

ROSEBURG CITY COUNCIL AGENDA – SEPTEMBER 9, 2024
City Council Chambers, City Hall
900 SE Douglas Avenue, Roseburg, Oregon 97470



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9-5-2024

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City website at <https://www.cityofroseburg.org/your-government/mayor-council/council-videos>

Facebook Live at www.Facebook.com/CityofRoseburg

Comments on Agenda Items and Audience Participation can be provided in person or electronically via Zoom. See Audience Participation Information for instructions on how to participate in meetings.

7:00 p.m. Regular Meeting

1. **Call to Order – Mayor Larry Rich**

2. **Pledge of Allegiance**

Roll Call

Tom Michalek

Andrea Zielinski

Kylee Rummel

David Mohr

Ellen Porter

Ruth Smith

Patrice Sipos

Shelley Briggs Loosley

3. **Mayor Reports**

A. Urban Campground Discussion

4. **Commission Reports/Council Ward Reports**

5. **Audience Participation – In Person or via Zoom/See Information on the Reverse**

6. **Consent Agenda**

A. August 26, 2024 Regular Meeting Minutes

7. **Resolutions**

A. FAA Grant Acceptance – Extend Taxiway A – Phase II Construction, Resolution No. 2024-18

8. **Department Items**

A. League of Oregon Cities Legislative Priorities

B. FEMA Biological Opinion and Its Impact to Roseburg Development

9. **Items from Mayor, City Council and City Manager**

10. **Adjourn**

11. **Executive Session ORS 192.660(2)**

Informational

A. City Manager Activity Report

AUDIENCE PARTICIPATION INFORMATION

The Roseburg City Council welcomes and encourages citizen participation at all of our regular meetings, with the exception of Executive Sessions, which, by state law, are closed to the public. To allow Council to deal with business on the agenda in a timely fashion, we ask that anyone wishing to address the Council follow these simple guidelines:

Comments may be provided in one of three ways:

- **IN PERSON during the meeting in the Council Chambers, Roseburg City Hall, 900 SE Douglas Ave.**
 - Each speaker must provide their name, address, phone number and topic on the Audience Participation Sign-In Sheet.
 - **VIA EMAIL by sending an email by 12:00 p.m. the day of the meeting to info@roseburgor.gov.**
 - These will be provided to the Council but will not be read out loud during the meeting. Please include your name, address and phone number within the email.
 - **VIRTUALLY during the meeting. Contact the City Recorder by phone (541) 492-6866 or email (info@roseburgor.gov) by 12:00 p.m. the day of the meeting to get a link to the meeting.**
 - Each speaker must provide their name, address, phone number and topic in the email. Speakers will need to log or call in prior to the start of the meeting using the link or phone number provided. When accessing the meeting through the ZOOM link, click “Join Webinar” to join the meeting as an attendee. All attendees will be held in a “waiting room” until called on to speak. It is helpful if the speaker can provide a summary of their comments via email to ensure technology/sound challenges do not limit Council’s understanding.
- Anyone wishing to speak regarding an item on the agenda may do so when Council addresses that item.
 - Anyone wishing to speak regarding an item on the Consent Agenda, or on a matter not on the evening’s agenda, may do so under “Audience Participation.”
 1. Speakers will be called by the Mayor in the order in which they signed up. The Mayor will generally call in-person speakers prior to calling speakers participating via Zoom. Each virtual speaker will be transferred from the “waiting room” into the meeting to provide comments, then moved back to the “waiting room” upon completion of their comments.
 2. Persons addressing the Council in person or virtually must state their name and city of residence for the record.

TIME LIMITATIONS - A total of 30 minutes shall be allocated for the “Audience Participation” portion of the meeting. With the exception of public hearings, each speaker will be allotted a total of 6 minutes, unless the number of speakers will exceed the maximum time. In this case, the Mayor may choose to decrease the allotted time for each speaker in order to hear from a wider audience. All testimony given shall be new and not have been previously presented to Council.

Audience Participation is a time for the Mayor and Council to receive input from the public. The Council may respond to audience comments after “Audience Participation” has been closed or during “Items from Mayor, Councilors or City Manager” after completion of the Council’s business agenda. The Council reserves the right to delay any action requested until they are fully informed on the matter.

ORDER AND DECORUM

Councilors and citizens shall maintain order and decorum at Council meetings. Any audience member may be directed to leave the meeting if they use unreasonably loud, disruptive, or threatening language, make loud or disruptive noise, engage in violent or distracting action, willfully damage furnishings, refuse to obey the rules of conduct, or refuse to obey an order of the Mayor or majority of Council. No signs, posters or placards are allowed in the meeting room.

All speakers and audience members should treat everyone with respect and maintain a welcoming environment. Please avoid actions that could be distracting such as cheering, booing, or applause. Please turn cell phones to silent and enter and exit the Council Chambers quietly if the meeting is in progress and take any conversations outside the Chambers.

The City Council meetings are on Facebook Live and available to view on the City website the next day at:
<https://www.cityofroseburg.org/your-government/mayor-council/council-videos>

The full agenda packet is available on the City’s website at:
<https://www.cityofroseburg.org/your-government/mayor-council/council-agendas>

**MINUTES OF THE REGULAR MEETING
OF THE CITY COUNCIL MEETING
August 26, 2024**

Mayor Rich called the regular meeting of the Roseburg City Council to order at 7:06 p.m. on August 26, 2024 in the City Hall Council Chambers, 900 SE Douglas Avenue, Roseburg, Oregon.

