



CITY OF
JOHN DAY

CITY COUNCIL Amended MEETING AGENDA

Tuesday August 13, 2024,

EXECUTIVE MEETING: 5:30 pm

REGULAR MEETING: 6:30 pm

John Day Fire Station

316 S Canyon Blvd, John Day, OR 97845

(541)575-0028 www.cityofjohnday.com

This meeting is open to the public. This agenda includes a list of the principal subjects anticipated to be considered at the meeting. However, the agenda does not limit the ability of the Council to consider additional subjects. Meetings may be canceled without notice. Zoom Meeting participants should use the “raise your hand” feature during these times to alert the moderator that they would like to speak.

Join Zoom Meeting

City of John Day is inviting you to a scheduled Zoom meeting.

<https://zoom.us/j/95867942253?pwd=dHE5c3djSEx4OFBuZndPQU5HMGN3QT09>

Meeting ID: 958 6794 2253

Passcode: 776959

EXECUTIVE SESSION: 5:30 p.m.

ORS 192.660(2)(e) To conduct deliberations designated by the governing body to negotiate real property transactions.

ORS 192.660(2)(f) To consider information or records that are exempt by law from public inspection.

Call to Order: Regular Meeting 6:30 pm.

1. Call John Day City Council Meeting to Order
2. Pledge of Allegiance
3. Roll Call
4. Amend or Accept Regular Agenda

5. Public Comments (*Please Limit to 3 Minutes*)

Public Comments are an opportunity to present information or speak on an issue that is not on the agenda. Comments are limited to 3 minutes for each person. Visitors may state their comments and should not expect the council to engage in back and forth dialogue regarding the comment, council may either choose to add it to a follow up meeting or direct City Manager to follow up with the speaker.

6. Consent Agenda

All matters listed within the Consent Agenda have been distributed to every member of the City Council for reading and study, are considered routine, and will be enacted by one motion of the Council. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the Regular Agenda by request.

- a. Accounts Payable through July 31, 2024
- b. Minutes for June 4 and July 9, 2024

7. Public Hearing:

Pursuant to ORS 221.725, the John Day City Council (the “Council”) will hold a public hearing to discuss the sale of certain City-owned real property, including a commercial building located thereon (the “Building”), commonly known as 300 Barnes Ave., Seneca, Oregon 97873. The Council considers it necessary or convenient to sell the Property because the Property is no longer needed for City purposes. In accordance with ORS 221.725, City residents will have the opportunity to present written or oral testimony at the public hearing concerning the proposed transfer.

8. Community Grant Application – Hope 4 PAWS: Request for \$1700.00

9. R3 Offer to Purchase City-Owned Real Property

10. League of Oregon Cities 2025-26 Legislative Priorities (pick top 5 issues)

11. City Manager Comments

- a. Camping Ordinance update
- b. Website update

12. Mayor and Council Comments

13. Adjournment: **Next Meeting September 10, 2024**

Report Criteria:

Report type: Invoice detail
Check.Type = {<>} "Adjustment"

Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice GL Account	Invoice Amount	Check Amount
ACS - ADVANCED CONTROL SYSTEMS							
07/09/2024	750149	1013	ACS - ADVANCED CONTROL SYSTEM	39156	03-000-64100	415.00	415.00
Total 750149:							415.00
07/31/2024	750194	1013	ACS - ADVANCED CONTROL SYSTEM	39284	02-000-64100	415.00	415.00
Total 750194:							415.00
AMAZON CAPITAL SERVICES, INC.							
07/17/2024	750182	1026	AMAZON CAPITAL SERVICES, INC.	1F7V-CYT9-47	03-000-63400	24.99	24.99
07/17/2024	750182	1026	AMAZON CAPITAL SERVICES, INC.	1F7V-CYT9-67	10-000-63800	472.63	472.63
Total 750182:							497.62
07/22/2024	750190	1026	AMAZON CAPITAL SERVICES, INC.	1PXT-Q3G4-R	01-000-63800	12.90	12.90
Total 750190:							12.90
07/31/2024	750195	1026	AMAZON CAPITAL SERVICES, INC.	1LDQ-6H6C-6	06-000-62900	136.19	136.19
07/31/2024	750195	1026	AMAZON CAPITAL SERVICES, INC.	1QD6-4C7N-1	06-000-63877	45.84	45.84
07/31/2024	750195	1026	AMAZON CAPITAL SERVICES, INC.	1XNP-XH99-7	06-000-63877	17.99	17.99
Total 750195:							200.02
ANALYTICAL LABS							
07/09/2024	750155	1030	ANALYTICAL LABS	2404441	03-000-63400	85.38	85.38
Total 750155:							85.38
BADGER METER INC.							
07/09/2024	750169	1041	BADGER METER INC.	80162073	02-000-66306	104.09	104.09
Total 750169:							104.09
Baker County Pest Control LLC							
07/17/2024	750183	1042	Baker County Pest Control LLC	6197	01-000-62900	370.00	370.00
Total 750183:							370.00
BISNETT INSURANCE INC							
07/09/2024	750159	1054	BISNETT INSURANCE INC	807547	01-000-63300	100.00	100.00
Total 750159:							100.00
BOX R WATER ANALYSIS							
07/17/2024	750184	1062	BOX R WATER ANALYSIS	20240715	02-000-63825	192.00	192.00
Total 750184:							192.00
07/31/2024	750196	1062	BOX R WATER ANALYSIS	X058717	02-000-64100	2,220.00	2,220.00
07/31/2024	750196	1062	BOX R WATER ANALYSIS	X058719	02-000-64100	2,220.00	2,220.00

Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice GL Account	Invoice Amount	Check Amount
Total 750196:							4,440.00
BRYANT, LOVLIE, & JARVIS, PC.							
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17407	01-000-63450	140.00	140.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17558	01-000-63450	1,920.00	1,920.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17559	01-000-65227	500.00	500.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17560	01-000-65227	1,120.00	1,120.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17561	10-000-63450	120.00	120.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17562	01-000-63450	140.00	140.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17563	01-000-63450	20.00	20.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17564	01-000-63450	1,340.00	1,340.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17565	01-000-63450	20.00	20.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17566	01-000-63450	3,220.00	3,220.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17567	01-000-63450	40.00	40.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17568	01-000-63450	160.00	160.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17569	01-000-63450	60.00	60.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17570	34-000-63450	640.00	640.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17571	01-000-63450	80.00	80.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17572	34-000-63450	240.00	240.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17573	03-000-62850	2,240.00	2,240.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17574	01-000-63450	180.00	180.00
07/31/2024	750197	1067	BRYANT, LOVLIE, & JARVIS, PC.	17575	03-000-62850	240.00	240.00
Total 750197:							12,420.00
CASCADE FIRE EQUIPMENT CO.							
07/31/2024	750198	1082	CASCADE FIRE EQUIPMENT CO.	INV13720	01-050-63800	319.00	319.00
Total 750198:							319.00
CHARLENE MORRIS							
07/22/2024	750191	1562	CHARLENE MORRIS	PRRREIMB	01-000-63550	75.00	75.00
Total 750191:							75.00
CIS Trust							
07/31/2024	750199	1103	CIS Trust	PO-JND-I2024	06-000-63300	90,756.48	90,756.48
Total 750199:							90,756.48
CITY OF SENECA							
07/09/2024	750177	1106	CITY OF SENECA	MAYJUNE109	07-000-64798	282.86	282.86
Total 750177:							282.86
CIVICPLUS LLC							
07/10/2024	750180	1108	CIVICPLUS LLC	281269	07-000-62650	4,638.60	4,638.60
Total 750180:							4,638.60
CLARK'S DISPOSAL							
07/09/2024	750170	1109	CLARK'S DISPOSAL	1144-JUNE24	01-000-64798	145.13	145.13
Total 750170:							145.13

Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice GL Account	Invoice Amount	Check Amount
CONSOLIDATED SUPPLY COMPANY							
07/09/2024	750171	1118	CONSOLIDATED SUPPLY COMPANY	S011963622.0	02-000-66400	949.25	949.25
Total 750171:							949.25
CwM-H20, LLC							
07/31/2024	750200	1125	CwM-H20, LLC	2582	02-000-64100	280.00	280.00
Total 750200:							280.00
DUCOTE CONSULTING, LLC							
07/09/2024	750172	1163	DUCOTE CONSULTING, LLC	2245	03-000-66230	3,562.50	3,562.50
07/09/2024	750172	1163	DUCOTE CONSULTING, LLC	2246	03-000-66250	2,062.50	2,062.50
Total 750172:							5,625.00
ED STAUB & SONS PROPANE							
07/09/2024	750147	1168	ED STAUB & SONS PROPANE	10878671	07-000-64798	205.97	205.97
07/09/2024	750147	1168	ED STAUB & SONS PROPANE	CL121227	26-000-63100	382.90	382.90
Total 750147:							588.87
ENVIRO-CLEAN EQUIPMENT, INC.							
07/09/2024	750148	1171	ENVIRO-CLEAN EQUIPMENT, INC.	24-63257	26-000-64700	175.94	175.94
Total 750148:							175.94
EO MEDIA GROUP							
07/09/2024	750173	1173	EO MEDIA GROUP	0624EO10628	34-000-62100	2,592.00	2,592.00
Total 750173:							2,592.00
07/11/2024	750181	1173	EO MEDIA GROUP	0424EO10628	01-000-62100	378.00	378.00
Total 750181:							378.00
GASLIN ACCOUNTING CPAS PC							
07/09/2024	750174	1191	GASLIN ACCOUNTING CPAS PC	00569A	34-000-63825	5,625.00	5,625.00
Total 750174:							5,625.00
07/31/2024	750201	1191	GASLIN ACCOUNTING CPAS PC	00597A	34-000-63825	5,915.00	5,915.00
Total 750201:							5,915.00
GCECA							
07/17/2024	750185	1193	GCECA	2025-24	01-050-63550	2,650.66	2,650.66
Total 750185:							2,650.66
07/22/2024	750192	1193	GCECA	2025-10	03-000-62710	553.91	553.91
07/22/2024	750192	1193	GCECA	2025-16	01-050-62710	4,416.18	4,416.18
07/22/2024	750192	1193	GCECA	2025-3	02-000-62710	553.91	553.91
Total 750192:							5,524.00

Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice GL Account	Invoice Amount	Check Amount
GRANT COUNTY CHAMBER COMMERCE							
07/17/2024	750186	1212	GRANT COUNTY CHAMBER COMMERC	110711-2029	01-000-62650	150.00	150.00
Total 750186:							150.00
HUTCH'S PRINTING							
07/17/2024	750187	1242	HUTCH'S PRINTING	11141	03-000-63400	185.00	185.00
Total 750187:							185.00
JD RENTS & POWER EQUIPMENT INC							
07/09/2024	750152	1258	JD RENTS & POWER EQUIPMENT INC	71714	06-000-63800	77.98	77.98
Total 750152:							77.98
JOHN DAY AUTO PARTS							
07/09/2024	750150	1273	JOHN DAY AUTO PARTS	221149	03-000-64250	4,836.30	4,836.30
07/09/2024	750150	1273	JOHN DAY AUTO PARTS	221326	26-000-64700	5.00	5.00
07/09/2024	750150	1273	JOHN DAY AUTO PARTS	221344	26-000-64700	48.12	48.12
Total 750150:							4,889.42
JOHN DAY FIREFIGHTERS ASSOC							
07/09/2024	750153	1276	JOHN DAY FIREFIGHTERS ASSOC	JUNE2024	01-050-62950	404.00	404.00
Total 750153:							404.00
JOHN DAY TRUE VALUE HARDWARE							
07/09/2024	750151	1280	JOHN DAY TRUE VALUE HARDWARE	611858	06-000-63800	24.97	24.97
07/09/2024	750151	1280	JOHN DAY TRUE VALUE HARDWARE	611929	26-000-64700	112.47	112.47
07/09/2024	750151	1280	JOHN DAY TRUE VALUE HARDWARE	611930	26-000-63800	13.98	13.98
07/09/2024	750151	1280	JOHN DAY TRUE VALUE HARDWARE	612249	06-000-63800	3.56	3.56
07/09/2024	750151	1280	JOHN DAY TRUE VALUE HARDWARE	612549	03-000-63800	13.89	13.89
Total 750151:							168.87
KJDY							
07/09/2024	750154	1305	KJDY	CC-124061179	01-000-62490	349.00	349.00
Total 750154:							349.00
LANE COUNCIL OF GOVERNMENTS							
07/09/2024	750175	1314	LANE COUNCIL OF GOVERNMENTS	93698	10-000-63825	1,808.67	1,808.67
Total 750175:							1,808.67
LEAGUE OF OREGON CITIES							
07/09/2024	750156	1320	LEAGUE OF OREGON CITIES	2024-200279	01-000-62650	1,738.08	1,738.08
Total 750156:							1,738.08
07/31/2024	750202	1320	LEAGUE OF OREGON CITIES	10314	34-000-62100	25.00	25.00
Total 750202:							25.00
LEN'S PHARMACY							
07/09/2024	750157	1322	LEN'S PHARMACY	PO8354	01-000-63800	32.45	32.45

Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice GL Account	Invoice Amount	Check Amount
Total 750157:							32.45
07/31/2024	750203	1322	LEN'S PHARMACY	RECEIPT5775	03-000-63400	20.88	20.88
Total 750203:							20.88
MASON BRUCE & GIRARD							
07/09/2024	750166	1341	MASON BRUCE & GIRARD	34084	03-000-66230	950.00	950.00
Total 750166:							950.00
MUNIAID, LLC							
07/31/2024	750204	1577	MUNIAID, LLC	CE-24-66	06-000-62650	600.00	600.00
Total 750204:							600.00
ONE CALL CONCEPTS							
07/09/2024	750160	1387	ONE CALL CONCEPTS	4060401	02-000-64100	93.52	93.52
Total 750160:							93.52
OREGON TRAIL ELECTRIC CO-OP							
07/09/2024	750163	1406	OREGON TRAIL ELECTRIC CO-OP	2024JUNE	06-000-64798	6,935.40	6,935.40
Total 750163:							6,935.40
07/09/2024	750179	1406	OREGON TRAIL ELECTRIC CO-OP	2024JUNE	03-000-64798	1,400.32	1,400.32
Total 750179:							1,400.32
07/31/2024	750205	1406	OREGON TRAIL ELECTRIC CO-OP	FINAL3423-03	02-000-64798	14.59	14.59
Total 750205:							14.59
PBS ENGINEERING & ENVIRONMENTAL							
07/22/2024	750193	1572	PBS ENGINEERING & ENVIRONMENT	0081212.000-	01-000-62400	2,048.33	2,048.33
Total 750193:							2,048.33
PECK RUBANOFF & HATFIELD PC							
07/09/2024	750176	1418	PECK RUBANOFF & HATFIELD PC	09844	06-000-63450	7,662.79	7,662.79
Total 750176:							7,662.79
PITNEY BOWES							
07/17/2024	750188	1422	PITNEY BOWES	3319375863	03-000-62460	161.46	161.46
Total 750188:							161.46
QUALITY CONTROL SERVICE							
07/09/2024	750164	1430	QUALITY CONTROL SERVICE	75087	03-000-66230	910.00	910.00
Total 750164:							910.00
QUILL CORPORATION							
07/09/2024	750165	1432	QUILL CORPORATION	39193812	01-000-63800	250.78	250.78

