



AGENDA: REGULAR SESSION

WEDNESDAY, JUNE 1, 2022

WASCO COUNTY BOARD OF COMMISSIONERS, 511 WASHINGTON ST. SUITE 302, THE DALLES or VIRTUALLY @

<https://wascocounty-org.zoom.us/j/3957734524> OR Dial [1-253-215-8782](tel:1-253-215-8782) Meeting ID: 3957734524#

While these virtual options are provided, we cannot guarantee connection or quality of the call.

PUBLIC COMMENT: Individuals wishing to address the Commission on items not already listed on the Agenda may do so during the first half-hour and at other times throughout the meeting; please wait for the current speaker to conclude and raise your hand to be recognized by the Chair for direction. Speakers are required to give their name and address. Please limit comments from three to five minutes, unless extended by the Chair.

DEPARTMENTS: Are encouraged to have their issue added to the Agenda in advance. When that is not possible the Commission will attempt to make time to fit you in during the first half-hour or between listed Agenda items.

NOTE: With the exception of Public Hearings, the Agenda is subject to last minute changes; times are approximate – please arrive early. Meetings are ADA accessible. For special accommodations please contact the Commission Office in advance, (541) 506-2520. TDD 1-800-735-2900. If you require an interpreter, please contact the Commission Office at least 7 days in advance.

Las reuniones son ADA accesibles. Por tipo de alojamiento especiales, por favor póngase en contacto con la Oficina de la Comisión de antemano, (541) 506-2520. TDD 1-800-735-2900. Si necesita un intérprete por favor, póngase en contacto con la Oficina de la Comisión por lo menos siete días de antelación.

9:00 a.m.	<p>CALL TO ORDER</p> <p>Items without a designated appointment may be rearranged to make the best use of time. Other matters may be discussed as deemed appropriate by the Board.</p> <p>Corrections or Additions to the Agenda</p> <p>Discussion Items: Land Auction; Burn Ban/Drought Declaration/Fireworks Ban; Wildlife Services Contract; Letter of Support for MCCFL (Items of general Commission discussion, not otherwise listed on the Agenda)</p> <p>Consent Agenda: 5.18.2022 Regular Session Minutes; Reappointments (Items of a routine nature: minutes, documents, items previously discussed.)</p> <p>Public Comment at the discretion of the Chair</p>				
9:30 a.m.	Recess to District Meetings				
10:00 a.m.	Wasco County Budget Hearing – Mike Middleton				
10:15 a.m.	FY22 Budget Adjustment – Mike Middleton				
10:25 a.m.	Body Camera Purchases – Scott Williams/Lane Magill				
10:35 a.m.	<table style="width: 100%; border: none;"> <tr> <td style="border: none;">Emergency Management: Homeland Security Grant Update</td> <td rowspan="3" style="border: none; vertical-align: middle;">} Sheridan McClellan</td> </tr> <tr> <td style="border: none;">Spire Grant Application</td> </tr> <tr> <td style="border: none;">Jefferson County ASA Agreement</td> </tr> </table>	Emergency Management: Homeland Security Grant Update	} Sheridan McClellan	Spire Grant Application	Jefferson County ASA Agreement
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Spire Grant Application					
Jefferson County ASA Agreement					
10:55 a.m.	Natural Hazard Mitigation Plan Application – Kelly Howsley-Glover/Sheridan McClellan				
11:10 a.m.	Household Hazardous Waste Program Updates – Morgaine Riggins				
11:25 a.m.	Road Vacation Petition – Arthur Smith				
11:35 a.m.	Network Infrastructure Upgrades – Andrew Burke				
BREAK					
1:30 p.m.	Goldendale Energy Storage Project Update – Michael Rooney				
1:45 p.m.	Annual MCEDD IGA – Carrie Pipinich				
1:55 p.m.	<table style="width: 100%; border: none;"> <tr> <td style="border: none;">Wasco County Transit Development Plan</td> <td rowspan="2" style="border: none; vertical-align: middle;">} Kate Drennan</td> </tr> <tr> <td style="border: none;">PTAC Bylaws and Appointments</td> </tr> </table>	Wasco County Transit Development Plan	} Kate Drennan	PTAC Bylaws and Appointments	
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2:25 p.m.	Annual Insurance Report – Breanna Wimber				
2:40 p.m.	Executive Session – Pursuant to ORS 192.660(2)(i) Performance Evaluations of Public Officers				
	COMMISSION CALL				
	NEW/OLD BUSINESS				
	ADJOURN				

If necessary, an Executive Session may be held in accordance with: ORS 192.660(2)(a) – Employment of Public Officers, Employees & Agents, ORS 192.660(2)(b) – Discipline of Public Officers & Employees, ORS 192.660(2)(d) – Labor Negotiator Consultations, ORS 192.660(2)(e) – Real Property Transactions, ORS 192.660(2)(f) To consider information or records that are exempt by law from public inspection, ORS 192.660(2)(g) – Trade Negotiations, ORS 192.660(2)(h) – Conferring with Legal Counsel regarding litigation, ORS 192.660(2)(i) – Performance Evaluations of Public Officers & Employees, ORS 192.660(2)(j) – Public Investments, ORS 192.660(2)(n) – Security Programs, ORS 192.660(2)(n) – Labor Negotiations



WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION

JUNE 1, 2022

Room 302, Wasco County Courthouse

This meeting was also held on Zoom

<https://wascocounty-org.zoom.us/j/3957734524>

or call in to [1-253-215-8782](tel:1-253-215-8782) Meeting ID: 3957734524#

PRESENT: Kathy Schwartz, Chair
Steve Kramer, Vice-Chair
Scott Hege, County Commissioner

STAFF: Kathy Clark, Executive Assistant
Tyler Stone, Administrative Officer

Chair Schwartz opened the session at 9:00 a.m. Changes to the Agenda:

- Remove Martin Underhill's reappointment to the 15-Mile Watershed Council from the Consent Agenda.

Discussion Item – Land Auction

County Assessor/Tax Collector Jill Amery reviewed the memo included in the Board Packet. She reported that auction attendance was smaller than usual but she is starting to see consistency in who is attending the auctions. There were three properties being auctioned; one, located on Reservoir Road, was sold. The two unsold properties are oddly shaped lots in Maupin. An interested contractor would like to buy them together so they could be combined into a more developable site. As allowed in our policy, she will move forward with a sealed bid process where the two lots will be sold as a unit. This gives us the best chance to get the property developed and on the tax rolls. She concluded by saying she will need signatures on a deed for the Reservoir Road property.

Commissioner Hege asked if the Maupin lots are currently buildable. Ms. Amery replied affirmatively, saying that their odd shapes make development of a single level dwelling difficult considering the setback requirements. Vice-Chair Kramer commented that it is a good idea to combine the lots for development.

*****The Board was in consensus to sign the Reservoir Road deed and move the closed bid process forward for the Maupin properties.*****

Commissioner Hege asked why there was less attendance this year. Ms. Amery replied that the Reservoir Road property is in bad shape; the Maupin properties have the challenge of shape. There just was not a lot of interest in the challenging properties.

Commissioner Hege asked if it was a live auction. Ms. Amery said that they held the auction outside in the parking lot behind Youth Services.

Commissioner Hege asked how other counties are dealing with foreclosed properties. Ms. Amery answered that most processes are similar, although some hold auctions virtually. She added that she is going to a real estate conference next week where a lot of issues will be discussed.

Commissioner Hege asked when the next auction would take place. Ms. Amery explained that they take deeds in September and try to hold an auction by June 1st of the following year. There can be more than 100 properties in the foreclosure pipeline but most are resolved in the 2 year redemption period; many people wait until the last minute. There was a program to help people but it has been sunsetted; she is hopeful there will soon be another to take its place.

Discussion Item – Burn Ban/Drought Declaration/Fireworks Ban

Ms. Clark explained that the burn ban order is historically passed to coincide with the local fire authorities' annual ban. This year their ban will begin on June 15th and end in the fall based on rainfall and vegetation. The County's ban is for unincorporated areas and ends in conjunction with the Fire Districts' ban. She went on to say that she provided information in the packet to support both the drought declaration and fireworks ban. The County is already on the federal drought map in varying states of drought throughout the county.

Chair Hege asked if we have heard from the Soil and Water Conservation District regarding the drought declaration as we often rely on other agencies to tell us when to declare a drought. Ms. Clark replied that she has not heard from them. Vice-Chair Kramer noted that the drought declaration is just the start of the process which will now go to the State.

Commissioner Hege asked when the ban on fireworks will end. Ms. Clark replied that it ends at the same time the burn ban ends. She added that the State has regulations that restrict the use of fireworks during most of the year.

{{Vice-Chair Kramer moved to approve Order 22-023 declaring a ban on

burning in Wasco County, Oregon. Commissioner Hege seconded the motion which passed unanimously.}}

{{{Commissioner Hege moved to approve Resolution 22-008 declaring and requesting to declare a state drought emergency for Wasco County, Oregon. Vice-Chair Kramer seconded the motion which passed unanimously.}}}

{{{Vice-Chair Kramer moved to approve Resolution 22-007 declaring a local state of emergency in Wasco County as a result of drought conditions and declaring a ban on the use of fireworks. Commissioner Hege seconded the motion which passed unanimously.}}}

Vice-Chair Kramer noted that other jurisdictions have also banned the sale of fireworks; we might flag that for future consideration.

Discussion Item – Wildlife Services Contract Amendment

Ms. Clark explained that the contract with Jon Belozar will soon expire. Staff recommends extending it through the busy season. Staff will need to perform due diligence early next year to reach out to other service providers for quotes. Extending Mr. Belozar's agreement through March of 2023 will allow staff to start the process in January and be prepared to extend, renew or sign with another contractor by the time the extension expires.

Vice-Chair Kramer noted that there is still a 2021 date reference in the amendment that will need to be corrected.

{{{Vice-Chair Kramer moved to approve Amendment 1 to Belozar's Enterprises LLC Personal Services Contract as corrected. Commissioner Hege seconded the motion which passed unanimously.}}}

Discussion Item – MCCFL Letter of Support

Ms. Clark explained that the last paragraph of the letter has been revised to read as follows: "Wasco County is invested in the success of MCCFL and the clients they serve. We ask that you reconsider your decision to de-certify them in light of the nationwide staffing challenges they face and with the assurance they continue to diligently strive to fill all positions. We fully support their efforts to provide the highest quality of mental health services in our community and ask that you stand with us as a partner in those efforts."

Chair Hege reported that a letter has been sent to MCCFL notifying them that the decertifying process has been placed on hold. That put into question whether or not we should be sending the letter included in the packet; however, he concurs with Mr. Stone that the letter demonstrates our support and should be sent.

*****The Board was in consensus to send the ACT certification process letter of support for MCCFL as revised.*****

Consent Agenda – 5.18.2022 Minutes/Reappointments

{{Commissioner Hege moved to approve the Consent Agenda with the exception of Order #22-016 Reappointing Martin Underhill to the 15-Mile Watershed Council. Vice-Chair Kramer seconded the motion which passed unanimously.}}

Commissioner Hege asked why Mr. Underhill was not being reappointed. Ms. Clark explained that the Council did not support the reappointment as Mr. Underhill has not attended meetings for more than a year and has not responded to communications. She speculated that he may have moved out of the area or for some other reason was not able to attend/respond.

At 9:25 a.m. Chair Schwartz recessed the Regular Session to open meetings for the Library Service District and the 4H & Extension Service District.

The Regular Session resumed at 9:50 a.m.

Agenda Item – Body Cam Purchase

Chief Deputy Scott Williams explained that they received three quotes for body camera systems and are recommending the Harbor Technology vendor. It will be \$73,000 for 5 years and will include cloud storage and new cameras every 18 months. Body cameras are not yet mandatory but the Sheriff's Department expects that to happen in the not too distant future. Not only do the cameras provide transparency for the public but the system helps protect deputies and provides evidence for the courts. He said they have worked with the Wasco County Law Enforcement Association (WCLEA) to develop policy around the system; they support the program. He said it is a cheap investment; about 5 years ago this system would have cost about \$500,000 – as use has become more common, the price has come down.

Commissioner Hege asked if there are grant funds available for this program. Chief Deputy Williams replied that it is not being purchased with grant funds.

Commissioner Hege asked how the cameras work. Chief Deputy Williams explained that the cameras are activated by touching a button. You would not want the camera, which is worn on the chest of the deputy, to run all the time – not only are there privacy issues but you would not want to record during bathroom breaks, lunch breaks, etc. You can also have triggers set to activate the camera such as sudden acceleration or deceleration. The recording can be paused when appropriate; for instance, during discussions with fellow deputies or the DA.

Chair Hege asked if there is policy for the program. Chief Deputy Williams stated that they developed a policy based on Jefferson County's policy and in conjunction with WCLEA.

Vice-Chair Kramer said that he is pleased with the vendor selection and fully supports the program.

Chair Schwartz asked how the deputies feel about this new technology; she also asked if the deputies would be trained on use of the system. Chief Deputy Williams replied that there will be training, although it is brief. The union had input and supports the program; any issues have been resolved. He reported that one deputy has expressed excitement about the program as it will make writing reports much easier.

Agenda Item – Wasco County Budget Hearing

At 10:00 a.m. Chair Schwartz opened a public hearing to consider the adoption of the 2022-2023 Wasco County Budget. She explained the process to be followed and turned to Finance Director Mike Middleton to present the budget.

Mr. Middleton said that the budget presented today was approved by the Wasco County Budget Committee which adopted one change to the proposed budget: the addition of a Public Information Officer position. That addition did not change the overall budget. He noted that the final paragraph of the budget resolution contains figures from a previous budget and will be updated to match the budget motion, which has the correct figures, prior to Board signatures.

Chair Schwartz asked for public comment. Ms. Clark stated that no written comments have been submitted.

Chair Schwartz closed the public hearing at 10:03 a.m.

{{{Commissioner Hege moved to adopt resolution #22-004, as corrected, adopting the 2022-2023 fiscal year budget for Wasco County with a total appropriation of \$79,911,427 and approving the tax rate of \$4.2523 per \$1,000 of assessed value – all subject to the general government limitation. Vice-Chair Kramer seconded the motion which passed unanimously.}}}

Agenda Item – FY2022 Budget Adjustment

Mr. Middleton explained that he wants to use some contingency for the upcoming Fair. When the budget was built last year, we did not know what the Fair would look like in light of the ongoing pandemic. The 2022 Fair turned out to have a lot of attendance with the gate receipts up from \$100,000 to \$108,000. He said he wants to move \$15,000 out of contingency and into contracting services for the Fair. This resolution will keep us compliant with accounting practices.

Vice-Chair Kramer thanked Mr. Middleton for being proactive; he said he does not see any issues.

{{{Vice-Chair Kramer moved to approve Resolution 22-003 increasing expenditures and revenue appropriations within a fund. Commissioner Hege seconded the motion which passed unanimously.}}}

Agenda Item – Homeland Security Grant Update

Emergency Manager Sheridan McClellan explained that the \$32,000 received through this grant was used to purchase 50 pagers for EMS and Volunteer Fire departments as well as 6 radios – 4 for the Sheriff's Department and 2 for the City of The Dalles Police Department. All items have been received and the grant is closed out.

Chair Schwartz noted that the documents included in the packet are not related to the grant Mr. Sheridan is presenting; they appear to be documents from a previous grant closeout. Mr. Sheridan apologized saying that he would send the correct documents to be included in the record.

Agenda Item – SPIRE Grant Application

Mr. McClellan explained that this is for incident response equipment through Oregon Emergency Management. He said that he has reached out to partner agencies to assess needs. Communication is spotty in some areas of the county. We will be applying for a vehicle that can serve both as an incident command center and a repeater site to boost signals in remote areas. Although the vehicle will be housed and maintained by Wasco County, it will be available for use by

the State Police, Oregon Department of Forestry, Sherman and Hood River Counties.

Chair Schwartz explained that SPIRE stands for State Preparedness and Incident Response Equipment.

Commissioner Hege asked about the costs. Mr. McClellan replied that the grant will cover the purchase price; ongoing costs will include maintenance and insurance.

Vice-Chair Kramer expressed his support for the application.

Chair Schwartz said this looks like a great opportunity and is the best fit for our needs.

*****The Board was in consensus for the Emergency Manager to move forward with the SPIRE Grant application.*****

Agenda Item – Jefferson County Ambulance Service Area Agreement

Mr. McClellan reviewed the memo included in the Board Packet, explaining that Jefferson County EMS and Jefferson County Fire District are merging which will nullify our current agreement with Jefferson County EMS. We need an agreement with the new entity to provide services through the end of the year when we expect to have a new ordinance in place that will drive new agreements with all ambulance service areas.

Chair Schwartz asked if both merging entities are volunteer. Mr. McClellan replied that they are both taxing districts.

Chair Schwartz asked if the services provided will be the same. Mr. McClellan answered that they will, but with a bigger budget.

Chair Schwartz asked if the merger is complete. Mr. McClellan responded that the merger will be complete on July 1, 2022, which is when the agreement will be in effect.

{{{Commissioner Hege moved to approve the Wasco County Ambulance Service Area IGA to Provide Ambulance Services to ASA #5 – South County. Vice-Chair Kramer seconded the motion which passed unanimously.}}}

Agenda Item – Natural Hazards Mitigation Plan Grant Application

Planning Director Kelly Howsley-Glover explained that our Natural Hazard

Mitigation Plan has to be updated on a 5-year cycle. Our last update was approved in 2019 and staff is already meeting to be prepared for the 2024 update. Staff has the capacity and experience to do the update internally but continue to meet with the steering committee for input. This grant application will fund the work necessary to do the update.

Chair Schwartz commented on the amount of work that went into the 2019 update. She asked if there will be any major changes to that plan. Ms. Howsley-Glover replied that we have made progress on some of the action items outlined in the 2019 plan; we are doing a landslide hazard update which will be included in the new plan and updates to the LIDAR floodplains map. Mr. McClellan will be helping with outreach to the small cities to improve opportunities for them to receive grant funding.

Chair Schwartz asked if the small cities will be included in the Steering Committee. Ms. Howsley-Glover responded affirmatively.

{{{Commissioner Hege moved to approve the letter of support and Agent Designation Resolution for the Hazard Mitigation Grant Program application. Vice-Chair Kramer seconded the motion which passed unanimously.}}}

Vice-Chair Kramer thanked Ms. Howsley-Glover for her guidance and leadership. Ms. Howsley-Glover commented that Mr. McClellan flagged this early on and she appreciates his participation in the process.

Agenda Item – Road Vacation Report

Public Works Director Arthur Smith reviewed the memo included in the Board Packet. He noted that these are roads that have only existed on paper. The developers intend to replat to take advantage of the existing roads; this is common for an update. Today's action is to adopt the order directing him to prepare a report.

Commissioner Schwartz asked what the zoning is for this area. Mr. Smith said he does not know but that may be included in the report. The vacation does not give the petitioner any rights; it simply erases the line of what was platted many years ago, giving them a clean slate.

Ms. Howsley-Glover said that they are zoned in the National Scenic Area for R5 and A1.

Chair Hege asked if the lots currently platted are legal lots. Ms. Howsley-Glover

responded that she believes they are proposing to replat to increase the size of the lots and looking at an extension of City services to preserve some of the land for residential purposes. Right now, they are just looking to increase the lot size. There are questions about sewer and water that may impact the lots buildability now and in the future. Staff is working with them on the replat.

Mr. Smith said that some of the work will be done to answer these questions in the report. The petitioners own all the surrounding property. It will be difficult to get utilities as there is a lot of rock there; it can be done, but it will be expensive.

{{Commissioner Hege moved to approve Order 22-022 directing the Public Works Director to prepare a report on the proposed vacation of certain roads and portions of roads located within the Columbia Crest Additions North of Cherry Heights Road, The Dalles, Oregon; Sections 4 & 5, Township 1 North, Range 13 East, Willamette Meridian. Vice-Chair seconded the motion which passed unanimously.}}

Mr. Smith reported that Oregon Trail Rally held an event in Wasco County on May 22nd; it was one of their most successful rallies and advertising from local businesses was great. It has become a high level professional event which is beneficial for Dufur and surrounding areas. He said he received no complaints following the event.

Vice-Chair Kramer said it is great to have buy-in from the local residents and businesses; it is a great event for the area.

Commissioner Hege asked how the roads looked afterward. Mr. Smith replied that they inspected and he made some requests for them to add gravel; they did so to our satisfaction. They blade the roads following the event; he said he has no complaints.

Commissioner Hege said he took a noise complaint last year but has heard nothing this year. The participants are world class drivers; it is great to have the event here.

Vice-Chair Kramer stated that Dufur Recreation District rents the park to them and city businesses all benefit from the event.

Commissioner Hege commented that we look at the big picture and benefits to the community. Sometimes people are briefly inconvenienced, but that does not mean we will shut it down. Mr. Smith concurred, saying that as long as we have support from the residents along the route and the organizers continue to

proceed professionally, he will support it.

Chair Schwartz asked if you can hear it from town. Mr. Smith said he does not think so. He added that this event is 2nd or 3rd in terms of points for the sport.

Mr. Smith announced that on June 21st, 22nd and 23rd, his crew will be assisting the City of The Dalles to do some chip sealing. He said that chip seal oil has not doubled in price as have some of the other road maintenance/construction supplies.

Commissioner Hege asked if we do any asphaltting. Mr. Smith replied that we only do some patching – the hot mix is twice the cost it was.

Commissioner Hege asked the status of the Bakeoven project. Mr. Smith answered we are co-signers on the FLAP agreement which will improve the intersection, bridge, etc. He said he thinks he has convinced them that paving needs to be part of that project. He will continue to monitor the project.

Agenda Item – Household Hazardous Waste Program Updates

Tri-County Hazardous Waste and Recycling Program Outreach and Communications Assistant Morgaine Riggins reviewed the presentation included in the Board Packet. She said that they get a lot of questions about where to take recyclable materials; the Waste Wizard helps with that. She went on to demonstrate how the application works.

Commissioner Hege said he just did a quick search for electrical ballasts with no results. Ms. Riggins said that can be added. Vice-Chair Kramer said that you can also preregister for a recycle event and take them there. He said that last event had to be cancelled due to COVID.

Chair Schwartz asked what the difference is between the app and the website. Ms. Riggins explained that you can only use the app through the website – it is not available as a mobile app.

Further discussion ensued regarding recyclable items. Vice-Chair Kramer reminded everyone that #1 and #2 plastic bottles can be recycled – the lids are not recyclable. He thanked Ms. Riggins for the outstanding work she does for the program. He said the Waste Wizard app is new; we should have some data to review next year. He noted that the Truth in Labeling Task Force will submit its final report to the legislature today.

Agenda Item – Network Infrastructure Upgrades

Mr. Burke reviewed the memo included in the Board Packet, saying that this is phase 2 for acquisition of hardware. This is what everything in the system, including the phones, connects to for internal and external communications. The current network was built 15 years ago and is aging. Over that time, many different maintenance tasks in the system help illustrate the current systems limitations. Recently conducted audits found that this upgrade will address many of the audit findings. The new network will offer greater efficiency, stability and security. He said his guiding vision is to resolve all audit findings; his team will develop a maintenance plan to keep the fidelity of the system for the long term. He concluded by saying they did the research to make sure we are getting a competitive price.

Commissioner Hege asked if this purchase is being made with some of the ARPA funding. Mr. Burke replied affirmatively.

Commissioner Hege commented that having a network that is secure is very important; spending these funds to do that is an important element. Mr. Burke said he wants to highlight that this is focused around modern security practices with scalability to allow the flexibility needed to adjust to new threats and circumstances as well as advances in technology.

Mr. Stone added that it is important to get this done before we take on services for other entities.

{{Commissioner Hege moved to approve the Technology Integration Group network upgrade quote as presented. Vice-Chair Kramer seconded the motion which passed unanimously.}}

Agenda Item – Annual Insurance Report

Stratton Insurance Agency Agent Breanna Wimber reviewed the materials included in the Board Packet. Ms. Wimber stated that it is mostly the same as last year. She reported that she met with department directors to make sure the information being provided is current. The CIS policy includes cyber security; last year Wasco County opted for an outside policy and she is working with Mr. Burke to identify a policy for this year. When an outside vendor is engaged for that coverage, we will drop it from the CIS policy.

Commissioner Hege asked if Columbia Basin is part of the quoted premium. Ms. Wimber replied that it is; however, Wasco County bills Columbia Basin for their

portion of the costs.

Ms. Wimber went on to say that Wasco County's modification factor had a jump last year but is trending positive this year – 1.24, down from 1.31. She said she expects a dividend to be paid this year; it is generally done in the fall.

Commissioner Hege observed that the rates are dramatically different between jobs. Ms. Wimber explained that it reflects the risks of the work being done.

Chair Schwartz called a recess at 11:27 a.m.

The session reconvened at 1:33 p.m.

Agenda Item – Goldendale Energy Storage Project Update

Michael Rooney of Rye Development reviewed his slide presentation (attached) outlining the project and timeline for completion. He said that this will be a closed loop storage facility in an energy overlay zone in Klickitat County, Oregon, producing 1,200 megawatts for 10 hours. As our region moves toward 100% renewable energy, these projects will be the cornerstone.

Mr. Rooney said that part of the project will be a significant clean-up of the aluminum smelter site. The project's upper reservoir will be near a wind farm; the lower reservoir will be near the smelter site which is not too far from the substation. To produce an equivalent amount of energy, a wind farm would require 7,000 acres and a solar farm would require 50,000 acres. Each reservoir is 60 acres.

Mr. Rooney reported that currently the project is undergoing review from the Washington State Department of Ecology; that is going well. They expect an impact statement by June 6th. He stated that they hope to have commercial operations by 2029 or 2030. It is a \$2.5 billion project; they have signed an MOU with the trades under a labor agreement and hope to provide 3,000 family wage jobs over the 4-year construction period. Given the long construction timeline, people could join the project as apprentices and achieve journeyman status by project end.

Mr. Rooney stated that the Washington impact statement will open a 45-day comment period. He said they would welcome comments from the Board.

Commissioner Hege asked where the water will come from. Mr. Rooney replied that they will be a customer of the local utility.

Commissioner Hege noted that 1,200 watts is significant; he asked if there will be multiple turbines. Mr. Rooney responded that they are still working through the final engineering, but the current plan is for 3 reverse pump turbines. He said they want long term solutions for summer and winter peaks; storage is a critical need for what is next. If you look at the amount of power that is being curtailed, there are certain points in the day that could be utilized to charge the facility.

Commissioner Hege asked what the cost is between this system and battery storage. Mr. Rooney said they are seeing increases in cost around batteries. The lifespan of a battery is approximately 15 years; the lifespan of this project is up to 100 years. In the short term, the economics get skewed; but if you look at it in the long term it is beneficial.

Chair Schwartz asked if there is opposition to the project. Mr. Rooney replied that there is some push back from the Yakima Tribe and the developers are open to dialog and working with them. Largely, the project has support at the state level; legislation recognized this project as a statewide benefit. It also has good local political support. The process allows all of the stakeholders to be heard.

Chair Schwartz asked if there are other projects like this in the west. Mr. Rooney they did something similar in the 1990s as overload storage for a nuclear facility that was to run around the clock. Rye has one in Klamath County that will produce 400 megawatts and will break ground in the next year – that should pave the way for the Goldendale Project. There are also projects like this in Japan and Europe. The Goldendale Project will be the first like it in 30 years.

Chair Schwartz asked if this is an entirely private project. Mr. Rooney responded affirmatively.

Agenda Item – Annual MCEDD IGA

MCEDD Deputy Director of Economic Development Carrie Pipinich said that the agreement is pretty similar to last year's and is reflective of the conversations that took place during the budget process. Last year, we executed amendments for specific projects; this year we are including broadband and Kramer Field as the focus for specific projects so no amendment will be needed.

{{{Commissioner Hege moved to approve the 2022/23 Intergovernmental Agreement between Wasco County and Mid-Columbia Economic Development District. Vice-Chair Kramer seconded the motion which passed unanimously.}}}

Agenda Item – Transit Development Plan

MCEDD Deputy Director of Transportation Kate Drennan reviewed the presentation included in the Board Packet. She said this is a 20 year plan which we have not had previously. There are a lot of cost pressures on the community and it is timely to develop a plan to help lower transportation costs for our citizens. She reported that they have been working on the plan for 14 months in collaboration with a consultant. Part of the process is to review what has been done, identify gaps and try to predict need. They asked the public for input through surveys and an open house. They also looked at route refinement and how to meet identified goals. They are nearing the end of the adoption phase.

Ms. Drennan said they have applied for grants to get bus stops that have information boards. They will work with the City for locating the stops. They were recently awarded a grant for 2 all-electric buses. They will need to install infrastructure to support them but will have time as it will be a while before the busses will be delivered.

Ms. Drennan noted that today's presentation is just to provide information. There are a few different paths to County approval – more to come.

Commissioner Hege asked about the delay for the electric busses. Ms. Drennan replied that there is a supply chain lag for delivery; it is a 3 year grant which should allow enough time. They will place the order after the start of the new fiscal year. While they wait for delivery, they can work on the infrastructure installation to be able to charge the buses.

Chair Schwartz asked how many bus stops are currently in place. Ms. Drennan answered that there are 5 covered bus shelters in The Dalles.

Ms. Howsley-Glover said that Planning had not planned on a TSP or Comp Plan update for several years. However, she has been in contact with the Department of Land Conservation and Development who has a grant opportunity for funding work to assist disadvantaged citizens. She said they are interested in getting that information especially for folks who are migrant workers so they have access to transportation. They also want to look at rural services and evaluate needs and gaps. Another issue they would like to explore is a service between Mt. Hood, Maupin and Kah-Nee-Ta, which will be opening again. She has been invited to apply for a grant for up to \$80,000 to support the work. If they cannot do that outreach, the updates will likely have to be put off for a few years. They also want to evaluate the transportation systems plan and involve Public Works in that

process. The consultant team recommended some items for the LUDO, but those will have to be reviewed by counsel as it may impact housing. That would be another benefit of additional funding. The consultants have done a lot of work to help get us teed up for this. We will need to talk to citizens, which has been our path for the last 6 years, to make sure we identify challenges and opportunities for our citizens in the southern part of the county.

Chair Schwartz commented that this is a great opportunity for collaboration. Ms. Howsley-Glover said she thinks that the wheels will turn quickly and she may have something to bring back to the Board in July.

**Agenda Item – Public Transportation Advisory Committee – Bylaws
& Appointments**

Ms. Drennan reviewed the memo included in the Board Packet. She explained that they have some great members that are willing to continue; however, the bylaws do not allow for that. The Committee would like to amend the bylaws to eliminate the term limit and reappoint the two members whose terms expire at the end of June. In addition, they have received a new application from Thomas Tramontina and would like to appoint him to the Committee as well. There is still at least one vacancy on the Committee so they will continue to recruit.

{{{Vice-Chair Kramer moved to approve the revised Public Transportation Advisory Committee Bylaws to remove term limits. Commissioner Hege seconded the motion which passed unanimously.}}}

{{{Vice-Chair Kramer moved to approve Orders 22-024 and 22-025 reappointing Lee Bryant and Louise Sargent and Order 22-026 appointing Thomas Tramontina to the Public Transportation Advisory Committee. Commissioner Hege seconded the motion which passed unanimously.}}}

Agenda Item – Executive Session

At 2:36 p.m. Chair Schwartz opened an Executive Session pursuant to ORS 192.660(2)(i) Performance Evaluations of Public Officers. She outlined the process and instructed any media in attendance to not report on any discussions held in Executive Session other than to state the purpose of the Session.

The Regular Session reconvened at 3:21 p.m.

Commission Call

Vice-Chair Kramer and Commissioner Hege both stated they are still considering attendance to the July NACo (National Association of Counties) conference. Vice-Chair Kramer said he will be attending the Eastern Oregon Economic Summit after the AOC Legislative Committee Summit later this month.

Chair Schwartz reported that NCPHD Executive Director Shellie Campbell will be at the July 6th session to talk about Public Health Modernization.

Chair Schwartz adjourned the session at 3:25 p.m.

Summary of Actions

MOTIONS

- **To approve Order 22-023 declaring a ban on burning in Wasco County, Oregon.**
- **To approve Resolution 22-008 declaring and requesting to declare a state drought emergency for Wasco County, Oregon.**
- **to approve Resolution 22-007 declaring a local state of emergency in Wasco County as a result of drought conditions and declaring a ban on the use of fireworks.**
- **To approve Amendment 1 to Belozer's Enterprises LLC Personal Services Contract as corrected.**
- **To approve the Consent Agenda with the exception of Order #22-016 Reappointing Martin Underhill to the 15-Mile Watershed Council:
5.18.2022 Minutes and the following reappointments:**
 - **Order 22-012 Reappointing Curtis Mayhew to Board Of Review**
 - **Order 22-013 Reappointing Lowell Forman to Board Of Review**
 - **Order 22-014 Reappointing Phil Kaser to 15-Mile WSC**
 - **Order 22-015 Reappointing Bob Durham to 15 Mile WSC**
 - **Order 22-017 Reappointing Scott Hege to BOPTA**
 - **Order 22-018 Reappointing Ruby Mason to BOPTA**
 - **Order 22-019 Reappointing Chris Schanno to BOPTA**
 - **Order 22-020 Reappointing Brian Lauterbach to BOPTA**
 - **Order 22-021 Reappointing Jim Holycross to BOPTA**
- **To adopt resolution #22-004 as corrected adopting the 2022-2023 fiscal year budget for Wasco County with a total appropriation of \$79,911,427 and approving the tax rate of \$4.2523 per \$1,000 of assessed value – all subject to the general government limitation.**
- **To approve Resolution 22-003 increasing expenditures and revenue**

appropriations within a fund.