1. Pledge of Allegiance

Councilor Rummel led the pledge of allegiance.

2. ROLL CALL

Present: Councilors Shelley Briggs Loosley, Tom Michalek, David Mohr, Ellen Porter (via zoom), Kylee Rummel, Patrice Sipos, Ruth Smith, and Andrea Zielinski

Absent: None

Others: City Manager Nikki Messenger, City Attorney Jim Forrester, Police Chief Gary Klopfenstein, Fire Chief Tyler Christopherson, Human Resources Director John VanWinkle, Library Director Kris Wiley, Interim Public Works Director Brice Perkins, Finance Director Ron Harker, City Recorder Amy Nytes, Management Assistant Grace Jelks, and The New Review Reporter Drew Winkelmaier

3. Mayor Reports

A. Mayor Rich spoke about the Campsite Update. Discussion ensued.

An overview of the history of the Homeless Commission, subcommittee members, efforts to find a campsite, and Supreme Court ruling in the Grants Pass and Boise cases was given.

Councilor Porter's comments and questions included clarification that we don't yet have a way to prioritize enforcement without a campground or protocol in place.

B. Mayor Rich spoke about the City Manager Evaluation Timeline.

4. Commission Reports/Council Ward Reports.

- Councilor Briggs Loosley spoke about the August 26, 2024 Homeless Commission meeting.
- Councilor Rummel spoke about the August 21, 2024 Historic Resource Review Commission meeting.

Councilor Smith's comments and questions included whether money provided to businesses comes directly from the City.

Councilor Rummel clarified there are grants available from the State and the applications are processed through the Community Development Department at the beginning of the year.

- Councilor Zielinski spoke about the August 20, 2024 Library Commission meeting.
- Councilor Michalek spoke about the Thrive Umpqua Longest Table event on August 24, 2024 and watched the Swifts come in at the Umpqua Valley Arts Center.
- A. Councilor Zielinski moved to accept Juliet Rutter's resignation from the Library Commission with regrets. The motion was seconded by Council President Mohr and approved with the following vote: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Sipos, Smith, and Zielinski voted yes. No Councilors voted no. The motion passed unanimously.

5. Audience Participation

Victoria Theophanes, resident, spoke about problems at the Navigation Center.

6. Consent Agenda

- A. July 22, 2024 Regular Meeting Minutes.
- B. July 29, 2024 Work Session Minutes.
- C. August 12, 2024 Regular Meeting Minutes.
- D. OLCC – Change of Ownership – Bhatti Corporation dba Roseburg Tobacco & Food Mart 2.

Council President Mohr moved to approve the consent agenda. The motion was seconded by Councilor Zielinski and approved with the following vote: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Sipos, Smith, and Zielinski voted yes. No Councilors voted no. The motion passed unanimously.

7. Ordinances

- A. Ordinance No. 3603 – Comprehensive Plan Amendment (CPA-24-001) – Natural Hazard Mitigation, Second Reading.

Nytes read Ordinance No. 3603 entitled, "An Ordinance Amending the Roseburg Urban Area Comprehensive Plan Adopting by Reference the 2024 Douglas County Multi-Jurisdictional Natural Hazard Mitigation Plan," for the second time.

Council President Mohr moved to adopt Ordinance No. 3603, An Ordinance Amending the Roseburg Urban Area Comprehensive Plan Adopting by Reference the 2024 Douglas County Multi-Jurisdictional

Natural Hazard Mitigation Plan. The motion was seconded by Councilor Briggs Loosley. Roll call vote was taken: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Smith, Sipos, and Zielinski voted yes. No one voted no. Mayor Rich declared Ordinance No. 3603 as adopted.

B. Ordinance No. 3604 – Legislative Amendment: Roseburg File No. CPA-23-002 (Urban Growth Boundary Swap), Second Reading.

Nytes read Ordinance No. 3604 entitled, “An Ordinance Declaring the Amendment of the City of Roseburg Urban Growth Boundary; De-Annexation of Certain Real Property; Annexation of Portions of Troost St. Right-of-Way; Amendment to the Comprehensive Plan Map; Amendment to the Urban Growth Management Agreement; and Directing the Instruments of Record with the Secretary of State, the Department of Revenue and the Douglas County Assessor,” for the second time.

Council President Mohr moved to adopt Ordinance No. 3604, An Ordinance Declaring the Amendment of the City of Roseburg Urban Growth Boundary; De-Annexation of Certain Real Property; Annexation of Portions of Troost St. Right-of-Way; Amendment to the Comprehensive Plan Map; Amendment to the Urban Growth Management Agreement; and Directing the Instruments of Record with the Secretary of State, the Department of Revenue and the Douglas County Assessor. The motion was seconded by Councilor Rummel. Roll call vote was taken: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Smith, Sipos, and Zielinski voted yes. No one voted no. Mayor Rich declared Ordinance No. 3604 as adopted.