Check Issue Date	Check Number	Vendor Number	Payee	Invoice Number	Invoice GL Account	Invoice Amount	Check Amount
Total 750165:							250.78
SISUL ENGINEERING							
07/31/2024	750206	1475	SISUL ENGINEERING	SJD08-001-47	03-000-66250	472.50	472.50
07/31/2024	750206	1475	SISUL ENGINEERING	SJD08-001-48	06-000-65550	135.00	135.00
Total 750206:							607.50
TIDEWATER CONTRACTORS INC.							
07/17/2024	750189	1511	TIDEWATER CONTRACTORS INC.	56333	02-000-63800	306.00	306.00
Total 750189:							306.00
TRIANGLE OIL							
07/09/2024	750158	1524	TRIANGLE OIL	126017	03-000-63200	269.65	269.65
Total 750158:							269.65
07/31/2024	750207	1524	TRIANGLE OIL	124748	26-000-63100	601.22	601.22
Total 750207:							601.22
VERIZON							
07/09/2024	750167	1538	VERIZON	9966219932	03-000-64798	213.53	213.53
Total 750167:							213.53
07/31/2024	750208	1538	VERIZON	9968653561	02-000-64798	213.62	213.62
Total 750208:							213.62
VISA							
07/09/2024	750178	1540	VISA	062124-VISA1	06-000-63800	111.98	111.98
07/09/2024	750178	1540	VISA	062124-VISA1	03-000-66230	408.40	408.40
07/09/2024	750178	1540	VISA	062124-VISA2	34-000-62300	300.00	300.00
Total 750178:							820.38
07/31/2024	750209	1540	VISA	VISA0548JUL	01-050-63550	628.74	628.74
07/31/2024	750209	1540	VISA	VISA1223JUL	03-000-63400	61.97	61.97
07/31/2024	750209	1540	VISA	VISA1421JUL	03-000-63400	40.14	40.14
07/31/2024	750209	1540	VISA	VISA2957JUL	06-000-63500	814.68	814.68
Total 750209:							1,545.53
WELLS FARGO FINANCIAL LEASING							
07/09/2024	750168	1548	WELLS FARGO FINANCIAL LEASING	5030307727	34-000-63650	200.13	200.13
Total 750168:							200.13
07/31/2024	750210	1548	WELLS FARGO FINANCIAL LEASING	50306932222	34-000-63650	200.13	200.13
Total 750210:							200.13
Grand Totals:							181,627.03



**CITY OF JOHN DAY
BUDGET MEETING MINUTES JUNE 4, 2024**

COUCILORS PRESENT:

David Holland, Councilor (Excused)
Chris Labhart, Councilor
Eric Bush, Councilor
Edwin Newby, Councilor
Ron Phillips, Councilor
Sherrie Rininger, Council President

BUDGET COMMITTEE PRESENT:

Beth Spell, Budget Committee
Jody Moulton, Budget Committee
Heather Swank, Budget Committee
Irene Jerome, Budget Committee (Virtual)
Bradley Hale, Budget Committee
Tom Olson, Budget Committee

STAFF PRESENT:

Melissa Bethel, City Manager
Rob Gaslin, Contract Finance

6:30 pm: City Budget Meeting

Agenda Item No. 1—Call Meeting to Order

The John Day Budget Meeting was called to order at 6:30 pm.

Agenda Item No. 2—Roll Call and Attendance

All councilors and budget committee members were present except Councilor Holland who was excused and Irene Jerome being virtual.

Agenda Item No. 3—Budget revision and discussion

Gaslin presented the 2024-2025 City Budget and the amendments that have been made to it.

In the General Fund the revenue for the EDA grant was added for 1.2 million dollars. The City budgeted 1.4 million in expenditures. There is a \$250,000 match in which \$50,000 has already been spent. This caused a problem because the operating contingency was only \$114,000 which wasn't enough to cover that and balance the General Fund.

Public Hearing:

Councilor Rininger opened the Public Hearing

No Public Comments were made.

Councilor Rininger closed the Public Hearing

Agenda Item No. 4—Motion to recommend adoption of Budget to Council (include any amendments as discussed)

Councilor Bush moved the City of John Day Budget Committee approve the City Budget as amended and approve property taxes for the FY24-25 at the rate of \$2.99.150 and in the amount of \$50,000 for payment bond principle and interest. The motion was seconded by Councilor Phillips and passed 8-2 with Councilor Labhart and Beth Spell being opposed.

Agenda Item No. 5—Budget Committee Comments

No Budget Committee comments were made.

Adjourn: There being no further business the meeting was adjourned.

CITY OF JOHN DAY
CITY COUNCIL MINUTES JULY 9, 2024

COUCILORS PRESENT:

David Holland, Councilor
Chris Labhart, Councilor
Eric Bush, Councilor
Edwin Newby, Councilor
Ron Phillips, Councilor
Sherrie Rininger, Council President

COUNCILORS ABSENT

STAFF PRESENT:

Melissa Bethel, City Manager
Nick Ducote, Contract Grant writer &
administrator

Agenda Item No. 1—Call Meeting to Order

The City Council meeting was called to order at 6:30 pm.

Agenda Item No. 2—Pledge of Allegiance

The City Council stood for the Pledge of Allegiance.

Agenda Item No. 3—Roll Call and Attendance

All councilors were present.

Agenda Item No. 4—Amend or Accept Regular Agenda

Councilor Labhart moved to accept the agenda as presented. The motion was seconded by Councilor Bush and passed unanimously.

Agenda Item No. 5—Public Comments

Shannon Adair: Adair is concerned that the residents of John Day are going to lose the Cybermill because nothing has been discussed regarding it recently.

Agenda Item No. 6—Consent Agenda

Items on the consent agenda for approval:

- a) Accounts Payable through June 20, 2024
- b) Minutes for May 25th, June 11th and June 25th, 2024.

Councilor Bush made a motion to approve the consent agenda as published. The motion was seconded by Councilor Newby and passed unanimously.

Agenda Item No. 7—Ducote Consulting Project Update

Ducote gave an update on the Treatment Plant. USDA has fully accepted the Environmental Assessment and should be publishing it this week. The USDA funding is being finalized. The Purple Pipe final reimbursement has been submitted.

a. Approval of Scope of Work and Contract for the Wastewater Treatment Plant Project

Councilor Bush made a motion to approve the Scope of Work as published for legal review and USDA review and once complete authorize the City Manager to sign the Scope of Work for the Wastewater Treatment Plant Project. The motion was seconded by Councilor Phillips and passed unanimously.

Agenda Item No. 8—Councilor Labhart Discussion Topics

a. Charter Review

Councilor Labhart would like to start the process of doing a charter review. He would like to see the Council appoint a Charter Review Task Force of 11 residents, including 3 Council members to start this process.

b. Robert’s Rules; Council Rules and Procedure Work Session

Councilor Labhart would like to schedule a work session to discuss Robert’s Rules and the City Charter. Councilor Bush suggested tabling this until further notice.

Agenda Item No. 9—City Manager Comments

a. Camping Ordinance Update

Bethel informed citizens that in July of 2023 every City in Oregon was supposed to create a Camping Ordinance and John Day didn’t do that. The City will be setting up a workshop for citizens to come and learn about what the City can and can’t do about this.

Frances Preston: Since it’s going to be awhile before this Ordinance is in place, Preston asked if the City will designate another location once this spot is full. Bethel said it depends on your time and place restrictions it may not fill up.

Council scheduled a Camping Workshop for July 30th at 6:30 pm.

Bethel informed everyone that our new software program will be training staff next week so City Hall will be closed for that. In the next two weeks there will be a job opening for a Finance Director that was budgeted.

Agenda Item No. 10—Mayor and Council Comments

Councilor Holland has concerns about the Cybermill building and it being time sensitive. He asked Bethel to reach out to those involved with it.

Adjourn:

There being no further business before council, Councilor Labhart moved to adjourn the meeting. The motion was seconded by Councilor Bush and passed unanimously.

Melissa Bethel, CM



REQUEST FOR COUNCIL ACTION

DATE ACTION REQUESTED: February 13, 2024			
Ordinance <input type="checkbox"/>	Resolution <input type="checkbox"/>	Motion X	Information <input type="checkbox"/>
Date Prepared: 8-2-24		Dept.: City Manager's Office	
SUBJECT: Hope4Paws request for Community Dollars		Contact Person for this Item: Melissa Bethel, City Manager, bethelm@grantcounty-org.gov 541 575 0028 ex 4224	

SUBJECT: Request by Hope 4 Paws for budgeted Community Dollars in the amount of \$1,700.00

BACKGROUND: The City of John Day receives 3% Transient Tax dollars from short term lodging (hotels and STRs) within the City limits. State law requires 70% of the dollars to be spent on tourism activities; while 30% of dollars collected are unrestricted. In the FY24-25 Budget, the City Council approved a line item called Community Promotion in which the 30% unrestricted funds were allotted for grants to community organizations based on requests.

The Organization Hope 4 Paws did a presentation before the City Council on April 23, 2024 requesting dollars equal to the City's population. At that time the City had not budgeted dollars and requested staff do so for the next fiscal year. Subsequently, the Organization is back in front of Council requesting \$1,700.00.

FINANCIAL IMPACT: The Community Promotion line item has approximately \$8,000 remaining.