- **To approve the Wasco County Ambulance Service Area IGA to Provide Ambulance Services to ASA #5 – South County.**
- **To approve the letter of support and Agent Designation Resolution for the Hazard Mitigation Grant Program application.**
- **to approve Order 22-022 directing the Public Works Director to prepare a report on the proposed vacation of certain roads and portions of roads located within the Columbia Crest Additions North of Cherry Heights Road, The Dalles, Oregon; Sections 4 & 5, Township 1 North, Range 13 East, Willamette Meridian.**
- **To approve the Technology Integration Group network upgrade quote as presented.**
- **To approve the 2022/23 Intergovernmental Agreement between Wasco County and Mid-Columbia Economic Development District.**
- **To approve the revised Public Transportation Advisory Committee Bylaws to remove term limits.**
- **To approve Orders 22-024 and 22-025 reappointing Lee Bryant and Louise Sargent and Order 22-026 appointing Thomas Tramontina to the Public Transportation Advisory Committee.**

CONSENSUS

- **To sign the Reservoir Road deed and move the closed bid process forward for the Maupin properties.**
- **To send the ACT certification process letter of support for MCCFL as revised.**
- **For the Emergency Manager to move forward with the SPIRE Grant application.**

Wasco County
Board of Commissioners

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



DISCUSSION LIST

[LAND AUCTION](#) – Jill Amery

[ANNUAL BURN BAN/DROUGHT DECLARATION/FIREWORKS BAN](#)
– Kathy Clark

[WILDLIFE SERVICES AMENDMENT](#) – Kathy Clark

[LETTER OF SUPPORT FOR MCCFL](#) – Tyler Stone



DISCUSSION ITEM

Foreclosed Property Auction

[STAFF MEMO](#)

[NOTICE OF SALE](#)



MEMORANDUM

SUBJECT: Wasco County Owned Land Auction Results

TO: BOARD OF COUNTY COMMISSIONERS

FROM: JILL AMERY

DATE: 6/24/2022

BACKGROUND INFORMATION:

On May 24th, 2022 the Department of Assessment & Tax held a live auction in the Youth Services parking lot. We are bringing the final results of the auction before the board today.

Three properties were available for auction. 6615 Reservoir Road resulted in a robust bid between buyers and sold for \$82,000. The opening bid was \$48,650.

Two .12 acre bare lots located in Rivercrest Subdivision did not sell. No bids were made.

A contractor did express interest in purchasing both lots together due to their physical constraints. We will be offering these lots in accordance with the policy sealed bid process in the near future. Hopefully we will be bringing that sale back before you shortly.

Thank you.

PUBLIC SALE OF TAX FORECLOSED REAL PROPERTY

Notice is hereby given that Wasco County intends to sell the tax foreclosed properties identified below through public sale on Tuesday, May 24, 2022, pursuant to an Order of the Board of Commissioners for Wasco County, Oregon, made and entered on March 16, 2022. The auction is to occur outside at 511 Washington Street, at or near the Courthouse parking lot area.

All property will be sold **AS IS, without warranty as to title, value, zoning, suitability for any purpose, environmental condition, wetland designation, easements, or any other condition and will be conveyed by quitclaim deed.** Further information on this sale can be found on the website: http://www.co.wasco.or.us/departments/assessment_and_taxation/index.php or by calling (541) 506-2510.

Property ID & Tax Lot

#17279 5S 14E 5BB 348	348 Little Lake Rd Maupin, OR 97037 .12 acre bare lot	2021 Mkt Value: \$27,840 Min. Bid: \$ 20,880
#17280 5S 14E 5BB 349	417 Little Lake Rd Maupin, OR 97037 .12 acre bare lot	2021 Mkt Value: \$27,840 Min. Bid: \$ 20,880
#7311 1N 12E 22CC 1200	6615 Reservoir Rd The Dalles, OR 97058 .29 acre w/ a Manufactured Structure in VERY poor condition	2021 Mkt Value: \$117,170 Min. Bid: \$48,650



DISCUSSION ITEM

Annual Burn Ban/Drought Declaration/Fireworks Ban

[STAFF MEMO](#)

[ORDER 22-023 ORDERING A BAN ON BURNING](#)

[OREGON DROUGHT MONITOR MAP & WASCO COUNTY PERCENTAGES](#)

[NOAA DROUGHT MAP](#)

[U.S. FEDERAL SECRETARIAL DROUGHT DESIGNATIONS MAP](#)

[OREGON COUNTIES USDA DESIGNATED PRIMARY NATURAL DISASTER AREAS](#)

[NATURAL RESOURCES CONSERVATION SERVICES REPORT SUMMARY](#)

[RESOLUTION 22-008 DECLARING A DROUGHT EMERGENCY](#)

[TEMPERATURE OUTLOOK FOR JULY-SEPTEMBER](#)

[PRECIPITATION OUTLOOK FOR JULY-SEPTEMBER](#)

[RESOLUTION 22-007 DECLARING AN EMERGENCY & BANNING FIREWORKS](#)

[MOTION LANGUAGE](#)



MEMORANDUM

SUBJECT: Burn Ban Order

TO: BOARD OF COUNTY COMMISSIONERS

FROM: KATHY CLARK

DATE: 5.23.2022

BACKGROUND INFORMATION:

Wasco County's burn ban coincides with the MCF&R burn ban which begins annually on July 1st. MCF&R coordinates with other fire agencies in Wasco County as well as those in Hood River County to determine if the date should be set earlier based on prevailing conditions. We were notified on May 20, 2022, that due to the prevailing conditions, the ban will be instituted at 12:01 a.m. on June 15, 2022. The ban remains in effect until fire authorities deem it safe to lift the ban.



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF DECLARING A BAN ON RESIDENTIAL BURNING IN WASCO COUNTY, OREGON

ORDER #22-023

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That local fire officials have identified a need to ban all residential burning in Wasco County, Oregon until the fire danger has been reduced; and

IT FURTHER APPEARING TO THE BOARD: That fire agencies located within Wasco County have designated a complete ban on all residential burning within their jurisdiction; and

IT FURTHER APPEARING TO THE BOARD: That due to the extreme fire conditions in Wasco County, Oregon it is imperative that a ban on all residential burning be declared, which includes piles and burn barrels, for those areas in Wasco County that lie outside the boundary of an officially recognized Fire Protection District.

NOW THEREFORE, IT IS HEREBY ORDERED: That a ban on all burning, which includes piles and burn barrels, for areas outside the boundary of an officially recognized Fire Protection District in Wasco County is hereby ordered to become effective on June 15, 2022, at 12:01 a.m., and will remain in effect until it is determined by local fire officials that said burning ban can be lifted.

DATED this 1st day of June, 2022

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

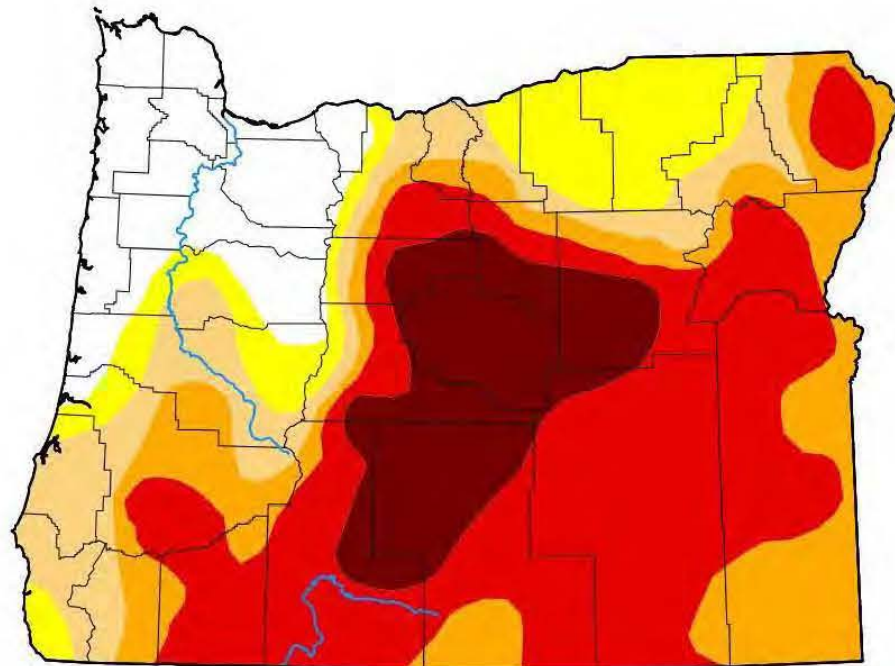
Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice Chair

Scott C. Hege, County Commissioner

Map released: Thurs. May 19, 2022

Data valid: May 17, 2022 at 8 a.m. EDT



Intensity

- None
- D0 (Abnormally Dry)
- D1 (Moderate Drought)
- D2 (Severe Drought)
- D3 (Extreme Drought)
- D4 (Exceptional Drought)
- No Data

Authors

United States and Puerto Rico Author(s):
Richard Heim, NOAA/NCEI

Pacific Islands and Virgin Islands Author(s):
Tsegaye Tadesse, National Drought Mitigation Center



D0 - Abnormally Dry

- Ski season is impacted

93.09%
of Wasco
County
(D0-D4)



D1 - Moderate Drought

- Some fields are left fallow
- Water levels begin to decline; recreation and other uses are impacted

73.54%
of Wasco
County
(D1-D4)



D2 - Severe Drought

- Pastures are brown; hay yields are down, and prices are up; producers are selling cattle
- Fire risk increases
- Marshes are drying up, little water is available for waterfowl and wildlife; bears are moving into urban areas

47.39%
of Wasco
County
(D2-D4)



D3 - Extreme Drought

- Planting is delayed
- Wildfire activity is high
- Reservoirs and lakes are very low compared to normal; irrigation water is scarce

35.94%
of Wasco
County
(D3-D4)



D4 - Exceptional Drought

- Power generation is reduced

2.38%
of Wasco
County
(D4)

North American Drought Monitor

April 30, 2022

<http://www.ncdc.noaa.gov/temp-and-precip/drought/nadm>

Released: Thursday, May 12, 2022

Analysts:






Canada - Trevor Hadwen
Alyssa Klein

Mexico - Reynaldo Pascual
Minerva Lopez*
Yenifeer Loranca


U.S.A. - David Simeral

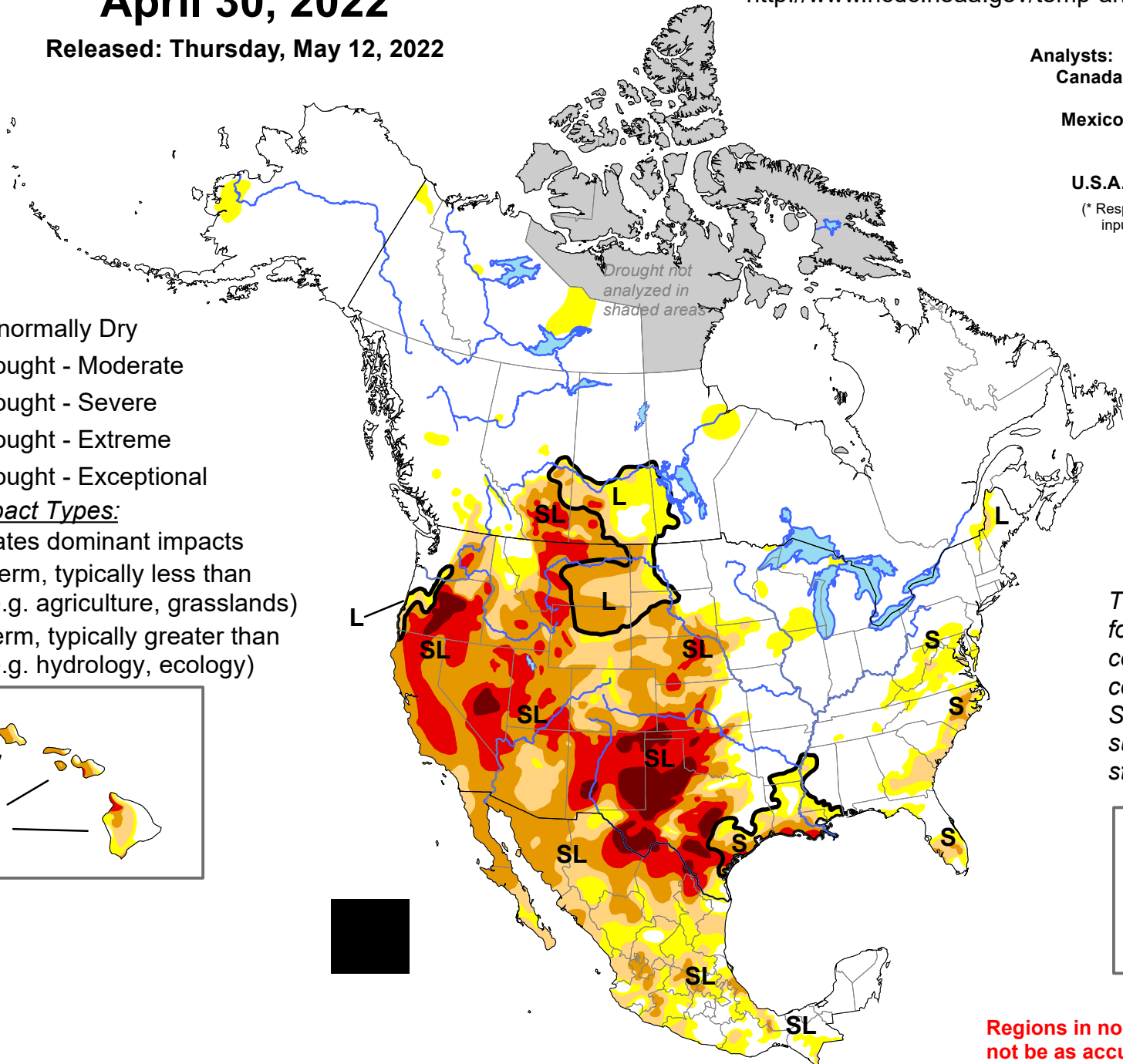
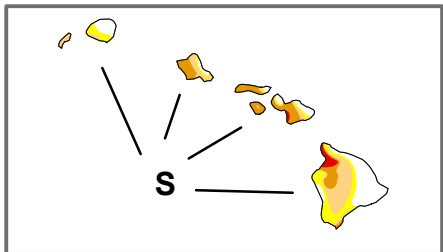
(* Responsible for collecting analysts' input & assembling the NA-DM map)

Intensity:

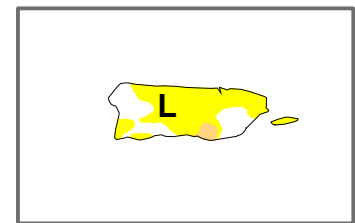
-  D0 Abnormally Dry
-  D1 Drought - Moderate
-  D2 Drought - Severe
-  D3 Drought - Extreme
-  D4 Drought - Exceptional

Drought Impact Types:

-  Delineates dominant impacts
- S = Short-Term, typically less than 6 months (e.g. agriculture, grasslands)
- L = Long-Term, typically greater than 6 months (e.g. hydrology, ecology)

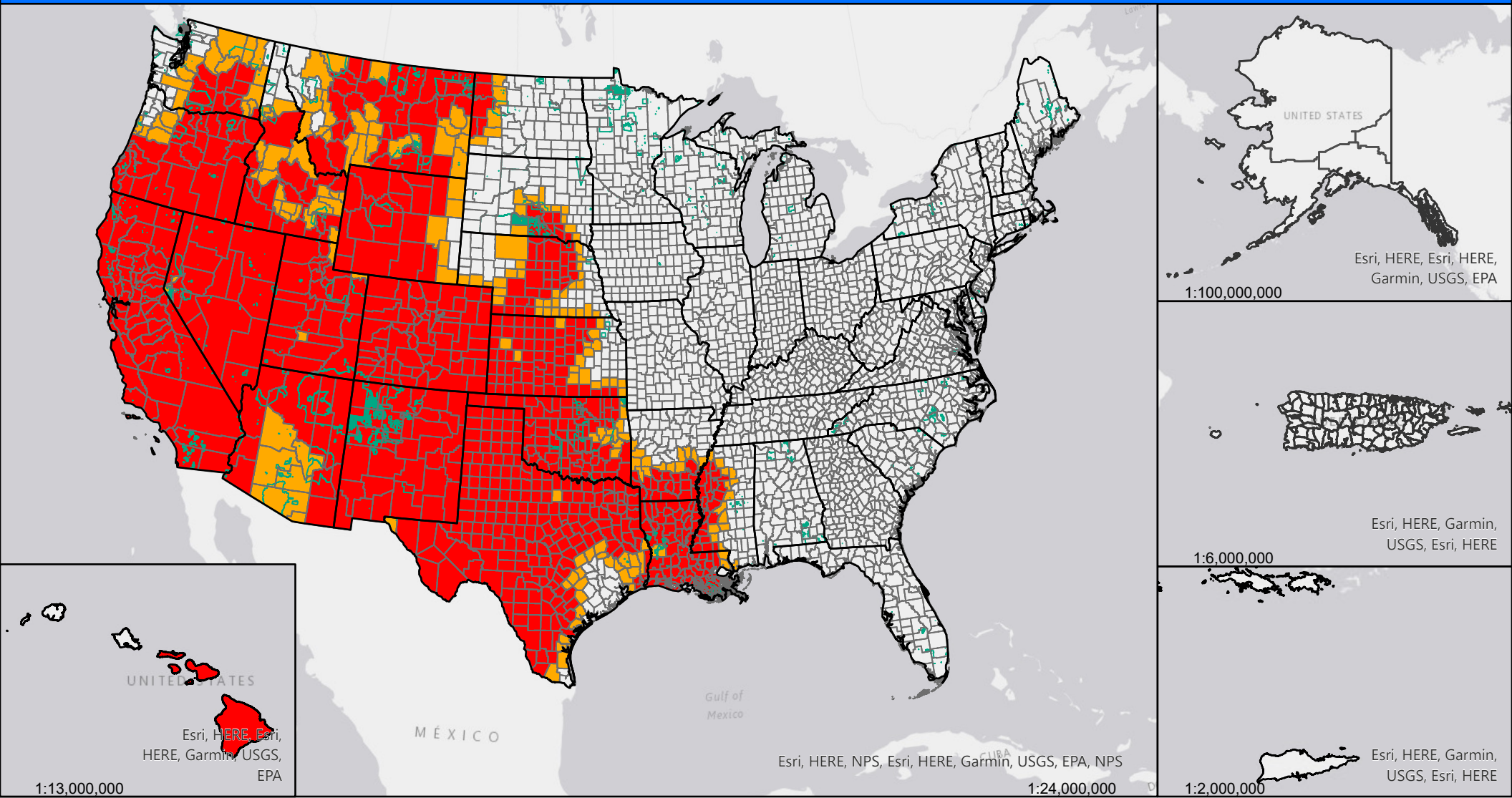


The Drought Monitor focuses on broad-scale conditions. Local conditions may vary. See accompanying text summary for forecast statements.



Regions in northern Canada may not be as accurate as other regions due to limited information.

2022 Secretarial Drought Designations - All Drought



Secretarial Drought Designations for 2022

Disaster Incidences as of May 2, 2022



United States Department of Agriculture
Farm Service Agency
Program Delivery/Safety Net Division
May 2, 2022

- State Boundary
- County Boundary
- Tribal Lands
- Primary Counties: 791
- Contiguous Counties: 209

USDA Designates 18 Oregon Counties as Primary Natural Disaster Areas

This Secretarial natural disaster designation allows the United States Department of Agriculture (USDA) Farm Service Agency (FSA) to extend much-needed emergency credit to producers recovering from natural disasters through [emergency loans](#). Emergency loans can be used to meet various recovery needs including the replacement of essential items such as equipment or livestock, reorganization of a farming operation or the refinance of certain debts. FSA will review the loans based on the extent of losses, security available and repayment ability.

According to the [U.S. Drought Monitor](#), these counties suffered from a drought intensity value during the growing season of 1) D2 Drought-Severe for 8 or more consecutive weeks or 2) D3 Drought-Extreme or D4 Drought-Exceptional.

Impacted Area: Oregon

Triggering Disaster: Drought

Application Deadline: Dec. 8, 2022

Primary Counties Eligible:

Baker	Harney	Morrow
Coos	Jackson	Sherman
Curry	Josephine	Umatilla
Douglas	Lake	Union
Gilliam	Lane	Wasco
Grant	Malheur	Wheeler

General Outlook

May 1st, 2022

SUMMARY

Despite a wetter and cooler April, long-term precipitation deficits continue to remain stable or have increased for most major basins, leading to a continuation of drought conditions throughout much of Oregon. The exception is in the northwest, where drought conditions have improved significantly over the last 3 months due to above median precipitation and near to above median snowpack for much of winter. In southwestern Oregon and areas east of the Cascades in central and southeastern Oregon, late season snow accumulation was not enough to offset early season snowpack deficits and early rapid melt-out in several areas. The early melt-out, in combination with snowpack peaking at levels significantly below the 1991-2020 median peak resulted in an adverse outlook for water supply availability during the summer. In impacted regions, the additional snowmelt runoff contribution to streamflow volumes is well-below median. Therefore, preparations should be taken for surface and ground water supply shortages during summer in these regions.

Due to multi-year impacts, extensive drought is forecasted to persist in much of Oregon throughout summer. Current drought conditions include nearly 90% of the state in some drought category according to the [National Drought Monitor](#), with approximately 69% of the state in D2 (severe) to D4 (exceptional) drought categories.

The three-month outlook from the [NOAA Climate Prediction Center](#) calls for elevated chances of below normal precipitation, and elevated chances of above normal temperatures for areas east of the Cascade crest in Oregon.



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF A DECLARATION AND REQUEST TO DECLARE A STATE DROUGHT EMERGENCY FOR WASCO COUNTY, OREGON

RESOLUTION 22-008

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT FURTHER APPEARING TO THE BOARD: That the National Oceanic and Atmospheric Administration is predicting persistent drought, above average temperatures and below average precipitation in Wasco County through at least August 31, 2020; and

IT FURTHER APPEARING TO THE BOARD: That as of May 1st, 2022, by the Oregon Natural Resources Conservation Service states that long-term precipitation deficits remain stable or have increased for most major basins in southwestern Oregon and areas east of the Cascades; and

IT FURTHER APPEARING TO THE BOARD: That the NOAA Drought Monitor classifies a significant portion of Wasco County in severe to extreme drought conditions with elevated risks of wildfire as well as negative impacts to livestock and agriculture; and

IT FURTHER APPEARING TO THE BOARD: That the US Department of Agriculture has designated Wasco County as a Primary Natural Disaster Area; and

IT FURTHER APPEARING TO THE BOARD: that extraordinary measures must be taken to alleviate suffering of people and livestock and to mitigate economic loss and to be responsive to the threat of wildfires.

NOW, THEREFORE, BE IT DECLARED by the Wasco County Board of Commissioners that:

1. A local disaster is declared within Wasco County.
2. The Wasco County drought Emergency Management Plan has been implemented.
3. Pursuant to ORS 401.165, we find that appropriate response is beyond the capability of Wasco County. We are declaring a state of emergency for the purpose of assessment, evaluation and acquiring the ability to provide appropriate available resources.
4. Request: The Honorable Kate Brown, Governor of Oregon, declare a Drought Emergency for all of Wasco County under the provisions of ORS 401.165 due to severe and continuing drought conditions beginning at this time and continuing for an unknown period of time; and direct the Oregon Department of Water Resources to make available in Wasco County: Temporary Transfers of Water Rights, and Emergency

Water Use Permits, and Use of Existing Right Option/Agreement; and other federal and state drought assistance and programs as needed.

5. This proclamation shall take effect immediately from and after its issuance superseding any previous declarations of drought emergency.

DATED this 1st Day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



Seasonal Temperature Outlook



Valid: Jul-Aug-Sep 2022

Issued: May 19, 2022

Equal
Chances

Above

Above

Above

Equal
Chances

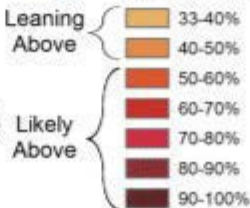
Above

Probability (Percent Chance)

Above Normal

Below Normal

Leaning
Above

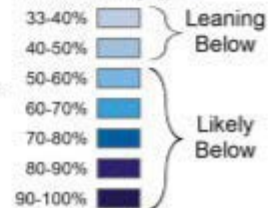


Likely
Above

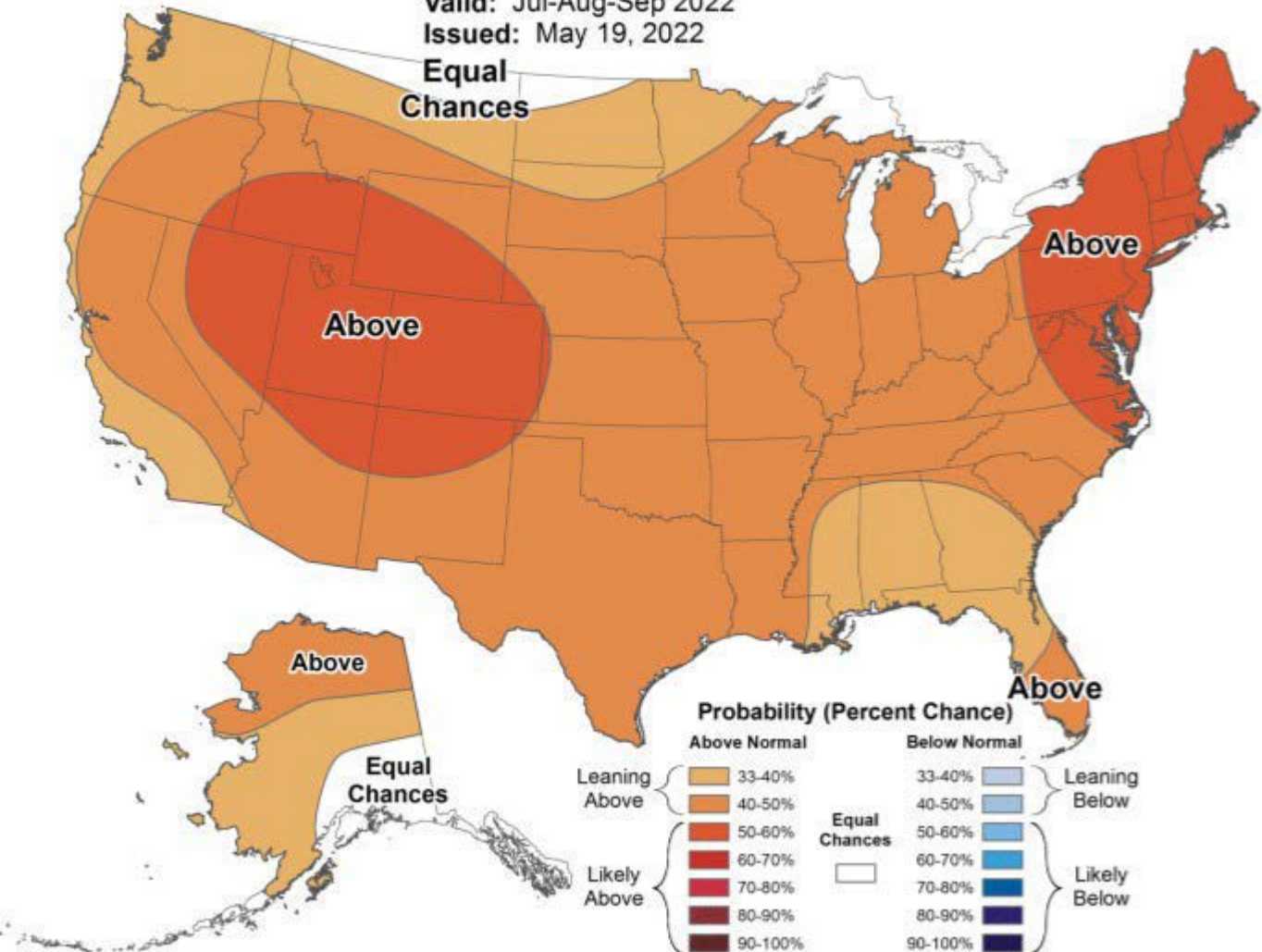
Equal
Chances



Leaning
Below



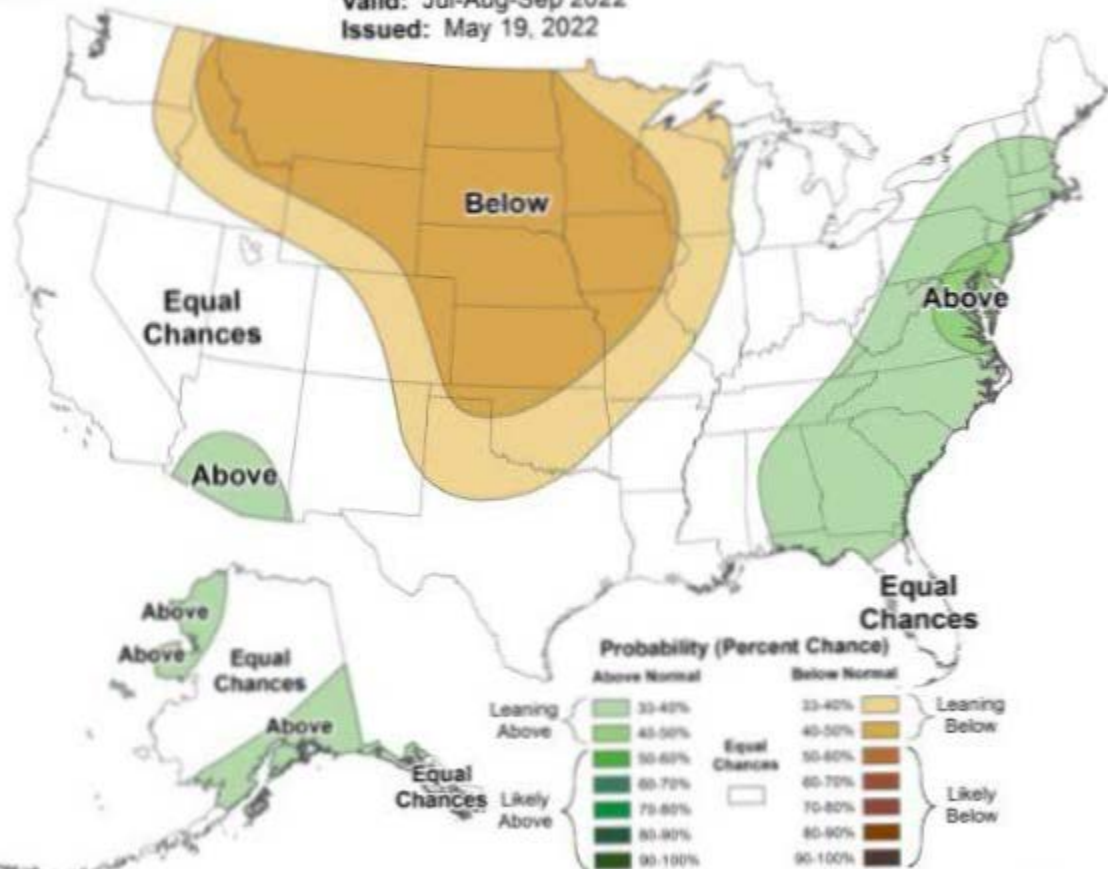
Likely
Below



Seasonal Precipitation Outlook

Valid: Jul-Aug-Sep 2022

Issued: May 19, 2022





IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF DECLARING A LOCAL STATE OF EMERGENCY IN WASCO COUNTY AS A RESULT OF EXTREME WEATHER CONDITIONS

RESOLUTION 22-007

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

WHEREAS, ORS 401.025(1)(a) defines “emergency” as a natural event or circumstance causing or threatening widespread loss of life, injury to person or property, human suffering, or financial loss, including but not limited to “fire” and “severe weather”;

WHEREAS, ORS 401.309 authorizes the County governing body to declare a state of emergency within the County and to establish procedures to prepare for and carry out activities which are necessary to prevent, minimize, respond to, or recover from an emergency;

WHEREAS, Wasco County requested the Governor of the State of Oregon declare a drought throughout the County on June 1, 2022;

WHEREAS, As of June 15, 2021, all outdoor burning has been prohibited with a total burn ban for Wasco County in effect;

WHEREAS, As of May 25, 2022, there have been 24 reported brush fires reported in Wasco County since January 1, 2022; and

WHEREAS, according to the National Fire Protection Association fireworks cause over 19,000 fires in the United States each year; and

WHEREAS, this region, like many other regions in the western United States, is experiencing extremely low water levels and cannot afford to use its limited water supply for fighting fires caused by fireworks.

