

**MISSION STATEMENT: TO CREATE A HEALTHY, SAFE, DIVERSE, AND PROSPEROUS CITY
BY ENGAGING COMMUNITY MEMBERS TO DEVELOP AN ENRICHED QUALITY OF LIFE.**



**COUNCIL MEETING AGENDA
CITY COUNCIL – CITY OF ONTARIO OREGON
TUESDAY, FEBRUARY 25, 2025, 6:00 PM, MT**
[Zoom Link](#)

Pursuant to the Public Meetings Laws and Rules within the Oregon Revised Statutes, the City Council has the authority, ability, and standing to take action on any items on the Agenda, or add items to the Agenda, during the Study Session or Regular Meeting, as long as all public meeting notice requirements have been met.

1) CALL TO ORDER

Roll Call: Susann Mills _____ Michael Braden _____ Ken Hart _____ Adrianna Contreras _____
John Kirby _____ Council President Penny Bakefelt _____ Mayor Deborah Folden _____

2) PLEDGE OF ALLEGIANCE

This Agenda was posted on February 21, 2025. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website at www.ontariooregon.org.

3) MOTION TO ADOPT THE AGENDA

4) CONSENT AGENDA

- A) Approval of Council Meeting Minutes: February 11, 2025
- B) Liquor License Change of Ownership: Bert's Growler Garage

5) PUBLIC COMMENTS Citizens may address the Council; however, Council may not be able to provide an immediate answer or response. Out of respect to the Council and others in attendance, please limit your comment to three (3) minutes. Please state your name and city of residence for the record.

6) NEW BUSINESS

- A) Appointments to City Committee: Public Works
- B) Resolution #2025-103: City of Ontario Safety Action Plan
- C) Ordinance #2835-2025 Amending Title 2, Chapter 8, Section 4, of the Ontario Municipal Code (PWC)

7) PUBLIC HEARING

- A) Ordinance #2833-2025: Annexation of Tax Lot 400 on Assessor's Map 18S47E10AC and Rezoning from Urban Growth Area Commercial Zone to City General Commercial Zone

8) DEPARTMENT HEAD UPDATES

- A) Finance: Monthly Report
- B) Public Works: Quarterly Report

9) DISCUSSION ITEMS

- A) Discussion on Street Projects and Possible Fuel Tax
- B) Review Monthly/Quarterly/Annual Department Stats
- C) Ontario Promise

10) HAND-OUTS

- A) Monthly Department Stats: OPD, CE
- B) Minutes: County Court 02-05-2025, 02-12-2025; PWC 07-16-2024; DAC 05-15-2024, 09-18-2024, 11-20-2024, 12-18-2024
- C) Check Register: January 2025

11) CORRESPONDENCE, COMMENTS AND EX-OFFICIO REPORTS

12) ADJOURN

The City Council may recess/adjourn to Executive Session under ORS 192.660(2) as follows: (a) Employment of Public Officers, Employees, or Agents; (b) Discipline of Public Officers, Employees, or Agents; (d) Labor Negotiations; (e) Real Property Transactions; (f) Exempt Public Records; (g) Trade Negotiations; (h) Litigation [Current or Potential]/Consult with Legal Counsel; (i) Performance Evaluation of Public Officers and Employees; (j) Trade Negotiations; and/or (l) Labor Negotiations.

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CITY COUNCIL MEETING MINUTES February 11, 2025

The scheduled meeting of the Ontario City Council was called to order by Mayor Deborah Folden at 6:00 p.m. on Tuesday, February 11, 2025, in the Council Chambers of City Hall. Council members present were Deborah Folden, John Kirby, Penny Bakefelt, Michael Braden, and Adrianna Contreras. Ken Hart was excused; Susann Mills arrived at 6:30pm.

Staff present were Dan Cummings, Tori Barnett, Corinna Hysell, Clint Benson, Jason Cooper, Tatiana Burgess, Marshall Pierce, Al Haun, and Andy Wood.

Also present were Monty Culbertson, Mike Derrick, Joe Davis, and Brandon Coley, representing the Rural Fire District Board, who were in attendance to hear the presentation on the 2025 Community Risk Assessment Standard of Cover.

The meeting was recorded, and copies are available at City Hall.

AGENDA

This Agenda was posted February 7, 2025. Copies of the Agenda are available from the City Hall Customer Service Counter and on the city's website www.ontariooregon.org.

KIRBY moved, BAKEFELT seconded, **TO ADOPT THE AGENDA AS PRESENTED**. Roll call vote: Mills-out; Braden-yes; Hart-out; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 5/0/2.

CONSENT AGENDA

HART moved, MILLS seconded, **TO ADOPT THE CONSENT AGENDA, AS AMENDED, WHICH CONSISTED OF THE CITY COUNCIL MEETING MINUTES FOR JANUARY 14, 2025, AND JANUARY 28, 2025**. Roll call vote: Mills-out; Braden-yes; Hart-out; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 5/0/2.

PRESENTATION

2025 Community Risk Assessment Standard of Cover

Clint Benson, Fire Chief, introduced Richard Curtis, Senior Project Manager, Emergency Services Consulting International, who would be making the presentation.



2025 Community Risk Assessment & Standard of Cover

Ontario Fire Department



CRA/SOC

- A Community Risk Assessment (CRA)
 - Identify community hazards,
 - Evaluate vulnerabilities and gaps,
 - Formulating strategies to improve community safety.
- The Standard of Cover (SOC)
 - Optimize resources
 - Evaluate against National Standards/Best Practice
- Outcome
 - Identify gaps
 - Inform community leaders so in order to determine level of risk for their residents.

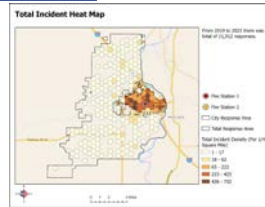


CommunityRisk

Population			
Area	Square Miles	2024 Population	Daily Pop. Shift
City	8.85	12,073 (79%)	4587
Rural	50.33	3,297 (21%)	694
Combined	57.01	15,370	3,493

Incident Data

City Boundary	Rural District	Outside of Boundary
Total 10,453	Total 1,457	Total 208
86%	12%	2%



CommunityRisk

Target Hazards

- Petroleum Products
- Chemicals
- Asphalt & Concrete Compounds
- Pesticides and Herbicides
- Fertilizers
- Detergents and Cleaning Agents

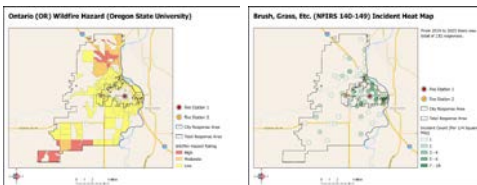
Freeway & Highways

- Interstate 84
- US Route 30
- Oregon Route 201
- Freight Rail



CommunityRisk

Wildland Urban Interface



RECOMMENDATIONS

Review 8 of the 14 Recommendations

JOINT GOVERNANCE

Recommendation:

Jointly govern the Ontario Fire Department's services and operations.

- Joint governance can streamline operations, reduce duplication of efforts, and ensure a unified approach to fire services across the city and rural fire district.
- Policy decisions based on entire service area.
- Increases administrative efficiency and policy implementation.



REDUCE FLEET

Recommendation:

Consider reducing the fire apparatus fleet between the City of Ontario and ORFPD to enhance cost efficiency.

- The combined fleet is larger than necessary due to each entity maintaining separate apparatus.
- Reducing the fleet can lower costs related to insurance, maintenance, and repairs, and reduce the need for capital expenditures for new apparatus.

REDUCE FLEET

Category	Unit Number	Ownership	Score	Score Context
Brush	102	City	16	Excellent
Brush	156	Rural	18	Good
Brush	157	Rural	22	Good
Command	105	City	6	Excellent
Engine	Rescue 1	City	9	Excellent
Engine	Engine 101	City	36	Immediate Replacement
Engine	Engine 103	City	16	Excellent
Engine	155	Rural	28	Immediate Replacement
Quint	Tower 199	City	24	Qualifies for Replacement
Support	125	City	56	Immediate Replacement
Tender	159	Rural	21	Good
Tender	158	Rural	3	Excellent
UTV	131	City	10	Excellent

INCREASE FF FORCE

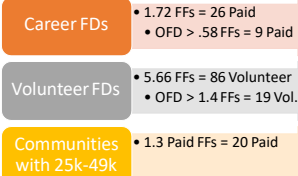
Recommendation

Increase the fire department's 24-hour minimum staffing from two to six firefighters over the next three to five years.

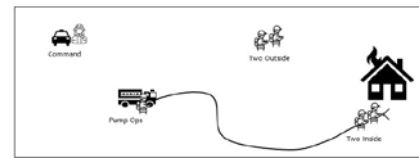
- Construct full-service quarters for 24-hour staff at Fire Station 2 and provide 24-hour staffing.
- Improve Response Times
- Ensure the 2-In and 2-Out is accomplished.
- Improve the Effective Response Force
- Improve Firefighter Safety.

NFPA 2020 FIRE SERVICE REPORT

Surveyed 25,175 FDs across the U.S.

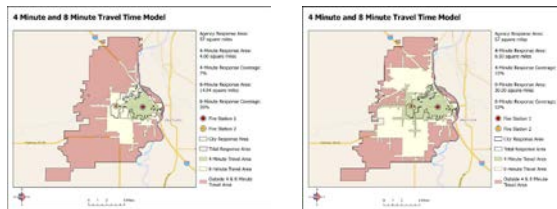


2 FFs IN / 2 FFs OUT

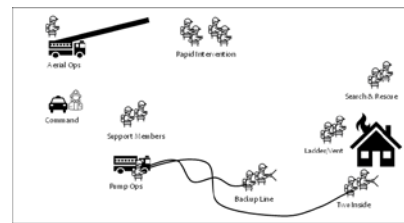


29 CFR 1910.134(g)(4)

STAFFING & DISTRIBUTION

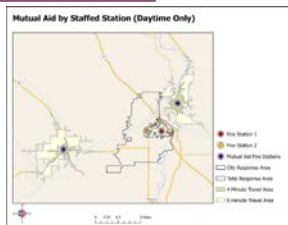


EFFECTIVE RESPONSE FORCE



EFFECTIVE RESPONSE FORCE

Agency	Staffing Model
Payette Fire	Daytime Staff
Vale Fire	Daytime Staff



AGENCY PERFORMANCE

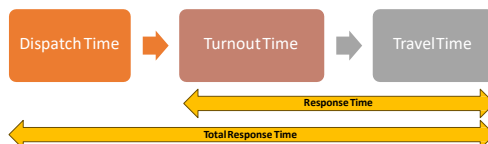
Recommendation:

Implement an EMS priority dispatch system at the 911 Dispatch Center.

- A priority dispatch system ensures...
 - EMS resources are allocated based on the severity of incidents.
 - Low Acuity Patients receive non-priority responses
 - High Acuity Patients receive complement of resources

RIGHT RESOURCES, RIGHT TIME, MATCHED WITH PATIENT NEED

AGENCY PERFORMANCE



AGENCY PERFORMANCE

Recommendation:

Dispatch Processing Record, evaluate, and report the time the dispatch center notifies the fire department until the first units begin responding.

- Ensures OFD is properly measuring its performance for your citizens.
- Enables tracking of elements to improve the total response time of the system.

INTERNAL PERFORMANCE

Recommendation:

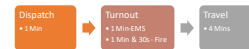
Turnout Time: Record, evaluate, and report the time the dispatch center notifies the fire department until the first units begin responding.

- Appears to be inaccurate times recorded resulting from a lack of data fields in CAD System or data not being time-stamped.
- Investigate other causes....
 - Dispatch Staffing
 - Fire Staff responsiveness
 - Station configuration

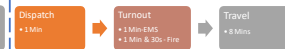


AGENCY PERFORMANCE

FIRST DUE UNIT STANDARD
6 Mins EMS or 6-1/2 Mins Fire



EFFECTIVE RESPONSE FORCE STANDARD
10 Mins EMS or 10-1/2 Mins Fire



FACILITIES

Recommendation:

Install a **diesel exhaust removal system** at Station 2 to improve air quality and FF health.

- Diesel exhaust is a known carcinogen, and firefighters exposed to it can face significant health risks.

Conduct a **Fire Station Location Study** for Station 1 to facilitate the appropriate siting of a potential new facility.

- Alternatively, Remodel current station and consider relocating other facility users.



QUESTIONS?



Councilor Kirby stated it was listed as a 6½ minute response time in the city, but what about for the Rural District? Was the response time for the Oregon Slope or out towards Lincoln Heights?

Mr. Curtis stated that hadn't been addressed as they were focused mainly on where most of the call volume was generated from, which was inside the City of Ontario, but there was a standard that was different than the one presented, which was for Rural Fire Districts. The time standard, however, wasn't too different. It referenced urban areas as a 9-minute response time; suburban areas, a 10-minute response time; and in rural areas a 15-minute response time. It did allow for a little bit more time on the travel based on that. He would say a 15-minute response time would be something they should try to achieve. But, they focused more on the staffing at Station One and Two, because they believed that the staffing in Station Two was going to get a better response out into the rural areas, and might not need the full 15 minutes in the target area, but it would get out there quite a bit further.

Councilor Kirby stated they had discussed two different governing agencies, but small cities could not always afford that. The city had a partnership, and they needed a buy-in from them, and they had greater distances to be concerned about. He appreciated that they had addressed the needs of the city, but they also needed the Rural District buy-in.

Mr. Curtis stated his agreement, and felt the staffing at Station Two was going to enhance their service and response time standard into the rural area quite a bit. Based on a 15-minute response time, he believed they would be covering a huge portion of the rural area within that standard.

There being no further questions from Council, they thanked Mr. Curtis for his presentation.

Four Rivers Cultural Center Update

Penny Bakefelt, Interim Executive Director, presented.



AGENDA

- Why Art & Culture are Important
- Our History
- Mission & Purpose
- Leadership & Staffing
- Community Partners
- Facility
- Financial Overview
- What's Next?

REASONS TO SUPPORT ART AND CULTURE

According to Americans for the Arts in 2024

Economy

- Arts contribute \$9.5 billion to Oregon's economy (3.2% of the state's economy) and supports 61,593 jobs.

Unites Communities

- 72% of Americans say the arts create shared experiences.
- 63% say arts help them understand different cultures.

Improves Mental Well-Being

- Just 45 minutes of art lowers stress hormones by 25%.
- 60% of people say arts help them cope with distress.

HISTORY

Planning for the center began in the early '80s. In 1989, a delegation from Ontario, including Councilman Kirby, paid a visit to congress in Washington DC. The visit proved successful as in 1990 we were awarded 4 million dollars (the cost of a Scud missile) this became the startup fund for the center.

In the beginning, the center was originally called the "Japanese American Cultural Center" it was built to serve as a memorial honoring those Japanese interned and whose rights were violated during World War II. The center officially opened February 19, 1992 and was awarded 501(c)(3) status in August 1992.

The center would go on to have two more name changes with finally settling on the "Four Rivers Cultural Center & Museum". It is interesting to note the vision the early forefathers had are still here today.

MISSION

FOUR RIVERS CULTURAL CENTER'S MISSION IS TO UNITE
THE COMMUNITY THROUGH THE CELEBRATION AND
EDUCATION OF DIVERSITY & CULTURE



BOARD OF DIRECTORS

Fran Halcom, Chair
Mike Mahony, Vice Chair
Efren Garza, Treasurer
Robert Komoto, Secretary
Mike Iseri, Director
Raeshelle Meyer, Director
Prudi Sherman, Director
Cathy Yasuda, Director

STAFF

Penny Bakefelt, Interim Executive Director
Kathie Collins, Development Director
Trisha Phillips, Event Coordinator
Kami Hart, Marketing & Programs Coordinator
Martin Mendoza Jr., Database & Marketing Coord.
Kelly Wald, Accounts Receivables
Martin Mendoza Sr., Facilities Manager
Torina Burnett, Event Set Up
Neil Moses, Event Set Up
Yuriana Infante, Custodial & Event Set Up
Mike Iseri, Full Time Volunteer

VOLUNTEERS

35-50 VOLUNTEERS
IMPACT: 2010 HOURS IN 2024

ROLES OF VOLUNTEERS

- Front desk
- Ushers at Performances
- Museum Tours
- Special Events & Projects
- FRCC Advocate

MEMBERSHIP

151 Members

VALUE

- Fosters a sense of connection
- Network Opportunities
- Contributes to a healthy meaningful life
- Community investment to support FRCC

COMMUNITY PARTNERSHIPS

- Ontario Chamber of Commerce
- City of Ontario
- Treasure Valley Community College
- Four Rivers Community School
- Eastern Oregon University
- Oregon State Extension Service
- Building Healthy Families
- And many more

FRCC FEATURES

- 85,000 sq. ft Facility
- Conference Space
- Performing Arts Theatre
- Museum
- Harano Art Gallery
- Hikaru Mizu Japanese Garden
- Gift Shop

**CONFERENCE SPACE**

FY 2023 - 2024
878 Events

FY July 2024 - Dec. 2025
316 Events

Festival of Trees, Onion Growers Conference, Art Labs,
Children's Theatre, Center Ball, 5 o'Clock Somewhere

MEYER MCLEAN PERFORMING ARTS THEATRE

- Performing Arts
- Community Concerts
- Childrens Theatre
- Dance Recitals
- TVCC Choir, Jazz, Orchestra
- Ontario 8C School Christmas Concerts

MUSEUM

Featuring exhibits on the Northern Paiutes, Basque, Japanese, Hispanic, and EuroAmerican immigrants.

From July 2024 - Dec. 2024 (6 months)

- 637 visitors
- Representing 14 states & 5 Countries
Indonesia, Japan, UK, France, Canada

Dubbed the top-pick attraction of Ontario in August of 2024 by the Argus Observer.

HARANO GALLERY

4-8 gallery exhibits a year

Oregon Black Pioneers, through Feb. 28

Visions of Hope, July 25, 2025
• Art created by A/C

HIKARU MIZU JAPANESE GARDEN

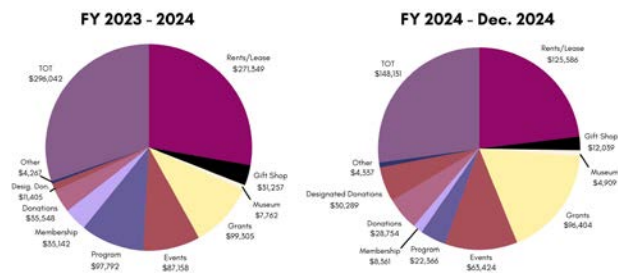
A 1.3-acre garden, the second largest Japanese Garden in Oregon.

BREAKING NEWS

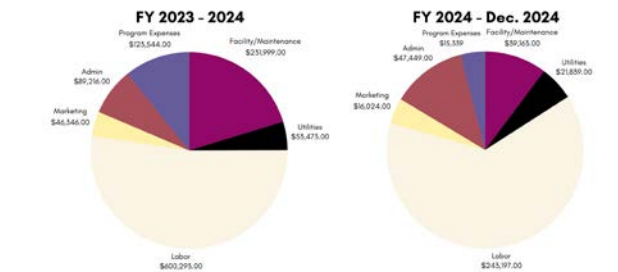
- April of 2025: Garden experts from Japan arrive to enhance the pond, waterfall, and stream bed.
- Garden Club
- Obon Festival, July 19

INCOME

	FY 23-24		FY 24-25	
TOT	\$296,042	30.30%	\$148,131	27.20%
RENTS/LEASE	\$271,349	27.77%	\$125,586	23.06%
GIFT SHOP	\$31,257	3.20%	\$12,039	2.21%
MUSEUM	\$7,762	0.79%	\$4,909	0.90%
GRANTS	\$99,305	10.16%	\$96,404	17.70%
EVENTS	\$87,158	8.92%	\$63,424	11.65%
PROGRAM	\$97,792	10.01%	\$22,366	4.11%
MEMBERSHIP	\$35,142	3.60%	\$8,361	1.54%
DONATIONS	\$35,548	3.64%	\$28,754	5.28%
DESIGNATED DONATIONS	\$11,405	1.17%	\$30,289	5.56%
OTHER	\$4,267	0.44%	\$4,337	0.80%
	\$977,027.09		\$544,601.08	

INCOME**EXPENSES**

	FY 23-24		FY 24-25	
FACILITIES/MAINTENANCE	\$231,999	20.26%	\$39,163	10.22%
UTILITIES	\$53,473	4.67%	\$21,839	5.70%
LABOR	\$600,293	52.43%	\$243,197	63.50%
MARKETING	\$46,346	4.05%	\$16,024	4.18%
ADMIN	\$89,216	7.79%	\$47,449	12.39%
PROGRAM EXPENSES	\$123,544	10.79%	\$15,339	4.00%
	\$1,144,871		\$383,011	

EXPENSES

Councilor Bakefelt thanked Junior for his assistance on the presentation, and all the volunteers, members, donors, and staff, for sharing their time and talent. Working at a non-profit would not make anyone rich, but it was a labor of love. She asked for Council comments or questions.

Councilor Kirby stated: *I can never help but speak up. One of the stories that is missed, and I'm so glad Mike is here, when the late Fran McClean and I talked to Mike's dad, George Iseri about why Ontario was special. People my age, when we went to school here in Ontario, the population of Japanese-American students was, the ratio was just out of sight. They were just other kids, you know, and we really didn't know why. But, George told Fran and I an interesting story. Those of us that are in this building who pass by the administrative portions of this, you see a line up of all the Mayors. And there's one Mayor who's there, well there're two Mayors that are there twice, but one is Elmo Smith. Elmo Smith was the publisher of the Argus Observer, and when WWII broke out, Ontario had a need in the fact that being an ag town, all the young men went off to war. We had nobody to harvest our crops. So, Elmo Smith, as Mayor of Ontario and as publisher of the newspaper, editorialized to the War Relocation Authority and asked the federal government to allow Japanese-American to be released here to live in freedom. We were East of Highway 97, which runs North-South through Washington, Oregon, and California, and that was considered a free zone, except many of the local jurisdictions*

wouldn't allow it. The State of Idaho wouldn't allow it. You could go to the Snake River bridge, there'd be signs that say No Japs Allowed. But Ontario welcomed Japanese-Americans, and it set this community aside nationally. The story is forgotten. It's been 34 years since we got together to tell that story, and yet I would gather that if you, one in one hundred would know that, if that one person was around, would know that story. And I guess as being on board from the very beginning, and the way that that story was relayed to us by George Iseri, that they were very thankful to this community, that they were welcomed here. A man by the name of Lee Cables who had the Chevrolet Dealership and Jess Adrian, who was a realtor in this community, they helped these people get jobs and some of them worked out in the fields because there was a lot of hand labor at that time. We weren't mechanized like we are today. So, they, the Japanese-Americans wanted their families to be good American citizens, and in my generation, they were the best. The best citizens, but the opportunities to expand obviously had changed, so many of their children have moved on. But, that story still needs to be told. But, sometimes it frustrates me that we don't know that this was the largest population of Japanese-Americans, who lived in freedom in the entire United States, lived in Ontario, Oregon, mainly through the Mayor of Ontario, Elmo Smith. Mike, have I said anything wrong? Okay, so that is the story, and I think it was 5,000 Japanese-Americans, lived in Ontario, Oregon during the second World War. Approximately that number?

Mike Iseri: I don't know, I've never seen a verified number.

Councilor Kirby: That was verified by George Iseri, so that's what we went with. And so, anyway, I'm sorry I took the Council's time, but as you wander down that hall, Elmo Smith then became a Commander in the United States Navy, and then came back to Ontario and was Mayor again. He sold the newspaper. He then went to John Day, Oregon, and was in the Oregon Senate, and at the death of our Governor, he became Governor of the State of Oregon. So, another piece of trivia. Elgin Baylor, from the College of Idaho, they're renaming the gymnasium over there, but they have a bunch of the alumni from the College of Idaho, Elmo Smith being one, who are being honored.

NEW BUSINESS

Bid Award: Old Water Treatment Plant Filter Media

Al Haun, Assistant Project Director [Jacobs] presented.

Annually, the filters were evaluated on performance measures. Keeping the media replaced every 7 to 10 years allowed the filters to perform at the designed capacity. The last time the filter was changed was 10 years ago. Changing the chemical treatment process allowed the filters to perform better and extended the longevity of the filter media. Keeping the stratification of the 3 layers and correct depths was critical to the treatment process, and kept the filters performing to the design criteria. This allowed staff to produce high quality water that met all regulatory requirements. The filter media were at the point that they needed to be changed. This was the final stage in the treatment process and was critical to the quality of water produced.

The lowest bid received was from Red Flint Sand & Gravel, LLC. The filter media was budgeted in the fiscal year 24-25 Water Fund CIP and the cost was under the budgeted \$100,000. If approved, staff would order the media, and replace the filters when production allowed.

BAKEFELT moved, CONTRERAS seconded, **THAT THE CITY COUNCIL APPROVE THE BIDS RECEIVED AND AWARD THE OLD WATER TREATMENT PLANT FILTER MEDIA TO RED FLINT SAND AND GRAVEL, LLC, IN AN AMOUNT NOT TO EXCEED \$80,000.** Roll call vote: Mills-out; Braden-yes; Hart-out; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 6/0/1.

Task Order Award: Consor – Secondary River Intake Engineering Services (CDBG)

Marshall Pierce, City Engineer [Jacobs], presented.

The city was awarded funding from the Community Development Block Grant [CDBG] program from Business Oregon for \$500,000. Funding would be used for public infrastructure improvements for the city's drinking water supply system, specifically a new secondary river intake. Last summer, the city publicly solicited qualification statements and selected Consor and the scope and fee were negotiated. Unfortunately, the loan engineering firm selected from the roster came in at \$571,745, but the grant amount was only \$500,000.



Following numerous conversations with Business Oregon on available funding options to bridge the gap, there really weren't any good ones currently. It had been mentioned that historically they were typically able to supplement 20% of the original grant amount, but this year they didn't have those excess funds. So he met with Dan [Cummings] and Kari [Ott], and they reviewed options. What they decided was that in lieu of signing on an additional loan with a low interest rate, they elected to pull the needed funding from the UCF money. The amount needed was \$96,745. The city was now in a position to award the engineering services portion of the CDBG project, which came in at \$596,745. The city would bridge the gap of \$96,745 by utilizing UCF monies. The total amount also included grant administration from Ducote Services for \$25,000.

MILLS moved, KIRBY seconded, **THAT THE CITY COUNCIL APPROVE THE ENGINEERING SERVICES TASK ORDER AWARD TO CONSOR FOR THE DESIGN OF THE CITY'S NEW SECONDARY RIVER INTAKE, IN THE AMOUNT OF \$571,745, AND AUTHORIZE THE CITY MANAGER TO SIGN ALL DOCUMENTS.** Roll call vote: Mills-yes; Braden-yes; Hart-out; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 6/0/1.

DISCUSSION ITEM

ODF Grant Update

Dan Cummings, City Manager, stated in January, he notified the Council that due to the hard work of two on staff grant writers, who had applied for a grant through the Oregon Department of Forestry, the city was awarded a grant in the amount \$573,100 over a three-year grant period. The first third would be designing a plan of all the city trees – not just parks, but any city-owned property that had trees on it – and the study would address those and develop a plan for replacement. There were many older trees in the parks, and this grant would pay for their removal and then replacing them with newer trees. On January 17th, the city had to either accept the grant or let it go, and the city accepted it. Recently, the grant writers/applicants Councilor Michael Braden and Corinna [Hysell, HR Director] worked with them in developing the contract. As it was getting close to the signing, he wanted to give the Council an update prior to signing the contract to accept the grant. He also wanted to give both Michael and Corinna huge kudos and recognition for their work in obtaining this grant. In addition, the entire city staff grant committee was doing an excellent job. They had applied for \$5.5M worth of grants, and the city had been awarded, so far, \$2.9M, which was about 53% of what had been applied for. There were still two outstanding grants they believed they had a good chance of receiving. If they did get awarded, that would bump that – together there was about \$502,000 – so that would be \$3.4M for a 62% success rate. This group was by far exceeding goals compared to the prior group the city had contracted with. Also, the city had only expended \$14,000 to get those funds.

The Council voiced a big congratulations to Michael and Corinna, and thanked them for their hard work.

HAND-OUTS

Monthly Department Stats

Public Works and Ontario Fire & Rescue

2025 Annual Review

Public Works

Minutes

Airport 01-06-2025; County Court 01-22-2025, 01-29-2025

Check Register

December, 2024

Packet:

V&C Board 02-04-2025



CORRESPONDENCE, COMMENTS, AND EX-OFFICIO REPORTS

*Mayor Folden thanked Jacobs for the great snow removal. The entire town looked good, and everyone seemed pleased.

*Mayor Folden thanked the community for all the volunteers who volunteered for the warming shelters. The community came together to meet a great need, and she was very impressed with the good people in this community.

ADJOURN

KIRBY moved, MILLS seconded, **THAT THE MEETING BE ADJOURNED**. Roll call vote: Mills-yes; Braden-yes; Hart-out; Contreras-yes; Kirby-yes; Bakefelt-yes; Folden-yes. Motion carried 6/0/1.

ACCEPTED:

ATTEST:

Deborah K. Folden, Mayor

Tori Barnett, MMC, City Recorder





**AGENDA REPORT
CONSENT AGENDA
February 25, 2025**

To: Mayor and City Council

FROM: Jason Cooper, Police Chief

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **LIQUOR LICENSE CHANGE OF OWNERSHIP: BERT'S GROWLER GARAGE**

DATE: February 18, 2025

PROPOSED MOTION:

I MOVE THE CITY COUNCIL RECOMMEND THE CHANGE OF OWNER LIQUOR LICENSE APPLICATION FOR BERT'S GROWLER GARAGE.

SUMMARY:

Bert's Growler Garage, located at 1635 SW 4th Avenue, Ontario, Oregon is applying for a "Change of Owner" liquor license through the Oregon Liquor Control Commission. All necessary paperwork has been completed. The Oregon Liquor Control Commission office is awaiting a recommendation from the Ontario City Council.

BACKGROUND:

Robert R. Dixon purchased Bert's Growler Garage located at 1635 SW 4th Avenue, Ontario, Oregon. Mr. Dixon is applying for a change of owner liquor license. The application forms have been filled out appropriately and the required fees will be paid upon completion. All permit and license requirements have been met.

CURRENT SITUATION:

Bert's Growler Garage, previously owned by Michelle and Lonnie Bertalotto, currently holds a full-on-premises commercial liquor license at 1635 SW 4th Avenue, Ontario, Oregon. Michelle and Lonnie Bertalotto have sold their business to Mr. Robert R. Dixon. The business will continue to operate under the trade name of Bert's Growler Garage. The Oregon Liquor Control Commission requires a "Change of Ownership" application to change this establishment's liquor license ownership records.

Once the recommendation step is completed, the new owners can submit the final application paperwork to the Oregon Liquor Control Commission to complete this process, giving the new owners the necessary license for this location, which will require renewal yearly.

ANALYSIS:

- A. **STRATEGIC PLAN** This application is a general action item showing an ownership change of an already established business within the City of Ontario. It, therefore, does not have a direct effect on the city's current strategic plan.
- B. **FINANCIAL** There is not a financial impact on this action.
- C. **TIMING** Approval is required to show the new owners of this establishment.
- D. **POLICY/LEGAL** All legal steps have been followed to completion, with no negative feedback

ALTERNATIVES:

Not recommend the license application.

This has no true effect on the process, as the Oregon Liquor Control Commission may consider the city's objections to the action but is not obligated to do so. They are the ultimate authority on the issuance of the license.

RECOMMENDATION:

Staff recommends that the City Council approve the Change of Ownership liquor license for Bert's Growler Garage.

ATTACHMENTS:

None

Committee Appointments - 2025

Committee	New Term Expiration	Current Member	Applicant
Airport [4 year term] Full			
Budget [4 year term] Full			
Business Loan Fund [Perpetual] Full			
CLG/Façade Grand [3 year term] Full			
Diversity Advisory [3 year term] Citizen at Large Citizen at Large Citizen at Large	Dec 2025 Dec 2027 Dec 2027	Vacant Vacant Vacant	
Parks [3 year term] Full			
Planning Commission [4 year term] Full			
Public Works [3 year term] Citizen at Large Citizen at Large	Dec 2027 Dec 2027	Vacant Vacant	Gus Bezates Brooks Warrington
V&C [3 year term] Full			

Meeting	Date	Time	Location
Airport	1st Mon/Mo	6:00 p.m.	City Hall
Budget	May/Year	6:00 p.m.	Training Center
Business Loan Fund	As needed	5:00 p.m.	Comm Dev Center
CLGC/Façade Grant	As needed	5:00 p.m.	Comm Dev Center
Diversity Advisory	3rd Wed/Mo	5:30 p.m.	City Hall
Parks	3rd Thu/Mo	6:00 p.m.	City Hall
Planning	2nd Mon/Mo	6:00 p.m.	City Hall
Public Works	3rd Tue/Mo	3:00 p.m.	City Hall
V&C	1st Thu/Mo	7:00 a.m.	Chamber Office

**Please Type or Print
with Blue Ballpoint**

Mail or personally deliver to:
City of Ontario – City Recorder
444 SW 4th St., Ontario, OR 97914
(541) 889-3232 FAX (541) 889-7121

The Ontario City Council appoints individuals to numerous Boards, Committees, and the Planning Commission. Persons who wish to serve need to provide the following information.

1

Last

First.

Middle Initial

HOME

HOME ADDRESS: 4573 Hyline Rd.

Street

Ontario

97914

TELEPHONE: Cell: 541-881-6080

City

Zip Code

Home, Work, Cell, or Business (Include Area Code)

bezexc317@gmail.com

E-mail Address

Name of Board, Committee, or Commission for appointment requested:

Public Works Committee

1.

2.

3

2.
Community Activities/Civic Organization/Boards/Committees:

Activity / Organization:

Length of Service

Position (s) Held:

Employment:

Self-Bezates Excavation

Current Employer:

Owner

Position:

3/17 to current

Dates of Employment:

Education:

K-12, TVCC Welding and Ag classes

Please indicate why you are requesting appointment to this Board (s) /Commission (s):

To give the Public Works Department some input on future or upcoming projects.

Additional Information you feel may be helpful in considering your request for appointment:

Gus Bezates

Signature:

February 6, 2025

Date:

Reset



**AGENDA REPORT
NEW BUSINESS
February 25, 2025**

To: Mayor and City Council

FROM: Dan Cummings, City Manager/Community Development Director

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **RESOLUTION #2025-103: CITY OF ONTARIO SAFETY ACTION PLAN**

DATE: February 11, 2025

PROPOSED MOTION:

I MOVE THE CITY COUNCIL APPROVE RESOLUTION #2025-103, A RESOLUTION APPROVING THE CITY OF ONTARIO SAFETY ACTION PLAN AS ATTACHED.

SUMMARY:

The City of Ontario ("City") received a grant from the Federal Highway Administration to prepare a Transportation Safety Action Plan for increasing overall safety on the city's streets.

BACKGROUND:

The City received a grant from the Federal Highway Administration to prepare a Transportation Safety Action Plan for increasing overall safety on city streets. The goal of the plan is to reduce fatal and serious injury crashes by 50% by 2035 and 75% by 2045, with an ultimate goal of zero fatalities and serious injuries.

The City contracted with the traffic engineering firms of Jacobs, Inc. and Kittelson and Associates, Inc., to prepare the Transportation Safety Action Plan.

Staff and consultants held several Technical Advisor Committee ("TAC") meetings, as well as community outreach meetings and events over the past year. Presentations have also been given to the Ontario Planning Commission and the Ontario City Council.

CURRENT SITUATION:

The Plan has been finalized and ready for Council approval.

ANALYSIS:

- A. **STRATEGIC PLAN** This Plan fits within the Desirability of the City Council Strategic Plan.
- B. **FINANCIAL** The Plan was paid for through the Federal Highway Plan and gives a plan to use for future budget improvements for public safety.

- C. **TIMING** The Plan has been finalized and should be approved in a timely manner.
- D. **POLICY/LEGAL** The City Council is the governing body that approves plans and resolutions.

ALTERNATIVES:

Council could choose to table the action for future information.

RECOMMENDATION:

Staff recommends the City Council approve Resolution #2025-103.

ATTACHMENTS:

1. Reso #2025-103 Adoption of Transportation Safty Plan_City Ontario
2. Ontario TSAP Final Plan_Optimized reduced file



RESOLUTION #2025-103

A RESOLUTION OF THE CITY OF ONTARIO APPROVAL OF THE ONTARIO TRANSPORTATION SAFETY ACTION PLAN

- WHEREAS,** The City of Ontario (“City”) received a grant from the Federal Highway Administration to prepare a Transportation Safety Action Plan for increasing overall safety on the City’s streets. The goal of the plan is to reduce fatal and serious injury crashes by 50% by 2035, and 75% by 2045 with an ultimate goal of zero fatalities and serious injuries; and
- WHEREAS,** the City contracted with the traffic engineering firms of Jacobs, Inc. and Kittelson and Associates, Inc. to prepare the Transportation Safety Action Plan; and
- WHEREAS,** the City of Ontario Transportation Safety Action Plan (the “Plan”), was presented to the City Council for discussion and comment at the February 25, 2025, City Council Meeting; and
- WHEREAS,** the Plan has been finalized and is attached and incorporated by this reference; and
- WHEREAS,** approving the Plan will allow the City to seek out grant funding to complete the projects described in the Plan.

