CITY COUNCIL MEETING AGENDA

August 27, 2026
6:00 PM
Central Point City Hall, Council Chambers
140 S 3rd St, Central Point, OR
www.centralpointoregon.gov

10. **Meeting Called to Order**

20. **Pledge of Allegiance**

30. **Roll Call**

40. **Public Agency Comments**

50. **Public Comments**
The City Council sets aside 20 minutes for in-person public comments on non-agenda items. Comments are limited to three (3) minutes per individual, five (5) minutes per group or organization. Please complete a public comment form before speaking.

The City Council encourages written comments. Please submit your comments by regular mail to City Council, 140 S Third St, or by email to meetings@centralpointoregon.gov. Comments must be received by noon on the date of the meeting to be noted in the record. Please include the date of the Council meeting with your comments.

60. **Consent Agenda**
    A. Approval of August 13, 2026 Meeting Minutes

70. **Items Removed from the Consent Agenda**

80. **Ordinances and Resolutions**
    A. Ordinance Repealing Ch. 8.06 - Flying Model Aircraft
    Matt Samitore, Parks and Public Works Director
    B. Ordinance Amending In Part Chapter 6.06.010 - Targeted Grazing in City Limits
    Sydnee Dreyer, City Attorney
    C. Resolution Approving the 2025-2027 Supplemental Budget #2
    Tessa DeLine, Finance Director
    D. Resolution Authorizing Purchase of Street Sweeper through Sourcewell Interstate Cooperative Procurement

Chris Clayton, City Manager

90. Business

A. League of Oregon Cities Legislative Priorities
Chris Clayton, City Manager

100. Mayor’s Report

110. City Manager’s Report

120. Council Reports

130. Department Reports

140. Adjournment

Individuals wishing to attend a meeting via Zoom or needing special accommodations such as sign language, foreign language interpreters, or equipment for deaf and hard of hearing people must request such services at least 72 hours before the City Council meeting. To make your request, please contact the City Recorder at 541-423-1015 (voice) or by e-mail to meetings@centralpointoregon.gov.

Si necesita traductor en espanol o serviciis de discapacidades (ADA) para asistir a una junta publica de la caudad poor favor llame con 72 hora de anticipation al 541-664-3321 ext. 201.

CITY COUNCIL MEETING MINUTES

August 13, 2026
6:00 PM
Central Point City Hall, Council Chambers
140 S 3rd St, Central Point, OR
www.centralpointoregon.gov

1 Meeting Called to Order

2 Pledge of Allegiance

3 Roll Call

The following members were present: Mayor Taneea Browning, Ward II Kelley Johnson, Ward I Neil Olsen, Ward IV Brian Whitaker, At Large Michael Quilty, Ward III Sarah Roberts

The following members were absent: At Large Rob Hernandez

The following staff were also present: City Manager Chris Clayton, City Attorney Sydnee Dreyer, Parks and Public Works Director/Assistant City Manager Matt Samitore, Police Chief Scott Logue, Planning Director Stephanie Powers, Planner I Cecelia Bagnoli, and Public Works Office Assistant Cyndi Weeks.

4 Public Comments

A resident from the North 3rd Street area addressed the Council regarding fire hazard concerns in her neighborhood, citing overgrown weeds, accumulated debris, and wood piles adjacent to fences. She submitted photographs documenting the conditions at various addresses and inquired about the effectiveness of code compliance enforcement in areas beyond Pine Street. City Manager Chris Clayton responded that the city issues citations regularly and that enforcement is largely complaint-driven. He encouraged residents to submit formal complaints so that concerns can be properly addressed and tracked.

5 Public Agency Comments

6 Consent Agenda

A. Approval of July 16, 2026, Meeting Minutes

Motion: Approve

Moved By: Michael Quilty **Seconded by:** Brian Whitaker

Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Brian Whitaker, Michael Quilty, Sarah Roberts voted yes.

7 Items Removed from the Consent Agenda

8 Ordinances and Resolutions

A. Ordinance Repealing Ch. 8.06 - Flying Model Aircraft

Parks and Public Works Director Matt Samitore presented the ordinance repealing Chapter 8.06 of the Central Point Municipal Code, which regulated model aircraft. Staff recommended repeal on the grounds that the FAA now exclusively governs drone operations, rendering the local ordinance preempted by federal regulation. Staff noted that a future ordinance addressing drone takeoff and landing in city parks could be considered at a later date if the Council wished. One councilor expressed concern that repealing the chapter would eliminate local protections regarding privacy, trespass, harassment, and emergency response, and suggested the city attorney review which provisions could be retained or rewritten in compliance with current Oregon and federal law.

Motion: Approve

Moved By: Michael Quilty **Seconded by:** Sarah Roberts

Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Michael Quilty , Sarah Roberts voted yes.

Michael Quilty moved to forward to a second reading that Ordinance repealing Central Point Municipal Code Chapter 8.06 Flying Model Aircraft.

B. Ordinance Amending In Part Chapter 6.06.010 - Targeted Grazing in City Limits

City Attorney Sydnee Dreyer presented the ordinance amending Chapter 6.06.010 to allow goats for targeted grazing within city limits for fire suppression purposes, as directed by Council at the previous meeting. Key provisions include grazing limited to 21 consecutive days per penned area, a 30-day rest period before returning to a treated area, and a maximum of three grazing cycles per year per property or penned location. The city will not regulate licensing of goat delivery services at this time. There was no discussion.

Motion: Approve
Moved By: Sarah Roberts **Seconded by:** Neil Olsen
Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Brian Whitaker, Michael Quilty , Sarah Roberts voted yes.
Sarah Roberts moved to forward to a second reading that Ordinance amending Title 6 - to amend in part Chapter 6.06.010 to allow goats for targeted grazing in city limits.

C. Ordinance Amending Title 6 to Allow Miniature Pigs

City Attorney Sydnee Dreyer presented the ordinance for its second reading. Since the first reading, two clarifications were incorporated: an explicit prohibition on keeping miniature pot-bellied pigs for commercial breeding purposes, and an expanded definition to include Vietnamese, Chinese, Asian, and other domesticated miniature pot-bellied pig varieties. Weight and height limits remain in place to define eligible animals. City Manager Chris Clayton sought confirmation that the term "miniature" in the ordinance title was not problematic; City Attorney Dreyer confirmed it was appropriate given the accompanying size restrictions. There was no further discussion.

Motion: Approve
Moved By: Michael Quilty **Seconded by:** Neil Olsen
Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Brian Whitaker, Michael Quilty , Sarah Roberts voted yes.

Michael Quilty moved to approve Ordinance No. 2144, an Ordinance amending Title 6 - to amend in part Chapter 6.06.010 and add Chapter 6.07 to allow miniature pot-bellied pigs in city limits.

D. Resolution Authorizing Temporary Closure of E Pine - Homecoming Parade

City Manager Chris Clayton presented a resolution authorizing the temporary closure of East Pine Street on October 14, 2026, for the Crater High School homecoming parade. The parade route was shortened from the school's original proposal to address concerns related to post office access and proximity to Highway 99. The estimated cost to the city was reduced from approximately $12,000 to $7,000, which would be reimbursed by the school district. City Manager Clayton noted that the school district's athletic director had not yet formally confirmed participation, but that Council approval would allow the city to be prepared should the district proceed.

Motion: Approve
Moved By: Sarah Roberts **Seconded by:** Kelley Johnson
Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Brian Whitaker, Michael Quilty , Sarah Roberts voted yes.

Sarah Roberts moved to approve Resolution No. 1883, a Resolution authorizing a temporary closure of East Pine Street on October 14, 2026 for the Crater High School Homecoming Parade and establishing conditions of approval.

E. Resolution Approving IGA with RVCOG for Commercial Kitchen Project

City Attorney Sydnee Dreyer presented the Intergovernmental Agreement (IGA) between the City of Central Point and the Rogue Valley Council of Governments (RVCOG) as the next step in the CDBG grant application process for a commercial kitchen to support RVCOG's Meals on Wheels and senior nutrition programs. The IGA establishes the roles and responsibilities of each party in applying for the grant. There is no cost to the city at this stage. A subsequent subrecipient agreement would govern grant administration if the award is made. There was no discussion.

Motion: Approve
Moved By: Michael Quilty **Seconded by:** Brian Whitaker
Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Brian Whitaker, Michael Quilty, Sarah Roberts voted yes.

Michael Quilty moved to approve Resolution No. 1884, a

Resolution approving that Intergovernmental Agreement with RVCOG for commercial kitchen project and authorizing the City Manager to execute same.

F. Resolution Authorizing Request for Exemption Regarding CDBG Grant for RVCOG

City Attorney Sydnee Dreyer presented the resolution authorizing City Manager Chris Clayton to submit a letter to Business Oregon requesting an exemption from conflict-of-interest rules to allow RVCOG's own staff to administer the CDBG grant. The exemption is authorized under the Code of Federal Regulations and is necessary because RVCOG, as the grant recipient, would also be administering the grant funds. City Attorney Dreyer noted that RVCOG staff bring established expertise in CDBG administration, and that requiring a third-party administrator would reduce the funds available for the kitchen project itself. RVCOG Executive Director Anne Marie Alfrey confirmed that this process mirrors the approach taken for a similar project in Josephine County and that RVCOG would take responsibility for identifying a third-party administrator if the exemption were denied.

Motion: Approve
Moved By: Sarah Roberts **Seconded by:** Kelley Johnson
Roll Call: Members Taneea Browning, Kelley Johnson, Neil Olsen, Brian Whitaker, Michael Quilty , Sarah Roberts voted yes.

Sarah Roberts moved to approve Resolution No. 1885, a Resolution Authorizing City Manager to Apply for an Exemption from Conflict of Interest Rules to Allow RVCOG Staff to Administer CDBG Grant for Food Bank Commercial Kitchen.

9 Business

A. Sign Code Amendment Project Introduction

Planner I Cecelia Bagnoli provided an informational update on the sign code amendment project, which has been underway since December 2025. No action was requested. The current sign code has not been updated since the late 1960s and requires modernization to address outdated technology references, consolidate standards currently spread across multiple code chapters, and bring the city into compliance with the U.S. Supreme Court's 2015 decision in *Reed v.*

Town of Gilbert, which limits sign regulation to time, place, and manner rather than content. The planning department has created a public-facing web page that includes background information, a visual preference survey open through the end of August, and a self-guided sign tour. Early survey results indicate a community preference for preserving Central Point's small-town character, with support for gooseneck and muted neon signage and opposition to billboards and flashing signs. The Council was encouraged to take the survey. The project will continue with outreach to business owners and the Chamber of Commerce before returning to Council for review prior to final adoption.