NOW, THEREFORE, THE WASCO COUNTY BOARD OF COMMISSIONERS DECLARES AS FOLLOWS:

1. A local State of Emergency is declared to exist throughout Wasco County as a result of severe drought conditions.
2. This Declaration of a State of Emergency is effective immediately and shall remain in effect until the Wasco County Burn Ban is lifted in coordination with local Fire Officials. It may be amended, modified, supplemented, and/or extended in additional increments by the Board of Commissioners so long as conditions continue to pose an ongoing, immediate, and substantial threat to life, safety, health, or property in Wasco County.
3. The Board of Commissioners directs the Wasco County Emergency Manager to address mitigating risks associated with drought conditions and extreme heat including but not limited to coordinating services with other public bodies and requesting assistance from the State of Oregon to the extent available.

4. To preserve limited public safety and water resources, and to prioritize emergency preparedness and response to maximize public safety, including those related to extreme weather conditions, use of all fireworks as defined by ORS 480.111 within the unincorporated areas of Wasco County during this emergency is strictly prohibited. Violations are subject to Class C misdemeanors and all civil and/or criminal penalties, sanctions, and liability allowed by law. For purposes of this section, "use" includes lighting, exploding, or igniting in any way. Fireworks displays approved by the Oregon State Fire Marshall are exempt from this restriction. Use of fireworks that are illegal under state law continues to be prohibited at all times.
5. The County may take any other actions within its authority for the protection of safety, health, life, or property during this emergency.

APPROVED AND ADOPTED THIS 1st DAY OF JUNE, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



MOTION

SUBJECT: Burn Ban/Drought Declaration/Fireworks Ban

Burn Ban: I move to approve Order 22-023 declaring a ban on burning in Wasco County, Oregon.

Drought Declaration: I move to approve Resolution 22-008 declaring and requesting to declare a state drought emergency for Wasco County, Oregon.

Fireworks Ban: I move to approve Resolution 22-007 declaring a local state of emergency in Wasco County as a result of drought conditions and declaring a ban on the use of fireworks.



DISCUSSION ITEM

Wildlife Services Contract Amendment

[STAFF MEMO](#)

[SIGNED CONTRACT](#)

[CONTRACT AMENDMENT](#)

[MOTION LANGUAGE](#)



MEMORANDUM

SUBJECT: Wildlife Services Contract Amendment

TO: BOARD OF COUNTY COMMISSIONERS

FROM: KATHY CLARK

DATE: MAY 25, 2022

BACKGROUND INFORMATION:

In August of 2021, Wasco County approved a contract with Belozzer Outdoor Enterprises for Wildlife Services/Predator Control. That work has been ongoing without incident. The current contract will expire at the end of July, 2022. Staff proposes an extension of the agreement through March 31, 2022 to allow time, without disruption of service, to identify and contact other contractors in order to solicit quotes as our due diligence for public contracting.

The original agreement was signed by the Administrative Officer. For consistency, staff asks that the Administrative Officer be authorized to sign the Amendment.

PERSONAL SERVICES CONTRACT

This Personal Services Contract (Agreement) by and between Belozers Outdoor Enterprises, LLC (Contractor) and Wasco County, a political subdivision of the State of Oregon (County), entered into effective the 1st day of August 2021, authorizes Contractor to carry out and complete the services as described below in consideration of the mutual covenants set forth herein.

RECITALS

WHEREAS, Contractor has decades of training, experience, and success in, and has established broad relationships in the specialized field of wildlife damage management services in Central Oregon;

WHEREAS, coyotes, mountain lions, bears, and other nuisance wildlife are a significant threat to the human health and safety of Wasco County, as well as a threat to livestock and other property throughout Wasco County; and

WHEREAS, contracts for services performed as an independent contractor in a professional capacity and contracts for services of a specialized nature are personal service contracts and not public contracts for the purposes of ORS Chapters 279A, 279B, 279C and CCC 3.12 under Wasco County Code 3.04.

AGREEMENT

NOW, THEREFORE, for and in consideration of the mutual covenants, promises, and obligations contained herein, the parties agree as follows:

1. **PROJECT:** Contractor shall provide wildlife damage management services to manage and mitigate threats to human health and safety and property (the "Project "), as more thoroughly described in Exhibit D.
2. **DURATION:** This Agreement shall run from the date this Agreement is effective ("effective date") through July 31, 2022, unless terminated or extended according to the provisions of this Agreement.
3. **SCOPE OF SERVICES:** Contractor will perform the services as described in Exhibit D, attached hereto.
4. **FEE FOR SERVICES:** Contractor's fee for the services identified in Exhibit D to this Agreement shall be paid on an hourly basis, billed quarterly, in an amount not to exceed \$5,000.00 per year. The hourly rate for services in the field is \$90.00 per hour, the hourly rate for administrative services is \$50.00 per hour. Such rates do not apply to mileage or travel related expenses, including travel time, the costs of which are built into the hourly rates. Contractor shall invoice County for services and include the Activity Report and Damage Report in the format attached as Exhibit E.
5. **PAYMENT BY COUNTY:** County will pay invoices within 30 days of receipt of invoice. Contractor must provide County with a fully completed W-9 form upon

execution of the Agreement and prior to beginning services. Contractor will not be paid until a fully completed W-9 form is submitted. Contractor shall not be entitled to reimbursement by County for any expenses incurred by Contractor unless otherwise agreed in writing.

6. **EXTRA SERVICES:** Contractor may also perform Extra Services (services not specified in the Scope of Services), provided Contractor and County have agreed in advance and in writing to the scope and fees for such Extra Services.

7. **EXHIBITS:** The following documents which are attached to this Agreement are incorporated herein and by this reference made part hereof:

- Exhibit A: Required Terms for All Public Contracts
- Exhibit B: Independent Contractor Status
- Exhibit C: Protected Information
- Exhibit D: Scope of Services
- Exhibit E: Activity and Damage Report Format

8. **TAX DUTIES AND LIABILITIES:** Contractor shall be responsible for all taxes applicable to any payments received pursuant to this Agreement and is currently and will remain fully compliant with tax laws, as certified in Exhibit A. County shall not withhold, pay, or in any other manner be responsible for payment of any taxes on behalf of Contractor.

9. **INDEMNIFICATION AND HOLD HARMLESS:** The Contractor shall assume all responsibilities for the work and bear all losses and damages directly or indirectly resulting to the Contractor, the County, or to others on account of the character or performance of the work, unforeseen difficulties, accidents, or any other cause whatsoever. The Contractor shall assume defense of, indemnify and save harmless the County, its officials, agents, and employees from all claims, liability; loss, damage and injury of every kind, nature and description, directly or indirectly resulting from activities in the performance of the Agreement, the ownership, maintenance or use of motor vehicles in connection therewith, or the acts, omissions, operations, or conduct of the Contractor or any subcontractor under the Agreement or any way arising out of the Agreement, irrespective of whether any act, omission or conduct of the County connected with the Agreement is a condition or contributory cause of the claim, liability loss, damage or injury and irrespective of whether the act, omission, or conduct of the Contractor or subcontractor is merely a condition rather than a cause of a claim, liability, loss, damage or injury. The Contractor shall not be liable for nor be required to defend or indemnify, the County relative to claims for damage or damages resulting solely from acts or omissions of the County, its officials, agents, or employees. The absence of or inadequacy of the liability insurance required in Section 14 below shall not negate Contractor's obligations in this paragraph.

10. **NON-EXCLUSIVE CONTRACT AND RELEASE:** Contractor acknowledges that County may, at its sole discretion, procure similar services from APHIS and agrees to release and hold harmless APHIS for any work performed pursuant to a contract with County. Contractor further agrees that he will have no contact with APHIS in the performance of related duties and agrees to waive any claim whatsoever for damages based on competing interests, if any.

11. **CONTRACTOR STATUS:** Contractor certifies it is a "Contractor" under ORS 670.600 and relevant law as it pertains to this contract and as further described in Exhibit B.

12. **CONFORMANCE: WITH OREGON PUBLIC CONTRACT LAWS:** Contractor shall fully comply with Oregon law for public contracts, as more fully set forth in the Exhibits.

13. **TERMINATION:**

12.1 Either party may terminate this Agreement after giving thirty days' prior written notice to the other of intent to terminate without cause. The parties shall deal with each other in good faith during the thirty-day period after notice of intent to terminate without cause has been given;

12.2 With reasonable cause, either party may terminate this Agreement effective immediately after giving written notice of termination for cause. Reasonable cause shall include material violation of this Agreement or any act exposing the other party to liability to others for personal injury or property damage;

12.3 Notwithstanding any other provision of this Agreement, County shall not be obligated for Contractor's performance hereunder or by any provision of this Agreement during any of County's future fiscal years unless and until the Wasco County Board of Commissioners appropriates funds for this Agreement in County's budget for such future fiscal year. In the event that funds are not appropriated for this Agreement, then this Agreement shall terminate as of June 30 of the last fiscal year for which funds were appropriated.

14. **INSURANCE:**

14.1 **GENERAL INSURANCE:** Contractor shall maintain in force for the duration of this agreement a Commercial General Liability insurance policy written on an occurrence basis with limits not less than \$1,000,000 per occurrence and \$2,000,000 in the aggregate for bodily Injury or property damage. The policy will contain a "per project" Aggregate endorsement. Automobile Liability (owned, non-owned and hired) insurance with limits not less than \$2,000,000 per occurrence shall be maintained. In addition, \$1,000,000 Umbrella Liability insurance coverage shall be maintained. The County, its employees, officials and agents will be named as an Additional Insured where operations are being conducted related to this Agreement, on the General Liability policy as respects to work or services performed under this Agreement to the extent that the death or bodily injury to persons or damage to property arises out of the fault of Contractor or the fault of Contractor's agents, representatives or subcontractors. This insurance will be primary over any insurance the County may carry on its own. Contractor understands that County is a public entity subject to the requirements of the Oregon Governmental Tort Claims Act, ORS 30.260 et seq. In the event that County's financial obligations or liabilities are modified by any amendment to the liability limits imposed by the Oregon Governmental Tort Claims Act, Contractor agrees that the limits regarding liability insurance set forth in this section 14.1 will be modified to conform to such limits. Contractor and County shall sign an amendment to this Agreement incorporating such modification.

13.2 **WORKERS' COMPENSATION:** Contractor shall provide and maintain workers'

compensation coverage with limits not less than \$500,000 for its employees, officers, agents, subcontractors or partners, as required by applicable workers' compensation laws as defined in ORS 656.027 and ORS 701.035(5). If Contractor is exempt from coverage, a written statement signed by Contractor so stating the reason for exemption shall be provided to the County.

13.3 EVIDENCE OF INSURANCE COVERAGE: Evidence of the required insurance coverages issued by an insurance company satisfactory to the County shall be provided to the County by way of a County approved certificate of insurance before any work or services commence.

13.3.1. NOTICE OF CANCELLATION OR MATERIAL CHANGE IN

COVERAGE: The certificate of insurance shall contain a requirement that the insurance company notify the County 30 days prior to any cancellation or material change in coverage. If the approved insurance company will not provide this 30-day notice, Contractor shall provide written notice to County within 2 calendar days after Contractor becomes aware that its coverage has been canceled or has been materially changed. Regardless of what circumstances caused Contractor's insurance coverage to cease or be modified, it is Contractor's responsibility to notify County. Failure to maintain proper insurance or provide notice of cancellation or modification shall be grounds for immediate termination of this contract.

13.4 EQUIPMENT AND MATERIAL: Contractor shall be responsible for any loss, damage, or destruction of its own property, equipment, and materials used in conjunction with the work.

13.5 SUBCONTRACTOR: The Contractor shall require all subcontractors to provide and maintain general liability, auto liability, professional liability (as applicable), and workers' compensation insurance with coverage's equivalent to those required of the general contractor in this Agreement. Contractor shall require certificates of insurance from all subcontractors as evidence of coverage.

13.6 EXCEPTION OR WAIVERS: Any exception or waiver of these requirements shall be subject to review and approval from the County.

15. GENERAL PROVISIONS:

14.1 ENTIRE AGREEMENT: This Agreement signed by both parties is the final and entire agreement and supersedes all prior and contemporaneous oral or written communications between the parties, their agents, and representatives.

14.2 AMENDMENTS: The terms of this Agreement shall not be waived, altered, modified, supplemented or amended in any manner whatsoever, without prior written approval of County. No modification of this Agreement shall bind either party unless reduced to writing and subscribed by both parties, or ordered by a Court.

14.3 ASSIGNMENT/SUBCONTRACT: Contractor shall not assign, sell, transfer, subcontract or sublet rights, or responsibilities under this agreement, in whole or in part without written approval of County.

- 14.4 SUB-AGREEMENTS: If this project is funded in whole or in part with grant funds received by County, Contractor, as a sub-recipient of those funds, shall fully comply with all applicable terms, conditions, and requirements of the Grant Agreement, including but not limited to procurement regulations, property and equipment management and records, indemnity, and insurance provisions.
- 14.5 NON-EXCLUSIVITY: Nothing in this agreement shall prevent Contractor from entering into separate agreements with other entities for the same or similar services provided for under this agreement.
- 14.6 SUCCESSORS IN INTEREST: The provisions of this Agreement shall be binding upon and shall inure to the benefit of the parties to this Agreement and their respective successors and assigns.
- 14.7 NO AUTHORITY TO BIND WASCO COUNTY: Contractor has no authority to enter into contracts on behalf of County. This Agreement does not create a partnership between the parties.
- 14.8 HOW NOTICES SHALL BE GIVEN: Any notice given in connection with this Agreement must be in writing and be delivered either by hand to the party or by certified mail, return receipt requested, to the party at the party's address as stated on the work authorization or to Wasco County at 511 Washington Street, Suite 101, The Dalles, OR 97058, attention "Legal Department."
- 14.9 GOVERNING LAW AND VENUE: Any dispute under this Agreement shall be governed by Oregon law, with venue being located in Wasco County, Oregon.
- 14.10 SEVERABILITY: If any provision of this Agreement is declared by a court to be illegal or in conflict with any law, the validity of the remaining terms and provisions shall not be affected; and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.
- 14.11 ACCESS TO RECORDS: County and its duly authorized representatives shall have access to books, documents, papers, and records of Contractor which are directly pertinent to this Agreement for the purpose of making audit, examination, excerpts, and transcripts.
- 14.12 CONFIDENTIALITY: During the course of performance of work under this Agreement, Contractor may receive information regarding organizations and County's business practices, employees, clients, etc. Contractor agrees to maintain the confidentiality of such information and to safeguard such information against loss, theft or other inadvertent disclosure.
- 14.13 FEDERAL EMPLOYMENT STATUS: In the event payment made pursuant to this Agreement is to be charged against federal funds, Contractor hereby certifies that it is not currently employed by the federal Government and the amount charged does not exceed Contractor's normal charge for the type of services provided.

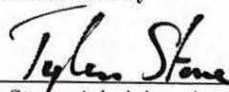
- 14.14 COMPLIANCE WITH ALL GOVERNMENT REGULATIONS: Contractor shall comply with all Federal, State and local laws, codes, regulations and ordinances applicable to the work performed under this Agreement. Failure to comply with such requirements shall constitute a breach of contract and shall be grounds for termination of this Agreement. Damages or costs resulting from noncompliance shall be the sole responsibility of Contractor.
- 14.15 FORCE MAJEURE: Neither party to this Agreement shall be held responsible for delay or default caused by fire, riot, acts of God and/or war which is beyond that party's reasonable control. County may terminate this Agreement upon written notice after determining such delay or default will unreasonably prevent successful performance of the Agreement.
- 14.16 EQUIPMENT, TOOLS, MATERIALS, AND/OR SUPPLIES: Contractor will provide all equipment, tools, materials or supplies necessary to fulfill Contractor's obligations under the terms of this Agreement.
- 14.17 ATTORNEY FEES: In the event an action, lawsuit, or proceeding, including appeal therefrom, is brought for failure to observe any of the terms of this Agreement, each party shall bear its own attorney fees, expenses, costs, and disbursements for said action, lawsuit, proceeding, or appeal.
- 14.18 WAIVER: The failure of either party at any time or from time to time to enforce any of the terms of this Agreement shall not be construed to be a waiver of such term or of such party's right to thereafter enforce each and every provision of the Agreement.
- 14.19 COUNTERPARTS: This Personal Services Contract may be executed in one or more counterparts, including electronically transmitted counterparts, which when taken together shall constitute one in the same instrument. Facsimiles and electronic transmittals of the signed document shall be binding as though they were an original of such signed document.

IN WITNESS WHEREOF, the parties have executed this Agreement to be effective the date first set forth above.

For Contractor

Belozers Outdoor Enterprises, LLC
PO Box 428
Maupin, OR 97037
541-460-2069
jon@belozerswhitewaterfishing.com

For Wasco County


Tyler Stone, Administrative Officer

By:  _____

Jon Belozers, President

Date: 11/22/21

EXHIBIT A
REQUIRED TERMS FOR ALL PUBLIC CONTRACTS

1. PAYMENTS AND DEBTS:

- 1.1 Contractor shall promptly, as due, make payment to:
 - 1.1.1 Any person, co-partnership, association or corporation furnishing medical, surgical and hospital care services or other needed care and attention, incident to sickness or injury, to the employees of Contractor, of all sums that Contractor agrees to pay for the services and all moneys and sums that Contractor collected or deducted from the wages of employees under any law, contract, or agreement for the purpose of providing or paying for the services;
 - 1.1.2 All persons supplying to Contractor labor or material for the performance of the work provided for in the Agreement;
 - 1.1.3 All contributions or amounts due the Industrial Accident Fund from Contractor or subcontractor incurred in the performance of this Agreement; and
 - 1.1.4 The Department of Revenue all sums withheld from employees under ORS 316 .167;
- 1.2. Not permit any lien or claim to be filed or prosecuted against the state or a county, school district, municipality, municipal corporation or subdivision thereof, on account of any labor or material furnished under this Agreement.

2. EMPLOYEES:

- 2.1 Contractor and subcontractors shall either be employers that will comply with ORS 6S6.017 or employers that are exempt under ORS 656.126.
- 2.2 Contractor shall comply with the prohibition on wage discrimination of ORS 652.220; failure to do so is a material element of the contract and a breach that entitles County to terminate this Agreement for cause.
- 2.3 For all work under this Agreement, Contractor may not employ an employee for more than 10 hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or when the public policy absolutely requires otherwise, and in such cases, Contractor shall pay the employee at least time-and-a-half pay for:
 - (a) All overtime in excess of eight hours in any one day or 40 hours in any one week if the work week is five consecutive days, Monday through Friday; or all overtime in excess of 10 hours in any one day or 40 hours in any one week if the work week is four consecutive days, Monday through Friday; and
 - (b) All work the employee performs on Saturday and on any legal holiday specified in ORS 279B.020;
- 2.3.1 If this Agreement is for services, Contractor shall pay employees at least time-and-a-half pay for work the employees perform under this Agreement on the legal holidays specified in a collective bargaining agreement or in 2798.020 (l)(b)(B) to (G) and for all time the employees work in excess of 10 hours in any one day or in excess of 40 hours in any one week, whichever is greater;
- 2.3.2 If this Agreement is for personal services, as described in ORS 279 A.055, Contractor shall pay its employees who work under this Agreement at least time-and-a-half for all overtime the employees work in excess of 40 hours in any one week, unless said employees are excluded under ORS 653.010 to

653.261 or under 29 U.S.C. 201 to 209 from receiving overtime;

2.3.

2.4 Contractor may not prohibit any of Contractor's employees from discussing the employee's rate of wage, salary, benefits or other compensation with another employee or another person and may not retaliate against an employee who discusses the employee's rate of wage, salary, benefits or other compensation with another employee or another person.

2.5 Contractor shall give notice in writing to employees who work under this Agreement either at the time of hire or before work begins on the Agreement,, or by posting a notice in a location frequented by employees, of the number of hours per day and days per week that Contractor may require the employees to work.

3. OTHER PROVISIONS:

3.1. By executing this Agreement, Contractor represents and warrants that it has complied with the tax laws of this state or a political subdivision of this state, including but not limited to ORS305 .620 and ORS chapters 316, 317 and 318; Contractor further covenants to continue with said compliance during the term of this Agreement. Noncompliance with this provision is a default for which County may terminate the Agreement, in whole or part, and seek damages under the terms of this Agreement or applicable law.

3.

EXHIBIT B
INDEPENDENT CONTRACTOR STATUS

Contractor states and represents that contractor is an Independent Contractor as that term is defined in Oregon Revised Statute 670.600 and more specifically represents, states and agrees that in providing the services and scope of work specified in this Agreement:

1. Contractor provides services for remuneration; and
2. Contractor is free from direction and control over the means and manner of providing the services and scope of work subject only to the right of County to specify the desired results; and
3. Contractor is customarily engaged in an independently established business; and
4. Contractor is licensed within the state of Oregon to provide any services for which a license is required under ORS Chapter 671 or 701 and is responsible for obtaining other licenses or certificates necessary to provide the service or scope of work; and
5. Contractor complies with at least three of the following requirements:
 - (a) A business location is maintained that is separate from the business or work location of County; or is in a portion of the Contractor's residence and that portion is used primarily for the business.
 - (b) The Contractor bears the risk of loss related to the provision of services or scope of work such as entering into a fixed price contract, defective work is required to be corrected, the services provided are warranted or indemnification agreements, liability insurance and performance bonds and errors and omissions insurance are provided.
 - (c) Contracted services for two or more different persons or entities within a twelve month period have been obtained, or routinely engaged in business advertising, solicitation, or other marketing efforts reasonably calculated to obtain new contracts to provide similar services.
 - (d) Significant investment in the business has been made such as purchasing tools or equipment, paying for premises or facilities where services are provided, paying for licenses, certificates or specialized training.
 - (e) Possesses authority to hire other persons to assist in providing their services and has the authority to fire those persons.
6. Contractor will immediately inform County in the event that it fails to conduct its services in one or more particulars as represented in 1 through 5 above.

EXHIBIT C
PROTECTED INFORMATION

If Contractor obtains any personal information as defined in ORS 646 A.602(11) related to this Agreement or concerning any County employee, Contractor agrees to provide appropriate safeguards to protect the security of this information. Contractor shall have provided appropriate safeguards by meeting or exceeding the requirements stated in ORS 646 A.622. Furthermore:

1. **"Protected Information"** shall be defined as data or information that has been designated as private or confidential by law or by the County. Protected information includes, but is not limited to, employment records, medical records, personal financial records (or other personally identifiable information), trade secrets, and classified government Information. To the extent there is any uncertainty as to whether any data constitutes Protected Information, the data in question shall be treated as Protected Information until a determination is made by the County or proper legal authority.
2. **Data Confidentiality.** Contractor shall implement appropriate measures designed to ensure the confidentiality and security of Protected Information, protect against any anticipated hazards or threats to the integrity or security of such information, protect against unauthorized access or disclosure of information, and prevent any other action of unauthorized disclosure that could result in substantial harm to the County or an individual identified with the data or information in Contractor's custody or access.

To the extent that Contractor may have access to County protected health information (as the same is defined in the privacy regulations promulgated pursuant to the Health Insurance Portability and Accountability Act of 1996 (HIPAA), as amended , and the implementing regulations known and referred to as Privacy Rule, Security Rule, Enforcement Rule and Breach Notification Rule , referred to herein collectively as "HIPAA"), Contractor agrees to protect such information in compliance with HIPAA and represents that it has the processes, systems and training to assure compliance with the same.

3. **End of Agreement Data Handling.** Contractor agrees that upon termination of this Agreement it shall erase, destroy, and render unreadable all County data in its entirety in a manner that prevents its physical reconstruction through the use of commonly available file restoration utilities, and certify in writing that these actions have been completed within 30 days of the termination of this Agreement or within 7 days of the request of an agent of County whichever shall come first.
4. **Non-Disclosure.** Contractor is permitted to disclose Confidential Information to its employees, authorized subcontractors, agents, consultants and auditors on a need-to-know basis only, provided that all such subcontractors, agents, consultants and auditors have written confidentiality obligations to both Contractor and County.

5. **Survival.** The confidentiality obligations shall survive termination of any agreement with Contractor for a period of ten (10) years or for so long as the information remains confidential, whichever is longer and will inure to the benefit of County.

EXHIBIT D SCOPE OF SERVICES

OVERVIEW

Contractor will provide professional wildlife management services to reduce, manage, or control damage to property or threats to human health and safety from coyotes, mountain lions, bears, and nuisance wildlife. Contractor will prioritize the protection of human life above all other concerns. Before taking any action, Contractor will make a determination that such action is in compliance with all federal, state, and local laws. Lethal management efforts will be directed towards specific offending individuals or local populations. Method selection will be based on an evaluation of selectivity, humaneness, human safety, effectiveness, legality, and practicality.

SPECIFIC DUTIES

- Contractor acknowledges that this contract is not exclusive and that that County may, at its sole discretion, procure similar from services from third parties.
- Contractor will provide verbal or written advice, recommendations, information, demonstrations, or training to County and resource/property owners to use in managing wildlife damage problems as expressly requested by County.
- When the resource/property owners' efforts and technical assistance are inadequate, Contractor will apply direct management techniques, including trapping equipment, shooting, aerial hunting, and other mutually agreed upon methods. Contractor will obtain written approval from the property/resource owner or lessee, on forms approved by County Counsel, before initiating any direct management techniques. Contractor will email copies of landowner approval forms to County without delay once executed.
- Contractor will cooperate with all entities to assure compliance with Federal, State, and local laws, regulations, and ordinances.
- Contractor will reply to all requests from County and property/resource owners and lessees as soon as reasonably possible or within 24 hours. Contractor will prioritize direct management actions to those that protect human health and safety, regardless of location.

REPORTING DUTIES

At the expiration of each quarter, along with the invoice, Contractor will provide a report on the overall success of services performed, and a brief outline of anticipated services required and general or logistical concerns for the upcoming quarter such that County is fully informed on the state of wildlife damage needs in County. The report on services performed shall include at least a summary of the following:

- resource/property owners and lessees that received technical assistance and direct management;
- approximate number of predatory and nuisance wildlife treated;

- an estimate of property or other damage caused;
- approximate time spent in County; and
- details on any exceptional or noteworthy events, including but not limited to threats to human health and safety.

EXHIBIT E
Activity Report and Damage Report

BELOZER'S OUTDOOR ENTERPRISES - ACTIVITY REPORT				
Date	Hours Worked	Hourly Rate	Work Location	Total

BELOZER'S OUTDOOR ENTERPRISES - WILDLIFE DAMAGE REPORT						
Date	Complaint	Location	Damage Value	Responsible Species	Referring Agency	Result

AMENDMENT #1 TO PERSONAL SERVICES CONTRACT

THIS Amendment is made and entered into as of this 1st day of June 2022, by and between Wasco County (“COUNTY”) and Belozer’s Outdoor Enterprises, LLC (“Contractor”).

WHEREAS COUNTY and Contractor entered into a Personal Services Contract dated August 1, 2022, (Contract) for Contractor to provide certain specialized field of wildlife damage management services to COUNTY; and

WHEREAS, the Parties have agreed to amend the duration term in the Contract to provide Contractor the ability to coordinate the contracted for services through the 2022 season.

NOW, THEREFORE, the Parties agree as follows:

The Duration Terms provision is replaced in its entirety as follows:

2. DURATION: This Agreement shall run from the date this Agreement is effective ("effective date") through March 31, 2022, unless terminated or extended according to the provisions of this Agreement.

The Parties agree that said Contract is hereby modified as shown above. Except as expressly modified above, said Contract shall remain unchanged and in full force and effect.

IN WITNESS WHEREOF, COUNTY and Contractor have executed this Amendment on the day and year first written above.

Wasco County

Belozer’s Outdoor Enterprises, LLC

Tyler Stone
Administrative Officer

Jon Belozer
Member

Date: _____

Date: _____



MOTION

SUBJECT: Wildlife Services Contract Amendment

I move to approve Amendment 1 to Belozher's Enterprises LLC Personal Services Contract.



DISCUSSION ITEM

LETTER OF SUPPORT – MCCFL

[WASCO COUNTY LETTER OF SUPPORT](#)



BOARD OF COUNTY COMMISSIONERS

511 Washington St, Ste. 101 • The Dalles, OR 97058
p: [541] 506-2520 • f: [541] 506-2551 • www.co.wasco.or.us

Pioneering pathways to prosperity.

Steve Allen OHA Behavioral Health Director
Oregon Health Authority
500 Summer St. NE
Salem, OR 97301

Re: MCCFL ACT Certification

June 1, 2022

Dear Mr. Allen:

We have become aware of the potential for Mid-Columbia Center for Living's (MCCFL) de-certification as an Assertive Community Treatment (ACT) provider.

The ACT Program services provided by MCCFL are essential to our community where mental health has become a leading issue. Our most vulnerable population needs the support and assistance provided by the ACT program. The foundation of care provided to those suffering from serious mental illnesses not only helps those individuals but strengthens our entire community.

Wasco County is invested in the success of MCCFL and the clients they serve. Now that MCCFL has achieved fidelity, we ask that you reconsider your decision to de-certify them. We fully support their efforts to provide the highest quality of mental health services in our community and ask that you stand with us as a partner in those efforts.

Sincerely,
Wasco County Board of Commissioners

Kathleen B. Schwartz, Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



CONSENT AGENDA

[MINUTES: 5.18.2022 REGULAR SESSION](#)

[REAPPOINTMENTS](#)



WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION

MAY 18, 2022

Room 302, Wasco County Courthouse

This meeting was also held on Zoom

<https://wascocounty-org.zoom.us/j/3957734524>

or call in to [1-253-215-8782](tel:1-253-215-8782) Meeting ID: 3957734524#

PRESENT: Kathy Schwartz, Chair
Steve Kramer, Vice-Chair
Scott Hege, County Commissioner

STAFF: Kathy Clark, Executive Assistant

ABSENT: Tyler Stone, Administrative Officer

Chair Schwartz opened the session at 9:00 a.m. Additions to the Agenda:

- Letter of Support for MCEDD Grant Application (attached)

Agenda Item – Letter of Support

*****The Board was in consensus to sign a letter of support for Mid-Columbia Economic Development District's Regional Innovation Hub Planning Grant Application.*****

Consent Agenda – 5.4.2022 Minutes

**{{Vice-Chair Kramer moved to approve the Consent Agenda.
Commissioner Hege seconded the motion which passed unanimously.}}**

Chair Schwartz opened the floor to public comment; there was none.

Agenda Item – Kramer Field RFP

Mr. Stone explained that this is a draft Request for Proposals for a market and feasibility study for the Kramer Field Development Project and is our due diligence for the potential move of Kramer Field to a new location. Some of the components include economic impact, market demand for services, community needs and facility design. 50-60% of the cost of the RFP will be covered through a brownfields grant. In talking to various firms, the cost can be anywhere from \$35,000-\$75,000; we have submitted a grant application for \$75,000 for the parts of this work that are eligible. We will look to the County for the remainder.

Commissioner Hege said he had no changes and saw no red flags. Vice-Chair Kramer commented that the due diligence is an important part of the process; we need to move this forward to gather the information necessary to keep the project on track.

Chair Schwartz asked about the grant. Mr. Stone explained that the property qualifies for the EPA grant program.

Chair Schwartz asked what they would pay for. Mr. Stone replied that it would cover the planning work as far as what the site can accommodate as well as archeological and environmental studies; they will not cover the economic pieces.

Chair Schwartz asked who helped work on the RFP. Mr. Stone said that he, Ms. Clark, Carrie Pipinich from MCEDD, City of The Dalles and MCMC all provided input.

Chair Schwartz asked what is needed from the Board. Mr. Stone answered that he is seeking approval to move forward with the RFP.

Chair Schwartz asked how long it will take. Mr. Stone replied that he is not sure – perhaps 2-3 months. Commissioner Hege noted that we will know when the responses come in; part of the RFP requirements is to provide a timeline for deliverables.

Commissioner Hege asked how much time will be allowed for responses. Mr. Stone said that he would like to get it out to bid in the next 3 weeks and would like to have responses due a month later.

Commissioner Hege asked if Parks and Rec have looked at the RFP. Mr. Stone responded that they have not; but it is a good idea that he will follow up with.

Commissioner Hege asked if DEQ has looked at the RFP. Mr. Stone stated that they have not, but were on site just a few weeks ago.

*****The Board was in consensus to direct the Administrative Officer to move forward with the Request for Proposals regarding the Kramer Field project.*****

Agenda Item – Child Care in Wasco County

Chair Schwartz explained that the Board had received communication from Maupin City Manager Kevin Lewis regarding the hardships created with the closing of the local Head Start facility. She has asked Nancey Patten to speak to the Board regarding the state of Child Care throughout Wasco County.

Ms. Patten stated that she is the Director of Child Care Partners – one of 15 such entities throughout Oregon. She reviewed the presentation included in the Board Packet. She said that while the majority of parents get referrals through 2-1-1 or Find Child Care, Child Care Partners still provides referrals and offers more intensive and personalized searches.