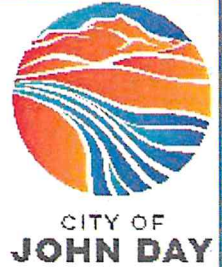
ATTACHMENTS:

Hope 4 Paws Community Grant Application and materials

Suggested Motion: I move the City of John Day City Council approve/deny the request from Hope 4 Paws in the amount of \$1,700.00.

Community Grant Application

1450 E. Main Street- John Day, Or 97845 | ph. (541) 575-0028 | www.CityofJohnDay.com



The City of John Day may provide community assistance grants to non-profits entities and organizations that serve the John Day community. Community entities and organizations that serve John Day will need to meet at least one of the following criteria to be eligible for a grant and provide the necessary documentation:

- Provides assistance for essential utilities, food, medical needs, clothing or shelter.
- Provides educational or recreational opportunities for children or seniors.
- Provides a specific service which betters the community.
- Generates/supports economic activity in John Day.

In evaluating requests, the City will consider the following criteria:

- The requesting organization's history of success.
- The organizational and financial stability of the requesting organization.
- The number and types of community members served by the request.
- The ability to measure and track the effectiveness of the project or service.
- Grant funds will not be used for travel, budget deficits or for routine operating expenses.

First, please designate whether this grant will be used to generate or support Tourism. If yes, see pg. 3 for additional steps/information required. We also require a budget sheet for either type of grant submission, see pg. 2.

Tourism Grant TRT Fund

Standard Community Grant Submission

Please type or print clearly:

1. Organization: HOPE 4 PAWS Grant County
2. Non-Profit ID #: EIN 823944902
3. Mailing Address: PO Box 912 John Day, OR 97845
4. Telephone No.: 541-620-8397 (Smith Cell #)
5. Email: PAUL@45CENTURYTEL.NET
6. Contact Person: Paul Smith
7. Requested Amount: \$1,700.00
8. Project/Use for Funds: Small/Neutral assistance vouchers, TNR, Rescue
9. Attach a letter explaining how the funds will be used, how the criteria will be met, and any other information relevant to the request. (Please See Attached Programs)

Return completed applications and letters to:

City of John Day
Attn: City Manager
450 E. Main Street
John Day, OR 97845

Date Received: 7-26-24

Approved ___ Denied ___ Date _____

Amount _____



CITY OF JOHN DAY TOURISM GRANT FUNDING CRITERIA

1. Demonstrate how the proposed tourism-related project, event or activity will be focused on tourists (as defined under ORS 320.300(10)).
2. Demonstrate how the organization will use TRT funds for one or more of the following purposes: (i) advertising, publicizing or distributing information for the purpose of attracting and welcoming tourists; (ii) conducting strategic planning and research necessary to stimulate future tourism development; (iii) marketing special events and festivals designed to attract tourists; (iv) operating a tourism promotion agency (as defined under ORS 320.300(8)); and/or (v) developing, constructing or operating a tourism-related facility (as defined under ORS 320.300(9)).
3. Demonstrate how the proposed tourism-related project, event or activity will promote local tourism and describe the beneficial results for the City of John Day, including, but not limited to, any or all of the elements: (i) increase in tourist dollars spent in the City of John Day; (ii) increase in overnight stays in hotels, motels, RV parks, inns, Bed and Breakfast establishments and other accommodations subject to the transient room tax and located within the City of John Day; (iii) increase in tourist visits to business establishments within the City of John Day; (iv) increase in publicity about the City of John Day as a tourist destination; and (v) other primary or secondary benefits of increased tourism in the City of John Day or the surrounding local area.
4. Demonstrate how the applicant organization does or plans to comply with all applicable local, state and federal laws, ordinances and regulations relating to the organization and their proposed project, event, or tourism activities.

CITY OF JOHN DAY TOURISM / COMMUNITY GRANT APPLICATION INFORMATION

Tourism / Community Grant Applications may be submitted to the City of John Day by any non-profit organization at any time throughout the year. Funds will be allocated by approval of the City Council and as available.

The John Day City Council will review all applications, schedule proposal presentations, and conduct site visits, as appropriate. The City Council will then discuss the various proposals and based on budgetary restrictions fund the projects it deems most advantageous to the city as a whole.

Copy: Submitted to John Day City Council
April 8, 2024



HOPE 4 PAWS

GRANT COUNTY

April 8, 2024

City of John Day
450 East Main St.
John Day, Or 97845

Re: Funding Request

Dear City Council Members:

Thank you for your support for Hope 4 Paws Programs in Grant County.

Hope 4 Paws is a pet rescue and advocacy nonprofit operating in and for Grant County, and our operations are solely funded by grants, donations, and fundraisers. Our work is managed by an all-volunteer board, with no paid staff.

As Grant County has no shelter, animal control office or impound facility, we fill a critical gap in county services. Our funding supports spay/neuter discount vouchers and spay/neuter clinics, stray/abandoned rescue, foster care and supplies, emergency veterinary aid, transport to shelter partners, and Trap-Neuter-Return operations to control feral cat colonies countywide. We work in partnership with the Grant County Sheriff's Office, Dispatch, John Day River Veterinary Center, countywide community volunteers and a network of pet rescue organizations across Eastern Oregon.

Highlighting 2023 Hope 4 Paws Activities: Over **\$40,000.00** was expended for direct service cat and dog programs as described above. Of that amount, over **\$28,000.00 on spay/neuter programs was expended alone, with 560 cats and dogs provided services.** Hope 4 Paws continues to see significant increase in demand for such services each year.

On behalf of the Hope 4 Paws Board of Directors, thank you for your consideration of our "\$1 per person" (per city population) fund raising effort which would greatly assist sustaining our present/future work for vulnerable cats and dogs and healthy pet populations in Grant County.

Sincerely,

Paul Smith
Board of Directors, Hope 4 Paws: Grant County



HOPE 4 PAWS: Grant County

WHO WE ARE:

We began in 2015 as a subcommittee of a Baker County-based pet rescue. Went independent as Hope 4 Paws in 2016 to focus on the specific pet issues facing Grant County, which has **no government-operated animal control office or impound facility**. The number of pets, with breeding left unchecked, overwhelms our relatively small population.

Hope 4 Paws is there to help pet owners and vulnerable pets.

We were approved by the IRS as a 501 ©3 charitable organization in February 2018 after two years under fiscal sponsorship. We are run by a board of community volunteers, and have no staff.

WHAT WE DO

- We offer spay/neuter discount vouchers for Grant County pet owners who need a little help, to encourage them to take this important step. Available only at John Day River Veterinary Center. Why? Pet overpopulation **is a root cause** of pet neglect and homelessness.
- We rescue stray and abandoned dogs and cats – provide medical as needed, and reunite them with owners, find new owners, or network to place in shelters with larger population base. As resources allow, we transport adoptable rescue pets to partners in larger communities with more people, i.e. a bigger pool of adopters. Also dependent on resources, we provide foster homes or boarding for stray/abandoned pets in transition.
- As resources allow, our volunteers conduct Trap Neuter Return to help control feral cat colonies, and transport tamed kittens to adoption partners.

WHAT WE DON'T DO

- We don't have a shelter or impound lot for people to drop off unwanted animals.
- We don't network or adopt out animals that are not spayed or neutered.
- We don't pay people's vet bills but may be able to suggest ways to work with vet on costs.
- We don't act as a policing agency or seize pets, but refer situations to LE when circumstances warrant.
- We don't remove or kill feral cats for people. TNR cats must be returned to their colonies as they are not adoptable.

ALL OF OUR Programs depend on available funding and volunteers.

OUR PARTNERS

We work with Dispatch, John Day River Veterinary Center, local law enforcement, Pioneer Feed, and a network of pet rescue organizations across Eastern Oregon.

