shuttle to work. Microsoft will pay for this added late night service.

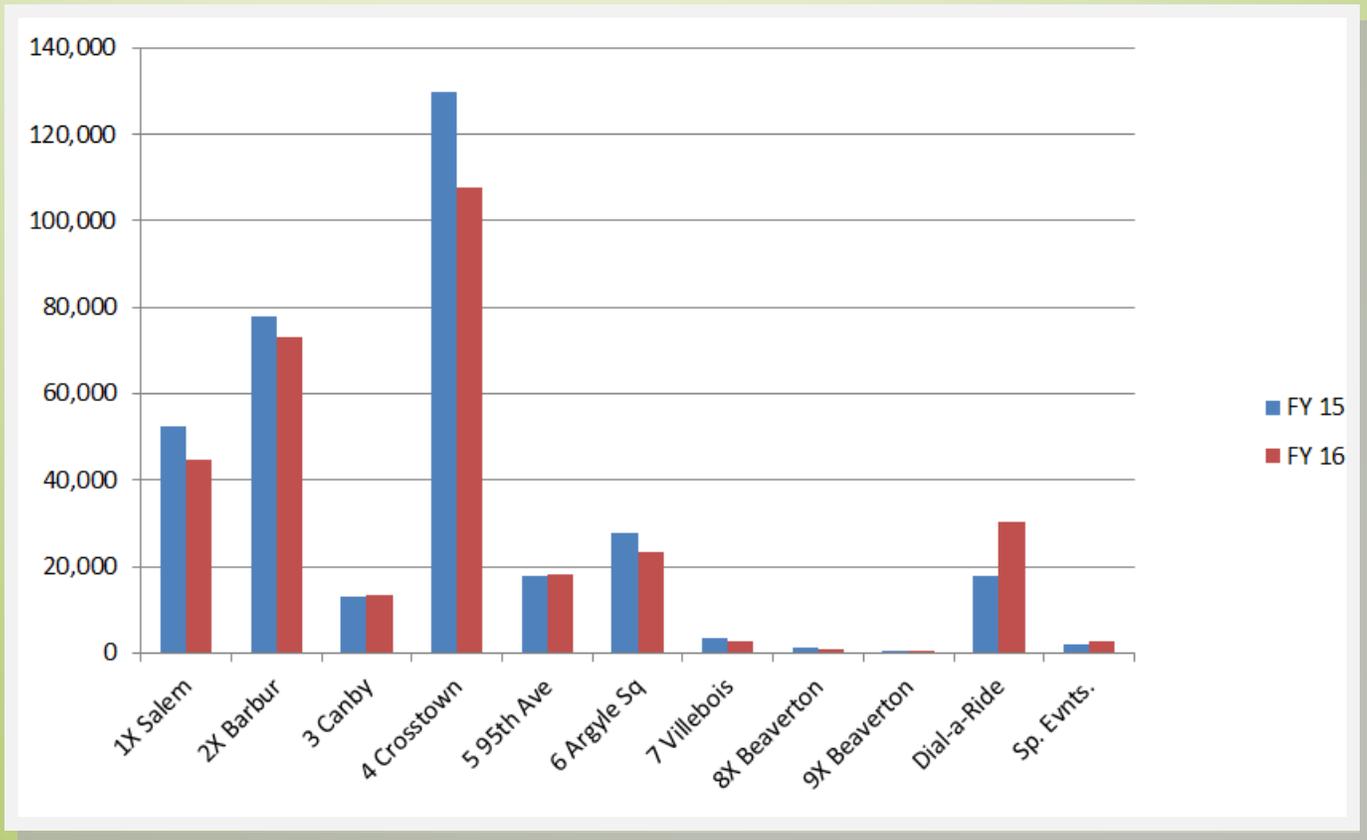
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 14	30,094	30,024	29,661	35,481	29,342	29,216	32,432	29,551	32,645	35,010	31,581	29,371	374,408
FY 15	31,421	31,650	28,971	32,568	24,192	26,510	27,535	27,122	29,155	29,348	27,956	27,365	343,793
FY 16	27,589	26,720	26,090	28,367	23,204	25,287	24,891	27,045	27,822	26,409	26,255	27,997	317,676



Operations report continued...

Although Dial-a-Ride's counts are up, the overall system's ridership is down 7%. Throughout the country public transit has experienced lower ridership for SMART, these are the statistics for individual routes:

	1X Salem	2X Barbur	3 Canby	4 Cross-town	5 95th Ave	6 Argyle Sq	7 Villebois	8X Beaver-ton	9X Beaver-ton	Dial-a-Ride	Sp. Evnts.	Total
FY 15	52,510	77,762	13,048	129,784	17,985	27,619	3,412	1,142	542	17,872	2,117	343,793
FY 16	44,584	73,150	13,341	107,814	18,145	23,355	2,849	838	439	30,500	2,661	317,676



Compressed Natural Gas (CNG) Fueling Station Upgrades

The City's Fleet division recently completed installing an expanded and upgraded compressed natural gas (CNG) fueling station located at the SMART Administration and Fleet Facility on Boberg Rd. These upgrades not only allow for SMART to store more CNG on site to fuel additional buses, the new pump station can now keep better track of how much fuel is being generated for multiple refills on a daily basis.