C. Ordinance No. 3605 – Proposed Prohibited Camping Code Amendment, Second Reading. Discussion ensued.

Nytes read Ordinance No. 3605, entitled “An Ordinance Amending Chapters 7.02.100 and 7.12.015 of the Roseburg Municipal Code,” for the second time.

Public Comments

- A. Betsy Cunningham, Housing First Umpqua - Owner, spoke in opposition of Ordinance No. 3605.
- B. Nicole Inglis, resident, spoke in opposition of Ordinance No. 3605.
- C. Eugene Hill, resident, spoke in opposition of Ordinance No. 3605.
- D. Brandon Murray, resident, spoke in opposition of Ordinance No. 3605.
- E. Brian Ferguson, resident, spoke in opposition of Ordinance No. 3605.
- F. Allen Ivers resident, spoke about experiencing homelessness and the difficulty of figuring out a solution.
- G. Kelly Wyatt, resident, spoke in support of Ordinance No. 3605.

Councilor Porter's comments and questions included whether we need to wait another two weeks to make a decision on whether or not we need a campground, this will help some people that want stable housing and hurt those that don't, and more is needed to help solve the problem.

Mayor Rich clarified that waiting another two weeks will give us time to gather information after the ordinance changes take effect.

Council President Mohr's comments and questions included clarification of the proposed changes, appreciation for people that spoke about their experiences, and we can make adjustments in the future if needed.

Councilor Smith's comments and questions included whether this is in lieu of the Time/Place/Manner ordinance, struggling with this because it might create more barriers for people, this is the piece we need to keep people out of our environmentally fragile areas, and we are working hard to address housing needs.

Councilor Michalek's comments and questions included clarification of the criminal penalties and there are housing resources available.

Forrester clarified the proposed changes, Time/Place/Manner is still in effect, we did not change any of those restrictions, and clarification of the criminal penalties.

Messenger clarified this ordinance changes the consequences for violating the Time/Place/Manner ordinance.

Council President Mohr moved to adopt Ordinance No. 3605, An Ordinance Amending Chapters 7.02.100 and 7.12.015 of the Roseburg Municipal Code. The motion was seconded by Councilor Sipos. Roll call vote was taken: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Smith, Sipos, and Zielinski voted yes. No one voted no. Mayor Rich declared Ordinance No. 3605 as adopted.

D. Ordinance No. 3606 – Proposed Addition of Chapter 7.02.180 Prohibited Weapons, Tools, and Other Implements on City Real Property, Second Reading. Discussion ensued.

Nytes read Ordinance No. 3606, entitled "An Ordinance Adding Chapter 7.02.180 of the Roseburg Municipal Code," for the second time.

Council President Mohr asked for clarification of exclusions for implements under the second amendment.

Councilor Michalek asked for clarification on whether a baseball bat is considered a weapon.

Forrester clarified this ordinance does not address weapons covered by the second amendment, the City can approve permits for tool usage in parks, and there is a section that addresses any tools or implements that can be used as a weapon.

Council President Mohr moved to adopt Ordinance No. 3606, An Ordinance Adding Chapter 7.02.180 of the Roseburg Municipal Code. The motion was seconded by Councilor Briggs Loosley. Roll call vote was taken: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Smith, Sipos, and Zielinski voted yes. No one voted no. Mayor Rich declared Ordinance No. 3606 as adopted.

8. Department Items

- A. Perkins presented Award Recommendation of Task Order No. 16 for the 2025 Pavement Management ADA Curb Ramp Design – Project No. 25PW01. Discussion ensued.

Councilor Michalek's comments and questions included clarification of whether these are new ramps or replacing old ones.

Mayor Rich's comments and questions included clarification of whether we are behind on project completion.

Perkins clarified this project will cover installation of new ramps and replace others that no longer meet appropriate standards, we have made progress since the project began in 2018, and information can be found on our website.

Councilor Porter's comments and questions included that we still have a long way to go before the project is completed.

Councilor Porter moved to authorize a Task Order with Century West Engineering for the 2025 Pavement Management Program, ADA Curb Ramp Design Services for an amount not to exceed \$129,821.00. The motion was seconded by Councilor Zielinski and approved with the following vote: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Sipos, Smith, and Zielinski voted yes. No Councilors voted no. The motion passed unanimously.

- B. Perkins presented Street Division Equipment Purchase of a John Deere Tractor/Flail Mower. Discussion ensued.

Council President Mohr's comments and questions included an explanation of the state tax.

Councilor Smith's comments and questions included how long the equipment usually lasts.

Perkins clarified that we are not exempt from state tax and the life of the equipment depends on usage.

Messenger clarified that we have to pay the tax in order to get the title.

Forrester clarified this is not a sales tax.

Councilor Porter moved to approve the purchase of a John Deere 6105E Tractor and a Diamond Mowers DSF090-C Flail mower attachment. The

motion was seconded by Councilor Rummel and approved with the following vote: Councilors Briggs Loosley, Michalek, Mohr, Porter, Rummel, Sipos, Smith, and Zielinski voted yes. No Councilors voted no. The motion passed unanimously.

9. Items from Mayor, City Council, and City Manager

- A. Messenger spoke about the League of Oregon Cities Legislative Priorities and asked that Councilors respond to the City Recorder with their top three priorities.
- B. Council President Mohr asked that the Navigation Center come before the Council to discuss problems mentioned tonight and support for a campground based on public comments.