B. 4th Quarter — June 30, 2026, Financial Statements

City Manager Chris Clayton presented the fourth quarter financial statements in the absence of Finance Director Tessa DeLine. Across all funds, approximately 46% of budgeted resources were received in the first year of the biennium, while spending was held to approximately 47% of the budgeted amount. Areas being monitored include property tax receipts and charges for services, the latter of which is expected to improve in the second half of the biennium as larger SDC-generating projects are completed. The water fund ended June 30 with a balance of approximately $400,000, which has since grown to approximately $1,220,000 due to seasonal water usage and the rate increase implemented in March. City Manager Clayton also reported that a meeting with federal and state officials this week resulted in assurance that the city's long-anticipated $500,000 FEMA reimbursement for storm drain damage from the 2020 wildfires should be received before the end of September. The Council was advised that a detailed review of the financial statements and a presentation of a 10-year long-term financial plan would be provided at the Monday study session.

10 Mayor’s Report

Mayor Taneea Browning reported attendance at the Oregon Mayors Conference in Ashland, where discussion focused on regional problem solving and interagency coordination. She highlighted the Bear Creek Restoration Initiative as a model for pre-established partnerships that facilitated rapid expenditure of post-fire mitigation funds. The Mayor also reported on attendance at a DARE board meeting, a crisis stabilization committee meeting focused on the disbursement of $3,000,000 in opioid funds awarded to Jackson County, an RVCOG meeting regarding urban forestry tree programs, and a meeting with Cow Creek regarding the Envision Bear Creek project.

11 City Manager's Report

City Manager Chris Clayton recognized Public Works employee Jaci Cobb for her actions in safely operating the street sweeper during a vehicle fire, preventing damage to nearby homes and property. He advised the Council that documents related to the long-term financial plan would be distributed prior to the Monday study session. He reported on a productive meeting with Medford's interim City Manager regarding mutual issues, noting that Medford is planning to transition to a tiered public safety fee structure modeled after Grants Pass. He addressed recent media inquiries about the city's Flock camera system, noting the city would not be commenting on Josephine County's decision to decommission theirs, and shared an audit showing 53 searches were conducted by officers in July with no identified misuse. He also noted a positive public discussion on social media regarding downtown Central Point businesses, and advised the Council that a use agreement for the new community center would be coming forward, with substantial completion expected around November 1 and a guided tour planned for October.

12 Council Reports

Council members provided brief reports of attending the county fair, school board meetings, an Oregon Freight Advisory Committee, a governor's transportation vision subgroup meeting in Portland, and a webinar regarding the City of Portland's proposal to reduce capacity at the critical energy infrastructure hub by 20%, raising concerns about fuel supply reserves and operating costs statewide. One councilor raised constituent concerns regarding pet goats within city limits, ADA accessibility barriers involving a resident using an electric wheelchair, and handicap parking placement at a local clinic. One councilor noted attendance at committee meetings focused on the CDBG kitchen project and interactions with candidates running for City Council.

13 Department Reports

Police Department: The Chief of Police Scott Logue reported that code enforcement is primarily complaint-driven and encouraged residents to use the city's online reporting system to ensure matters are formally documented and acted upon. He reiterated that the Flock camera system captures only vehicle license plates and does not photograph vehicle occupants or interface with personal devices, and that a July usage audit reflected 53 searches with no evidence of misuse. The Chief also reported that a conditional job offer was extended to a potential new hire, with the background investigation now underway. He noted that several officers were deployed to assist with wildfire evacuations earlier in the day and were in the process of returning to Central Point.

Parks and Public Works: Parks and Public Works Director Matt Samitore reported that a budget amendment to authorize purchase of a replacement street sweeper would be presented at a future meeting. The original sweeper, purchased for $210,000 seven years ago, was destroyed by fire; the replacement cost is approximately $411,000. Purchase will proceed through the Oregon government contracting program, and expedited action is needed as only one unit is currently available without a nine-month build lead time. Director Samitore also reported that the Vista Waterline project is nearly complete, that Liam's Trunk or Treat event will not be held on Pine Street this year due to staffing constraints, costs, and the transition to the new community center, and that Parks staffing is temporarily reduced due to resignations and staff engaged in wildfire firefighting work, which may result in a reduced level of park maintenance service through the remainder of summer.

14 Adjournment

Neil moved to adjourn, all said aye, and the meeting was adjourned at 7:17PM.

The foregoing minutes of the August 13, 2026, Council meeting were approved by the City Council at its meeting of _________________, 2026.

Dated: ___________________________

Mayor Taneea W. Browning

ATTEST:

____

City Recorder

Staff Report

DEPARTMENT: Administration **MEETING DATE:** August 27, 2026

STAFF CONTACT: Matt Samitore, Parks and Public Works Director

SUBJECT: Ordinance Repealing Ch. 8.06 - Flying Model Aircraft

SUMMARY AND BACKGROUND:

Chapter 8.06 was adopted in 2003 (Ordinance 1836) and amended in 2007 (Ordinance 1903). It was written for gasoline and electric powered model airplanes flown by hobbyists. The chapter prohibits launching or flying model aircraft from any private property, public property, or right-of-way in the city, with an exception for open areas of at least one and one-half acres with owner permission and for public parks designated for such use. It also prohibits operation within 100 feet of any residence or building and restricts flying to the hours between 9:00 a.m. and 9:00 p.m. The chapter predates the modern consumer drone, Unmanned Aircraft System (UAS). Because the definition of model aircraft in Section 8.06.010(A) is broad enough to capture remote controlled unmanned aircraft systems (UAS), local drone operators have expressed concern that recreational drone use anywhere in the city could result in citations under this chapter. That concern became a public issue this spring following a Police Department social media post for International Drone Day and subsequent coverage in the Rogue Valley Times. Staff committed at that time to bringing a code update to Council this summer.

This is not the first time the issue has surfaced. In 2017, Parks staff brought a report to the Parks and Recreation Commission, and the Commission supported prohibiting drones in city parks. That recommendation was never brought forward to Council, and the code has remained unchanged since 2007. Because of state preemption, relatively few Oregon cities have stand-alone drone ordinances, and those that exist focus on city-owned property rather than airspace

At its July 16, 2026 Council meeting, Council considered whether to regulate drone use in city parks (which would be limited only to rules on take-off and landing). Council directed staff to follow the approach of other cities such as Medford and Ashland and have no regulation of drones; rather such use will be governed by the FAA. If at a future time the City finds that there is a need to regulate take-off and landing from City parks, that could be incorporated into the cities codified park rules.

Council considered the first reading of this Ordinance at its August 13,2026 meeting and moved to forward it to a second reading without changes.

PREVIOUSLY DISCUSSED/DECIDED:
July 16, 2026 Regular Council Meeting

FINANCIAL ANALYSIS:
n/a

LEGAL ANALYSIS:
The State of Oregon has preempted local regulation of drone operations. Under ORS 837.385, authority to regulate the ownership and operation of unmanned aircraft systems is vested in the Oregon Legislature, and local governments may not enact ordinances regulating drone operation except where state law expressly authorizes it. As applied to drones, the citywide operating restrictions in Chapter 8.06, including the acreage minimum, the 100-foot residence setback, and the curfew, are therefore unenforceable. State law provides one carve-out. ORS 837.387 authorizes a local government to adopt an ordinance prohibiting or regulating the takeoff and landing of unmanned aircraft systems in parks and other property the local government owns, provided the ordinance accommodates utility line inspections and emergency operations by public bodies. Federal law is consistent with this approach: the FAA has exclusive authority over the airspace.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:
GOAL 1 - Build strong relationships between government and its citizens.
STRATEGY 1 – Regularly survey the needs and preferences of Central Point residents.

ATTACHMENTS/EXHIBITS:
1. Ordinance Repealing Chapter 8.06

STAFF RECOMMENDATION:
Make a motion to approve the ordinance.

RECOMMENDED MOTION:
I move to approve Ordinance No. ______, an Ordinance repealing Central Point Municipal Code Chapter 8.06 Flying Model Aircraft.

ORDINANCE NO. _______

AN ORDINANCE REPEALING CENTRAL POINT MUNICIPAL CODE CHAPTER 8.06 FLYING MODEL AIRCRAFT

Recitals:

A. Pursuant to CPMC, Chapter 1.01.040, the City Council, may from time to time make revisions to its municipal code which shall become part of the overall document and citation.

B. The Council finds that the City has minimal authority to regulate flying of Unmanned Aircraft Systems (UAS) which is preempted by Federal Aviation Administration Rules and the current code language in Chapter 8.06 is antiquated and broad enough that it could be construed as regulating UAS.

C. The Council finds that there is minimal, if any, use of electric and gas-powered airplanes in city limits.

D. The Council finds that repealing Chapter 8.06 in its entirety is in the public interest, as it was drafted to address gasoline and electric powered model airplanes flown by hobbyists and predates modern consumer drones, which are regulated by the FAA.

E. Words ~~lined through~~ are to be deleted and words **in bold** are added.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Chapter 8.06 of the Central Point Municipal Code is *repealed* in its entirety.

Section 2. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word Ordinance may be changed to “code”, “article”, “section”, “chapter”, or other word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions need not be codified and the City Recorder is authorized to correct any cross references and any typographical errors.

Section 3. Effective Date. The Central Point City Charter states that an ordinance enacted by the council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this _____ day of _____________________, 2026.

____
Mayor Taneea Browning

ATTEST:

____
City Recorder

Staff Report

DEPARTMENT: Administration **MEETING DATE:** August 27, 2026

STAFF CONTACT: Sydnee Dreyer, City Attorney

SUBJECT: Ordinance Amending In Part Chapter 6.06.010 - Targeted Grazing in City Limits

SUMMARY AND BACKGROUND:
At its July 16, 2026, Council meeting, Council directed staff to prepare an ordinance allowing targeted grazing of goats within city limits. The primary purpose of the ordinance is to allow more efficient vegetation management, as goats are highly effective at managing creek area vegetation, blackberries and other vegetation, thereby reducing fire risk.

The proposed ordinance would allow goats to be used for vegetation management subject to the following requirements:

1) Goats can be grazed on a property up to 21 consecutive days for properties 1/2 acre or less;
2) For properties greater than 1/2 acre, goats can graze for 21 consecutive days in any one penned area;
3) Goats cannot be returned to a treated area for 30-days following grazing; and
4) Goats can only be used up to 3 times per year at each property (or for larger properties within each treated area).

The ordinance would be enforceable under Chapter 6.12, which allows the City to declare a nuisance and seek abatement and/or enforce under the general penalty.