Hope 4 Paws (H4P) Grant County 2023 Brief Summary Revenue/Expense Report

Program Expense:	Revenue/Ordinary Income:							
Total Cat Foster:	\$13,905	Total Gen. Fund/Cash Donations:						\$14,615
Boarding		Total Fundraiser Activities						\$8,422
Food/Supplies		Total Grants						10,200
Foster cat S/N		Vet Clinic Applied Credits						\$2,000
Medical Care		Total Income:						\$35,237
Transfer fee								
Transport								
Urgent Care Fee		Narrative/Notation:						
Wellness expense		*Total All programs S/N Expenses:						\$28,147
Total Cat Spay/Neuter Assist:	\$10,582	560 Dogs and Cats						
Cat Reduced Vouchers								
Free Cat S/N Clinic								
Total Dog Foster:	\$2,077	* H4P has no paid staff/all volunteer						
Boarding		*H4P does not reimburse for mileage						
Food/Supplies								
Foster dog S/N		* GCF Grant has expired for 2024						
Medical Care								
Urgent Care Fee		*H4P 2023 Approximate Volunteer Hours						2,930
Wellness expense		FTE Equivalent:						1.5 FTE
Total Dog Spay/Neuter Assist:	\$8,685							
Dog Redeemed Vouchers								
Free Dog S/N Clinic								
Hardship Relief-Food/Medical ID Tag/Microchip	\$295							
	\$27							
Total Trap/Neuter/Return	\$6,231							
Feral Colony Food								
TNR Spay/Neuter								
TNR Wellness Cost/Urgent Care fee								
TOTAL PROGRAM EXPENSE	\$41,802							
General Operation Expenses:	\$3,348							
Insurance/Equip/Fundraiser expense/Supplies, etc.								
Total Expense:	\$45,150							



Hope4Paws Grant County

ABOUT US:

We are a pet rescue and advocacy nonprofit operating in Grant County, an area of Oregon that has no pet shelters or government-run animal control. Our mission is to see pets living in safe, nurturing homes. A primary goal is to stem pet overpopulation, which is a root cause of pet neglect and even abuse.

What our volunteers do:

- We rescue and rehome stray and abandoned dogs and cats
- We offer discount vouchers to help local owners afford to spay and neuter their pets
- We use trap-neuter-return to help control feral cat colonies
- We promote responsible pet ownership through community outreach and education

*Hope4Paws is a 501c(3) nonprofit operated entirely by volunteers,
and funded by donations from generous supporters like
YOU!*

For more information, contact our
volunteers, visit us on
Facebook or our website:
www.hope4pawsgrantcounty.com.

Donation checks are welcome and
may be sent to:
Hope4Paws
PO Box 912
John Day, Oregon 97845



Thank you for your support!



League of Oregon Cities

2024 LOC Member Voter Guide

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2024 Member Voter Guide

Background: Each even-numbered year, the LOC appoints members to serve on seven policy committees, which are the foundation of the League's policy development process. Composed of city officials, these committees analyze policy and technical issues and recommend positions and strategies for the upcoming two-year legislative cycle. This year, seven committees identified 23 legislative policy priorities to advance to the full membership and LOC Board of Directors. It's important to understand that the issues that ultimately do not rise to the top based on member ranking are not diminished with respect to their value to the policy committee or the LOC's advocacy. These issues will still be key component of the LOC's overall legislative portfolio for the next two years.

Ballot/Voting Process: Each city is asked to review the recommendations from the seven policy committees and provide input to the LOC Board of Directors, which will formally adopt the LOC's 2025-26 legislative agenda. While each city may have a different process when evaluating the issues, it's important for cities to engage with your mayor and entire council to ensure the issues are evaluated and become a shared set of priorities from your city. During its October meeting, the LOC Board will formally adopt a set of priorities based on the ranking process and their evaluation.

Each city is permitted one ballot submission. **Once your city has reviewed the proposed legislative priorities, please complete the electronic ballot to indicate the top 5 issues that your city would like the LOC to focus on during the 2025-26 legislative cycle.** The lead administrative staff member (city manager, city recorder, etc.) will be provided with a link to the electronic ballot.

Important Deadline: The deadline for submitting your city's vote is **5 p.m. on September 27, 2024.**

Community and Economic Development Committee

Contact: Jim McCauley, jmccauley@orcities.org

INFRASTRUCTURE FUNDING (CO-SPONSORED BY WATER AND WASTEWATER COMMITTEE)

RECOMMENDATION: *The LOC will advocate for a comprehensive infrastructure package to support increased investments in water, sewer, stormwater and roads. This includes: funding for system upgrades to meet increasingly complex regulatory compliance requirements; capacity to serve needed housing and economic development; deferred maintenance costs; seismic and wildfire resiliency improvements; and clarity and funding to address moratoriums. The LOC will also champion both direct and programmatic infrastructure investments to support a range of needed housing development types and affordability.*

Background: Cities continue to face the challenge of how to fund infrastructure improvements – to maintain current, build new, and improve resiliency. Increasing state resources in programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. Infrastructure development impacts economic development, housing, and livability. The level of funding for these programs has been inadequate compared to the needs over the last few biennia, and the funds are depleting and unsustainable without significant program modifications and reinvestments. This priority will focus on maximizing both the amount of funding and the flexibility of the funds to meet the needs of more cities across the state to ensure long-term infrastructure investment. The 2024 LOC Infrastructure Survey revealed the increasing need for water and road infrastructure funding. The results show \$11.9 billion of infrastructure funds needed (\$6.4 billion for water and \$5.5 billion for roads).

Combined with the federal-cost share decline on water infrastructure projects – despite the recent bi-partisan infrastructure law investment – cities face enormous pressure to upgrade and maintain water infrastructure. At the same time, cities across the state are working urgently to address Oregon’s housing crisis. To unlock needed housing development and increase affordability, the most powerful tool the Legislature can deploy is targeted investments in infrastructure to support needed housing development.

SHELTER AND HOMELESS RESPONSE

RECOMMENDATION: *The LOC will support a comprehensive homeless response package to fund the needs of homeless shelter and homeless response efforts statewide. Funding should include baseline operational support to continue and strengthen coordinated regional homeless response and include a range of shelter types and services, including alternative shelter models, safe parking programs, rapid rehousing, outreach, case management, staffing and administrative support, and other related services. The LOC will also support capital funding for additional shelter infrastructure and site preparation. Oregon's homeless response system must recognize the critical role of cities in homeless response and meaningfully include cities in regional funding and decision-making, in partnership with counties, community action agencies, continuums of care, housing authorities, and other service provider partners.*

Background: The LOC recognizes that to end homelessness, a cross-sector coordinated approach to delivering services, housing, and programs is needed. Despite historic legislative investments in recent years, Oregon still lacks a coordinated, statewide shelter and homeless response system with stable funding. Communities across the state have developed regional homeless response collaboratives, beginning with the HB 4123 pilot communities funded by the Legislature in 2022 and the more recently established Multi-Agency Collaboratives and Local Planning Groups created by Governor Kotek's [Executive Order on Affordable Housing and Homelessness](#). As Oregon continues to face increasing rates of unsheltered homelessness, the LOC is committed to strengthening a regionally based, intersectional state homeless response system to ensure all Oregonians can equitably access stable housing and maintain secure, thriving communities.

EMPLOYMENT LANDS READINESS AND AVAILABILITY

Legislative Recommendation: *The LOC will support incentives, programs and increased investment to help cities with the costs of making employment lands market-ready, including continued investment in the state brownfields programs. The LOC also recognizes the deficit of industrial land capacity in strategic locations and will support efforts to build a more comprehensive industrial lands program by strengthening the connection between the DLCDC Goal 9 Program and Business Oregon IL programs and resources.*

Background: Infrastructure cost is a significant barrier for cities that are looking to increase the supply of market-ready industrial land. Cities require a supply of industrial land that is ready for development to recruit and retain business operations. For sites to be attractive to site selectors, the basic infrastructure must be built out first. For example, the Regionally Significant Industrial Site (RSIS) program within Business Oregon is designed to help cities with the cost of readiness activities

through a reimbursement program, but many cities are not able to take advantage of this program due to a lack of staff capacity and up-front capital for investments.

FULL FUNDING AND ALIGNMENT FOR HOUSING PRODUCTION

RECOMMENDATION: *The LOC will advocate to maintain and increase state investments to support the development and preservation of a range of needed housing types and affordability, including: publicly supported affordable housing and related services; affordable homeownership; permanent supportive housing; affordable modular and manufactured housing; middle housing types; and moderate-income workforce housing development. In addition, the LOC will seek opportunities to address structural barriers to production of different housing options at the regional and state level. This includes: streamlining state agency programs, directives, funding metrics, and grant timelines that impact development; aligning state programs with local capital improvement and budget timelines; and increasing connections between affordable housing resources at Oregon Housing and Community Services (OHCS) with the land use directives in the Oregon Housing Needs Analysis (OHNA) and Climate Friendly and Equitable Communities (CFEC) programs at the Department of Land Conservation and Development (DLCD).*

Background: Recent legislation and executive orders have made significant changes to the state’s land use planning process, including new housing production directives for cities and counties. These updates have resulted in extensive, continuous, and sometimes conflicting efforts that are not supported by adequate state funding. Cities do not have the staff capacity or resources needed to implement existing requirements. Additional state support is needed to assist local implementation, including technical assistance and education for local staff and decision makers, and workforce development. The state should prioritize implementation and coordination of existing programs in the 2025-2026 legislative sessions before considering any new policies.