Mayor Rich clarified that we will pass the information along to Shaun Pritchard, UCAN Executive Director.

Messenger clarified that we can pass the information on, gather data from police call logs, and that privacy issues may prevent UCAN from publicly discussing the matter.

Councilor Sipos' shared her experience with discussions at the Navigation Center and supported asking them to meet with Council.

Forrester reminded the Council of the public meeting laws for executive sessions and public disclosure of information.

10. Adjourn

Mayor Rich adjourned the regular meeting at 8:52 p.m.

Grace Jelks

Grace Jelks

Management Staff Assistant

ROSEBURG CITY COUNCIL AGENDA ITEM SUMMARY



FAA GRANT ACCEPTANCE – EXTEND TAXIWAY A – PHASE II CONSTRUCTION RESOLUTION NO. 2024-18

Meeting Date: September 9, 2024
Department: Administration
www.cityofroseburg.org

Agenda Section: Resolutions
Staff Contact: Nikki Messenger
Contact Telephone Number: 541-492-6866

ISSUE STATEMENT AND SUMMARY

Staff is expecting a Federal Aviation Administration (FAA) grant offer to cover ninety percent of the costs for the construction of the taxiway extension project. Council previously authorized acceptance of the grant, but the actual offer is going to be slightly higher than anticipated. The issue for the Council is whether to adopt a new resolution authorizing grant acceptance.

BACKGROUND

A. Council Action History.

On July 25, 2022, the Council adopted Resolution No. 2022-24 authorizing acceptance of an FAA grant for the design and environmental phases of the taxiway extension project. On July 22, 2024, Council adopted Resolution No. 2024-16 authorizing acceptance of a grant up to \$2.1 million.

B. Analysis.

At the July 22, 2024 meeting, the Council adopted a resolution accepting an FAA grant in a maximum amount of \$2.1 million. On August 14, 2024, staff received notification that the grant would actually be issued for \$2,120,951 and amended to the lower amount later. This is due to a timing issue where the grant was programmed at FAA headquarters prior to City staff completing the negotiation process for the Construction Management services task order. As such, the City was directed to submit for the higher amount with the understanding that an amendment would be forthcoming to adjust to the "correct" amount.

While the difference in the authorization (\$20,951) is within the City Manager's authority, staff thought it prudent to have Council consider a new resolution authorizing the full amount for the grant acceptance.

C. Financial/Resource Considerations.

The project will be funded utilizing a combination of Non-Primary Entitlements and State Apportionment funding through the FAA's Airport Improvement Program. The grant will cover ninety percent of costs as estimated below:

Proposed Funding

FAA Grant	\$2,120,951
City Match	<u>\$ 235,660</u>
	\$2,356,612

While not finalized, it appears the City will be awarded a grant of \$172,222 through the Connect Oregon program to offset the City's match. This would bring the City's actual match down to \$63,438.

Timing Considerations.

Grant agreements must be signed and returned to the FAA by September 12.

COUNCIL OPTIONS

The Council has the following options:

1. Adopt the attached resolution authorizing grant acceptance; or
2. Request additional information and schedule a special meeting to authorize grant acceptance; or
3. Not adopt the attached resolution, which could delay the project at least one year.

STAFF RECOMMENDATION

Staff recommends the Council adopt the attached resolution authorizing acceptance of an FAA grant for the Extend Taxiway A – Phase II Construction project. The Airport Commission discussed this project at their June 20 meeting and recommended authorizing grant acceptance. Staff concurs with this recommendation.

SUGGESTED MOTION

"I MOVE TO ADOPT RESOLUTION NO. 2024-18, A RESOLUTION AUTHORIZING ACCEPTANCE OF A GRANT OFFER FROM THE FEDERAL AVIATION ADMINISTRATION IN THE MAXIMUM AMOUNT OF \$2,120,951 TO BE USED TOWARDS THE EXTEND TAXIWAY A PHASE II – CONSTRUCTION PROJECT, AIP #3-41-0054-031-2024, IN THE DEVELOPMENT OF THE ROSEBURG REGIONAL AIRPORT."

ATTACHMENTS:

Attachment #1 – Resolution No. 2024-18

RESOLUTION NO. 2024-18

A RESOLUTION AUTHORIZING ACCEPTANCE OF A GRANT OFFER FROM THE FEDERAL AVIATION ADMINISTRATION IN THE MAXIMUM AMOUNT OF \$2,120,951 TO BE USED TOWARDS THE EXTEND TAXIWAY A PHASE II – CONSTRUCTION, AIP #3-41-0054-031-2024, IN THE DEVELOPMENT OF THE ROSEBURG REGIONAL AIRPORT

IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF ROSEBURG as follows:

Section 1: That the City of Roseburg shall accept a Grant Offer from the Federal Aviation Administration in the maximum amount of \$2,120,951 for the Extend Taxiway A Phase II – Construction Project for the Roseburg Regional Airport; and

Section 2: That the City Manager of the City of Roseburg is hereby authorized and directed to execute the grant agreement on behalf of the City of Roseburg; and

Section 3: Once received, a true copy of the Grant Offer referred to herein shall be attached hereto and made a part hereof.