Council considered the first reading of this Ordinance at its August 13, 2026 Council meeting and moved to forward the ordinance to a second reading without changes.

PREVIOUSLY DISCUSSED/DECIDED:
July 16, 2026 Regular Council Meeting.

FINANCIAL ANALYSIS:

LEGAL ANALYSIS:

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Responsible Governance
GOAL 6 - Prepare as a resilient city with the capabilities required across the whole community to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk.

ATTACHMENTS/EXHIBITS:

1. Ord - Amending Ch 6 - Goat Grazing

STAFF RECOMMENDATION:

Make a motion to approve the Ordinance.

RECOMMENDED MOTION:

I move to approve Ordinance No. _______, an Ordinance amending Title 6 - to amend in part Chapter 6.06.010 to allow goats for targeted grazing in city limits.

ORDINANCE NO. _____

AN ORDINANCE AMENDING TITLE 6 - TO AMEND IN PART CHAPTER 6.06.010 TO ALLOW GOATS FOR TARGETED GRAZING IN CITY LIMITS

RECITALS:

A. Pursuant to CPMC, Chapter 1.01.040, the City Council, may from time to time make revisions to its municipal code which shall become part of the overall document and citation.

B. The City Council finds that goats can be an effective tool to reduce invasive fuels such as blackberries and other vegetation that increase fire risk.

C. The City Council finds it is in the public interest to allow goats for targeted grazing in City limits, subject to limitations on the amount of time goats can be grazed on properties, and including requirements for containment.

D. Words ~~lined through~~ are to be deleted and words **in bold** are added.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

SECTION 1. Central Point Municipal Code § 6.06.010 Prohibited Animals is amended in part to read:

A. No horse, mule, donkey, pony, cow, pig, goat, sheep, llama, rooster, or animal raised for commercial purposes shall be kept within the city limits. ~~Notwithstanding the foregoing,~~

B. Exceptions.

1. **M**iniature pot-bellied pigs that are not being kept for commercial breeding purposes are permitted inside city limits subject to the conditions in Chapter 6.07.
2. **The keeping of goats for the sole purpose of targeted grazing of vegetation is permitted within city limits. The term "targeted grazing" as used in this section means the application of goats to accomplish a defined vegetation or landscape goal. The duration of targeted grazing is limited to no more than 21 consecutive days on any one property one-half acre or less in area. On properties greater than one half acre in area, the duration of targeted grazing is limited to no more than 21 consecutive days in any one penned area of one-half acre or more in size. Goats may not return to a treated area for 30 days following a targeted grazing treatment. No more than three targeted grazing treatments per calendar year may occur on any one property one-half acre or less in size or on any one penned area in the case of properties greater than**

one-half acre in size. Goats shall be properly confined and only graze in areas secured for such purposes.
(Ord. ______ § 1(part) 2026); (Ord. 1901 § 2(part), 2007)

SECTION 2. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Recitals A-C) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

SECTION 3. Effective Date. The Central Point City Charter states that an ordinance enacted by the Council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

PASSED by the Council and signed by me in authentication of its passage this ____ day of __________ 2026.

____
Mayor Taneea Browning

ATTEST:

____
City Recorder

Staff Report

DEPARTMENT: Finance **MEETING DATE:** August 27, 2026

STAFF CONTACT: Tessa DeLine, Finance Director

SUBJECT: Resolution Approving the 2025-2027 Supplemental Budget #2

SUMMARY AND BACKGROUND:

Background: On July 28, 2026, the City of Central Point lost one of its street sweepers due to a fire resulting from a hydraulic line failure. Fortunately, no one was injured, and no homes or trees were damaged. The machine was a total loss.

The street sweeper was an important part of keeping our streets clean and safe. The City runs two sweepers daily, and having only one going into the fall months would be problematic, and we would not be able to keep up with the debris. Finding a replacement ready to operate was difficult, with equipment build lead times up to 9 months. The replacement cost of the streetsweeper is approximately $425,000.

Recommendation: Staff recommends the approval of Supplemental Budget #2 for the fiscal period 2025-27.

Discussion: This Supplemental Budget requests additional appropriations for the Street Fund.

Street Fund

Resources – Increase $100,000

Miscellaneous Revenue

- Increase Miscellaneous Revenue (20-00-00-4810) by $100,000 for anticipated insurance proceeds.

Requirements – Increase $100,000

Operations – Capital

- Create a new capital line item called Street Sweeper (20-70-43-7276) and increase by $425,000 for the purchase of the equipment.
- Decrease 10th Street Improvement Project (20-70-43-7269) by $325,000.

Fiscal Impact - $100,000

PREVIOUSLY DISCUSSED/DECIDED:

FINANCIAL ANALYSIS:

LEGAL ANALYSIS:

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

ATTACHMENTS/EXHIBITS:
1. Resolution Supplemental Budget 2
2. Workpaper Supplemental Budget 2

STAFF RECOMMENDATION:
Staff recommends approval.

RECOMMENDED MOTION:
Move to approve Resolution No. ____ - A Resolution of the City of Central Point Approving 2025-2027 Supplemental Budget #2 for Purchase/Replacement of Street Sweeper

RESOLUTION NO. _____________

A RESOLUTION OF THE CITY OF CENTRAL POINT APPROVING 2025-2027 SUPPLEMENTAL BUDGET #2 FOR PURCHASE/REPLACEMENT OF STREET SWEEPER

RECITALS:

WHEREAS, the City of Central Point (the "City") is a municipal corporation of the State of Oregon subject to the requirements of Oregon Local Budget Law as set forth in ORS Chapter 294;

WHEREAS, Oregon Municipalities can transfer appropriations between existing categories during the budget period, and Oregon Municipalities can make one or more supplemental budgets; and

WHEREAS, this Supplemental Budget requests additional appropriations or adjustments for the Street Fund for the purchase and replacement of a Street Sweeper that was lost due to a fire. Total Supplemental Budget changes equal $100,000.

THE CITY OF CENTRAL POINT RESOLVES AS FOLLOWS:

SECTION 1. To amend the 2025-2027 Biennial Budget in the amount of $100,000.

SECTION 2. This Resolution becomes effective immediately upon its passage.

PASSED by the Council and signed by me in authentication of its passage this _____ day of ___________, 20___.

____
Mayor Taneea Browning

ATTEST:

____
City Recorder

City of Central Point
Supplemental Budget 2025/27 (#2)

Street Fund			
Resources	**2025-2027 Amended Budget**	**2nd Supplemental Changes**	**2025-2027 Amended Budget**
Beginning Fund Balance	4,360,000		4,360,000
Franchise Tax	352,000		352,000
Charges for Services	2,742,570		2,742,570
Intergovernmental Revenue	3,185,850		3,185,850
Interest Income	197,000		197,000
Miscellaneous	200	100,000	100,200
Total Resources	$ 10,837,620	$ 100,000	$ 10,937,620
Requirements			
Operations	6,786,860	100,000	6,886,860
SDC Capital	813,000		813,000
Transfers	617,000		617,000
Ending Fund Balance	2,620,760		2,620,760
Total Requirements	$ 10,837,620	$ 100,000	$ 10,937,620

2025-2027 Bienniel Budget Changes			
	2025-2027 Amended Budget	**2nd Supplemental Change**	**2025-2027 Amended Budget**
Total Budget	$ 69,713,010	$ 100,000	$ 69,813,010

Staff Report

DEPARTMENT: Administration **MEETING DATE:** August 27, 2026

STAFF CONTACT: Chris Clayton, City Manager

SUBJECT: Resolution Authorizing Purchase of Street Sweeper through Sourcewell Interstate Cooperative Procurement

SUMMARY AND BACKGROUND:

On July 28, 2026, the City of Central Point lost one of its street sweepers due to a fire resulting from a hydraulic line failure. Fortunately, no one was injured, and no homes or trees were damaged. The machine was a total loss. <u>The City's insurer, CIS, has valued the loss at $98,568.00 with no deductible assessed.</u>

The street sweeper was an important part of keeping our streets clean and safe. The City runs two sweepers daily, and having only one going into the fall months would be problematic, and we would not be able to keep up with the debris. Finding a replacement ready to operate was difficult with equipment build lead times up to 9 months. Staff identified one street sweeper that is in stock and could be shipped to the city immediately. The replacement is a Schwarze A9 Monsoon single-engine sweeper available through SWS Equipment, LLC under Sourcewell cooperative pricing (Quote #5179-2, dated August 11, 2026), at a quoted total of $416,364.66.

Sourcewell is a governmental cooperative purchasing organization that conducts competitive solicitations and establishes cooperative purchasing contracts for use by participating governmental entities. The City is an eligible and/or participating governmental entity authorized to utilize the Sourcewell Contract. The City has reviewed the Sourcewell solicitation and resulting contract and determined that the solicitation and award process was conducted through an open and impartial competitive process substantially equivalent to the source-selection methods required by Oregon law and the Sourcewell Contract permits SWS Equipment, LLC to extend the terms, conditions, and prices of the original contract to the City.

The City has determined that the purchase through the Sourcewell interstate cooperative procurement is in the City's best interest because the Sourcewell Contract provides competitively established pricing and contract terms, reduces procurement time and administrative costs, and provides the City with an efficient means of obtaining the required street sweeper.

Staff recommends appropriating $425,000. The quote expressly excludes applicable sales tax and reserves the right to adjust price and freight prior to shipping; the additional appropriation provides margin for those adjustments without requiring a further budget action.

PREVIOUSLY DISCUSSED/DECIDED:

FINANCIAL ANALYSIS:

LEGAL ANALYSIS:
The City has complied with the applicable requirements of ORS 279A.220 and the Oregon Attorney General/DAS public contracting rules governing interstate cooperative procurements, including any applicable notice and opportunity for public comment as well as CPMC Chapter 2.40.110.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:
Responsible Governance.
GOAL 1. Maintain a strong financial position that balances the need for adequate service levels and capital requirements against the affordability that is desired by our citizens.

ATTACHMENTS/EXHIBITS:
1. RESO Authorizing Sourcewell Streetsweeper Purchase

STAFF RECOMMENDATION:
Make a motion to approve the Resolution.