NOW, THEREFORE, the City of Ontario resolves as follows:

1. That the Ontario Transportation Safety Action Plan is approved.
2. That this resolution is effective immediately upon its passage.

PASSED AND ADOPTED by the City Council of the City of Ontario this ____ day of _____, 2025, by the following vote:

Ayes:
Nays:
Abstentions:
Absent:

SIGNED by the Mayor this ____ day of _____, 2025.

Deborah K. Folden, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder

Attached
Ontario Transportation Safety Action “Plan”



CITY OF ONTARIO TRANSPORTATION SAFETY ACTION PLAN



ACKNOWLEDGMENTS

City of Ontario Team

Dan Cummings, City Manager
Marshall Pierce, City Engineer, P.E.
Jason Cooper, Interim Police Chief

Consultant Team, Jacobs, Inc.

Daren Fluke, AICP
Nina Schaeffer

Consultant Team, Kittelson & Associates, Inc.

John Ringert, P.E.
Matthew Hagen
Justin Delgado
Nick Foster, AICP, RSP₁
Sam Mantsch
Allison Winter
Ian McMurray
Olga Vairo
Mikayla Montoya

Technical Advisory Committee

Dina Ellwanger, St. Alphonsus
Charlie Brizzee, St. Alphonsus
Marlow Stanton, Oregon Department of Transportation (ODOT)
Taylor Rembowski, Malheur County
Thomas Huffman, Community in Action
Dana Castellani, Boys and Girls Club of Western Treasure Valley
Clint Benson, Ontario Fire & Rescue
John Breidenbach, Chamber of Commerce
Jane Padgett, Department of Human Services
Norma Ramirez, Euvalcree
Brittany White, Snake River Transit - Malheur Express
Darin Bell, Treasure Valley Community College

Resolution

The City of Ontario has chosen to prioritize the safety of all people within Ontario throughout the City's transportation network. This Transportation Safety Action Plan (TSAP) was created to enhance safety through the provision of recommendations and guidance for implementation.

Aligned with the Safe System Approach, **the City's goal is to reduce fatalities and serious injuries by 50% by 2035 and 75% by 2045, with an ultimate goal of zero fatalities and serious injuries.**

February 2025

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EXECUTIVE SUMMARY

This Transportation Safety Action Plan (TSAP) provides recommendations to improve transportation safety for all users in the City of Ontario. Guided by the Safe System Approach, the City is dedicated to working toward a goal of zero fatal and serious injury crashes with an interim target of reducing fatalities and serious injuries by 50% by 2035 and 75% by 2045. This executive summary provides an overview of the Ontario TSAP. Each topic is developed further detail in the following sections.

Public Engagement

Community feedback played an essential role in creating this plan. Two phases of engagement were used to collect responses from the community on elements of the plan. This engagement including attending Saturday markets, online open houses and surveys, and a public open house.

Phase 1



30 people attended two tabling events with **90 comments**



125 survey responses



68 icons placed on the website's embedded map

Phase 2



15 people attended an in-person open house with **59 comments**



28 survey responses



~ 300 views

Existing Conditions

The safety analysis used crash data to identify the emphasis areas that will have the greatest potential impact on reducing fatal and serious injury crashes.



BETWEEN 2018 AND 2022, **761 CRASHES** OCCURRED IN ONTARIO.



2

fatal crashes



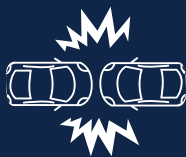
36

serious injury crashes



371

injury crashes



at intersections



turning movement and rear end



distracted driving



not local drivers



involving pedestrians and bicyclists

The plan identified five emphasis areas based on crash data and community input:

Safety Recommendations

Safety improvement strategies were developed using a combination of infrastructure countermeasures and non-infrastructure strategies. These include site-specific and systemic strategies aimed at targeting both areas where crashes were observed and where they may occur in the future, based on a set of analyzed risk factors.

Site-Specific Countermeasures

Priority intersections and segments for improvements, such as addition of turn lanes, traffic signal changes, curb extensions, enhanced pedestrian crossings, or sidewalks include:

Intersections

- SE Goodfellow St & E Idaho Ave
- NE 2nd St & E Idaho Ave
- East Ln St & E Idaho Ave
- S Park Blvd & SW 4th Ave
- NE 3rd St & E Idaho Ave
- SW 2nd St & SW 3rd Ave
- NW 1st St & E Idaho Ave
- SE 5th Ave & SE 2nd St
- W Idaho Ave & SW 4th St
- NW 4th Ave & Hwy 201
- SE 5th St & SE 8th Ave
- E Idaho Ave & Oregon St
- SE 3rd St & SE 8th Ave
- SE 3rd St & SE 2nd Ave

Segments

- NW 4th Ave (N Verde Dr to NW 9th St)
- E Idaho Ave (N Oregon St to Snake River)
- East Lane (Home Depot Access to Central Dr)
- SW 4th Ave (S Park Blvd to S Oregon St)
- SW 4th Ave (S Dorian Dr to S Park Blvd)
- SW 11th St (SW 4th Ave to SW 14th Ave)
- N Oregon St (N Park Blvd to NW 8th Ave)

In addition to identifying priority locations to focus on for future improvement projects, the SW 4th Avenue, SW 2nd Street & Idaho Avenue corridors, called “the Ontario Connection,” were chosen for development of a concept design. Recommendations for safety improvements along the corridor are shown below:

- 1 SW 4th Ave
(Hwy 201 to Oregon St)
- 2 SW 2nd St
(SW 4th Ave to W Idaho Ave)
- 3 Idaho Ave
(SW 4th St to East Ln)



Systemic Strategies

Recommendations for countermeasures that can be applied across Ontario are as follows:

Infrastructure



Dedicated left-turn lanes at signalized intersections



Signal pre-emption



Curb bulb-outs



Enhanced crosswalks

Non-Infrastructure



Programming



Coordination



Policies



Education

Implementation

The various countermeasures have been prioritized as “high,” “medium,” and “low” to direct limited resources. Fatal and serious injury (FSI) crashes along with other injury-related measures should be tracked over time to understand the effectiveness of implemented safety improvements.

INTRODUCTION

Located on the eastern border of Oregon, Ontario has long served as a gateway to the natural beauty of the west. Whether enjoying the view of Malheur Butte, fishing in the Snake River, or walking through downtown, Ontario offers plentiful reminders of our connection to the community.

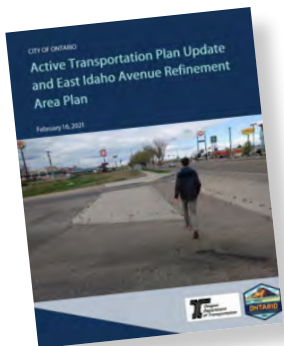
With its proximity to I-84, railroad access, and the surrounding agricultural areas, Ontario also serves as an economic backbone and regional employment hub for Malheur County. Major food processors, education centers, healthcare facilities, and other regional employers are located in or near the city. Ontario's roadways must safely serve all of us, including residents, visitors, commuters, and passersby.

Safety challenges on Ontario's roads undermine the economic and natural opportunities it offers to residents and visitors. Missing sidewalks, uncontrolled intersections, confusing traffic signals, inadequate lighting, unsafe speeds, and a lack of bicycle facilities pose risks to all roadway users and impede safe mobility throughout our city. Closing the transportation safety gaps in our community is critical to ensuring a high quality of life for our community and worry-free travel within Ontario.

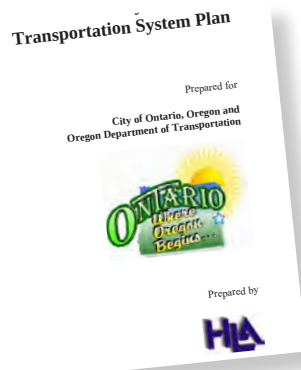
This **Transportation Safety Action Plan (TSAP)** outlines a path to building a culture of safety in Ontario. By presenting data-driven strategies tailored to Ontario's roadway network, this plan has the solutions to make our city streets easier to use and our drivers, pedestrians, bicyclists, and other roadway users safer to enjoy the splendors of the region.

Existing Transportation & Safety Plans

This TSAP builds upon previous planning efforts made in Ontario and in the region, including:



Active Transportation Plan Update and East Idaho Avenue Refinement Area Plan



Ontario Transportation System Plan



Malheur County Transportation System Plan



ODOT Intersection Safety Implementation Plan



ODOT Transportation Safety Action Plan

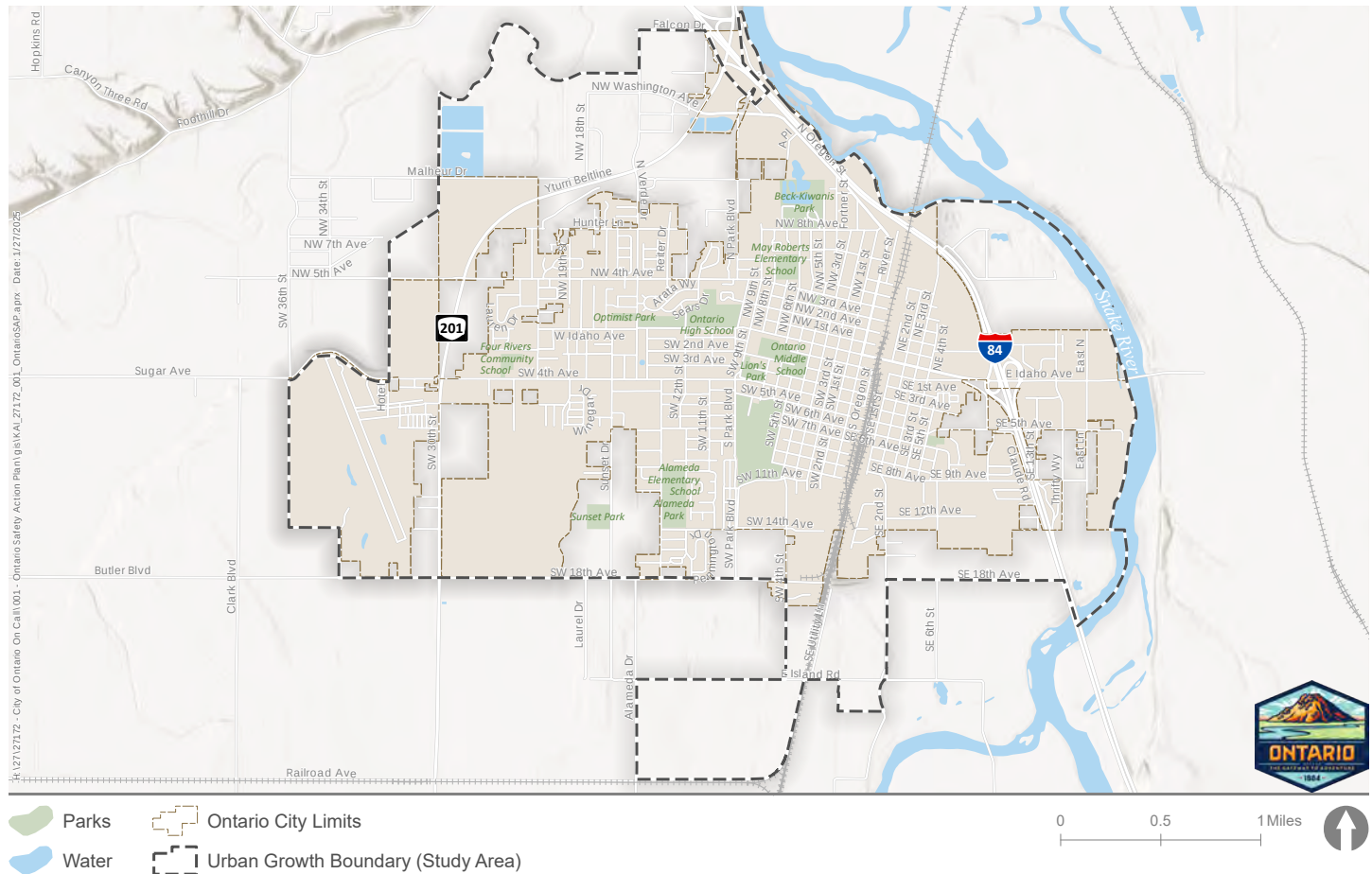


ODOT Bicycle and Pedestrian Safety Implementation Plan

Study Area

The TSAP focuses on the area within the City of Ontario's Urban Growth Boundary, shown in Figure 1. Roadways within the study area are maintained by the City of Ontario, Oregon Department of Transportation (ODOT), and Malheur County.

Figure 1: Ontario TSAP Study Area



Safe System Approach

The Safe System Approach, adopted by the U.S. Department of Transportation (USDOT) in 2022, aims to eliminate roadway fatalities and serious injuries by accepting that road users are human beings, and that human beings make mistakes. Unlike traditional “reactive” safety approaches, which solely focus on locations where a crash has occurred, the Safe System Approach layers multiple “proactive” and redundant measures to reduce the opportunities for mistakes to occur and minimize the consequences of human error when it does happen.

Many of the safety improvements identified in this plan work in tandem to build this redundant system. A comparison of the safety system approach to the traditional approach to safety is shown below:

Traditional safety approach:

Safety is...

Reactive:

Roadway changes are made when and where a crash happens.

Focus is...

Broad:

We seek to prevent all crashes.

Error is...

Unacceptable:

It's up to human users to keep themselves safe.

Safe System Approach:

Proactive:

Roadway changes are made based on how and where a crash might happen.

Tactical:

We seek to prevent all fatal and serious injury (FSI) crashes.

Inevitable:

We should all work together to minimize consequences when it occurs.

With these revised assumptions at its foundation, the Safe System Approach focuses on building safety into five elements of the roadway network:

- Safer People
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care

Addressing these individual elements together creates redundant safety in the roadway network: if one element fails, the other four are there to compensate.



Public Engagement

No one knows the transportation system in Ontario better than those who travel it every day. Throughout the development of this TSAP, Ontario residents provided invaluable insights that informed the plan's recommendations. Public engagement occurred in two phases:

- **PHASE 1** gathered input on the existing conditions, concerns around transportation safety, and had the public identify possible locations and ideas for improvements.
- **PHASE 2** gathered input on the identified emphasis areas and proposed recommendations.

PHASE 1



30 people attended in-person tabling events, providing **90 comments**



125 online survey responses



68 icons placed on the website's embedded map

RESPONDENT'S TOP SAFETY CONCERNS:



1 Walking along streets with no sidewalks or sidewalks in poor condition



2 Distracted drivers



3 Speeding



4 Red light/stop sign running



5 Impaired drivers

ROADWAY CONCERNS

Respondents gave Ontario roadways an average safety rating of 2.5 out of 5.



TOP LOCATIONS FOR SAFETY IMPROVEMENT:



E Idaho Avenue



SE 3rd Street



NW 4th Avenue



SW 4th Avenue



S Park Boulevard



East Lane

PHASE 2



15 people attended an in-person open house, providing **59 comments**



28 online survey responses



~ 300 website views

RESPONDENT'S TOP SAFETY IMPROVEMENTS:



1 Dedicated left-turn lanes at signalized intersections



2 Local street stop sign policy



3 Wayfinding and signage improvements



4 Signal Pre-emption



5 Infill sidewalk gaps

GENERAL AGREEMENT ON THE CONCEPT DESIGN CORRIDOR IMPROVEMENTS:



Idaho Ave (SW 4th St to East Ln)



SW 4th Ave (Hwy 201 to Oregon St)



SW 2nd St (SW 4th Ave to W Idaho Ave)

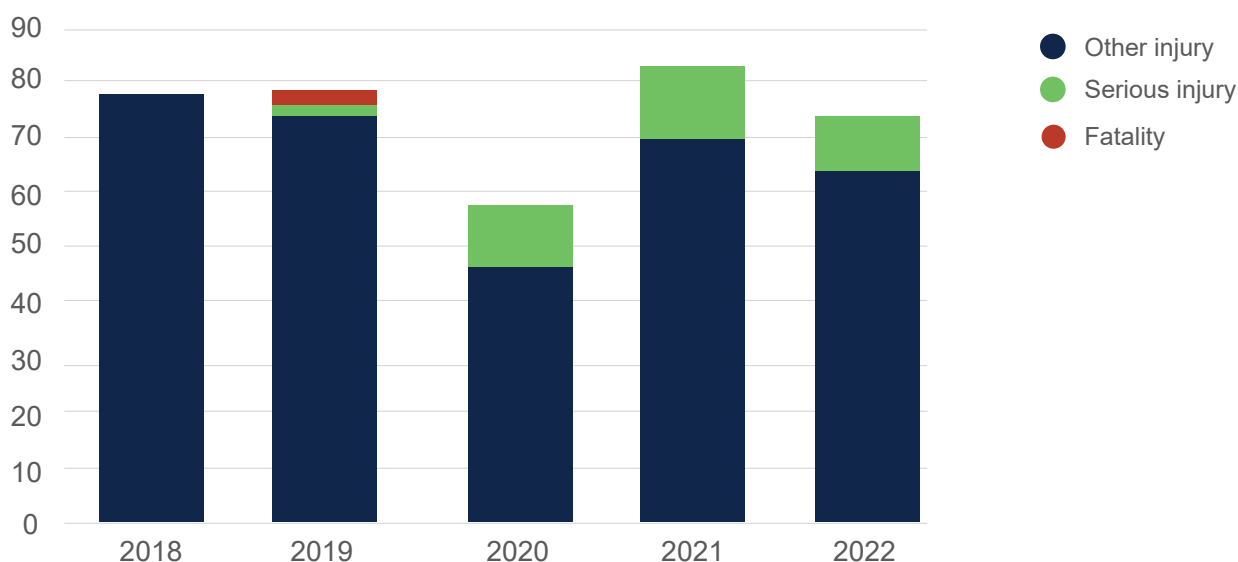
EXISTING CONDITIONS

To understand what safety gaps exist in Ontario, this plan includes an **existing conditions analysis** of the city's study area roadway network. The existing conditions analysis aims to identify crash patterns on public roads from the most recent crash data, which in turn helps the City to prioritize the safety countermeasures that meet its needs. All crashes in the urban growth boundary (UGB) of Ontario were analyzed, although this plan focuses primarily on fatal and serious injury (FSI) crashes.

Ontario's Crash History

Reducing FSI crashes can seem challenging. However, there were no FSI crashes recorded in 2018, indicating it is possible for Ontario to meet its long term goal of zero FSI crashes. The only roadway fatalities during the study period occurred in 2019. Figure 2 illustrates how the number of serious injuries stayed relatively consistent from 2020 to 2022. Although these numbers may seem low, the City believes even one fatality or serious injury resulting from a crash is unacceptable. Figure 3 shows the locations of crashes within the study area street network.

Figure 2: Injury and Fatal Crashes per Year



Ontario Crash Data:

The analysis used for the development of strategies and recommendations looked at all crashes from 2018 to 2022 that resulted in at least one of the following:



Fatality



Serious injury



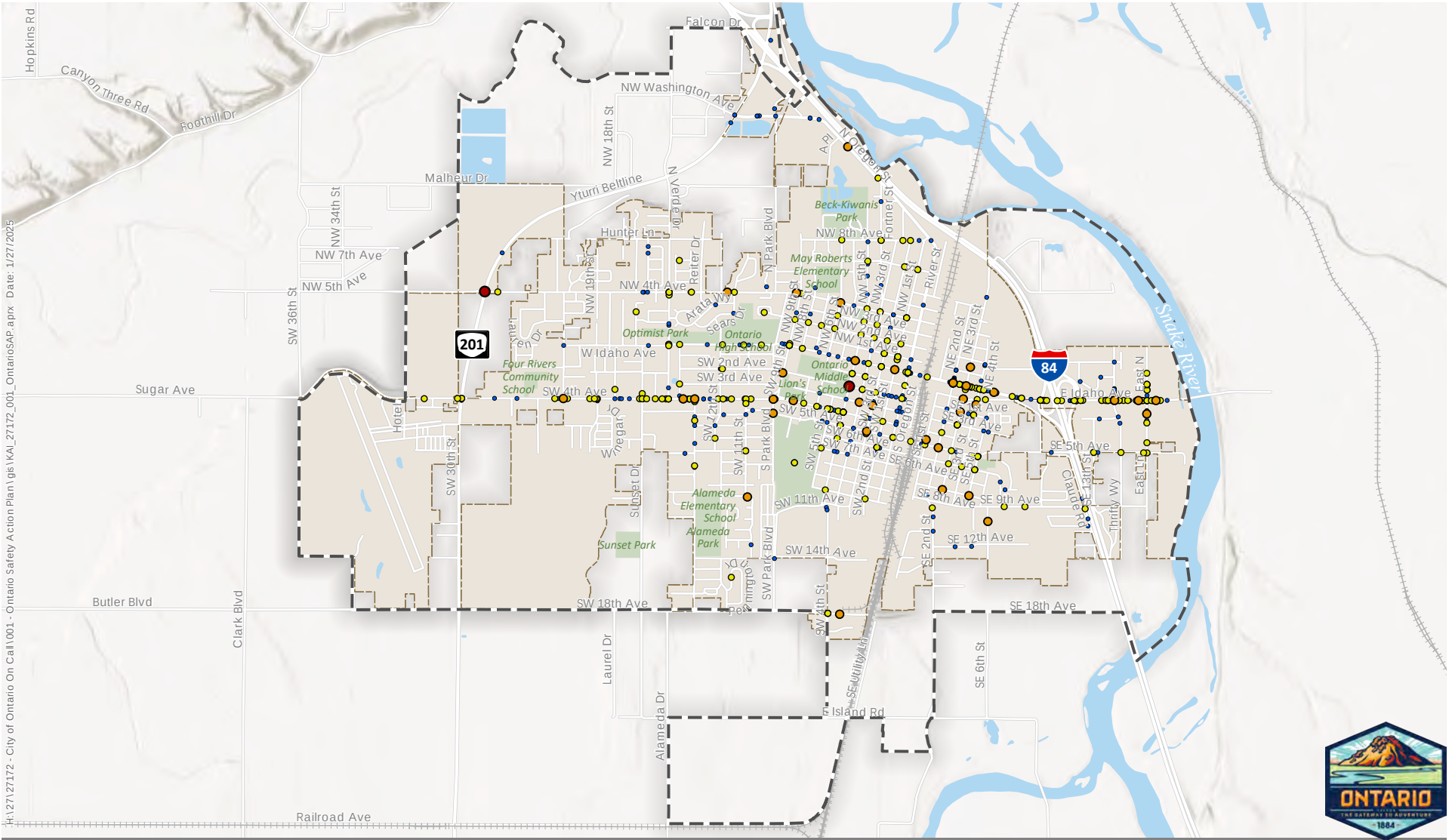
Injury

It excluded crashes that only resulted in:



Property damage

Figure 3: Total Crashes



 Urban Growth Boundary (Study Area)

 Parks

 Water

 Ontario City Limits

Crash Severity

-  Property Damage Only
-  Other Injury
-  Serious Injury
-  Fatal

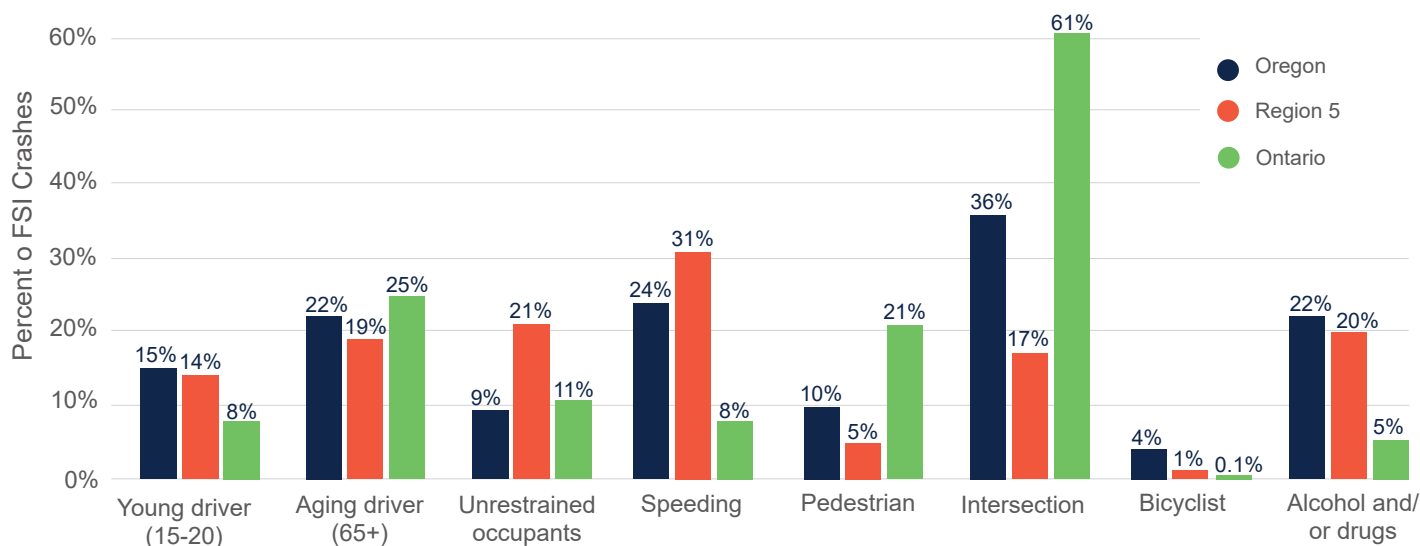
0 0.5 1 Miles



Local, Regional, and State Crash Trends

The Oregon TSAP identifies several crash factors that frequently contribute to fatal and severe injury crashes across Oregon and ODOT Region 5, which includes Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney, and Malheur Counties. Figure 4 compares the prevalence of these contributing factors in statewide crashes, Region 5 crashes, and Ontario crashes.

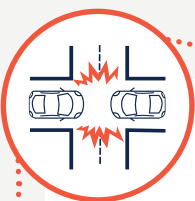
Figure 4: Contributing Factors for Regional, Local, and State FSI Crashes



As shown in Figure 4, the predominant crash types in Ontario are mostly consistent with the statewide and Region 5 crash types, but there are some categories with differences that provide insight into crashes in Ontario.

In certain categories—like speeding, alcohol, and younger driver crashes—the city sees fewer crashes than the state or region. This could be due to the city’s comparably urban identity and may indicate less of a need for driver education on these topics.

In a couple categories, however, Ontario sees significantly more crashes than the region or state:



Higher intersection crashes:

Crashes in the study area predominantly occur at intersections. A higher numbers of crashes at intersections can be expected within an urban setting (compared to statewide or regional road networks, which may be significantly comprised of roadways). Treating intersections provides an opportunity in Ontario to improve safety and reduce FSI crashes.

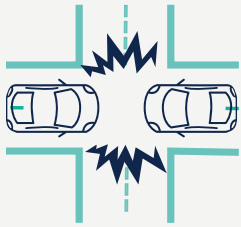


Higher pedestrian crashes:

Higher pedestrian crashes are most likely explained by greater pedestrian activity within the city, although it could indicate a systemic element to address. Pedestrian and bicyclist crash data indicated that these users are much more likely to experience fatality or serious injury if involved in a crash.

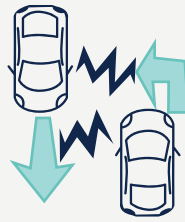
Crash Trends in Ontario

It's not just comparisons against the state and region that highlight important trends in Ontario's crash characteristics. The trends below identify additional standout characteristics of Ontario area crashes.



61%

of Fatal and Serious Injury crashes in Ontario occurred at **intersections**.



81%

of all injury crash types were an **angle, turning movement, or rear-end crash**.



44%

of injury crashes involved a **non-local person**.



47%

of crashes involving a pedestrian resulted in an Fatal and Serious Injury crash, and **100%** of all **pedestrian** crashes resulted in some level of injury or fatality.



24%

of Fatal and Serious Injury crashes involved a **distracted** occupant.



25%

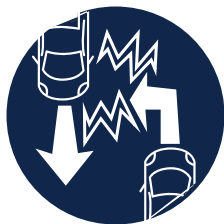
of crashes involving a **bicyclist** resulted in an Fatal and Serious Injury crash, and **100%** of all bicycle crashes resulted in some level of injury or fatality.

Ontario's Safety Emphasis Areas

Safety emphasis areas call attention to crash characteristics that disproportionately appear in Ontario, produce severe crash outcomes, or both. Five emphasis areas were identified based on analysis of crash data and community input:



at intersections



turning movement and rear end



distracted driving



invol ving pedestrians and bicyclists



not local drivers

Social Equity

Although the absence of safe roadway infrastructure throughout Ontario impacts everyone, it can impact some people more than others. On a state level, areas with a higher Social Equity Index score (areas that are more disadvantaged) experience a higher rate of traffic-related injuries. The same is true in Ontario. Using ODOT's definitions of disadvantaged communities included in its Social Equity Index, this plan looks at how crashes may be disproportionately impacting the most vulnerable area's of the community.

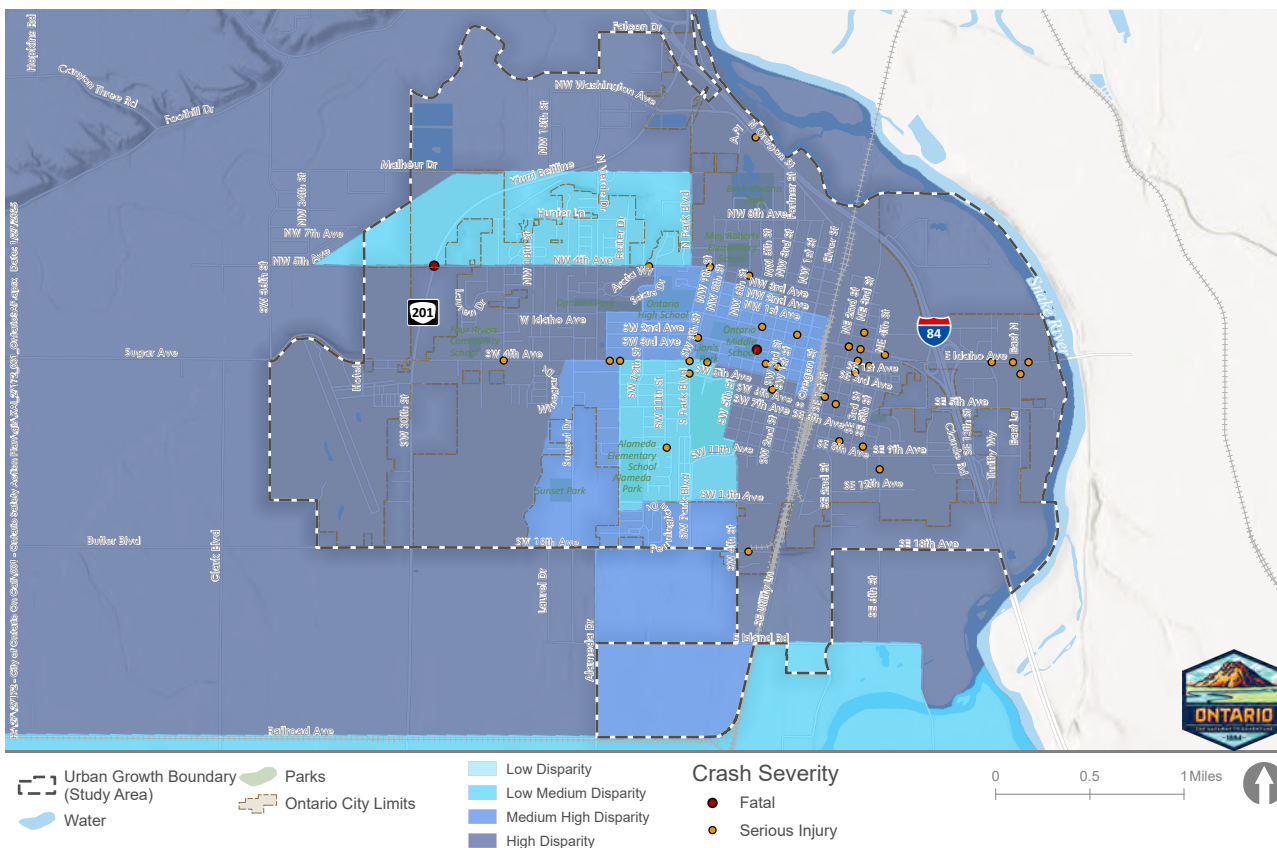
As seen in Figure 5, injury crashes occur more often in census block groups that rank medium-high and high on ODOT's Social Equity Index.



Approximately **68%** of Fatal and Serious Injury crashes occurred in high-disparity census areas.

The overlap of the injury crashes with the Social Equity Index offers an additional reason to prioritize improving the safety of the high-risk locations described in the following pages. Addressing these areas doesn't just bring outsized relief to all users; it ensures that the most vulnerable visitors and residents in the city enjoy the same level of protection as everyone else.

Figure 5: Social Equity Index (Including FSI Crashes)



Priority Locations

Crash data assists in identifying driver behaviors or roadway characteristics that contribute to area crashes. Based on an evaluation of crash data focused on injury, serious injury, and fatal crashes, **priority intersections** and **priority roadway segments** were identified. These intersections and segments are locations within Ontario's roadway network where serious crashes have frequently occurred. The priority locations are expected to provide the greatest potential to reduce FSI crashes at single locations.

Location-Specific Analysis

The priority intersections and segments were identified through **location-specific analysis**. The analysis utilized a process by which a crash severity score is developed based on the severity of crashes associated with an intersection or segment and the time period of the crash data. The calculation of the scores is based on a methodology used as part of the ODOT Safety Priority Index System (SPIS). These scores only used fatal, serious, and other injury-related crashes. Each FSI crash received a score of 100, while each other injury crash received a score of 10.

crash severity scores

An annualized crash severity score was calculated for each segment and intersection by dividing the crash severity score by the number of years of crash data (five).

$$\frac{(1 \text{ Fatal} = 100) + (1 \text{ Serious} = 100) + (3 \text{ Other Injury} = 30)}{5 \text{ years}} = \text{a crash score of 46}$$

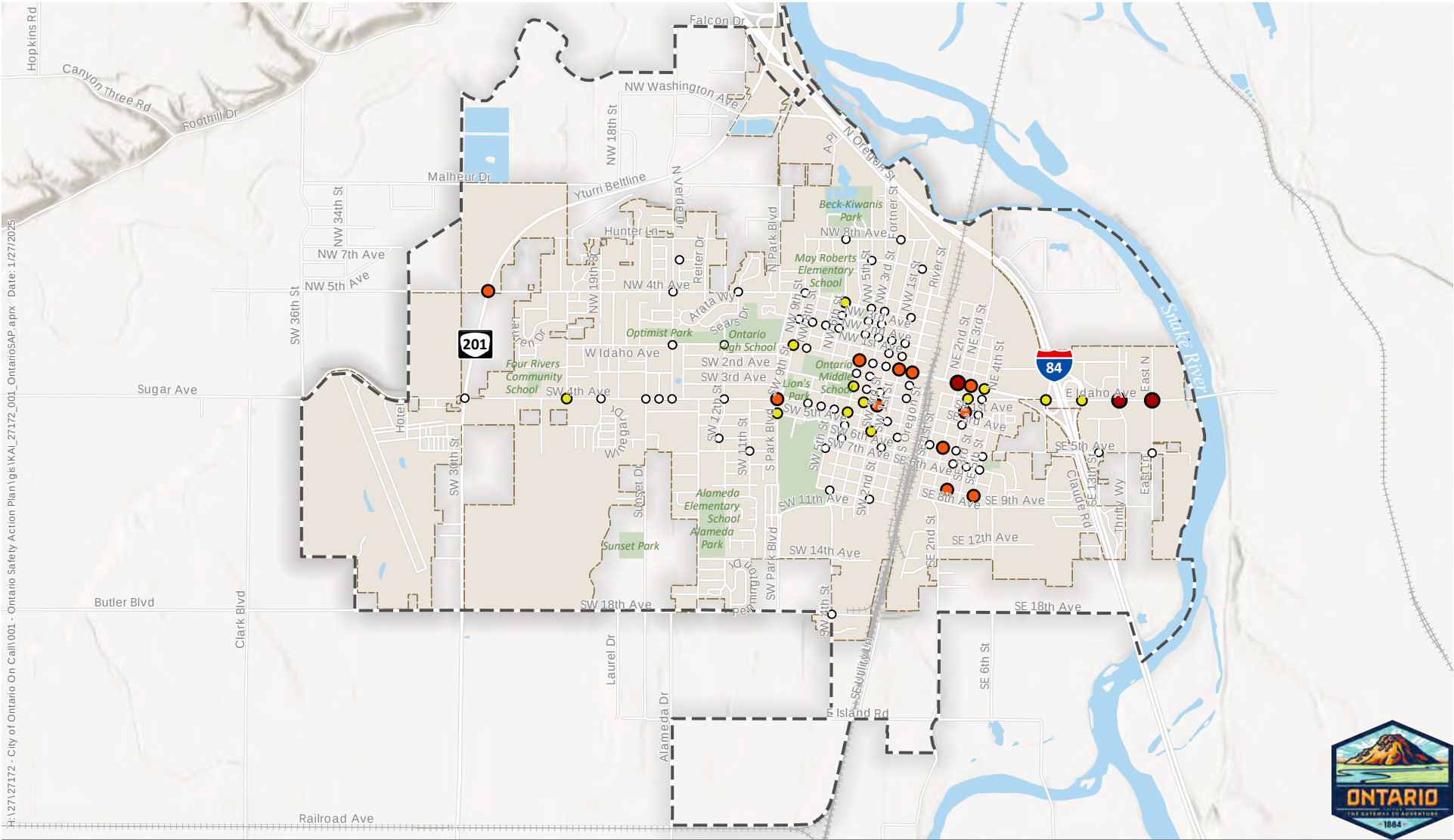
Crash severity scores were calculated for each segment and intersection by assigning a weighted score to each crash and summing the scores for the crashes that occur at each intersection or segment.