APPROVED BY THE COUNCIL OF THE CITY OF ROSEBURG, OREGON, AT ITS REGULAR MEETING ON THE 9th DAY OF SEPTEMBER, 2024.

Amy Nytes, City Recorder

ROSEBURG CITY COUNCIL AGENDA ITEM SUMMARY



LEAGUE OF OREGON CITIES LEGISLATIVE PRIORITIES

Meeting Date: September 9, 2024
Department: Administration
www.cityofroseburg.org

Agenda Section: Department Items
Staff Contact: Amy Nytes, City Recorder
Contact Telephone Number: 541-492-6866

ISSUE STATEMENT AND SUMMARY

The League of Oregon Cities (LOC) provided a list of legislative objectives for Council to review, discuss and prioritize for the City of Roseburg.

BACKGROUND

A. Council Action History.

On July 23, 2018, Council submitted their top four and lowest four priorities to the LOC for consideration.

On July 28, 2020, Council submitted their top three priorities to the LOC for consideration.

On July 25, 2022, Council submitted their top five priorities to the LOC for consideration and added their top five Economic Development Incentives.

B. Analysis.

At the August 26, 2024 Council meeting, the City Manager mentioned that the LOC was seeking input in order to prioritize their lobbying efforts for the upcoming legislative session. On August 27, the list of possible priorities was sent to Council with a request that each Councilor submit their priorities by September 3rd. To date (9/4), staff has only received one reply.

C. Financial/Resource Considerations.

There are no financial considerations relating to this discussion.

D. Timing Considerations.

The deadline to return the City's priorities list to the LOC is Friday, September 27, 2024.

COUNCIL OPTIONS

After Council review and discussion, Council can direct staff to either submit their top five priorities to the LOC, delay action until the September 23 meeting, or choose not submit anything.

STAFF RECOMMENDATION

Staff has no recommendation.

SUGGESTED MOTION

No formal motion is needed; however, Council may direct staff to submit their top five priorities to the LOC Board prior to September 27, 2024.

ATTACHMENTS:

Attachment #1 – LOC Legislative Priorities Ballot

Please choose your 5 top priorities using the check boxes. Each priority title is a hyperlink that will take you to that specific page of the voter guides for additional information.

INFRASTRUCTURE FUNDING

SHELTER AND HOMELESS RESPONSE

EMPLOYMENT LANDS READINESS AND AVAILABILITY

FULL FUNDING AND ALIGNMENT FOR HOUSING PRODUCTION

RESTORATION OF RECREATIONAL IMMUNITY

BEHAVIORAL HEALTH ENHANCEMENTS

CONTINUED ADDICTION POLICY REFORM

BUILDING DECARBONIZATION, EFFICIENCY, AND MODERNIZATION

INVESTMENT IN COMMUNITY RESILIENCY AND CLIMATE PLANNING RESOURCES

ADDRESS ENERGY AFFORDABILITY CHALLENGES FROM RISING UTILITY COSTS

LODGING TAX FLEXIBILITY

MARIJUANA TAX

ALCOHOL TAX

DIGITAL EQUITY AND INCLUSION

CYBERSECURITY & PRIVACY

RESILIENT, FUTUREPROOF BROADBAND INFRASTRUCTURE AND PLANNING INVESTMENT

ARTIFICIAL INTELLIGENCE (AI)

2025 TRANSPORTATION PACKAGE

FUNDING AND EXPANDING PUBLIC AND INTER-COMMUNITY TRANSIT

SHIFT FROM A GAS TAX TO A ROAD USER FEE

COMMUNITY SAFETY AND NEIGHBORHOOD LIVABILITY

INFRASTRUCTURE FUNDING

PLACE-BASED PLANNING

OPERATOR-IN-TRAINING APPRENTICESHIPS



League of Oregon Cities

2024 LOC Member Voter Guide

TABLE OF CONTENTS

Background	3
Ballot/Voting Process	3
Community and Economic Development Committee	4
Infrastructure Funding (Co-Sponsored by Water and Wastewater Committee)	4
Shelter and Homeless Response	5
Employment Lands Readiness And Availability.....	5
Full Funding And Alignment For Housing Production.....	6
General Government Committee	6
Restoration of Recreational Immunity	6
Behavioral Health Enhancements	7
Continued Addiction Policy Reform.....	7
Energy and Environment Committee	8
Building Decarbonization, Efficiency, and Modernization	8
Investment in Community Resiliency and Climate Planning Resources	8
Address Energy Affordability Challenges from Rising Utility Costs.....	9
Finance and Taxation Committee	10
Lodging Tax Flexibility.....	10
Marijuana Tax.....	10
Alcohol Tax.....	11
Broadband, Cybersecurity, Artificial Intelligence (AI), and Telecommunications Committee	11
Digital Equity and Inclusion.....	11
Cybersecurity & Privacy	12
Resilient, Futureproof Broadband Infrastructure and Planning Investment	12
Artificial Intelligence (AI)	14
Transportation Committee	15
2025 Transportation Package	15
Funding and Expanding Public and Inter-Community Transit	16
Shift from a Gas Tax to a Road User Fee.....	16
Community Safety and Neighborhood Livability.....	16
Water and Wastewater Committee	17
Infrastructure Funding (Co-Sponsored by Community and Economic Development Committee).....	17
Place-Based Planning.....	18
Operator-in-Training Apprenticeships	18

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. If your city did not receive a ballot or needs a paper option, please reach out to Meghyn Fahndrich at mfahndrich@orcities.org or Jim McCauley at jmccauley@orcities.org.