General Government Committee

Contact: Scott Winkels, swinkels@orcities.org

RESTORATION OF RECREATIONAL IMMUNITY

RECOMMENDATION: *The LOC will introduce legislation to protect cities and other landowners who open their property for recreational purposes from tort liability claims.*

Background: An adverse court ruling stemming from a recreational injury sustained on a city owned trail opened cities and other public and private landowners to tort claims for injuries sustained by people who are recreating. The Legislature enacted a temporary restoration of the immunity in 2024 that will expire

on July 1, 2025. Legislation to make the immunity permanent will be needed for cities to offer recreational amenities without fear of tort liability lawsuits or excessive risk premiums.

BEHAVIORAL HEALTH ENHANCEMENTS

RECOMMENDATION: *The LOC will introduce and support legislation to expand access to behavioral health treatment beds and allow courts greater ability to direct persons unable to care for themselves into treatment through the civil commitment process.*

Background: While Oregon has historically ranked at or near the bottom nationally for access to behavioral healthcare, the state has made significant investments over the past four years. It will take time for investments in workforce development and substance abuse treatment to be realized, and areas for improvement remain. The standard for civilly committing a person into treatment remains very high in Oregon, and as a result, individuals who present a danger to themselves or others remain untreated, often producing tragic results. Additionally, the number of treatment beds for residential care does not meet demand, with services unavailable in multiple areas of the state.

CONTINUED ADDICTION POLICY REFORM

RECOMMENDATION: *The LOC will Introduce and support legislation to allow drug related misdemeanors to be cited into municipal court; provide stable funding for services created in HB 4002 in 2024; allow more service providers to transport impaired persons to treatment; establish the flow of resources to cities to support addiction response; and monitor and adjust the implementation of HB 4002.*

Background: The Legislature passed significant changes to Oregon’s approach to the current addiction crisis with the creation of a new misdemeanor charge designed to vector defendants away from the criminal justice system and into treatment. Changes also included: sentencing enhancements for drug dealers; investments in treatment capacity; and expanded access to medical assisted addiction treatment. HB 4002 did not include stable funding for the services created or provide cities with direct access to resources, or the ability to cite the new offense into municipal courts. Additionally, the new law will likely require adjustments as the more complicated elements get implemented.

Energy and Environment Committee

Contact: Nolan Pleše, nplese@orcities.org

BUILDING DECARBONIZATION, EFFICIENCY, AND MODERNIZATION

RECOMMENDATION: *The LOC will support legislation to protect against any rollback and preemptions to allow local governments to reduce greenhouse gas emissions from new and existing buildings while ensuring reliability and affordability. In addition, the LOC will lead and back efforts that support local governments, including statewide capacity, expertise, and resources to allow local governments to pursue state and federal funding and continue to support off-ramps for local governments unable to meet the state's new building performance standards.*

Background: Homes and commercial buildings consume nearly one-half of all the energy used in Oregon, according to the Oregon Department of Energy. Existing buildings can be retrofitted and modernized to become more resilient and efficient, while new buildings can be built with energy efficiency and energy capacity in mind.

Oregon cities, especially small to mid-sized and rural communities, require technical assistance and financial support to meet the state's goals. Without additional support, some communities will be unable to meet the state's building performance standards. Off-ramps are necessary to protect cities unable to meet the state's goals to ensure they are not burdened by mandates they can't meet.

Some initiatives may include local exceptions for building energy codes and performance standards, statewide home energy scoring, or financial incentives from the Infrastructure Investment and Jobs Act (IIJA), the Inflation Reduction Act (IRA), state incentives, and other financial incentives like CPACE (Commercial property-assessed clean energy).

For cities to meet their climate resilience and carbon reduction goals while maintaining home rule authority, their flexibility must be preserved to allow for a successful transition from fossil fuels. State pre-emptions should not prohibit cities from exceeding state goals and achieving standards that align with their values.

INVESTMENT IN COMMUNITY RESILIENCY AND CLIMATE PLANNING RESOURCES

RECOMMENDATION: *The LOC will support investments that bring resiliency and climate services (for mitigation and adaptation) together in coordination with public and private entities, and work to fill the existing gaps to help communities get high-quality assistance. These resources are needed for local governments to effectively capture the myriad of available state and federal funding opportunities that cannot be accessed due to capacity and resource challenges. The LOC will work with partners to identify barriers and potential*

solutions towards resiliency opportunities, such as local energy generation and battery storage, and to support actions that recognize local control.

Background: Oregon communities have unique resources and challenges, and increasingly need help to plan for climate and human-caused impacts and implement programs to reduce greenhouse gases. Oregon should focus on maintaining the reliability of the grid while supporting safe, healthy, cost-effective energy production that includes external costs.

Although many opportunities for building resiliency exist, not all will not be built or managed by cities. Cities support efforts to build resiliency hubs in coordination with public, private, and non-profit interests and will seek more investments in programs that support resiliency hubs.

Cities also have a broad range of perspectives on how to address the impacts of the climate crisis. Concerns about costs and reliability during this energy transition have surfaced in many cities. At the same time, others who share those concerns also aim to have stronger requirements that meet their cities' climate goals. To meet these challenges, cities oppose additional mandates but support exceptions and additional support that recognize each city's unique perspectives, resources, and experience while preserving local authority.

Oregon's small to mid-sized communities and rural communities are particularly in need of technical assistance, matching funds, and additional capacity to address climate impacts. Without assistance, these communities face unfunded mandates due to low resources and capacity challenges to go after many available opportunities.

ADDRESS ENERGY AFFORDABILITY CHALLENGES FROM RISING UTILITY COSTS

RECOMMENDATION: *The LOC will: support actions to maintain affordable and reliable energy resources; invest in programs and new technology that support energy efficiency, renewable energy, and battery storage to help reduce overall energy costs and demands; and address grid challenges during peak energy demand and the associated rising costs, while balancing the pace of energy production and power supply that impact rates.*

Background: In recent years, rising utility costs have increased the energy burden on Oregonians, particularly low-income Oregonians, those with fixed incomes, and those who are unable to work. Costs contributing to these increases include, infrastructure upgrades, maintenance, and modernization, climate impacts from increased extreme weather events (wildfires, ice storms, snowstorms, flooding, etc.) and mitigation costs associated with them, fuel costs, inflation, legislative and gubernatorial actions, and investments in new energy-producing technology, and battery storage, are some of many reasons that are impacting utility rates.

While many investment opportunities exist, more cooperation and collaboration

needed to find a path forward that reduces the need for large rate increases that impact Oregonians. Rate increases should balance and prioritize vital labor, infrastructure, and mitigations necessary to sustain present and future energy demands with compensation.

In addition, the LOC would advocate for new tools and utilizing existing tools to modernize rate structures to provide flexibility and account for the time of year of rate increases (phasing in of rate increases) and recognize the higher burden for low and moderate-income and fixed-income Oregonians.

Finance and Taxation Committee

Contact: Lindsay Tenes, ltenes@orcities.org

LODGING TAX FLEXIBILITY

RECOMMENDATION: *The LOC will advocate for legislation to increase flexibility to use locally administered and collected lodging tax revenue to support tourism-impacted services.*

Background: In 2003, the Legislature passed the state lodging tax and restricted local transient lodging tax (TLT) by requiring that revenue from any new or increased local lodging tax be spent according to a 70/30 split: 70% of local TLT must be spent on “tourism promotion” or “tourism related facilities” and up to 30% is discretionary funds.

Tourism has created an increased demand on municipal service provision. Some of the clearest impacts are on roads, infrastructure, public safety, parks, and public restrooms. Short term rentals and vacation homes also reduce the housing supply and exacerbate housing affordability issues.

Cities often play an active role in tourism promotion and economic development efforts, but requiring that 70% of lodging tax revenue be used to further promote tourism is a one-size fits all approach that does not meet the needs of every tourism community. Cities must be allowed to strike the balance between tourism promotion and meeting the needs for increased service delivery for tourists and residents.