Once calculated, these crash severity scores provide an indication of the relative urgency of Ontario's crash locations and provide a means of ranking of sites where treatments could reduce FSI crashes.

Many of the roadway segments with the highest crash severity scores, like SW 4th Avenue and W/E Idaho Avenue, also see some of the highest vehicle volumes in the city. While intersections and roadway segments with high traffic volumes can be expected to have more crashes than similar facilities with lower traffic volumes, they are also locations where reducing the severity of crashes can have the greatest impact on reducing FSI crashes in Ontario. Figures 6 and 7 show the crash severity scoring results for intersection- and segment-related crashes, respectively. Figure 8 shows the final list of priority intersections and segments.



Figure 6: Intersection Crash Severity Score



 Water
  Urban Growth Boundary (Study Area)

 Parks
  Ontario City Limits

Crash Severity Score

- 0 - 10
- 10 - 20
- 20 - 35
- 35 - 72

0 0.5 1 Miles



Figure 7: Segment Crash Severity Score

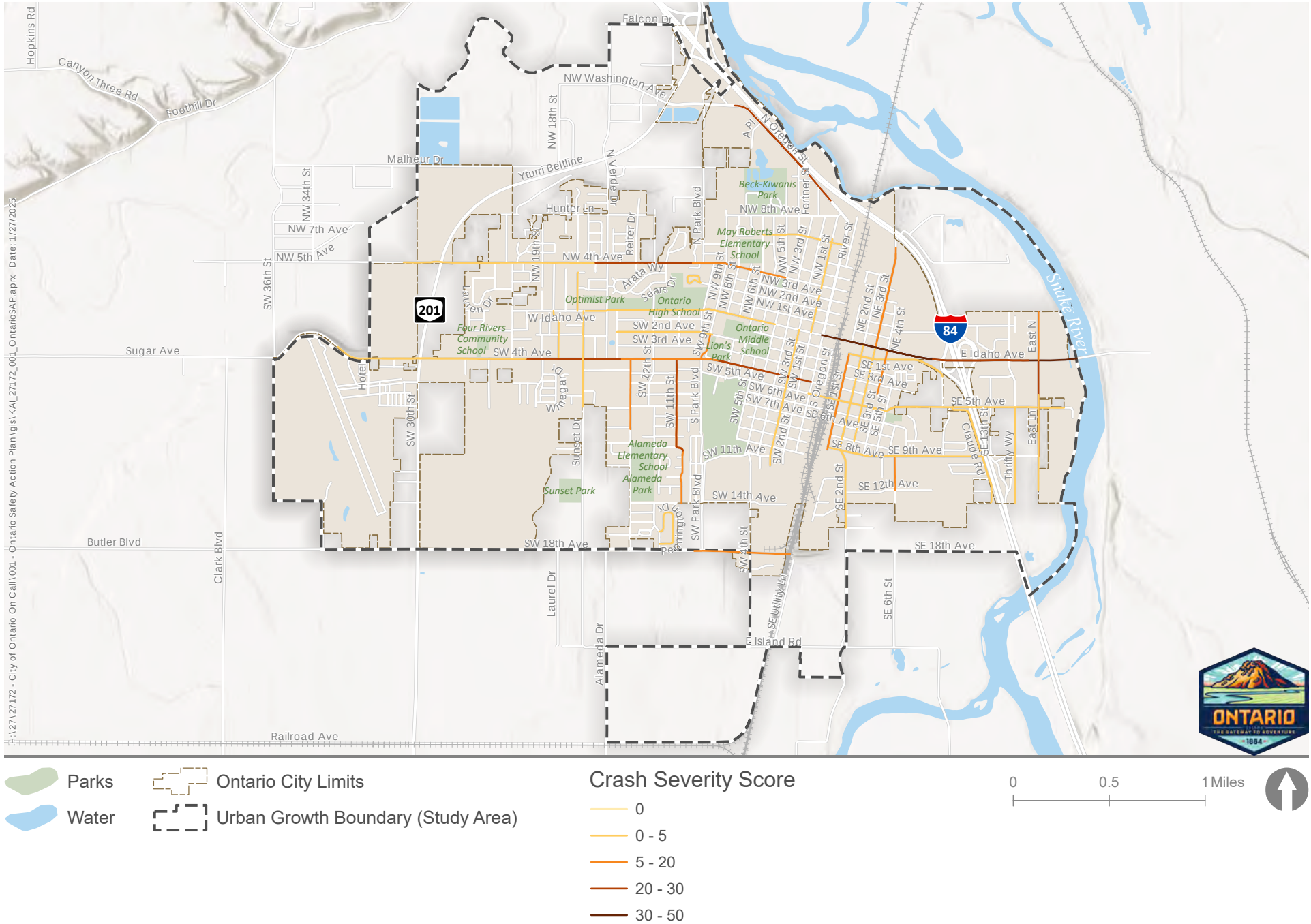


Figure 8: High-Priority Locations



SYSTEMIC SAFETY ANALYSIS

Systemic safety analysis identifies roadway characteristics and behaviors correlated with greater crash severity and frequency. Unlike location-specific analysis, which reveals a potential need for improvement only after a crash has occurred, systemic analysis provides the ability for the City to be proactive in its safety planning. By identifying local roadways with high-risk characteristics (whether geometric, operational, or specifically pedestrian or bicycle related), **the City can address potential safety needs before a crash occurs.** This analysis helped inform additional locations, extents, and strategies to prioritize in the reduction of FSI crashes beyond the priority locations from the crash data.

Geometric and Operational Characteristics

The geometric characteristics and operations of roadways were reviewed to determine if a correlation between characteristics commonly associated with increased injury crashes exists within the study area.

The characteristics reviewed included:



Posted speed



Traffic volumes



Number of lanes



ODOT's Social Equity Index

This analysis found that Ontario roadways with the following characteristics tended to have more crashes between 2018 and 2022 compared to the rest of the roadway network:



Posted speeds over 30 mph



Wider roadways
(3+ lanes)



Higher volumes (>5,000
average daily traffic)

Roadways that display a disproportionately large share of these characteristics within Ontario include:

- E Idaho Ave
- NW 4th Ave
- SW 4th Ave
- N Oregon St

While access density was not evaluated along roadways within the study area, many of the roadway sections with high numbers of injury crashes also have a high density of access driveways between intersections and/or adjacent to intersections. Access points increase the number of conflict points between all road users along the length of a segment, especially if left turns are permitted.

Pedestrian and Bicyclist Characteristics

As described previously, pedestrian and bicyclist crash data indicated that these users were more likely to experience a fatality or serious injury if involved in a crash. In 2021, the City of Ontario completed an update of its Active Transportation Plan. This plan found the following related to pedestrian and bicycle crashes:

- Most of the bicycle crashes occurred along the SW 4th Avenue and Idaho Avenue corridors. Both roadways are the primary east/west connection routes in the city, and neither have dedicated bicycle facilities.
- Roughly half of the pedestrian crashes occurred along the SW 4th Avenue and Idaho Avenue corridors.

A bicycle level of stress evaluation completed for the 2021 Active Transportation Plan identified the following locations as having high levels of stress for people biking:

- Oregon St (Hwy 201 to Idaho Ave)
- SW 4th Ave (Hwy 201 to SW 1st St)
- SE 5th Ave (S Oregon St to East Ln)
- Idaho Ave (SW 2nd St to Snake River)
- SW 18th Ave (Hwy 201 to Second St)
- Most signalized intersections



SAFETY RECOMMENDATIONS

With an understanding of how, where, and why crashes occur in Ontario, this plan proposes **systemic** (system-wide) and **site-specific** countermeasures to reduce the frequency and severity of crashes in our city. These countermeasures, which include design and policy solutions, may be used to fill the infrastructure gaps present throughout Ontario, enhance mobility, and advance the City's vision of zero roadway fatalities or serious injuries.

Multiple jurisdictions and transportation agencies will need to work together to implement these countermeasures. Some of the partners in this safety effort include:



Systemic Strategies

This plan contains several categories of countermeasure recommendations that include strategies focused on improving infrastructure and non-infrastructure elements of the transportation system. These improvements represent best design practices and should be implemented throughout Ontario's roadway network to create a minimum standard of safety and mobility. Countermeasure recommendations are organized by the Safe System Approach elements as outlined below:



SAFER ROADS

Design roadways to better absorb human error and reduce severity of crashes.



SAFER SPEEDS

Reduce speed to lower impact, give additional time for driver reaction, and improve visibility.



SAFER PEOPLE

Equitably provide safe use of the transportation system for all.



SAFER VEHICLES

Prioritize vehicles that have safety features to reduce frequency and severity of crashes.



POST-CRASH CARE

Improve response times and care given to those involved in a crash.

Infrastructure Countermeasures

Infrastructure counter measures can be used to reduce crashes at specific locations identified in this plan and systemically at locations that have certain risk factors or characteristics that indicate an opportunity exists to improve safety. Within the Safer Roads and Safer Speeds elements, the Federal Highway Administration (FHWA) has created a tiered hierarchy of safety objectives. When identifying potential treatments for a roadway, the objective of Tier 1—removing severe conflicts—should be prioritized first, followed by Tier 2, and so on. Countermeasures should be implemented proactively. While community concern and crash data may draw attention to specific locations, countermeasures are applicable system wide where risk factors are present, even if a crash has not yet occurred there. The proactive application of safety treatments aims to avoid having to do so in a reactive manner. The following hierarchies outline the approach for identifying treatments whether the location is a signalized intersection, stop controlled intersection, roadway segment, or unsignalized crossing.

The hierarchies are to be followed from **top to bottom** for prioritizing potential treatments at the respective location type.

LEGEND

Emphasis Areas:

- Turning Movement & Rear End
- At Intersections

- Involving Pedestrians & Bicyclists
- Not Local Drivers

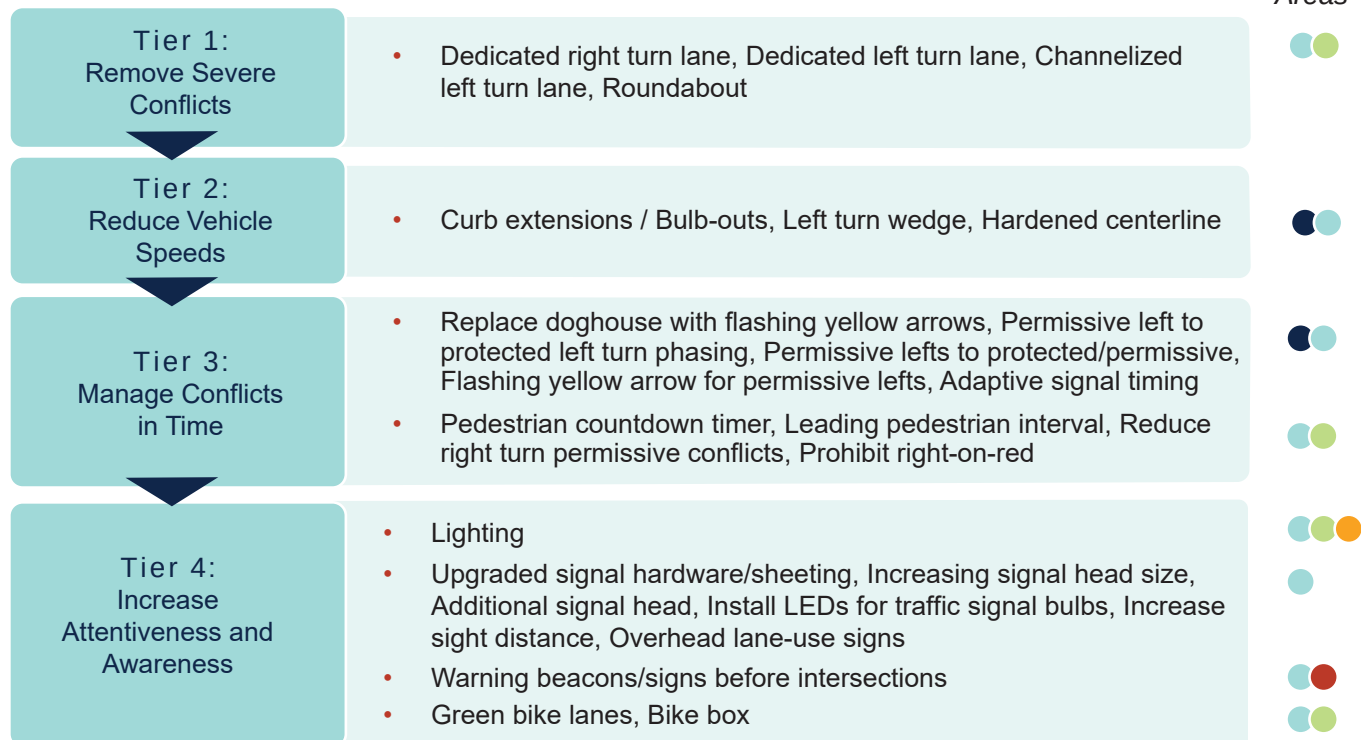
- Distracted Driving

Safer Roads and Safer Speeds Countermeasures Addressing Signalized Intersections

Safe System Road Design Hierarchy

Countermeasure

Emphasis Areas



Safer Roads and Safer Speeds Countermeasures Addressing Stop-Controlled Intersections

Safe System Road Design Hierarchy

Countermeasure

Emphasis Areas



LEGEND

Emphasis Areas:

- Turning Movement & Rear End
- At Intersections

- Involving Pedestrians & Bicyclists
- Not Local Drivers

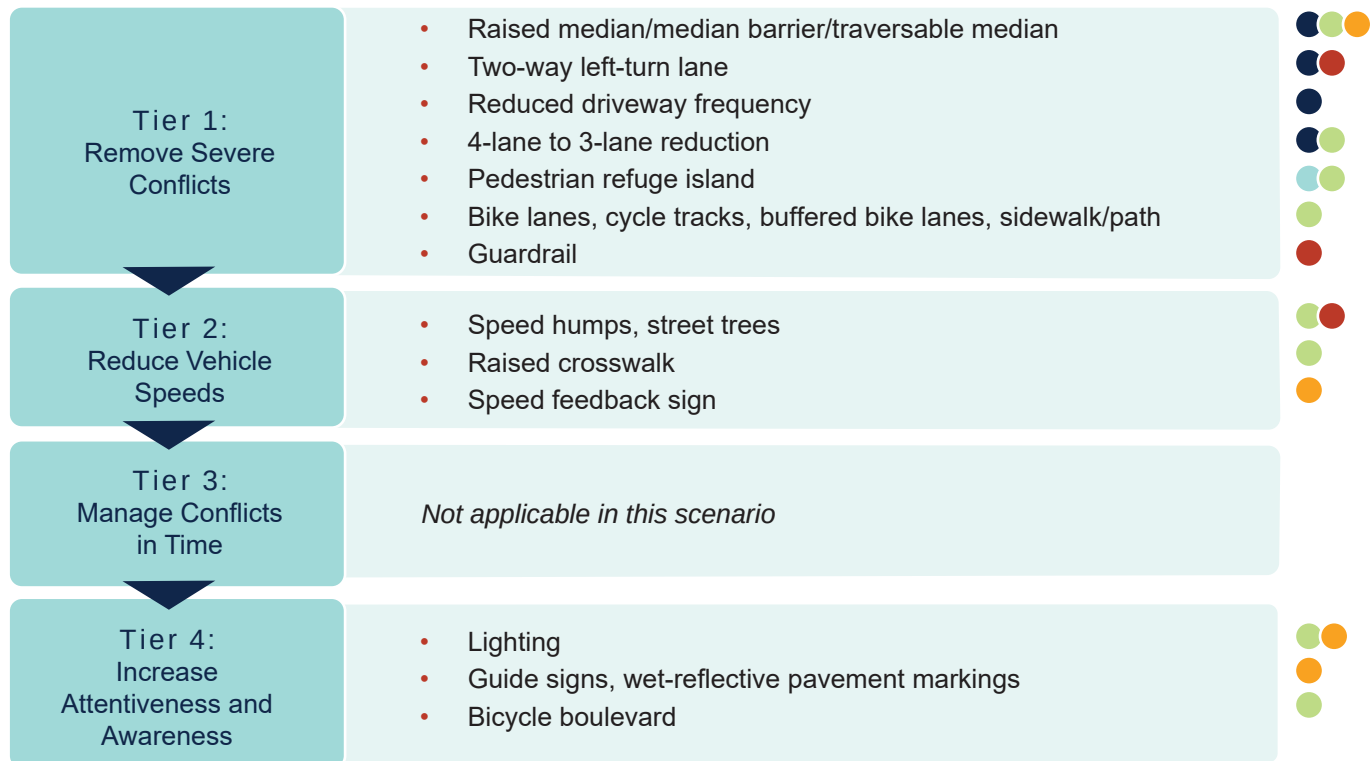
- Distracted Driving

Safer Roads and Safer Speeds Countermeasures Addressing Segments

Safe System Road Design Hierarchy

Countermeasure

Emphasis Areas



Safer Roads and Safer Speeds Countermeasures Addressing Unsignalized Crossings

Safe System Road Design Hierarchy

Countermeasure

Emphasis Areas



Non-Infrastructure Strategies

It's important to complement changes to the physical roadway infrastructure with non-infrastructure policies and programs that reduce FSI crashes. The availability of grant funds to cover the costs of physical infrastructure changes is variable. The non-infrastructure strategies detailed below support the creation of a culture of safety throughout the city.

SAFER ROADS AND SAFER SPEEDS



Complete Streets Policy

Prioritize the needs of all users of the facilities.



Safe Routes to School

Prioritize funding toward projects near school locations.



Local Street Stop Signs/ Intersection Control

Address uncontrolled intersections that have local street designations where control may enhance safety.



Sidewalk Infill Program

Improve upon the existing program to prioritize funding at locations noted in the 2021 Active Transportation Plan.



Transit Stops

Implement infrastructure upgrades near and connecting to stop locations.

SAFER PEOPLE



Education Campaigns

Target campaigns toward distracted driving, young drivers, and law enforcement.

Produce Spanish materials.



Law Enforcement Practices

Support law enforcement personnel with new training and improved enforcement methods.



Public Sense of Responsibility

Build a culture of safety by responding to community concerns and regularly engaging with the public to support project development.



Employer Collaboration

Collaborate with employers to emphasize safety measures for drivers.

SAFER VEHICLES



Vehicle Procurement

Prioritize safer vehicles.

POST-CRASH CARE



Signal Preemption

Allow EMS priority at signalized intersections.



Incident Management

Improve the response to safety incidents with training and plans in place.

Site-Specific Recommendations

In addition to the various systemic recommendations, Tables 1 and 2 show the highest-ranking intersections and roadway segments identified in the existing conditions analysis with applicable countermeasure recommendations.

Table 1: Location-Specific Countermeasure Recommendations for Intersections

Rank	Intersection Street	Intersection Cross Street	Existing Traffic Control	Recommended Countermeasures	Crash Reduction Factor*
1	NE Goodfellow St	E Idaho Ave	Signal	<i>Monitor recent improvements by ODOT for crash reduction</i>	N/A
2	NE 2nd St	E Idaho Ave	Signal	Dedicated left-turn lanes	7-19% (RE)
				Flashing yellow arrow for permissive lefts	6-99% (LT)
				Curb extensions/bulb-outs	0-30% (All)
3	East Ln St	E Idaho Ave	Signal	Dedicated left-turn lanes	7-19% (RE)
4	S Park Blvd	SW 4th Ave	Signal	Dedicated left-turn lanes	7-19% (RE)
				Flashing yellow arrow for permissive lefts	6-99% (LT)
				Removal of slip lane	N/A
5	NE 3rd St	E Idaho Ave	Stop Controlled	Curb extensions/bulb-outs	0-30% (All)
				Enhanced/advanced crossing markings and signage	15% (Ped)
6	SW 2nd St	SW 3rd Ave	Uncontrolled	<i>Evaluate conditions via local street stop sign policy</i>	N/A
				Signs before intersections	10-55% (All)
				Sidewalk/path	20% (Ped)
7	NW 1st St	E Idaho Ave	Stop Controlled	Curb extensions /bulb-outs	0-30% (All)
				Enhanced/advanced crossing markings and signage	15% (Ped)
8	SE 5th Ave	SE 2nd St	Stop Controlled	Enhanced/advanced crossing markings and signage	15% (Ped)
				Sidewalk/path	20% (Ped)
				Curb extensions/bulb-outs	0-30% (All)
				Evaluate traffic signal	67% (A & T)
				Evaluate roundabout	82% (All)
9	W Idaho Ave	SW 4th St	Stop Controlled	Curb extensions/bulb-outs	0-30% (All)
				Rectangular rapid flashing beacon	10-56% (Ped)
10	NW 4th Ave	Highway 201	Stop Controlled	Warning beacons/signs before intersections	10-55% (All)
11	SE 5th St	SE 8th Ave	Uncontrolled	<i>Evaluate conditions via local street stop sign policy</i>	N/A
				Signs before intersections	10-55% (All)
				Sidewalk/path	20% (Ped)
12	E Idaho Ave	Oregon St	Signal	Dedicated left-turn lane	7-19% (RE)
				Flashing yellow arrow for permissive lefts	6-99% (LT)
				Curb extensions/bulb-outs	0-30% (All)

Table 1: Location-Specific Countermeasure Recommendations for Intersections, Continued

Rank	Intersection Street	Intersection Cross Street	Existing Traffic Control	Recommended Countermeasures	Crash Reduction Factor*
13	SE 3rd St	SE 8th Ave	Uncontrolled	<i>Evaluate conditions via local street stop-sign policy</i>	N/A
				Signs before intersections	10-55% (All)
				Sidewalk/path	20% (Ped)
14	SE 3rd St	SE 2nd Ave	Uncontrolled	<i>Evaluate conditions via local street stop-sign policy</i>	N/A
				Signs before intersections	10-55% (All)
				Sidewalk/path	20% (Ped)

*Crash reduction factors are general and have not been adjusted to reflect specific intersection and crash characteristics.

Crash reductions relate to specific crash types:

RE – rear ends, LT – left turns, All – All crash types, Ped – Pedestrian, A & T – Angle and Turning.

Table 2: Location-Specific Countermeasure Recommendations for Roadway Segments

Rank	Segment Street	Recommended Countermeasures	Crash Reduction Factor*
1	NW 4th Ave (N Verde Dr to NW 9th St)	Speed feedback signs	10% (All)
		Speed humps	15-50% (All)
		Rectangular rapid flashing beacon	10-56% (Ped)
		Enhanced/advanced crossing markings and signage	15% (All)
2	E Idaho Ave (N Oregon St to Snake River)	Reducing driveway frequency**	25-31% (All)
		Sidewalk/path	20% (Ped)
3	East Ln (Home Depot Access to Central Dr)	<i>Monitor recent improvements by City for crash reduction</i>	N/A
4	SW 4th Ave (S Park Blvd to S Oregon St)	Reducing driveway frequency**	25-31% (All)
		Sidewalk/path	20% (Ped)
		Signs before intersections	10-55% (All)
5	SW 4th Ave (S Dorian Dr to S Park Blvd)	Reducing driveway frequency**	25-31% (All)
		Rectangular rapid flashing beacon	10-56% (Ped)
		Pedestrian refuge island	26-31% (Ped)
6	SW 11th St (SW 4th Ave to SW 14th Ave)	Speed humps	15-50% (All)
7	N Oregon St (N Park Blvd to NW 8th Ave)	Sidewalk/Path	20% (Ped)
		Speed feedback signs	10% (All)

*Applicable to location of countermeasure, not entire segment. Crash reduction factors are general and have not been adjusted to reflect specific intersection and crash characteristics. Crash reductions relate to specific crash types:

All – All crash types, Ped – Pedestrian.

**Reduction would occur along the length of the segment, not just at one location.

“Left-turn signals are greatly needed.”

Public Commenter

Concept Designs

Beyond the site-specific countermeasure recommendations in Tables 1 and 2, the City of Ontario has gone a step further and developed concept designs for three roadway corridors traversing the city. These locations were prioritized based on crash history, public comment, and their significant potential to reduce FSI crashes.

The concept design roadways with site-specific recommendations are:

- **SW 4th Ave, from Hwy 201 to S Oregon St**
- **SW 2nd St, from SW 4th Ave to W Idaho Ave**
- **W/E Idaho Ave, from SW 4th St to East Ln**

Factors that went into the analysis for all potential project areas can be seen in the graphic to the right. The factors identified were not weighted: only by assessing all of them equally could we determine locations for concept designs.

Why These Roadways?

These roadways all run along the previously designated U.S. 30 (Olds Ferry-Ontario) highway corridor, a stretch of the transportation network that encapsulates much of Ontario's crash activity. Although an essential and much-traveled stretch of roadway, a lack of available funding means the portion of this corridor to the west of Interstate 84 has not received needed updates or improvements since the City first assumed control of it in the early 2000s. This corridor is critical to Ontario's transportation future.

Priority projects shown in concept designs are designed to be flexible, allowing the City to group locations or projects together or select individual locations by themselves based on constraints and funding opportunities. The intent of the concept design is to provide the City with materials to submit a grant application(s) for the entire corridor or projects along its length.

Figure 9 showcases a summary of the proposed improvements for the entire concept design corridor. The detailed concept designs are provided in the Appendix.



Figure 9: Proposed Corridor Improvements

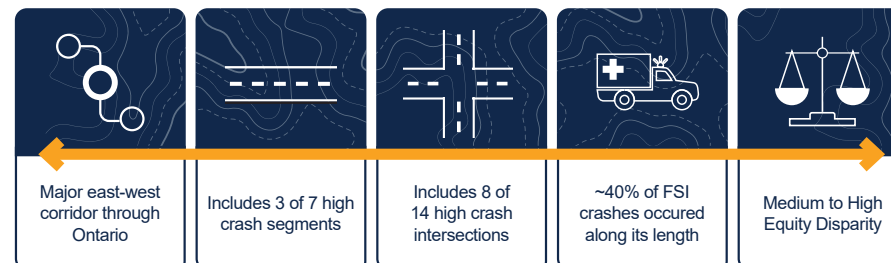


Concept Design

The corridor shown includes:

- SW 4th Avenue**
(HWY 201 to S Oregon St)
- SW 2nd Street**
(SW 4th Ave to W Idaho Ave)
- W/E Idaho Avenue**
(NW/SW 4th St to I-84 EB Ramps incl. East Ln intersection)

Why This Corridor?



Implementation

The implementation process and timeline for infrastructure and non-infrastructure strategies varies based on cost, funding availability, staffing, public comment, political support, and general feasibility. The projects and strategies identified in this plan have varying deployment times and may require lump-sum capital investments that may not always be immediately feasible. Once the recommended countermeasures have been incorporated into the built environment and integrated into our community culture, we can monitor their effectiveness over time.

Table 3 and Figure 10 organize Ontario's prioritized strategies into high, medium, and low priorities. Table 3 focuses on the systemic policies and programs while Figure 10 displays the prioritized locations, including the Ontario Connection. The Ontario Connection concept corridor is designed to be prioritized first as it captures the highest priority intersections and segments along its length. The designs come with flexibility to focus on a certain aspect or smaller segments based on funding constraints. Figure 10 also includes the rest of the priority locations outside of the concept corridor.

Table 3: Implementation Program - Systemic

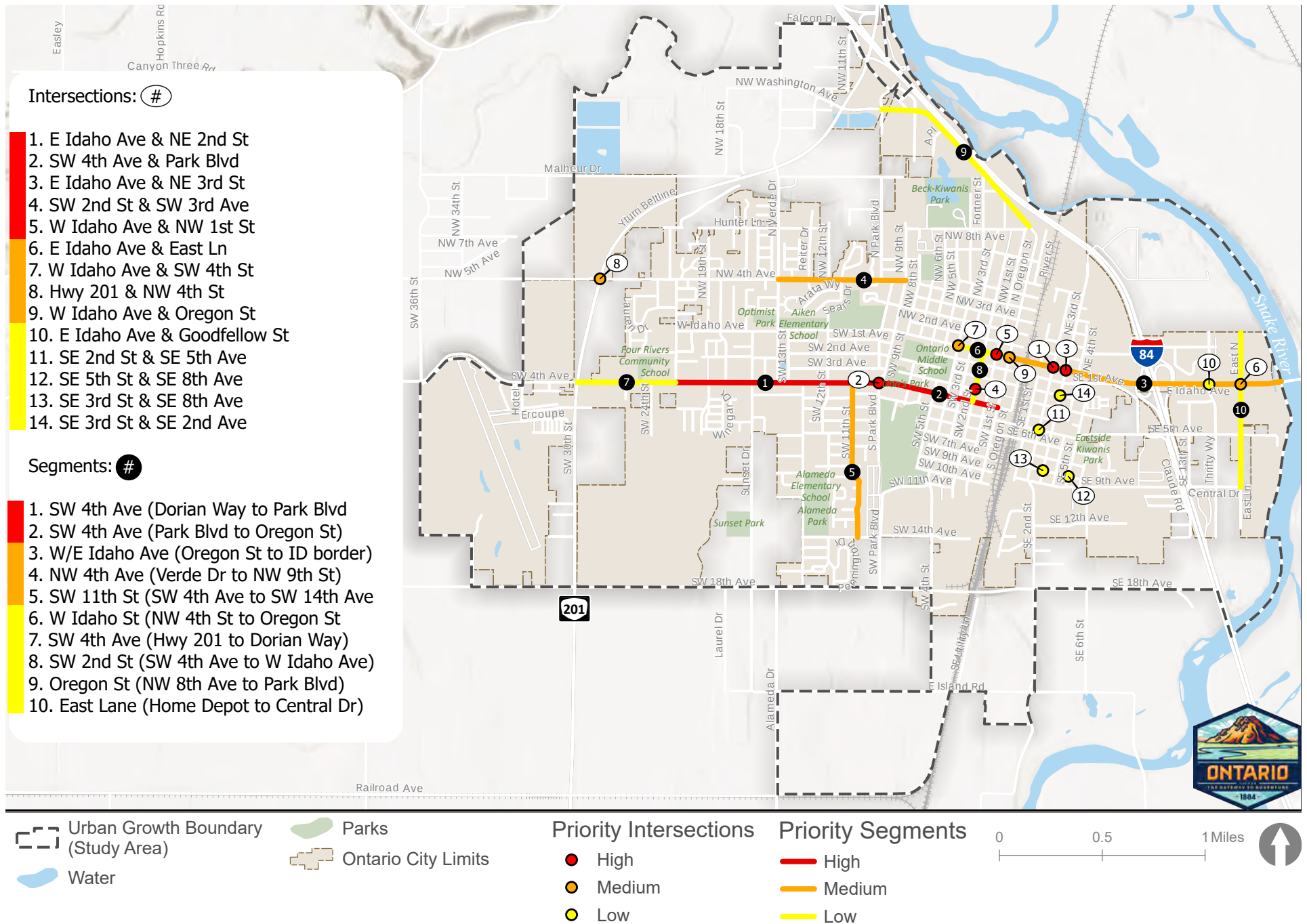
Priority	Strategy / Action
High	- Develop a local intersection traffic control signing policy. - Evaluate and install emergency signal prioritization. - Adopt a Complete Streets policy. - Launch education campaigns for safety related to emphasis areas. - Engage in education opportunities for law enforcement, EMS, etc.
Medium	- Continue to prioritize safety-related capital projects. - Continue to coordinate with ODOT to implement safety countermeasures on ODOT facilities. - Design and program for construction improvements based on updated historical crash data and outcomes of the initially implemented designs. - Conduct transit stops prioritization. - Coordination with ODOT on Incident Management and Traffic Incident Management (TIM) training.
Low*	- Improve upon existing sidewalk-infill program. - Modify vehicle procurement process to include safety considerations.

*Strategies and actions categorized as low priority does not mean they are not important. These actions may already be ongoing and should continue with minor modifications over an extended time period.

"Whenever there is an intersection that doesn't have any signage for what autos need to do (i.e., stop or yield), it is difficult because drivers do not know the rules."

Public Commenter

Figure 10: Locations of Prioritized Strategies



The City's goal is a 50% reduction in FSI crashes by 2035 and a 75% reduction by 2045 as seen in Table 4. In addition to the FSI performance measure, other injury-related statistics are important for the City to track. These measures can help the City understand which strategies might be effective and what further actions might still need to be taken.

Table 4: Fatal and Serious Injury Performance Measure

Performance Measure	Baseline (2018-2022 Average)	Current Performance*	2035 Goal	2045 Goal
Fatal and Serious Injury (FSI) Crashes	38		19	9

*Performance can be tracked yearly, looking at the most recent five-year period to understand trends.

Table 5 outlines other injury-related performance measures that the City can track as safety strategies are implemented.

Table 5: Injury-Related Performance Measures

Performance Measure	Baseline (2018-2022 Average)	Current Performance*
Fatal and Serious Injury (FSI)	38	
Injury Pedestrian Crashes	19	
Injury Bicycle Crashes	8	
Injury Intersection Crashes	264	
Injury Turning Movement Crashes	74	
Injury Rear-End Crashes	101	
Injury Distracted Driving Crashes	55	
Injury Crashes Involving a Non-Local Person	163	

*Performance can be tracked yearly, looking at the most recent five-year period to understand trends.

Another measure the City can use is an **annual review of fatality and injury crashes** to help identify location specific issues that may arise. This review can be used whether a location has a historical safety problem, or if a new issue has arisen.

Funding Opportunities

One purpose of this final plan is to help the City apply for funding through the Safe Streets and Roads for All (SS4A) program using the SS4A Self-Certification Eligibility checklist. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), established the Safe Streets and Roads for All (SS4A) program. Because this Plan meets all eligibility requirements, the City is now eligible to apply for further funding in Planning and Demonstration Activities and Implementation Grants.

Other potential funding opportunities include:

- **All Roads Transportation Safety (ARTS)** – Connects projects to enter the Statewide Transportation Improvement Program (STIP).
- **Safe Routes to School (SRTS)** – Prioritizes projects that create safer environments for access to schools.
- **Oregon Community Paths** – Helps create connections via multiuse paths to enhance active transportation programs.

There are many other funding opportunities at the local, state, and national level that can continually monitored for what fits the City's best interests.