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

Contact: Jim McCauley, jmccauley@orcities.org

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

Contact: Michael Martin, mmartin@orcities.org

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.

ROSEBURG CITY COUNCIL AGENDA ITEM SUMMARY



FEMA BIOLOGICAL OPINION AND ITS IMPACT TO ROSEBURG DEVELOPMENT

Meeting Date: September 9, 2024
Department: Community Development
www.cityofroseburg.org

Agenda Section: Department Items
Staff Contact: Stuart Cowie
Contact Telephone Number: 541-492-6750

ISSUE STATEMENT AND SUMMARY

The Federal Emergency Management Agency (FEMA) has announced the start of their Pre-Implementation Compliance Measures (PICM) for National Flood Insurance Program (NFIP) participating communities. These new compliance measures will significantly impact development requirements for properties located within the designated floodplain. According to FEMA, the intent of the PICM is to ensure the continued existence of threatened or endangered species in compliance with the Endangered Species Act (ESA). The purpose of this agenda item is to make Council aware of the situation and the PICM decision the City must make no later than December 1, 2024.

BACKGROUND

A. Council Action History.

None.

B. Analysis.

In 2016, the National Marine Fisheries Service issued a Biological Opinion (BiOp), which recommended changes to the implementation of the NFIP in Oregon. In part due to the BiOp, FEMA has drafted a specific Oregon NFIP-ESA Implementation Plan. The draft of this plan is currently under a National Environmental Policy Act (NEPA) evaluation. Release of the Final Implementation Plan is anticipated by 2026, with full implementation occurring in 2027.

In the interim, FEMA is requiring that all participating NFIP communities select one of three PICM pathways as identified by FEMA.

These PICMs must be in place until the release of the Final Implementation Plan. The three PICM pathways are as follows:

1. Adopt a model ordinance that considers impacts to species and their habitat and requires mitigation to a no net loss standard.
2. Choose to require a habitat assessment and mitigation plan for development on a permit-by-permit basis.

3. Put in place a prohibition on floodplain development in the Special Flood Hazard Area.

Communities must choose a PICM pathway by December 1, 2024. If a community fails to inform FEMA of its selection, they will default to the permit-by-permit pathway identified in option #2. Communities will be required to report their floodplain development activities to FEMA beginning in January of 2025. Failure to report may result in a compliance visit.

As a part of the PICM, FEMA has delayed the processing of two types of Letters of Map Changes within the floodplain, specifically Letters of Map Changes associated with the placement of fill in the floodplain: Conditional Letter of Map Revision Based on Fill (CLOMR-F) and Letter of Map Revision Based on Fill (LOMR-F) requests. This action was specifically requested by the National Marine Fisheries Service (NMFS) in their 2016 BiOp and serves to remove any perceived programmatic incentive of using fill in the floodplain. This delay in processing began on August 1, 2024, and will be in place until the Final Implementation Plan is released.

Communities throughout Oregon have expressed concerns about the implementation of these new requirements, the timing in which it must be completed, and the affect it could have on future development within the floodplain. Attached is a letter of concern written to FEMA by members of the Oregon Congressional Delegation concerning these new requirements.

C. Financial/Resource Considerations.

Implementation of the new PICM pathways will be staff intensive, requiring possible implementation of new floodplain code and permit-by-permit analysis. In addition, these new requirements will add significant cost for public and private developers to provide the analysis necessary to show no net loss to the species and their habitat.

D. Timing Considerations.

A decision concerning the PICM pathways must be submitted to FEMA by December 1, 2024. Staff's intent is to bring this matter back to Council for a decision once we have learned more about the model ordinance and other choices.

COUNCIL OPTIONS

This is for informational purposes only. No Council action is required at this time.

STAFF RECOMMENDATION

This is for informational purposes only. No recommendation is being provided.

SUGGESTED MOTION

No motion suggested.

ATTACHMENTS:

Attachment #1 – Letter of concern from members of Oregon Congressional Delegation

Congress of the United States
Washington, DC 20515

August 22, 2024

The Honorable Deanne Criswell
Administrator
Federal Emergency Management Agency
500 C St. SW
Washington, D.C. 20024

Dear Administrator Criswell,

We are writing to reiterate concerns about the Federal Emergency Management Agency's (FEMA) proposed strategy to implement changes to the National Flood Insurance Program (NFIP) in Oregon, specifically regarding a new compliance requirement that communities need to select Pre-Implementation Compliance Measures (PICMs) well before FEMA makes final recommendations. NFIP is a life-saving federal program, and its administration and changes must be undertaken with the utmost care and evenhanded judgment.

All of our offices have heard serious concerns from small business leaders, local elected officials, affordable housing advocates, and economic development groups. We want to emphasize that the implementation of permitting programs is carried out primarily at the local level, and the leaders in the affected communities have valuable insights. FEMA must lead by listening to and working collaboratively with local and state officials to craft policies that can be implemented effectively and sustainably.