RECOMMENDED MOTION:
I move to approve Resolution No. _______, a Resolution authorizing the purchase of a street sweeper from SWS Equipment, LLC through a Sourcewell Interstate Cooperative Procurement

RESOLUTION OF THE CITY OF CENTRAL POINT

RESOLUTION NO. ________

A RESOLUTION AUTHORIZING THE PURCHASE OF A STREET SWEEPER FROM SWS EQUIPMENT, LLC THROUGH A SOURCEWELL INTERSTATE COOPERATIVE PROCUREMENT

RECITALS

WHEREAS, the City of is authorized to enter into contracts for the procurement of goods and services necessary to conduct municipal operations and provide public services; and

WHEREAS, Central Point Municipal Code 2.40.110.C.4 authorizes contracts to be awarded in any manner the City Manager deems appropriate to the City's needs for purchase contracts for which prices and/or suppliers are regulated by a governmental authority; and

WHEREAS, the City lost one of its street sweepers due to a fire resulting from a hydraulic line failure; and

WHEREAS, the street sweeper was one of only two which the City runs daily to keep the streets clean and safe, and having only one street sweeper in the fall would mean the City could not keep up with the debris; and

WHEREAS, finding a replacement street sweeper is time-sensitive to ensure availability for fall 2026, and City staff contacted numerous street sweeper manufacturers/retailers and found that with the exception of one company, the earliest a street sweeper could be received is 9-months from date of order; and

WHEREAS, one street sweeper has been determined to be in-stock through Sourcewell Cooperative Purchasing: a Schwarze A9 Monsoon single-engine sweeper; and

WHEREAS, Sourcewell is a governmental cooperative purchasing organization that conducts competitive solicitations and establishes cooperative purchasing contracts for use by participating governmental entities; and

WHEREAS, Sourcewell conducted a competitive solicitation identified as Sourcewell Quote No. 5179-2 dated August 11, 2026**,** with SWS Equipment, LLC (the "Sourcewell Contract"); and

WHEREAS, the City is an eligible and/or participating governmental entity authorized to utilize the Sourcewell Contract; and

WHEREAS, the City desires to purchase one Schwarze A9 Monsoon single-engine sweeper from SWS Equipment, LLC pursuant to the Sourcewell Contract in an amount not to exceed Four Hundred Twenty-Five Thousand Dollars ($425,000); and

WHEREAS, the City has reviewed the Sourcewell solicitation and resulting contract and determined that the solicitation and award process was conducted through an open and impartial competitive process substantially equivalent to the source-selection methods required by Oregon law; and

WHEREAS, the Sourcewell Contract permits SWS Equipment, LLC to extend the terms, conditions, and prices of the original contract to the City; and

WHEREAS, the City has determined that the purchase through the Sourcewell interstate cooperative procurement is in the City's best interest because the Sourcewell Contract provides competitively established pricing and contract terms, reduces procurement time and administrative costs, and provides the City with an efficient means of obtaining the required street sweeper; and

WHEREAS, the City has complied with the applicable requirements of ORS 279A.220 and the Oregon Attorney General/DAS public contracting rules governing interstate cooperative procurements, including any applicable notice and opportunity for public comment; and

WHEREAS, the City has determined that the Sourcewell Contract and proposed purchase satisfy the requirements applicable to interstate cooperative procurements under Oregon law, including the requirement that the City not materially alter the terms, conditions, or prices of the original Sourcewell Contract; and

WHEREAS, sufficient appropriations will be established before the City incurs the expenditure; and

WHEREAS, the City Council finds that authorizing the purchase through the Sourcewell interstate cooperative procurement is in the best interest of the City and serves a legitimate municipal purpose.

THE CITY OF CENTRAL POINT RESOLVES AS FOLLOWS:

Section 1. Findings. The City Council adopts the foregoing recitals as findings and incorporates them into this Resolution by reference.

Section 2. Authorization of Purchase. The City Council hereby authorizes the City to purchase one Schwarze A9 Monsoon single-engine sweeper from SWS Equipment, LLC pursuant to Sourcewell Contract No. 5179-2, in an amount **not to exceed Four Hundred Twenty-Five Thousand Dollars ($425,000)**.

The authorized amount includes all applicable equipment, accessories, delivery, freight, installation, taxes, fees, and other charges reasonably associated with the purchase, to the extent permitted by the Sourcewell Contract.

Section 3. Authorization to Execute Documents. The City Manager, or the City Manager's designee authorized under the City's municipal code and purchasing policies, is hereby authorized to execute on behalf of the City the purchase order, contract, equipment order, financing documents, and other documents reasonably necessary to complete the purchase authorized by this Resolution, provided that the documents are consistent with this Resolution and the Sourcewell Contract.

Section 4. No Material Modification of Cooperative Contract. The City Manager and City staff are not authorized by this Resolution to make any material change to the terms, conditions, or prices of the Sourcewell Contract that would be inconsistent with Oregon's requirements for interstate cooperative procurement.

Section 5. Budget and Appropriation. The City Manager, Finance Director, and other appropriate City officials are authorized to take all actions necessary to appropriate, encumber, and expend funds within the City's adopted Supplemental budget for the purchase authorized by this Resolution.

Section 6. Procurement File. City staff are directed to maintain in the City's procurement file documentation sufficient to demonstrate compliance with applicable Oregon cooperative procurement requirements.

Section 7. Authority to Complete Procurement. The City Manager and appropriate City staff are authorized to take all actions reasonably necessary to implement this Resolution and complete the purchase, provided that such actions remain within the scope and dollar limitation authorized by this Resolution.

Section 8. Effective Date. This Resolution shall take effect immediately upon adoption.

PASSED by the Council and signed by me in authentication of its passage this _____ day of August, 2026.

____

Mayor Taneea Browning

ATTEST:

____

City Recorder

Staff Report

DEPARTMENT: Administration **MEETING DATE:** August 27, 2026

STAFF CONTACT: Chris Clayton, City Manager

SUBJECT: League of Oregon Cities Legislative Priorities

SUMMARY AND BACKGROUND:

The League of Oregon Cities (LOC) develops its legislative agenda on a two-year cycle through seven member policy committees composed of city officials appointed in each even-numbered year. For the 2027–28 cycle, those committees have advanced 27 proposed legislative priorities to the full membership and to the LOC Board of Directors. The complete Member Voter Guide describing each proposal is attached.

Each member city is permitted one ballot submission identifying the five (5) issues it wants LOC to prioritize during the 2027–28 legislative cycle. Ballots are submitted electronically by the city's lead administrative staff member. The LOC Board will formally adopt the 2027–28 legislative agenda at its October meeting, informed by the membership ranking. Issues that do not rank in the top tier are not abandoned; they remain part of LOC's ongoing advocacy portfolio, but they do not receive the same commitment of lobbying capacity, staff time, and coalition-building effort that the adopted priorities receive.

The submission deadline is 5:00 p.m. on Friday, September 25, 2026. Council meets on the second and fourth Thursdays of each month. Acting at the August 27 regular meeting provides approximately four weeks of administrative margin and preserves the September 10 regular meeting as a fallback should Council prefer additional time or information before designating its priorities; deferral to the September 24 meeting would leave a single business day to prepare and transmit the ballot, and staff does not recommend that path.

LOC has asked that member cities engage the mayor and the full council so that the submitted ballot reflects a shared set of priorities rather than an administrative judgment. This staff report is presented for that purpose. The recommendation below reflects staff's assessment of where LOC advocacy would produce the greatest measurable benefit to Central Point; it is offered as a starting point for Council deliberation, not as a substitute for it.

PREVIOUSLY DISCUSSED/DECIDED:

FINANCIAL ANALYSIS:

There is no direct financial impact associated with submitting the ballot. LOC membership dues are appropriated in the adopted budget and are unaffected by the priorities selected.

The indirect fiscal significance is substantial, however, and warrants Council's attention. Several of the proposals bear on revenue streams and cost drivers that the City does not control and cannot easily offset locally:

- State Highway Fund distributions are allocated 50% state, 30% counties, and 20% cities. The outcome of the 2027 transportation package is the principal external determinant of the City's street maintenance capacity over the next biennium.
- System development charge authority and access to low-cost state financing directly affect the magnitude and timing of utility rate adjustments borne by Central Point ratepayers.
- Cities receive approximately 34% of net state alcohol revenues. Modernization of the beer and wine taxes, which have not been adjusted since 1978 and remain among the lowest in the nation, would increase shared revenue without new local taxation.
- Prevailing wage thresholds that have not been adjusted since 2005 and 2007 increase the cost of routine public improvements. Inflation-adjusted thresholds would be approximately $86,000 and $1.2 million respectively.
- Enterprise Zone, Long Term Rural Enterprise Zone, and Strategic Investment Program authority determines the City's competitiveness for industrial investment and the long-term assessed value growth that follows it.

Staff notes that the City absorbs the near-term revenue effect of local incentive exemptions and funds the infrastructure and services supporting new development, while the state realizes the corresponding income tax gains. LOC's position that the state should be a stronger financial partner in these programs is consistent with the City's experience.

LEGAL ANALYSIS:

Participation in the LOC balloting process is discretionary. The City is a voluntary member of the League of Oregon Cities, and no provision of state law, the City Charter, or the Central Point Municipal Code requires the City to submit a ballot or to prioritize any particular issue. The ballot is advisory to the LOC Board of Directors; it does not obligate the City to any position, expenditure, or future action, and it does not constitute lobbying activity by the City.

Council's selection is a policy decision to be made in an open meeting subject to ORS 192.610 to 192.690. No public hearing is required. Because the item involves no land use action, no contract, and no expenditure of funds, staff recommends approval by simple motion rather than by resolution.

Several of the proposed priorities — particularly Public Meetings Law Clarity and Administrative Procedures Act Reform — concern statutes that govern the Council's own conduct. Council members may vote on those items; expressing a legislative preference on a statute of general applicability is not a private pecuniary benefit within the meaning of ORS Chapter 244. Councilors with questions on that point should consult the City Attorney.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:
The recommended priorities align with the following elements of the City of Central Point 2040 Strategic Plan:

- Community Investment Goal 1 — Build a strong city that is fiscally sustainable and provides enhanced services. Infrastructure funding, transportation funding, and prevailing wage thresholds all bear on the City's cost structure and fiscal sustainability.
- Community Investment Goal 4 — Manage growth to provide places that are timeless and loved by the community, and Goal 5, Strategy 3 — capitalize on partnerships with Jackson County, the City of Medford, and ODOT to eliminate infrastructure deficiencies. Land use streamlining and the transportation package are the state-level counterparts to that work.
- Community Investment Goal 5, Strategy 2 — Provide regular financial analysis on utility enterprise funds so infrastructure can be adequately maintained, restored, upgraded, and expanded. Preservation of SDC authority and state financing tools is foundational to that strategy.
- Community Engagement Goal 1, Strategy 3 — Communicate, collaborate, and partner with other governmental agencies to pool and leverage resources. Participating in a coordinated statewide municipal agenda is a direct expression of this strategy.
- Responsible Governance Goal 1, Strategy 3 — Solicit support from partner agencies in our effort to maintain a robust financial position, and Goal 2 — Invite public trust. Public Meetings Law clarity supports transparent, predictable governance and reduces the risk that procedural ambiguity undermines confidence in Council proceedings.
- Vibrant Economy Goals 1, 4, and 5 — Manage growth to provide timely and orderly facilities and services, attract unique and quality businesses, and support business development. Economic development program authority and adequate industrial land supply are prerequisites to each.