Ms. Patten went on to say that 18 child care facilities have closed in the last 2 ½ years – 5 of those directly related to the pandemic. Other closures were the result of the open employment market, staffing issues and retirement. Home child care providers are usually licensed to care for 10 children – no more than 2 under the age of 2, up to 6 under school age. Many who are licensed for 10 will not take in that many. Family Child Care Centers can take up to 16. There are some subsidy programs for low-income families to help pay for child care. Programs that are not licensed but are recorded by the state include preschools serving only 3 and 4 year olds for 3 to 4 hours a day; they report that they exist and undergo background checks.

Ms. Patten stated that the real crisis is the workforce – there are 75-80 openings in childcare facilities in our region. In Maupin, Head Start was staffed but the qualified teacher required to run the program left; the assistant teacher did not have the necessary qualifications to keep the program going. They are trying to find a teacher and are currently providing pre-school education through a home-based program that does not provide care.

Chair Schwartz asked what the normal hours are for a Head Start program. Ms. Patten answered that it is typically 6 hours a day which does not meet the needs of most working parents. Head Start is a great learning program, but it does not meet the need for child care.

Chair Schwartz asked how many children were part of the Head Start program in Tygh Valley. Ms. Patten said she believes they were licensed for 18 3 and 4 year olds.

Ms. Patten continued by saying that one of the reasons we cannot find home childcare providers is because of the low pay, lack of benefits and retirement. She said she did that job for 17 years and loved it, but it did not contribute to her retirement. We have 8 providers currently in the licensing process. There is also a lack of qualified substitutes to step in when a provider has to be out of the care site. Substitutes still have to be trained and background checked. The State is working to put together a statewide substitute pool; that will likely not be available until next year.

Ms. Patten reviewed recent legislative action taken in regard to funding various aspects of early learning and child care. Chair Schwartz asked what those will mean to our region. Ms. Patten replied that some grants will help with retention, some will help with capacity building and facility upgrades, and some will help with collaboration across programs.

Commissioner Hege asked how the Stabilization grant program is disbursed and accessed. Ms. Patten said that the Early Learning Division accepts the applications. Anyone who applied received a grant based on their service size, subsidy children, odd hour care, etc.

Commissioner Hege asked if all the grants have all been distributed. Ms. Patten said that about 98% of our providers have received the funds; those who did not receive grants, did not apply for one. Child Care Partners is using their portion of the grant to provide business training and support to providers.

Ms. Patten reviewed some of the barriers faced in providing accessible child care, including:

- Workforce shortages
- Funding for remodeling
- Space availability
- Wages – most are living below poverty level at approximately \$12 per hour
- Qualified staff

She said they continue to recruit for the early childhood education program.

Commissioner Hege noted that providers could charge more but people cannot pay more. Ms. Patten concurred, saying that families cannot afford to pay more for child care. There is a lot of compassion from providers who often give parents a break on the price or delay payments from the parents.

Commissioner Hege said helping providers to run a home business is something that can help. If a single person can care for 10 children at \$800-\$1,000 per month, that is a lot of revenue.

Ms. Patten explained that providers generally charge \$4-\$5 per hour per child – taking out food, materials, insurance, etc. reduces the net profit. The providers are worth more and the cost is more, but the families cannot afford it. Subsidies pay about 75% of the cost for a low-income family; we are hoping to increase that to 90%.

Chair Schwartz remarked that the subsidy for the low-income families does not help the middle income families. Ms. Patten agreed saying that during COVID, they increased the income level needed for subsidies; she expects that to end at the end of the year.

Columbia River Gorge Executive Director for Institutional Advancement Dan Spatz said that we have economy of scale issues in rural areas that are not faced in urban areas. He said we need 200 children to make a child care center feasible. Ms. Patten stated that 200 would not make it fully self-sufficient but would come much closer. Mr. Spatz is trying to make this a community project; we need this – families are moving into the area looking for our child care facilities and we do not have that. A facility offers reliability that a home care provider cannot.

Mr. Lewis said it is ridiculous to pay child care workers \$12 per hour; we need the wages to be desirable – if we do not have child care for the children, we don't have workers in the work-force. This is about sustaining the future. He said he is willing to work toward solutions and help advocate for the funding. Infrastructure is needed but is useless if we do not have people.

Ms. Patten noted that the \$12 per hour is for home care workers; Head Start employees make a more reasonable wage through the federal program. The lack of childcare impacts every aspect of the community. She said she would love to work with Mr. Lewis toward solutions for the south part of the county.

Ms. Patten said that some of the things needed are:

- Raising awareness
- Materials grants for providers
- Donated space or funds to remodel existing spaces

Ms. Patten reported that Sherman County used SIP funds to provide operational funding for child care and preschool programs in the county. Multnomah County passed a universal preschool measure that gives access to free, high-quality, developmentally appropriate, culturally responsive preschool to all 3 and 4 year olds. Hood River County will be giving ARPA funds to Child Care Partners to support recruitment of new child care programs and support retention of existing programs.

Chair Schwartz remarked that when we talk about the \$12 per hour wage, we are really looking at family providers which makes up the majority of the care available in Wasco County. Ms. Patten concurred; adding that we have some larger programs that are doing well, but they are serving upper income families

who can pay more. We may have 40 providers, but some are struggling to stay open due to the quality of their care; Child Care Partners is trying to offer support to help them. Families need options.

Vice-Chair Kramer asked if Regional Solutions is involved with this. Mr. Spatz replied that Nate Stice is involved. Vice-Chair Kramer asked Commissioner Hege if it is a topic being discussed at the Regional Solutions meetings. Commissioner Hege replied that it is not at the highest level.

Vice-Chair Kramer said that we need to find out who we talk to to elevate this conversation. We need to work through AOC and LOC to bring it to our legislature; \$100 million is a band aid. Ms. Patten has provided us with all the data and we are being challenged to move this to the people who can help us. This is not just in our area and is not the only need. We need to start engaging those who are running for office and those who hold office.

Suz Riley from the Maupin Chamber said it is humbling and distressing to listen to this conversation. Ms. Patten said she would love to add Ms. Riley to the discussion with Mr. Lewis.

Ms. Patten went on to say that we need advocacy at all levels – in our own communities as well as the state and federal levels. A lot of effort has been put into this but a lot more needs to be done.

Ms. Clark read Jordan Belozor's comment from the chat: "I am a former Head Start Coordinator and had to leave my position once I had kids because I could not find child care for my own children."

Commissioner Hege noted that there is a difference in child care availability between Hood River and Wasco County. He asked if there is more need there than here. Ms. Patten responded that Hood River has done a lot of work and has some family centers. Someone there took up the challenge and has opened 3 programs in Hood River.

Commissioner Hege observed that there are 20 family centers in Hood River and only 7 in The Dalles. Ms. Patten pointed out that to be a certified family center there are more stringent requirements. They generally have to have at least 1 person on staff and it is hard to find staff. Commissioner Hege stated that it appears Hood River has more family centers and we have more home care.

Chair Schwartz thanked Ms. Patten for her time and perseverance with the struggles she faced through the pandemic in trying to help support the providers. She said that when we need help from the legislature, what we see coming from the legislature is compartmental funding with barriers and it often

does not trickle down to provide real help for families.

Mr. Spatz said that the college would not be engaged in this project if were not for Ms. Patten – it is an honor and a privilege to work with her. Ms. Patten thanked Mr. Spatz and said she has been working toward a child care center in The Dalles since 1995.

Mr. Spatz went on to say that our local Representatives Bonham and Williams advocated on their behalf to secure \$2 million to help design and build a child care center. The challenge now is sustainability. They have engaged someone for the facility master plan; the facility could be located anywhere in The Dalles and will also house the early learning education program for CGCC; they have until June of 2024 to expend the funds.

Mr. Spatz reported that MCMC has approached them to merge with Great & Small which is the hospital's child care center for staff. However, this project may not align with the hospital's timeline for a new hospital campus; in addition, the school bond may have an impact. The best strategy for now is to bid for a smaller center for infants and toddlers; however, sustainability is still an issue. After that is established, they can embark on a phased approach for satellite campuses; that effort will not be led by CGCC.

Ms. Patten stated that the initial center would accommodate 8 infants and 10 toddlers; this is the highest need and the highest cost to families. Mr. Spatz said they need to prove the concept. MCMC will have a big impact; the new hospital campus does not include a child care center. They would like to merge but with so many unknowns, it is hard to move forward on that premise.

Ms. Clark read comments from the chat. Ms. Ferrer said, "I totally agree with Kevin's comments. Business models don't work for a community. Governments have a critical role to find other solutions that will work." Jessy Rose said, "It is worth mentioning that with Head Start being federally funded and free child care in south county, it has created a lack of incentive for anyone else to open. You can't compete with free. So, while Head Start does not meet the need, at the same time they prevent other entities from starting up. Thank you for considering this important issue. It is truly a crisis for many families in the south end of the county."

Agenda Item – Executive Session

At 10:21 a.m. Chair Schwartz opened an Executive session Pursuant to ORS 192.660(2)(h) to confer with legal counsel and ORS 192.660(2)(e) real property transactions. She explained the process and instructed the media to not report on anything discussed in executive session except to state the topic as previously

announced.

The Regular Session resumed at 11:05 a.m.

{{Vice-Chair Kramer moved to direct County Counsel to finalize and dismiss the suit with the Columbia River Gorge Commission. Commissioner Hege seconded the motion which passed unanimously.}}

Agenda Item – Commission Call

Commissioner Hege asked about the June Board sessions. Ms. Clark replied that the June 15th session has been cancelled; everything scheduled for that session has been moved to the June 1st session which will be an all-day meeting. Vice-Chair Kramer added that the cancellation is due to the conflict with the AOC Legislative Retreat. He said it is important to move AOC forward so they can continue to do good work throughout the state.

Vice-Chair Kramer reported that the Oregon Recycling System and Advisory Council (ORSAC) is now being called the Recycling Council; they had their first meeting last week. He was unable to attend as it conflicted with our Budget Committee meeting. Truth in Labeling has nearly wrapped up their work and will have a recommendation for the legislature on June 1st. That will play into the work being done by the Recycling Council which is engaged in a 3-year process. The RC is a 19 member board with a lot of diverse ideas.

Chair Schwartz said that she was able to attend the Food Bank tour and reported that they have a lot of good ideas for expansion. They will be bringing updates to the Board of Commissioners in July.

Chair Schwartz reported that COVID cases and hospitalizations are rising in Wasco County. There is treatment available through the test to treat program; people can call 211 for more information. She said that they are not expecting the upward curve to change anytime soon. OHA and the Health District can only look at trends as people are either not testing or are testing and not reporting.

Chair Schwartz adjourned the session at 11:15 a.m.

Summary of Actions

MOTIONS

- **To approve the Consent Agenda: 5.4.2022 Regular Session Minutes.**
- **To direct County Counsel to finalize and dismiss the suit with the Columbia River Gorge Commission.**

CONSENSUS

- **To direct the Administrative Officer to move forward with the**

Request for Proposals regarding the Kramer Field project.

- **To sign a letter of support for Mid-Columbia Economic Development District's Regional Innovation Hub Planning Grant Application.**

Wasco County
Board of Commissioners

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



CONSENT AGENDA ITEM

Reappointments

[ORDER 22-012 REAPPOINTING CURTIS MAYHEW TO BOARD OF REVIEW](#)

[ORDER 22-013 REAPPOINTING LOWELL FORMAN TO BOARD OF REVIEW](#)

[ORDER 22-014 REAPPOINTING PHIL KASER TO 15-MILE WSC](#)

[ORDER 22-015 REAPPOINTING BOB DURHAM TO 15 MILE WSC](#)

[ORDER 22-016 REAPPOINTING MARTIN UNDERHILL TO 15 MILE WSC](#)

[ORDER 22-017 REAPPOINTING SCOTT HEGE TO BOPTA](#)

[ORDER 22-018 REAPPOINTING RUBY MASON TO BOPTA](#)

[ORDER 22-019 REAPPOINTING CHRIS SCHANNO TO BOPTA](#)

[ORDER 22-020 REAPPOINTING BRIAN LAUTERBACH TO BOPTA](#)

[ORDER 22-021 REAPPOINTING JIM HOLYCROSS TO BOPTA](#)



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF CURTIS MAYHEW TO THE WASCO COUNTY BOARD OF REVIEW

ORDER 22-012

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That ORS 308.350 requires this Court to appoint two members to the County Board of Review and requires the County Assessor to appoint two members to the County Board of Review and requires the four members to appoint one additional member, said Board to advise the County Assessor on true cash values of agricultural lands in Wasco County; and

IT FURTHER APPEARING TO THE BOARD: That Curtis Mayhew's term on the Wasco County Board of Review will expire on June 30, 2022, and

IT FURTHER APPEARING TO THE BOARD: That Curtis Mayhew is willing and is qualified to be reappointed to serve on the Wasco County Board of Review.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Curtis Mayhew be and is hereby reappointed to the Wasco County Board of Review as an Assessor Appointee; said term to expire on June 30, 2024.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF LOWELL FORMAN TO THE WASCO COUNTY BOARD OF REVIEW

ORDER 22-013

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That ORS 308.350 requires this Court to appoint two members to the County Board of Review and requires the County Assessor to appoint two members to the County Board of Review and requires the four members to appoint one additional member, said Board to advise the County Assessor on true cash values of agricultural lands in Wasco County; and

IT FURTHER APPEARING TO THE BOARD: That Lowell Forman's term on the Wasco County Board of Review will expire on June 30, 2022, and

IT FURTHER APPEARING TO THE BOARD: That Lowell Forman is willing and is qualified to be reappointed to serve on the Wasco County Board of Review.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Lowell Forman be and is hereby reappointed to the Wasco County Board of Review as an Assessor Appointee; said term to expire on June 30, 2024.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF PHIL KASER TO THE 15-MILE WATERSHED COUNCIL

ORDER #22-014

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That the Wasco County Soil & Water Conservation District has requested that the Wasco County Board of Commissioners appoint individuals to the 15-Mile Watershed Council; and

IT APPEARING TO THE BOARD: That Phil Kaser's appointment to the 15-Mile Watershed Council will expire on June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Phil Kaser is willing and is qualified to be re-appointed to the 15-Mile Watershed Council.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Phil Kaser be and is hereby re-appointed to the 15-Mile Watershed Council for a term to expire on June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF BOB DURHAM TO THE 15-MILE WATERSHED COUNCIL

ORDER #22-015

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That the Wasco County Soil & Water Conservation District has requested that the Wasco County Board of Commissioners appoint individuals to the 15-Mile Watershed Council; and

IT APPEARING TO THE BOARD: That Bob Durham's appointment to the 15-Mile Watershed Council will expire on June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Bob Durham is willing and is qualified to be re-appointed to the 15-Mile Watershed Council.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Bob Durham be and is hereby re-appointed to the 15-Mile Watershed Council for a term to expire on June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF MARTIN UNDERHILL TO THE 15-MILE WATERSHED COUNCIL

ORDER #22-016

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That the Wasco County Soil & Water Conservation District has requested that the Wasco County Board of Commissioners appoint individuals to the 15-Mile Watershed Council; and

IT APPEARING TO THE BOARD: That Martin Underhill's appointment to the 15-Mile Watershed Council will expire on June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Martin Underhill is willing and is qualified to be re-appointed to the 15-Mile Watershed Council.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Martin Underhill be and is hereby re-appointed to the 15-Mile Watershed Council for a term to expire on June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF SCOTT HEGE TO THE WASCO COUNTY BOARD OF PROPERTY TAX APPEALS CHAIR PERSONS POOL AND GOVERNING BODY POOL

ORDER #22-017

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That under ORS 309.067(1)(b) the Board of Commissioners shall appoint a non-office holding member to serve on the Board of Property Tax Appeals; and

IT FURTHER APPEARING TO THE BOARD: That Scott Hege's term on the Wasco County Board of Property Tax Appeals will expire June 30, 2022, and

IT FURTHER APPEARING TO THE BOARD: That Scott Hege is willing and is qualified to be reappointed to the Wasco County Board of Property Tax Appeals.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Scott Hege be and is hereby reappointed to the Wasco County Board of Property Tax Appeals in accordance with ORS 309.067(1)(b) for a period beginning July 1, 2022, through June 30, 2023.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF RUBY MASON TO THE WASCO COUNTY BOARD OF PROPERTY TAX APPEALS CHAIR PERSONS POOL AND NONOFFICE-HOLDING POOL

ORDER #22-018

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That under ORS 309.067(1)(b) the Board of Commissioners shall appoint a non-office holding member to serve on the Board of Property Tax Appeals; and

IT FURTHER APPEARING TO THE BOARD: That Ruby Mason's term on the Wasco County Board of Property Tax Appeals will expire June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Ruby Mason is willing and is qualified to be reappointed to the Wasco County Board of Property Tax Appeals.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Ruby Mason be and is hereby reappointed to the Wasco County Board of Property Tax Appeals in accordance with ORS 309.067(1)(b) for a period beginning July 1, 2022, through June 30, 2023.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF CHRIS SCHANNO TO THE WASCO COUNTY BOARD OF PROPERTY TAX APPEALS CHAIR PERSONS POOL AND NONOFFICE-HOLDING POOL

ORDER #22-019

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That under ORS 309.067(1)(b) the Board of Commissioners shall appoint a non-office holding member to serve on the Board of Property Tax Appeals; and

IT FURTHER APPEARING TO THE BOARD: That Chris Schanno's term on the Wasco County Board of Property Tax Appeals will expire June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Chris Schanno is willing and is qualified to be reappointed to the Wasco County Board of Property Tax Appeals.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Chris Schanno be and is hereby reappointed to the Wasco County Board of Property Tax Appeals in accordance with ORS 309.067(1)(b) for a period beginning July 1, 2022, through June 30, 2023.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF BRIAN LAUTERBACH TO THE WASCO COUNTY BOARD OF PROPERTY TAX APPEALS CHAIR PERSONS POOL AND NONOFFICE-HOLDING POOL

ORDER #22-020

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That under ORS 309.067(1)(b) the Board of Commissioners shall appoint a non-office holding member to serve on the Board of Property Tax Appeals; and

IT FURTHER APPEARING TO THE BOARD: That Brian Lauterbach's term on the Wasco County Board of Property Tax Appeals will expire June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Brian Lauterbach is willing and is qualified to be reappointed to the Wasco County Board of Property Tax Appeals.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Brian Lauterbach be and is hereby reappointed to the Wasco County Board of Property Tax Appeals in accordance with ORS 309.067(1)(b) for a period beginning July 1, 2022, through June 30, 2023.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF JIM HOLYCROSS TO THE WASCO COUNTY PUBLIC
TRANSPORTATION ADVISORY COMMITTEE

ORDER #22-021

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That Jim Holycross' appointment to the Wasco County Public Transportation Advisory Committee will expire on June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Jim Holycross is willing and is qualified to be reappointed to the Wasco County Public Transportation Advisory Committee.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Jim Holycross be and is hereby reappointed to the Wasco County Public Transportation Advisory Committee for a term to expire on June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



AGENDA ITEM

District Meetings

[4H & EXTENSION SERVICE DISTRICT BOARD PACKET](#)

[LIBRARY SERVICE DISTRICT BOARD PACKET](#)



AGENDA ITEM

2022/2023 Wasco County Budget Hearing

[BUDGET MEMO](#)

[PROPOSED BUDGET BOOK](#)

[RESOLUTION 22-004 ADOPTING FY23 BUDGET](#)

[MOTION LANGUAGE](#)



Date: 5/25/2022

From: Mike Middleton, Finance Director & Budget Officer

To: Board of County Commissioners

Re: FY2022-2023 Budget Adoption

Commissioners,

The Budget Committee met on May 11th and created the Approved Budget presented to you today. The was a Budget Expansion included, which was to create a PIO position This did not change the overall budget as the offset was to the Department Flex Account for the Employee Administrative Services Department.

I have no recommended adjustments to the Approved Budget.

Suggested Motion to adopt FY23 budget:

I move to adopt resolution #22-004 adopting the 2022-2023 fiscal year budget for Wasco County with a total appropriation of \$79,911,427 and approving the tax rate of \$4.2523 per \$1,000 of assessed value – all subject to the general government limitation



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF ADOPTING THE FISCAL YEAR 2022-2023 BUDGET, TAX LEVY AND APPROPRIATIONS FOR WASCO COUNTY

RESOLUTION #22-004

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

BE IT HEREBY RESOLVED that the Wasco County Board of Commissioners hereby adopts the Fiscal Year 2022-2023 Budget approved by the Budget Committee of the County on June 1st, 2022 for the amount of \$79,911,427

BE IT FURTHER RESOLVED that the Board of Commissioners of Wasco County, Oregon hereby imposes the taxes provided for in the adopted budget at the rate of \$4.2523 per \$1,000 of assessed value for operations and that these taxes are hereby imposed and categorized for tax year 2022-2023 upon the assessed value of all taxable property within the district as follows:

	Subject to the General Government <u>Limitation</u>	Excluded From <u>Limitation</u>
General Fund	\$4.2523/\$1,000	

BE IT FURTHER RESOLVED that the amounts and the purposes shown in the attached detail for the Fiscal Year beginning July 1, 2022, be and hereby are as follows: the total appropriated

amount is \$56,550,039, the total amount reserved for future expenditure is \$11,277,854 for a total budget of \$67,827,893.

BE IT FURTHER RESOLVED that the County Clerk certify to the assessor of Wasco County, Oregon the tax levy made by this Resolution.

The above Resolution Statements were approved and declared adopted on this 1st day of June, 2022.

ATTEST

WASCO COUNTY BOARD
OF COMMISSIONERS

Kathy Clark,
Executive Assistant

Kathleen B. Schwartz, Chair

APPROVED AS TO FORM:

Steven D. Kramer, Vice-Chair

Kristen Campbell, County Counsel

Scott C. Hege, County Commissioner

Fund/Department	Resources	Requirements
GENERAL FUND		
ADMINISTRATION	4,796,285	4,796,285
ADMINISTRATIVE SERVICES	5,533,641	5,533,641
ASSESSMENT & TAXATION	1,059,958	1,059,958
COUNTY CLERK	872,718	872,718
DISTRICT ATTORNEY	1,279,521	1,279,521
PLANNING	1,305,532	1,305,532
PREVENTION DIVISION	2,000,224	2,000,224
PUBLIC WORKS	149,323	149,323
SHERIFF	4,809,127	4,809,127
NON-DEPARTMENTAL	11,588,635	
TRANSFERS OUT		2,507,670
CONTINGENCY		2,596,992
UNAPPROPRIATED		6,483,973
BUILDING CODES - GENERAL		
BUILDING CODES	4,135,188	1,585,491
CONTINGENCY		291,280
UNAPPROPRIATED		2,258,417
BUILDING CODES - ELECTRIC		
BUILDING CODES	775,749	239,923
CONTINGENCY		113,891
UNAPPROPRIATED		421,935
PUBLIC WORKS		
PUBLIC WORKS	7,368,392	4,153,582
CONTINGENCY		2,691,445
UNAPPROPRIATED		523,365
ROAD RESERVE FUND		
PUBLIC WORKS	3,707,355	3,707,355
COUNTY FAIR		
ADMINISTRATION	470,839	192,091
TRANSFERS OUT		50,000
CONTINGENCY		134,683
UNAPPROPRIATED		94,065
PARK FUND		
ADMINISTRATION	717,369	554,381
CONTINGENCY		90,091
UNAPPROPRIATED		72,897
COUNTY SCHOOL FUND		
ADMINISTRATION	427,541	427,541
FOREST HEALTH PROGRAM		
ADMINISTRATION	501,726	60,000
TRANSFERS OUT		184,770
CONTINGENCY		256,956
HOUSEHOLD HAZARDOUS WASTE		
HHW	1,139,792	748,920
CONTINGENCY		205,738

Fund/Department	Resources	Requirements
UNAPPROPRIATED		185,134
SPECIAL ECONOMIC DEVELOPMENT FUND		
ADMINISTRATION	4,028,386	3,748,386
TRANSFERS OUT		280,000
LAW LIBRARY FUND		
DISTRICT ATTORNEY	155,401	49,829
CONTINGENCY		105,572
DISTRICT ATTORNEY FUND		
DISTRICT ATTORNEY	6,254	6,254
MUSEUM		
ADMINISTRATION	313,385	135,069
CONTINGENCY		178,316
911 COMMUNICATIONS FUND		
SHERIFF	1,465,620	1,275,542
TRANSFERS OUT		30,000
CONTINGENCY		160,078
911 EQUIPMENT RESERVE		
SHERIFF	338,903	338,903
COMMUNITY CORRECTIONS FUND		
SHERIFF	2,861,705	2,487,902
CONTINGENCY		373,803
COURT FACILITIES SECURITY FUND		
ADMINISTRATION	296,021	51,000
CONTINGENCY		245,021
CLERK RECORDS FUND		
COUNTY CLERK	54,067	19,000
CONTINGENCY		35,067
CAPITAL ACQUISITIONS FUND		
ADMINISTRATION	4,549,511	4,549,511
FACILITY CAPITAL RESERVE		
ADMINISTRATION	4,505,587	4,505,587
GENERAL OPERATING RESERVE		
ADMINISTRATION	8,469,310	8,469,310
KRAMER FIELD FUND		
ADMINISTRATION	35,910	35,910
LAND CORNER PRESERVATION FUND		
PUBLIC WORKS	192,452	26,495
CONTINGENCY		119,365
UNAPPROPRIATED		46,592
Grand Total	79,911,427	79,911,427



MOTION

SUBJECT: FY23 Budget Adoption Resolution

I move to adopt Resolution #22-004 adopting the 2022-2023 fiscal year budget for Wasco County with a total appropriation of \$79,911,427 and approving the tax rate of \$4.2523 per \$1,000 of assessed value – all subject to the general government limitation



AGENDA ITEM

FY 22 Budget Adjustment

[STAFF MEMO](#)

[RESOLUTION 22-003 FY BUDGET CHANGE FAIR](#)

[MOTION LANGUAGE](#)

6/1/2022

To: Board of County Commissioners
From: Mike Middleton – Finance Director
Re: Fair Budget Change

The Fair has a need to utilize the Contingency funds for the department. The need is due to the increased costs of the Fair held in August 2021. The intent was to watch costs as the year end approached to determine if a budget change would be needed.

As of the end of April, the Fair is exceeding the budget by \$2,008 or 1.3% of the appropriation for operations. The fund will spend an additional \$11,200 by year end with the current trends and comparing to last fiscal year for May & June.

The reason for the exceeding of the appropriation is the fair held was a full fair. Instead of having a partial or limited event, the Fair was a full fair and had similar costs to prior years. The general Fair costs were budgeted at \$44,666 – however the actual costs was \$77,685. Comparably the Fair in 2019 cost \$71,792. This is also reflected in the total revenues for fund in FY22 being \$108,962 compared to \$100,450 in FY20. Only \$61,880 was expected in revenue for the Fair Fund in FY22 – and it has already been significantly exceeded (by \$46,812 so far) this fiscal year. The additional revenues far exceeds the necessary budget adjustment.

Upon review, Finance recommends a budget change of \$15,000 increase to Admissions revenue matched by an increase to Materials & Services (Fair) to address the shortfall. This is under 10% of the Adopted appropriation.

The proposed budget change resolution is attached. The proposed change is summarized below:

Fund/Department	Amount	Increase/Decrease
Fair Fund/Revenue	\$15,000	Increase
Fair Fund/Materials & Services	\$15,000	Increase

The Fair Fund has a total expenditure appropriation for Personnel & Materials & Services of \$157,324. This means the change of \$15,000 is well below the 10% threshold for the fund and a noticed public hearing is not required. This level of change can be approved by the Board of County Commissioners at a regularly scheduled meeting.



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF INCREASING EXPENDITURES AND REVENUE APPROPRIATIONS WITHIN A FUND

RESOLUTION #22-003

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That expenditures in the Fair Fund will exceed the adopted budget before the fiscal year end; and

IT FURTHER APPEARING TO THE BOARD: That the increased expenditures are due to having a full fair not planned for in the adopted budget; and

IT FURTHER APPEARING TO THE BOARD: That the Fair Fund had sufficient additional revenues above budgeted expectations to cover the potential appropriations shortfall; and

IT FURTHER APPEARING TO THE BOARD: That the Fair Fund will need \$15,000 increase to the appropriations to not exceed the budget.

NOW, THEREFORE, IT IS HEREBY RESOLVED: That \$15,000 in Fair Fund revenue appropriation be increased to match an increase expense (materials and services – fair) in the budget:

Fund	Classification	Increase/Decrease	
2030	Fair Fund Revenue	\$15,000	Increase
2030	Fair Fund Expense	\$15,000	Increase

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

Wasco County Board of Commissioners

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice Chair

Scott C. Hege, County Commissioner



MOTION

SUBJECT: FY23 Budget Adoption Resolution

I move to approve Resolution 22-003 increasing expenditures and revenue appropriations within a fund.



AGENDA ITEM

Body Camera Purchases

[HARBOR TECH QUOTE](#)

[DIGITAL ALLY QUOTE](#)

[MOTOROLA SOLUTIONS QUOTE](#)

Body Warm Cams

Quote #HTMI003938 v1

Prepared For:

WASCO County Sheriff

Lane Magill
511 Washington Street
The Dalles, OR 97051

P: (541) 506-2592
E: lanem@co.wasco.or.us

Prepared by:

HarborTech Mobility, Inc.

Ben Labes
22030 20th Ave SE, Suite 101
Bothell, WA 98021

P: (503) 898-8209
E: benl@htmobility.com

Date Issued:

02.28.2022

Expires:

03.28.2022

Hardware

Part Number	Product Description	Price	Qty	Ext. Price
OVWX2MXXXX21	Getac BC-02 Digital Camcorder - Full HD - Black - 16:9 - H.264, MP4 - GPS - Flash MemoryWearable - Pocket Mount, Molle Mount, Chest Mount, Magnet Mount, Clip Mount	\$284.93	18	\$5,128.74
OVWX2MXXXXX1	Getac Digital Camcorder - Full HD - 16:9 - H.264, MP4 - Chest Mount, Molle Mount	\$284.84	18	\$5,127.12
OD2DAU	Getac Docking Station - for Camera	\$1,256.35	1	\$1,256.35
ORB342	GETAC VIDEO SOLUTIONS INC. : Body Worn Camera Moll	\$19.00	18	\$342.00
ORB39X	Getac Digital Camcorder - Full HD - 16:9 - H.264, MP4 - USB - GPS - Chest Mount, Magnet Mount	\$37.05	18	\$666.90
OTX11X	Getac TB-02 Bluetooth Trigger Box - Black	\$141.55	18	\$2,547.90
GE-SVBWEXT1Y	Getac Warranty/Support - 2 Year Extended Warranty - Warranty - Technical	\$55.45	18	\$998.10
GE-SVBWRF2Y	Getac Service/Support - 2 Year Extended Warranty - Warranty - Technical	\$121.22	18	\$2,181.96
GE-SVMDEXT4Y	Getac Warranty/Support - 4 Year Extended Warranty - Warranty - Technical	\$221.87	1	\$221.87
GE-SVTGEXT4Y	Getac Warranty/Support - 4 Year Extended Warranty - Warranty - Technical	\$53.24	18	\$958.32
OUA04X	Getac Service/Support - 1 Month - Service - Maintenance - Physical Service	\$43.14	1080	\$46,591.20
OUA07X	GETAC VIDEO SOLUTIONS INC. : Getac Managed Service	\$15.65	60	\$939.00
OZX04X	Getac Online/Phone Remote Deployment Consulting - Warranty - Technical - Electronic Service	\$1,288.00	1	\$1,288.00
OZX07X	Getac Warranty/Support - Warranty - On-site - Technical	\$2,484.00	2	\$4,968.00
Subtotal:				\$73,215.46

Quote Summary	Amount
Hardware	\$73,215.46
Total:	\$73,215.46

Send orders to ORDERS@HTMOBILITY.COM

Terms and Conditions are as follows:

By ordering product, software or services you agree to HarborTech Mobility's Standard Terms and Conditions. Applicable sales tax and freight are excluded and will be calculated at the time of shipping unless specifically requested. Pricing is valid for 30 days except for special or promotional offers which may terminate earlier. In the event of a vendor price change we will notify you before the order is placed and adjust your price accordingly. All returns and exchanges are subject to authorization within 30 days of purchase unopened and may be subject to a 15% restocking fee. Software/Licensing is non-returnable.

By signing and dating the above referenced quote, customer authorizes purchase and agrees to HarborTech Mobility Standard Terms and Conditions.