MARIJUANA TAX

Legislative Recommendation: *The LOC will advocate for legislation that increases revenue from marijuana sales in cities. This may include proposals to restore state marijuana tax losses related to Measure 110 (2020), and to increase the 3% cap on local marijuana taxes.*

Background: The state imposes a 17% tax on recreational marijuana products. Until

the end of 2020, cities received 10% of the state's total tax revenues (minus expenses) on recreational marijuana products. Measure 110 largely shifted the allocation of state marijuana revenue by capping the amount that is distributed to the recipients that previously shared the total amount (the State School Fund, the Oregon Health Authority, the Oregon State Police, cities and counties) and diverted the rest to drug treatment and recovery services. Starting in March of 2021, quarterly revenue to cities from state marijuana taxes saw a decrease of roughly 74%. Marijuana revenue has also been on a downward trend because the market is oversaturated, which has continually reduced sale prices (high supply, steady demand). Marijuana is taxed on the price of the sale and not on volume.

ALCOHOL TAX

RECOMMENDATION: *The LOC will advocate for increased revenue from alcohol taxes. This includes support for any recommendation by the HB 3610 Task Force on Alcohol Pricing to increase the beer and wine tax that maintains 34% shared distribution to cities. This may also include legislation to lift the pre-emption on local alcohol taxes.*

Background: Cities have significant public safety costs related to alcohol consumption and must receive revenue commensurate to the cost of providing services related to alcohol.

Oregon is a control state and the Oregon Liquor and Cannabis Commission (OLCC, formerly known as the Oregon Liquor Control Commission) acts as the sole importer and distributor of liquor. Cities and other local governments are preempted from imposing alcohol taxes. In exchange, cities receive approximately 34% share of net state alcohol revenues. The OLCC has also imposed a 50-cent surcharge per bottle of liquor since the 2009-2011 biennium, which is directed towards the state's general fund. Oregon's beer tax has not been increased since 1978 and is \$2.60 per barrel, which equates to about 8.4 cents per gallon, or less than 5 cents on a six-pack. Oregon's wine tax is 67 cents per gallon and 77 cents per gallon on dessert wines. Oregon has the lowest beer tax in the country and the second lowest wine tax.

Broadband, Cybersecurity, Artificial Intelligence (AI), and Telecommunications Committee

Contact: Nolan Plese, nplese@orcities.org

DIGITAL EQUITY AND INCLUSION

RECOMMENDATION: *The LOC will support legislation and policies that help all individuals and communities have the information technology capacity needed for full participation in our society, democracy, and economy through programs such as digital*

navigators, devices, digital skills, and affordability programs like the Affordable Connectivity Program (ACP) and the Oregon Telephone Assistance Program (OTAP – also known as Lifeline) that meet and support community members where they are.

Background: Connectivity is increasingly relied on for conducting business, learning, and receiving important services like healthcare. As technology has evolved, the digital divide has become more complex and nuanced. Now, the discussion of the digital divide is framed in terms of whether a population has access to hardware, to the Internet, to viable connection speeds, and to the skills they need to effectively use it. Recognizing individual knowledge and capacity, abilities, and lived experience is now vital, and programs that offer devices, digital literacy skills, cybersecurity, and support for internet affordability, are critical to closing the digital divide.

CYBERSECURITY & PRIVACY

RECOMMENDATION: *The LOC will support legislation that addresses privacy, data protection, information security, and cybersecurity resources for all that use existing and emerging technology like artificial intelligence (AI) and synthetic intelligence (SI), including, but not limited to: funding for local and state government cyber and information security initiatives; interagency and government coordination and cooperative arrangements for communities that lack capacity; statewide resources for cyber and AI professionals and workforce development; vendor and third-party vendor accountability; regulations of data privacy; or standards for software/hardware developers to meet that will make their products more secure while ensuring continued economic growth. The LOC will oppose any unfunded cybersecurity and/or AI mandates and support funding opportunities to meet any unfunded insurance requirements.*

Background: Society's continued reliance on technology will only increase with the emergence of artificial intelligence (AI) and synthetic intelligence (SI). This will mean an increased risk for cybercrimes. Cybersecurity encompasses everything that pertains to protecting our sensitive and privileged data, protected health information, personal information, intellectual property, data, and governmental and industry information systems from theft and damage attempted by criminals and adversaries.

Cybersecurity risk is increasing, not only because of global connectivity but also because of the reliance on cloud services to store sensitive data and personal information. As AI and SI technology and adoption accelerate, the ability to guard against cyber threats and threats created through AI will increase. Strengthening coordination between the public and private sectors at all levels is essential for decreasing risks and quickly responding to emerging threats. This ensures resilience is considered to reduce the damage caused by cyber threats.

RESILIENT, FUTUREPROOF BROADBAND INFRASTRUCTURE AND PLANNING INVESTMENT

RECOMMENDATION: *The LOC will support legislation to ensure broadband systems are built resiliently and futureproofed, while also advocating for resources to help cities with broadband planning and technical assistance through direct grants and staff resources at the state level. The LOC will oppose any preemptions that impede local government's ability to maintain infrastructure standards in the local rights-of-way. Municipalities' have a right to own and manage access to poles and conduit and to become broadband service providers.*

Background:

Broadband Planning and Technical Assistance

Most state and federal broadband infrastructure funding requires communities to have a broadband strategic plan in place in order to qualify. Many cities do not have the resources or staff capacity to meet this requirement. Cities will need to rely on outside sources or work with the state for assistance and support the state setting up an office to aid local governments.

Resilient and Long-Term Systems

As broadband continues to be prioritized, building resilient long-term networks will help Oregonians avoid a new digital divide as greater speeds are needed with emerging technologies like artificial intelligence (AI). Important actions that will ensure resilient broadband include: dig once policies; investing in robust middle-mile connections; ensuring redundancy and multiple providers in all areas' sharing current and future infrastructure to manage overcrowding in the right-of-way (ROW); and undergrounding fiber instead of hanging it on poles. Additionally, infrastructure should be built for increased future capacity to avoid a new digital divide by allowing Oregon to determine speeds that reflect current and future technology.

Optional Local Incentives to Increase Broadband Deployment

Cities need flexibility to adequately manage public rights-of-ways (ROW). Instead of mandates, the state should allow cities the option to adopt incentives that could help streamline broadband deployment. Flexibility for cities to fund conduit as an eligible expense for other state infrastructure (most likely water or transportation projects) would reduce ROW activity. Additionally, local governments can work with state and federal partners to streamline federal and state permitting to reduce delays in broadband deployment.

Regulatory Consistency Amidst Convergence

With rapid changes in communication, standards and policy should keep pace. When a converged technology utilizes differing communications technologies, it may be

required to adhere to multiple standards and regulations, or providers may argue that some parts of their service is not subject to regulations. The LOC will support legislation that addresses the inconsistency of regulations applied to traditional and nontraditional telecommunications services as more entities move to a network-based approach.

ARTIFICIAL INTELLIGENCE (AI)

RECOMMENDATION: *The LOC will support legislation that promotes secure, responsible and purposeful use of artificial intelligence (AI) and synthetic intelligence (SI) in the public and private sectors while ensuring local control and opposing any unfunded mandates. Cities support using AI for social good, ensuring secure, ethical, non-discriminatory, and responsible AI governance through transparent and accountable measures that promotes vendor and third-party vendor accountability, improving government services while protecting sensitive data from use for AI model learning, and fostering cross-agency, business, academic, and community collaboration and knowledge sharing.*

Background: While artificial intelligence (AI) and synthetic intelligence (SI) are not new, the recent advancements in machine learning and the exponential growth of artificial and synthetic intelligence require governments and providers to be responsible and purposeful in the use of this technology. The opportunities and risks that AI and SI present demand responsible values and governance regarding how AI systems are purchased, configured, developed, operated, or maintained in addition to ethical policies that are transparent and accountable. Policies should also consider the implication of AI on public records and retention of information on how AI is being used. Additionally, governments need to consider how procurements are using AI, how they are securing their systems, and any additional parties being used in the process.