ATTACHMENTS/EXHIBITS:
1. LOC Legislative Priorities Exhibit A
2. 2026_Legislative_Voter_Guide_FINAL

STAFF RECOMMENDATION:
Staff evaluated all 27 proposals against four criteria: (1) direct fiscal consequence to the City's general fund or utility enterprise funds; (2) effect on the City's legal authority and

local control; (3) alignment with work already underway or anticipated within the next biennium; and (4) the practical likelihood that legislative action in the 2027–28 sessions would change the outcome. Applying those criteria, staff recommends the following five priorities.

1. Infrastructure Funding (Water and Wastewater Committee) — Directly protects system development charge (SDC) authority and sustains the Special Public Works Fund and other low-cost financing tools. The City is presently evaluating a multi-year utility fee adjustment; state financing capacity and SDC authority are the two variables with the greatest capacity to moderate future ratepayer impacts. LOC identifies approximately $6.4 billion in statewide water infrastructure need.

2. 2027 Transportation Package (Transportation Committee) — Cities receive 20% of State Highway Fund distributions. Following the failed 2025 package, restoration of grant programs, transit resources, and operations and maintenance funding is the single largest external variable affecting the City’s street maintenance and pavement management obligations. LOC’s emphasis on a statewide revenue source — rather than local option methods — aligns with the City’s interest in avoiding further reliance on local fees.

3. Land Availability and Land Use Streamlining (Housing, Land Use, and Community Development Committee) — Streamlined urban growth boundary expansion and swap procedures, clarified wetland inventories, and improved urban reserve prioritization bear directly on the City’s ability to maintain an adequate supply of residential, commercial, and industrial land. Central Point has absorbed substantial cost and delay navigating layered land use requirements over the past decade.

4. Strengthening Economic and Workforce Development (Finance, Taxation, and Economic Development Committee) — Preserves and strengthens the Enterprise Zone, Long Term Rural Enterprise Zone, and Strategic Investment Program tools, and expressly protects local flexibility and autonomy over local revenues. These are the primary instruments available to the City in pursuing industrial and employment development, including in the Tolo industrial area. The workforce component also addresses documented difficulty recruiting certified utility operators.

5. Public Meetings Law Clarity (General Government Committee) — Following the Governor’s veto of the 2026 bipartisan bill, the serial meeting standard remains unsettled. The proposal would limit violations to knowing and intentional conduct, shift liability for administrative errors from individual elected officials to the public body, establish a workable cure process, and reduce training to once per elected term. This is the priority with the most direct operational effect on the Council itself.

ALTERNATE PRIORITIES FOR COUNCIL CONSIDERATION

The following proposals scored closely behind the recommended five and are identified so that Council has a reasoned basis for substitution should it weigh the criteria differently. Selecting any of these in place of a recommended priority is a defensible policy choice.

- Targeted Prevailing Wage Changes (Finance, Taxation, and Economic Development Committee) — The $50,000 public agency trigger has not been adjusted since 2005 and the $750,000 public funding trigger has not been adjusted since 2007. Threshold modernization would measurably reduce the cost of routine municipal projects. The split-determination issue also affects publicly funded infrastructure serving private development.
- Emergency Communication System Resources (Finance, Taxation, and Economic Development Committee) — The 9-1-1 tax sunsets January 1, 2030. Because the city share flows to the PSAP provider rather than to the City directly, the practical effect is on regional dispatch cost allocation and, indirectly, on property tax–supported public safety budgets.
- Full Funding and Streamlining for Housing Production (Housing, Land Use, and Community Development Committee) — Emphasizes implementation and funding of existing OHNA and CFEC obligations before new mandates are layered on, and asks the state to track units actually produced rather than units unlocked. Closely related to Priority 3 and a reasonable substitute if Council prefers a housing emphasis.
- Support Increased Energy Transmission Capacity (Energy and Environment Committee) — Regional load growth is projected to exceed available generation, with LOC citing a projected 3 GW Pacific Northwest shortfall by 2030. Transmission and generation capacity are threshold considerations for any energy-intensive industrial recruitment.
- Support Municipal Cybersecurity Proficiency (Broadband, Cybersecurity, AI, and Telecommunications Committee) — Seeks state technical support and funding rather than unfunded mandates. Consistent with the City's ongoing system-hardening work and with cyber insurance underwriting expectations.
- Alcohol Revenue Modernization (Finance, Taxation, and Economic Development Committee) — Would increase beer and wine taxes while preserving the existing 34% shared revenue distribution to cities. Oregon's beer tax has not increased since 1978. General fund revenue relevance, balanced against local brewery and hospitality interests.

POLICY CONSIDERATIONS

Several considerations bear on how Council approaches the selection.

- The ballot is a ranking exercise, not an endorsement or rejection. Declining to select an issue does not signal opposition. LOC will continue to advocate on all 27 items; the ballot determines where concentrated effort is applied.
- Concentration versus breadth. Central Point's five selections carry the same weight as any other city's. Selecting priorities that are widely shared among small and mid-sized cities — infrastructure and transportation funding in particular — increases the likelihood that the City's vote contributes to an adopted priority. Selecting narrower issues may better reflect local circumstances but is less likely to influence the final agenda.
- Regional coordination. Several Rogue Valley cities face substantially similar constraints. Council may wish to direct staff to compare Central Point's

selections with those of neighboring jurisdictions, both to identify shared positions and to inform coordinated outreach to the local legislative delegation.

- Issues not on the ballot. The statutory retiree health insurance mandate under ORS 243.303, which staff has previously discussed with Council, does not appear among the 27 proposals. Staff will continue to pursue that matter separately through direct legislative outreach and regional coalition efforts; it is not affected by the outcome of this ballot.
- Contested proposals. Certain items involve trade-offs that reasonable members may weigh differently. Alcohol revenue modernization would increase costs for local breweries and hospitality businesses. Prevailing wage changes are consistently opposed by organized labor. Autonomous vehicle regulation implicates both public safety and economic development interests. Council should be comfortable with the positions it advances.
- Council may direct staff to submit a ballot that differs from this recommendation in whole or in part. Staff will submit whatever slate Council designates.

RECOMMENDED MOTION:

I move to designate the City of Central Point's five legislative priorities for the League of Oregon Cities 2027–28 legislative cycle as Infrastructure Funding; the 2027 Transportation Package; Land Availability and Land Use Streamlining; Strengthening Economic and Workforce Development; and Public Meetings Law Clarity, and to direct the City Manager to submit the City's ballot to the League of Oregon Cities accordingly.

EXHIBIT A — ALL 27 PROPOSED PRIORITIES BY POLICY COMMITTEE

Provided as a working reference for Council deliberation. Full recommendation and background language for each item appears in Attachment A.

Broadband, Cybersecurity, AI, and Telecommunications (5)	
Sustainable Telecom Infrastructure	Treat broadband and telecom as an essential service; affordable, reliable, high-speed access in every city.
Local Control of a Safe, Modern Right of Way	Oppose preemption of local ROW management; codify home rule authority over the ROW and ROW revenue.
Equitable Access to Technology	Support Oregon Lifeline, DOJ website accessibility implementation, and digital skills funding.
Responsible Municipal Use of Technology	Forward-looking telecom and AI regulation, municipal AI assessments, an “AI sandbox”; prevent unfunded mandates.
Municipal Cybersecurity Proficiency	Technical support, funding, and notification resources; oppose unfunded cybersecurity mandates.
General Government (2)	
Administrative Procedures Act Reform	Standardize agency rulemaking, strengthen participation, audit fiscal impact statements, limit emergency rules, reform judicial deference.
Public Meetings Law Clarity	Intentionality standard for serial meetings, streamlined complaint dismissal, institutional rather than personal liability, cure process, training once per term.
Housing, Land Use, and Community Development (3)	
Shelter and Homeless Response	Oppose cuts to state shelter funding; sustain regional coordination, eviction prevention, and rehousing investments.
Housing Production Funding and Streamlining	Streamline agency programs and timelines, track units produced, align OHCS resources with OHNA and CFEC directives.
Land Availability and Land Use Streamlining	Clarify land use and wetland statutes, streamline UGB expansion and swaps, improve urban reserves, fund code audits.
Energy and Environment (6)	
Community Energy Resilience / Disaster Planning	Planning resources, technical assistance, and funding for local generation, microgrids, and storage.
Expedited Local Renewable Energy Generation	Support large renewable development and local alternatives while mitigating impacts on local control.
Increased Energy Transmission Capacity	Support initiatives expanding renewable transmission while mitigating impacts on local control.
Affordable Energy with Grid Hardening	Balance necessary grid modernization against manageable rate increases for cities and residents.
Energy Efficiency Planning and Project Development	Support community renewable energy programs, green bank concepts, and rebate and electrification incentives.

Administrative Capacity	Fund state agency capacity for technical assistance, permitting, and implementation of climate and energy programs.
Finance, Taxation, and Economic Development (4)	
Targeted Prevailing Wage Changes	Inflation-adjusted thresholds, exemptions for housing and childcare facilities, clarity on split determinations.
Alcohol Revenue Modernization	Increase beer and wine taxes while preserving the 34% city revenue share; possible removal of local tax preemption.
Emergency Communication System Resources	Increase the 9-1-1 tax to better cover PSAP operating costs.
Economic and Workforce Development	Strengthen EZ, LTREZ, SIP, Industrial Site Loan Fund and brownfield programs; protect local flexibility; expand workforce pipelines.
Transportation (3)	
2027 Transportation Package	Statewide revenue supporting the shared multi-modal system; restore grant programs and transit; prioritize operations and maintenance.
Cautious Adoption of Autonomous Vehicles	Preserve local permitting and regulation of private for-hire AVs; geofencing, enforcement training, and fleet caps.
City Supported Street Sign Traditions	Allow city-endorsed fundraising and holiday signs on light poles visible from state highways.
Water and Wastewater (4)	
Infrastructure Funding	Sustained investment in water, wastewater, stormwater, and reuse; protect SDC authority; sustain the Special Public Works Fund.
Water Reuse	Funding, regulatory certainty, and technical assistance for reuse projects; preserve local flexibility.
Ratepayer Assistance	State-supported water and wastewater ratepayer assistance while preserving utility financial stability.
Water Workforce Development	Operator-in-training and apprenticeship support, certification and reciprocity improvements, regional training.