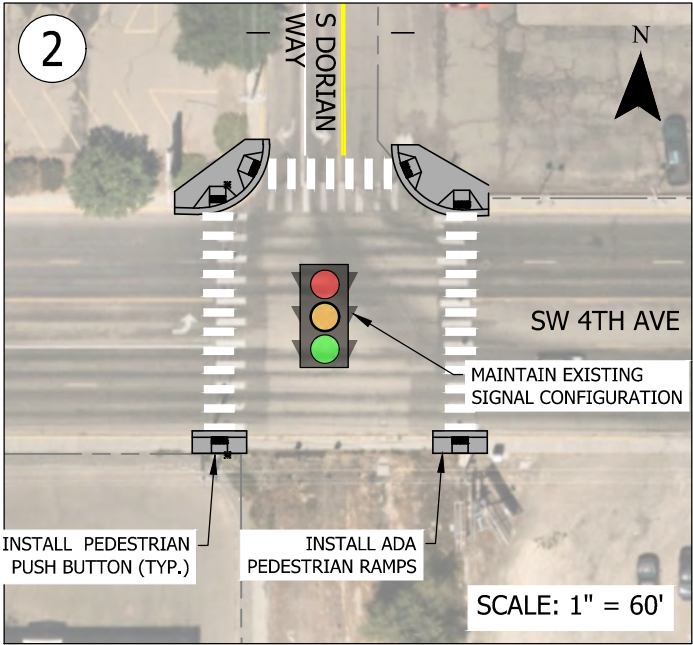
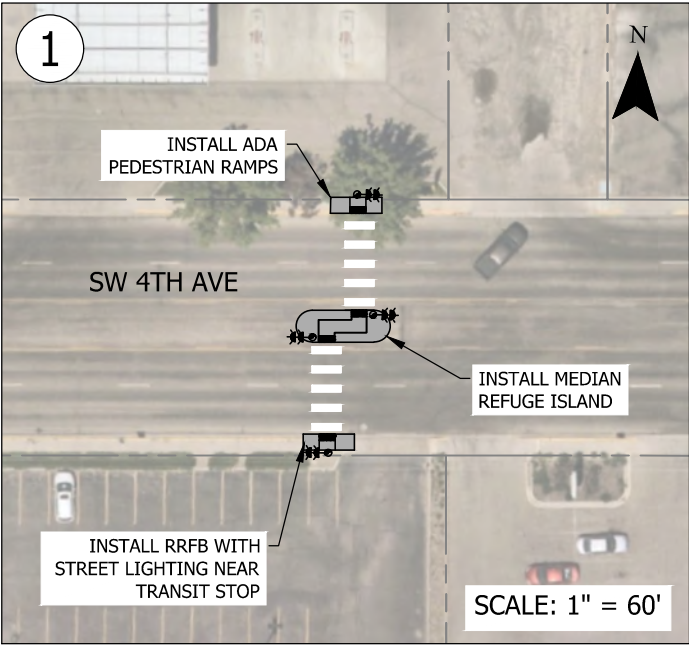
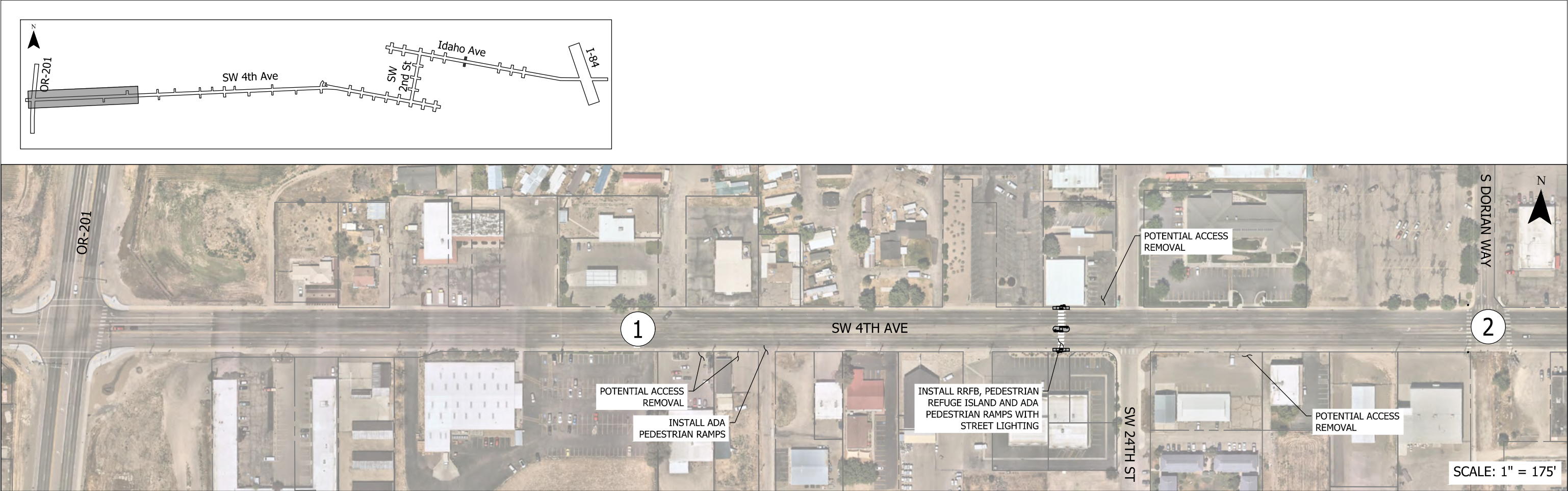
ONTARIO'S SAFETY FUTURE

The safety decisions Ontario makes today will play a pivotal role in preparing the city for future generations to live and work in it. By implementing the strategies and recommendations contained in this report, Ontario can modernize its roadway network and redefine it as a system that operates first and foremost from the values of safety, connectivity, and mobility.

For visitors and residents, the City of Ontario has embodied the best traits of the American West: possibility, adventure, and natural beauty. This Transportation Safety Action Plan offers a plan to promote these traits by creating a roadway network that brings all of its users forward safely into the future.

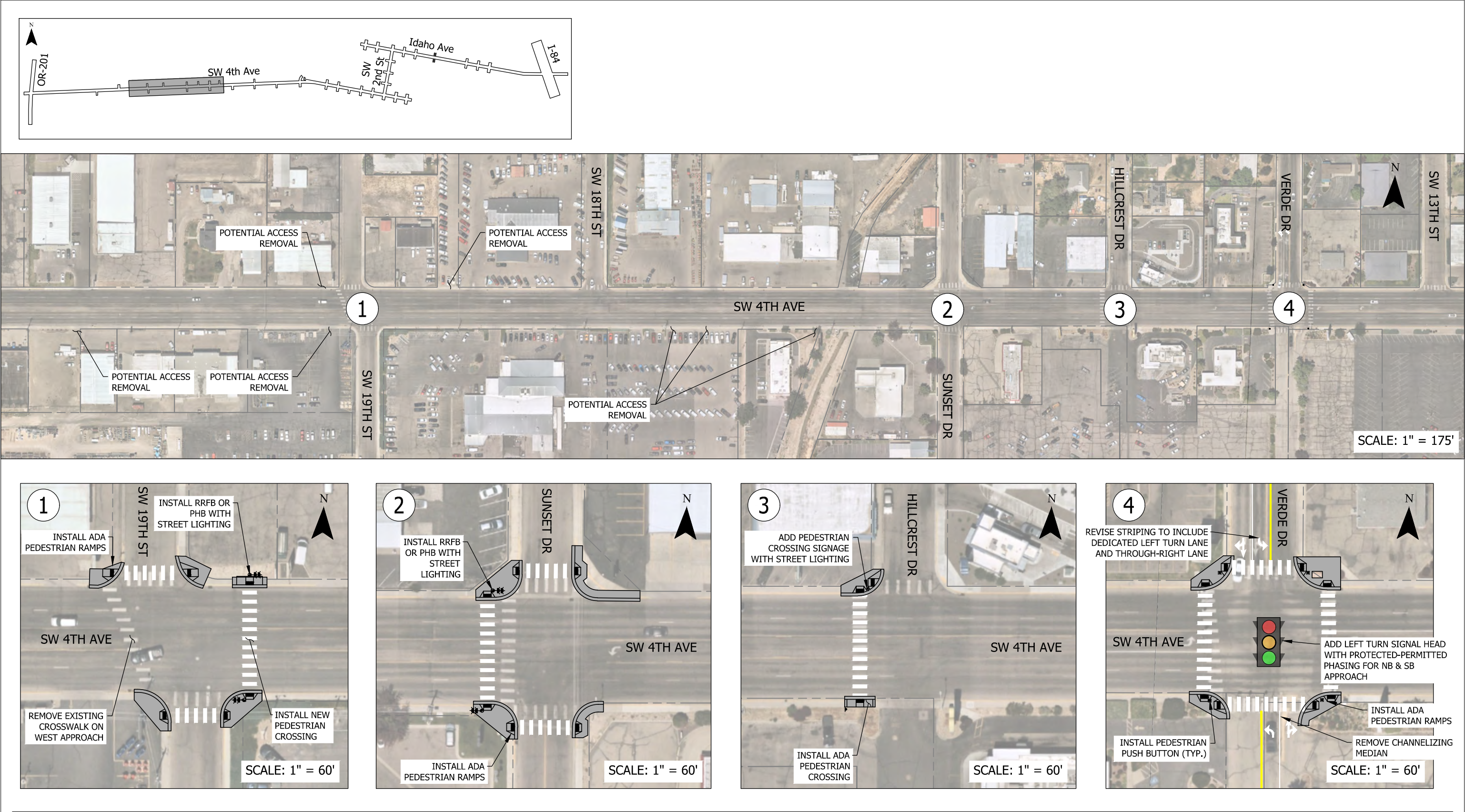


APPENDIX



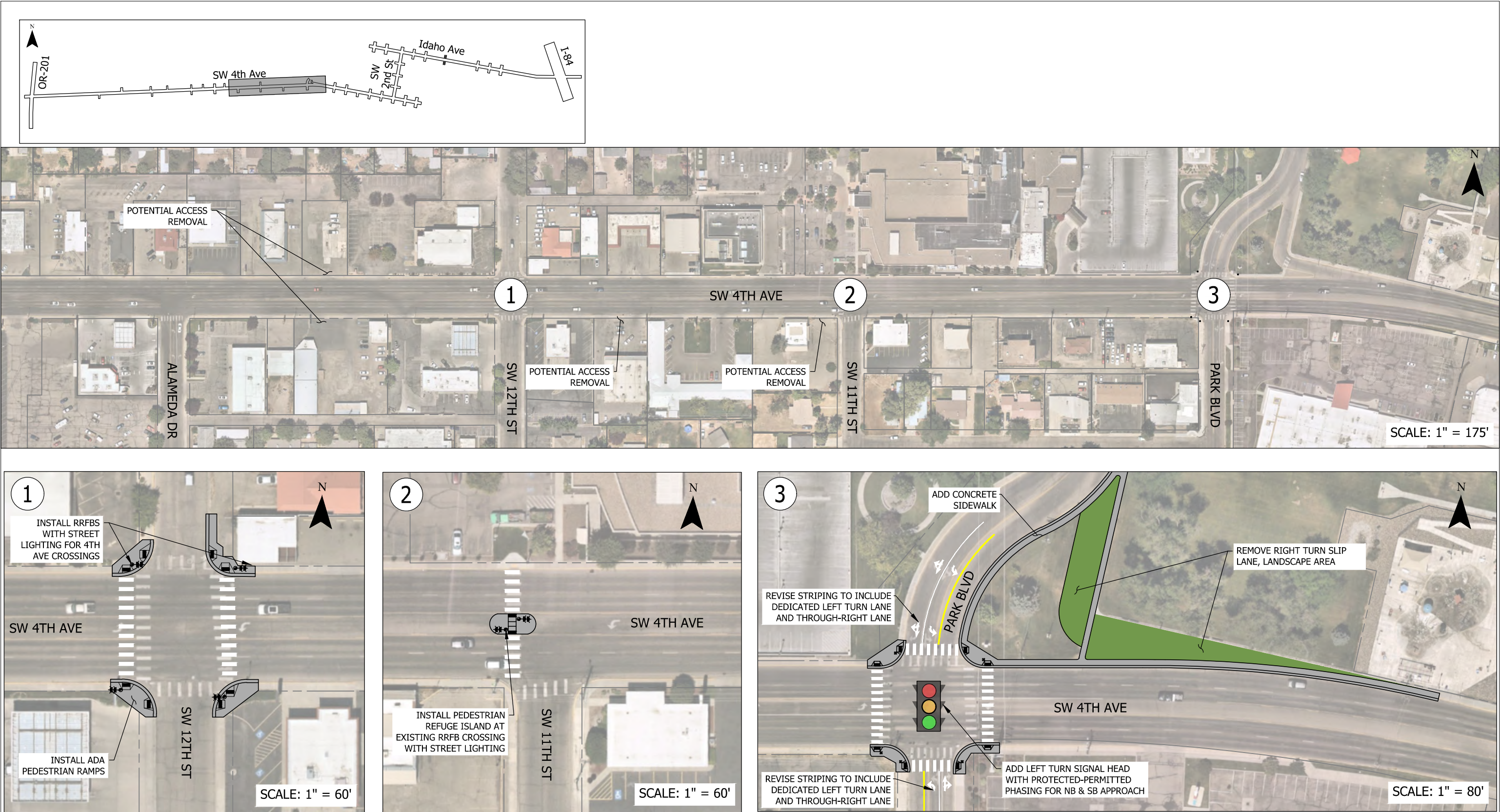
Concept Design - SW 4th Ave
Ontario, Oregon

Figure
C1



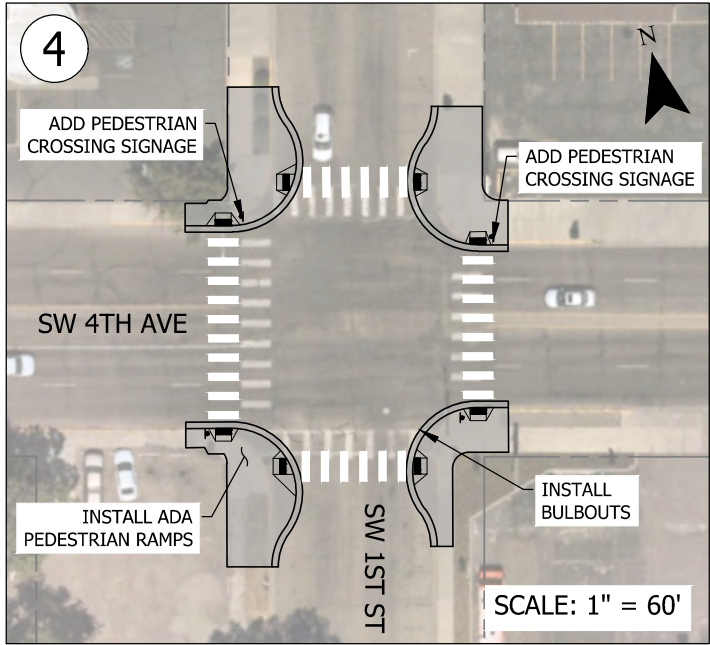
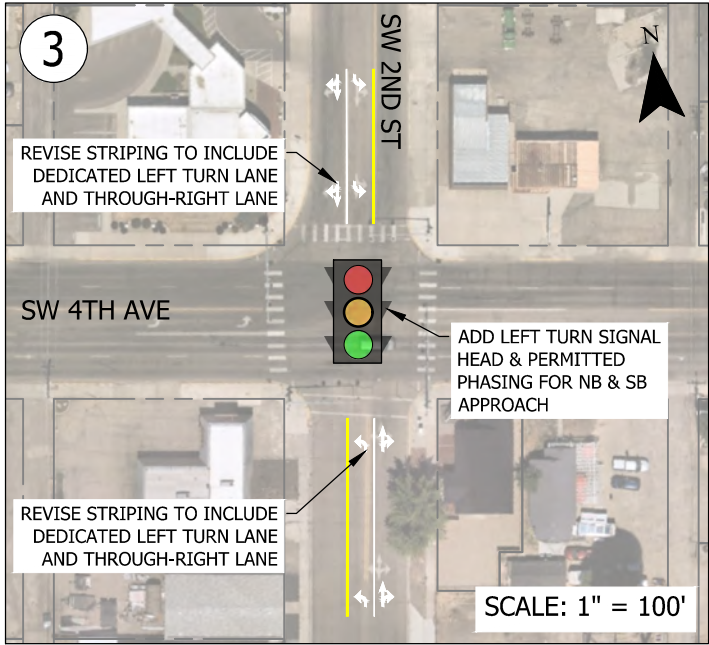
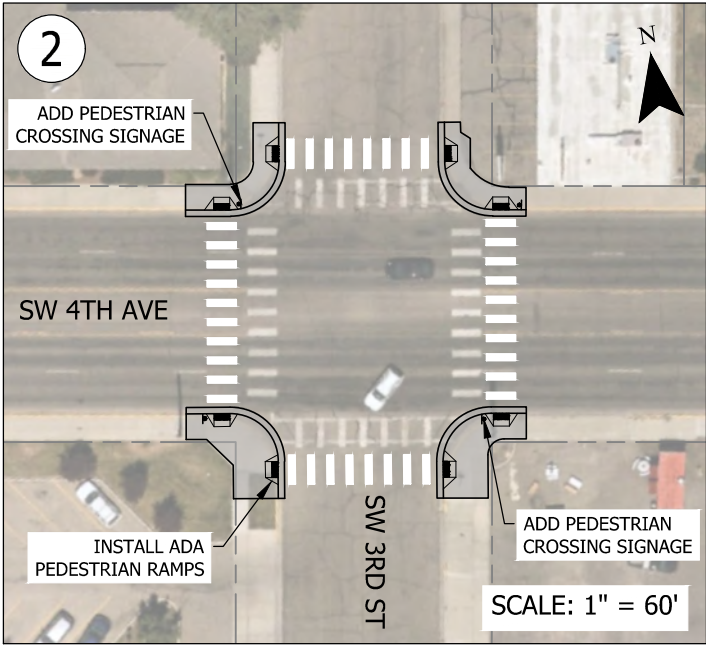
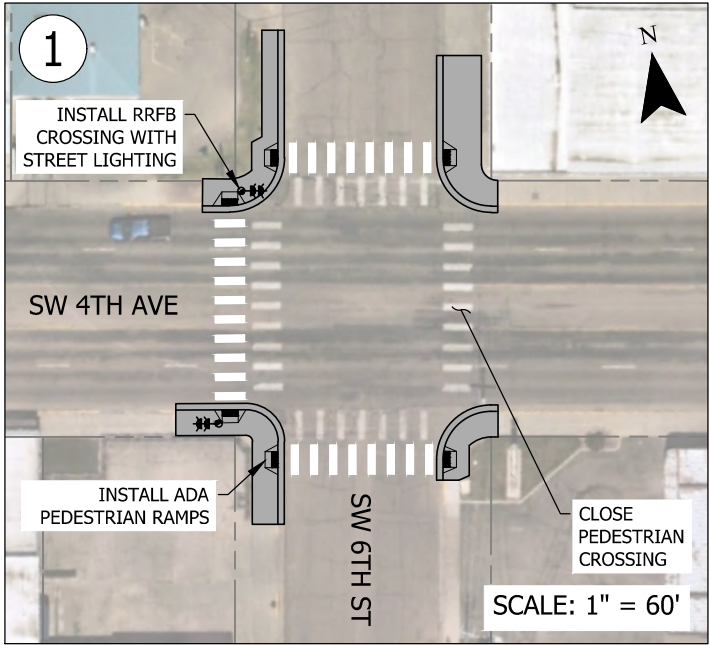
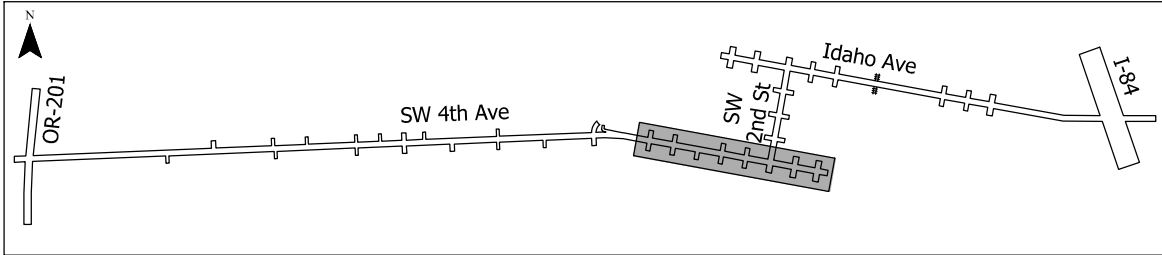
Concept Design - SW 4th Ave
Ontario, Oregon

Figure
C2



Concept Design - SW 4th Ave
Ontario, Oregon

Figure
C3



Concept Design - SW 4th Ave
Ontario, Oregon

Figure
C4

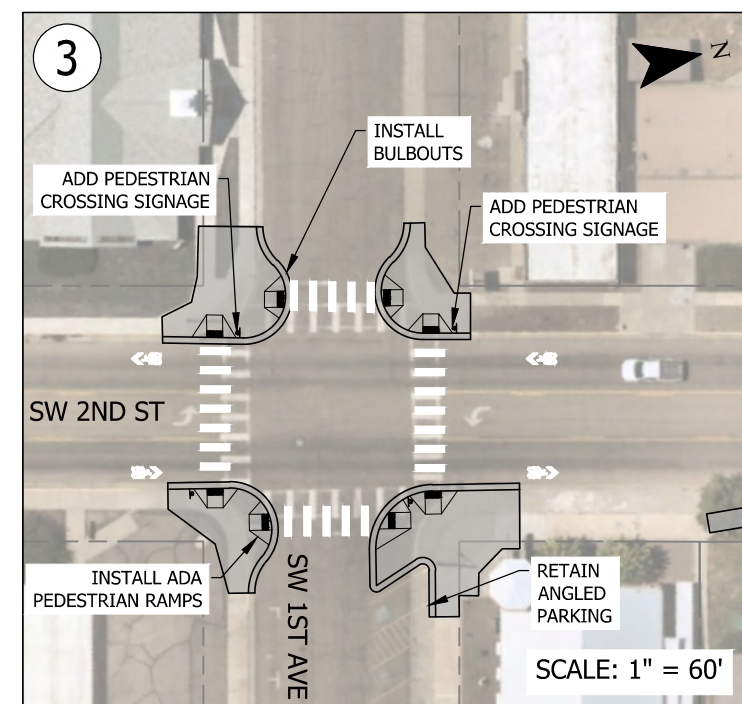
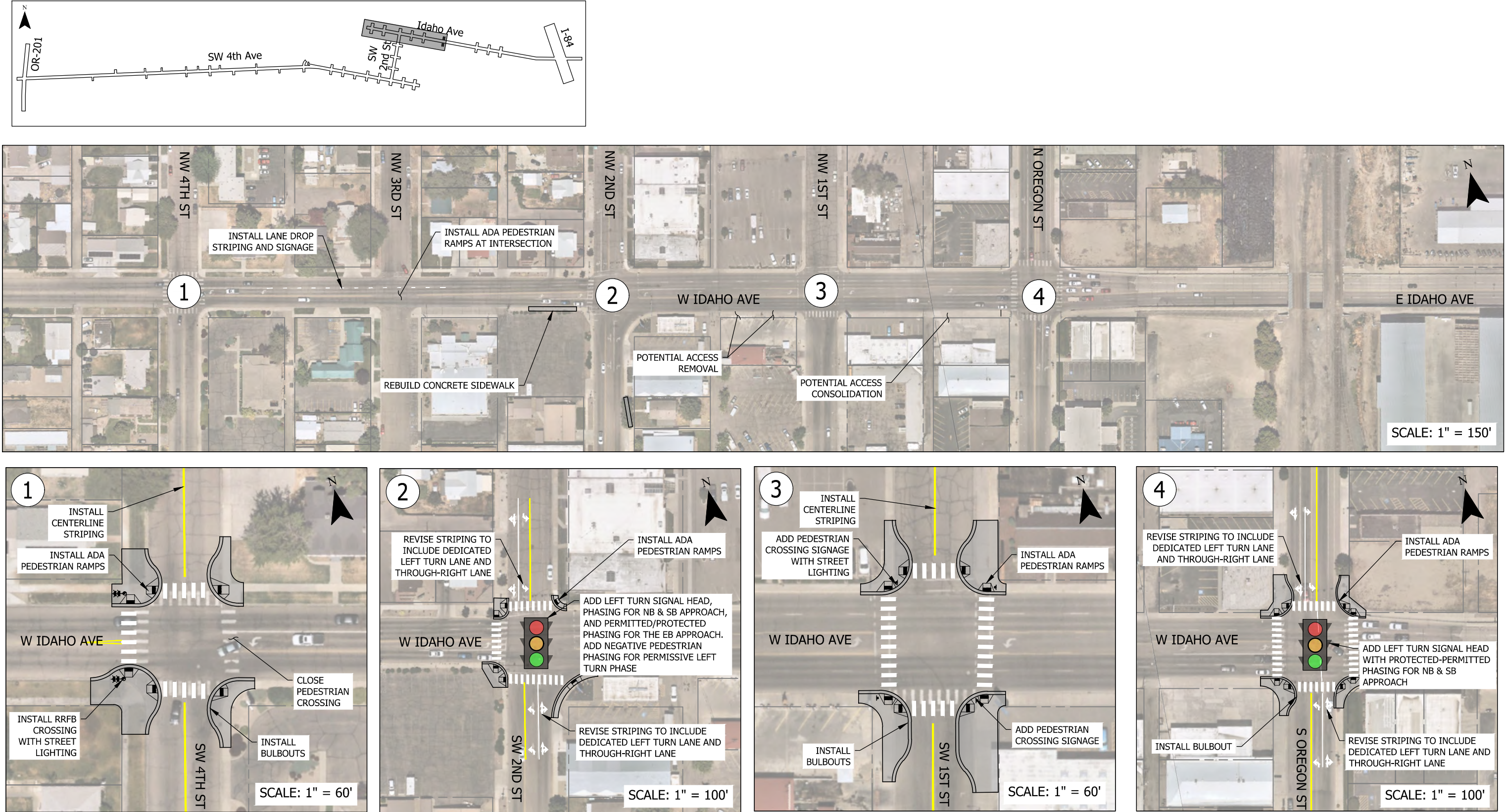


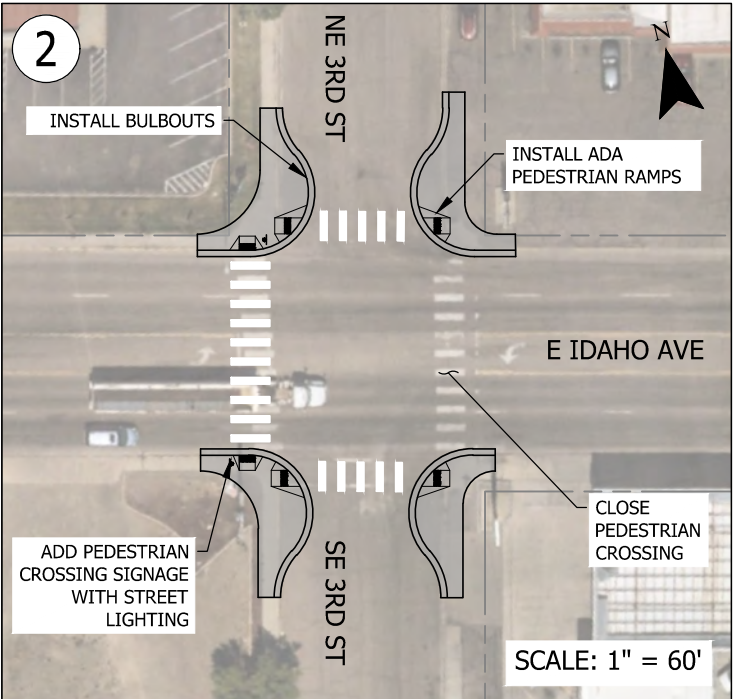
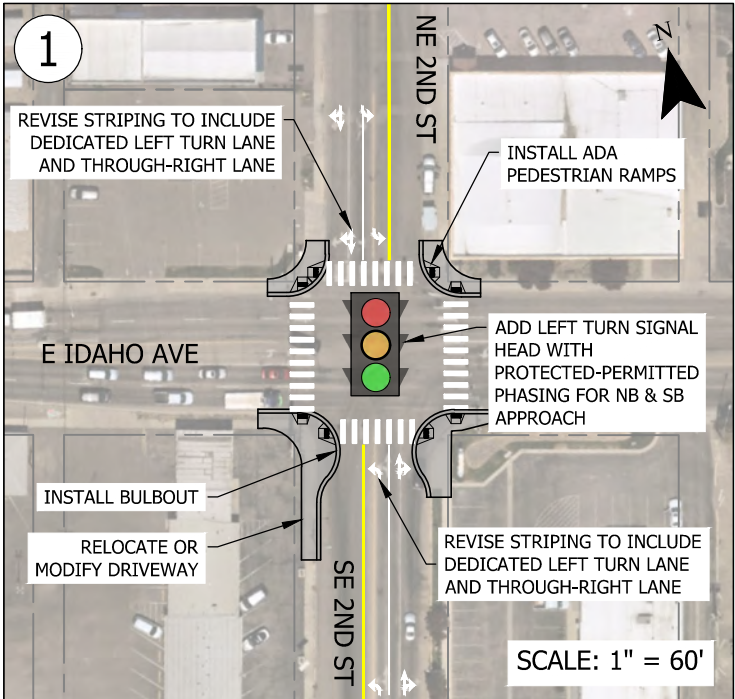
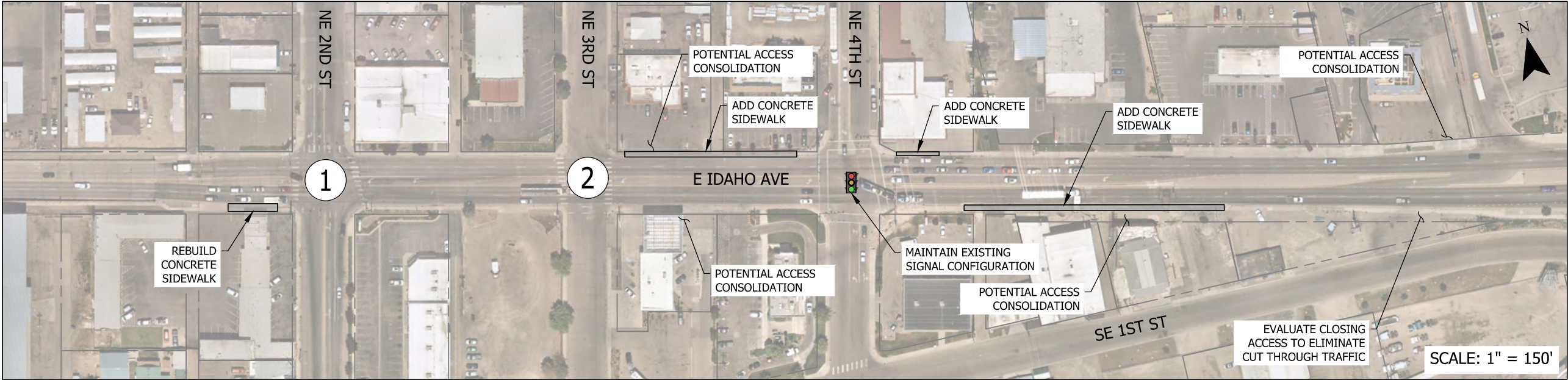
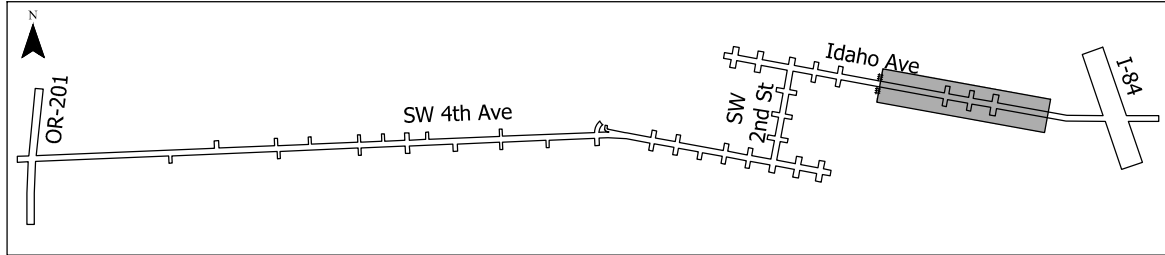
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C5



Concept Design - W Idaho Ave
Ontario, Oregon

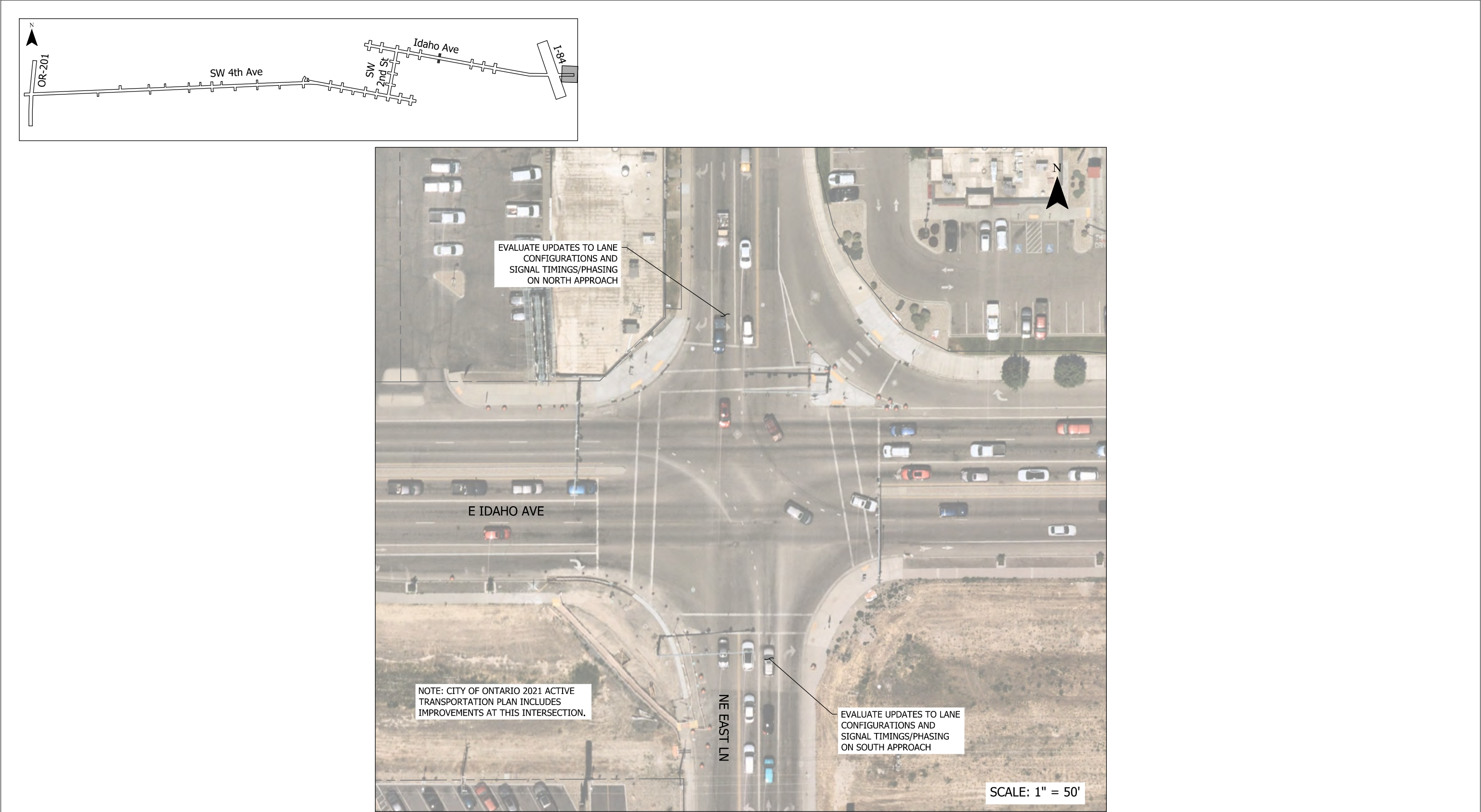
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Concept Design - E Idaho Ave
Ontario, Oregon

Figure
C7



Concept Design - E Idaho Ave & NE East Ln
Ontario, Oregon

Figure
C8



**AGENDA REPORT
NEW BUSINESS
February 25, 2025**

To: Mayor and City Council

FROM: Dan Cummings, City Manager/Community Development Director

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **ORDINANCE #2835-2025 AMENDING TITLE 2, CHAPTER 8, SECTION 4, OF THE ONTARIO MUNICIPAL CODE (PWC)**

DATE: February 19, 2025

PROPOSED MOTION:

IN ACCORDANCE WITH SECTION 2(2) OF THE CITY CHARTER, I MOVE THE CITY COUNCIL TO APPROVE ORDINANCE #2835-2025, AN ORDINANCE AMENDING TITLE 2, CHAPTER 8, SECTION 4, OF THE ONTARIO MUNICIPAL CODE AT A SINGLE MEETING BY TITLE ONLY.

IF THE VOTE IS UNANIMOUS:

IN ACCORDANCE WITH SECTION 2(2) OF THE CITY CHARTER, I MOVE THE CITY COUNCIL TO APPROVE ORDINANCE #2835-2025, AN ORDINANCE AMENDING TITLE 2, CHAPTER 8, SECTION 4, OF THE ONTARIO MUNICIPAL CODE AT A SINGLE MEETING BY TITLE ONLY.