Our offices have heard significant concerns from these communities about the decision to abruptly cease processing Letters of Map Revision – Based on Fill (LOMR-F) and Conditional Letters of Map Revision – Based on Fill (CLOMR-F) on August 1st, 2024, with little to no notice. The timing of this action leaves communities scrambling to comply with FEMA's plan to reach compliance with the National Marine Fisheries Service's (NMFS) 2016 Biological Opinion ("BiOp") and its Reasonable and Prudent Alternatives (RPAs).

We do not doubt the necessity of enhanced conservation efforts, including protection of Oregon's declining salmon population. The worsening wildfire intensity and smoke pollution is also an urgent reminder of the scale of the climate crisis. Communities across the state share these concerns and the fundamental drive to protect the unique environment in which we live.

We respectfully request that you make several key changes to FEMA's revised timeline. We ask that FEMA provide an additional 90 days for Oregon jurisdictions to consider the three proposed "Pre-Implementation Compliance Measures," changing the December 1st, 2024 selection date to

March 1st, 2025. Accordingly, the automatic adoption of the permit-by-permit PICM should also be delayed until at least March 1st, 2025 and accompanied by collaborative action with the state to demonstrate compatibility with state land use law.

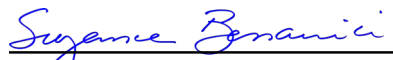
Additionally, FEMA should develop a pathway for continued review of LOMR and CLOMR cases during this period as it finalizes its Environmental Impact Statement. The pause to these processes initiated on August 1st was not sufficiently noticed to communities and future timeline changes should be announced with significantly greater notice. If applicants need additional consultation and technical assistance, FEMA should make staff available to assist.

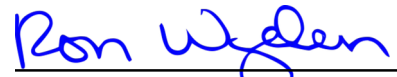
We also request that you fully consider the State of Oregon's request that FEMA add a pathway for the state to develop and adopt a statewide regulatory package that achieves compliance with the "no net loss" standard. Allowing state agencies with the staff and expertise to develop a policy that is consistent statewide would reduce capacity and cost burdens for local governments and simplify integration of any new requirements with existing state land use law.

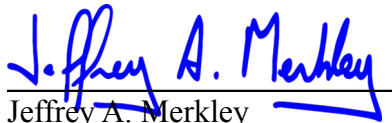
Finally, we request a written explanation of the decision-making process that led to the PICM taking effect well before the completion of the Environmental Impact Statement. Providing community members with a clear understanding of this process is key to maintaining transparency and demonstrating consistency with the NEPA process.

We remain committed to a collaborative path forward that responds to the dual imperatives of economic stability and environmental preservation. We appreciate FEMA's shared commitment to these goals and thank you for your full and fair consideration of our concerns. For any questions, please contact Espen Swanson in Congresswoman Bonamici's office at Espen.Swanson@mail.house.gov; Ree Armitage in Senator Ron Wyden's office at Ree_Armitage@wyden.senate.gov; Gustavo Guerrero in Senator Jeff Merkley's office at Gustavo_Guerrero@merkley.senate.gov; Olivia Wilhite in Congresswoman Val Hoyle's office at Olivia.Wilhite@mail.house.gov or Alexander O'Keefe in Congresswoman Andrea Salinas' office at Alexander.OKeefe@mail.house.gov.


Sincerely,


Suzanne Bonamici
Member of Congress



Ron Wyden
United States Senator



Jeffrey A. Merkley
United States Senator



Val Hoyle
Member of Congress



Andrea Salinas
Member of Congress



Earl Blumenauer
Member of Congress

ROSEBURG CITY COUNCIL AGENDA ITEM SUMMARY



CITY MANAGER ACTIVITY REPORT

Meeting Date: September 9, 2024
Department: Administration
www.cityofroseburg.org

Agenda Section: Informational
Staff Contact: Nikki Messenger, City Manager
Contact Telephone Number: 541-492-6866

ISSUE STATEMENT AND SUMMARY

At each meeting, the City Manager provides the City Council with a report on the activities of the City, along with an update on operational/personnel related issues which may be of interest to the Council. These reports shall be strictly informational and will not require any action on the Council's part. The reports are intended to provide a mechanism to solicit feedback and enhance communication between the Council, City Manager and City Staff. For your September 9, 2024 meeting, the following items are included:

- Department Head Meeting Agendas
- Tentative Future Council Agenda Items
- City Manager Friday Messages



Agenda
Department Head Meeting
Public Safety Center Umpqua Room
August 27, 2024 - 10:00 a.m.

1. August 26, 2024 City Council Meeting Synopsis
2. September 9, 2024 City Council Meeting Agenda
3. Review Tentative Future Council Meeting Agendas
4. Documents, Events, or Grants to review and/or sign:
 - A. Community Event Application – Life Chain 2024
 - B. Community Event Application – Blocktober Fest
 - C. Grant Checklist – Ready to Read Grant 2025
5. Discussion Items



Agenda
Department Head Meeting
Public Safety Center Umpqua Room
September 3, 2024 - 10:00 a.m.