AI systems and policies should:

- Be Human-Centered Design - AI systems are developed and deployed with a human-centered approach that evaluates AI-powered services for their impact on the public.
- Be Secure & Safe - AI systems should maintain safety and reliability, confidentiality, integrity, and availability through safeguards that prevent unauthorized access and use to minimize risk.
- Protect Privacy - Privacy is preserved in all AI systems by safeguarding personally identifiable information (PII) and sensitive data from unauthorized access, disclosure, and manipulation.
- Be Transparent - The purpose and use of AI systems should be proactively communicated and disclosed to the public. An AI system, its data sources,

operational model, and policies that govern its use should be understandable, documented, and properly disclosed publicly.

- Be Equitable - AI systems support equitable outcomes for everyone; urban, rural, suburban, frontier, and historically underrepresented communities. Bias in AI systems should be effectively managed to reduce harm to anyone impacted by its use.
- Provide Accountability - Roles and responsibilities govern the deployment and maintenance of AI systems. Human oversight ensures adherence to relevant laws and regulations and ensures the product's creator is ultimately responsible for reviewing the product prior to release and held accountable.
- Be Effective - AI systems should be reliable, meet their objectives, and deliver precise and dependable outcomes for the utility and contexts in which they are deployed.
- Provide Workforce Empowerment - Staff are empowered to use AI in their roles through education, training, and collaborations that promote participation and opportunity.

Transportation Committee

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2025 TRANSPORTATION PACKAGE

RECOMMENDATION: *The LOC supports a robust, long-term, multimodal transportation package focused on: stabilizing funding for operations and maintenance for local governments and ODOT; continued investment in transit and bike/ped programs, safety, congestion management, and completion of projects from HB 2017. As part of a 2025 package, the funding level must maintain the current State Highway Fund (SHF) distribution formula and increase investments in local programs such as Great Streets, Safe Routes to Schools, and the Small City Allotment Program. In addition, the package should find a long-term solution for the weight-mile tax that stabilizes the program with fees that match heavier vehicles' impact on the transportation system. The funding sources for this package should be diverse and innovative. Additionally, the package should maintain existing choices and reduce barriers for local governments to use available funding tools for transportation investments.*

Background: Oregon has one of the country's most transportation-dependent economies, with 400,000 jobs (1 in 5) related directly to transportation via rail, road, and ports. The State Highway Fund (SHF) is the primary revenue source for the state's transportation infrastructure, and comes from various sources, including gas

and diesel tax, weight mile tax, vehicle registration fees, vehicle title fees, and driver's license fees. These funds are distributed using a 50-30-20 formula, with 50% to the state, 30% to counties, and 20% to cities. Continued investment in transportation infrastructure is critical for public safety objectives such as "[Safe Routes to Schools](#)" and the "[Great Streets](#)" program. The Legislature must develop a plan to match inflationary costs and a plan to transition from a gas tax to an impact fee based on miles traveled to stabilize transportation investment.

FUNDING AND EXPANDING PUBLIC AND INTER-COMMUNITY TRANSIT

RECOMMENDATION: *The LOC supports expanding funding for public transit operations statewide, focusing on inter-community service, service expansion, and a change in policy to allow for the use of funds for local operations and maintenance.*

Background: During the 2017 session, HB 2017 established Oregon's first statewide comprehensive transit funding by implementing a "transit tax," a state payroll tax equal to one-tenth of 1%. This revenue source has provided stable funding of more than \$100 million annually.

These funds are distributed utilizing a formula. Investments made since the 2017 session helped many communities expand and start transit and shuttle services to connect communities and provide transportation options. Many communities, however, still lack a viable public transit or shuttle program and would benefit greatly from expanded services.

SHIFT FROM A GAS TAX TO A ROAD USER FEE

RECOMMENDATION: *The LOC supports replacing Oregon's gas tax with a Road User Fee (RUF) while protecting local government's authority to collect local gas tax fees. An RUF will better measure a vehicle's impact on roads and provide a more stable revenue stream.*

Background: Oregon's current gas tax is 40 cents per gallon. Depending on the pump price, the gas tax represents a small portion of the overall cost of gas. Due to the improved mileage of new vehicles and the emergence and expected growth of electric vehicles, Oregon will continue to face a declining revenue source without a change in the fee structure. Capturing the true impact of vehicles on the transportation system requires a fee structure that aligns with use of roads. The federal tax has remained at 18 cents per gallon since 1993, effectively losing buying power or the ability to keep up with inflation.

COMMUNITY SAFETY AND NEIGHBORHOOD LIVABILITY

RECOMMENDATION: *The LOC supports a strong focus on funding safety improvements on large roads, such as highways and arterials, that run through all communities. This includes directing federal and state dollars toward safety improvements on streets that meet the Great Streets criteria but are not owned by ODOT, and increasing funding for the*

Great Streets program. For those cities that don't qualify for existing programs, ODOT should explore funding opportunities for cities with similar safety needs. Additionally, more funding should be directed to the Highway Safety Improvement Program (HSIP) and All Roads Transportation Safety (ARTS) programs.

Background: Community safety investment remains a critical challenge for local governments, reducing their ability to maintain a transportation system that supports the safe and efficient movement of people and goods. Traffic fatalities and serious injuries continue to grow to record levels in many communities. The lack of stable funding for these basic operations and maintenance functions prevents local governments from meeting core community expectations. Without increases in funding for transportation, this problem is expected to get even worse, as costs for labor and materials continue to increase.

Water and Wastewater Committee

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INFRASTRUCTURE FUNDING (CO-SPONSORED BY COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE)

RECOMMENDATION: *The LOC will advocate for a comprehensive infrastructure package to support increased investments in water, sewer, stormwater and roads. This includes: funding for system upgrades to meet increasingly complex regulatory compliance requirements; capacity to serve needed housing and economic development; deferred maintenance costs; seismic and wildfire resiliency improvements; and clarity and funding to address moratoriums. The LOC will also champion both direct and programmatic infrastructure investments to support a range of needed housing development types and affordability.*

Background: Cities continue to face the challenge of how to fund infrastructure improvements – to maintain current, build new, and improve resiliency. Increasing state resources in programs that provide access to lower rate loans and grants will assist cities in investing in vital infrastructure. Infrastructure development impacts economic development, housing, and livability. The level of funding for these programs has been inadequate compared to the needs over the last few biennia, and the funds are depleting and unsustainable without significant program modifications and reinvestments. This priority will focus on maximizing both the amount of funding and the flexibility of the funds to meet the needs of more cities across the state to ensure long-term infrastructure investment. The 2024 LOC Infrastructure Survey revealed the increasing need for water and road infrastructure funding. The results show \$11.9 Billion of infrastructure funds needed (\$6.4 billion for water and \$5.5

billion for roads).

Combined with federal-cost share decline on water infrastructure projects – despite the recent bi-partisan infrastructure law investment – cities face enormous pressure to upgrade and maintain water infrastructure. At the same time, cities across the state are working urgently to address Oregon’s housing crisis. To unlock needed housing development and increase affordability, the most powerful tool the Legislature can deploy is targeted investments in infrastructure to support needed housing development.

PLACE-BASED PLANNING

RECOMMENDATION: *The LOC will advocate for funding needed to complete existing place-based planning efforts across the state and identify funding to continue the program for communities that face unique water supply challenges.*

Background: Oregon’s water supply management issues are complex. In 2015, the Legislature created a place-based planning pilot program in Oregon administered through the Oregon Water Resources Department that provides a framework and funding for local stakeholders to collaborate and develop solutions to address water needs within a watershed, basin, surface water, or groundwater. In 2023, the Legislature passed a significant bipartisan Drought Resilience and Water Security package (BiDRAWS), which included \$2 million into a place-based planning water fund to continue efforts to address a basin-by-basin approach.

OPERATOR-IN-TRAINING APPRENTICESHIPS

RECOMMENDATION: *The LOC will advocate for funding for apprenticeship training programs and the expansion of bilingual training opportunities to promote workforce development of qualified wastewater and drinking water operators due to the significant lack of qualified operators.*

Background: Water utilities must resolve a human-infrastructure issue in order to keep our water and wastewater systems running. Currently, water utilities face challenges in recruiting, training, and retaining certified operations employees. In addition, retirements of qualified staff over the next decade will exacerbate the problem.

In 2023, the Legislature approved one-time funding for the development of a training facility for certified operators and technical assistance staff in partnership with the Oregon Association of Water Utilities. Sustained funding for regional training facilities and direct funding for utilities hosting training programs is needed to train the next generation of water and wastewater operators.