SUMMARY:

The Ontario City Council ("Council") approved Ordinances #2457-2000, #2552-2004, #2605-2007, #2631-2009, and #2791-2021, creating and amending the Public Works Committee. By Council action, the Council approved reducing the number of committee members from 7 to 5 as per 2-8-2(C) to help in meeting the quorum issues facing the committee. Lack of attendance was primarily due to the committee being comprised of working contractor business owners, who found it difficult to leave work to attend the meetings as the meetings are held during the day.

BACKGROUND:

The Council approved Ordinances 2457-2000, 2552-2004, 2605-2007, 2631-2009, and 2791-2021, creating and amending the Public Works Committee.

By Council action and approval, the number of committee members was reduced from 7 to 5, per 2-8-2(C). This action was enacted to hopefully help in having a quorum at the meetings. Attendance was lacking due to the conflict for many committee members, who were generally working contractors, who had a difficult time meeting during the day.

On February 18, 2025, the City Manager presented an option to the committee. The establishing ordinance could be amended to reflect that the committee, currently required to meet monthly, would only need to meet when the City Council, Public Works Director, or the City Manager wanted the committee to review items, followed by a recommendation on any Public Works issue or policy.

CURRENT SITUATION:

A motion was made by the Public Works Committee to have the City Manager submit an amendment to OMC 2-8-4, Public Works, that the committee meet only as needed or requested by the City Council, City Manager, or Public Works Director, with at least one meeting in January each year to elect officers, per OMC 2-8-1. This motion was passed unanimously by the committee.

ANALYSIS:

- A. **STRATEGIC PLAN** N/A
- B. **FINANCIAL** This proposed change would result in saving staff time, and hopefully alleviate the inability to conduct any committee business due to lack of quorum.
- C. **TIMING** As soon as possible.
- D. **POLICY/LEGAL** The City Council is the governing body approving code changes through an ordinance adoption.

ALTERNATIVES:

The Council could choose to leave the code as currently written.

RECOMMENDATION:

Staff recommends the City Council approve Ordinance #2835-2025.

ATTACHMENTS:

1. Ord #2835-2025 Amend OMC 2-8-4 Public Works Committee 2-25-25

After recording, return to:
City of Ontario
Attn: City Recorder
444 SW 4th Street
Ontario, OR 97914



ORDINANCE NO. 2835-2025

AN ORDINANCE AMENDING TITLE 2, CHAPTER 8, SECTION 4, OF THE ONTARIO MUNICIPAL CODE: PUBLIC WORKS COMMITTEE - MEETINGS

- WHEREAS,** the Ontario City Council ("Council") approved Ordinances #2457-2000, #2552-2004, #2605-2007, #2631-2009, and #2791-2021, creating and amending the Public Works Committee; and
- WHEREAS,** By Council action, the Council approved reducing the number of committee members from 7 to 5 as per 2-8-2(C) to help in meeting the quorum issues facing the committee. Lack of attendance was primarily due to the committee being comprised of working contractor business owners, who found it difficult to leave work to attend the meetings; and
- WHEREAS,** On February 18, 2025, the City Manager presented an option to the committee. The establishing ordinance could be amended to reflect that the committee, currently required to meet monthly, would only need to meet when the City Council, Public Works Director, or the City Manager wanted the committee to review items, followed by a recommendation on any Public Works issue or policy.; and
- WHEREAS,** A motion was made by the Public Works Committee to have the City Manager submit an amendment to OMC 2-8-4, Public Works, that the committee meet only as needed or requested by the City Council, City Manager, or Public Works Director, with at least one meeting in January each year to elect officers, per OMC 2-8-1. This motion was passed unanimously by the committee; and
- WHEREAS,** by adoption of Ordinance #2835-2025, the Council hereby amends Title 2, Chapter 8, Section 4, of the Ontario Municipal Code.

NOW, THEREFORE, the City of Ontario ordains as follows:

Title 2 Chapter 8 of the Ontario Municipal Code shall be amended by removing the words ~~lined through~~ and adding the words that are underlined as follow:

Chapter – Public Works Committee

2-8-4 - Meetings.

The Public Works Committee shall meet ~~at least monthly on a specific schedule adopted for the year by the Committee members~~ only when requested to meet by the City Council, Public Works Director, or City Manager, but shall have one meeting held in January each year to elect new offices as per code 2-8-1. Special meetings of the Committee may be called by the Committee Chairperson, by and upon the concurrence of three (3) members, ~~or as scheduled by the Public Works Department ex officio member.~~

PASSED AND ADOPTED by the City Council of the City of Ontario this _____ day of February, 2025, by the following vote:

AYES:

NAYES:

ABSENT

SIGNED by the Mayor this _____ day of February, 2025.

Deborah K. Folden, Mayor

ATTEST:

Tori Barnett, MMC, City Recorder



**AGENDA REPORT
PUBLIC HEARING
February 25, 2025**

To: Mayor and City Council

FROM: Tatiana Burgess, Planning Director

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **ORDINANCE #2833-2025: ANNEXATION OF TAX LOT 400 ON ASSESSOR'S
MAP 18S47E10AC AND REZONING FROM URBAN GROWTH AREA
COMMERCIAL ZONE TO CITY GENERAL COMMERCIAL ZONE**

DATE: February 12, 2025

PROPOSED MOTION:

A. APPROVAL:

- 1. I MOVE THAT THE CITY COUNCIL APPROVE THE FINDING OF FACTS AND RECOMMENDATION OF THE PLANNING COMMISSION FOR THE ANNEXATION OF TAX LOT 400 ON MAP 18S47E10AC AND REZONING FROM UGA COMMERCIAL (UGA-C) TO CITY GENERAL COMMERCIAL ZONE (C-2) AS SET FORTH IN ACTION 2025-01-01AZ BASED ON THE INFORMATION, FINDINGS, AND CONCLUSIONS SET FORTH IN THIS REPORT.**
- 2. IN ACCORDANCE WITH SECTION 8.2(2) OF THE CITY CHARTER, I MOVE THAT THE CITY COUNCIL APPROVE ORDINANCE #2833-2025, AN ORDINANCE PROCLAIMING THE ANNEXATION OF TAX LOT 400 ON MAP 18S47E10AC AND REZONING FROM UGA COMMERCIAL (UGA-C) TO CITY GENERAL COMMERCIAL ZONE (C-2) AS SET FORTH IN ACTION 2025-01-01AZ, AT A SINGLE MEETING BY TITLE ONLY.**

IF VOTE IS UNANIMOUS:

- 3. IN ACCORDANCE WITH SECTION 8.2(2) OF THE CITY CHARTER, I MOVE THAT THE CITY COUNCIL APPROVE ORDINANCE #2833-2025 AN ORDINANCE PROCLAIMING THE ANNEXATION OF TAX LOT 400 ON MAP 18S47E10AC AND REZONING FROM UGA COMMERCIAL (UGA-C) TO CITY GENERAL COMMERCIAL ZONE (C-2) AS SET FORTH IN ACTION 2025-01-01AZ, AT A SINGLE MEETING BY TITLE ONLY.**

B. DENIAL:

- 1. I MOVE THAT THE CITY COUNCIL DENY THE REQUEST FOR ANNEXATION OF TAX LOT 400 ON MAP 18S47E10AC AND REZONING FROM UGA COMMERCIAL (UGA-C) TO CITY GENERAL COMMERCIAL ZONE (C-2) AS SET FORTH IN ACTION 2025-01-01AZ, BASED ON THE FOLLOWING LEGAL REASONS (NEED TO LIST THE LEGAL DENIAL FINDINGS).**

SUMMARY:

The applicant, Larry Kine of Thistle and Nest, a non-profit, and property owners request that Tax Lot 400 on Assessor's Map 18S47E10AC be annexed into the city and rezoned from Urban Growth Commercial Zone (UGB-C) to City General Commercial Zone (O-C-2).

BACKGROUND:

The subject parcel is 1.35 acres, more or less, and is the site of an old dwelling, as well as a few smaller structures in poor condition. The site faces SE 5th Avenue and its right-of-way frontage has been improved as part of the city's sidewalk improvement program, along SE 5th Avenue.

Required notices were sent to adjoining landowners, Department of Land Conservation and Development, Malheur County, the Rural Road Assessment District #3, Warm Springs Irrigation District, and Ontario city departments, and published in the Argus Observer on January 29, 2025. The Planning Department received a letter from ODOT on January 31, 2025, informing that ODOT has no comments to provide to be considered. No other comments or objections were received by the Planning Department.

A Planning Commission hearing was held on February 10, 2025, and via a unanimous vote, it was recommended that the City Council approve this annexation.

CURRENT SITUATION:

The applicant intends to develop the site into a residential community, with at least 20 residential units. All development must comply with applicable provisions of the OCC (City of Ontario Zoning Ordinance as set forth in the Ontario City Code), and the City of Ontario Comprehensive Plan. Generally, unless otherwise noted, if a request is found to be consistent with the Zoning Ordinance, it is considered to be consistent with the Comprehensive Plan and the planned development is an approved zoning under the comprehensive plan.

A. Rezone1. Section 10B-20-30 REQUIRED FINDINGS, DECISION CRITERIA. In preparing findings to support a quasi-judicial zoning map amendment decision, the following findings shall be addressed except when alternatives are set forth or where a required finding clearly does not apply to the current action:

- a. The zoning map amendment is in conformance with statewide planning goals and guidelines.
- b. The zoning map amendment is in conformity with the acknowledged comprehensive plan.
- c. The applicant has demonstrated a mistake or error in the original zone designation, or the applicant has demonstrated a change in physical, social or market conditions generally affecting the area which make the proposed change appropriate.
- d. A public need is demonstrated for this zoning at this location and is not the granting of a special privilege for a single property or small group of properties.
- e. The property affected by the change is adequate in size and shape to facilitate its use and development as permitted under the new zoning classification.
- f. The property affected by the proposed change of zone is properly related to streets and public facilities and with services adequate to meet the demands of the uses allowed in the new zone.

g. The proposed zoning map change will not result in adverse effects upon surrounding properties or surrounding uses from dust, noise, vibration, odor, heat, glare, lighting, or discharges into the air, water or land.

Findings:1. Explain how the proposed zoning map amendment is in conformance with statewide planning goals and guidelines.

The City of Ontario, Malheur County and the State of Oregon have all agreed upon the Comprehensive Plan and Map. Within that map, the proposed annexation will close the gap in the zoning map, and provide and eliminate an urban growth area, that is currently surrounded in its entirety by properties that had been previously annexed into the City. The applicant chose to retain the commercial zoning designation. If the proposed annexation is approved, the subject parcel will increase the City's available inventory of commercially zoned land, which doesn't only allow for commercial developments, but also permits multi-family residential developments.

2. Explain how the proposed zoning map amendment is in conformance with the Acknowledged Comprehensive Plan.

The property is within the City of Ontario UGA and the annexation and rezoning of the property is in compliance to the acknowledged Comprehensive Plan. The annexation will not render a change on allowed uses. The property zone will change from the Commercial zone within the Urban Growth Area, to the General Commercial Zone within the City limits. The principal permitted and conditional uses will remain the same.

3. As applicant, you must explain how there has been a mistake or error in the original zone designation or a change in physical, social or market conditions generally affecting the area, which makes this proposed zone change appropriate.

The applicant's requested zone change from a UGA Zone to a City Zone does not imply that there has been a mistake or an error in the original zone. In fact, this request for annexation and zone change only shows that the original zone designation of UGA zones was done with future thought of economic growth in mind. What has changed is the growth and development around the subject area. The proposed annexation will allow the applicant to connect the development into the City services, which will expand the City's infrastructure, available housing supply and overall livability.

4. As applicant, you must show a public need is demonstrated for this zoning at this location and is not the granting of a special privilege for a single property or small group of properties. The public will benefit by annexing and re-zoning this parcel into the city limits through increased tax revenue, increased development and increased infrastructure. The rezoning of the UGA Commercial to City General Commercial, which matches the Comprehensive Plan, will allow for better use of the area, since the proposal is for a residential complex. The property adjoining to the south is the site of a multi-family residential complex as well, and the annexation will keep the proposal consistent with overall use of the area.

5. Explain how the property affected by the change, if approved, is adequate in size and shape to facilitate its use and development as permitted under the new zoning classification.

The minimum parcel size in the General Commercial (C-2) zone, once annexed in, is 3,000 sq. ft. The total proposed annexation area is 58,740, more or less. A residential development in a C-2

zone shall comply with the multi-family residential requirements, as outlined in Ontario Municipal Code 10A-29-07, which specifies that a minimum of 10 dwelling units is required. The annexation of the subject property will enable the applicant to meet these requirements as needed for a use consistent with the General Commercial zone.

6. Explain how the property affected by the proposed change of zone is properly related to streets and other public facilities and with services adequate to meet the demands of the uses allowed in the new zone. This shall explain how this proposal will not absorb a disproportionate share of public facilities, utilities and general assets.

The parcel far exceeds the minimum parcel size and will be able to be developed into large developments as planned for in the comprehensive plan. The surrounding infrastructure is capable of handling traffic and expansion of services, for the proposed residential development. As part of the UGA the property has been part of the City Transportation Master Plan, Water Master Plan, Waster Water Master Plan and the City Storm Water Master Plan and therefore has been approved to provide city services to this property.

The property has direct access to an existing right-of-way: SE 5th Ave. An email was received on 01/31/2025, from ODOT, expressing that the annexation and zone change would not constitute additional trip generation potential to significantly impact the transportation system, and therefore, ODOT had no additional comments versus the development.

7. Explain how the proposed change in zoning will not result in adverse effects upon surrounding properties or surrounding uses from dust, noise, vibration, odor, heat, glare, lighting, or discharges into the air, water or land.

The property is part of the city approved zoning and has been approved for the type of zoning once brought into the City limits and is in harmony with the surrounding developed property zoned accordingly and will not result in any adverse effects to the adjacent properties zoned the same.

The principal permitted uses will remain the same, and consistent with the General Commercial zone.

Summary Conclusions: Based on the findings above: The City of Ontario Municipal Code Implements policies contained in the City of Ontario Comprehensive Plan conform to the Statewide Planning Goals; generally, if a proposed rezone meets all criteria and standards contained in the OMC, the request will be consistent with Comprehensive Plan Policies and therefore conform to the Statewide Planning Goals. As this proposal meets the criteria in the above section, this proposal is consistent with Statewide Planning Goals. CRITERION IS MET

a. The findings 2 above show that the request is within goals and conformance of the Acknowledged Comprehensive plan. Therefore, this proposal has demonstrated itself to be consistent with the Comprehensive Plan. CRITERION IS MET

b. The information in finding 3, indicates that there has been no mistake and the request is consistent with the Comprehensive Plan. Therefore, there is no mistake, and the request follows the comprehensive plan and approved zoning and demonstrates that this criterion is met. CRITERION IS MET

c. As noted in finding 4, rezoning from the UGA zones to City zones would not be considered as the granting of a special privilege for a single property as it is providing for the same zoning as the comprehensive plan and is the same zoning of the lands adjacent to these properties. CRITERION IS MET

d. As noted in the findings 5, the subject property size is adequate to demonstrate consistency with this criterion. CRITERION IS MET

e. As noted in the finding 6 above, the property is properly related to streets and public facilities within the public streets and the existing uses and services demonstrate that uses allowed in the proposed zone are provided. CRITERION IS MET

f. In the finding 7 above, that while the impact on surrounding properties will be low, with the proposed change in zoning, compliance with present City of Ontario ordinances will be essential in eliminating these issues. The permitted uses will remain the same and be subject to change due to the annexation. CRITERION IS MET

Final Conclusion: ALL CRITERIA ARE MET

B. Annexation:1. 10B-45-10 INITIATION OF ACTION. When a person, authorized by statute, wishes to extend the city's boundaries, an application on forms supplied by the city shall be filed with the Planning Director and which include: annexation consent forms, by the property owners, and by tenants if required by law or court decision; request for a change in zoning map designation, or plan change if required; request for other quasi-judicial action if required; fees, and other exhibits and requirements for a quasi- judicial action as set forth in this Title. All land use actions associated with the annexation shall be consolidated, as feasible, and one fee paid.

2. Oregon Revised Statute 222.125: Annexation by consent of all owners of land and majority of electors; proclamation of annexation. The legislative body of a city need not call or hold an election in the city or in any contiguous territory proposed to be annexed or hold the hearing otherwise required under ORS 222.120 when all of the owners of land in that territory and not less than 50 percent of the electors, if any, residing in the territory consent in writing to the annexation of the land in the territory and file a statement of their consent with the legislative body. Upon receiving written consent to annexation by owners and electors under this section, the legislative body of the city, by resolution or ordinance, may set the final boundaries of the area to be annexed by a legal description and proclaim the annexation.

Findings:

The applicant has paid the fees and provided the proper application with signatures.2. The property is annexable because it lies inside the Urban Growth Boundary and is contiguous with the current city limits.

3. The property currently has three different UGA zones in the Urban Growth Area and the companion requested City zones are consistent with contiguous property.

4. Findings from preceding sections of this report are herein included by this reference. A change to the comprehensive plan map or text is not necessary to annex the property; however, the annexation of the property must be consistent with all applicable Comprehensive Plan Policies.

5. Annexation would benefit the city by increasing tax revenue, and by providing more potentially developable residential land.

Final Conclusion: All criteria and standards applicable to a request for annexation have been met. The property may be annexed.

SUMMARY CONCLUSIONS AND PLANNING COMMISSION DECISION

A request for annexation and rezoning of property was recommended for approval by the Planning Commission to the City Council. All applicable decision criteria and standards were found to be met, or able to be met through appropriate conditions of approval. In this case, findings were made by the Planning Commission that the specific criteria are either met or able to be met through conditions of approval; options and discussion are provided under “Findings:” and “Conclusion:” for each criterion. All the criteria and standards must be met in order for the request to be recommended for approval.

ANALYSIS:

- A. **STRATEGIC PLAN** This project falls under the Growth goal of the City Council's strategic plan; specifically allowing for annexation of land to add growth and more tax base. It allows for the development of the property.
- B. **FINANCIAL** This annexation will add to the city tax base.
- C. **TIMING** The rezoning of this property is needed in a timely manner to allow for the proposed residential development.
- D. **POLICY/LEGAL** The proposed development must comply with applicable provisions of the OCC (City of Ontario Zoning Ordinance as set forth in the Ontario City Code), and the City of Ontario Comprehensive Plan. Generally, unless otherwise noted, if a request is found to be consistent with the Zoning Ordinance it is consistent with the Comprehensive Plan. A rezone must be made by an Ordinance and the City Council is the final authority for approving a City Ordinance.

ALTERNATIVES:

The City Council could table the action until a time certain if more information is needed to make a decision.

RECOMMENDATION:

Staff recommends that the City Council approve and adopt the findings of facts and approve the annexation and rezone from Urban Growth Area Commercial zone to City General Commercial zone of the subject property as per the report.

ATTACHMENTS:

1. Ord #2833-2025 Annex & Rezone Complete with Exhibits
2. Annexation Application
3. Preliminary Site Plan
4. Affidavit of Publication
5. Letter from ODOT

After Recording Return to:
City of Ontario
Attn. Tori Barnett
444 SW 4th Street
Ontario, OR 97914



ORDINANCE #2833-2025

AN ORDINANCE PROCLAIMING THE ANNEXATION AND REZONING OF CERTAIN TERRITORY TO THE CITY OF ONTARIO FROM URBAN GROWTH AREA COMMERCIAL (UGA-C) ZONE TO CITY GENERAL COMMERCIAL (C-2) ZONE, BEING 1.35 ACRES MORE OR LESS, WITHIN THE SW 1/4 OF NE 1/4 OF SECTION 10, TOWNSHIP 18 SOUTH, RANGE 47 EAST, WILLAMETTE MERIDIAN

- WHEREAS,** There has been submitted to the City of Ontario a written request for annexation and rezoning to the city signed by 100% of the owners of land within the affected territory to be annexed; and
- WHEREAS,** All of the owners of land in that territory have consented in writing to the annexation of their land in the territory and have filed a statement of their consent with the legislative body of the city; and
- WHEREAS,** The City Charter and the City Code does not expressly require the city to submit a proposal of annexation of territory to the electors of the city; and
- WHEREAS,** All the owners have requested 1.35 acres be rezoned from Urban Growth Area Commercial Zone (UGA-C) to City General Commercial Zone (C-2).

NOW THEREFORE, THE CITY OF ONTARIO ORDAINS AS FOLLOWS:

1. Annexation Area. The following contiguous territory be and the same is hereby annexed: The property legally described and mapped in the attached Exhibits "A" and "B" respectively.
2. Rezoning. That based on the Planning Commission findings and recommendation in Planning Action 2025-01-01AZ, the lands as described and shown in the attached Exhibits "A" and "B" be rezoned from UGA Commercial to City General Commercial being 1.35 acres, more or less.
3. Record. The City Planner shall submit to the Oregon Secretary of State (1) a copy of this Ordinance, (2) a copy of the statement of consent of the landowner in the territory annexed; and (3) shall send a description by metes and bounds, or legal subdivision, and a map depicting the new boundaries of the city within 10 days of the effective date of annexation to the Malheur County Assessor, Malheur County Clerk, and the State Department of Revenue.

PASSED AND ADOPTED by the Common Council of the City of Ontario this _____ day of _____, 2025, by the following vote:

AYES:
NAYES:
ABSENT:

APPROVED by the Mayor this _____ day of _____, 2025.

ATTEST:

Deborah K. Folden, Mayor

Tori Barnett, MMC, City Recorder

Exhibit “A”

Annexation Boundary Description

Land in Malheur County, Oregon, as follows:

In Twp. 18 S., R. 47 E., W.M.:

Sec. 10: A parcel of land in the SW 1/4 NE 1/4 described as follows:

Beginning at the Northwest corner of said SW1/4 NE1/4;
thence East, coincident with the North boundary thereof, 20 rods (330 feet);
thence South, at a right angle with said North boundary, 12 rods (198 feet);
thence West 20 rods (330 feet) to a point 12 rods South of the Point of Beginning;
thence North, coincident with the West boundary of the SW1/4 NE1/4, 12 rods (198 feet)
to the Point of Beginning.

EXCEPTING THEREFROM the North 20 feet for road right of way.-

Said Annexation Parcel contains 1.35 acres more or less.

- End of Description –

Annexation Boundary Map

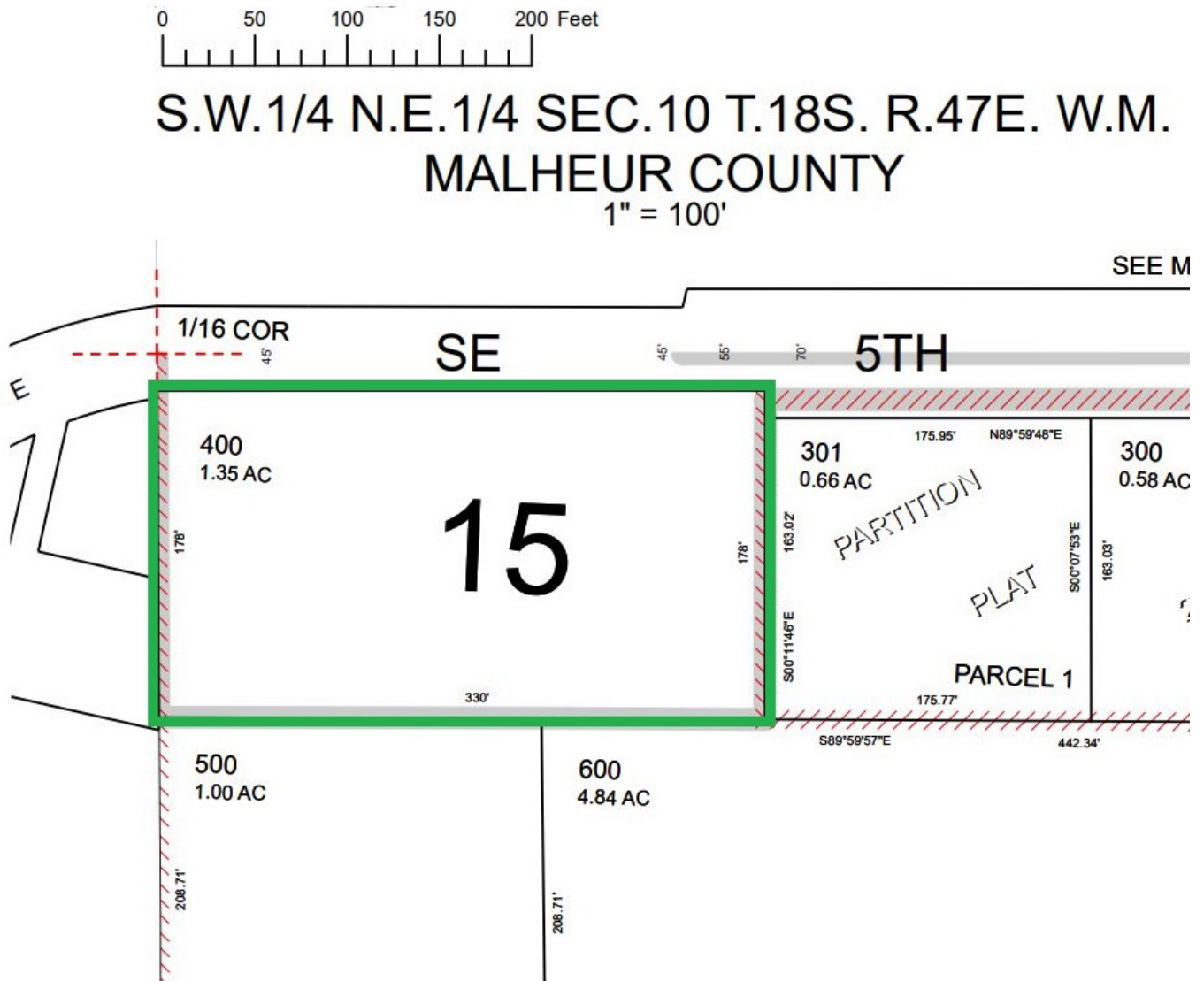


Exhibit "C"

Parcel Before Rezone

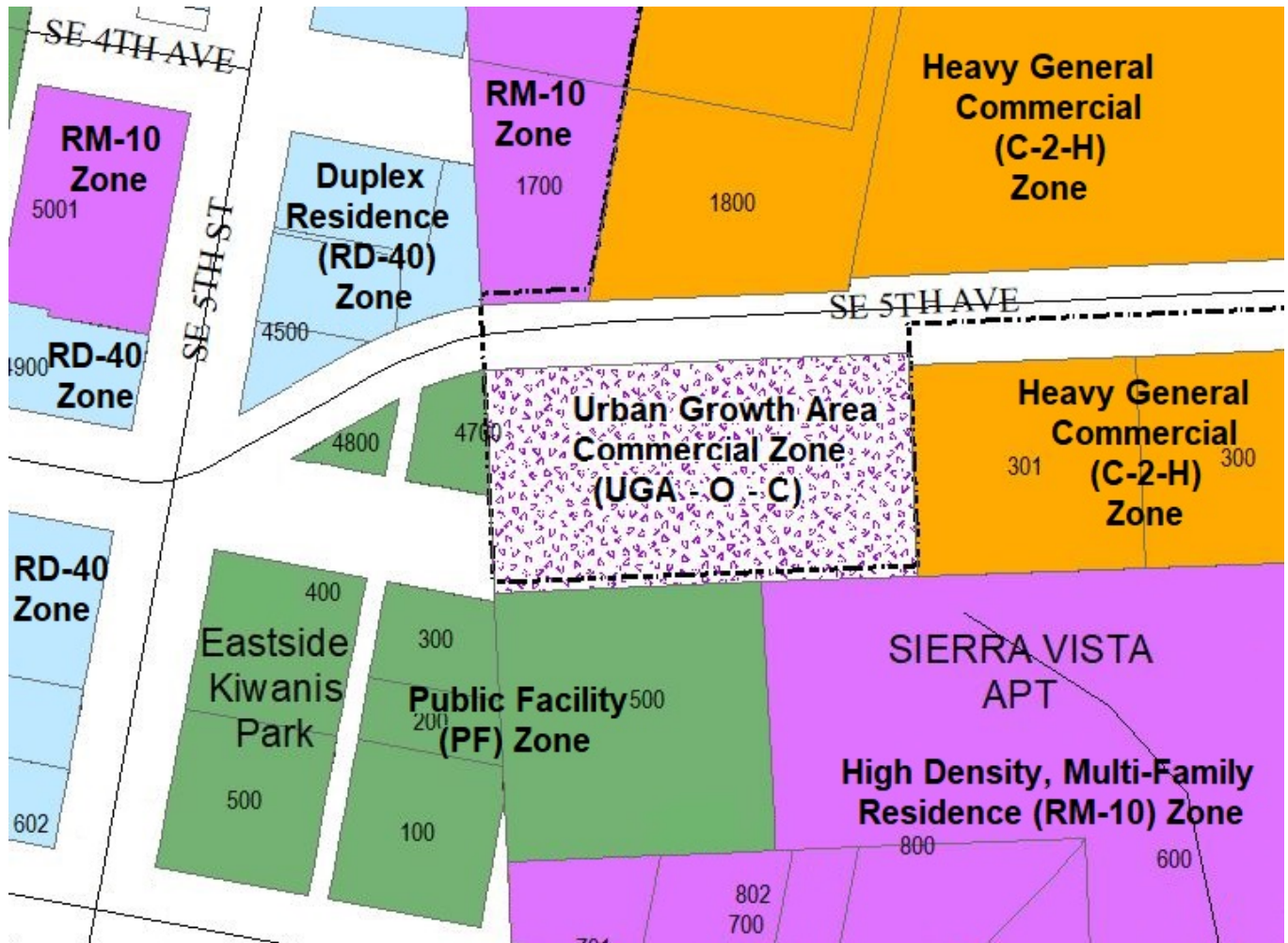
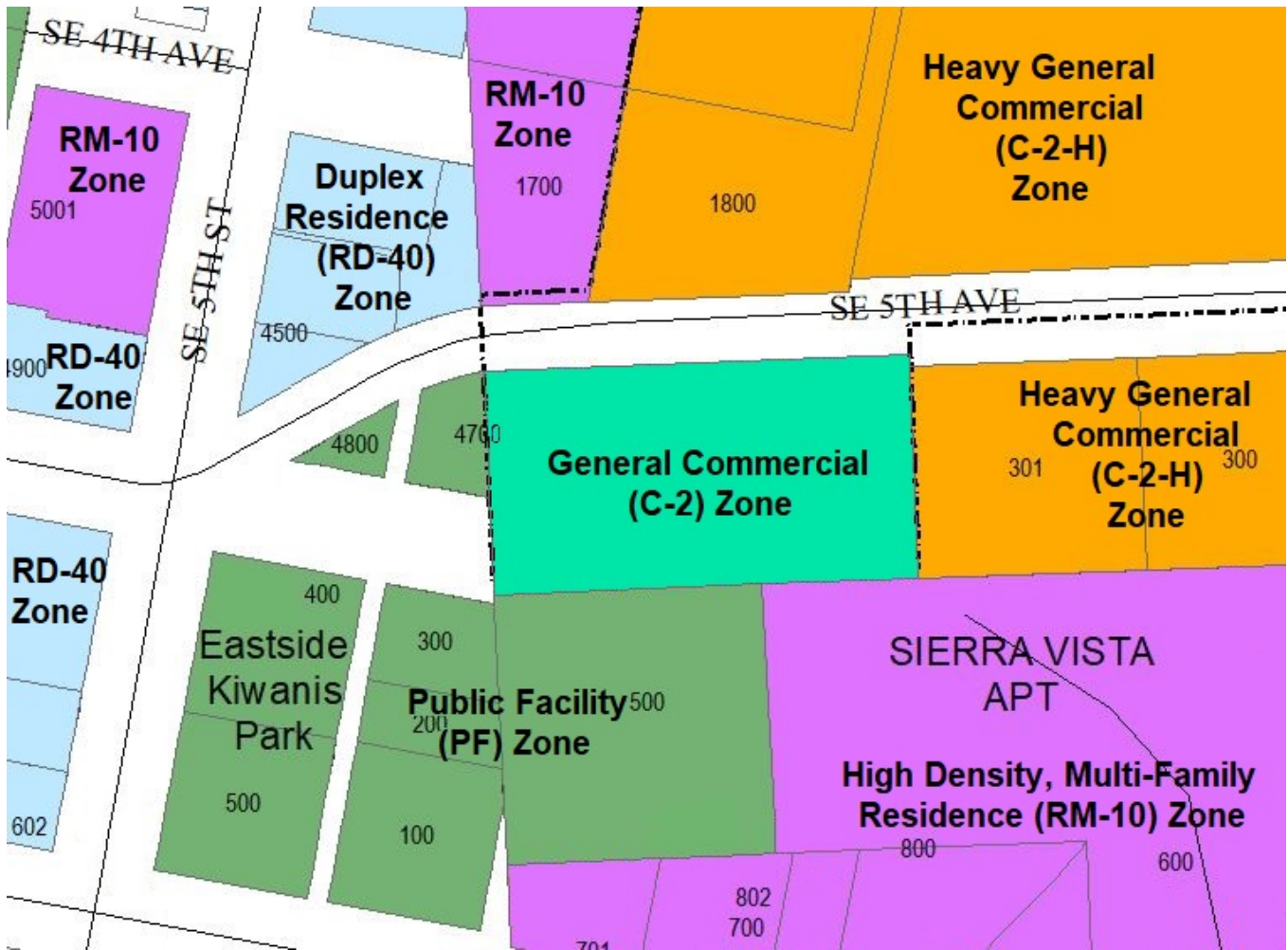


Exhibit "D"

Parcels After Rezone



City of Ontario Planning and Zoning Application Form

444 SW 4th Street, Ontario, OR 97914

Permit Center Annex: 458 SW 3rd Street

Voice (541) 881-3222 / (541) 881-3224

Fax (541) 881-3251



ANNEXATION & REZONE APPLICATION

FILE # 2025-01-01 A2

Date Received 01-02-2025

Fee: \$421.00 + \$260 + \$107 = \$788.00

(Mailing & Advertising \$260.00)

(Base Ordinance recording fee \$107.00)

Fee: PLUS 2 cents per square foot

Time Received 1:08 pm

PDAC Date: _____

Accepted as Complete 01-06-2025

Applicant(s) – attach additional sheets as necessary

Name Thistle & Nest Nonprofit 501(c)

Address 250 NW Franklin Ave

Suite 401

Bend OR 97703

Telephone 541-280-4937 (Larry)

email LarryKimp@gmail.com

signature [Signature], treasurer

Property Owner(s) – attach additional sheets as necessary

Ricky Johnson &

Hyonok Johnson

Description of proposed action: Annex the subject property and develop it into one occupied affordable homes.

If the application includes any site plans or other drawings, please submit electronic copies in pdf format

OFFICE USE ONLY

120 day time limit
DLCD 35-day notice required
Notice of PC Hearing
Notice to media
Hearing dates
Notice of Decision
Associated applications

Accepted as complete 01-06-25
Date mailed 01-06-25
Date mailed 01-24-25
Publication date 01-29-25
PC 02-10-25
Date mailed _____

Final decision by _____
Date of first hearing 02-10-25
Posted on site 02/25
Emailed _____
CC _____
Appeal deadline _____

ANNEXATION & REZONE JUSTIFICATION

THE FOLLOWING INFORMATION MUST BE COMPLETED IN FULL. AN APPLICATION WILL NOT BE ACCEPTED FOR A ZONE CHANGE REQUEST WITHOUT THIS INFORMATION

THE CITY WILL USE THESE ANSWERS IN ITS ANALYSIS OF THE MERITS OF THE APPLICATION

PLEASE PRINT CLEARLY OR TYPE

A. DESCRIPTION OF PROPERTY:

Township 18 S Range 47 E Section 10 AC, Willamette Meridian

Tax Lot # 400

Lot Size 1.31 ACRES Current Zoning UGA
(ACRES OR SQUARE FEET)

Property Address 694 SE 5th Street, Ontario

Name of Subdivision N/A

EXISTING RECORDED EASEMENTS:

Purpose & Description: N/A

Book & Page No. _____ Inst. # _____

EXISTING DEED RESTRICTIONS:

Purpose & Description: N/A

Book & Page No. _____ Inst. # _____

B. SPECIFICATION OF REQUEST

Zone Requested General Commercial (C-2)

Intended use under new zone (Explain in detail, including all operational characteristics, use extra sheets.)

The property will be developed for 80% AMI owner occupied housing. These will be duplex style townhomes with parking and individual outside fenced backyards.

C. JUSTIFICATION

PROPOSED FINDINGS

In preparing findings of fact to support a Zoning Map Amendment decision, the following findings shall be addressed except when alternatives are set forth or where a required finding clearly does not apply to the current proposal.

Explain in detail, using extra sheets as needed, how the proposed zone change complies with the following required findings:

1. Explain how the proposed zoning map amendment is in conformance with statewide planning goals and guidelines.

This Request matches the City's underlying
Zone that has been approved by the state.