** This document is proprietary and confidential. No part of this document may be disclosed in any manner to a third party without the prior written consent of HarborTech Mobility**

Acceptance		
HarborTech Mobility, Inc.		WASCO County Sheriff
Signature / Name	Signature / Name	Initials
02/28/2022		
Date	Date	



Quote	QUO-36313-M3F6Z4
Date	10/25/2021
Page	1

15612 College Blvd
 Lenexa, KS 66219
 1-800-440-4947 www.digitalallyinc.com

Customer:

Wasco County Sheriff's Office Scott Williams 511 Washington St #102 The Dalles, OR 97058

Customer ID	Salesperson	Shipping Method	Payment Terms	Created By	Quote Valid
DAI003233	KR1	FEDERAL EXPRESS	Subscription	Crystal Kaltenbach	90 Days

Ordered	Item Number	Description	Retail Price	Item Discount	Discount	Ext. Price
18		5-Year Sub Plan w/ Unlimited Retention (Includes (18) FVPRO Kits, (18) Users, All Other Licenses)	\$864.00	\$0.00		\$15,552.00
3		Additional User Licenses	\$96.00	\$0.00		\$288.00
1		5-Year Sub Plan (Includes (1) 8-Bay Dock (1TB, 4GB) w/ All Licenses)	\$684.00	\$0.00		\$684.00
18		Pro-Data Plan (2 GB Per Body Cam/Per Month for Livestreaming)	\$84.00	\$0.00		\$1,512.00
1		Magnet Mount	\$64.00	\$0.00		\$64.00
18		VuLinks	\$495.00	\$0.00		\$8,910.00
18		Activation Fees	\$30.00	\$0.00		\$540.00
1		Wireless Access Point	\$295.00	\$0.00		\$295.00
1		Turnkey	\$2000.00	\$0.00		\$2,000.00
1		Installation	\$499.00	\$0.00		\$499.00

Notes:

Total Discount	
Subtotal	\$30,344.00
Misc	
Tax	\$0.00
Freight	\$405.00
1st Year Total	\$30,749.00

QUOTE NOTES ON PAGE #2



Quote	QUO-36313-M3F6Z4
Date	10/25/2021
Page	2

Turnkey & Activation:

- Onsite Product Setup & Configuration
- Dedicated Project Manager
- Best Practices & Implementation Planning Session
- Officer Training and Train the Trainer Session
- System Administrator & Troubleshooting Training Session

60-Month Subscription Plan Includes:

- (18) Complete FirstVu Pro Body Camera Kits
- (1) 8-Bay Dock
- (21) Users
- **(1) Free Battery Replacement @18/mos.**
- **(1) Free Body Camera Refresh @ 36/mos.**
- **5-Year Advanced Exchange Warranty on Hardware**
- **All Cloud Licenses on an Unlimited Retention Plan**
- Security Groups & Granular Permission Controls
- Event Tagging, Notations, Playback Review, & Reporting
- **Full Access to Share Portal**
- **Full Access to Prosecution Portal**
- **Case Management & GPS Mapping**
- **Remote Activation & Remote Diagnostics**
- **Unlimited Body Camera Messaging Alert Notifications**
- **Product Support for Life of Product**

Pro-Data Plan Includes:

- Body Camera Live Streaming Services
- 2GB Data Plan Per Month/Per Body Camera

Subscription Notes:

- Accessories Not in Body Camera Kit Purchased Separately.
- Applicable Taxes and Freight Due Upfront
- Applicable Taxes Not Included in Quote
- Upon expiration or termination of the Subscription only, Digital Ally will provide "Download Assistance" to Customer of its audio & video ("raw") files onto a customer provided storage device, in MP4 format, at a cost of \$69.00 per 100 GB of video.

Annual Subscription Breakdown:

(1st Year Includes Hardware, Addl. User License, and Freight)
(2nd-5th Year Cost Includes Addl. User License)

1st Year=\$ 30,749.00

2nd Year=\$ 18,036.00

3rd Year=\$ 18,036.00

4th Year=\$ 18,036.00

5th Year=\$ 18,036.00

5-Year Total= \$ 102,893.00

Thank you for your interest in Digital Ally products. If you would like to place an order, please contact the Digital Ally Sales Team at 1-800-440-4947.



Quote	QUO-36313-M3F6Z4
Date	10/25/2021
Page	3

TERMS OF SALE

Your purchase of goods from Digital Ally, Inc., a Nevada corporation ("Digital Ally") will be governed by the following terms of sale ("Terms"). You will be referred to throughout these Terms as "you".

1. Exclusion of Other Terms; Entire Agreement. Additional or different terms or conditions proposed by you (including any additional or different terms provided in a purchase order) will be void and of no effect unless specifically accepted in writing by Digital Ally. Digital Ally's sales invoice, the limited warranty accompanying the Goods, these Terms, and any special conditions agreed to in writing and signed by you and Digital Ally are incorporated and collectively referred to herein as the "Order", which supersedes and cancels all prior communications between us, whether verbal or written, and constitutes the entire agreement between us unless modified in writing and signed by each of us. In the event of a conflict between these Terms and the terms of any special conditions agreed to in writing and signed by you and Digital ("Additional Agreement(s)"), the terms of those Additional Agreements shall take precedence over these Terms but only with respect to the product or specific purchase to which such Additional Agreement applies, except as otherwise provided in such Additional Agreement. If your purchase includes a license or licenses to permit you to use Digital Ally software, the terms of the software license(s) provided to you by Digital Ally shall apply to such software.

2. Payment. Payment terms are cash on delivery, except where credit has been established and maintained to Digital Ally's satisfaction. If you have established credit, payment terms are net 30 days from date of shipment. Any invoice that you fail to pay when due will bear interest at the rate of 1-1/2% per month or the highest rate then permitted by law, whichever is less.

3. Unpaid Charges. You will be responsible for all costs Digital Ally incurs in connection with the collection of unpaid amounts, including court costs, reasonable attorneys' fees, collection agency fees and any other associated costs.

4. Security Interest. You hereby grant Digital Ally a security interest in the Goods to secure your payment obligation to Digital Ally under this sale, pursuant to these Terms. You hereby authorize Digital Ally to file such UCC financing statements in such jurisdictions as Digital Ally deems appropriate to perfect the security interest granted hereby.

5. Taxes. In addition to the purchase price, you must pay any sales, excise or similar taxes applicable to the transaction, unless you provide Digital Ally with a valid tax exemption certificate. You must pay use taxes, if applicable to the transaction, directly to the appropriate taxing authority.

6. Shipment. Digital Ally will use commercially reasonable efforts to comply with your shipping instructions. You must prepay all transportation and insurance charges prior to shipment. Unless otherwise stated by Digital Ally, all shipments will be F.O.B. (free on board) Digital Ally's facility in Lenexa, Kansas.

7. Force Majeure. DIGITAL ALLY WILL NOT BE LIABLE TO YOU FOR ANY LOSS, DAMAGE, DELAY, OR FAILURE OF DELIVERY RESULTING FROM CAUSES THAT ARE BEYOND DIGITAL ALLY'S REASONABLE CONTROL, INCLUDING WITHOUT LIMITATION, THOSE DELAYS ARISING FROM EQUIPMENT MANUFACTURE AND SHIPPING (EACH, A "FORCE MAJEURE"). DIGITAL ALLY WILL NOT BE LIABLE FOR ANY LOST PROFITS, LOSS OF REVENUE, OR LOSS OF USE, INCIDENTAL, CONSEQUENTIAL, PUNITIVE, EXEMPLARY, OR SPECIAL DAMAGES FROM ANY FORCE MAJEURE DELAY WHATSOEVER.

8. Limitation of Liability. YOU EXPRESSLY UNDERSTAND AND AGREE THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, DIGITAL ALLY AND ITS SUBSIDIARIES AND AFFILIATES (COLLECTIVELY, "DIGITAL ALLY PARTIES") WILL NOT BE LIABLE TO YOU UNDER ANY THEORY OF LIABILITY (WHETHER CONTRACT, TORT (INCLUDING NEGLIGENCE), OR OTHERWISE) FOR ANY LOST PROFITS OR LOST REVENUE, LOSS OF USE, LOSS OF DATA, OR ANY INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE, CONSEQUENTIAL OR EXEMPLARY DAMAGES THAT MAY BE INCURRED BY YOU ARISING FROM OR RELATING TO THE ORDER, THE

GOODS, OR THESE TERMS, WHETHER OR NOT A DIGITAL ALLY PARTY OR ITS REPRESENTATIVES HAVE BEEN ADVISED OF OR SHOULD HAVE BEEN AWARE OF THE POSSIBILITY OF ANY SUCH LOSSES ARISING. YOU EXPRESSLY UNDERSTAND AND AGREE THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, THE DIGITAL ALLY PARTIES' CUMULATIVE LIABILITY IN CONNECTION WITH THE ORDER, THE GOODS, AND/OR THESE TERMS WILL NOT EXCEED THE AMOUNT ACTUALLY PAID BY YOU TO DIGITAL ALLY FOR THE SPECIFIC GOODS IN CONTROVERSY. EACH CLAUSE OF THIS PARAGRAPH IS SEPARATE FROM THE OTHERS AND FROM THE REMEDY LIMITATIONS AND EXCLUSIONS ELSEWHERE IN THIS AGREEMENT, AND EACH WILL APPLY NOTWITHSTANDING ANY FAILURE OF ESSENTIAL PURPOSE OF A REMEDY OR TERMINATION OF THIS AGREEMENT. 9. Warranty; Limitations on Remedies. Digital Ally's repair or replacement warranty on the goods provided under the Order is set out in a separate statement (the "Limited Warranty"), which sets forth the only warranty applicable to the goods sold under this Order. THAT LIMITED WARRANTY IS GIVEN IN LIEU OF ALL OTHER WARRANTIES. THERE ARE NO WARRANTIES, WHETHER EXPRESS OR IMPLIED, THAT EXTEND BEYOND DIGITAL ALLY'S LIMITED WARRANTY STATEMENT. OTHER THAN THE LIMITED WARRANTY, ALL EXPRESS AND IMPLIED WARRANTIES ARE DISCLAIMED, INCLUDING, WITHOUT LIMITATION, WARRANTIES OF MERCHANTABILITY, NONINFRINGEMENT, FITNESS FOR A PARTICULAR PURPOSE, AND WARRANTIES IMPLIED FROM A COURSE OF DEALING, COURSE OF PERFORMANCE OR USAGE OF TRADE. DIGITAL ALLY DOES NOT WARRANT THAT THE GOODS OR ANY DELIVERABLES WILL OPERATE UNINTERRUPTED OR ERROR FREE. YOU'RE SOLE AND EXCLUSIVE REMEDY FOR A WARRANTY CLAIM ARISING FROM OR RELATING TO THE ORDER WILL BE THE REPAIR OR REPLACEMENT OF THE GOODS. The Limited Warranty applicable to the Goods is posted on the Digital Ally website at the following website address:

<http://www.digitalallyinc.com/documents/txdirWarrantyPolicy.pdf> The Limited Warranty provides you with warranty support from our offices in Lenexa, Kansas. You agree to appoint an Administrator (in accordance with Paragraph 17 of these Terms) at the place where the Goods are located to install and test all fixes, updates, products that we repair or replace, and to perform other actions reasonably requested by Digital Ally. Failure to properly maintain the Goods may void the Limited Warranty.

10. Third Party Claim Indemnification. You will indemnify, defend, and hold harmless Digital Ally, its managers, agents, employees, successors and assigns (collectively, the "Indemnified Parties"), from and against any claims, damages, losses, costs, and expenses (including reasonable attorneys' fees and other costs of legal defense, whether direct or indirect) arising out of or relating to any third party claim concerning (i) your use of the Goods under this Order, (ii) breach of these Terms, or (iii) violation of applicable law by you. This indemnification will survive the expiration or termination of this Order.

11. Risk of Loss. Risk of loss to goods purchased will pass to you at the earlier of the time the Goods are (a) duly delivered to the carrier, or (b) duly tendered to you for delivery.

12. Acceptance; Claims for Shortage or Non-Conformity. Delivered Goods will be deemed accepted upon the earlier of your formal acceptance of the Goods or the expiration of 30 days from delivery of the Goods ("Acceptance of the Goods"). If you discover upon initial inspection of the Goods that (a) some or all of the Goods are defective or (b) that the goods delivered do not conform to your Order, you must promptly notify Digital Ally of your rejection of the goods within 30 days from the delivery date, after which Digital Ally shall have a reasonable opportunity to cure any non-conformance with the Order. Digital Ally is not responsible for Goods lost or damaged in transit. You are solely responsible for filing claims against the carrier for any loss or damage. Digital Ally will furnish all available information and give any other reasonable assistance requested to assist you in filing a claim for deliver damage. Claims for shortages in shipment not chargeable against the carrier will not be considered unless written notice is given to Digital Ally within 10 days from date of receipt of the Goods.

13. Compliance with Laws. You will comply with all laws and regulations applicable to you, including those dealing with the use, purchase and distribution of the Goods purchased under these Terms. You will

further keep Digital Ally informed of any laws, regulations, governmental orders, or requirements, which affect the ordering, shipment, importation, sale, marketing, or distribution of the Goods within your jurisdiction and will, in all cases, refrain from engaging in any activities or conduct, which would cause Digital Ally to be in violation of the laws of any jurisdiction. You agree at all times to comply with all United States laws or regulations, as they may exist from time to time, regarding export licenses or the control or regulation of exportation or reexportation of products or technical data sold or supplied to you. Without limiting the generality of the foregoing, you specifically agree not to resell any Goods purchased under these Terms to any party, if such a sale would constitute a violation of any laws or regulations of the United States. In conformity with the FCPA, you represent and warrant that neither you, nor any of your directors or any of your members, managers, officers, employees, or agents is an official agent, or employee of any foreign government or governmental agency or political party. You agree to promptly notify Digital Ally of the occurrence of any event which would render the foregoing representation and warranty incorrect or misleading. In addition, you will at all times comply with all applicable laws of the United States concerning foreign corrupt practices or which in any manner prohibits the giving of anything of value to any official, agents or employee of any government, governmental agency, political party or any officer, employee, or agent thereof.

14. Changes to the Terms. The Terms in effect at the time you place your Order for the goods sold hereunder will apply to such Order and goods. Digital Ally reserves the right to make changes to these Terms from time to time, and any such changes will take effect immediately, except that changes with respect to your rights and obligations relating to payments, shipments, cancelled orders and/or returns, warranty, and limitations on remedies will only apply to future orders.

15. Governing Law; Jurisdiction and Venue. This Order and all disputes arising under this Order shall be governed by and construed in accordance with the law of the State of Kansas, without regard to its choice of law rules. Any action claim arising out of or relating to this Order, the Goods, or these Terms must be brought in the District Court of Johnson County, Kansas (and its appellate courts) or in the U.S. District Court for the District of Kansas (and its appellate courts), and the parties hereby irrevocably consent to the exclusive jurisdiction of, and venue in, such courts.

16. Authority. You warrant and represent to Digital Ally that you have all authority and capacity necessary to enter into this agreement and agree to these Terms. If you are entering into this agreement on behalf of a company, a government entity, or other legal entity, you represent and warrant that you are an authorized representative of the entity with the authority to bind the entity to these Terms, and that you agree to these Terms on the entity's behalf.

17. Administrator. You agree to appoint a primary administrator ("Primary Administrator") with the technical knowledge necessary to install and perform routine maintenance on the Goods, to make firmware updates and fixes, and to perform component upgrades for and basic troubleshooting on the Goods.

18. Trade-ins. (a) Traded Equipment. If, as part of your Order, Digital Ally agrees in writing to accept a trade-in from you ("Trade-In") and offers you a discount on a new Order for an equipment trade-in ("Trade-In Program"), or if Digital Ally otherwise accepts a Trade-In from you at any other time or upgrades or replaces any products or equipment ("Trade-In Offer"), the Trade-In Program or Trade-In Offer is subject to the following additional rules. You expressly understand, accept and agree that: (i) you are solely responsible for both the removal and preservation of the data previously stored on, or gathered in connection with, the products and equipment being traded ("Traded Equipment"); (ii) you will follow all Digital Ally and carrier shipping rules in returning the Traded Equipment to Digital Ally; (iii) the trade-in transaction is final and that by your accepting the Trade-In Program or Trade-In Offer, ownership of

Traded Equipment is transferred irrevocably to Digital Ally immediately, the Traded Equipment will not be returned to you under any circumstances, and you are irrevocably transferring the Traded Equipment to Digital Ally with no possibility of return; (iv) you are giving Digital Ally permission to destroy, utilize, re-sell, lease, or dispose of the Traded Equipment in Digital Ally's sole discretion; and (v) if the Traded Equipment is not returned to Digital Ally so as to be received by Digital Ally within thirty (30) days of the date of delivery of the new equipment you have received from Digital Ally as a replacement for the Traded Equipment, you will lose your discount pursuant to the Trade-In Program, and, whether pursuant to the Trade-In Program or Trade-In Offer, you will not receive any credit, refund, or value for the Traded Equipment. When returning the Traded Equipment, you must return all parts and accessories comprising of the Traded Equipment, exclusive of wiring, or you will not receive full credit for the Traded Equipment, which will be reduced pro-rata in accordance with the value that Digital Ally in its discretion assigns to the parts and accessories not returned. (b) Limitation of liability. YOU EXPRESSLY UNDERSTAND AND AGREE THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, THE THEORY OF LIABILITY (WHETHER CONTRACT, TORT (INCLUDING NEGLIGENCE) OR OTHERWISE) FOR ANY LOST PROFITS OR REVENUE, LOSS OF USE, LOSS OF DATA, OR ANY INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE, CONSEQUENTIAL OR EXEMPLARY DAMAGES THAT MAY BE INCURRED BY YOU ARISING FROM OR RELATING TO THE TRADE-IN PROGRAM, WHETHER OR NOT A DIGITAL ALLY PARTY OR ITS REPRESENTATIVES HAVE BEEN ADVISED OF OR SHOULD HAVE BEEN AWARE OF THE POSSIBILITY OF ANY SUCH LOSSES ARISING. YOU EXPRESSLY UNDERSTAND AND AGREE THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, THE DIGITAL ALLY PARTIES' TOTAL LIABILITY IN CONNECTION WITH THE TRADE-IN PROGRAM OR TRADE-IN OFFER WILL NOT EXCEED THE AMOUNT OF TEN DOLLARS (\$10.00).

19. Advance Exchange Program. (a) Replaced Goods. If your Order includes participation in Digital Ally's Advance Exchange Program, offered in conjunction with Digital Ally's Limited Warranty, Digital Ally will send you the replacement for Goods replaced pursuant to the terms of the applicable Digital Ally Limited Warranty in advance of receiving the Goods Digital Ally has agreed in writing to replace for you ("Replaced Goods"). In such case, you expressly understand, accept and agree that: (i) you are solely responsible for both the removal and preservation of the data previously stored on, or gathered in connection with, the Replaced Goods; (ii) you will follow all Digital Ally and carrier shipping rules in returning the Replaced Goods to Digital Ally; (iii) the return of Goods is final and that by participating in the Advance Exchange Program, ownership of the Replaced Goods is transferred irrevocably to Digital Ally immediately, the Replaced Goods will not be returned to you under any circumstances, and you are irrevocably transferring the Replaced Goods to Digital Ally with no possibility of return; (iv) you are giving Digital Ally permission to destroy, utilize, re-sell, lease, or dispose of the Replaced Goods in Digital Ally's sole; and (v) you will ship the Replaced Goods back to Digital Ally within thirty (30) days of your receiving your replacement. If you fail to return the Replaced Goods to Digital Ally within such thirty (30) day period, Digital Ally may, in its sole discretion, immediately suspend your participation in the Advance Exchange Program for such breach, until you either: (i) return the Replaced Goods to Digital Ally; or (ii) pay to Digital Ally the original purchase price of the Replaced Goods. If you fail to return the Replaced Goods to Digital Ally for a period exceeding ninety (90) days, Digital Ally may, in its sole discretion, immediately terminate your participation in the Advance Exchange Program, with no further opportunity to cure the breach, and you will be immediately responsible for paying to Digital Ally an amount equal to the original purchase price of the Replaced Goods. When returning the Replaced Goods, you must return all parts and accessories comprising of the Replaced Goods, exclusive of wiring, or you will be responsible for payment of that part of the Replaced Goods not returned, which will be charged on a pro-rata basis in accordance with the value that Digital Ally in its discretion assigns to the parts and accessories not returned. (b) Limitation of liability. YOU EXPRESSLY UNDERSTAND AND AGREE THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, THE

Quote	QUO-36313-M3F6Z4
Date	10/25/2021
Page	7

DIGITAL ALLY PARTIES WILL NOT BE LIABLE TO YOU UNDER ANY THEORY OF LIABILITY (WHETHER CONTRACT, TORT (INCLUDING NEGLIGENCE) OR OTHERWISE) FOR ANY LOST PROFITS OR REVENUE, LOSS OF USE, LOSS OF DATA, OR ANY INDIRECT, INCIDENTAL, SPECIAL, PUNITIVE, CONSEQUENTIAL OR EXEMPLARY DAMAGES THAT MAY BE INCURRED BY YOU ARISING FROM OR RELATING TO THE ORDER ANY INDIRECT, INCIDENTAL, SPECIAL, CONSEQUENTIAL OR EXEMPLARY DAMAGES THAT MAY BE INCURRED BY YOU ARISING FROM OR RELATING TO THE ADVANCE EXCHANGE PROGRAM, WHETHER OR NOT A DIGITAL ALLY PARTY OR ITS REPRESENTATIVES HAVE BEEN ADVISED OF OR SHOULD HAVE BEEN AWARE OF THE POSSIBILITY OF ANY SUCH LOSSES ARISING. YOU EXPRESSLY UNDERSTAND AND AGREE THAT, TO THE MAXIMUM EXTENT PERMITTED BY APPLICABLE LAW, THE DIGITAL ALLY PARTIES' TOTAL LIABILITY IN CONNECTION WITH THE ADVANCE EXCHANGE PROGRAM WILL NOT EXCEED THE AMOUNT OF TEN DOLLARS (\$10.00).

20. General. Captions have been inserted solely for convenient reference and shall not limit or affect the scope or interpretation of any provision hereof. No provision of these Terms shall be deemed waived, amended or modified by either party unless such waiver, amendment or modification be in writing signed by the party against whom enforcement of such waiver, amendment or modification is sought. A signature provided by facsimile or other electronic transmission shall constitute a valid signature for purposes of agreeing to these Terms. If any provision of these Terms are held to be illegal or unenforceable to any extent, the legality and enforceability of the remainder of these Terms shall not be affected thereby, shall remain in full force and effect, and shall be enforced to the greatest extent permitted by law.



Quote	QUO-36313-M3F6Z4
Date	10/25/2021
Page	8



Quote For:

**Wasco County Sheriff's Department
Attn: Scott Williams**

Reference:

Wasco CSO Quote 3-8-22

Quote By:

**WatchGuard Video / Motorola Solutions
Blake Galloway**

Date: 03-08-22

WatchGuard Video

415 E. Exchange
 Allen, TX 75002
 (P) 800-605-6734 (F) 212-383-9661

**Prepared For:**

Wasco County Sheriff's Department - Attn: Scott Williams
 Wasco CSO Quote 3-8-22

QUOTATION - KCI-0292-01

DATE: 03-08-22

PROJECT QUOTATION

We at WatchGuard Video are pleased to quote the following systems for the above referenced project:

Purchase as a Service

Deliverables / Materials / Services	Qty	Sell Price	Amount
Body-worn camera and evidence management software - 5 Year Video-as-a-Service Package @ \$49 per Month AAS-BWC-5YR-001 (<i>PaaS</i>) Video-as-a-Service includes CommandCentral Evidence, the cloud-based evidence management system with unlimited device storage and unlimited cloud sharing. 1 User License per Body Worn Camera. 50 GB of non-device storage included per device, averaged across all devices in the program CommandCentral Evidence, Records, Redaction, Sharing, Community Engagement capabilities and capture application included. Body-worn camera (battery + choice of mount included) Third year technology (Hardware) refresh. 5-year agreement (billed Quarterly or Annually) Advanced hardware replacement service & 24/7 support No-Fault hardware warranty	18	\$2,940.00	\$52,920.00
Transfer Station (8 Bay) Video-as-a-Service Package @ \$30 per Month AAS-BWC-XFS-DOC (<i>PaaS</i>) 8-Bay Ethernet Transfer Station Ethernet Cable, Rack mount (optional) & Power Cord	1	\$1,800.00	\$1,800.00
Subtotal Price			\$54,720.00

Direct Purchase (Year 1)

Deliverables / Materials / Services	Qty	Sell Price	Amount
-------------------------------------	-----	------------	--------

V300 Vehicle Trigger Kit, incl. WiFi Base, SPS, Cables, Bkts and documents.	18	\$600.00	\$10,800.00
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Regular Price \$795.00

WGP02560-KIT2

V300, Battery, Removable and Rechargeable, 3.8V, 4180mAh	18	\$99.00	\$1,782.00
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WGP02614

V300 Base Assembly, USB Desktop Dock	18	\$85.00	\$1,530.00
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Regular Price \$95.00

WGA00640-KIT1

Managed Software Installation Service; On-Site Assist Install, Training, Configuration, Project Management, Consultation	1	\$4,000.00	\$4,000.00
--	---	------------	------------

Regular Price \$5,000.00

WGW00122-400

Subtotal Price	\$18,112.00
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Free with Purchase

Deliverables / Materials / Services	Qty	Sell Price	Amount
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Pre Configured VISTA Transfer Station with Power Supply & Cables	1	\$0.00	\$0.00
--	---	--------	--------

Regular Price \$1,800.00

BW-ACK-VW-TSC

VISTA Transfer Station Assy, for 8 Cameras
Ethernet, Enhanced ESD, CE Compliant
includes kit with Power Supply and Cables.

Shipping - BWC Unit	18	\$0.00	\$0.00
---------------------	----	--------	--------

Regular Price \$15.00 Each

FRT-BWC-01

Freight delivery for each Body Worn Camera Unit

Subtotal Price	\$0.00
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Due Now	\$29,056.00
----------------	--------------------

Annual Invoice	\$10,944.00
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Total Discounts Applied	\$6,760.00
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Notes:

1. This Quote is valid for 90 days from the Quote Date. Pricing may change thereafter.
2. Any sales transaction resulting from this Quote is based on and subject to the applicable Motorola's Standard Terms and Conditions, notwithstanding terms and conditions on purchase orders or other Customer ordering documents.
3. Motorola's Standard Terms and Conditions are found at www.motorolasolutions.com/product-terms.
4. Payment Terms: Equipment-Net 30 days upon shipment; Installation-Net 30 days upon completion; Services and Subscription Agreements-Net 30 days from receipt of Order.

5. The pricing in this Quote does not include any applicable taxes (e.g. sales/use tax).
6. UNLESS OTHERWISE NOTED IN THIS QUOTE / ORDER, INSTALLATION OF EQUIPMENT IS NOT INCLUDED

Quoted by: Blake Galloway - New Business Development - 214-551-2709 - blake.galloway@motorolasolutions.com

Quote ID: KCI-0292-01 – Pricing Summary – 03-08-22

Total Spend:

Due Now	\$29,056.00
Years 2-5 Invoice(s) (Pay Each Year)	\$10,944.00
Total Spend	\$72,832.00

Purchase as a Service (PaaS) Financial Profile

Total Price:	\$54,720.00
Contract Term:	5 Years
Monthly Payments:	\$912.00
Annual Invoice:	\$10,944.00

Deferred

Total Price	\$72,832.00
Direct Purchase Items	\$18,112.00
Deferred (5 Payments of \$10,944.00)	\$54,720.00

Due Now

Direct Purchase Items	\$18,112.00
1st Invoice	\$10,944.00
Due Now	\$29,056.00



AGENDA ITEM

Emergency Management

[HOMELAND SECURITY GRANT UPDATE](#)

[SPIRE GRANT APPLICATION](#)

[JEFFERSON COUNTY ASA AGREEMENT](#)



EMERGENCY MANAGEMENT ITEM

Homeland Security Grant Update

[STAFF MEMO](#)



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

Pioneering pathways to prosperity.

Board of County Commissioners
511 Washington St. Ste 302
The Dalles, OR 97058

Healthcare Coalition COVID-19 Supplemental grant Closeout

Oregon received additional COVID-19 Supplemental funding from the office of the Assistant Secretary for Preparedness and Response (ASPR). Oregon received \$1,386,861.

The purpose of the funding was to support the urgent preparedness and response needs of hospitals, health systems, and health care workers on the front lines of this pandemic; to include emergency medical personnel. This supplement intended to support hospitals and other related health care entities to prepare to identify, isolate, assess, transport, and treat patients with COVID-19 or persons under investigation (PUIs) for COVID-19, and to prepare for future special pathogen disease outbreaks. The allocation for the HCCs is \$1,258,438. The funding base to each HCC region was \$100,000 and the remaining funds were distributed by population. The following are the awards per HCC region.

- Region 1 \$360,625
- Region 2 \$206,501
- Region 3 \$176,115
- Region 5 \$140,606
- **Region 6 \$107,445 (Hood River, Wasco, Sherman, Gilliam)**
- Region 7 \$143,857
- Region 9 \$123,290

Region 6 was further broken down by County by majority vote from Region 6 Healthcare Coalition. Region 6 amount was divided by three and the remaining third was split between Sherman and Gilliam, due to having a smaller population. Wasco County's portion was \$35,815.

Region 6 Healthcare Coalition (specifically Wasco County partners) voted to utilize funding toward restocking Personal Protection Equipment stockpile, specifically N-95, PAPR, gloves, medical gowns etc. and toward needed equipment to prepare for medical surge.

Items purchased for Capability 3 (Continuity of Health Care Service Delivery; C3.05 Protect Responders Safety and Health) were:

- Fingertip pulse oximeter
- Fit Testing Kits
- HCC Isolation Gowns
- N-95 Respirators
- Nitrile gloves
- Stethoscope
- Surgical Masks
- Thermometer (no touch)

Total amount expended for Capability 3 was \$25,824.79

Items purchased for Capability 4 (Medical Surge; C4.01 Plan for Medical Surge) were:

- 5 Bio Medical Devices (CAPR-36 systems) also known as Powered Air Purifying Respirators
- 5 Enhanced Specials Needs Cots

Total amount expended for Capability 4 was \$9,580.37

The remaining funds (\$409.84) was released back to the Oregon Health Authority.

Attached enclosures include the Healthcare Preparedness Program Budget Spreadsheet (Enclosure 1) and Work plan (Enclosure 2) and the Reimbursement Request Invoices.

Very respectfully,

Sheridan McClellan, Emergency Manager
Wasco County Emergency Management
Email: sheridanm@co.wasco.or.us
Phone: 541-506-2790

(Enclosure 1) Healthcare Preparedness Program Budget Spreadsheet

(Enclosure 2) Work plan

(Enclosure 3) Reimbursement Request invoices

HEALTHCARE PREPAREDNESS PROGRAM - BUDGET COVID SUPP 2



General Information:		HPP Region: _____	Region 6	Agreement #: _____
Awardee	_____	Wasco County Emergency Management	Date: _____	25-Jun-20
Address	_____	511 Washington Street, Suite 102	Duns #: _____	84415959
City, State and Zip	_____	The Dalles, OR 97058	Phone: 541-980-0200	Email: sheridanm@co.wasco.or.us
Budget Preparer Name:	_____	Sheridan McClellan	Phone: 541-506-2770	Email: mikem@co.wasco.or.us
Authorized Signer Name:	_____	Mike Middleton		
HPP COVID SUPP 2 Award Year:	_____	06/01/20-06/30/21		

Budget Details:

CAPABILITIES & OBJECTIVES			EXPENDITURE CATEGORY:							TOTALS
			Personal Services	Travel - Instate	Travel-Out-of-State	Capital Equipment	Supplies	Contracts	Other	
Capability 1:	Foundation for Health Care and Medical Readiness	Specific Activity and Use:								
C1.01	Establish and Operationalize a Health Care Coalition									\$0.00
C1.02	Identify Risk and Needs									\$0.00
C1.03	Develop a Health Care Coalition Preparedness Plan									\$0.00
C1.04	Train and Prepare the Health Care and Medical Workforce									\$0.00
C1.05	Ensure Preparedness is Sustainable									\$0.00
		Sub-total:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Capability 2:	Health Care and Medical Response Coordination	Specific Use:								
C2.01	Develop and Coordinate Health Care Organization and Health Care Coalition Response Plans									\$0.00
C2.02	Utilize Information Sharing Procedures and Platforms									\$0.00
C2.03	Coordinate Response Strategy, Resources, and Communications									\$0.00
		Sub-total:	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Capability 3:	Continuity of Health Care Service Delivery	Specific Use:								
C3.01	Identify Essential Functions for Health Care Delivery									\$0.00
C3.02	Plan for Continuity of Operations									\$0.00
C3.03	Maintain Access to Non-Personnel Resources during an Emergency									\$0.00
C3.04	Develop Strategies to Protect Health Care Information Systems and Networks									\$0.00
C3.05	Protect Responders' Safety and Health	PPE for Medical Providers and First Responders					\$25,815.00			\$25,815.00
C3.06	Plan for and Coordinate Health Care Evacuation and Relocation									\$0.00
C3.07	Coordinate Health Care Delivery System Recovery									\$0.00
		Sub-total:	\$0.00	\$0.00	\$0.00	\$0.00	\$25,815.00	\$0.00	\$0.00	\$25,815.00
Capability 4:	Medical Surge	Specific Use:								
C4.01	Plan for a Medical Surge	Equipment required for Surge Capability					\$10,000.00			\$10,000.00
C4.02	Respond to a Medical Surge									\$0.00
		Sub-total:	\$0.00	\$0.00	\$0.00	\$0.00	\$10,000.00	\$0.00	\$0.00	\$10,000.00
		Grand Total	\$0.00	\$0.00	\$0.00	\$0.00	\$35,815.00	\$0.00	\$0.00	\$35,815.00

Capabilities and Expenditure Category definitions on next page. Please round all budgets to the nearest dollar. Questions: please contact your Liaison or Jill Snyder at 971-673-0714.