League of Oregon Cities

2026 Member Voter Guide

2027-28 LOC Legislative Priorities

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2026 Member Voter Guide

Background: The LOC policy committees are the foundation of the League's policy development process. Each even-numbered year, the LOC appoints city officials to serve on these committees. They receive informational briefings, analyze policy and technical issues, and ultimately recommend positions and strategies for the upcoming two-year legislative cycle. We want to acknowledge officials that dedicated their time and expertise to develop the priorities – *thank you* for supporting the LOC in crafting a strong agenda to support our legislative work.

This year, seven committees identified 27 legislative policy priorities to advance to the full membership and LOC Board of Directors. It's important to understand that the issues that 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 components of the LOC's legislative portfolio for the next two years.

Ballot/Voting Process: Each city is asked to review the recommendations from the each of the policy committees and provide input to the LOC Board of Directors, which will formally adopt the LOC's 2027-28 legislative agenda. While each city may have a different process when evaluating the issues, it's important for cities to engage with their mayor and entire council to ensure the issues are evaluated and become a shared set of priorities. During its October meeting, the LOC Board will formally adopt a set of priorities based on the ranking process through the survey 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 five (5) issues that your city would like the LOC to focus on during the 2027-28 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 link or needs an alternative way to vote, please reach out to Meghyn Fahndrich at mfahndrich@orcities.org and Nicole Stingh at nstingh@orcities.org.

Important Deadline: The deadline for submitting your city's vote is **5 p.m. on Friday, September 25, 2026.**

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

LOC Contact: Greg Miller, gmiller@orcities.org

PROMOTE THE EQUITABLE DEVELOPMENT OF SUSTAINABLE TELECOM INFRASTRUCTURE

RECOMMENDATION: The LOC recognizes and has prioritized broadband access, and telecom infrastructure more broadly, as an "essential service" and will advocate for affordable, safe, reliable, high-speed infrastructure development and access in every city. This includes but is not limited to: supporting expansion of service options for municipalities; increasing rural cellular infrastructure; and maintaining open access to networks that provide choice to community members.

Background: Advancements in telecommunications technology have ushered in unprecedent investments in infrastructure development aimed at providing broadband access and other communication modalities to all. Deploying infrastructure in Oregon must be done equitably across the state's diverse landscape and focus on addressing current coverage gaps as well as statewide infrastructure that serves all.

MAINTAIN LOCAL CONTROL OF A SAFE, MODERN RIGHT OF WAY

RECOMMENDATION: The LOC will oppose any legislation seeking to preempt local control of municipal rights-of-way (ROW). The LOC will also support legislation aimed at codifying home rule management of the local ROW and the revenue derived from use of the ROW, while encouraging ROW users to timely upgrade and replace their infrastructure lost to natural disaster.

Background: Home rule authority and local ROW management allow local governments to safely manage ROW issues that arise after work is complete, and when the ROW work-related permit may no longer be in effect. It ensures that utilities installing facilities in the ROW have financial protections like insurance in place, which help protect the public using the ROW and other entities whose infrastructure may be damaged during utility work. It ensures that local taxpayers will not have to pay costs associated with utilities' use of the ROW. It also ensures accountability through a variety of enforcement mechanisms.

SUPPORT EQUITABLE ACCESS TO TECHNOLOGY

RECOMMENDATION: The LOC will support policies such as the Oregon Lifeline Program to ensure digital inclusion. The LOC will also continue to monitor implementation of the

U.S. Department of Justice's website accessibility rule implementation and support municipal resource opportunities for accessibility. Finally, the LOC will support funding for programs that increase digital skills, equity, and adoption.

Background: All individuals regardless of physical, financial, or any other barrier have a right to access advancements in telecom technology.

SUPPORT RESPONSIBLE MUNICIPAL USE OF TECHNOLOGY

RECOMMENDATION: The LOC will support legislation that acknowledges forward-thinking regulations, taking into account the rapid evolution of telecom systems. The LOC may also support agency policy options that include municipal telecom resilience and concepts such as municipal AI assessments, and an "AI Sandbox" to further understanding of AI risks and other technological advancements in a controlled environment. In this work, the LOC will work to prevent unfunded mandates.

Background: Advancements in technology, including but not limited to AI, have demonstrated operational efficiencies, yet those come with risks if not implemented correctly and used safely. The LOC is cautiously optimistic about the use of AI and other tools that increase service and operational efficiency, but recognizes that some regulation may be necessary to define appropriate municipal uses and foster an atmosphere of responsibility and data safety.

SUPPORT MUNICIPAL CYBERSECURITY PROFICIENCY

RECOMMENDATION: The LOC opposes unfunded mandates and will advocate for technical support and funding to give all cities access to innovative technology, enhanced state programs, cybersecurity notification resources and assistance protecting critical infrastructure and data during cyber-attacks.

Background: Cybercriminals target municipalities as vulnerable systems holding valuable personal data and financial records. Historical underfunding of cybersecurity, antiquated system architecture, and lack of cybersecurity training contribute to the increasing trend in municipal cyberattacks. Cyberattacks can impact services with dire consequences for residents. Hackers typically look for the easiest entry path, and local governments often lack the resources to respond.

ADMINISTRATIVE PROCEDURES ACT REFORM

RECOMMENDATION: The LOC will advocate for the comprehensive modernization of the Oregon Administrative Procedures Act (APA) to restore regulatory transparency, strict alignment with legislative intent, and meaningful public accountability across all state agencies. This advocacy should include:

- Standardizing the rulemaking process across all state agencies to eliminate regulatory fragmentation;
- Strengthening public and expert participation in all rulemaking and workgroup processes;
- Establishing independent oversight and auditing of fiscal impact statements;
- Limiting and restricting the use of emergency rulemaking to actual crises; and
- Reforming judicial deference standards to ensure state agencies remain answerable to elected leaders and voters.

Background: Established in 1971, the Oregon APA is the legal framework that dictates how state agencies create regulations. However, the system has not seen a major update in decades, resulting in an unpredictable regulatory environment. Because there is no single standard for all agencies, different departments often pass conflicting rules that make compliance incredibly difficult for organizations on the ground. Furthermore, many key agencies report to independent boards rather than the governor, which creates an accountability vacuum. Recent state court decisions have compounded the issue by granting agencies broad leeway, ruling that their regulations do not strictly have to align with the original legislative intent.

This regulatory breakdown directly impacts local governments. When uncoordinated state agencies issue overlapping or conflicting rules, cities are left trapped in the middle—forced to navigate a maze of contradictory mandates that drain municipal staff time and stretch city budgets. Furthermore, because recent court rulings have stripped away traditional checks on administrative reach, cities have lost the ability to challenge flawed, 'one-size-fits-all' state regulations that ignore local realities. This loss of local control and financial stability necessitates reform. Protecting municipal home rule, ensuring local voices are actually heard during the rulemaking process, and restoring a sense of predictability and fairness to how state policies are implemented on the ground is necessary.

PUBLIC MEETINGS LAW CLARITY

RECOMMENDATION: The LOC will advocate for a comprehensive statutory reset of the Oregon Public Meetings Law to restore operational functionality and practicality for local governments while protecting public transparency. This priority includes the following provisions:

- Establishing an Intentionality Requirement: Limit serial meeting violations strictly to actions taken "knowingly and intentionally" to protect volunteer elected officials from penalties for good-faith, inadvertent errors.
- Streamlining Complaint Enforcement: Authorize the Oregon Government Ethics Commission (OGEC) to immediately dismiss incomplete, trivial, or bad-faith complaints.
- Holding the Right Entity Accountable: Shift personal liability for purely administrative errors—such as delayed meeting notices—away from individual elected officials and onto the public body as an institution.
- Expanding the "Cure" Process: Provide flexible, accessible avenues for local governments to address and correct procedural complaints, including decision rescission or public acknowledgement with a corrective action plan.
- Right-Sizing Training Requirements: Reform mandatory compliance training to occur once per elected term rather than annually, while allowing incoming officials to complete the requirement prior to being sworn in.

Background: Oregon's Public Meetings Law prohibits local elected officials from deliberating in private, a rule that includes a ban on "serial meetings," where separate, smaller discussions are held over time that may add up to a quorum. Recent Oregon Government Ethics Commission (OGEC) rules and training on this topic have created widespread confusion, leaving public officials deeply uncertain about how they can communicate with each other, their residents, or the media. A diverse work group of local leaders and legislators spent months negotiating a bipartisan fix during the 2026 legislative session, but Governor Kotek ultimately vetoed the bill, calling for stakeholders to return to the drawing board for the 2027 session. Today, the interpretation of this law remains highly contentious, and ongoing discrepancies create massive structural ambiguities and political tensions, making it incredibly difficult for local leaders to effectively govern.

To make the public meetings law workable, several practical fixes are urgently needed to save taxpayer resources and provide clarity to local officials. The current system: forces volunteer leaders to face personal liability for minor staff mistakes like late meeting notices; offers no clear way for cities to self-correct simple procedural errors; and requires repetitive annual training. To keep local governments functioning, the state must shield individual officials from administrative liability, allow the OGEC's staff to quickly dismiss trivial or bad-faith complaints, create a clear path for cities to self-correct honest mistakes, and right-size compliance training to once per elected term.

Housing, Land Use, and Community Development Committee

LOC Contact: Alexandra Ring, aring@orcities.org

FUNDING AND COORDINATION FOR SHELTER AND HOMELESS RESPONSE

RECOMMENDATION: The LOC opposes cuts to the state shelter system funding and supports continued state investments in a comprehensive homeless response system to fund eviction prevention, shelter, and rehousing. These investments should include:

- Strengthening our coordinated regional homeless response;
- Funding a range of shelter types in cities across the state, including alternative shelter models, safe parking programs; and
- Funding eviction prevention, rapid rehousing, outreach, case management, staffing and administrative support, and other related services.

Background: The LOC recognizes that to end homelessness, a cross-sector coordinated approach to delivering services, housing, and programs is needed. Cities are not social service providers and largely do not have the additional revenue sources to fund new services outside their core services, amid ongoing budget cuts. Despite historic legislative investments in recent years, communities continue to struggle to support and rehouse Oregonians experiencing homelessness. In 2025, the Legislature passed HB 3644, which created the Statewide Shelter Program, a comprehensive funding program for state supported local shelters based in regional coordination. In addition to the statutory framework, the Legislature passed a funding package of $204 million to support sheltering efforts in the 2025-2027 biennium, with $102 million as the new baseline level of funding for all biennium through 2034. In a tight budget environment, the Legislature's ability and interest in continuing these investments is unclear.