2. Explain how the proposed zoning map amendment is in conformance with the Acknowledged Comprehensive Plan.

It matches the Comprehensive Plan of
Ontario.

3. As applicant, you must explain how there has been a mistake or error in the original zone designation or a change in physical, social or market conditions generally affecting the area, which makes this proposed zone change appropriate.

N/A

3. As applicant, you must show a public need is demonstrated for this zoning at this location and is not the granting of a special privilege for a single property or small group of properties.

N/A

5. Explain how the property affected by the change, if approved, is adequate in size and shape to facilitate its use and development as permitted under the new zoning classification.

When approved the C-2 zone allows for Residential development if greater than 10 units. This site will be developed with +/- 20 units.

6. Explain how the property affected by the proposed change of zone is properly related to streets and other public facilities and with services adequate to meet the demands of the uses allowed in the new zone. This shall explain how this proposal will not absorb a disproportionate share of public facilities, utilities and general assets.

The property is adjacent to a public ROW with sewer & water available with a few feet away from the borders of the property

7. Explain how the proposed change in zoning will not result in adverse effects upon surrounding properties or surrounding uses from dust, noise, vibration, odor, heat, glare, lighting, or discharges into the air, water or land.

This property is an infill with City of Ontario all around the property. It will match the surroundings.

10B-45-05 PURPOSE AND AUTHORITY. Annexations shall be processed according to the provisions of the Oregon Revised Statutes, The Comprehensive Plan and provisions of this Title. The inclusion of land within the urban growth boundaries as shown on the comprehensive plan shall be evidence of the annexability of the land if other statutory criteria are met, and therefore no land hearing on the subject of annexability need be held.

10B-45-10 INITIATION OF ACTION. When a person, authorized by statute, wishes to extend the city's boundaries, an application on forms supplied by the city shall be filed with the Planning Director and which include: annexation consent forms, by the property owners, and by tenants if required by law or court decision; request for a change in zoning map designation, or plan change if required; request for other quasi-judicial action if required; fees, and other exhibits and requirements for a quasi-judicial action as set forth in this Title. All land use actions associated with the annexation shall be consolidated, as feasible, and one fee paid.

10B-45-15 HEARING DATE, NOTICE, DECISION. When the Planning Director receives a complete petition for annexation, he/she shall determine if annexation is in harmony with the comprehensive plan and if the accompanying documents are in compliance with the statutes. If the petition is in compliance with the plan and statutes, the Planning Director shall transmit the annexation question to the City Council for preparation of an ordinance and advertising of a public hearing.

The Planning Director shall advertise a public hearing on the quasi-judicial change of the zoning map as specified in Title 10A and 10B. If the requested zoning change requires a legislative plan change, the Planning Director shall set hearing dates and advise D.L.C.D. as set forth in this Title for legislative plan changes. Each constituent action in a consolidated action shall be decided and subject to appeal according to the procedures set forth in this Title for each type of action.

10B-45-20 AGENCY COORDINATION. Within ten days after the effective date of the annexation proceedings, the City Recorder shall submit to the Oregon Secretary of State one copy of the annexation ordinance, a copy of the statement of consent of landowners in the territory annexed; a description of metes and bounds or legal subdivision, and a map depicting the new city limits. Similar exhibits shall also be sent to the Malheur County Assessor, Malheur County Clerk, Malheur County Planning Department, and the Center of Population Research and Census at Portland State University. The map of the new City limits shall be sent to all local utilities and to the Fire and Police Departments.

OMC 8-12-9: Charge Imposed. Annexation Charge. On any parcel of land annexed to the City after the effective date of this chapter, a two cent (\$.02) per square foot charge shall be imposed on the gross land area annexed at the time of annexation. (Ord. 2391)

Note:

Any property under consideration for annexation must also receive a City zone. If the applicant(s) and/or property owner(s) and City staff are in agreement over the new zone, the City will initiate a zone change application as part of the annexation. No other forms are required.

If the property owner requests a City zone that is other than that suggested by staff, or is not in conformance with the Comprehensive Plan, the applicant shall file a separate Rezone application, along with the requisite fee.

10B-05-15 BURDEN, CRITERIA OF PROOF.

1. The proponent of proposals shall have the burden of proving the justification of the request. The greater the impact of the request on an area, the greater is the burden upon the proponent.
2. The requested proposal must be supported by proof that it conforms to all applicable standards and criteria of the OMC. The Planning Official may require that proponents submit written evidence, facts and/or written findings substantiating such conformance, as part of the application.

CHAPTER 10B-20 QUASI-JUDICIAL ZONING MAP AMENDMENT

10B-20-05 PURPOSE, AUTHORITY. The quasi-judicial zoning map amendment procedures are designed and authorized to adjust zone boundaries and create new zoning classifications on the official zoning map within areas on the land use plan indicated for the uses allowed by the map change. Such changes shall be in conformity with the land use goals of the state. The decision of the Commission shall be the final decision of the City unless an appeal is filed as authorized by this Title.

10B-20-25 HEARING DECISION. The Commission shall hold a public hearing on the action and shall approve, deny, or modify the proposed zoning map amendment and shall make findings as appropriate to support the decision. The Planning Director shall notify the applicant of the decision of the Commission and notify any person appearing at the hearing in person, if they are not present when the final decision is rendered, or if the person has appeared in writing. During the hearing, persons appearing shall be advised that they must testify in favor of or in opposition to the action to gain standing to appeal the Commission's decision to the Council. Persons testifying shall be advised that they must address one or more of the criteria or required findings set forth in this Title for quasi-judicial zoning map amendment decisions in order to establish standing to appeal the final local decision to the Oregon Land Use Board of Appeals.

10B-20-30 REQUIRED FINDINGS, DECISION CRITERIA. In preparing findings to support a quasi-judicial zoning map amendment decision, the following findings shall be addressed except when alternatives are set forth or where a required finding clearly does not apply to the current action:

1. The zoning map amendment is in conformance with statewide planning goals and guidelines.
2. The zoning map amendment is in conformity with the acknowledged comprehensive plan.
3. The applicant has demonstrated a mistake or error in the original zone designation or the applicant has demonstrated a change in physical, social or market conditions generally affecting the area which make the proposed change appropriate.
4. A public need is demonstrated for this zoning at this location and is not the granting of a special privilege for a single property or small group of properties.
5. The property affected by the change is adequate in size and shape to facilitate its use and development as permitted under the new zoning classification.
6. The property affected by the proposed change of zone is properly related to streets and public facilities and with services adequate to meet the demands of the uses allowed in the new zone.

The proposed zoning map change will not result in adverse effects upon surrounding properties or surrounding uses from dust, noise, vibration, odor, heat, glare, lighting, or discharges into the air, water or land.

Note:

Annexation & Rezone applications are decided by the City Council. However, the application must first go to the Planning Commission for a recommendation on the new zone. Applicants should allow a minimum of two months for an application to be processed by the City; additional time may be necessary if the request involves a Comprehensive Plan change. An annexation is not a land use decision and is not appealable to LUBA.

SITE INFORMATION

STRUCTURES: Are any of the following structures present on the site? (If so, please specify number)

	Total	Occupied	Vacant	Persons
Single Family Structures	<u>1</u>	<u> </u>	<u>X</u>	<u> </u>
Multifamily structures	<u>0</u>	<u> </u>	<u> </u>	<u> </u>
Mobile homes	<u>0</u>	<u> </u>	<u> </u>	<u> </u>
Total population of annexed area	<u>0</u>			Date of population count <u>1/2/2025</u>
Barn or other agricultural structure(s)	<u>0</u>			
Industrial Building(s)	<u>0</u>			
Commercial Building(s)	<u>0</u>			
Accessory building(s)	<u>Residential out buildings</u>			
Other	<u> </u>			

SERVICES

Water City of Ontario Well X None

Sanitary Sewer City of Ontario Septic X None

Fire City of Ontario X Ontario RFD

Streets City of Ontario X Malheur County

Does the property have frontage along or access to City of Ontario streets? yes

Does the property have frontage along or access to Malheur County streets? NO

Does the property have frontage along or access to ODOT roads/highways? NO

LIVESTOCK

Please list the number and type of all livestock currently present on the property 0

BUSINESSES

Are any businesses operating on the property? N/A

CONFIDENTIAL

CENSUS INFORMATION

ADDRESS: 694 SE 5th Ave, Ontario

HOUSING TYPE

- ☒ Single Unit Structure
☐ Multiple Unit Structure
☐ Trailer or Mobile Home

TENURE

- ☐ Owner Occupied
☐ Renter Occupied
☒ Vacant
☐ Seasonal

RESIDENTS

	Last Name	First Name	Sex	Age
Respondent	<u>N/A</u>	<u>N/A</u>	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

Please attach additional sheets if necessary

Portland State University College of Urban and Public Affairs Center for Population Research and Census

503-725-3922

<http://www.pdx.edu/prc/>

ANNEXATION & REZONE

FILE # 2025-01-01A7

Applicant is:

- ☒ The owner of the property
- ☒ The purchaser of the property under a duly executed written consent of the owner to make such application
- ☐ A lessee in possession of the property who has the written consent of the owner to make such authorization
- ☐ The agent of any of the above, who is duly authorized in writing by the principal

AUTHORIZATION:

I hereby consent that I am authorized to make the application for annexation & rezone and the statements within this application are true and correct to the best of my knowledge and belief. I verify that this is a legally created tract, lot or parcel of land. I understand that I have the right to an attorney for verification as to the creation of the subject property. I understand that any action authorized by the City of Ontario may be revoked if it is determined that the authorization was issued on account of false statements or misrepresentation.

Signature of applicant

Thistle & Nest
TREASURER

Date

1/2/2025

Signature of applicant

Date

Signature of property owner

Ruby Johnson

Date

2-4-25

Signature of property owner

Rayh Johnson

Date

2-4-25

Signature of property owner

Date

Incomplete applications, or insufficient information, may result in delay or denial of the application.

SUPPLEMENTAL INFORMATION TO SUBMIT WITH APPLICATIONS:

The following additional data may be required at the discretion of the Planning or Public works Official:

1. Any data required by OMC land development regulations.
2. Finished floor elevation related to curb, street, or other established grade or benchmark.
3. Drainage patterns. All lots shall show grading and drainage and finished grades or contours (clearly indicated).
4. The size and location of all existing and proposed public and private utilities, easements, or right of way.
5. The size, setback dimensions, and height of all proposed structures, and all existing structures to be retained on-site, and, the use of each structure. The locations may be indicated by construction site envelopes showing possible legal locations near the spot, building dimensions including height, and building separation.
6. Location, dimensions and names of adjacent streets and proposed internal streets, showing centerline radii and curb return radii.
7. The location and dimensions of existing and future sidewalks shall be shown.
8. The proposed layout of parking lots including the location and dimensions of parking spaces, curbed islands, internal planter strips, maneuvering aisles, and access driveways with indication of direction of travel.
9. The location of all signs, exterior lighting and fencing to be used to divide properties and to screen mechanical equipment and trash containers.
10. Existing physical features including drainage ways and structures with indication as to which are to be retained. Adjacent properties and their physical features within 50 feet of the property line shall be identified, including setback dimensions of adjacent structures.
11. The location of existing trees and scrubs and notation of which are to be retained on the property; location and dimensions of proposed landscaped areas; location and types of all proposed plant material and ground cover; location and type of irrigation systems; and, all other pertinent landscape features.
12. Location of all recreational amenities such as open play areas, swimming pools, tennis courts and recreational equipment.
13. Statement of maintenance responsibility for all improvements shown on the site plan.
14. Site data in tabular form including:
 - a. Total area of the property in square feet.
 - b. Building coverage in square feet and percent total.
 - c. Parking lot in square feet and percent total.
 - d. Landscaped area in parking lot in square feet.
 - e. All other landscaped areas in square feet.
 - f. Number of parking spaces provided.
 - g. Number of residential units if appropriate.
 - h. Existing and proposed gross floor area in square feet.

If the applicant is not the property owner, the Planning Official may require documentation of consent to represent the owner including:

- A. A description of the property and the specific action for which approval is sought
- B. Signature of owner
- C. Date of consent
- D. Party to whom consent is given
- E. Notarization of consent

If you are providing large or detailed plans, please provide electronic copies with your application or make arrangements to email them to staff.

Electronic copies of all written materials are appreciated if available.

Filed in the office of:
City Recorder
Ontario City Hall
444 SW 4th Ave
Ontario, OR 97914

CONSENT TO ANNEXATION BY PROPERTY OWNER(S)

1. In accordance with ORS 222.170 it is hereby represented and stated that the undersigned is/are the owner(s) of either the legal and/or equitable title to the real property herein described.
2. The undersigned irrevocably consents to be annexed to the City of Ontario without an election being held within the territory to be annexed, at such future time as all legal requirements for annexation have otherwise been met and at the discretion of the City. This irrevocable consent to annexation is an instrument affecting the title and possession of the real property described herein.
3. All terms and conditions herein imposed shall run with the land and shall be binding upon and inure to the benefit of the successors in interest of owner. Upon any sale or division of the property as herein described the terms of this consent shall apply separately to each parcel and the owner of each parcel shall succeed to the obligations imposed on owner by this consent.
4. The below signatures on the original consent were filed in the office of the City Clerk in accordance with the State Statute. The undersigned parties are all the property owners within the lands referenced below.

Description: See Exhibit "A" and Map Exhibit B.

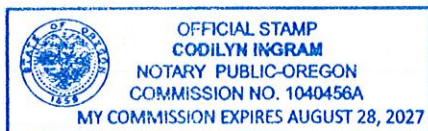
By: _____
NAME OF COMPANY IF APPLIES

Ricky L Johnson
NAME: RICKY L JOHNSON

Hyonok Johnson
NAME: HYONOK JOHNSON

STATE OF Oregon)
COUNTY OF Malheur) SS.

The foregoing instrument was acknowledged before me this 4 day of February, 2025,
by Codilyn Ingram



Codilyn Ingram
Notary Public for the State of Oregon
My Commission expires: Aug. 28, 2027

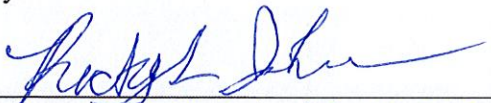
SEPARATE AGREEMENT MAKING CONSENT IRREVOCABLE

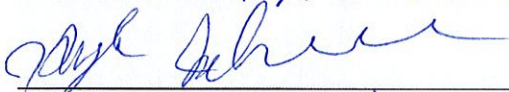
NAME: Ricky L. JOHNSON : HYONOK JOHNSON
ADDRESS: 694 SE. 5TH Ave. OUNTERO OR 97914
ADDRESS: _____

On this day I (We) executed a consent to annexation for the City of Ontario, for the below described property. The one-year period for the validity of my consent under ORS 222.173 is hereby waived.

Description: See Exhibit "A" and Map Exhibit B.

By:


NAME: RICKY L JOHNSON


NAME: HYONOK JOHNSON

STATE OF Oregon)
COUNTY OF Malheur) SS.

The foregoing instrument was acknowledged before me this 4 day of February, 2025
by Codilyn Ingram



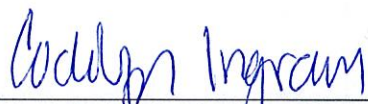

Notary Public for the State of Oregon
My Commission expires: AUG 28, 2027

Exhibit "A"

LEGAL DESCRIPTION FOR THE CITY OF ONTARIO ANNEXATION

Land in Malheur County, Oregon, as follows:

In Twp. 18 S., R. 47 E., W.M.:

Sec. 10: A parcel of land in the SW 1/4 NE 1/4 described as follows:

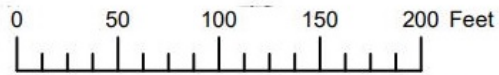
Beginning at the Northwest corner of said SW1/4 NE1/4;
thence East, coincident with the North boundary thereof, 20 rods (330 feet);
thence South, at a right angle with said North boundary, 12 rods (198 feet);
thence West 20 rods (330 feet) to a point 12 rods South of the Point of Beginning;
thence North, coincident with the West boundary of the SW1/4 NE1/4, 12 rods (198 feet)
to the Point of Beginning.

EXCEPTING THEREFROM the North 20 feet for road right of way.-

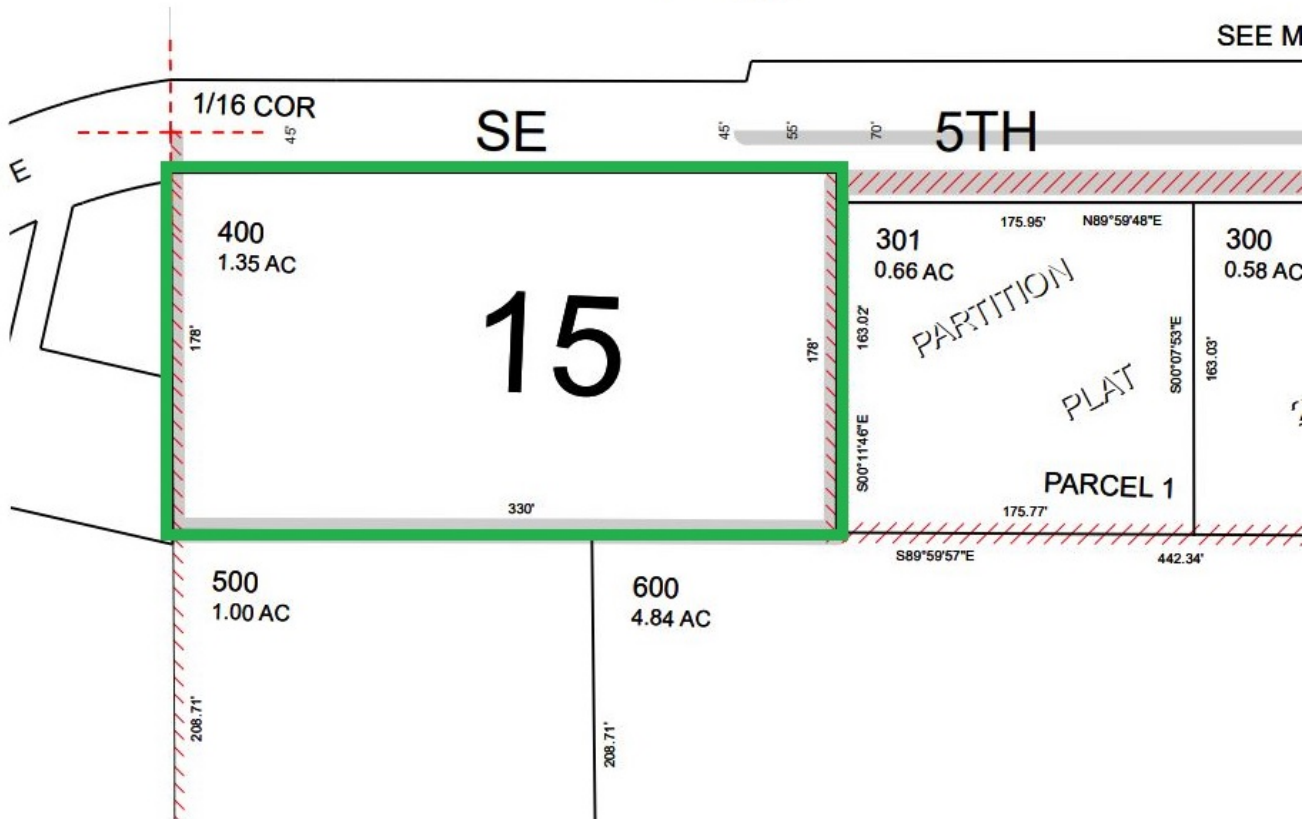
Said Annexation Parcel contains 1.35 acres more or less.

END OF DESCRIPTION

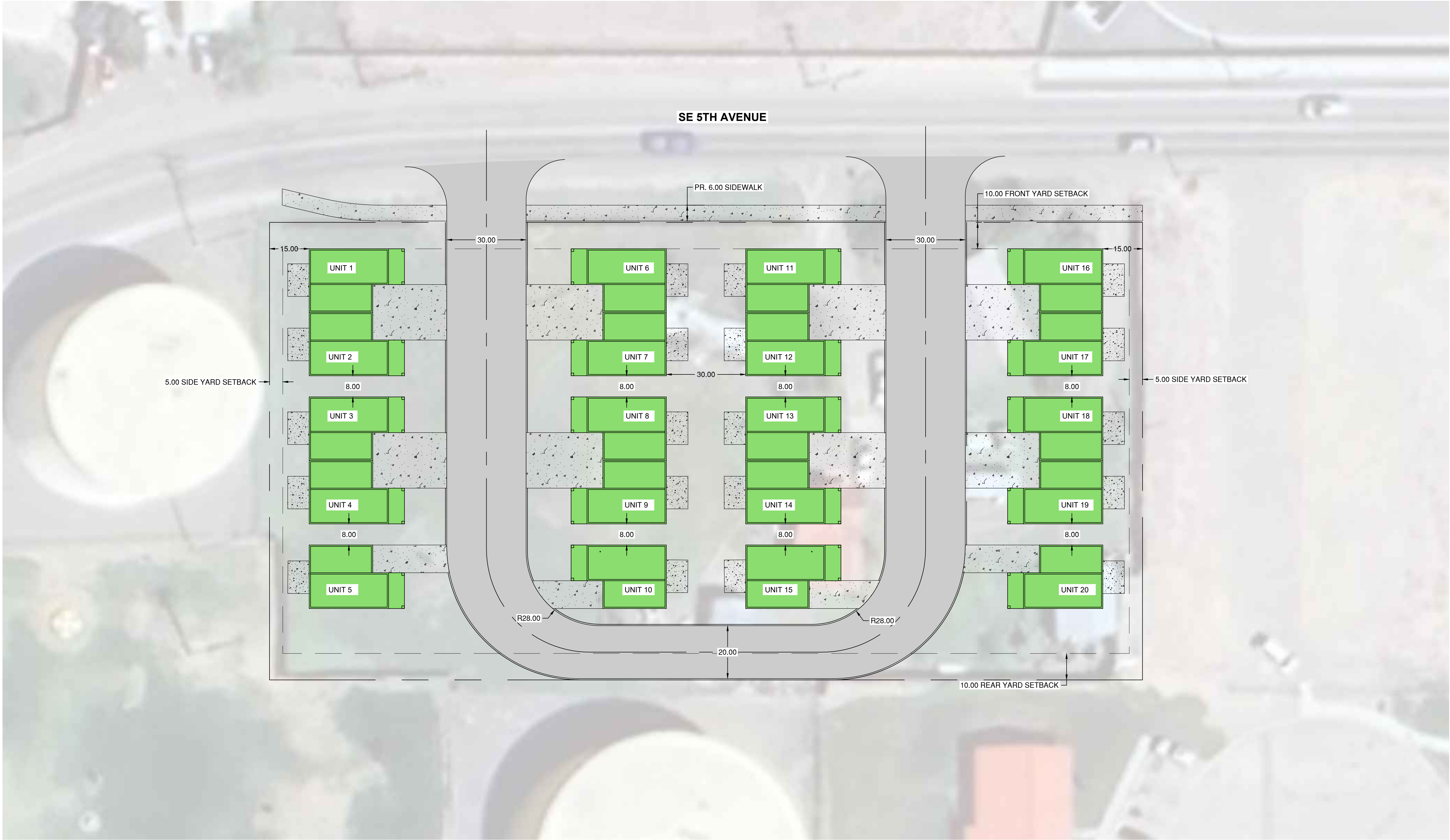
Exhibit "B"
Map of Property



S.W.1/4 N.E.1/4 SEC.10 T.18S. R.47E. W.M.
MALHEUR COUNTY
1" = 100'



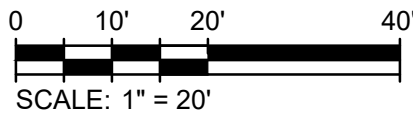
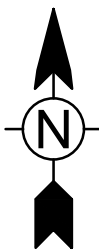
1/6/2025 11:33:44 AM - J:\2406_THISTLE & NEST\SUPPLUS PROPERTIES\CAD\MODEL\FILES\BASE.DWG - JENILEE DAW



1
EXH

PRELIMINARY SITE LAYOUT

SCALE: 1" = 20'



SCALE: 1" = 20'

PRELIMINARY
NOT FOR CONSTRUCTION,
BIDDING, OR PERMIT
PURPOSES.

PREPARED UNDER THE
SUPERVISION OF
JENILEE M. DAW,
P.E. #94045PE ON
January 6, 2025

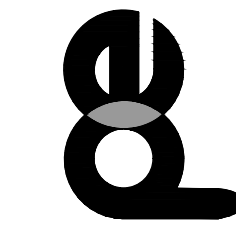
PRELIMINARY SITE LAYOUT

694 SE 5TH AVENUE
ONTARIO, OREGON 97914

REVISIONS:

parnell
engineering

www.parnellengineering.com
500 E. WHITESTONE BLVD (#1419)
CEDAR PARK, TX 78613
541-556-4630



DESIGNED BY:

DRAWN BY:

SCALE:

FILE:

DATE:

01/06/25

VERIFY SCALES

0 1"
BAR EQUALS ONE INCH
ON ORIGINAL DRAWING

SHEET:

EXH

AFFIDAVIT OF PUBLICATION

State of Florida, County of Broward, ss:

Alison Farmwald, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of The Argus Observer, a newspaper of general circulation as defined by ORS 193.010 printed and published in the City of Ontario, County of Malheur, State of Oregon, and that this affidavit is Page 1 of 2.

LEGAL #AOB000590
Notice of Public Hearing

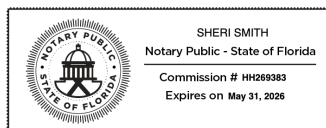
was printed and published correctly in the regular and entire issue of said The Argus Observer for 1 issues, that the first was made on the Jan. 29, 2025 and last publication thereof was made on the Jan. 29, 2025 that said publication was made on each of the following dates, to wit:

Jan. 29, 2025

Request of Tatiana Burgess By The Argus Observer

NOTICE ID: jYU1pAqRVjfS9NLyjLI1
PUBLISHER ID: AOB000590
NOTICE NAME: Notice of Public Hearing
Publication Fee: 87.00

Alison Farmwald
(Signed) _____



VERIFICATION

State of Florida
County of Broward

Subscribed in my presence and sworn to before me on this: 01/30/2025

S. Smith

Notary Public

Notarized remotely online using communication technology via Proof.

NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the City of Ontario Planning Commission will meet at 6:00 p.m. on Monday, February 10, 2025, in the City Council Chambers at Ontario City Hall, 444 SW 4th Street, Ontario, Oregon to form a recommendation for City Council who will review that recommendation and take action at a Council regular meeting in the City Council Chambers beginning 6:00 p.m. on February 25, 2025, on the following matter:

PLANNING FILE #2025-01-01AZ: Proposal to annex and rezone approximately 1.35 acres from UGA General Commercial to City General Commercial zone. The subject property is located **east of the intersection of SE 5th Ave and SE 5th St** and is designated as tax lot 400 on Assessor's Map 18S47E10AC.

The decision will be formed on procedural requirements for hearings as set forth in Titles 10A and 10B of the City of Ontario Municipal Code, Title 10.

Information submitted by the applicant and the City staff report may be viewed at the City Hall Annex, 458 SW 3rd St, Ontario, copies may be obtained at reasonable cost.

NOTICE TO MORTGAGEE, LIENHOLDER, VENDOR OR SELLER: ORS CHAPTER 215 REQUIRES THAT IF YOU RECEIVE THIS NOTICE, IT MUST BE PROMPTLY FORWARDED TO THE PURCHASER.

Comments on this matter may be submitted in writing to the Planning and Zoning Administrator at the Ontario Community Development Center at 458 SW 3rd Street by 5:00 P.M. on the date of the hearing. **Written or oral testimony may be given at the hearing. Failure to raise an issue in person or in writing at the hearing with sufficient specificity to allow the decision maker an opportunity to respond to the issue precludes appeal to the Land Conservation and Development Commission .**

Inquiries may be directed to: Tatiana Burgess, Planning Director, City of Ontario Community Development Center, 458 SW 3rd Street, Ontario, OR, 97914, or by phone at (541) 881-3222.

**Legal Number AOB000590
January 29, 2025**

From: [MARTIN Kelli N](#)
To: [Tatiana Burgess](#)
Cc: [BOYD David W](#); [EDEN John W](#); [JARVIS-SMITH Cheryl](#); [WOODWORTH Paul D](#)
Subject: ODOT Comments - Ontario - Annexation of tax lot 400 on Malheur County Assessor's Map 18S47E10AC and rezoning from UGA-O-C-2 to O-C-2
Date: Friday, January 31, 2025 8:28:00 AM
Attachments: [694 SE 5TH AVE PRELIM LAYOUT.pdf](#)
[Annexation Application.pdf](#)

Tatiana,

Thank you for giving the Department an opportunity to comment on the annexation and rezone of the above mentioned property.

Based on the comparable principal uses of both the UGA-C and C2 zones, the annexation and zone change do not constitute the additional trip generation potential to significantly impact the transportation system. ODOT has no comment on the zone change and annexation of tax lot 400 on Malheur County Assessor's Map 18S47E10AC.

Kelli N. Martin, PE
Lead Roadway and Specifications Engineer
ODOT Region 5 Tech Center
3012 Island Ave
La Grande, OR 97850
Phone: 541.805.6630

From: JARVIS-SMITH Cheryl <Cheryl.JARVIS-SMITH@odot.oregon.gov>
Sent: Thursday, January 16, 2025 12:25 PM
To: EDEN John W <John.W.EDEN@odot.oregon.gov>; BOYD David W <David.W.BOYD@odot.oregon.gov>
Subject: Dev Rev - Ontario - Annex & Rezone

Ontario

Local File #:2025-01-01AZ

DLCD File #:001-25

Proposal Summary:

Annexation of tax lot 400 on Malheur County Assessor's Map 18S47E10AC and rezoning from UGA-O-C-2 to O-C-2.

Proposal Received: January 06, 2025

First Hearing Date: February 10,
2025

Final Hearing Date:

Local Contact: Tatiana Burgess

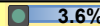
Phone: 541-881-3222

Regional Representative: Dawn Hert

Phone: 503-956-8163

Proposed +/-20 duplex style townhouses/residential units on 1.31 acres at 694 SE 5th Street, off-system.
cjs

**CITY OF ONTARIO
GENERAL FUND - DEPARTMENT REVENUE
FOR THE PERIOD ENDED
DECEMBER 31, 2024**

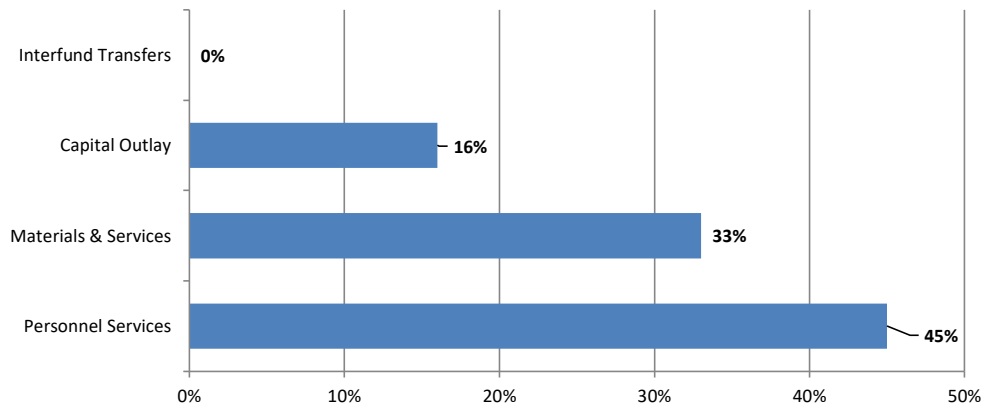
DEPARTMENT	BUDGET	ACTUAL	% REALIZED	COMMENTS
GENERAL FUND BEGINNING FUND BALANCE	3,356,532	5,006,402	149.2%	
Parks	111,020	75,290	67.8%	
Parks & Recreation	111,020	75,290	67.8%	
Fire	242,280	71,581	29.5%	
Code Enforcement	13,100	3,579	27.3%	
Police	458,885	218,980	47.7%	
Dispensary Business License	130,200	55,800	42.9%	
Public Safety Total	844,465	349,940	41.4%	
Interest	85,000	134,794	158.6%	
State Revenue Sharing	158,062	29,245	18.5%	
Administrative Services	497,148	248,574	50.0%	
Other General Revenues	8,000	25,934	324.2%	
Property Taxes	4,404,315	4,390,460	99.7%	
Alcohol Bvg License & Fee	233,109	59,109	25.4%	
Cigarette tax	8,292	-	0.0%	
Marijuana tax	2,500,000	-	0.0%	
Franchise Fees	1,806,579	444,313	24.6%	Quarterly payments
Cemetery	100,900	13,575	13.5%	\$70K budgeted is transfer from cem perpetual fund
General Government Total	9,801,405	5,346,004	54.5%	
Planning & Zoning	4,000	1,862	46.6%	
Community development	4,000	1,862	46.6%	
GENERAL FUND REVENUE TOTALS	\$ 10,760,890	\$ 5,773,096	53.6%	
YTD CURRENT YEAR PROFIT(LOSS)				\$ 1,287,826
YTD BUDGET BENCHMARK				50.0%  3.6%

CITY OF ONTARIO
GENERAL FUND - DEPARTMENT EXPENDITURES
FOR THE PERIOD ENDED
DECEMBER 31, 2024

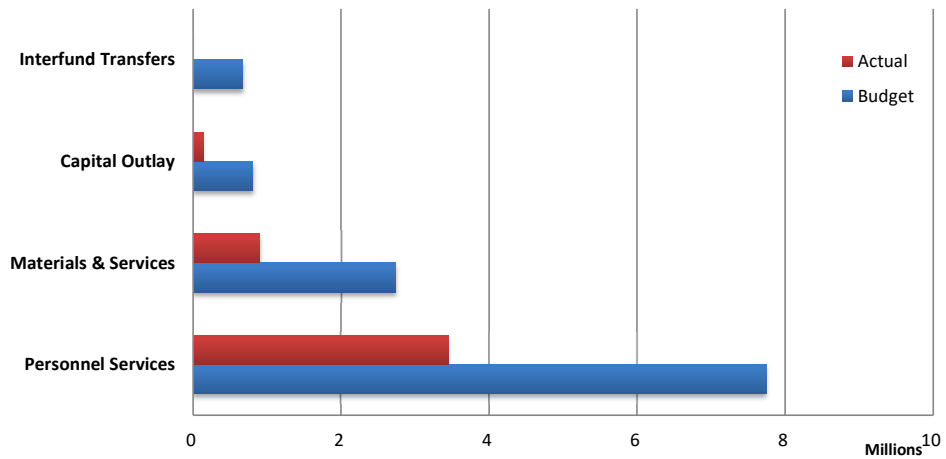
DEPARTMENT	BUDGET	ACTUAL	% EXPENDED	COMMENTS
Parks	278,294	108,164	38.9%	
Parks & Recreation	278,294	108,164	38.9%	
Fire	2,300,409	978,903	42.6%	
Code Enforcement	165,030	47,994	29.1%	
Police	5,645,814	2,301,658	40.8%	
Public Safety Total	8,111,253	3,328,555	41.0%	
Administration	605,440	241,862	39.9%	
City Council	33,357	7,649	22.9%	
Business Registration	1,100	257	23.4%	
Cemetery	218,082	67,540	31.0%	
Finance	273,878	123,892	45.2%	
Technology	239,559	93,979	39.2%	
General Government Total	1,371,416	535,179	39.0%	
Community development	199,025	81,260	40.8%	
Community Development	199,025	81,260	40.8%	
Administrative Overhead	916,714	396,689	43.3%	
Non-Departmental Contributions	433,000	35,423	8.2%	
Other Total	1,349,714	432,111	32.0%	
Operating Transfers Out	639,558	-	0.0%	
GENERAL FUND TOTALS	\$ 11,949,260	\$ 4,485,270	37.5%	
YTD BUDGET BENCHMARK			50.0%	 12.5%