This project was made possible by a grant from ODOT, awarded through the Congestion Mitigation Air Quality (CMAQ) program.



Get our new bus-tracking mobile app

SMART launched a new mobile app known as Spatial Positioning on Transit (SPOT) that provides SMART riders real-time arrival predictions for all of buses, automated onboard announcements and system alerts from the transit agency.



Metro Tail Count Volunteers Needed

Surveys 9/13-9/17
4-6 pm at Specific Locations around Wilsonville

Every September, volunteers count and survey people who are biking and walking the region's trails and parks, using nationally standardized surveying and recording methods. The count is part of the National Bicycle and Pedestrian Documentation Project's annual gathering of trail use data at over 90 sites nationwide.



Shuttle service
May 26 - Sept 29

RideSMART.com 503.682.7790

Full details...



HOP Aboard !!

Ride the Thursday Shuttle to the Farmer's Market and Concerts in the Park. This shuttle serves Charbonneau, Town Center and Villebois and will stop at any regular stop located along its route. Details available online or by calling the SMART office.

Walk SMART

At some point in your day, whether you drive a car, ride a bike or take transit to get around, you begin your trip as a pedestrian.

Walk SMART is a free program that encourages participants to walk more by providing tools and motivation. Each participant receives a *Walk SMART* kit that includes a pedometer, safety light, and a log sheet to record daily step counts. *Walk SMART* is a grant funded program and is supported by many generous local businesses who contribute in-kind donations for fun prizes and practical rewards.



Sign up at RideSmart.com/walksmart

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Program News

June marked the beginning of summer programs and included a number of large community special events including the Tonkin for the Love of Schools races, Korean War Remembrance Ceremony, Boy Scout Plant Sale and the Wilsonville Farmers Market at Sofia Park in Villebois.



Coach Nics Hoop Camps drew 48 participants over two weeks of camp



Skyhawks Sports Camps had 33 participants in 2 camps (Mini Hawk Multi Sport and Tennis)



Disc Golf Discs are now available for rental at the Admin Office. A 2-disc pack is \$5/day, or \$5 for the entire weekend.

June Park Rentals:

- * River Shelter: 11 rentals
- * Forest Shelter: 9 rentals
- * Grove Shelter: 6 rentals
- * Splash Shelter: 5 rentals
- * Stein Boozier Barn: all weekends (Fri-Sun) booked and 5 week day rentals
- * Annual Girl Scout day camp over 5 days (350 kids daily) at the River and Forest Shelters with a sleepover/camp out



The Community Center's Digital Photography Club took photos of Parks and Recreation programs and facilities which now line the walls of the Center.

Elder Financial Abuse

9 participants attended Wilsonville Attorney Shawn M. O'Neil's free informational seminar on Preventing Elder Financial Abuse at the Community Center.



Water Features open at Town Center Park and Murase Plaza

Parks and Recreation

Parks Maintenance Update



Hosted volunteer Boy and Girl Scout Groups



Prepared for and hosted Pickleball Tournament



Constructed and installed tee signs at Disc Golf Course



Prepared for and hosted Wilsonville Festival of Arts



Repaired mainline leaks at Town Center Park



Prepared for and hosted Korean War Remembrance Ceremony

Upcoming Events

- * Movies in the Park
Fridays - July 15, July 29, August 5 and August 19
River Shelter at Memorial Park - starts at dusk
- * Rotary Concerts in the Park
Thursdays - July 21, July 28, August 4 and August 11
Town Center Park - 6:30 pm
- * Wilsonville Kiwanis Kids Fun Run
Saturday, July 30
Wood Middle School - 9:00 am



City of Wilsonville May 2016



**Clackamas County Sheriff's Office
2223 Kaen Rd
Oregon City, OR 97045**

www.co.clackamas.or.us/sheriff

Monthly Summary

During May 2016, the Clackamas County Sheriff's Office provided law enforcement service to the City of Wilsonville on a 24 hour a day basis. During this time period the Sheriff's Office answered 628 calls for service, which was an average of 20.3 calls per day.

The monthly average for calls for service during the past three years has been 541.0. The 628 calls in the City during the month of May reflect a 16.1% increase over the average during the last three years.

Below is a chart showing the number of calls for service in the City during the last 5 years.