C = Capability
O = Objective

Wasco County HPP COVID-19 Work Plan

PROJECT DETAILS:

Wasco County Emergency Management needs to replenish Region 6 Health Care Coalitions Emergency PPE supply cache for Wasco County agencies that were used for COVID-19 Response, purchase additional PPE and supplies for first responders and equipment needed to prepare for Medical Surge capacity.

CAPABILITY 3: Continuity of Health Care Service Delivery

OBJECTIVE C3.05.: Protect Responders's Safety and Health

With the purchase of this PPE, Region 6 Health Care Coalition's Emergency PPE Supply cache in Wasco County will be replenished, in an effort to protect first responders dealing with potentially contagious situations within our County and mutual aid response areas. Each responder will be trained to properly use the equipment that will be provided to them. Having the Emergency PPE cache replenished and proper PPE for our first responders will help ensure that our responders will be able to continue to respond to calls involving potentially deadly contagion .

CAPABILITY 4: Medical Surge

OBJECTIVE C4.01.: Plan for Medical Surge

With the purchase of this equipment, we will work towards enabling our region to respond to a medical surge event off site when the our Hospital is beyond capacity.

MILESTONES:

Wasco County plans on purchasing the supplies for the Region 6 Healthcare Coalition members located in Wasco County as soon as the application has been approved. Once the equipment and PPE has been received first responders and hospital staff will be trained on proper wear of PPE and setting up equipment for Medical Surge.

**HEALTHCARE PREPAREDNESS PROGRAM
REIMBURSEMENT REQUEST INVOICE**



Invoice Date: 12/20/2021

Invoice Number: 121021-Wasco

Bill To: Oregon Health Authority - Public Health Division

Attention: Jill Snyder, Policy & Finance Coordinator jill.f.snyder@dhsosha.state.or.us
 Phone: 971-673-0714 800 NE Oregon Street, Suite 465B
 FAX: 971-673-1309 Portland, OR 97232-2162

Make Payable To:

Region #:	Region 6	Federal ID #:	0
Grantee Legal Name:	Wasco County Emergency Management	Agreement #:	165270
Remittance Address:	511 Washington Street, Suite 102	Agency-Index-PCA- AObj:	
City, State, Zip	The Dalles, OR 97058	Grant period:	HPP COVID SUPP 2: 5/22/20 to 6/30/21
Prepared By:	Sheridan McClellan		
Phone Number:	541-980-0200		
E-mail Address:	sheridanm@co.wasco.or.us		

Invoice Period: 10-Dec-21

Invoice Details/Description:

Expenditure Category	Capability & Objective	Amount of Award	Description of Purchases/Spending *	Spending this Period (\$)
Supplies	C3.05	\$5,732.53	masks, N95 respirators, gloves	\$138.00
TOTAL GRANT			\$5,732.53	TOTAL DUE \$138.00

add lines as necessary

* Please provide details on Preparedness Training and Exercises on next page.



EMERGENCY MANAGEMENT ITEM

Spire Grant

[GRANT WORKSHEET](#)

[EQUIPMENT LIST](#)

Grant Year 2022



STATE PREPAREDNESS AND INCIDENT RESPONSE EQUIPMENT (SPIRE) GRANT PROGRAM II

PROJECT PLANNING WORKSHEET

MARCH 2022



SPIRE II WORKSHEET

Overview

This worksheet is for applicants applying for the Grant Year 2022 State Preparedness and Incident Response Equipment (SPIRE) Grant, in compliance with Grant Year 2022 Grant Guidance and Application Instructions. This worksheet must be completed in full to be considered responsive to the application requirements.

Applicant Information:

1. Applicant Organization

Wasco County Sheriff's Office

2. Applicant Contact Information:

Name: Sheridan McClellan

Title: Emergency Manager

Organization: Wasco County Sheriff's Office

Address: 511 Washington Street Suite 102 The Dalles, OR 97058

Phone: 541-506-2790

Email: sheridanm@co.wasco.or.us

3. Applicant Fiscal Contact Information:

Name:Mike Middleton
Title:Finance Director
Organization:Wasco County
Address:511 Washington Street Suite 207

Phone:541-506-2770
Email:mikem@co.wasco.or.us

4. Federal Tax ID Number:

93-6002315

5. Is this Regional, County, Tribal, Community, or Individual Organization equipment?

Regional

6. List Partners for this project (N/A for Individual Organization):

Hood River County Sheriff's Office
Sherman County Emergency Management
Oregon State Police
Oregon Department of Forestry

7. Identify State Priority:

Incident Stabilization

8. Project/Equipment Description:

Provide a detailed description of the requested equipment and the broader program(s) that it supports. Specify equipment details. See equipment list.

Equipment Selection:

Wasco County is requesting a Communications vehicle/tactical command vehicle to use as a Regional Asset.

The region has experienced several severe wildfire seasons back to back that have resulted in the destruction of hundreds of structures, thousands of acres of resource lands, and several fatalities. In addition, this region is also visited yearly by tourists in the Deschutes Canyon, John Day canyon Cottonwood Canyon, Clairno, Mount Hood region and the Barlow road, areas known to have communications difficulties for first responders while performing Search and Rescue or other types of responses. The lack of communication capability hinders the ability of first responders to get the right assets quickly on site or coordinate the response. This asset will help bridge the communications issues with dispatch and first responders on the ground by being able to drive through hard to reach areas and being used as a mobile repeater site and as an Incident Command Post.

Capabilities

- Satellite capability
- Off-pavement, off-grid capable vehicle
- Interoperable voice, video, and data

This regional asset would support the following programs:

Search and Rescue

Law Enforcement

Emergency Services (large scale incident involving different emergency services such as Ambulance, Fire and LE.)

Fire Response

Incident Stabilization through communication during a Natural Disaster such as Cascadia, flooding and wildfires

9. Sustainment:

Identify how you will sustain and maintain the equipment requested. This includes maintenance, storage, transportation, training and security for any equipment received under the grant. Demonstrate that you have considered and prepared for the equipment. Where will it be kept? Describe details of the storage location, its security features, etc.

Sustainment:

Maintenance – The vehicle shall have quarterly preventive maintenance performed on it, including moving the vehicle to ensure all parts are working. The maintenance will include operating the radios and all other electronic equipment. These maintenance check follow a inspection checklist that will be record each time a maintenance check is performed. The inspection records shall be kept in the Wasco County EM office. A report shall be send annualy to Oregon Emergency Management, the report shall include a record of each time the vehicle was used with a brief narrative of the mission or exercise.

Storage – The vehicle shall be stored in the County Shed on 10th Street, inside the Garage with the counties Search and Rescue equipment and vehicles.

Transportation – drivers of the vehicle shall follow all Oregon rules of driving an emergency vehicle

Training – the agencies utilizing the vehicle shall designate personel that will be driving the vehicle and utilizing the radio equipment. Prior to usage all designated personnel shall receive training in the proper usage of the equipment and shall have taken the Emergency Vehicle Operators Course. A small exercise shall be performed to include those agencies that will be using this regional exercise upon receiving the vehicle. The exercise shall include proper driving techniques off-road and the usage of the radio and equipment. Record of personal receiving this training shall be kept with the Wasco County EM.

Security – the vehicle shall be kept locked inside the County Garage/shed with the keys kept in the Wasco County Sheriff’s Office. Usage of the vehicle shall be made verbally through phone call to the to the Sheriff, Chief Deputy or Emergency Manager with a follow up email cc’ing the Sheriff, Chief Deputy and Emergency Manager. Vehicle shall be inspected by the Sheriff’s designee prior to its return. The agency using the vehicle shall be responsible for any damage incurred during its usage.

10. Name/Contact Information of Application Point of Contact:

Sheridan McClellan, Wasco County EM

Signature:



State Preparedness and Incident Response

Grant Program Equipment List

March 1, 2022

**Note: Pictures are for informational purposes only. Actual equipment may vary from the photo. This list provides the minimum capability of each equipment type.*

Priority 1: Save/Sustain Lives

Option A: Portable Power Generation

Mobile 30kW Generator, diesel, trailer mounted



Option B: Portable Power Generation

Mobile 56kW Generator, diesel, trailer mounted



Option C: Portable Power Generation

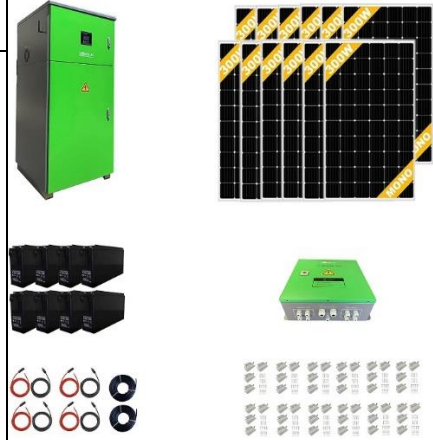
Mobile 108 kW Generator, diesel, trailer mounted



Option D: Power Generation (Solar)

Solar 6kw off Grid Power Station

- Split phases 120V 3KW / 240V 6KW continuous output power (12KW surge)
- 19.2 KWh Battery Storage Capacity
- 3.6 KW Solar Power Charging
- Standalone Working for Off-grid Power Supply.
- Supports UPS and Backup Power supply mode.
- Dual Isolated Transformers.
- Easy DIY: Inverter, solar charger, batteries are all-in-one prewired unit.
- Complete kits ready to install.



Mobile Water Tankers

500 Gallon Water Trailer with trailer and pump



Fuel Transportation (Tankers)

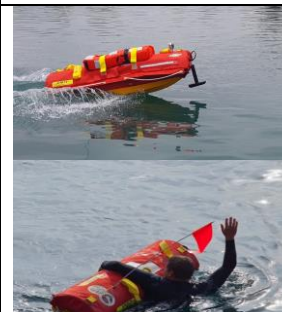
500 Gallon transportable fuel tank with DOT approved fully galvanized trailer



Emergency Integrate Lifesaving Lanyard E.M.I.L.Y

River & Flood Rescue
 Beach & Ocean Rescue
 Remote control rescue craft

31 LBS, Speed: 31 MPH, Size: 14x14x50 IN, Motor: 2.4 KW Run time:5-6 Min



High-Axle Rescue Vehicles

A four-wheel-drive gas High-Axle Truck can operate in high water, snow, and sand. Comes equipped to rescue multiple people.

They are highly adaptable/modular and can be customized to support any type of auxiliary equipment.

Note: This equipment is only available to applications which include a fire, rescue, or law enforcement organization as the applicant or partner organization.



Low Water Rescue Boat

21' All Welded Light-Weight/Heavy Duty Construction
Mercury 200 Optimax DFI SportJet
40 Gallon Fuel Tank System

Note: This equipment is only available to applications which include a fire, rescue, or law enforcement organization as the applicant or partner organization.



Priority 2: Obtain/Maintain Situational Awareness

Option A: Communication Units/Sets

Self-contained multi-purpose communications platform that provides power, lights, and multiple communication functions (Cellular, Satellite, land mobile radio).

Note: Applicants requesting must include in application that they have technical expertise and necessary certifications to maintain and deploy this equipment.



Option B: Communication Units/Sets

Small portable communications package can be configured to provide radio, VoIP, and Wi-Fi communications.

Note: Applicants requesting must include in application that they have technical expertise and necessary certifications to maintain and deploy this equipment.



Snow Cat

- Qsb 130 H.P. Tier 4F Cummins Diesel Engine
- Allison 2500 Automatic Transmission
- Spicer 60 Differentials W/H.D. Drivelines
- 62" Insulated 4 Passenger Cab
- J1040 R.O.P.S. Cab
- Front Bucket Seats
- Locking Door Handles
- Rear Door Entry Steps
- 3 Point Seat Belts
- Personnel Assist Handles
- Cab Fan
- Cab Heater – 36,000 B.T.U.
- Interior Dome Light
- Front Defrost W/Adj Outlets
- Tinted Safety Glass
- Full Engine Instruments
- Odometer/Hour Meter
- Intermittent Windshield Wipers
- 12 Volt Power Port Outlet



Unmanned search/rescue/imaging vehicles

SAR Drone:

Forward, upward, and downward object avoidance system

3 mile/7km range

Weatherproof enclosed design allows for flights in inclement weather and rain (IP-43 rated)

Higher capacity TB55 batteries allow for higher flight times (30-35 minutes depending on payload)

Built-in ADS-B receiver alerts the pilot(s) of nearby manned aircraft

High-performance motors paired with 17" propellers ensure stable flight in strong winds (22.3 mph maximum)

Dual-battery power system with internal heaters allow for greater operating temperature range (-4° to 113° F/-20° to 45° C)

9" x 34.6" x 14.9" unfolded/28.1" x 8.7" x 9.3" folded

4lb/2kg payload capacity



Note: This equipment is only available to applications which include a fire, rescue, or law enforcement organization as the applicant or partner organization.

Note 2: Applicants must comply with any and all regulations regarding the use of drones set by the FAA. See the following:

https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=22615

Priority 3: Incident Stabilization

Option A: Portable Lighting

Portable LED light tower, trailer mounted.

Features: Four 240 watt (22,000 lumens) light fixtures, 15 and 20 amp power inlets. Withstands winds up to 45 mph.



Option B: Portable Lighting

Portable LED Light Tower, trailer mounted.

Features: Four 296 watt fixtures, 43,000 lumens per fixture. Withstands winds up to 65 mph.



Traffic Message Board

On-board dedicated NTCIP-compliant controller

- 5 LEDs per pixel provide uniform light output
- Energy-efficient LED display provides minimal battery maintenance and long operational life
- Automatic intensity control provides optimum LED intensity
- Industrial-grade trailer provides stable platform
- Powder-coat paint for improved fade and scratch resistance



Morgue Trailers

Standard Specifications

- 17 to 31 Foot Interior Length (16-48 Cadavers)
- 4" Nominal Closed-cell Polyurethane Insulation
- Maintain 35°F (1°C) in 110°F (43°C) Ambient Temps
- Bumper-pull (Towed with Most SUV's or Pick-up Trucks)
- Low Floor, Easy-Access Ramp Systems
- Motion-Sensing Interior Lighting
- Seamless, Heavy-Duty Commercial Flooring
- Aluminum or Composite Interior Walls
- Aluminum Rolling Racks
- 30+ Year Lifespan



Durable 10+Pax transport Vehicle

10+ Person Crew Carrier, intercom with headsets, and gear storage.



Sandbagging Machine

Trailer mounted, 1,600 bags per hour with full crew of 5 to operate at full capacity. Fills 4 bags at a time.



Priority 4: Initiate Recovery

Mobile Command Center (Trailer)

EXTERIOR

- 35-foot length trailer (includes hitch)
- Gelcoat fiberglass exterior
- PTZ night vision camera mounted to telescopic pole
- Digital satellite system
- LED scene lights
- Awning

ELECTRONICS

- 2-110v, 1-12v, 2-CAT6 & 1-antenna pre-wire workstation
- Full-perimeter wire chase system w/ removable cover
- Onan diesel 8kw generator
- 13,500 BTU air conditioning w/ heat pump

INTERIOR

- 3 workstations each w/ task chair
- 7 person conference room
- Lavatory w/ commode (including 2 waste cartridges), sink & vanity
- Custom overhead aluminum cabinets w/ dry erase surfaces
- High-impact laminate countertops
- Fiberglass interior walls
- Raised coin flooring



Communications vehicle/tactical command vehicle

Capabilities

- Connectivity optimized on the fly
- Off-pavement, off-grid capable
- Interoperable voice, video, and data
- Deploys in under seven minutes

Applications

- Emergency management
- Utility, energy, and telecom
- Fire, hazmat, and search + rescue



Archer -1200-Vehicle Barrier System w/ Archer Drop Deck Trailer

- Allows for one-person deployment of an 8 barrier trailer kit in
- under 10 minutes.
- Permits pedestrian and emergency vehicle access without
- moving a barrier.
- Archer Hauler allows for easy movement of barriers by adults of any stature.
- No maintenance, electricity, hydraulics, or batteries required.
- Full ballistic protection for any armor piercing 50 caliber
- rounds.



HVAC Systems

- Dimensions: 55 x 35 x 36"
- Cooling Capacity: 42,000 Btu/hr.
- Heating Capacity: 40,000 Btu/hr.
- Voltage/Phase/HZ: 240/1/60



Water-Gate Flood Barriers

Water-Gate flood barriers have been specially designed to provide unfailing protection against the flooding problems faced by many cities and towns located mainly in flood-prone areas. This innovative and unprecedented intervention equipment combines simplicity, robustness, and reliability.



Urban Search and Rescue (USAR) Equipment

Complete USAR Trailer

The Special Mission Tender (SMT) comes fully loaded with all the equipment needed for a Trench or USAR rescue situation. It comes mounted on a 16 ft or 20 ft Wells Cargo Trailer. With wall mounted struts on quick release tension springs, on-board lighting, drop down ramp tail door, specialized storage racks, hose hangers, generator mounts, scene lighting, and purpose built heavy duty base storage bins, the SMT is a one-stop-shop for all your needed rescue equipment, thoughtfully organized into a mobile response package.



Rescue Side by Side w/Accessories

- The sealed cabs keep rescuers out of the elements during adverse weather and breathing conditions. This model comes with front winch, front and rear cameras, GPS, 2,500 lbs. towing, and 1,500 lbs. payload.
- ATV Wagon Trailer
4 Wheels tandem axle, light weight.
- 7'x18' Tandem Axle Utility Trailer

*****Urban Search and Rescue (USAR) equipment may only be applied for by a deployable USAR Teams*****



****Note: Pictures are for informational purposes only. Actual equipment may vary from the photo. This list provides the minimum capability of each equipment type.***



EMERGENCY MANAGEMENT ITEM

Jefferson County ASA Agreement

[STAFF MEMO](#)

[APPLICATION](#)

[AGREEMENT](#)

[MOTION LANGUAGE](#)



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

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Pioneering pathways to prosperity.

Wasco County Board of County Commissioners

Ambulance Service Area 5 Contract

Wasco County received notification from Jefferson County EMS stating the intention of discontinuing service to ASA-5 effective July 15th, 2022. Wasco County understands that this is due to the merger of Jefferson County Emergency Medical Services District with Jefferson County Fire District 1. Wasco County understands once the merger is complete that it will be the intention of Jefferson County Fire District 1 (JCFD#1) to submit an application to be assigned ASA-5 with the effective date of July 1st.

Although the partnership will completely merge all assets and personnel, it will be considered a new entity and new application needs to be submitted to be assigned ASA-5. Wasco County Ambulance Service Area Coordinator has received the application, reviewed and recommends approval of the contract with Jefferson County Fire District #1 starting July 1st to December 31st.

Thank you

Sheridan McClellan, Emergency Manager
Wasco County Emergency Management
Email: sheridanm@co.wasco.or.us
Phone: 541-506- 2790

Wasco County Ambulance Service Area Financial Responsibility Forms

The purpose of this credentialing document is to establish sufficient minimums that applicant shall meet to bid on a Wasco County Ambulance Service Area (ASA). The following information shall be provided (you may insert "supporting document attached" if appropriate):

A. Organizational Structure

1. Provide a description of the organizational entity to be directly responsible for the performance of services under the non-negotiable contract including any relationships of the organization to parent companies, corporations or municipalities.

Jefferson County Fire & EMS is the merging of Jefferson County Emergency Medical Services District (JCEMSD) with Jefferson County Fire District #1 (JCFD). By an IGA, which take in affect on July 1st, 2022, all assets and staff of JCEMSD will be turned over to JCFD. JCFD will operate under the name Jefferson County Fire & EMS (JCF&EMS).

JCF&EMS is a fire district that is guided by a 5-member board of directors and directed by a Chief. The agency has 22 full-time employees, which include two Deputy Chiefs (1 EMT & 1 paramedic), three Shift Captains (1 EMT, 1 AEMT, 1 paramedic), a Training Captain (paramedic), 9 Paramedics, 1 EMT-I, 3 EMTs, a billing specialist and two administrative assistants. The EMS/Fire crews work shift work comprising of 48 hours on followed by 96 hours off. They are supported by seventeen part-time employees and seventeen volunteers.

2. Include evidence that the business structure has met all applicable federal, state and/or local requirements.

Being that the two agencies are merging into a new agency, we are currently doing the paperwork be licensed as an ambulance provider through the Oregon Health Authority. They are aware of this merge and working with us to obtain this license. We will share this with you when we get it.

B. Management Structure

1. Include name of liaison person who has complete understanding of the Potential Provider's applying organization and proposal.

Michael Lepin, Deputy Chief of EMS

2. Job description and resumes of key personnel currently representing the service, including: business/operations manager, training officer and supervisors.

Supporting documents include resumes for the following:

Chief (Jeff Blake): Executive Officer, responsible for administration and operations of the District

Deputy Chief of EMS (Michael Lepin): responsible for EMS services and EMS continuing education.

Deputy Chief of Fire Operations (Kasey Skaar): responsible for fire operations and on-duty crews.

Training Captain (Mark Johnson): responsible for organizing continuing education for fire personnel.

Shift Captains (Tom Jaca, Trevor Beebe, Kirk Hagman): responsible for the day-to-day operations of their shift.

C. Business Experience

1. Name(s), location(s) and dates of previous ambulance service.

Ambulance service before the merge was provided by JCEMSD from 1986 to June 30, 2022.

2. Letters or acknowledgements from governmental authorities (i.e., state, county, or local) that state the service has been in compliance with patient care and its business practices are both sound and fair.

The business practices of JCEMSD will continue in the new agency, JCF & EMS. Therefore the supporting letters from the Jefferson County Administrator, the Madras City Administrator, and the Jefferson County Sheriff for JCEMSD should reflect towards JCF&EMS. More current letters can be obtained upon request.

D. Existing Capital or Credit to Operate

1. If possible, provide an audited or reviewed operating statement for the last two fiscal years and the most recent balance sheet (12 months).

With the merge of JCEMSD and JCFD to become JCF&EMS, the new District is pulling from the capital and credit of both former agencies to operate. Attached are the financial reports from the past two years from each agency as well as a balance sheet for the year 2021.

Supporting documents attached

2. If startup costs for the ASA are going to be realized during the implementation period of this non-negotiable contract (i.e., new provider or an enlargement of the ASA area), a given amount of existing capital or credit to operate during the time of little or no cash flow shall be provided.

N/A

E. Description of Vehicles and Equipment Hardware

1. List description and quantity of items.

Supporting documents attached

2. Give condition and estimated market value.

Supporting documents attached

- F. Provide a copy of the Medical Protocols you are presently working under for review by the Wasco County ASA Quality Committee.**

Supporting documents attached

Proposal Document

The purpose of this proposal document is to determine which proposal is the most practical and would be able to deliver the best quality of service as required by Oregon Law. The following sections are types of requirement-areas that have been established by the Wasco County ASA Plan. Potential providers are required to explain in this document, how their service will meet these requirements for review by the Wasco County ASA Review and Quality Assurance Committees. Their findings shall then be made as recommendations to the Wasco County Board of Commissioners for their consideration. The following areas from the Wasco County ASA Plan are to be addressed for evaluation (you may insert “supporting document attached” if appropriate).

A. Clinical Sophistication

1. Level of care – whether ALS, ALS/BLS or BLS.

ALS

2. Equipment – types of vehicles and equipment stock lists.

Supporting documents attached under Financial Responsibility Forms,
Description of Vehicles and Equipment Hardware

3. Protocols – showing knowledge and availability of pre-hospital EMS protocols.

Pre-hospital EMS protocols are reviewed and signed annually by the District’s Medical Director. These protocols are kept on each ambulance and all staff have copies.

B. Response Time Standards

1. Location where ambulance(s) will be stationed.

Ambulances are stationed at our station in Madras: 765 South 5th St. Madras, Oregon 97741.

2. How will be staffed – in house or on-call or a combination.

2 ALS ambulance crews are always staffed in house. A third BLS/ALS ambulance crew is staffed in house 12 hours a day.

3. Percentage of immediate availability.

2 ALS ambulance crews are always available unless on a call. The third BLS/ALS ambulance crew is available 12 hours a day unless on a call.

C. Business Practices

1. The management structure – job descriptions and resumes of personnel responsible for the ASA’s contract, including business/operations manager, training officer and supervisors.

Supporting documents attached under the Financial Responsibility Forms. Management Structure (B)(1)

2. **Vehicles and equipment hardware – describe quantity and condition of items to be used, maintenance and replacement schedules.**

There are 4 ambulances in our fleet: 2 2016 Dodge Rams D3500, 1 2010 GMC Savana G3500, and 1 2002 Ford E360. We have ordered 2 new Ford chassis ambulances, which will arrive in 420 days. We plan on purchasing a new ambulance(s) every 5 years.

All ambulances in our fleet are regularly maintained. Any mechanical issues are handled by professional mechanics at a reputable company.

3 of the 4 ambulances have power gurneys and loaders. All 4 ambulances carry a ZOLL X Series heart monitor/defibrillator/pacemaker. These are scheduled to be rotated with the purchase of the new ambulance.

3. **Insurance coverage – whether at or above State and County requirements.**

Insurance coverage is at or above State and County requirements and obtained through Special Districts Association of Oregon.

4. **Billing practices – a system that is humane, well documented and easy to audit. This shall include third party, private and public parties, overdue and write-offs.**

The District's billing practices are similar to those in the tri-county area of Central Oregon. The District is audited annually by a third party (outside source). The District also uses a Business/Finance Officer to monitor budget/AP/AR practices.

5. **Wage and benefit program for employees.**

Employees receive a competitive wage, similar to comparable agencies, with benefits that include medical and dental and State PERS.

D. Coordination with Emergency Medical Dispatch

1. **Notification with Wasco County Communications of ambulance status.**

Calls taken by Wasco County Communications are forwarded to Frontier Regional Dispatch who calls us. Our ambulance radios have the Wasco FR Flag and Antelope Fire frequencies.

2. **Radio – communications equipment available.**

Each ambulance has a mobile radio and 2 portable radios. Being installed in the ambulances in July, are iPads with modems and routers.

E. Continuing Education

1. **Continuing education programs that meet or exceed State certification.**

Each shift spends an allotted time for training each rotation.

2. Process for the recognition of quality of care problems and the educational procedure to correct those problems.

Patient Care Reports are reviewed by the employees' shift captain and Case Review is held quarterly with the District's Medical Director.

3. Cooperation needed with training facilities to provide internship "ride-along" program for EMT students.

The District has a contract with Central Oregon Community College which allows EMT students to do their ride-along and paramedics to complete their internship.

F. Quality Assurance

1. Procedures to provide the Wasco County Quality Assurance Committee the necessary data for case reviews, screens and investigations as outlined under Quality Assurance section of the Wasco County ASA Plan.

The District would coordinate any data needed with the Wasco County Quality Assurance Committee needed.

2. Describe the procedures for cooperation between your management and the Wasco County ASA Committees.

Deputy Chief Michael Lepin has been an active representative of the JCEMSD to the Wasco County ASA Committee and will continue to do so as a representative of JCF&EMS.

3. Describe procedures for internal Quality Assurance Committee for internal problem resolution as outlined in the Wasco County ASA Plan.

Patient care reports are reviewed by shift captains. The District's Quality Assurance Performance Improvement (QAPI) committee reviews targeted cases.

G. Mutual Aid

Procedures for coordination to include:

1. Require mutual aid document with other ASA providers for Wasco County.

The District has a mutual aid agreement with South Wasco County Ambulance. It needs to be renewed with the District's new name. A copy of the current mutual aid agreement is attached. The District also has a mutual aid agreement with South Sherman Fire which also needs to be renewed. This agreement has been attached as well. The updated contracts will be provided to you after July, 2022.

2. Standbys.

The District does not have any agreements for standbys

3. Use of First Responders in the ASA Area.

The District does use First Responders or EMRs on BLS ambulance crews

H. Disaster Coordination

Procedures to meet disaster or mass casualty are described in the Wasco County ASA Plan and shall be followed as outlined.

The District agrees.

I. Describe the Safety Net

Process to assure against interruption of service should any of the following occur:

- 1. Decreased personnel levels.

The District has 22 full-time employees and is supported by 17 part-time employees and 17 volunteers. The District has also submitted a safer grant to hire 6 more employees. The District has obtained a staffing variance from the Oregon Health Authority allowing a paramedic to be paired with a qualified driver instead of an EMT to create an ALS ambulance. This is very rarely done.

- 2. Financial failure.

The JCEMSD has maintained operation as a non-taxing intity since 1986 and currently is in good financial standing. This will transfer to the new merged agency. The Billing Specialist and her assistant complete training in billing often from the American Ambulance Association, communicates frequently with billers from surrounding agencies as well as large ambulance companies in Washington County to stay on top of changes in billing practices to maintain a maximum collection rate. Financial failure is not expected in the future.

- 3. Revocation of contract or fines due to noncompliance as outlined in the Wasco county ASA Plan.

The District is covered by insurance through Special Districts Associaton of Oregon; however, the District does not intend to be noncompliant to the Wasco County ASA Plan.

J. Total Proposed Cost

§Click here to enter text.

**Total Bid Rate per Ambulance
(Attach bid worksheets)**

§Click here to enter text.

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Bid Work Sheet

COSTS

This worksheet has and is not limited to, these items for use in determining the bidder's cost to provider service.

Item	Per Year
1. Salaries and Benefits Office, Administration, Technician (Ambulance), Dispatch, Maintenance, Clerical, Training	\$1,374,499
2. Office/Station(s) Rental, Lease, Mortgage	\$0
3. Taxes Property, Payroll, Income	\$49,415
4. Utilities	\$17,000
5. Office Supplies and Postage	\$20,000
6. Professional Services Accounting, Legal, Banking	\$10,000
7. Vehicles and Equipment Hardware Payments, Replacement Schedules	\$31,500
8. Medical Supplies Software	\$60,000
9. Equipment Maintenance	\$18,000
10. Gas, Oil and Parts	\$17,000
11. Licenses	\$3,000
TOTAL BID COST	\$1,600,414

Bid Work Sheet

RATES

This worksheet provides a method of review for the Wasco County ASA Review Committee for determining a bidders rate(s) to provide service.

Item	Per Year
Costs per ambulance	\$250,000
X number of ambulances <small>Click here to enter text.</small> = Total Bid Cost	\$4
Number of transports	3200
Collection Rate	95.6%
Subsidization (if applicable)	\$Click here to enter text.
Miscellaneous sales/rentals	\$Click here to enter text.
Subscription program (if active)	\$20,000
Miscellaneous fees for service	\$5,040
TOTAL BID RATE	\$Click here to enter text.
UNIT COST (PER AMBULANCE)	\$Click here to enter text.

FEE STRUCTURE

The fee structure may also be shown in one of the following ways for cost effective review considerations by the Wasco County ASA Review Committee:

Item	Per Year
Flat Rate for all transports (ALS/BLS)	\$Click here to enter text.
Flat rate for BLS or ALS	\$1,050 + \$25/miles \$1,400 + \$25/miles
Base rate with additional charge for all transports (ALS/BLS)	\$Click here to enter text.

Base rates with additional charges for BLS/ALS	\$Click here to enter text.
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**Instructions for Completing the
Wasco County ASA Application Form
Application to Provide Ambulance Service
in Wasco County, Oregon**

This application shall be used by all applicants who are applying to provide ambulance services in an official designated Ambulance Service Area (ASA) in Wasco County.

Please indicate if this is an initial or renewal application:

Initial Renewal

All applications shall be submitted by first-class mail addressed to:

Ambulance Service Area Coordinator
Wasco County Emergency Management
511 Washington St., Suite 102
The Dalles , OR 97058.

Coded: "ASA APPLICATION"

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**Wasco County ASA Application Form
Application to Provide Ambulance Service
in Wasco County, Oregon**

1. Ambulance Service Name: Jefferson County Fire & EMS
2. Name of Owner(s): Special District
3. If a Corporation, Legal Name: Click here to enter text.

Officers and Titles: Click here to enter text.

4. Address of Owner or Corporation:

Street: 765 South 5th St Box: 30

City: Madras State: Oregon

Zip: 97741 Phone: 541-475-7274

5. What Ambulance Service Area(s) in Wasco County do you propose to provide ambulance service in? If the area you propose to provide service in does not cover an entire official designated ASA, you must be SPECIFIC in describing the area you propose to serve. *Note: Legal descriptions of Ambulance Service areas are available in the Wasco County Ambulance Service Plan. See attached maps.*

ASA-1

Applying to service entire area? Yes No

If no, please describe proposed service area: Click here to enter text.

ASA-2

Applying to service entire area? Yes No

If no, please describe proposed service area: Click here to enter text.

ASA-3

Applying to service entire area? Yes No

If no, please describe proposed service area: Click here to enter text.