**CITY OF ONTARIO
GENERAL FUND - DEPARTMENT EXPENDITURES
FOR THE PERIOD ENDED
DECEMBER 31, 2024**

% Expended by Category



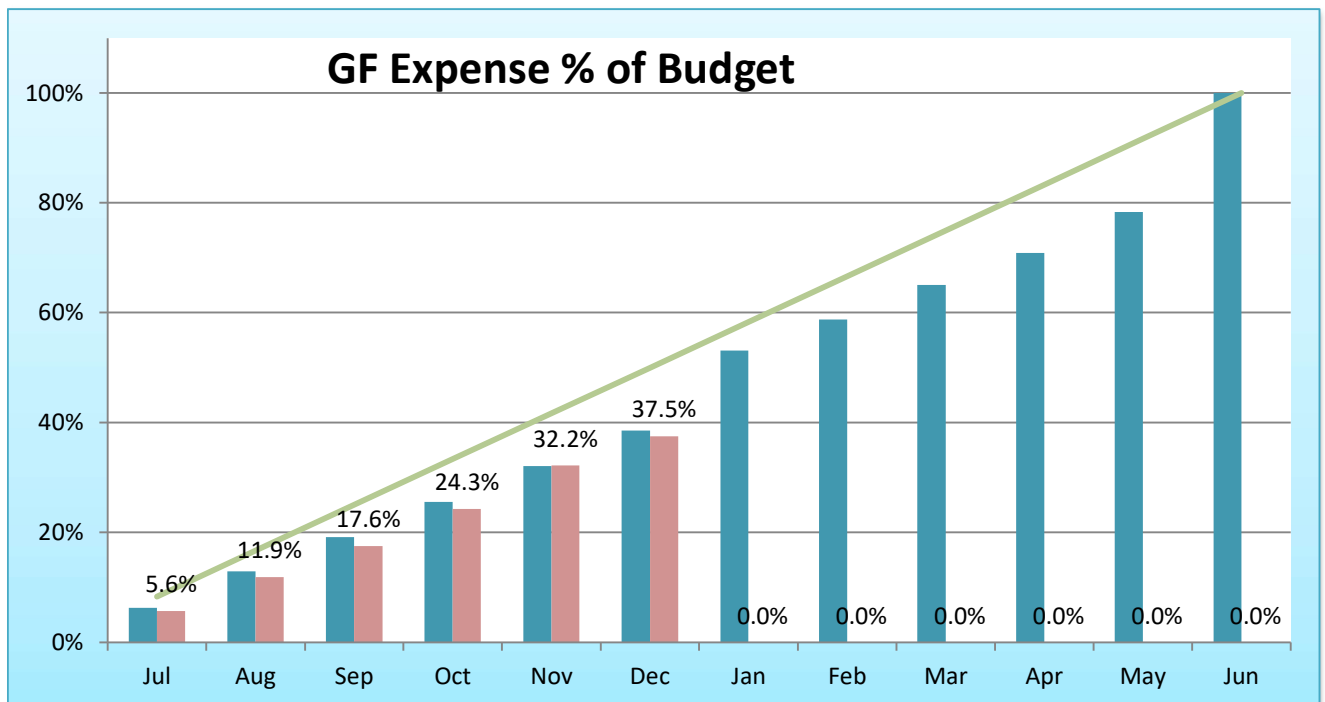
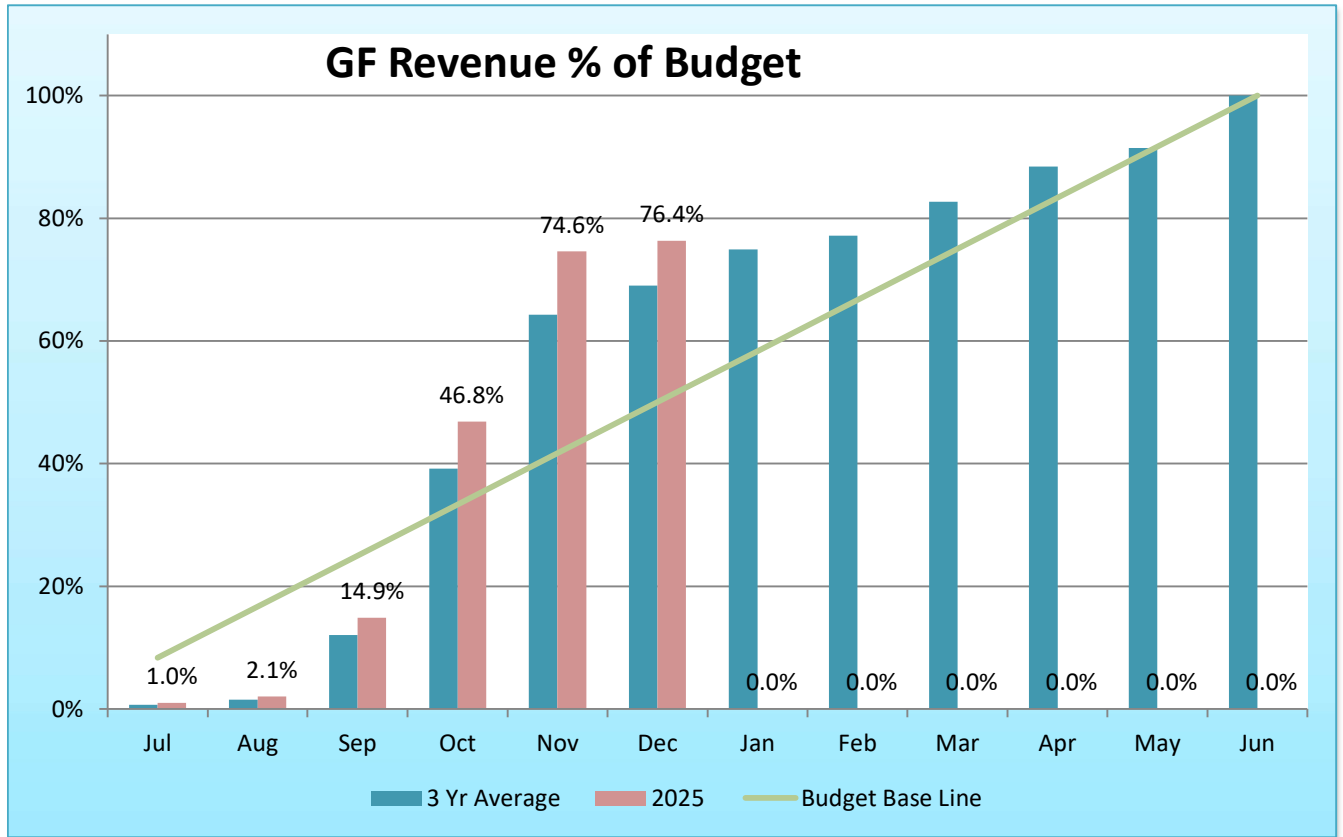
Budget to Actual by Category



**CITY OF ONTARIO
GENERAL FUND - LEGAL SERVICES
AS OF FEBRUARY 21, 2025**

LEGAL EXPENSES	
JULY	\$ 4,916
AUGUST	5,539
SEPTEMBER	5,204
OCTOBER	3,562
NOVEMBER	2,075
DECEMBER	4,643
JANUARY	14,645
FEBRUARY	-
MARCH	-
APRIL	-
MAY	-
JUNE	-
TOTAL	\$ 40,583
BUDGETED AMOUNT	\$ 150,000
(OVER) UNDER BUDGET AMOUNT	\$ 109,417
Budget remaining	72.9%

**CITY OF ONTARIO
GENERAL FUND
FOR THE PERIOD ENDED
DECEMBER 31, 2024**



**CITY OF ONTARIO
OTHER FUNDS - EXPENDITURES
FOR THE PERIOD ENDED
DECEMBER 31, 2024**

DEPARTMENT/FUND	REVENUES				EXPENDITURES		
	BUDGET	ACTUAL	% REALIZED		BUDGET	ACTUAL	% EXPENDED
002 Marijuana Enforcement Fund	32,455	21,213	65.4%		32,455	-	0.0%
010 Grant Fund	1,611,652	621,065	38.5%		1,611,652	677,034	42.0%
027 Building Fund	790,653	868,539	109.9%		314,871	101,160	32.1%
030 Capital Projects Fund	7,005,638	5,975,535	85.3%		7,005,638	379,769	5.4%
031 SDC Fund	915,814	895,070	97.7%		915,814	-	0.0%
045 Street Fund	6,563,003	3,575,456	54.5%		6,563,003	2,125,836	32.4%
050 Trust Funds	1,398,836	1,048,055	74.9%		1,221,388	267,649	21.9%
055 Reserve Funds	4,475,406	4,740,970	105.9%		3,841,445	727,906	18.9%
060 Revolving Loan Fund	321,014	289,157	90.1%		321,014	10,000	3.1%
105 Water Fund	6,396,041	5,023,973	78.5%		4,771,578	1,896,764	39.8%
110 Sewer Fund	6,429,820	3,986,116	62.0%		4,765,641	1,715,771	36.0%
115 Storm Sewer Fund	479,590	464,881	96.9%		162,083	86,698	53.5%
120 Airport Fund	340,277	196,170	57.7%		340,277	143,244	42.1%

Comments:

YTD BUDGET BENCHMARK

50.0%



ONTARIO
OREGON

Public Works Department

QUARTERLY PRESENTATION OCTOBER - DECEMBER 2024

Engineering Development Review & Special Projects



- 16 Right of Way permits issued
- 5 PDAC meetings held
- 1 address changes or additions
- Multiple plan reviews
- SE 5th Ave Pedestrian Improvement Project construction
- WWTP Headworks screen replacement design with RH2
- Sidewalk grant applications and construction inspection
- Multiple construction inspections



Engineering Development Review & Special Projects



- NW 16th Ave construction
- SE 5th Ave ADA ramp
- Peterbuilt construction



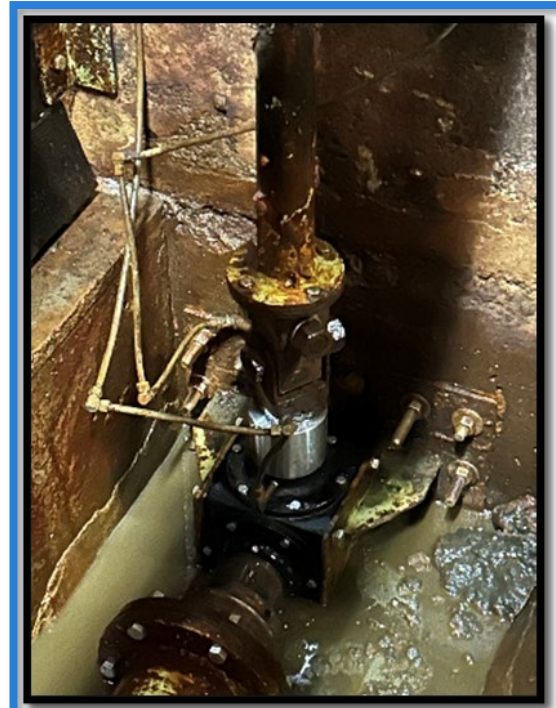
Water Treatment Plant



- Annual maintenance on the Westech package filters
- Installed new VFDs on the chlorine pump skids
- Replaced the auger gearbox in clarifier #1
- Replaced Failed primary bearing on flocculator #2
- Replaced the harmonic filter at the Eastside Booster Station



Water Treatment Plant



Wastewater Treatment Plant

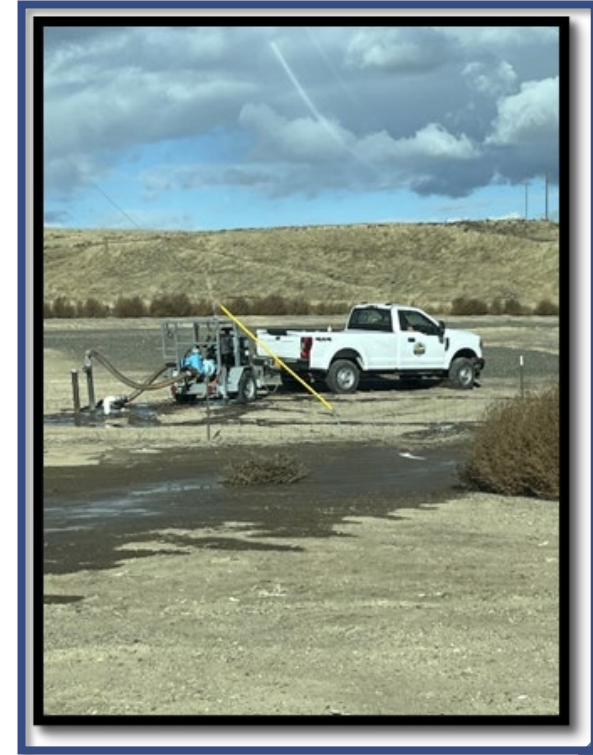


ONTARIO
OREGON

- Winterized Skyline Pump station and drained the mainline
- Replaced a broken Aerator cable in Lagoon #1 and reconnected the aerators
- Started flowing treated effluent to the Snake River for the winter months
- Collected 22 arsenic samples in the collections system



Wastewater Treatment Plant



Buildings, Parks & Cemeteries



- 8 funerals at Evergreen and 1 funeral at Sunset Cemetery
- Working on assembling new benches for the parks
- Shut off and winterized the city irrigations systems throughout town
- Contractor started rebuilding the pump house at Evergreen Cemetery



Building, Parks & Cemeteries



ONTARIO
OREGON



Field Services



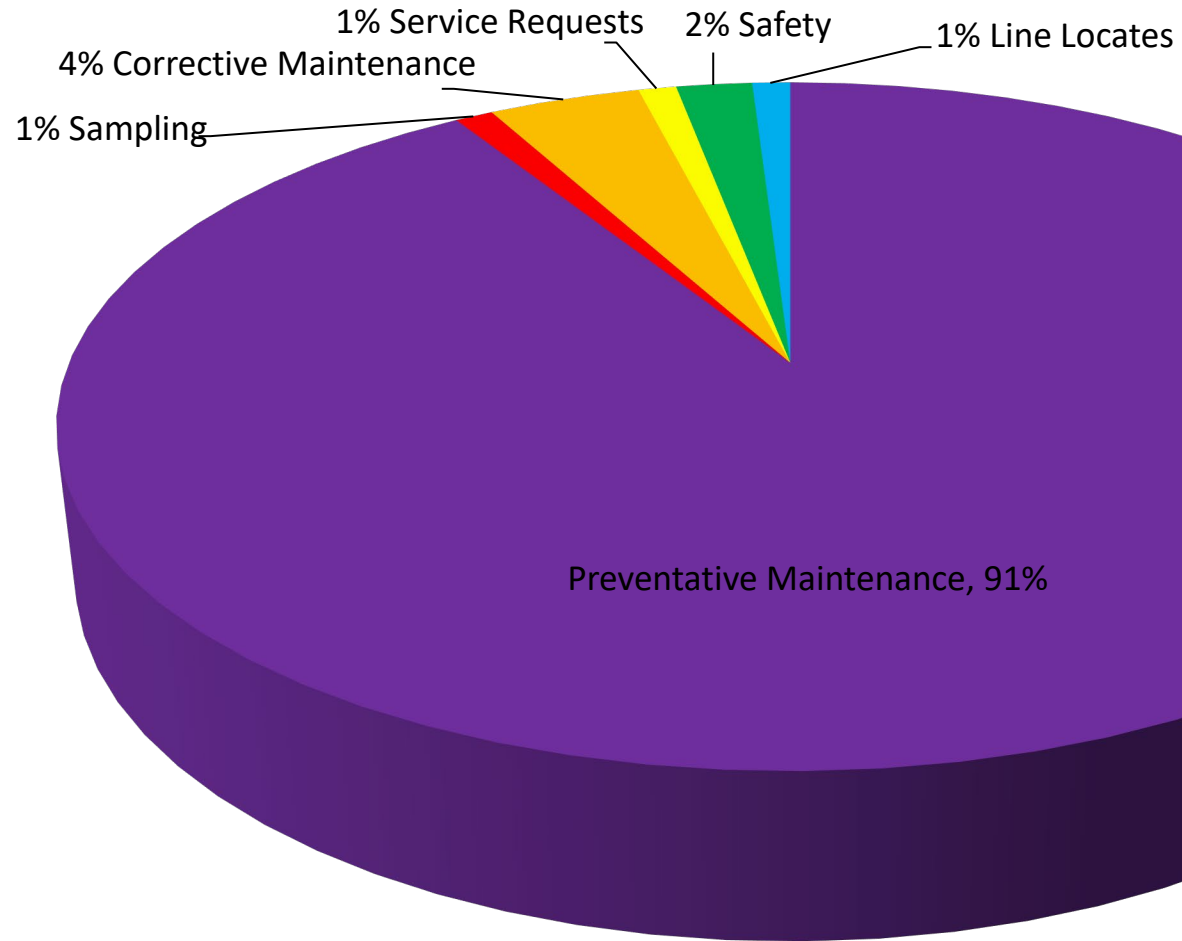
- Installed 8 new water service
- Replaced 160 water meters that failed
- 105 utility locates completed
- Paved back multiple asphalt patches from utility work, and potholes
- Repaired multiple main breaks and service breaks
- Primary and secondary routes swept, full town sweeping completed as well
- Installed the Holiday decorations
- Snow and Ice control throughout town



Field Services: Streets & Collection/Distribution



Department Summary





ONTARIO
OREGON

Questions?





**AGENDA REPORT
DISCUSSION ITEMS
February 25, 2025**

To: Mayor and City Council

FROM: Dan Cummings, City Manager/Community Development Director
Marshall Pierce, City Engineer/Project Manager

THROUGH: Danny K. Cummings, City Manager

SUBJECT: **DISCUSSION ON STREET PROJECTS AND POSSIBLE FUEL TAX**

DATE: January 7, 2025

PROPOSED MOTION:

THERE IS NO PROPOSED MOTION PROVIDED.

SUMMARY:

At the request of the City Council, staff put together project costs for needed street improvements with the possibility of looking into a fuel tax to help pay for the needed street construction and repair.

In summary, the city street repair costs are estimated to be \$9 million. The estimated matching funds for the safety plan needed repairs are estimated to be \$1.1 million. These two costs result in needed funding of \$10.1 million. See attachments.

It is estimated if the city imposes a fuel tax to cover some of the street maintenance costs, which are currently being provided within the General Fund, it could free up to approximately \$230,000 from the general fund, and those funds could then be used for other public safety needs. Another option is the possibility of removing the \$8 street fee from the citizens' utility bill.

BACKGROUND:

The city gets very little funding for street construction and upkeep and is in need of finding more funding for much-needed repairs and improvements.

New development usually builds streets and roads in front of their development, but once done, it is up to the city to maintain the road surface.

The attached project list and total project cost table is for city streets. These projects were developed by Public Works staff based on priority improvements needed, and this could be further prioritized as needed. The unit prices are current and reflect the last three years' worth of actual ACHD bids received in the upper Treasure Valley. The unit prices are per square yard,

and are loaded rates, so they include labor, material, and profit, but they don't include items such as mob/demob, traffic control, etc. It is difficult to estimate items such as traffic control, especially on the major collectors that will require extensive TC and off-hour work. This is a pretty high level, but it should be possible for the citizens to see the need to have a revenue source to fix the streets.

Also attached is the estimated cost of matching funds to go after grants for light and street improvements outlined in the recent safe streets for all reports.

CURRENT SITUATION:

The city receives funding from cannabis sales. In the past, the city has used a portion of that funding for street maintenance. Unfortunately, due to increases in the cost of all products, wages, and PERS funding, these funds are very limited now and could possibly be less in the near future.

Because of this, the Council is looking into alternate funding sources to help maintain the street infrastructure.

This information is being presented to the Council to look at a possible fuel tax to cover the cost of street repair and construction.

ANALYSIS:

- A. **STRATEGIC PLAN** Beautification and desirability, as well as having safe streets.
- B. **FINANCIAL** None at this time.
- C. **TIMING** This would be a Council decision, as to when and if they want to proceed with this.
- D. **POLICY/LEGAL** State law and the City Charter require a fuel tax to go out to the vote of the citizens of Ontario.

ALTERNATIVES:

Council could choose not to act on this at this time.

RECOMMENDATION:

Staff makes no recommendation as this item was provided for discussion.

ATTACHMENTS:

- 1. OREGON CITIES with GAS TAX_12-1-2024
- 2. Existing City Street_Rebuilds needs projections
- 3. Projected Transportation Action PLAN costs
- 4. Ontario Possible Local Fuel Tax data

OREGON CITY GAS TAX

Gasoline Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
City of Astoria	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Canby	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Coburg	\$0.06	\$0.40	\$0.184	\$0.644	ODOT FTG
City of Coquille	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Cottage Grove	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Eugene	\$0.05	\$0.40	\$0.184	\$0.634	ODOT FTG
City of Hood River	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Milwaukie	\$0.02	\$0.40	\$0.184	\$0.604	ODOT FTG
City of Newport (Jun 1st - Oct 31st)	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG

Gasoline Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
City of Newport Nov 1st - May 31st)	\$0.01	\$0.40	\$0.184	\$0.594	ODOT FTG
City of Portland	\$0.10	\$0.40	\$0.184	\$0.684	ODOT FTG
City of Reedsport (May 1st - Oct 31st)	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Reedsport (Nov 1st - Apr 30th)	\$0.00	\$0.40	\$0.184	\$0.584	ODOT FTG
City of Springfield	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Tigard	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Troutdale	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Veneta	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Warrenton	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
City of Woodburn	\$0.01	\$0.40	\$0.184	\$0.594	ODOT FTG

Gasoline Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
Multnomah County	\$0.03	\$0.40	\$0.184	\$0.614	ODOT FTG
Washington County	\$0.01	\$0.40	\$0.184	\$0.594	ODOT FTG
Without Local Tax Locations	\$0.00	\$0.40	\$0.184	\$0.584	ODOT FTG
City of Cornelius	\$0.02	\$0.40	\$0.184	\$0.604	City
City of Dundee	\$0.02	\$0.40	\$0.184	\$0.604	City
City of Happy Valley	\$0.02	\$0.40	\$0.184	\$0.604	City
City of Hines	\$0.01	\$0.40	\$0.184	\$0.594	City
City of North Plains	\$0.03	\$0.40	\$0.184	\$0.614	City
City of Oakridge	\$0.03	\$0.40	\$0.184	\$0.614	City
City of Sandy	\$0.02	\$0.40	\$0.184	\$0.604	City

Gasoline Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
City of Scappoose	\$0.03	\$0.40	\$0.184	\$0.614	City
City of Silverton	\$0.02	\$0.40	\$0.184	\$0.604	City
City of Sisters	\$0.03	\$0.40	\$0.184	\$0.614	City
City of Stayton	\$0.03	\$0.40	\$0.184	\$0.614	City
City of The Dalles	\$0.03	\$0.40	\$0.184	\$0.614	City
City of Tillamook	\$0.015	\$0.40	\$0.184	\$0.599	City

OREGON CITY DIESEL TAX

Diesel Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
City of Astoria	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Canby	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG

Diesel Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
City of Coquille	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Cottage Grove	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Eugene	\$0.05	\$0.40	\$0.244	\$0.694	ODOT FTG
City of Hood River	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Milwaukie	\$0.02	\$0.40	\$0.244	\$0.664	ODOT FTG
City of Newport (Jun 1st - Oct 31st)	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Newport (Nov 1st - May 31st)	\$0.01	\$0.40	\$0.244	\$0.654	ODOT FTG
City of Portland	\$0.10	\$0.40	\$0.244	\$0.744	ODOT FTG
City of Reedsport (May 1st - Oct 31st)	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Reedsport (Nov 1st - Apr 30th)	\$0.00	\$0.40	\$0.244	\$0.644	ODOT FTG
City of Springfield	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Tigard	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Troutdale	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Veneta	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG
City of Warrenton	\$0.03	\$0.40	\$0.244	\$0.674	ODOT FTG

Diesel Tax Rate					
Jurisdiction	Tax Rate	State	Federal	Total Tax/Gallon	Administered by
City of Woodburn	\$0.01	\$0.40	\$0.244	\$0.654	ODOT FTG
Without Local Tax Locations	\$0.00	\$0.40	\$0.244	\$0.644	ODOT FTG
City of Cornelius	\$0.02	\$0.40	\$0.244	\$0.664	City
City of Dundee	\$0.02	\$0.40	\$0.244	\$0.664	City
City of Happy Valley	\$0.02	\$0.40	\$0.244	\$0.664	City
City of Hines	\$0.01	\$0.40	\$0.244	\$0.654	City
City of North Plains	\$0.03	\$0.40	\$0.244	\$0.674	City
City of Oakridge	\$0.03	\$0.40	\$0.244	\$0.674	City
City of Sandy	\$0.02	\$0.40	\$0.244	\$0.664	City
City of Scappoose	\$0.03	\$0.40	\$0.244	\$0.674	City
City of Silverton	\$0.02	\$0.40	\$0.244	\$0.664	City
City of Sisters	\$0.03	\$0.40	\$0.244	\$0.674	City
City of Stayton	\$0.03	\$0.40	\$0.244	\$0.674	City
City of The Dalles	\$0.03	\$0.40	\$0.244	\$0.674	City
City of Tillamook	\$0.015	\$0.40	\$0.244	\$0.659	City

Project	Classification	Width of Roadway (ft)	Length of Roadway (ft)	Area of Roadway (yd^2)	Labor & Material Cost (loaded)	Mob/Demob (10%)	General Conditions (10%)	Traffic Control (25%)	Construction Contingency (10%)	TOTAL PROJECT COST
SE 2nd (from 5th Ave to East Idaho)	Minor Collector Industrial	46	1500	7667	\$ 644,468.52	\$ 64,446.85	\$ 64,446.85	\$ 161,117.13	\$ 93,447.94	\$ 1,027,927.29
SE 4th (from 8th and 9th Ave)	Local Residential	36	300	1200	\$ 68,768.79	\$ 6,876.88	\$ 6,876.88	\$ 17,192.20	\$ 9,971.47	\$ 109,686.22
11th Ave (5' trench down middle of roadway)*	Local Residential	5	2000	1111	\$ 63,674.81	\$ 6,367.48	\$ 6,367.48	\$ 15,918.70	\$ 9,232.85	\$ 101,561.32
Alameda Dr (from Frost to 14th)	Minor Collector	36	1000	4000	\$ 303,447.92	\$ 30,344.79	\$ 30,344.79	\$ 75,861.98	\$ 43,999.95	\$ 483,999.43
SW 24th (from south edge of apartments to 4th Ave)	Local Residential	46	450	2300	\$ 131,806.85	\$ 13,180.69	\$ 13,180.69	\$ 32,951.71	\$ 19,111.99	\$ 210,231.93
Dorian Dr. (W Idaho to NW 4th)	Local Residential	36	1400	5600	\$ 320,921.03	\$ 32,092.10	\$ 32,092.10	\$ 80,230.26	\$ 46,533.55	\$ 511,869.04
Hollars St (adjacent to Love's truck stope)	Local Residential	36	400	1600	\$ 91,691.72	\$ 9,169.17	\$ 9,169.17	\$ 22,922.93	\$ 13,295.30	\$ 146,248.30
SE 1st (from 8th to 9th)	Local Residential	36	600	2400	\$ 137,537.58	\$ 13,753.76	\$ 13,753.76	\$ 34,384.40	\$ 19,942.95	\$ 219,372.45
NE 1st, 2nd, 3rd, 4th, 5th, 6th, ST AND AVE (Next to Pilot)	Local Residential	36	8750	35000	\$ 2,005,756.42	\$ 200,575.64	\$ 200,575.64	\$ 501,439.11	\$ 290,834.68	\$ 3,199,181.50
NE 1st, 2nd, 3rd, 4th, 5th, 6th, ST AND AVE (Next to Pilot)	Minor Collector	36	4000	16000	\$ 1,213,791.67	\$ 121,379.17	\$ 121,379.17	\$ 303,447.92	\$ 175,999.79	\$ 1,935,997.71
SW 14th Ave (SW4th and South Park Blvd.)	Minor Collector	36	1300	5200	\$ 394,482.29	\$ 39,448.23	\$ 39,448.23	\$ 98,620.57	\$ 57,199.93	\$ 629,199.26
Alameda Dr (section)	Minor Collector	36	1000	4000	\$ 303,447.92	\$ 30,344.79	\$ 30,344.79	\$ 75,861.98	\$ 43,999.95	\$ 483,999.43

TOTAL ALL PROJECTS: \$ 9,059,273.85

PROJECTED ESTIMATES AT 2024 VALUES

Project Name:	Ontario Transportation Safety Action Plan
Task Name:	Preliminary Cost Estimates
Client:	City of Ontario
Prepared By:	Kittelson & Associates
Reviewed By:	SAM/JFR
Date:	November 2024

Project Summary	
SW 4th Avenue Total	\$ 3,200,000
SW 2nd Street Total	\$ 690,000
Idaho Avenue Total	\$ 1,700,000
Project Total	\$ 5,500,000

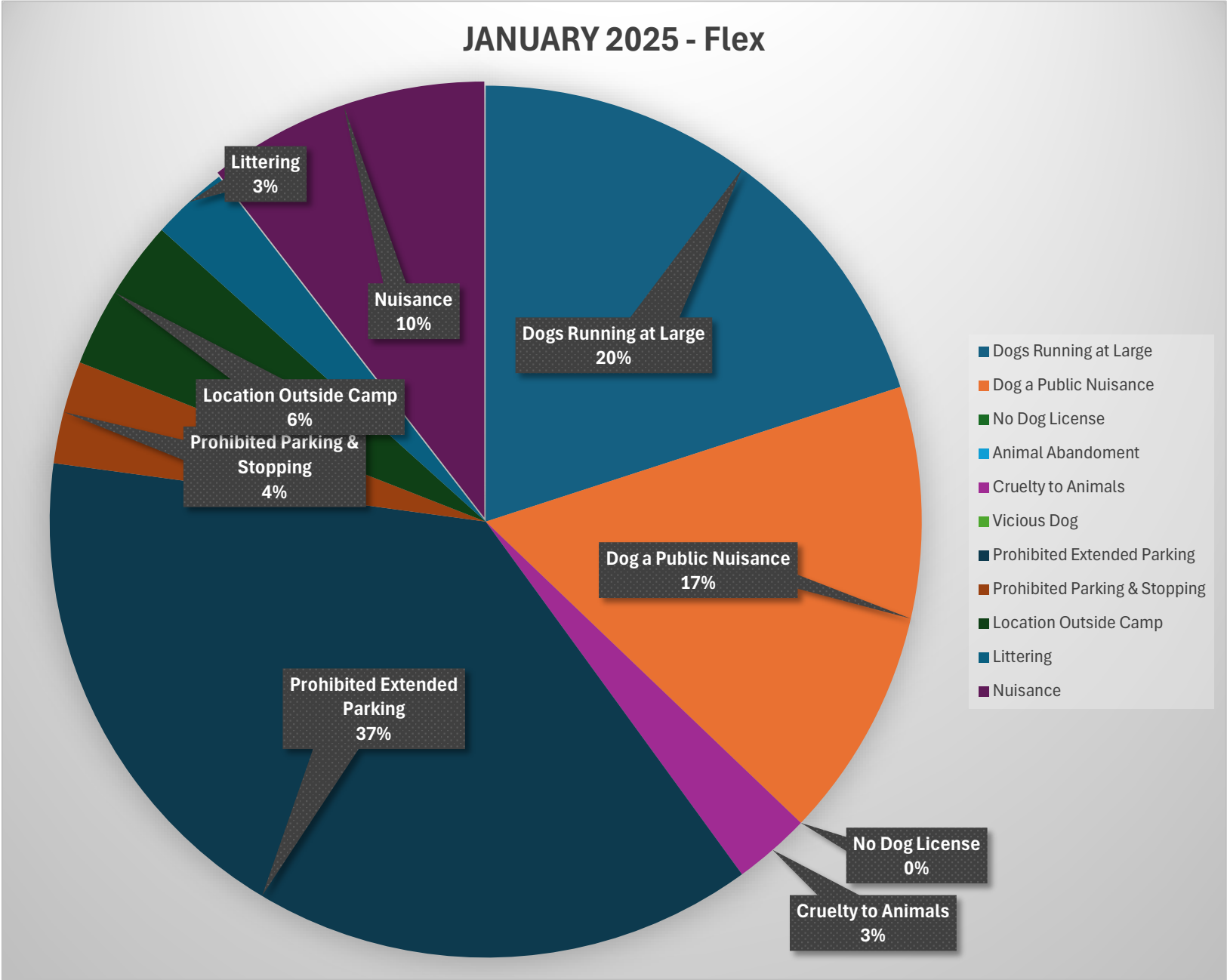
USALLY ON MOST FEDERAL GRANTS THERE IS A 20-40% MATCH WHICH AT 20% THE CITY WOULD HAVE TO HAVE \$1,100,000 FOR MATCHING FUNDS FOR ALL PROJECTS.

PROPOSED ONTARIO FUEL TAX			
Year	Gasoline	Diesel	Total
	Existing sales gallons		
2020	10,188,690	22,945,244	33,133,934
2021	10,913,687	21,397,212	32,310,899
2022	10,265,404	18,401,977	28,667,381
2023	9,469,976	20,534,675	30,004,651
	Average sales with Tax		
TAX	MEAN	MEAN	TOTAL COMBINED
Gallons	10,209,439	20,819,777	31,029,216
\$0.01	\$102,094.39	\$208,197.77	\$310,292.16
\$0.02	\$204,188.79	\$416,395.54	\$620,584.33
\$0.03	\$306,283.18	\$624,593.31	\$930,876.49
\$0.04	\$408,377.57	\$832,791.08	\$1,241,168.65
\$0.05	\$510,471.96	\$1,040,988.85	\$1,551,460.81
\$0.06	\$612,566.36	\$1,249,186.62	\$1,861,752.98
\$0.07	\$714,660.75	\$1,457,384.39	\$2,172,045.14
\$0.08	\$816,755.14	\$1,665,582.16	\$2,482,337.30
\$0.09	\$918,849.53	\$2,081,977.70	\$2,792,629.46
\$0.10	\$1,020,943.93	\$2,081,977.70	\$3,102,921.63

CODE ENFORCEMENT

January 2025 Stats

Violation	Jan-25
Dogs Running at Large	21
Dog a Public Nuisance	18
No Dog License	0
Animal Abandonment	0
Cruelty to Animals	3
Vicious Dog	0
Prohibited Extended Parking	39
Prohibited Parking & Stopping	4
Location Outside Camp	6
Littering	3
Nuisance	11
January Summary	105
12 Homeless Contacts	



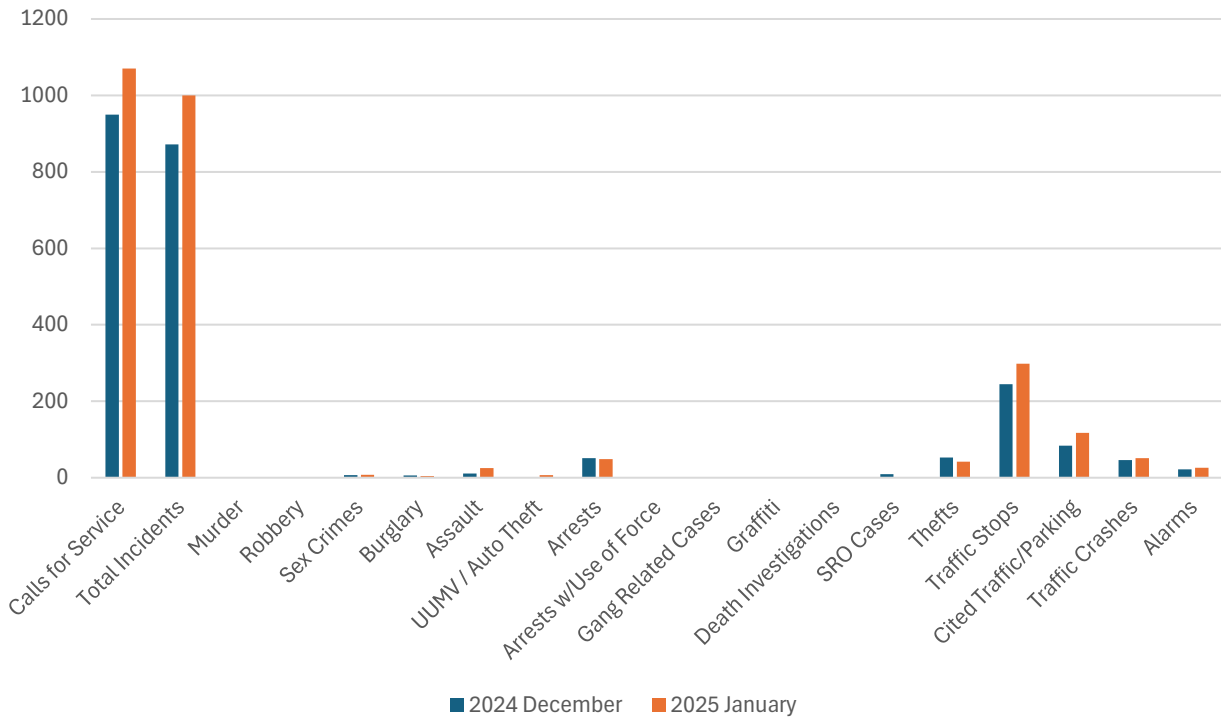


Police Stat Report

JANUARY 2025

Activity	2024 December	2025 January	YTD 2025	PRIOR YTD 2024
Calls for Service	950	1070	1070	1243
Total Incidents	872	1000	1000	703
Murder	0	0	0	0
Robbery	0	1	1	1
Sex Crimes	7	8	8	5
Burglary	6	4	4	3
Assault	11	25	25	12
UUMV / Auto Theft	2	7	7	7
Arrests	51	49	49	84
Arrests w/Use of Force	2	1	1	2
Gang Related Cases	1	0	0	1
Graffiti	0	0	0	0
Death Investigations	1	1	1	0
SRO Cases	9	0	0	14
Thefts	53	42	42	73
Traffic Stops	245	298	298	76
Cited Traffic/Parking	84	117	117	63
Traffic Crashes	46	51	51	47
Alarms	22	26	26	44

January 2025



MALHEUR COUNTY COURT MINUTES

February 5, 2025

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. with Commissioner Jacobs and Commissioner Mendiola present. Members of the media, public and staff had the opportunity to join the meeting electronically or in-person. Present in the meeting room was Administrative Officer Lorinda DuBois and Economic and Community Development Coordinator Taylor Rembowski. Notice of the meeting was posted on the County website, Courthouse bulletin board and emailed to the Argus Observer, Malheur Enterprise and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # [2025-0297](#)

GOODFELLOW GATE PROJECT; DISPATCH CENTER

Maintenance Supervisor Don Dalton provided information on the Goodfellow building gate project. Quotes will be obtained for a remote opener system for the west main gate; and removal of the gate from the south side of the building and installation of fencing to match the current fence with a four foot walk-in gate. The Court reviewed the proposal prepared by Mr. Dalton; and agreed that the project could be budgeted for in the next fiscal year (2025/2026). See instrument # [2025-0304](#) for the written proposal for the gate project.