As Oregon continues to face increasing rates of unsheltered homelessness, the LOC is committed to strengthening a regionally based, state-supported homeless response system to ensure all Oregonians can equitably access stable housing and maintain secure, thriving communities. Regional coordination is key to the system's success, and the state, cities, and counties must be part of the solution together.

FULL FUNDING AND STREAMLINING FOR HOUSING PRODUCTION

RECOMMENDATION: 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;
- Accurate tracking of units produced on the ground, rather than units unlocked;
- 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 Oregon Department of Land Conservation and Development (DLCD).

Additionally, the LOC will advocate maintaining and increasing 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.

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. And yet, housing production levels remain below our state's current needs. The state should prioritize implementation, funding, and coordination of existing programs in the 2027-2028 legislative sessions before considering any new policies, including direct funding for housing production to address the underlying economic challenges that prevent production.

LAND AVAILABILITY AND LAND USE STREAMLINING

RECOMMENDATION: The LOC supports updates and streamlining statutes to better support good land use planning and land availability for all needs. This includes:

- Refining land use statutes to provide more clarity and legal certainty for cities;
- Clarifying wetland statutes and inventories to allow efficient and orderly urbanization of land within urban growth boundaries (UGBs);
- Streamlining UGB expansion and swap processes for residential, commercial, and

industrial land;

- Improving urban reserves process and land prioritization; and
- Funding for technical assistance for code audits and updates to comply with new state statutes.

Background: Oregon's land use system has undergone substantial change over the past decade, without revisions to the underlying structure. Years of layering legislation with different requirements and new interpretations of existing law have increased regulatory complexity that cities must navigate to be compliant within Oregon's land use system. Complying with state land use laws has become expensive, time-consuming and confusing, and prevents cities from having sufficient land for all needs (housing, industrial, and commercial). This has created challenges for ensuring that communities have sufficient supplies of land for all types of development, impacting other the housing and economic development priorities of the state.

Energy and Environment Committee

LOC Contact: Greg Miller, gmiller@orcities.org

INVEST IN COMMUNITY ENERGY RESILIENCE/DISASTER PLANNING

RECOMMENDATION: The LOC will engage in efforts to provide planning resources, technical assistance and funding to cities preparing to withstand, maintain and recover their energy needs in the event of a disaster. This includes resources for energy efficiency and/or local energy generation like biomass, solar, hydro, biogas, and generators. It also includes virtual power plants, microgrids, energy storage, and other solutions that help cities and their communities increase energy resilience.

Background: Frequency and severity of natural disasters and growing regional energy shortages have demonstrated the potential to cripple Oregon communities during an emergency. Intentional disaster planning and community energy resource development can be costly, but will contribute to Oregon cities' resilience and ongoing viability during floods, seismic events, drought, wildfires, and energy brown/blackouts.

SUPPORT EXPEDITED LOCAL RENEWABLE ENERGY GENERATION

RECOMMENDATION: The LOC will continue to support traditional large renewable energy development and transmission projects while mitigating impacts on local control. To support Oregon clean/renewable energy targets and increased capacity, the LOC also supports local initiatives to develop alternative/renewable energy sources that fit the needs of each city.

Background: Recent studies of projected Pacific Northwest energy load growth in the next five years show a projected shortfall of 3GW (3,000,000kw) by 2030. That shortfall compounds by 2035. Viability of Oregon cities depends upon increased reliable energy generation.

SUPPORT INCREASED ENERGY TRANSMISSION CAPACITY

RECOMMENDATION: The LOC will explore and support initiatives that increase renewable energy transmission while mitigating impacts on local control.

Background: Large scale renewable energy is largely produced east of the Cascade divide. Maximizing current transmission and developing new capacity to make renewable energy available to all regions is an important factor in achieving equitable community energy resilience while meeting Oregon decarbonization and climate goals.

MAINTAIN AFFORDABLE ENERGY WHILE SUPPORTING GRID HARDENING AND MODERNIZATION

RECOMMENDATION: The LOC will support initiatives that balance necessary grid modernization against manageable rate increases for cities and residents.

Background: Growing and modernizing Oregon's aging electric grid is necessary. However, upgrades and increased capacity are challenging. Utilities are not insulated from recent inflation and face unprecedented increases in equipment and infrastructure costs. Customers are also seeing increased rates due to rising utility infrastructure costs and spending on wildfire mitigation.

RESOURCE PROGRAMS FOR ENERGY EFFICIENCY PLANNING AND PROJECT DEVELOPMENT

RECOMMENDATION: The LOC will support legislation that further supports Community Renewable Energy Programs, Green Bank Concepts, Home Energy Rebates, Solar and Storage Rebates, Electrification Incentives.

Background: Oregon's 241 incorporated cities are at the forefront of delivering on Oregon's climate and energy goals: building decarbonization, energy efficiency and renewable energy generation. These mandates, while important, fall largely upon local governments that are perpetually constrained financially. Continued legislative allocations to support climate/energy programs and local governments will be paramount to continue taking the incremental steps necessary to achieve the state's 2030 greenhouse gas reduction targets and 2040 emissions elimination goals.

SUPPORT ADMINISTRATIVE CAPACITY

RECOMMENDATION: The LOC will support state budgets that increase targeted agency capacity needed to adequately and efficiently provide technical assistance, permitting and resources to municipalities related to state and federal energy and climate goals. This includes fully funded and staffed local programs dedicated to implementation of state climate and decarbonization initiatives, especially those related to guidance derived from federal agencies.

Background: Looming large in the Pacific Northwest are concerns about federal energy policies and utility capabilities to meet Oregon's clean energy targets. Additional capacity at the state level will support communities that are navigating changing guidance and requirements.

Finance, Taxation, and Economic Development Committee

LOC Contact: Colette Tipper, ctipper@orcities.org

TARGETED PREVAILING WAGE CHANGES

RECOMMENDATION: The LOC will advocate for targeted changes to prevailing wage requirements that: recognize urgent needs for Oregon communities; consider the impact of inflation; and maintain the original intent of Oregon's prevailing wage law. This includes supporting reoccurring legislation to exempt publicly financed facilities aimed at addressing the housing crisis (affordable housing, shelters, day centers) and the lack of childcare, as well as efforts to address mounting infrastructure needs impacting housing and economic development. The LOC will support additional clarity around split determination issues that are impacting growth, ensuring cities can proactively prepare for growth without impacting future, private developments.

Background: Prevailing wage rates are minimum hourly rates a contractor must pay its employees under public works contracts; and while there are federal and state prevailing wage rates, the recommendation above impacts state prevailing wage laws. The wage rates vary by occupation and region, with the rates being set by the Oregon Bureau of Labor & Industries (BOLI). Oregon law requires prevailing wages to be paid on a project if it hits one of two specific triggers: the public agency trigger or the public funding trigger:

1. Public Agency Trigger - If a project meets the definition of a "public works" under ORS 2798C.800(6)(a) and the total cost of the project is $50,000 or more. Examples of qualifying projects include roads, buildings, and improvements – whether it's new construction, renovation, painting, demolition, or the removal of hazardous waste. The $50,000 threshold was set in 2005. If adjusted for inflation, the threshold would be roughly $86,000.
2. Public Funding Trigger - A project might be private, but it uses $750,000 or more of

taxpayer money. The same types of projects qualify for the public funding trigger. Note: there are very specific exceptions of public money being used that do not trigger prevailing wages (see ORS 279C.810(1)(a) and OAR 839-025-0004(11)(b)). The $750,000 threshold was set in 2007. If adjusted for inflation, the threshold would be roughly $1.2 million.

Additionally, Oregon law states that in the case of public-private partnerships, BOLI shall divide the project to separate the private and public aspects of the project. The public aspects of the project will be subject to prevailing wage, while the private aspects will not. This recently impacted developments in the Willamette Valley. Developable lots with publicly funded infrastructure should not mean that private projects automatically prevail.

ALCOHOL REVENUE MODERNIZATION

RECOMMENDATION: The LOC will advocate for alcohol tax revenue modernization that generates increased shared revenues for cities. This includes support for recommendations from the HB 3610 Task Force on Alcohol Pricing to increase beer and wine taxes while preserving the existing 34% revenue-sharing distribution to cities. This may also include legislation removing the preemption 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. In considering an increase, the LOC will balance the economic and consumer pressures impacting breweries across the state.

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 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 one of the lowest beer taxes in the country (source) and the wine tax is closer to national average (source).

EMERGENCY COMMUNICATION SYSTEM RESOURCES

RECOMMENDATION: The LOC will support legislation enhancing the effectiveness of the state's emergency communications system through an increase in the 9-1-1 tax. Inflationary factors have lessened the impact of the emergency communications tax. State estimates indicate that this revenue covered 40% of dispatch center costs, but that figure is inaccurate, with some communities receiving as little as 20-25%.

Background: Oregon's 9-1-1 tax was increased to $1.00 per line or prepaid transaction effective January 1, 2020, and further increased to $1.25 effective January 1, 2021. Before this change from 2019's HB 2449, the rate had been 75 cents since 1995. The new tax increase on 9-1-1 expires January 1, 2030. Most cities will not receive this state shared revenue directly, as the city share is directed to the public safety answering point (PSAP) provider connected to the statewide network, and most of these are managed by counties or a regional entity, rather than a city. The PSAPs are only partially funded through the state's Emergency Communications Tax, with the balance of operating costs coming primarily from property taxes. Local governments receive approximately 60% of 9-1-1 taxes, but the taxes generally covered less than 25% of the costs of total PSAP operations before the recent rate increases. Ratios of individual PSAP costs to taxes received vary. The local government share of the state tax is distributed 1% to each county, with the remainder distributed per capita.

STRENGTHENING ECONOMIC AND WORKFORCE DEVELOPMENT

RECOMMENDATION: The LOC will support efforts to modernize and strengthen Oregon's existing economic development programs while advocating to maintain local flexibility and autonomy over local revenues. The LOC's advocacy includes strengthening and increasing funding for current state programs like Enterprise Zones (EZ), Long Term Rural Enterprise Zone (LTREZ), the Strategic Investment Program (SIP), the Industrial Site Loan Fund, Brownfield programs, and infrastructure programs, as well as new efforts to support a healthy economy.