ASA-4

Applying to service entire area? Yes No

If no, please describe proposed service area: [Click here to enter text.](#)

ASA-5

Applying to service entire area? Yes No

If no, please describe proposed service area: [Click here to enter text.](#)

ASA-6

Applying to service entire area? Yes No

If no, please describe proposed service area: [Click here to enter text.](#)

ASA-7

Applying to service entire area? Yes No

If no, please describe proposed service area: [Click here to enter text.](#)

ASA-8

Applying to service entire area? Yes No

If no, please describe proposed service area: [Click here to enter text.](#)

6. Location(s) ambulance(s) will be based at:

Address: 765 South 5th St City/Town: Madras

Address: [Click here to enter text.](#) City/Town: [Click here to enter text.](#)

Address: [Click here to enter text.](#) City/Town: [Click here to enter text.](#)

7. Ambulance Specifications:

Year: 2016 Make: Dodge Ram Model: 3500

Certified with the State of Oregon as: BLS Vehicle ALS Vehicle

Year: 2016 Make: Dodge Ram Model: 3500

Certified with the State of Oregon as: BLS Vehicle ALS Vehicle

Year: 2010 Make: GMC Model: Savana G3500

Certified with the State of Oregon as: BLS Vehicle ALS Vehicle

Year: 2002 Make: Ford Model: E350

Certified with the State of Oregon as: BLS Vehicle ALS Vehicle

Year: [Click here to enter text.](#) Make: [Click here to enter text.](#) Model: [Click here to enter text.](#)

Certified with the State of Oregon as: BLS Vehicle ALS Vehicle

8. Are all ambulances you propose to use licensed and certified by the Oregon State Health Division? Yes No

9. Are all emergency medical technicians who will staff your ambulances certified as Emergency medical Technicians (EMTs) by the Oregon State Health Division?

Yes No

10. Please list the total number of first response personnel, drivers and certified emergency medical technicians you plan to propose to back and staff your ambulances with to carry out your service area operations?

First Responders: 2 Level: [Click here to enter text.](#)

Certified Drivers: [Click here to enter text.](#)

EMT B: 21 Certification No.: [Click here to enter text.](#)

EMT I: 1 Certification No.: [Click here to enter text.](#)

EMT P: 23 Certification No.: [Click here to enter text.](#)

Other: AEMT: 2

Please attach a list of all personnel to be used in providing ambulance service and the current Emergency Technician certificate class and number for each person.

11. Who is your Physician Advisor?

Name: Luke Welle MD: DO:

Address: 765 South 5th St. City: Madras

State: Oregon Zip Code: 97741

Phone Access – Days: 503-320-4014 Night: [Click here to enter text.](#)

Is Physician Advisor licensed by the Oregon State Board of Medical Examiners?

Yes No

12. You must provide proof of financial stability to meet the fiscal requirements to operate an ambulance service in Wasco County. Explain below how you meet these requirements (please attach supporting documents including budget document, business plan, bank statements, etc): [Click here to enter text.](#)

13. You must provide proof of financial liability to operate an ambulance in Wasco County. Explain how you will provide this requirement:

Liability Insurance: Yes No

Malpractice Insurance: Yes No

Bonding: Yes No

Other: [Click here to enter text.](#)

Please name underwriters with address and amount of coverage (you may attach supporting documents): A copy of this is found under the 'Business Practices' tab of this book.

14. Are you currently providing ambulance service in another ASA in Oregon?

Yes No

If yes, describe: [Click here to enter text.](#)

15. Are you currently providing an ambulance service in one or more other states?

Yes No

If yes, describe: The District is providing service to the main ASA area in Jefferson County, Oregon

16. May we contact for reference purposes the municipalities or political jurisdictions you are currently providing ambulance service in? Yes No

If the reason is no, give reason why: [Click here to enter text.](#)

17. Have you ever been required to discontinue operating an ambulance service in Oregon or another state? Yes No

18. Are you familiar with the Wasco County Ambulance Service Ordinance?

Yes No

19. It will be understood that a legal ambulance will be operated at all times when in Wasco County with a minimum of a driver and required EMT(s) in company of the ambulance at point of dispatch: Yes No

20. Do you have a present, mutual aid agreement with adjacent ambulance service providers?

Yes No

If the answer is yes, please attach copies of these agreements.

If the answer is no, do you have plans to obtain these documents? Explain: Copies of mutual aid agreements can be found in the 'Mutual Aid Agreements' tab of this book.

Use this space for any other information you want reviewed in your application: [Click here to enter text.](#)

21. Signature of Applicant: _____

A handwritten signature in black ink, appearing to be 'J. [unclear]', written over a horizontal line.

Official Title: Chief

Date: 5/20/2022

22. Requested Attachments: [Click here to enter text.](#)

Jefferson County Fire & EMS

Personnel Roster

Command Staff	License
Chief: Blake, Jeff	EMT
Deputy Chief of EMS: Lepin, Michael	Paramedic
Deputy Chief of Operations: Skaar, Kasey	
Shift Captain: Beebe, Trevor	AEMT
Shift Captain: Hagman, Kirk	Paramedic
Shift Captain: Jaca, Tom	EMT
Training Captain: Johnson, Mark	Paramedic
Office Staff	
Billing Specialist: Bolton, Tina	
Admin Assistant: Payton, LeeAnn	
Admin Asst: Beaver, Chelsie	EMT
Full-Time Staff	
Codemo, Jeff	Paramedic
Codemo, Penny	Paramedic
Duran, Chase	Paramedic
Fry, Kate	Paramedic
Glen, Andrew	Paramedic
Haury, Jessica	Paramedic
Marshall, Aaron	Paramedic
Trotter, Tracy	Paramedic
Horton, Skyler	EMT-I
Baltazar, Megan	EMT
Gonzalez, Hector	EMT
Melka, Lauren	EMT
Part-Time (On-Call) Staff	License
Bigo, Beau	Paramedic
Earnest, Jared	Paramedic
Kirkegaard, Travis	Paramedic
Nelson, Ian	Paramedic
Page, Kayla	Paramedic
Steinke, Colton	Paramedic
Stinson, Jeremy	Paramedic
Sweider, Larissa	Paramedic
Swierkos, Stephanie	Paramedic
Thill, Emmalee	Paramedic
Terrazas, Victor	AEMT
Fox, Matt	EMT
Iams, Makayla	EMT
Kerr, Jolyn	EMT
Moore, Zach	EMT
Schuhmann, Grace	EMT
Support Staff	
Medical Director: Dr. Andrew Parker	MD
Chaplain: Kimi Glaspie	
Volunteers	License
Spaulding, Michelle	Paramedic
Spaulding, Scott	Paramedic
Hagenbach, Jacey	EMT
Land, Anna	EMT
Brown, John	EMR
Correa, Jose	EMR
Flood, Andrew	EMR
Jhoseline Rocha-Estrada, Jhoseline	

**WASCO COUNTY AMBULANCE SERVICE AREA
INTERGOVERNMENTAL AGREEMENT TO PROVIDE AMBULANCE SERVICES
TO ASA-5, SOUTH COUNTY**

ASA Area: South County (ASA #5)

Provider: Jefferson County Fire District #1

Subject: Assignment of ASA

Effective Date: July 1, 2022, through December 31, 2022

This Agreement is between Jefferson County Fire District #1 ("Provider") and Wasco County ("County"). Provider shall provide advanced life support/basic life support ambulance service through the Wasco County Ordinance Regulating Ambulance Service, as may be amended from time to time, hereinafter referred to as "ASA Ordinance," and the Wasco County Ambulance Service Area Plan, as may be amended from time to time, hereinafter referred to as "ASA Plan."

RECITAL

The Jefferson County Emergency Medical Service District is in the process of merging with Provider. Accordingly, Provider has requested the transfer of the assignment of ASA 5, which was originally assigned to Jefferson County Emergency Medical Services District in 1991, to provide advanced life support/basic life support services to the ASA #5. Wasco County has received the application of Provider to provide advanced life support/basic life support to the South County ASA #5 as required by and described in the ASA Plan and ASA Ordinance.

Based upon the Ambulance Service Area Advisory Committee ("ASAA Committee") recommendation and information submitted to the ASA Committee and at a public hearing, the County approved transfer of the Assignment, to be governed pursuant to the requirements of the Oregon law, Oregon Administrative Rule, the ASA Ordinance, and the ASA Plan and this Agreement as set forth below.

AGREEMENT

Authorization. As of the effective date of this Agreement, the Wasco County Board of Commissioners approves Provider's application for transfer and assigns the provision of ambulance services to the South County Service Area for a period of six months from the Effective Date. This Assignment shall be subject to review for quality assurance, performance and compliance.

Compliance. Provider agrees that it will strictly comply with all terms and conditions of the ASA Plan and the ASA Ordinance, both of which are incorporated herein by this reference and made part of this Agreement, and any applicable state or federal laws, rules or regulations.

Failure of the Provider to comply with and any applicable state or federal laws, rules or regulations or the conditions and terms of the ASA Plan and the ASA Ordinance will be addressed in accordance with ASA Plan and ASA Ordinance.

Liability Insurance. Provider shall obtain and maintain insurance coverage satisfactory to County, Provider shall add County, its officers/officials, agents, employees, and volunteers as additional insureds for general liability and property damage insurance coverage and a separate endorsement shall be issued by the company showing Wasco County as an Additional Insured and provide Notice of Cancellation as set forth in the policy covering its activities and operations under this agreement. Such insurance shall be in the forms and amounts not less than set forth in ORS 30.260 to 30.300. If Provider, for any reason, fails to maintain insurance coverage as required pursuant to this Agreement, the same shall be deemed a major breach of contract, which is dangerous to public health and safety.

Independent Contractor. Provider will work as an independent contractor and will be responsible for any federal or state taxes applicable to services rendered by Contractor. Its employees and agents will not be eligible for any benefits as a result of payments pursuant to this agreement for federal Social Security, State Workers' Compensation, unemployment insurance or Public Employees Retirement System benefits.

Employment and Public Contract Laws. Provider acknowledges that it is aware and fully understand and shall fully comply with all applicable wage, hour and labor standards required by State or Federal law. Public Contracting law, ORS 279B.220 through 279B.235 and 279C.500 through 279B.870 as applicable are incorporated herein by reference.

Indemnity. To the maximum extent allowed by law, Provider shall defend, indemnify, and hold harmless the County, its officers, agents, and employees from damages arising out of the tortious acts of Provider, its officers, agents, and employees acting within the scope of their employment and duties in performance of this agreement.

Waiver. The failure of either party to this Agreement to insist upon the performance of any of the terms and conditions of the Agreement, or the waiver of any breach of any of the terms and conditions of this Agreement, shall not be construed as thereafter waiving any such terms and conditions, but the same shall continue and remain in full force and effect as if the forbearance or waiver had not occurred

Entire Agreement. This Agreement shall constitute the entire agreement between the parties and any prior understandings or representations of any kind preceding the date of this agreement shall not be binding upon either party except to the extent incorporated in this agreement.

Time Essence. Time is of the essence of this Agreement.

Modification. Any modification of this Agreement or additional obligation assumed by either party in connection with this Agreement shall be binding only if evidenced in a writing signed by each party or an authorized representative of each party

Oregon Law. This Agreement shall be governed by the laws of the State of Oregon. Any action commenced in connection with this Agreement shall be in the Circuit Court of Wasco County. All rights and remedies of the County shall be cumulative and may be exercised successively or concurrently. The foregoing is without limitation to or waiver of any other rights or remedies of the County according to law.

This Agreement, when executed by both Wasco County and the Provider shall constitute a binding intergovernmental agreement pursuant to the terms and conditions set forth herein.

WASCO COUNTY
BOARD OF COMMISSIONERS

JEFFERSON COUNTY FIRE DISTRICT #1

Kathleen B. Schwartz, Commission Chair

_____, Manager

Steven D. Kramer, Vice-Chair

_____, Board Chair

Scott C. Hege, County Commissioner

Date: _____

Date: _____



MOTION

SUBJECT: ASA #5 Agreement

I move to approve the Wasco County Ambulance Service Area IGA to Provide Ambulance Services to ASA #5 – South County.



AGENDA ITEM

Natural Hazards Mitigation Plan Grant Application

[STAFF MEMO](#)

[LETTER OF SUPPORT](#)

[AGENT DESIGNATION RESOLUTION](#)

[MOTION LANGUAGE](#)



MEMORANDUM

SUBJECT: HMAG Funding Opportunity for NHMP Update

TO: WASCO COUNTY BOARD OF COMMISSIONERS CC: TYLER STONE

FROM: KELLY HOWSLEY-GLOVER, PLANNING DIRECTOR

DATE: 6/1/2022

Natural Hazard Mitigation Plans are required to be updated every five years. With the grant process taking on average one to two years, we are currently applying for funding from FEMA to be able to update our NHMP by its expiration date in 2024.

The Natural Hazard Mitigation Plan is a multi-jurisdiction plan providing strategic action for multiple Wasco County Departments, cities, and partners on hazard work including: education and outreach; updating natural hazard data and maps; ensuring safe and secure communication networks; and cooperatively working with our partners to ensure the security, safety, and resilience of our community. We have an active Steering Committee that meets regularly to be updated on mitigation activities, coordinate funding asks, coordinate on outreach, and identify new challenges and opportunities for Wasco County natural hazards mitigation.

I will be applying for funding commensurate with our last update to ensure staff capacity to fulfill not only this obligation but to also maximize our efforts with these planning efforts.



BOARD OF COUNTY COMMISSIONERS

511 Washington St, Ste. 101 • The Dalles, OR 97058
p: [541] 506-2520 • f: [541] 506-2551 • www.co.wasco.or.us

Pioneering pathways to prosperity.

June 1, 2022

To Whom It May Concern:

The Wasco County Planning Department has the full support of the Board of County Commissioners in their pursuit of funding to update the Wasco County Multi-Jurisdictional Natural Hazard Mitigation Plan (NHMP). This cooperative effort between several Wasco County Departments, Wasco County cities, and other critical partners has helped continue to direct mitigation work, provide resources for community partners with funding, and offered citizens strategies and education about natural hazards in Wasco County.

We appreciate the continued support of the Oregon Office of Emergency Management and the Federal Emergency Management Agency to update our NHMP.

Thank you for your consideration.

Wasco County Board of Commissioners

Kathleen B. Schwartz, Board Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



MOTION

SUBJECT: Natural Hazards Mitigation Plan Motion

I move to approve the letter of support and Agent Designation Resolution for the Natural Hazards Mitigation Plan Grant application.



AGENDA ITEM

Household Hazardous Waste Program Updates

[STAFF PRESENTATION](#)

Mission:

We provide hazardous waste collection, plus materials management outreach and support in Hood River, Wasco and Sherman Counties.

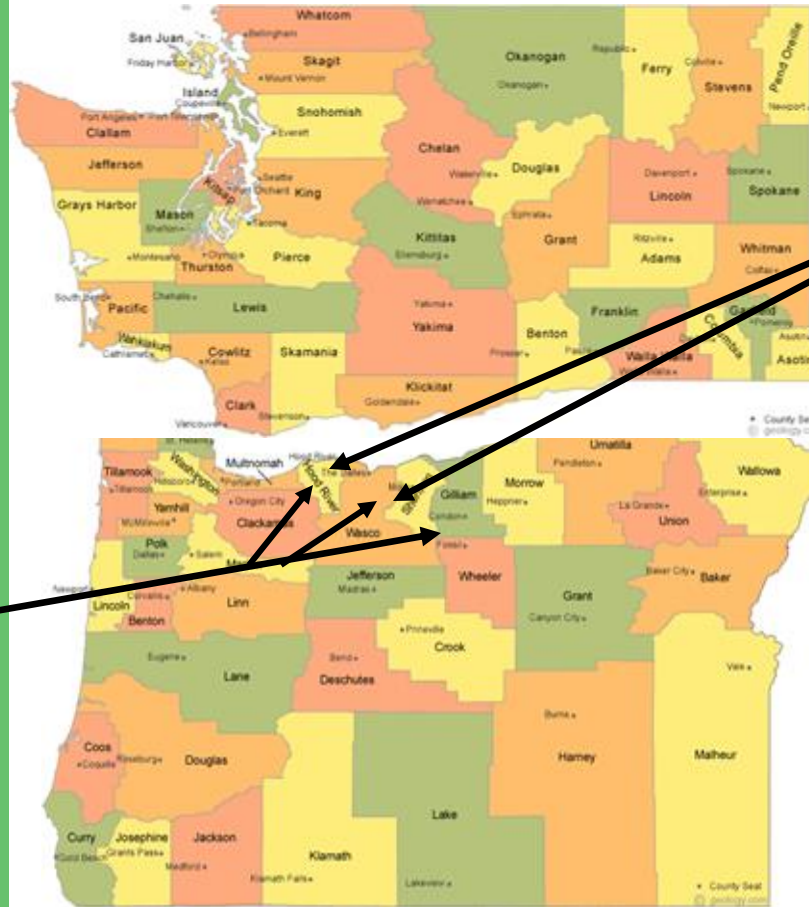


Tri-County

Hazardous Waste & Recycling Program



We Are Here...



Cities

- Cascade Locks
- Hood River
- Mosier
- The Dalles
- Dufur
- Maupin

Counties

- Hood River
- Wasco
- Sherman

Just the **FACTS...**

- 3 Counties + 6 Cities
- 3760 Square Miles
- 2 Hazardous Waste facilities
- 19 Hazardous Waste Events annually



Recycling Outreach & Education



WWW.TRICOUNTYRECYCLE.COM



[About Us](#) | [Gallery](#) | [Contact](#)

[Home](#) [Hazardous Waste](#) [Recycling](#) [Managing My Materials](#) [Healthy Home](#) [Resources](#) [Grants](#) [Search](#)

5/20 – Hood River

5/21 – The Dalles



[REGISTER
HERE](#)

Your opinion matters! Click here to take a short survey.

GOT AN OLD FRIDGE?

New!
\$10 disposal fee for refrigerators, AC units, and freezers

Take them to:
The Dalles Disposal Transfer Station
or
Hood River Garbage Transfer Station



NEW!

Wondering what you can recycle? Check out our new Waste Wizard search engine and Events calendar!

Waste Wizard

English

Share



Wizard



Calendar



Need help?

Please select your county:

[Wasco County >](#)

[Sherman County >](#)

[Hood River County >](#)




[Privacy](#) | [Terms of Service](#) | [Cookie Policy](#)

[List of Materials](#)

Powered by [RCollect](#)





WWW.TRICOUNTYRECYCLE.COM

Waste Wizard English Share

 Wizard  Calendar  Need help?

Type the name of a waste item and we'll tell you how to recycle or dispose of it.

Popular Searches

 <p>Paint - Latex House Paint (Full or Partially Full)</p>	 <p>Plastic Detergent Bottle</p>	 <p>Pizza Box (Greasy)</p>	 <p>Sanitizing Wipe</p>
---	---	---	--

This information is for *Wasco County*.


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WWW.TRICOUNTYRECYCLE.COM

Waste Wizard English Share

Wizard Calendar Need help?

← Paint - Latex House Paint (Full or Partially Full) Type an item



Latex or oil-based house paint, varnish, and stain

Return cans of latex or oil-based house paint, varnish or stain to these these locations

Sherwin-Williams
Mt Hood St Ste 300, The Dalles, Oregon, United States - 541-296-4196 Directions

Columbia Gorge ReStore
1001, West 6th Street, The Dalles, Wasco County, Oregon, 97058, United States - 541-296-4486 Directions

Hazardous Waste

Hazardous Waste Collection Events

←


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List of Materials Powered by **RGCollect**

Waste Wizard English Share

Wizard Calendar Need help?

← Plastic 'Clam Shell' Container Type an item



Garbage

Put this item in your grey garbage cart with the grey lid.

Place your garbage cart at the curb on your scheduled collection day.

←


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List of Materials Powered by **RGCollect**

Waste Wizard English Share

Wizard Calendar Need help?

← Medications (Prescription and Over-The-Counter) Type an item



Visit www.med-project.org for more information

Medication Drop-Off

Safeway Pharmacy #1489
520 Mount Hood Street, The Dalles, Oregon, United States - 541-298-9634 Directions

Mid Columbia Medical Center (Cello Oncology)
1800 East 19th Street, The Dalles, Oregon, United States - 541-296-7526 Directions

The Dalles Police Department
401 Court Street, The Dalles, Oregon, United States - 541-296-2233 Directions

Mid Columbia Medical Center Pharmacy
1700 East 19th Street, The Dalles, Oregon, United States - 541-296-7526 Directions

Southern Wasco County Library
507 Grant Avenue, Maupin, Oregon, United States - 541-395-2208 Directions

Shaniko Fire Department
48781 East Street, Shaniko, Oregon, United States Directions

Hazardous Waste

Hazardous Waste Collection Events

←

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List of Materials Powered by **RGCollect**

WWW.TRICOUNTYRECYCLE.COM


Hazardous Waste Collection Calendar English

[Wizard](#) [Calendar](#) [Need help?](#)

[Get a reminder!](#)

Next Event


Friday, May 20, 2022

 Hood River - Hazardous Waste Collection
Pre-registration required for this site
click [HERE](#) to register

Where: 3440 Guignard Drive, Hood River Garbage
Hours: 9 am - 2 pm
Open to households and small businesses

Future Events

Saturday, May 21, 2022

 The Dalles - Hazardous Waste Collection
Pre-registration required for this site
click [HERE](#) to register

Where: 1317 W. First Street, The Dalles Disposal
Hours: 9 am - 2 pm
Open to households and small businesses

[List of Materials](#)


Hazardous Waste Collection Calendar English


[Wizard](#) [Calendar](#) [Need help?](#)

[← Get a reminder!](#)

How should we notify you?

Pick the reminder you'd like to receive. You can sign up for multiple reminders.

 [Email >](#)

 [Phone Call >](#)

[←](#)

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WWW.TRICOUNTYRECYCLE.COM

**Want to have the Waste Wizard on your website?
Let us know!**



AGENDA ITEM

Road Vacation Petition

[STAFF MEMO](#)

[COLUMBIA CREST ROAD VACATION PETITION](#)

[ORDER 22-022 DIRECTING CREATION OF REPORT](#)

[MOTION LANGUAGE](#)



MEMORANDUM

SUBJECT: PETITION TO VACATE CERTAIN ROADS AND PORTIONS OF ROADS LOCATED WITHIN THE COLUMBIA CREST ADDITION, THE DALLES, OREGON

TO: BOARD OF COUNTY COMMISSIONERS

FROM: ARTHUR SMITH

DATE: JUNE 1, 2022

The Wasco County Public Works has received a properly prepared petition by landowners to vacate certain roads and portions of roads, located within the Columbia Crest Addition, North of Cherry Heights Road, The Dalles, Oregon. Sections 4 and 5, Township 1 North, Range 13 East, Willamette Meridian. See attached petition and maps.

The petition included the required information:

1. A legal description of the road proposed to be vacated.
2. A statement of the reason for requesting the vacation of the road.
3. Names and addresses of all persons affected by the road proposed to be vacated.
4. Notarized signatures of either owners of 60 percent of the land abutting the road proposed to be vacated or 60 percent of the owners of land abutting the road to be vacated.

The petitioner also deposited with the Public Works Department a check in the amount of \$500.00 which is the correct fee for initiating a petition for vacation of a road or public right-of-way. The petitioner was also advised that they would be responsible for additional mapping and recording fees.

Per ORS 368.346, to move forward with this request, the Wasco County Board of Commissioners would need to direct the County Road Official to prepare a written report on the proposed vacation.

The report must contain:

1. A description of the ownership of the road proposed to be vacated.
2. A description of the present use of the road proposed to be vacated.
3. An assessment of whether the vacation would be in the public interest.

PETITION

TO THE WASCO COUNTY BOARD OF COMMISSIONERS
511 WASHINGTON STREET
THE DALLES, OR 97058

LADIES/GENTLEMEN:

We, the following undersigned property owners of Wasco County, hereby petition you to vacate the following described portion of:

DESCRIPTION Granite Way, Cavern Way, portions of Lily Way and Sandstone Way, Easements and ROW that are unused from original plat. ROW at corner of Sandstone will be vacated and dedicated to fit existing Sandstone Way. See exhibits attached.

Attached hereto and by this reference made a part hereof is a map marked Exhibit "A", which shows in detail the above described road or street.

REASON TO VACATE The original platted roads and easements are not practical due to topography and lack of sanitary service. Vacation will allow replatting for practical layout of new road, lots, and septic systems. Existing Sandstone Way is partially outside of existing ROW, so this will vacate the unused portion and dedicate ROW over the existing road and ditch.

LIST OF ALL ABUTTING LANDOWNERS

ADDRESS


SMILEKEL GROUP LLC

1309 SE 195TH AVE, CAMAS W.

All petitioners must be owners of property abutting the road sought to be vacated. Each petitioner must attaché a signature page signed before a Notary. If 100% of the abutting landowners sign the petition, the road may be vacated without Public Hearing.

PETITIONED ROAD: See above

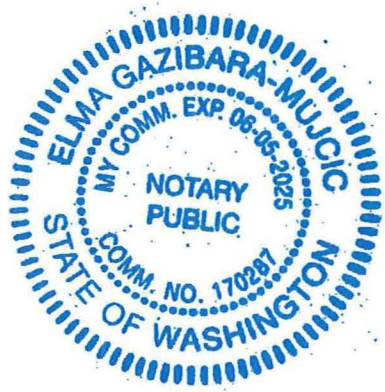
NAME OF PETITIONER/ADDRESS SMILEKEL GROUP LLC, CO MONA MILLER
1309 SE 195TH AVE
CAMAS, WA 98607


Signature

STATE OF Washington)
COUNTY OF Clark) DATE May 6th, 19 2022

Personally appeared the above named Mona Miller

and acknowledged the foregoing instrument to be a voluntary act and deed. Before me:



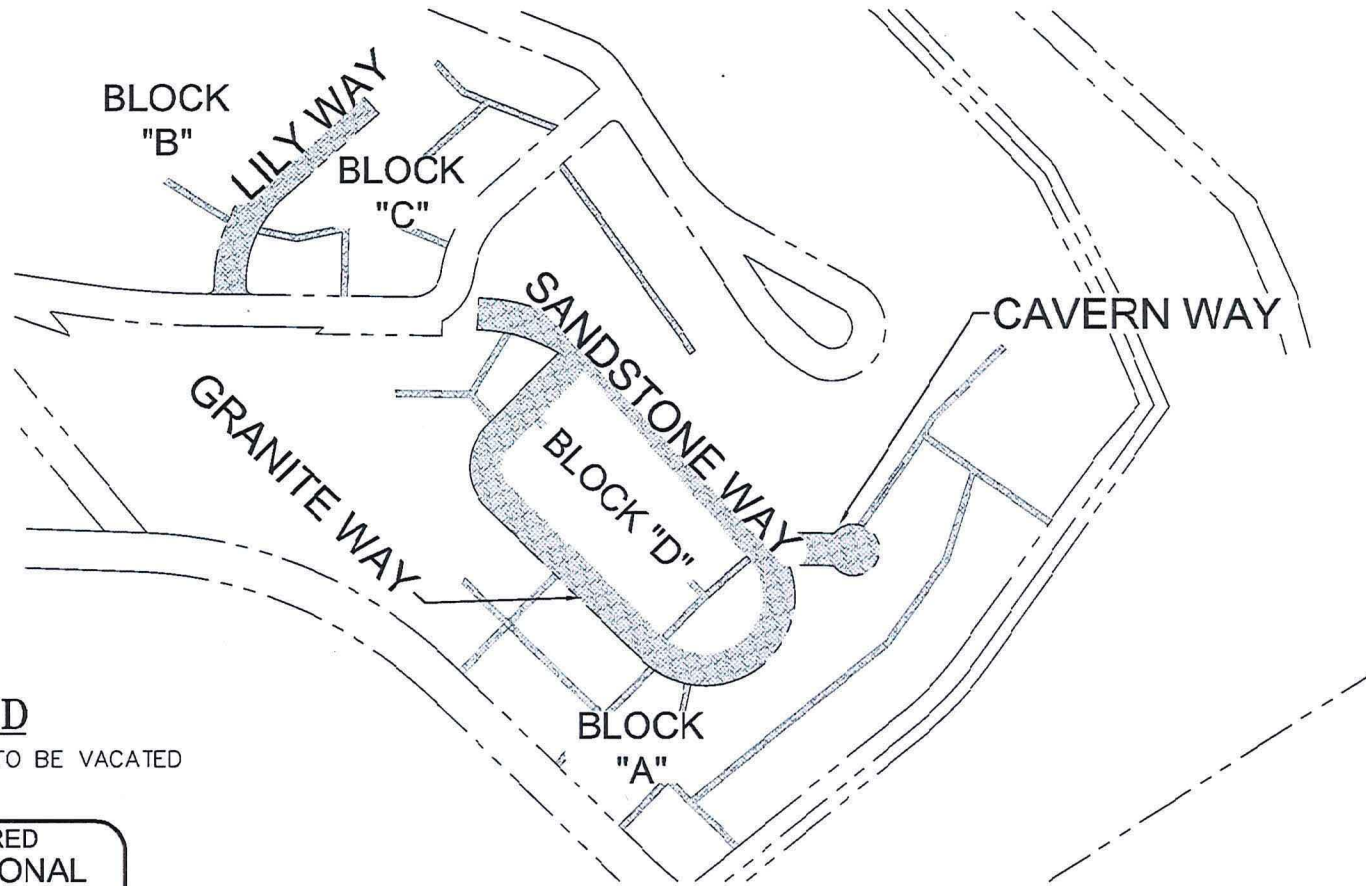
Elma Gazibara-Mujcic

Notary Public for Washington (State)

My Commission Expires: June 5th 2025

Note: If ownership is jointly held, simply add another signature line.