Sheriff Travis Johnson joined the meeting. The boilers that sit above the dispatch center at the Sheriff's Office were discussed. If a boiler fails it will cause catastrophic damage to the dispatch center. Leaks have happened several times in the past and damaged dispatch. Mr. Dalton inquired if it would be possible to connect to the City's hydronic hot water line and eliminate the boilers. Sheriff Johnson noted the City is working on a project to relocate the line. An estimate to move the boilers was obtained approximately two years ago and it was about \$700,000. If the dispatch center was relocated the boilers would not be as much of a concern; a water leak to an office space is much less catastrophic than damage to the PSAP (Public Safety Answering Point) Center. IS Director Joshua Kreger noted that a boiler failure would also damage the switches, video, and phone lines for the Sheriff's Office/Jail.

RESOLUTION - USDA GRANT

Mr. Rembowski presented a resolution authorizing Malheur County to reapply for a USDA (United States Department of Agriculture) Rural Business Development Grant to hire a consultant to assist the County to gather data and build a marketing plan, if it is determined that there is enough feed stock in the County for biofuels and obtain a Bioeconomy Development Opportunity (BDO) Zone rating. The resolution is a requirement of the grant application. Mr. Rembowski submitted the same grant application last year, however, due to a technical issue USDA did not know they had the grant application and did not process it. Commissioner Jacobs moved to approve Resolution No. R25-04 - In the Matter of: Resolution to Obtain for and on Behalf of County of Malheur a Grant through the United States Department of Agriculture (USDA). Commissioner Mendiola seconded and the motion passed unanimously. See instrument # [2025-0295](#)

COURT MINUTES

Commissioner Mendiola moved to approve Court Minutes of January 29, 2025 as written. Commissioner Jacobs seconded and the motion passed unanimously.

ENVIRONMENTAL HEALTH DIRECTOR VACANCY

The Court will score the Environmental Health Director applications received. Interviews will be scheduled for a future Court meeting; Melissa Ney will be asked to serve on the interview panel with the Court members.

QUITCLAIM DEED - VALDEZ

Commissioner Jacobs moved to approve Quitclaim Deed to Rosa Zambrano Valdez for Ref. #634. Commissioner Mendiola seconded and the motion passed unanimously. Ms. Valdez purchased the property at the 2022 Land Sale and has paid off the Contract to Sell. See instrument # [2025-0299](#)

EMPLOYMENT AGREEMENT - LAWRENCE

Commissioner Jacobs moved to approve Temporary Employment Agreement to Perform Duties of a Dispatcher - Malheur County Sheriff's Office with Brittany Lawrence. Commissioner Mendiola seconded and the motion passed unanimously. See instrument # [2025-0298](#)

EXECUTIVE SESSION

Executive Session was called in accordance with ORS 192.660(2)(e) to conduct deliberations with designee on real property transaction negotiations with Judge Joyce presiding and Commissioner Jacobs and Commissioner Mendiola present. Also present were County Counsel Stephanie Williams, Administrative Officer Lorinda DuBois, and Economic and Community Development Coordinator Taylor Rembowski. Present electronically were Leslie Thompson with the Argus Observer and Les Zaitz with the Malheur Enterprise. No decisions were made during the session.

CITY OF VALE PROPERTY

By consensus, the Court authorized Mr. Rembowski to negotiate with the City of Vale for purchase of the old city hall property and the old fire hall property at a starting purchase price of \$250,000.

PUBLIC COMMENT

There were no public comments.

COURT ADJOURNMENT

Judge Joyce adjourned the meeting.

MALHEUR COUNTY COURT MINUTES

February 12, 2025

The regularly scheduled meeting of the County Court was called to order by Judge Dan Joyce at 9:00 a.m. with Commissioner Jacobs and Commissioner Mendiola present. Members of the media, public and staff had the opportunity to join the meeting electronically or in-person. Present in the meeting room was Administrative Officer Lorinda DuBois and Economic and Community Development Coordinator Taylor Rembowski. Notice of the meeting was posted on the County website, Courthouse bulletin board and emailed to the Argus Observer, Malheur Enterprise and those persons who have requested notice. The meeting was audio recorded. The agenda is recorded as instrument # [2025-0360](#)

PLANNING DEPARTMENT FEES

Planning Department Director Carol Parker met with the Court and presented a proposal to adjust the fees collected by the Planning Department for the 2025/2026 fiscal year. The proposal includes increasing some fees, reducing two fees, and keeping some fees at the current rate. Fees collected by the Planning Department have not been increased since 2006. The two fees proposed to be reduced are boundary line adjustment, and temporary hardship dwelling; Commissioner Jacobs visited with Ms. Parker about the rationale behind reducing the fees. Commissioner Jacobs inquired as to the justification for the proposed increases to other fees; Ms. Parker explained it is the time involved in processing the applications (reviewing the property details and applying the applicable standards in the development code), writing staff reports and orders, and expenses such as required mailings. The Court took the proposal under advisement. See instrument # [2025-0361](#) for the written memo and fee table.

COURT MINUTES

Commissioner Mendiola moved to approve Court Minutes of February 5, 2025 as written. Commissioner Jacobs seconded and the motion passed unanimously.

LOCAL PUBLIC CONTRACTING RULES

Commissioner Jacobs moved to approve Resolution R25-03 - In the Matter of: Resolution Amending Malheur County Local Public Contracting Rules, Exempting Certain Classes of Contracts; and Adopting Rules for Personal Service Contracts. Commissioner Mendiola seconded and the motion passed unanimously. All Capital Outlay construction projects (road, building, and public works) are to be approved by the County Court; "Approve" means review plans, bids/quotes, contracts, change orders and periodically receive updates on the project. See instrument # [2025-0362](#)

SUPPLEMENTAL BUDGET RESOLUTION

Commissioner Jacobs moved to approve Supplemental Budget Resolution R25-05: In the Matter of Fiscal Year 2024/2025 Supplemental Budget by Resolution Under Local Budget Law ORS (Oregon Revised Statutes) 294.471. Commissioner Mendiola seconded and the motion passed unanimously. The purpose of the supplemental budget is to allocate ODOT Transportation Safety grant funds that were not anticipated when the budget was adopted; these funds are to be used to purchase a speed detection trailer to enhance speed outreach, education and enforcement activities in Malheur County. See instrument # [2025-0363](#)

FAIR ADVISORY BOARD

Commissioner Mendiola moved to appoint Cody Franklin to the Fair Advisory Board. Commissioner Jacobs seconded and the motion passed unanimously.

ENERGY RESILIENCE PROGRAM GRANT

Commissioner Jacobs moved to authorize Mr. Rembowski to act as a signer to submit the County Energy Resilience Grant Program application. Commissioner Mendiola seconded and the motion passed unanimously.

AMENDED RESOLUTION - USDA GRANT

Commissioner Jacobs moved to approve Amended Resolution R25-04 - In the Matter of: Resolution to Obtain for and on Behalf of County of Malheur a Grant through the United States Department of Agriculture (USDA). Commissioner Mendiola seconded and the motion passed unanimously. The amended resolution corrects the grant application amount. See instrument # [2025-0356](#)

OWYHEE IRRIGATION DISTRICT

Commissioner Jacobs moved to approve signing of a letter of support for funding assistance for Owyhee Irrigation District (OID) to upgrade and add irrigation system components to further irrigation system automation to increase water delivery efficiency. Commissioner Mendiola seconded and the motion passed unanimously. See instrument # [2025-0364](#)

INVASIVE SPECIES COUNCIL GRANT

Commissioner Mendiola moved to approve Grant Agreement with Department of Agriculture, Oregon Invasive Species Council Education and Outreach Grant, ODA-4591-GR. Commissioner Jacobs seconded and the motion passed unanimously. The grant is for quagga/zebra mussel education and outreach. A copy will be returned for recording.

IGA #26018 AMENDMENT

Commissioner Jacobs moved to approve Seventh Amendment to Oregon Health Authority 2024-2025 Intergovernmental Agreement for the Financing of Community Mental Health, Addiction Treatment, Recovery, & Prevention, and Problem Gambling Services, Agreement # PO-44300-00026018. Commissioner Mendiola seconded and the motion passed unanimously. Start-up Community Mental Health Services (MHS 27) funds are awarded. See instrument # [2025-0379](#)

PUBLIC COMMENTS

There were no public comments

COMMISSIONER COMMENTS

Commissioner Jacobs noted that the Oregon Legislature is currently in session and there are many bills under consideration; the public may testify on bills at public hearings or submit written testimony.

COURT ADJOURNMENT

Commissioner Jacobs moved to adjourn the meeting. Commissioner Mendiola seconded and the motion passed unanimously.



PUBLIC WORKS COMMITTEE MEETING MINUTES

Tuesday, July 16, 2024, 3:00 p.m. MT

The scheduled meeting of the Public Works was called to order by Vice-Chairman Jake Galeener at approximately 3:00 p.m. on Tuesday, July 16, 2024, in the Council Chambers of City Hall. Committee members present in person or attended via Zoom were Al Christiani, Jake Galeener, and Mac McMillen; Woodcock & Fox excused.

Others present in person or via Zoom were Casey Mordhorst, Al Haun, Alicia Cardozo, Dan Cummings, and Antonio Sunseri – Argus Observer.

AGENDA

The press was notified; this Agenda was posted on July 12, 2024. Copies of the agenda and minutes are available at the Public Works Headquarters and on the city's website at www.ontariooregon.org.

THE MOTION WAS MADE BY MR. GALEENER, SECONDED BY MR. CHRISTIANI TO ADOPT THE AGENDA AS PRESENTED: MOTION PASSED UNANIMOUSLY.

ADOPTION OF MINUTES – JUNE 18, 2024

RESOLUTION, ACTION &/OR MOTION:

THE MOTION WAS MADE BY MR. GALEENER, SECONDED BY MR. CHRISTIANI TO ADOPT THE MINUTES OF THE PREVIOUS MEETING, JUNE 18, 2024: MOTION PASSED UNANIMOUSLY.

ELECTION OF OFFICERS

RESOLUTION, ACTION &/OR MOTION:

- Mr. Christiani nominated **Mr. Galeener for Public Works Committee Chairman**; Mr. McMillen seconded the motion. **Motion passed unanimously** (Woodcock & Fox excused).
- Mr. Galeener nominated **Mr. Christiani for Public Works Committee Vice-Chairman**; Mr. McMillen seconded the motion. **Motion passed unanimously** (Woodcock & Fox excused).
- Mr. Galeener nominated **Mr. McMillen for Public Works Committee Secretary**; Mr. Christiani seconded the motion. **Motion passed unanimously** (Woodcock & Fox excused).

OPERATION UPDATES

- ***WTP PROJECT*** – Completed.
- ***EAST LANE PROJECT*** – Still under design; should be receiving 90% plans.
- ***SE 5TH AVE*** –
 - *Making progress. Had a few design busts; needed to slow down and rethink a bit.*
 - *The lighting cost estimates came in at a little over \$13,000, less than \$15,000. Which is still \$30,000 less than anticipated.*
 - *Traffic control over the bridge - still waiting for costs. It has been approved and we'll be setting up a light to keep it a one-way traffic, so it will act as a stoplight to help with congestion.*
- ***CHIP SEAL PROJECT*** –
 - *Cancelled due a death of distributing driver. Trying to find a date that works, if not will push it to next spring; carry the money forward.*

- *The risk of doing it later in the year is we can't fog seal it; and the assistance from the County and ODOT is critical.*
- **WASTEWATER TREATMENT** –
 - *Stopped pumping to Skyline; farmer is harvesting right now.*
 - *Currently working through both farm leases.*
- **BLM WAY** – *Approved; hopefully start construction soon.*

ADJOURN ~ 3:20 P.M.

Christiani moved; McMillen seconded **TO ADJOURN**: Motion passed unanimously.

APPROVED:



Signature



Date



City of Ontario
Diversity Advisory Committee
Minutes
Wednesday, May 15th, 2024

Ontario City Hall Council Chambers 5:30 pm

The City of Ontario Diversity Advisory Committee is established to advise the Mayor, City Council, and City Manager on a range of issues as they relate to promoting diversity and equity issues in the community.

1. Call to Order: The meeting was called to order by Chair Benjamin Merrill at 5:30 pm.

Chair Benjamin Merrill x , Vice Chair Mario Grimaldo , Adrianna Contreras X , Billy Carter X , Jackie Koehler x

City Council Liaison: Eddie Melendrez

City Manager: Dan Cummings

HR Director/Asst. to City Manager: Corinna Hysell X

2. Motion to Adopt the Agenda: Koehler moved to adopt the agenda as presented, Carter seconded it. Roll call vote was taken, and motion passed with all 4 committee members voting "yes".

3. Approval of minutes of April 17th, 2024: Carter moved to adopt approval of minutes; Koehler seconded it. Roll call vote was taken, and motion passed with all 4 committee members voting "yes".

4. Old Business:

- a. Merrill discussed recognition of 'Celebrate Diversity Month.'
- b. Merrill recognized the Diversity Advisory Committee Diversity Champions April 2024. Attached is the statement Merrill presented.
- c. Postponed the purpose of the City of Ontario Diversity Advisory Committee. It will be reviewed at next meeting.
- d. Discussed the video - Defining Diversity video https://www.youtube.com/watch?v=tc2DbKU_Ghl
- e. Discussed the video - Defining Diversity video https://www.youtube.com/watch?v=tc2DbKU_Ghl
- f. Merrill discussed the YouTube video and the Diversity wheel and would like to add the Diversity Wheel to the Ontario Diversity Committee Facebook page.
- g. Discussed the Diversity Wheel handout and will be placed on Ontario Diversity Committee Facebook page.
- h. Merrill asked the committee to come up with goals for the Diversity Committee and present them at the next meeting April 17th. Contreras, Carter, and Koehler agree to bring goals. Grimaldo left at 5:55pm.
- i. Guest, Penny Bakefelt, was also present at meeting. She also spoke how she thinks the Diversity group is great.

5. New Business:

- a. Discuss-review the purpose of the City of Ontario Diversity Advisory Committee. Carter discussed the history of DAC and how it began.
- b. Discussion of US Supreme Court Ruling. Merrill game handouts by Northwest Observer and meme of the week.

c. Discussion of goals from each committee member for the Diversity Committee. Merrill discussed strategic goals and gave handouts. Helping out organizations such as Community in Action, helping pass out hygiene kits. Also increasing community involvement of diversity committee members.

d. Discussed diversity champion and how often award should be given out, yearly, quarterly, or twice a year.

e. Next meeting August 21, 2024.

6. Adjournment: The meeting was adjourned, Carter moved and Koehler second and a roll call vote confirmed by all 4 committee members.

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke at the end.

Adrianna Contreras, Secretary

A handwritten signature in blue ink, featuring a large, stylized 'J' and 'K' followed by a long horizontal line.

~~Dr. Benjamin Merrill, Chair~~

Jackie Koehler, vice chair



City of Ontario

Diversity Advisory Committee

Minutes

September 18, 2024

Ontario City Hall Council Chambers 5:30 pm

The City of Ontario Diversity Advisory Committee is established to advise the Mayor, City Council, and City Manager on a range of issues as they relate to promoting diversity and equity issues in the community.

1. **Call to Order:** The meeting was called to order by Chair Benjamin Merrill at 5:32 pm.

Chair Mario Grimaldo X, Vice Chair Jackie Koehler X, Secretary Adrianna Contreras X, Billy Carter X

City Council Liaison: Eddie Melendrez

City Manager: Dan Cummings X

HR Director/Asst. to City Manager: Corinna Hysell X

2. **Motion to Adopt the Agenda:** Carter moved to adopt the agenda as presented, Koehler seconded it. Roll call vote was taken, and motion passed with all 4 committee members voting "yes".

3. **Approval of minutes of May 15, 2024:** Koehler moved to adopt approval of minutes; Carter seconded it. Roll call vote was taken, and motion passed with all 4 committee members voting "yes".

4. **Old Business:**

a. Discussion of goals from each committee member for the Diversity Committee. Carter discussed having a goal of more members to the Diversity group.

b. Discussed what members have access to the Facebook Diversity page. Decided that all members would have access.

d. Discussed diversity champion and how often awards should be given out, yearly, quarterly, or twice a year. Also decided to keep a champion for an adult and a youth.

5. **New Business:**

a. Nominated new chair and vice chair to the Diversity Council. The new Chair is Grimaldo and the new Vice Chair is Kohler.

b. We had a visit at this meeting, her name was Norma.

6. **Adjournment:** The meeting was adjourned, Carter moved and Contreras second and a roll call vote confirmed by all 4 committee members. Adjourned at 6:16pm.

Adrianna Contreras, Secretary

Jackie Koehler, vice chair
Mario Grimaldo, Chair



City of Ontario
Diversity Advisory Committee
Minutes

Wednesday, November 20, 2024
Ontario City Hall Council Chambers 5:30 p.m.

The City of Ontario Diversity Advisory Committee is established to advise the Mayor, City Council, and City Manager on a range of issues as they relate to promoting diversity and equity issues in the community.

1. Call to Order: The meeting was called to order at 5:31 p.m. by Chair Mario Grimaldo.

Chair Mario Grimaldo X, Vice Chair Jackie Koehler X, Adrianna Contreras X, Billy Carter X.

City Council Liaison: Eddie Melendrez ____

City Manager: Dan Cummings X

HR Director/Asst. to City Manager: Corinna Hysell ____

X indicates those present. We had a quorum with 3 out of 5 committee members present.

2. Motion to Adopt the Agenda: Carter moved to adopt the agenda as presented, seconded by Koehler. Roll call vote 4 ayes.

3. Approval of minutes of September 18, 2024: Koehler moved to adopt the minutes, seconded by Grimaldo. Roll call vote 4 ayes.

4. Old Business:

a. None

5. New Business:

a. Discuss <https://www.themicropedia.org/#/>

Discussed in what direction the Diversity Advisory committee should take. Koehler suggested having a round table to discuss with community members.

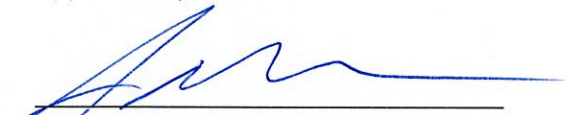
b. Grimaldo discussed Diversity Champion nominees for April, both adult and student. Contreras suggested picking a student from Four Rivers Community Center. Grimaldo will reach out to principals from schools and ask for their top 4 students.

c. Koehler stated that November is native American Heritage month and will post in the Diversity Advisory Committee Facebook page.

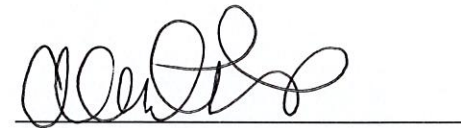
d. Councilman Kirby was a visitor at this meeting. Kirby stated that the Argus Observer does have an ad for open positions in different committees for Ontario.

6. **Adjournment:** The meeting was adjourned at 5:50 p.m., Grimaldo moved and Koehler second and a roll call vote confirmed by all 4 committee members.

Approved by:



Mario Grimaldo, Chair
Jackie Koehler, vice chair



Adrianna Contreras, Secretary



City of Ontario

Diversity Advisory Committee

Minutes

December 18, 2024

Ontario City Hall Council Chambers 5:30 pm

The City of Ontario Diversity Advisory Committee is established to advise the Mayor, City Council, and City Manager on a range of issues as they relate to promoting diversity and equity issues in the community.

1. Call to Order: The meeting was called to order by Chair Mario Grimaldo at 5:31 pm.

Chair Mario Grimaldo X, Vice Chair Jackie Koehler x Secretary Adrianna Contreras X Billy Carter X

City Council Liaison: Eddie Melendrez x

City Manager: Dan Cummings X

HR Director/Asst. to City Manager: Corinna Hysell X

2. Motion to Adopt the Agenda: Carter moved to adopt the agenda as presented, Contreras seconded it. Roll call vote was taken, and motion passed with all 4 committee members voting "yes".

3. Approval of minutes of November 20, 2024: Koehler moved to adopt approval of minutes; Contreras seconded it. Roll call vote was taken, and motion passed with all 4 committee members voting "yes".

4. Old Business:

a. Discuss <https://www.themicropedia.org/#/>

Discussed in what direction we would like to see the Diversity Advisory committee go in. Koehler suggested having a round table discussion with community members.

b. Grimaldo discussed Diversity Champion nominees for April, both adult and student. Contreras suggested picking a student from Four Rivers Community Center. Grimaldo will reach out to principals from schools and ask for their top 4 students.

c. Koehler stated that November is Native American Heritage month and will post in the Diversity Advisory Committee Facebook page.

d. Councilman Kirby was a visitor at this meeting. Kirby stated that the Argus Observer does have an ad for open positions in different committees for Ontario.

5. New Business:

a. Carter asked if the guidelines could be shortened when choosing a Diversity Champion. Everyone agreed and will give Carter till Jan 21st to make suggestions on what should be used.

b. Grimaldo did not attend last council meeting but will attend next meeting, January 14th. Grimaldo asked if all members could attend.

c. Grimaldo will attend Chamber luncheon to get to know our local businesses.

d. Grimaldo asked what goals we had for next year. Kohler stated having a diversity calendar to post on Facebook. Grimaldo would like to highlight each member on social media.

e. Dan amended agenda to add item E, application for Daniel Liera for Diversity Advisory Committee. Cater moved and Contreras second. Roll call vote was taken and passed with all 4 committee members voting yes.

Accept Daniel Liera in committee for recommendation to City Council, Carter motioned and Koehler second. Roll call voted was taken and all 4 committee members voted yes.

6. **Adjournment:** The meeting was adjourned, Grimaldo moved and Carter second and a roll call vote confirmed by all 4 committee members.


Mario Grimaldo, Chair
Jackie Koehler
Vice-chair

Adrianna Contreras, Secretary



Accounts Payable

Checks by Date - Summary by Check Date

User: kari.ott
Printed: 2/21/2025 8:24 AM



Check No	Vendor No	Vendor Name	Check Date	Check Amount
ACH	878915	Jacobs Engineering Group, Inc.	01/06/2025	7,221.29
ACH	878915	Jacobs Engineering Group, Inc.	01/06/2025	3,886.64
ACH	878915	Jacobs Engineering Group, Inc.	01/06/2025	509,255.26
132665	879736	Desert Sage Event Center	01/06/2025	2,129.65
132666	&260	Four Rivers Cultural Center	01/06/2025	16,926.42
132667	539200	Ontario Area Chamber of Commerce	01/06/2025	12,833.35
132668	037600	AT&T	01/06/2025	25.71
132669	637828	Century Link Communications, LLC	01/06/2025	40.73
132670	376000	Idaho Power	01/06/2025	70.39
132671	288897	Verizon	01/06/2025	1,346.96
132672	879873	Tonkin-Chrysler, Dodge, Jeep	01/06/2025	85,217.80
132673	879808	Cy A. Armstrong	01/06/2025	1,500.00
132674	879810	Tom Beaumont	01/06/2025	1,500.00
132675	879799	Kelly Bennett	01/06/2025	1,500.00
132676	879563	Andrew P Bentz	01/06/2025	1,500.00
132677	879572	Scott S Browen	01/06/2025	1,500.00
132678	879780	Peggy Daugherty	01/06/2025	1,500.00
132679	879832	Jonathan De Leon	01/06/2025	1,500.00
132680	879921	Amanda DeVos	01/06/2025	20,000.00
132681	879918	Edgar Ramses Esquivel	01/06/2025	25,000.00
132682	879755	Loyal Gibbons	01/06/2025	1,500.00
132683	879800	Juana Carolina Gomez	01/06/2025	1,500.00
132684	879557	Troy Hansen	01/06/2025	1,500.00
132685	879560	Taylor Jewkes	01/06/2025	1,500.00
132686	879821	Ernesto Juarez	01/06/2025	1,500.00
132687	879843	Lance C. King	01/06/2025	1,500.00
132688	879558	Megan Lowder	01/06/2025	1,500.00
132689	879559	Lisa Maeda	01/06/2025	1,500.00
132690	879725	Jacob Lionel May	01/06/2025	1,500.00
132691	879696	KC Meiwald	01/06/2025	1,500.00
132692	879603	Christina Marie Musser	01/06/2025	1,500.00
132693	879813	Dorena R. Newman	01/06/2025	1,500.00
132694	879730	Norman Alexander Poole	01/06/2025	1,500.00
132695	879919	Christopher Frank Scott	01/06/2025	6,000.00
132696	879920	Thomas Parker Segal	01/06/2025	5,633.55
132697	879561	Gregory W Simmons	01/06/2025	1,500.00
132698	879604	Michael K. Walker	01/06/2025	1,500.00
132699	879668	Stephanie A Wilson	01/06/2025	1,500.00
Total for 1/6/2025:				730,087.75
132700	879922	Kelli Kent	01/09/2025	58.00
Total for 1/9/2025:				58.00
132701	UB*12232	BRIAN BERGAM *	01/10/2025	95.52
132702	637830	Century Link	01/10/2025	529.13

Check No	Vendor No	Vendor Name	Check Date	Check Amount
132703	UB*12231	HD GRAPHICS	01/10/2025	112.07
132704	376000	Idaho Power	01/10/2025	2,597.40
132705	879417	LightSpeed Networks, Inc.	01/10/2025	1,426.99
132706	UB*12230	TIM TRAPOLD	01/10/2025	70.41
132707	879733	Waste Connections of Oregon, Inc.	01/10/2025	461.87
132708	879916	A M Construction Supply, Inc.	01/10/2025	299.98
132709	010500	Tori Barnett	01/10/2025	39.99
132710	21409	Big Sky Sportswear	01/10/2025	145.06
132711	879326	The Biz Zone	01/10/2025	28.70
132712	626400	Campo & Poole Distributing, LLC	01/10/2025	8,469.10
132713	190220	Commercial Tire, Inc.	01/10/2025	2,394.68
132714	879062	Compass Minerals America, Inc.	01/10/2025	4,982.27
132715	262000	Eastside Florist	01/10/2025	58.00
132716	879209	Elite Extrication & Equipment	01/10/2025	257.68
132717	879782	Tanya C Galiszewski	01/10/2025	2,895.00
132718	879923	Grant Writing USA	01/10/2025	495.00
132719	382000	International Association of Fire Chiefs	01/10/2025	260.00
132720	451600	Malheur County Administration Office	01/10/2025	200.00
132721	879225	Malheur Media, LLC	01/10/2025	250.00
132722	461607	MicroTechnology Systems, Inc.	01/10/2025	9,894.00
132723	879301	Net Assets Corporation	01/10/2025	210.00
132724	501200	Norm's Auto Electric	01/10/2025	37.90
132725	539200	Ontario Area Chamber of Commerce	01/10/2025	125.00
132726	532000	Ontario Bearing & Hydraulic, Inc.	01/10/2025	72.07
132727	582200	Oregon Association Chiefs of Police	01/10/2025	1,230.55
132728	583401	State of Oregon Department of Environmen	01/10/2025	12,707.00
132729	242083	State of Oregon Department of Transportati	01/10/2025	1.05
132730	240100	State of Oregon Dept of Consumer & Busir	01/10/2025	4,843.02
132731	282601	Oregon State Police	01/10/2025	771.06
132732	879551	Painter Holdings & Business Ventures, Inc.	01/10/2025	19.50
132733	642080	Petty Cash	01/10/2025	91.65
132734	879226	PortaPros	01/10/2025	639.40
132735	642093	Red's Automotive Repair, Inc.	01/10/2025	839.78
132736	879469	SBRK Finance Holdings, Inc.	01/10/2025	1,470.00
132737	704400	Star Fire District	01/10/2025	6,262.60
132738	774300	T-N-T Signs & Graphics	01/10/2025	80.00
132739	879720	Total Package Enterprises, LLC	01/10/2025	192.07
132740	788402	TransUnion Risk & Alternative Data Soluti	01/10/2025	75.00
132741	879212	Uniforms 2 Gear	01/10/2025	115.00
132742	879733	Waste Connections of Oregon, Inc.	01/10/2025	224.59
132743	879151	Waste-Pro	01/10/2025	50.24
132744	879635	Western Building Maintenance, Inc.	01/10/2025	6,955.30
132745	T7125	Snake River Valley EAA Chapter 837	01/10/2025	600.00
132746	22427	Conсор North America, Inc.	01/10/2025	919.50
132747	879887	Datec Incorporated	01/10/2025	93,033.32
132748	879819	Express Services, Inc.	01/10/2025	350.00
132749	879865	Kittelson & Associates, Inc.	01/10/2025	31,923.27
132750	879896	RH2 Engineering, Inc.	01/10/2025	25,260.29
132751	879423	Romans Precision Irrigation	01/10/2025	5,478.43
Total for 1/10/2025:				230,540.44
ACH	878915	Jacobs Engineeering Group, Inc.	01/17/2025	2,875.00
132752	0143466	Amazon Capital Services	01/17/2025	686.28
132753	879745	AT&T Mobility, LLC	01/17/2025	1,290.94
132754	879494	Bruneel, LLC	01/17/2025	324.31
132755	879637	Bryant Lovlien & Jarvis PC Attorneys at La	01/17/2025	3,202.00

Check No	Vendor No	Vendor Name	Check Date	Check Amount
132756	626400	Campo & Poole Distributing, LLC	01/17/2025	63.14
132757	879451	CDR Labor Law, LLC	01/17/2025	1,440.50
132758	879062	Compass Minerals America, Inc.	01/17/2025	2,932.76
132759	879915	Everything2Go.com	01/17/2025	2,472.00
132760	335001	Glock Professional, Inc.	01/17/2025	600.00
132761	878958	International Assoc. for Property & Evidenc	01/17/2025	65.00
132762	440000	L.N. Curtis and Sons	01/17/2025	200.85
132763	441140	Looks Nu, Inc.	01/17/2025	161.00
132764	461607	MicroTechnology Systems, Inc.	01/17/2025	1,372.00
132765	&690	Oregon City/County Management Associati	01/17/2025	338.94
132766	516494	State of Oregon Department of Transportati	01/17/2025	465.24
132767	641142	The Radar Shop, Inc.	01/17/2025	374.50
132768	130950	Sparklight Business	01/17/2025	140.72
132769	702008	Staples Business Credit	01/17/2025	625.96
132770	879595	T-Mobile USA, Inc.	01/17/2025	165.00
132771	879680	U.S. Bank Equipment Finance	01/17/2025	2,138.72
132772	879733	Waste Connections of Oregon, Inc.	01/17/2025	563.13
132773	879924	Brooke Winston	01/17/2025	36.67
132774	270200	Emergency Services Consulting Internation	01/17/2025	32,000.00
132775	461607	MicroTechnology Systems, Inc.	01/17/2025	1,421.00
132776	879925	Olson, LLC	01/17/2025	18,040.00
132777	516494	State of Oregon Department of Transportati	01/17/2025	27,821.25
132778	879377	Weapon Systems Training Council, LLC	01/17/2025	1,040.00
Total for 1/17/2025:				102,856.91
ACH	832852	Wells Fargo Signify Business Elite Masterc	01/22/2025	5,303.07
Total for 1/22/2025:				5,303.07
132779	144000	Cascade Natural Gas Corporation	01/27/2025	1,455.07
132780	637830	Century Link	01/27/2025	700.46
132781	UB*12234	DAVID GUERRER	01/27/2025	132.70
132782	376000	Idaho Power	01/27/2025	3,995.30
132783	UB*12233	LORRAINE MANZO	01/27/2025	36.12
132784	UB*12235	SAMUEL PURTLE	01/27/2025	40.83
132785	288897	Verizon	01/27/2025	1,347.45
Total for 1/27/2025:				7,707.93
ACH	878915	Jacobs Engineeering Group, Inc.	01/29/2025	532,671.41
ACH	878915	Jacobs Engineeering Group, Inc.	01/29/2025	48,603.08
132786	0143466	Amazon Capital Services	01/29/2025	419.39
132787	216000	D & B Supply Company	01/29/2025	97.95
132788	879641	Garrett's Dry Cleaning, LLC	01/29/2025	10.66
132789	440000	L.N. Curtis and Sons	01/29/2025	374.00
132790	&509	Matsy's Restaurant & Catering	01/29/2025	90.00
132791	461607	MicroTechnology Systems, Inc.	01/29/2025	465.00
132792	UB*12236	MAX MILLS	01/29/2025	40.47
132793	879173	Tonia Montgomery	01/29/2025	100.00
132794	UB*12237	OITS, INC	01/29/2025	7.82
132795	528405	Oster Professional Group, CPA's PC	01/29/2025	27,503.91
132796	642093	Red's Automotive Repair, Inc.	01/29/2025	726.77
132797	879424	Benjamin Henry Schlup	01/29/2025	100.00
132798	672453	Sea Western Fire Fighting Equipment Sea-V	01/29/2025	1,690.00
132799	UB*12238	JESSICA SKEEN	01/29/2025	25.82

Check No	Vendor No	Vendor Name	Check Date	Check Amount
132800	878977	Snake River Valley Chief's Associaton	01/29/2025	200.00
132801	T7125	Snake River Valley EAA Chapter 837	01/29/2025	600.00
132802	879764	T&Z Hardware, Inc.	01/29/2025	74.97
132803	879720	Total Package Enterprises, LLC	01/29/2025	32.95
132804	UB*12147	TVCC (SPORTS COMPLEX)	01/29/2025	5.49
132805	879212	Uniforms 2 Gear	01/29/2025	64.50
132806	841600	Warmsprings Irrigation District	01/29/2025	3,270.00
132807	879635	Western Building Maintenance, Inc.	01/29/2025	3,477.65
132808	183201	CK3, LLC	01/29/2025	1,690.00
132809	393500	Irvco Asphalt & Gravel, Inc.	01/29/2025	25,368.00
132810	468350	Motion Industries, Inc.	01/29/2025	39,325.67
132811	470102	Motorola Solutions, Inc.	01/29/2025	8,200.89
132812	183201	CK3, LLC	01/29/2025	2,230.00
Total for 1/29/2025:				697,466.40
ACH	PRAFLAC	AMERICAN FAMILY LIFE ASSURANCE	01/31/2025	534.37
ACH	PRAMERF	AMERICAN FUNDS GROUP	01/31/2025	300.00
ACH	PRCCIS	E B S TRUST	01/31/2025	81,990.58
ACH	PRCOLONI	COLONIAL LIFE	01/31/2025	688.02
ACH	PRFED	PAYROLL TAXES	01/31/2025	91,442.34
ACH	PRNATW	NATIONWIDE RETIREMENT SOLUTIONS	01/31/2025	500.00
ACH	PRORJU	OREGON DEPARTMENT OF JUSTICE	01/31/2025	412.00
ACH	PRORTAX2	OREGON DEPARTMENT OF REVENUE	01/31/2025	3,901.23
ACH	PRORTAXE	OREGON DEPARTMENT OF REVENUE	01/31/2025	25,286.43
ACH	PROSGP	OREGON SAVINGS & GROWTH PLAN	01/31/2025	2,594.20
ACH	PRPERS	OREGON PERS	01/31/2025	127,611.39
132833	PRSFIRE	UMPQUA BANK	01/31/2025	750.00
Total for 1/31/2025:				336,010.56
Report Total (167 checks):				2,110,031.06