1. IT Updates and Questions – Christine, Systech
2. September 9, 2024 City Council Meeting Agenda
3. Review Tentative Future Council Meeting Agendas
4. Documents, Events, or Grants to review and/or sign:
5. Discussion Items
6. Employee Service Pins
 - A. Ruth Smith – Fire Department – 10 years

TENTATIVE FUTURE COUNCIL AGENDA



Unscheduled

- UTRAN Presentation
- VA Director Presentation
- Council Goals Adoption
- 2024-2029 Capital Improvement Plan Update
- City Manager Evaluation Process Presentation (Work Study)
- City Manager Evaluation Process Adoption

September 16, 2024

UCC Tour

September 23, 2024

Consent Agenda

A. September 9, 2024 Meeting Minutes

Department Items

A. Fire Department Discussion

B. Southern Oregon Medical Workforce Update and Funding Request

Informational

A. City Manager Activity Report

October 14, 2024

Consent Agenda

A. September 23, 2024 Meeting Minutes

Public Hearings

A. Ordinance No. 3608 - Plan Amendment Zone Change, First Reading

Department Items

A. 2024 Oregon Public Library Statistical Report

Informational

A. City Manager Activity Report

October 28, 2024

Mayor Reports

A. Veterans Day and Military Families Month Proclamation

Consent Agenda

A. October 14, 2024 Meeting Minutes

Ordinances

A. Ordinance No. 3608 – Plan Map Amendment Zone Change, Second Reading

Department Items

A. Assignment of Legion Field Operations and Management Agreement and Turf Construction License Agreement

Informational

A. City Manager Activity Report

B. Municipal Court Quarterly Report

C. Finance Quarterly Report

Executive Session

A. City Manager Evaluation

November 11, 2024

Office closed for Veterans Day

November 18, 2024

Consent Agenda

A. October 28, 2024 Meeting Minutes

Informational

A. City Manager Activity Report

December 9, 2024

Mayors Reports

A. 2024 General Election Results and Scheduling Oath of Office

Consent Agenda

A. November 2024 Meeting Minutes

Resolutions

A. Resolution Setting a New Council Reimbursement Amount for 2025

Informational

A. City Manager Activity Report

January 13, 2025

Mayor Reports

A. State of the City Address

B. Commission Chair Appointments

C. Commission Appointments

Commission Reports/Council Ward Reports

A. Election of Council President

Consent Agenda

A. December 9, 2024 Meeting Minutes

Informational

A. City Manager Activity Report

January 27, 2025

Consent Agenda

A. January 13, 2025 Meeting Minutes

Informational

A. City Manager Activity Report

B. Municipal Court Quarterly Report

C. Finance Quarterly Report

February 10, 2025

Consent Agenda

A. January 27, 2025 Meeting Minutes

Informational

A. City Manager Activity Report

February 24, 2025

Mayor Reports

A. 2023 GFOA Certificate of Achievement for Excellences in Annual Comprehensive Financial Reporting (ACFR) and 2022 GFOA Award for Outstanding Achievement in Popular Annual Financial Reporting (PAFR)

Special Presentations

A. Annual Comprehensive Financial Report (ACFR)

B. Quarterly Report Ending December 31, 2024

C. 2025 – 2026 Budget Calendar

Consent Agenda

A. February 10, 2025 Meeting Minutes

Informational

A. City Manager Activity Report

City Manager Updates
August 30, 2024

- The filing period is closed and there are two candidates running for City Council in each of the four wards. More information here:
<https://www.cityofroseburg.org/news/default/candidate-filing-period-closes/>
- Chief Klopfenstein and I were on KQEN's Inside Douglas County with Kyle Bailey on Wednesday to discuss the changes to the prohibited camping ordinance. Link here: <https://kqennewsradio.com/2024/08/28/inside-douglas-county-8-28-24/>
- The recruitment for the next Public Works Director is ongoing. The first round of interviews was held last week and the decision was made to re-advertise the position. Brice Perkins has agreed to stay on a little longer to continue to help us out.
- The Edenbower Railroad crossing has been replaced and is much improved. Thank you to Ryan Herinckx and others in public works for staying after the railroad and bringing this project to fruition. The crossing was closed last weekend and reopened on time Monday morning.
- Work continues on NE Stephens Street, north of Edenbower. The ADA ramps have been replaced in preparation of the grind/inlay project scheduled for mid-September. This will replace the section of paving including the waterline patch in the middle of the southbound lane. Once the paving is complete, new traffic signal loops can be installed and the section will be as good as new!
- Val Ligon, Brice Perkins, and I met with a group of stakeholders on August 15 regarding management of Legion Field. The Roseburg American Legion Baseball Commission is interested in assigning their lease agreement to a new group currently being formed and supported by UCC. City staff wanted to meet with all interested parties to make sure everyone understood the proposal and that staff understood any concerns. Staff expects the item to be scheduled on the October Parks Commission meeting agenda.
- Stu Cowie and I met virtually with Ace Parking representatives last week to discuss the parking options discussed at the July 29 work-study session. Ace will rework some of their previous calculations to assist staff in bringing back additional information in the near future.
- The latest edition of the City Connection is now available here:
<https://mailchi.mp/cityofroseburg/city-of-roseburg-summer2024-e-newsletter-6253026>
- City offices will be closed on Monday, September 2, in observance of Labor Day.