<u>Year</u>	<u>Number of Calls</u>	<u>Monthly Average</u>	<u>Daily Average</u>
2011	5,539	461.6	15.2
2012	5,709	475.8	15.6
2013	6,230	519.2	17.1
2014	6,558	546.5	18.0
2015	6,689	557.4	18.3

An overall look at the shift activity reflects the following percentages of calls taken, traffic stops made and reports written for May.

	<u>Percentage of Calls Taken</u>	<u>Percentage of Traffic Stops</u>	<u>Percentage of Reports Written</u>
Graveyard:	18.3%	57.4%	13.8%
Day Shift:	47.1%	22.6%	52.7%
Swing Shift:	34.6%	20.0%	33.5%

During May 2016, 230 traffic stops were made in the City with the following breakdown for each shift.

	<u>Total</u>		<u>Graveyard</u>		<u>Days</u>		<u>Swing Shift</u>	
Stops Made:	230	=	132	57.4%	52	22.6%	46	20.0%
Citations Issued:	77	=	28	36.4%	36	46.8%	13	16.9%

Included in the above totals are 31 traffic stops (13.5%) and 28 citations (36.4%) issued by the Traffic Deputy.

Calls for Service

Number of Calls Per Shift	May 2016		Monthly Average 2015	
	628		557.4	
Graveyard (2100-0700)	115	18.3%	108.3	19.4%
Day Shift (0700-1700)	296	47.1%	253.8	45.5%
Swing Shift (1100-0300)	217	34.6%	195.3	35.0%
Average Number of Calls Per Day	20.3		18.3	

Other Officer Activity

Type of Activity	May 2016	2015 Monthly Average
Follow-Up Contact	98	77.5
Foot Patrol	5	12.3
Premise Check	14	40.1
Subject Stop	35	54.9
Suspect Contact	3	5.4
Suspicious Vehicle Stop	59	67.5
Warrant Service	7	7.8
Total:	221	265.5

The chart on the following page shows the types of calls for service received during the month. These calls do not reflect actual criminal activity. In some cases the call was dispatched as a particular type of incident, but it was later determined to be of a different nature.

Types of Calls

Type of Calls	May 2016	2015 Monthly Average
Abandoned Vehicle	2	1.7
Accidents (All)	27	27.3
Alarms	65	55.6
Animal Complaint	19	11.7
Assault	4	3.9
Assist Outside Agency	10	12.8
Assist Public	25	30.5
Burglary	5	5.3
Criminal Mischief	15	12.3
Death Investigation	3	2.2
Disturbance	42	27.8
Extra Patrol Request	2	2.8
Fire Services	12	10.1
Fraud	19	20.2
Hazard	8	10.8
Juvenile Problem	18	15.4
Kidnap		0.2
Mental	3	5.7
Minor In Possession		0.8
Missing Person	5	1.9
Noise Complaints	14	8.3
Open Door / Window	2	1.9
Promiscuous Shooting		1.2
Property Found / Lost / Recovered	13	16.3
Provide Information	44	28.6
Prowler	2	1.0
Recovered Stolen Vehicle	2	1.8
Robbery		0.3
Runaway Juvenile	3	3.7
Sexual Crime (All)	7	2.9
Shooting	1	.0
Stolen Vehicle / UUMV	9	3.7
Suicide Attempt / Threat	6	10.1
Suspicious Circumstances	9	13.4
Suspicious Person	25	29.9
Suspicious Vehicle	14	14.9
Theft / Shoplift	33	34.0
Threat / Harassment / Menacing	19	17.9
Traffic Complaint	63	41.2
Unknown / Incomplete Call	11	11.8
Unwanted / Trespassing	19	13.8
Vice Complaints (Drugs)	3	5.9
Violation of Restraining Order	5	1.9
Welfare Check	30	23.2
Other Not Listed Above	10	11.3
Total:	628	557.4

Median Response Times to Dispatched Calls

All Dispatched Calls	All Calls	Priority 1 & 2 Calls
Input to dispatch: (Time call was on hold)	3:02 Minutes	2:30 Minutes
Dispatch to Arrival: (Time it took deputy to arrive after being dispatched)	5:29 Minutes	5:00 Minutes

During May, 188 reports were written. 13.8% were written by the graveyard shift, 52.7% by the dayshift units and 33.5% were written by the swing shift units.

Reports Written

Type of Report	May 2016
Accident	12
Theft	19
Criminal Mischief	8
Burglary	1
Stolen Vehicle	6
Assault	5
Identity Theft	4
Drug Crimes	10
Other / Misc. Reports	123
Total:	188

Shift Totals	November 2015	
Graveyard	26	13.8%
Day Shift	99	52.7%
Swing Shift	63	33.5%