The LOC will also support efforts to strengthen Oregon's workforce development initiatives that help to meet critical workforce shortages experienced by public and private employers throughout the state. The LOC will advocate for policies and investments that strengthen local talent pipelines, expand access to workforce education and training, and help communities recruit and retain the skilled workforce needed to support and grow a healthy economy.

Background: Communities across the state have leveraged local economic development incentive programs (Enterprise Zones (EZ), Long Term Rural Enterprise Zone (LTREZ), Strategic Investment Program (SIP), etc.) to support strong local economies, community investment, and long-term economic growth. These programs are intentionally designed to provide local governments with flexibility to attract and retain industries that align with local economic priorities, infrastructure capacity, and workforce needs. The EZ and LTREZ programs provide local governments the option to offer a temporary full exemption from property taxes for qualified new business investment, while the SIP program allows local governments to offer a 15-year partial exemption on the value of new property exceeding a specified investment threshold.

These incentive programs are critical tools for maintaining Oregon's national competitiveness and generating substantial long-term benefits through job creation, enhanced economic activity, infrastructure investment, and increased tax revenues. Local governments absorb the primary impact of temporary property tax exemptions and provide the infrastructure and public services necessary to support development, while the state realizes significant revenue gains through increased income tax collections and broader economic activity generated by these investments. As the state increasingly benefits from local economic development efforts, it should also be a stronger financial partner in supporting and sustaining these programs. Preserving local discretion, predictability, and flexibility within economic development programs remains essential to ensuring communities can effectively compete for and support major economic development opportunities.

Public and private employers across the state are having trouble filling critical workforce needs. As an example, Oregon respondents to the 2025 Associated General Contractors of America Workforce Survey indicate that 56% expect to hire new employees and 54% have increased headcount in the last year. However, 52% of respondents report trouble hiring due to a lack of qualified and credentialed candidates. This challenge rings true for cities. Cities have reported trouble filling wastewater treatment positions due to lack of qualified candidates, while community colleges are neglecting to start programs because of the high cost of running them.

Transportation Committee

LOC Contact: Nicole Stingh, nstingh@orcities.org

2027 TRANSPORTATION PACKAGE

RECOMMENDATION: The LOC supports a robust transportation package that supports Oregon's multi-jurisdictional, multi-modal, and safety-oriented transportation system. Recognizing that Oregonians don't always know who owns what route they rely on, any revenue should support our shared transportation system. The LOC believes this is most effective through a statewide revenue source rather than more administratively burdensome and inequitable local revenue methods that are unable to ensure that all users pay their fair share (including through user fees).

Cities and locally owned transportation systems rely on a strong state partner to meet our shared goals of a system that moves people from "point a to point b" safely and effectively. In addition, the conditions of state and county routes impact cities by both directing additional traffic on city streets and affecting how residents get to where they need to go safely. This requires system expansion to be secondary to restoring funds in grant programs and transit services, protecting existing programs, and an overall focus on operation and maintenance.

Background: After a failed package in 2025, efforts are underway on a 2027 package to address the known need for state, county, and city infrastructure. 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% going to the state, 30% to counties, and 20% to cities. Continued investment in transportation infrastructure is critical for public safety objectives such as the Safe Routes to Schools and the Great Streets programs. In addition to those grant programs, local communities rely on the Statewide Transportation Improvement Fund and Oregon Community Paths resources. These programs are essential in cities to support efficient, convenient, safe, cost-effective transportation systems that are open to all members of our communities.

CAUTIOUS ADOPTION OF AUTONOMOUS VEHICLES

RECOMMENDATION: The LOC will advocate for necessary tools to support communities as autonomous vehicles (AVs) come to Oregon, particularly for private for-hire AVs. Cities are proactively and cautiously preparing for new technology, like autonomous vehicles, and it's crucial to get the regulations right to ensure proper coordination, alignment between all stakeholders, and flexibility as the technology is evolving rapidly.

AVs will impact city goals and requirements, ultimately impacting their transportation system plans. Cities must not be preempted in their ability to permit (as it relates to private for-hire AVs) and regulate the use of this new technology on city infrastructure. Cities should have the ability to:

- Ensure AVs follow the rules of the road and can receive traffic violations like human drivers, and that law enforcement officials are trained on ways to disengage an AV;
- Require geofenced areas to have operational standards based on the local needs or goals (like limiting 0 passenger trips), to accommodate special events, or to address infrastructure challenges that prevent safe deployment of technology;
- Allow revenue generation to offset costs for training law enforcement and first responders; and
- Limit the number of AVs that are allowed to operate in a city, potentially scaling up as predetermined performance benchmarks are reached.

At the same time, the LOC supports federal authority to determine if and when an AV is street ready. In addition, the state should determine cyber safety standards, insurance requirements, vehicle registration, and other activities.

Background: With new technologies comes new and unforeseen challenges and opportunities. AVs offer the ability to improve traffic safety by limiting human error, as industry data shows. AVs could also promote other economic activity and create access to our transportation system. At the same time, there are key risks to mitigate as we learn lessons from cities across the nation that have operated with AVs. One lesson – a slow rollout will help companies identify and address issues as they arise. From navigating weather to power outages, San Francisco transportation officials have learned a lot and shared that with the LOC's Transportation Policy Committee. Despite AVs being in operation for years, the California Department of Motor Vehicles recently created rules around traffic citations for AVs nearly two years after their state legislature passed authorizing legislation. Oregon would benefit from waiting until the technology has advanced, being a fast follower rather than an early adapter. In addition, Oregon should balance support for industry and competition with public trust and public good.

In addition, for more than 40 years, the state of Oregon has recognized that for-hire services like taxis and other vehicles for-hire are a necessary part of the transportation system and has left regulation to local authorities (see ORS 221.485, ORS 221.495). Private for-hire AVs should have higher standards for city regulation versus privately owned vehicles.

CITY SUPPORTED STREET SIGN TRADITIONS

RECOMMENDATION: The LOC will advocate to allow cities to support community activities and fundraisers through signs on light poles. Many cities hang signs on street light poles to recognize holidays, and in some cases these signs are sold as a fundraiser to support chambers, downtown organizations, or other community causes (examples include Mother's Day flowers and Christmas ornaments). State statute prevents this if the sign is visible from a state highway. The LOC will work to create flexibility for cities to support these fundraisers even if they are visible from a state highway.

Background: State statute prevents "advertising signs" within view of state highways, even if they are not on state right-of-way. The state considers advertising to be any exchange of compensation, regardless of its intended purpose. While this is a long-standing statute that is not actively consistently enforced, it has recently prevented one community from supporting a fundraiser for their downtown association. The LOC Transportation Policy Committee is flexible on the solutions and has directed staff to work with the Oregon Department of Transportation on bill language to address this in the least administratively burdensome manner, which will likely include a waiver for fundraising efforts that are endorsed by a city.

Water and Wastewater Committee

LOC Contact: Michael Martin, mmartin@orcities.org

INFRASTRUCTURE FUNDING

RECOMMENDATION: The LOC will advocate for increased and sustained investments in drinking water, wastewater, stormwater, and water reuse infrastructure needed to support housing production, economic development, public health, and environmental protection. This includes: expanding flexible, low-cost financing tools that reduce ratepayer burden; supporting infrastructure capacity needed for housing and economic development; investing in aquifer storage and recovery projects; protecting system development charge authority; and sustaining infrastructure financing programs, including the Special Public Works Fund, which help communities address critical infrastructure needs. The LOC will advocate for policies that recognize the increasing costs associated with regulatory compliance, environmental protection, and workforce needs.

Background: Water infrastructure (drinking water, wastewater, stormwater, and reuse) is essential to supporting housing production, economic development, public health, and environmental protection in communities across Oregon. Cities own and operate drinking water, wastewater, stormwater, and water reuse systems that require ongoing investment to maintain reliability, comply with state and federal regulations, and serve existing and future residents.

The 2024 LOC Infrastructure Survey identified approximately $6.4 billion in water infrastructure needs statewide. Cities continue to face increasing costs associated with aging infrastructure, regulatory compliance, environmental requirements, workforce challenges, and inflationary factors.

Without adequate infrastructure capacity, communities may struggle to accommodate needed housing development and economic growth. State investments should support direct infrastructure projects and proven financing programs that help communities plan, construct, and upgrade critical facilities. State programs like the Special Public Works Fund play an important role in helping communities address critical infrastructure needs.

WATER REUSE

RECOMMENDATION: The LOC will advocate for policies and investments that support the development and expansion of water reuse projects throughout Oregon. This includes: funding for planning, design, and construction; clear and predictable regulatory pathways; and technical assistance for local governments. The LOC will support maintaining local flexibility to implement community-specific reuse solutions that protect public health and environmental quality.

Background: The Legislature has recognized the value of water reuse through House Bill 2169 (2025). Despite growing interest in water reuse, many communities face financial, technical, and regulatory barriers that limit the development of water reuse. Cities need funding, technical assistance, and regulatory certainty to evaluate and implement reuse projects that meet local needs. As Oregon continues to invest in water infrastructure and community resilience, water reuse should be recognized as an important tool that complements existing water management strategies and helps communities achieve long-term sustainability goals.

RATEPAYER ASSISTANCE

RECOMMENDATION: The LOC will advocate for improved affordability for drinking water and wastewater customers while maintaining the financial stability necessary to operate, maintain, and improve local utility systems. This includes state-supported water and wastewater ratepayer assistance programs, and policies that consider affordability impacts on residents.

Background: Cites face the challenge of balancing affordability for residents with the investments necessary to maintain safe and reliable utility systems. State-supported ratepayer assistance programs and increased participating in infrastructure funding can help reduce financial burdens on households while preserving the financial sustainability of local utilities and ensuring continued access to essential water services. In 2025, the Legislature introduced House Bill 3527, which requested $11 million to continue funding the program, but the bill did not advance out of the budget committee.

WATER WORKFORCE DEVELOPMENT

RECOMMENDATION: The LOC will advocate for investments in workforce development programs that support the recruitment, training, certification, and retention of drinking water and wastewater professionals. This includes: support for operator-in-training and apprenticeship programs; certification and reciprocity improvements; regional training opportunities; and funding that helps communities develop and maintain a qualified water workforce.

Background: Oregon cities depend on certified operators and other utility professionals to provide safe drinking water, protect water quality, maintain regulatory compliance, and operate increasingly complex infrastructure systems. Water utilities across the state face growing challenges of recruiting, training, and retaining qualified personnel.

Investments in workforce development, training infrastructure, and career pathways will help ensure communities have the skilled workforce necessary to operate and maintain critical water infrastructure systems. The Legislature recently recognized the importance of this workforce with House Bill 4007 (2026), which established a “Water Professionals Appreciation Week” annually in October.