EXHIBIT "A"



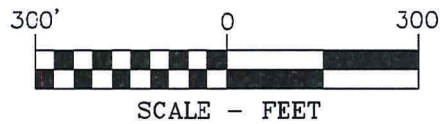
LEGEND

 AREA TO BE VACATED

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 12, 2005
JAMES M. KLEIN
59002

Expires 6-30-2023



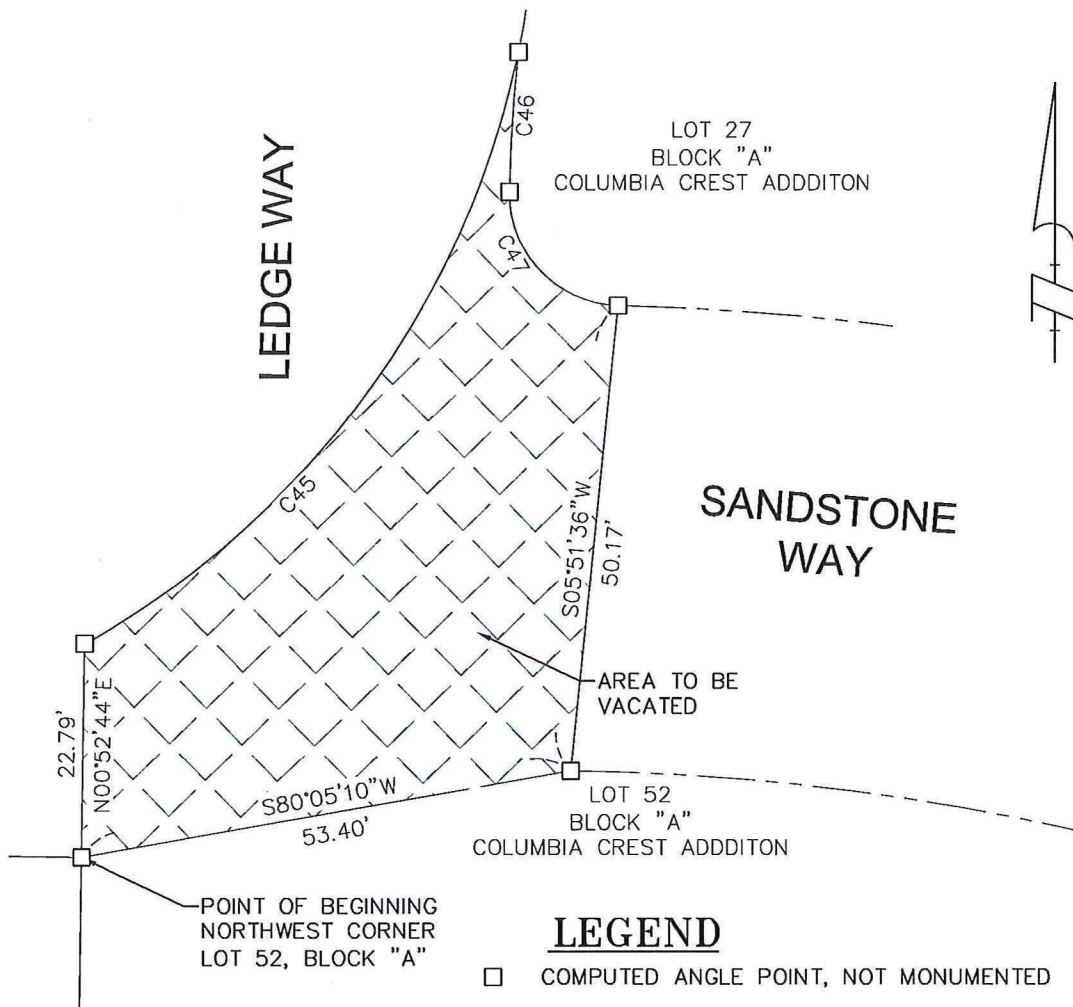
VACATION EXHIBIT
COLUMBIA CREST ADDITION



Klein & Associates, Inc.
ENGINEERING • SURVEYING • PLANNING
411 13th Street • Hood River, OR 97031
TEL: 541-386-3322 • FAX: 541-386-2515

PROJECT: 170105
FILE No: 170105-PRINCE-HEIGHTS
FILE PATH:
FILEPATH
LAYOUT: VACATION-EXH(2)
SURVEYED: KA
DESIGN: KA
DRAFT: BTB
APPROVE: JMK
DATE: 04/21/2022
SHEET 1 OF 1 SHEETS

EXHIBIT "A"



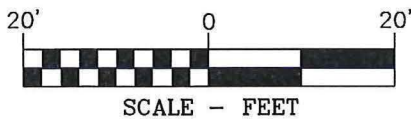
CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C45	53.65'	95.00'	32°21'28"	N44°37'15"E	52.94'
C46	15.02'	167.21'	5°08'43"	S3°38'47"W	15.01'
C47	18.76'	12.00'	89°34'25"	S43°42'47"E	16.91'

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 12, 2005
JAMES M. KLEIN
59002

Expires 6-30-2023



BASIS OF BEARINGS
RECORD OF SURVEY NO. _____

VACATION EXHIBIT BLOCK "A" COLUMBIA CREST ADDITION



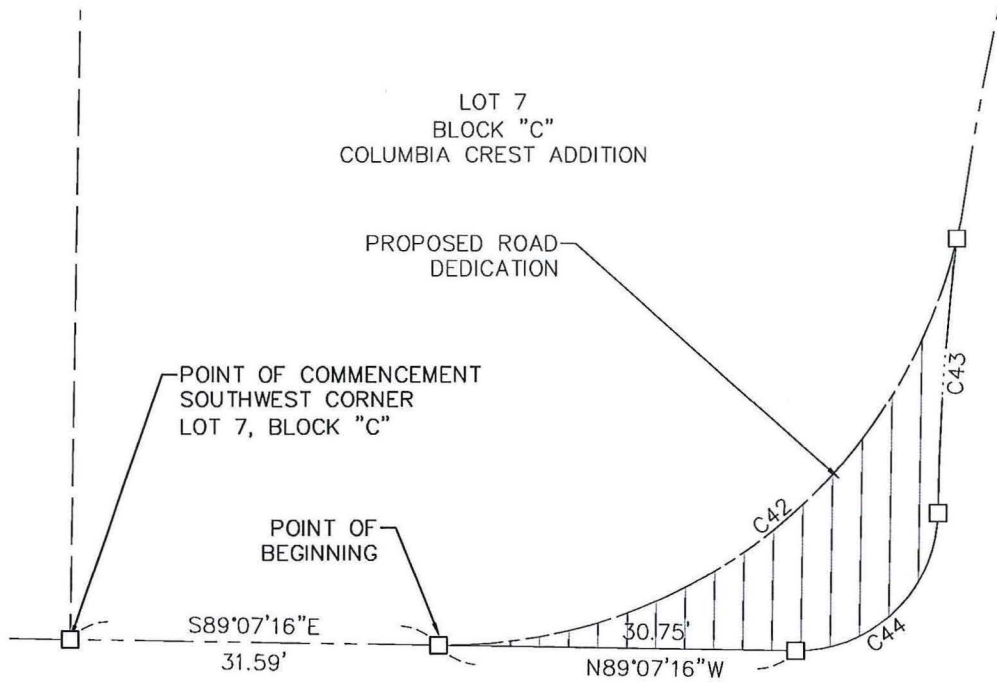
Klein & Associates, Inc.
ENGINEERING • SURVEYING • PLANNING
1411 13th Street • Hood River, OR 97031
TEL: 541-386-3322 • FAX: 541-386-2515

PROJECT: 170105
FILE No: 170105-PRINCE-HEIGHTS
FILE PATH:
FILEPATH: VACATION-EXH
LAYOUT: KA
SURVEYED: KA
DESIGN: KA
DRAFT: BTB
APPROVE: JMK
DATE: 03/29/2022
SHEET 1 OF 1 SHEETS

PRELIMINARY

PLOTTED: 4/20/2022
SAVED: 4/1/2022

EXHIBIT "A"



SANDSTONE WAY

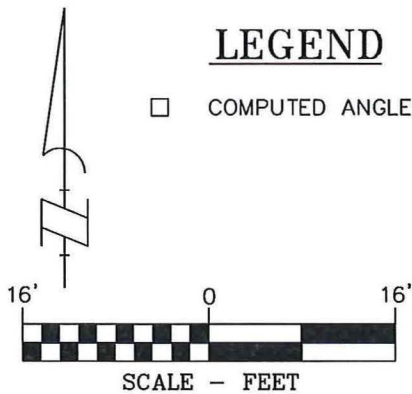
CURVE TABLE

CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C42	61.14'	45.00'	77°51'02"	N51°57'13"E	56.55'
C43	23.57'	216.00'	6°15'11"	S3°53'26"W	23.56'
C44	18.85'	12.00'	90°00'00"	S45°52'44"W	16.97'

**REGISTERED
PROFESSIONAL
LAND SURVEYOR**

LEGEND

COMPUTED ANGLE POINT, NOT MONUMENTED



BASIS OF BEARINGS
RECORD OF SURVEY NO. _____

OREGON
JULY 12, 2005
JAMES M. KLEIN
59002

Expires 6-30-2023

*DEDICATION EXHIBIT
LOT 7 OF BLOCK "C"
COLUMBIA CREST ADDITION*



Klein & Associates, Inc.
ENGINEERING • SURVEYING • PLANNING
1411 13th Street • Hood River, OR 97031
TEL: 541-386-3322 • FAX: 541-386-2515

PROJECT: 170105
FILE No: 170105-PRINCE-HEIGHTS
FILE PATH:
FILEPATH:
LAYOUT: DEDICATION-EXH
SURVEYED: KA
DESIGN: KA
DRAFT: BTB
APPROVE: JMK
DATE: 03/29/2022
SHEET 1 OF 1 SHEETS

PRELIMINARY

PLOTTED: 4/20/2022
SAVED: 4/1/2022

Exhibit B

Road and Easement Vacation

Legal Description

March 29, 2022

The following strips of land being a part of Columbia Crest Addition, as recorded in Book 5, Page 8 of Plats of Wasco County Records. Said strips being located in the Northeast quarter of Section 5 and the Northwest quarter of Section 4, Township 1 North, Range 13 East of the Willamette Meridian, Wasco County, State of Oregon, and is more particularly described as follows:

Sandstone Way, lying East of the intersection with Ledge Way

Granite Way

Cavern Way

Lily Way, lying Southerly of the Easterly projection of the North line of Lot 3.

Public utility easements, located in Block "A", except for those portions lying within the south end of Lots 16-19 and north end of Lots 31-35 of said block, a portion of Block "B" lying between Lots 6 and 7, Block "C", and Block "D"

Containing 138,496 square feet more or less



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF DIRECTING THE PUBLIC WORKS DIRECTOR TO PREPARE HIS REPORT ON THE PROPOSED VACATION OF CERTAIN ROADS AND PORTIONS OF ROADS, LOCATED WITHIN THE COLUMBIA CREST ADDITION, NORTH OF CHERRY HEIGHTS ROAD, THE DALLES, OREGON. SECTIONS 4 AND 5, TOWNSHIP 1 NORTH, RANGE 13 EAST, WILLAMETTE MERIDIAN.

ORDER #22-022

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD OF COMMISSIONERS: That a Petition, a copy of which is attached hereto and by this reference made a part hereof, has been duly filed seeking the vacation of a portion of a road located in Wasco County, Oregon described as follows:

LEGAL DESCRIPTIONS

The following strips of land being a part of Columbia Crest Addition, as recorded in Book 5, Page 8 of Plats of Wasco County Records. Said strips being located in the Northeast quarter of Section 5 and the Northwest Quarter of Section 4, Township 1 North, Range 13 East of the Willamette Meridian, Wasco County, State of Oregon, and is more particularly described as follows:

- Sandstone Way, lying East of the intersection with Ledge Way
- Granite Way
- Cavern Way
- Lily Way, lying Southerly of the Easterly projection of the North Line of Lot 3
- Public utility easements, located in Block "A," except for those portions lying within the south end of Lots 16-19 and north end of Lots 31-35 of said block, a portion of Block "B" lying between Lots 6 and 7, Block "C," and Block "D."

Containing 138,496 square feet more or less.

Attached hereto and by this reference made a part here of are maps marked Exhibit A.

IT FURTHER APPEARING TO THE BOARD OF COMMISSIONERS: That pursuant to ORS 368.346 when a vacation proceeding has been initiated by Petition, the Wasco County Board of Commissioners shall direct the County Road Official to prepare and file with the County Board of Commissioners a written report pursuant to ORS 368.346(1).

NOW, THEREFORE, IT IS HEREBY ORDERED: That the County Director of Public Works examine the above-described road and file a written report pursuant to ORS 368.346(1).

DATED this 1st day of June, 2022

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



MOTION

SUBJECT: Road Vacation Report

I move to approve Order 22-022 directing the Public Works Director to prepare a report on the proposed vacation of certain roads and portions of roads located within the Columbia Crest Additions North of Cherry Heights Road, The Dalles, Oregon; Sections 4 & 5, Township 1 North, Range 13 East, Willamette Meridian.



AGENDA ITEM

Network Infrastructure Upgrades

[STAFF MEMO](#)

[COUNSEL MEMO RE: PUBLIC CONTRACTING RULES](#)

[TECHNOLOGY INTEGRATION GROUP QUOTE](#)

[MOTION LANGUAGE](#)



INFORMATION SERVICES

511 Washington St., Ste. 101 • The Dalles, OR 97058
p: [541] 506-2550 • f: [541] 506-2551 • www.co.wasco.or.us

Pioneering pathways to prosperity.

Date: May 24 2022

Subject: Wasco County Network Infrastructure Upgrade

From: Andrew Burke, Information Services Director

To: Wasco County Board of Commissioners

Background

Wasco County Information Services underwent a technical audit in late 2020 and beginning of 2021. Later in the fall of 2021, the findings of that audit were presented to the board in an executive session. The IS team has mitigated several of the issues in-house; however, to resolve all findings in the audit, an additional network infrastructure project was established with these added goals:

- to utilize modern network capabilities and protocols to increase network performance for increased bandwidth requirements
- to provide Wasco County a modern network that is sustainable and will continue operating securely for the next 10 to 12 years

The overall project plan is complete and the first purchase for network equipment can be made to begin implementation.

Project Plan

The project will be completed in three phases:

1. **Network Wiring** - Estimated cost is \$20,000; working to finalize quotes with electricians
 - a. replace outdated wiring in all data / IT rooms
 - b. run distribution channels for multi-floor buildings to improve network efficiency and loads
2. **Switching Equipment Replaced** - Current bid is TIG at \$188,804.18
 - a. Core and all other network devices delivering data and telecommunications service at all campuses (CH, HH, YS, PW, VS, Annexes)
3. **Edge Detect & Prevent Policies and Hardware Installed** - Estimate is \$70,000
 - a. Building out zero-trust network protection at software and hardware levels along with central routing component that inspects all data and tells all data / telecoms where to go



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Pioneering pathways to prosperity.

Each phase addresses the components of the network that directly mitigate the findings in the audit and introduces improvements to the network that will create sustainability in the system for the next 10 to 12 years.

Request

We are looking to purchase the equipment and professional services for configuration and installation needed for phase 2 totalling \$188,804.18; there is about a 2 month lead time in getting the equipment due to shipping and manufacturing delays. This will allow us to finalize our phase 1 bids and complete the wiring while we're waiting for the hardware to arrive for phase 2.

I am requesting to accept the TIG bid for phase 2 through sole source procurement. Attached is a memo regarding this request from myself and Kristen Campbell providing justification for the sole source method in this project. I have also attached the quote provided by TIG totalling 188,804.18.

MEMORANDUM

TO: Wasco County Board of Commissioners

FROM: Andrew Burke and Kristen Campbell

DATE: May 5, 2022

RE: TIG: Public Contracting Rules Analysis

The TIG contract is eligible for Direct Appointment pursuant to the Wasco County Public Contracting Rules for the following reasons. Section 21(3)(1)(i) of the Wasco County Public Contracting Rules sets forth as follows:

21. Personal Services Contracts, other than (A/E) Architectural, Engineering, Photogrammetric mapping, Transportation Planning or Land Surveying and Related Services Exemption

(3)

(a) Direct appointment. The criteria for when this selection process may apply include:

(i) When the type of work needed has been substantially described, planned or otherwise previously studied or rendered in an earlier contract with the consultant and the new contract is a continuation of that work.

TIG performed the audit on the County's network and identified the issues the County seeks to address through this contracted for work. Further, TIG has presently provides the County with various other network support functions. The prior work and TIG's extensive and ongoing knowledge of our system affords them the unique knowledge necessary to address the current scope of work. Any other vendor would require considerable effort, time and expense to be on par with the knowledge base TIG already possesses. Accordingly, this contract will be a continuation of that extensive prior work and qualifies as for a Direct Appointment pursuant to Section 21(3)(1)(i) of the Wasco County Public Contracting Rules.

Further, TIG has all the necessary qualifications including, but not limited to, direct experience with CJIS and HIPAA compliance, signed agreements with Sheriff Office giving them necessary access within SO restricted spaces. Finally, TIG provides proven competitive prices for both goods and services, including this project, based on two additional competitive quotes for the bulk of the goods to be purchased.

Wasco- Network Upgrade

Quote Information:

Quote #: 078930

Version: 2

Quote Date: 04/01/2022

Expiration Date: 04/29/2022

Prepared by:

Technology Integration Group

Amy Aalto

(503) 575-3425 ext 2434

Amy.Aalto@tig.com

Technology Integration Group

10620 Treena St Ste 300

San Diego, CA 92131

Bill To

WASCO COUNTY- Primary

200 E 4th St

IT Department

Dalles, OR 97058

Andrew Burke

(541) 506-2537

andrewb@co.wasco.or.us

Ship To

WASCO COUNTY- Primary

200 E 4th St

IT Department

Dalles, OR 97058

Andrew Burke

(541) 506-2537

andrewb@co.wasco.or.us

Payment Terms: NET 30

Aruba BOM		List Price	Price	Qty	Ext. Price
Priced on TIPS Contract # 200105					
911					
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	2	\$559.30
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$3,865.14
Annex A Attic					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	1	\$3,251.36
Subtotal					\$3,251.36
Annex A Basement					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	2	\$6,502.72
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	2	\$73.50
Subtotal					\$6,576.22
Annex B Basement					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	2	\$6,502.72
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	2	\$73.50
Subtotal					\$6,576.22
Annex C Datacenter					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	3	\$9,754.08

Aruba BOM		List Price	Price	Qty	Ext. Price
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	3	\$110.25
Subtotal					\$9,864.33
Annex C Distribution					
J9578A	HP 3800 0.5m Stacking Cable	\$299.00	\$104.65	2	\$209.30
JL075A	HP 3810-16SFP+ w/2 SIts Swch	\$13,589.00	\$5,073.23	2	\$10,146.46
JL085A#ABA	HP X371 12VDC 250W 100-240VAC PS	\$589.00	\$206.15	4	\$824.60
JL084A	HP 3810 4-port Stacking Module	\$1,299.00	\$454.65	2	\$909.30
Subtotal					\$12,089.66
Annex C NE					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	1	\$3,251.36
Subtotal					\$3,251.36
Annex C NW					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	1	\$3,251.36
Subtotal					\$3,251.36
Annex C South					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	1	\$3,251.36
Subtotal					\$3,251.36
Camera Network					
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	2	\$559.30
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$3,865.14
CFL					
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	2	\$559.30
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$3,865.14
Circuit Court					
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	2	\$73.50
JL693A#ABA	Aruba 2930F 12G PoE+ Swch U.S. - English localization	\$2,469.00	\$921.76	2	\$1,843.52
Subtotal					\$1,917.02
Core A					
JL075A	HP 3810-16SFP+ w/2 SIts Swch	\$13,589.00	\$5,073.23	1	\$5,073.23



Aruba BOM		List Price	Price	Qty	Ext. Price
JL085A#ABA	HP X371 12VDC 250W 100-240VAC PS	\$589.00	\$206.15	2	\$412.30
JL081A	Aruba 3810M/2930M 4 Smrt Rte PoE+ Module	\$2,359.00	\$825.65	2	\$1,651.30
Subtotal					\$7,136.83
Core B					
JL075A	HP 3810-16SFP+ w/2 SIts Swch	\$13,589.00	\$5,073.23	1	\$5,073.23
JL085A#ABA	HP X371 12VDC 250W 100-240VAC PS	\$589.00	\$206.15	2	\$412.30
JL081A	Aruba 3810M/2930M 4 Smrt Rte PoE+ Module	\$2,359.00	\$825.65	2	\$1,651.30
Subtotal					\$7,136.83
Court New DC Stack					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	4	\$13,005.44
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	4	\$147.00
Subtotal					\$13,152.44
Courthouse distribution					
J9578A	HP 3800 0.5m Stacking Cable	\$299.00	\$104.65	2	\$209.30
JL075A	HP 3810-16SFP+ w/2 SIts Swch	\$13,589.00	\$5,073.23	2	\$10,146.46
JL085A#ABA	HP X371 12VDC 250W 100-240VAC PS	\$589.00	\$206.15	4	\$824.60
JL084A	HP 3810 4-port Stacking Module	\$1,299.00	\$454.65	2	\$909.30
Subtotal					\$12,089.66
Courthouse Old DC stack					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	2	\$6,502.72
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	2	\$73.50
Subtotal					\$6,576.22
Courthouse Secure Distribution					
JL075A	HP 3810-16SFP+ w/2 SIts Swch	\$13,589.00	\$5,073.23	2	\$10,146.46
JL085A#ABA	HP X371 12VDC 250W 100-240VAC PS	\$589.00	\$206.15	4	\$824.60
JL084A	HP 3810 4-port Stacking Module	\$1,299.00	\$454.65	2	\$909.30
JL081A	Aruba 3810M/2930M 4 Smrt Rte PoE+ Module	\$2,359.00	\$825.65	2	\$1,651.30
J9578A	HP 3800 0.5m Stacking Cable	\$299.00	\$104.65	2	\$209.30
Subtotal					\$13,740.96
District Attorney					
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	2	\$73.50
JL693A#ABA	Aruba 2930F 12G PoE+ Swch U.S. - English localization	\$2,469.00	\$921.76	2	\$1,843.52
Subtotal					\$1,917.02



Aruba BOM		List Price	Price	Qty	Ext. Price
Harding House					
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	1	\$279.65
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$3,585.49
Public Works					
JL558A#ABA	Aruba 2930F 48GPoE+4SFP+740W Swch	\$8,709.00	\$3,251.36	1	\$3,251.36
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	1	\$279.65
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$6,836.85
Spare 16-port SFP+					
JL075A	HP 3810-16SFP+ w/2 SIts Swch	\$13,589.00	\$5,073.23	1	\$5,073.23
U6TC7E	HPE 3Y FC NBD Exch Aruba 3810M 16SFP SVC,Aruba 3810M 16SFP+ 2-slot Switch,9x5 HW support with next business day HW exchange. 9x5 SW phone support and SW Updates for eligible SW.	\$2,528.00	\$2,325.76	1	\$2,325.76
JL085A#ABA	HP X371 12VDC 250W 100-240VAC PS	\$589.00	\$206.15	2	\$412.30
Subtotal					\$7,811.29
Spare 48-port PoE Access Switch					
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
H2CA5E	HPE 3Y FC NBD Exch A 2930M 48G P Swt SVC	\$1,254.00	\$1,153.68	1	\$1,153.68
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	2	\$559.30
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$5,018.82
Veterans's					
J9281D	Aruba 10G SFP+ to SFP+ 1m DAC Cable	\$105.00	\$36.75	2	\$73.50
JL693A#ABA	Aruba 2930F 12G PoE+ Swch U.S. - English localization	\$2,469.00	\$921.76	2	\$1,843.52
Subtotal					\$1,917.02
VPN Concentrator					
R1B20A	Aruba 9004 (US) Gateway	\$1,560.00	\$582.40	1	\$582.40
HJ7M4E	Aruba 3Y FC NBD 9004 Gateway SVC	\$740.00	\$680.80	1	\$680.80
JW124A	PC-AC-NA (NA) AC Power Cord	\$5.00	\$1.75	1	\$1.75
Subtotal					\$1,264.95

Aruba BOM		List Price	Price	Qty	Ext. Price
Youth Services					
JL322A	Aruba 2930M 48G PoE+ 1-slot Switch	\$7,459.00	\$2,784.69	1	\$2,784.69
JL086A#ABA	HP X372 54VDC 680W 100-240VAC PS	\$799.00	\$279.65	1	\$279.65
JL083A	Aruba 3810M/2930M 4SFP+ MACsec Module	\$1,489.00	\$521.15	1	\$521.15
Subtotal					\$3,585.49
				Subtotal	\$153,394.18

Axiom		List Price	Price	Qty	Ext. Price
Priced on TIPS Contract # 200105					
J9150D-AX	Axiom 10GBASE-SR SFP+ Transceiver for Aruba - J9150D - 100% Aruba Compatible 10GBASE-SR SFP+	\$228.00	\$121.25	55	\$6,668.75
J9151E-AX	Axiom 10GBASE-LR SFP+ Transceiver for Aruba - J9151E - 100% Aruba Compatible 10GBASE-LR SFP+	\$346.00	\$281.25	5	\$1,406.25
J9151E-BXD-AX	10GBASE-BXD SFP+ TRANSCEIVER SMF, LC, 20KM, 1330NM/1270NM FOR ARUBA NETWORKS	\$0.00	\$583.75	2	\$1,167.50
J9151E-BXU-AX	10GBASE-BXU SFP+ TRANSCEIVER SMF, LC, 20KM, 1270NM/1330NM FOR ARUBA NETWORKS	\$0.00	\$583.75	2	\$1,167.50
10km Bi-directional SFP+ Transceivers are still being researched and are not yet included on this quote.					
				Subtotal	\$10,410.00

Professional Services		List Price	Price	Qty	Ext. Price
Open Market					
TIGPROSVCS	TIG Estimated Fee for Network Deployment and Services	\$0.00	\$25,000.00	1	\$25,000.00
				Subtotal	\$25,000.00

Quote Summary	Amount
Aruba BOM	\$153,394.18
Axiom	\$10,410.00
Professional Services	\$25,000.00
Total:	\$188,804.18

Please [Click Here](#) to complete a short 2 minute survey.

Terms & Conditions



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In the event of non-payment, Buyer agrees to pay all collection costs including attorney fees. A finance charge of 1.5% per month may be charged on delinquent invoices. All returns are subject to the following: must include original invoice & Return Material Authorization (RMA) number, 15% restocking fee, must be in original box in resalable condition. After 30 days, repair or exchange only. Quotes are valid for thirty (30) days. All orders are subject to credit approval and adjustments to ordered products and prices that may be due to product availability, typographical error, electronic processing errors or price changes, including rebate or promotion expiration which may occur without notice. TIG and Buyer must confirm acceptance of any adjustments prior to shipment. Prices do not include applicable taxes and/or shipping charges which may be added at the time of shipment. Taxes, shipping and handling charges are subject to change based on the terms and conditions of the final sale. Defective product may be returned within thirty (30) days of the shipping date for repair or replacement as determined by manufacturer warranty. TIG does not offer or accept terms requiring most favored customer pricing.

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Technology Integration Group

800.858.0549 | www.TIG.com

SYSTEM INTEGRATION THAT POWERS YOUR BUSINESS

Acceptance

WASCO COUNTY- Primary

Signature / Name

Initials

Title

Date

PO Number



MOTION

SUBJECT: Technology Integration Group Network Upgrade Quote

I move to approve the Technology Integration Group Network Upgrade quote.



AGENDA ITEM

Goldendale Energy Storage Project Update

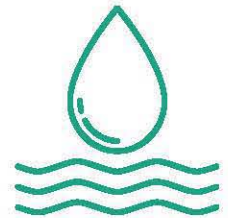
[PROJECT FLYER](#)

Goldendale Energy Storage Project

The Goldendale Energy Storage Project is a cornerstone of both Washington's and the broader Pacific Northwest's clean energy economy. It will provide quality jobs and rural economic development while helping Washington and the region meet their clean energy goals with minimal environmental impacts.

Located in Klickitat County, Washington, about 8 miles southeast of Goldendale, this \$2 billion+ project will generate 1,200 megawatts of clean electricity while storing the region's abundant wind and solar power.

Without a massive amount of additional storage, we can't bring more renewable resources onto the power grid. The Goldendale Energy Storage Project helps the State of Washington, utilities, and customers reduce greenhouse gas emissions and dependence on fossil fuels while creating much-needed family-wage jobs.



WHAT DOES PUMPED STORAGE MEAN FOR THE REGION?

More than 3,000 family-wage jobs during construction, and another 60 permanent jobs

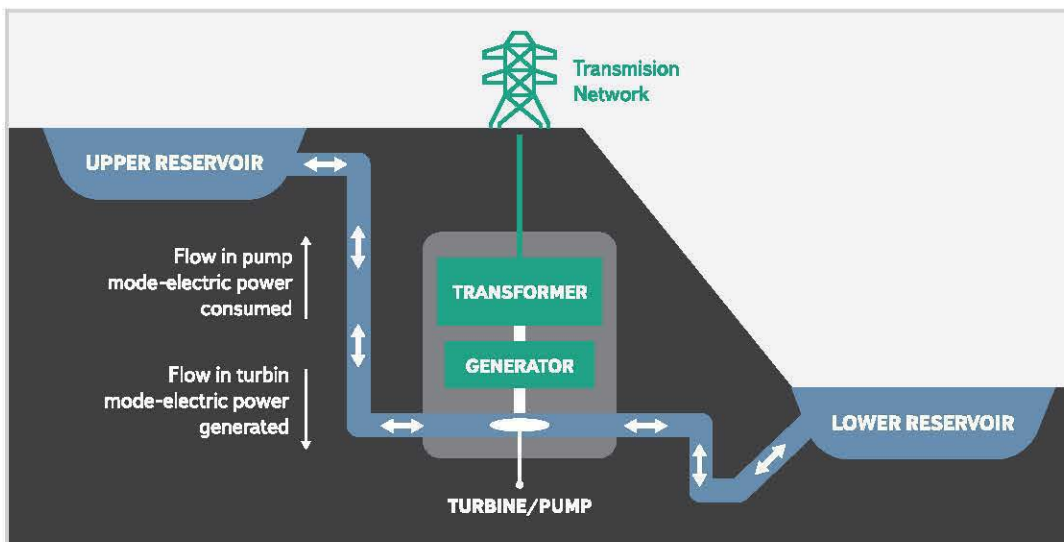
More than \$14 million in tax revenue for rural Washington and Oregon communities annually

Helps WA, OR and CA meet 100% renewable energy mandates

Generates 1,200 MW of carbon-free hydroelectricity

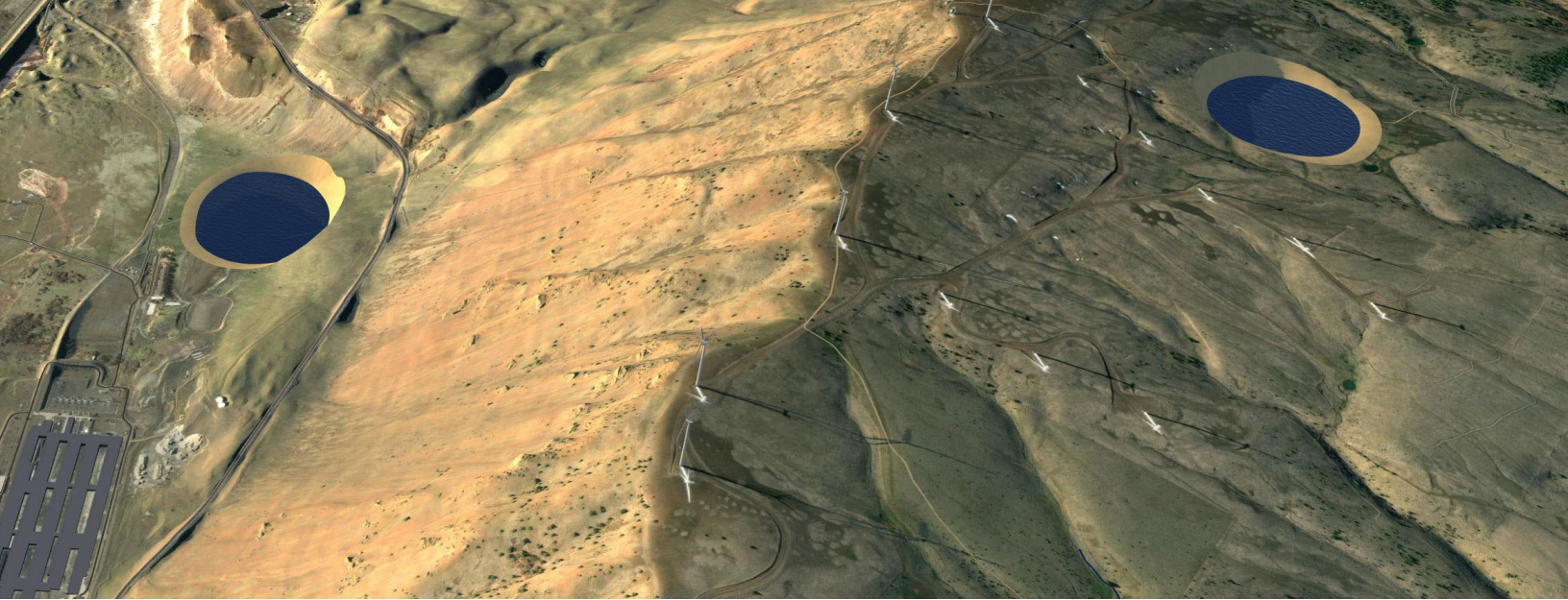
Improves grid reliability

What is pumped storage hydro?



Pumped storage facilities are the most common form of energy storage in the U.S., representing 95% of all utility-scale storage.

Pumped storage projects are closed-loop systems that move water between two reservoirs. During periods of low electricity demand, excess wind and solar energy can be stored by pumping water uphill. When electricity demand increases or wind and solar production drops, water is released from the upper reservoir to the lower reservoir via an underground pipe. The water feeds through turbine generators that create on-demand electricity.

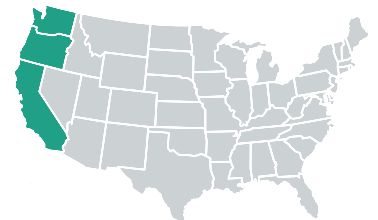


A cornerstone of the region's clean energy economy

Energy storage facilities like the Goldendale Project will be necessary to replace the retiring fossil fuel-based electricity generation that previously kept the lights on when renewables were not available.

A closed-loop system, the Goldendale Project acts as a huge water battery with minimal environmental impact.

- Revitalizes a former brownfield site into a clean energy resource
- Pipe carrying water from the upper reservoir to the lower reservoir will be entirely underground
- Co-located with existing infrastructure and in close proximity to transmission lines
- Lower investment in transmission infrastructure compared to other clean energy options



Washington

100% renewable energy by 2045 mandate

Oregon

100% renewable energy by 2040 mandate

California

100% renewable energy by 2040 mandate



For more information and to sign up for our e-newsletter, visit: goldendaleenergystorage.com

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AGENDA ITEM

MCEDD Annual IGA

[STAFF MEMO](#)

[INTERGOVERNMENTAL AGREEMENT FOR FY23](#)

[MOTION](#)



MEMORANDUM

SUBJECT: 22/23 MCEDD IGA

TO: BOARD OF COUNTY COMMISSIONERS

FROM: KATHY CLARK

DATE: MAY 25, 2022

BACKGROUND INFORMATION:

This IGA is an annual renewal for services and support. The IGA was drafted by MCEDD based on this year's budget meeting. Highlighted areas indicate changes from last year's IGA. There is a payment schedule included but MCEDD is open to adjustments to the schedule.



Intergovernmental Agreement between Wasco County and Mid-Columbia Economic Development District

This Intergovernmental Agreement is made and entered into this 1st day of June, 2022, by and between Wasco County and Mid-Columbia Economic Development District (hereinafter referred to as MCEDD).

PURPOSE

MCEDD, working under the direction of the Wasco County Board of Commissioners and the Wasco County Economic Development Commission, will provide leadership and staff support for economic development activities in Wasco County, as outlined in MCEDD's Scope of Work listed below,

MCEDD, as directed by the Wasco County Board of Commissioners, will be responsible to the Wasco County Economic Development Commission (WCEDC) for the following areas:

1. MCEDD will work closely with the Chair of the WCEDC to prepare an annual calendar of meetings as well as the agendas for each meeting, take minutes at the meetings, and make the arrangements for all scheduled meetings of the WCEDC; and
2. MCEDD will communicate with WCEDC members, County Commissioners and other entities in Wasco County; and
3. MCEDD will work with employees of Wasco County to maintain a website that shows the calendar of events as it pertains to the WCEDC; and
4. MCEDD will assign staff to support the WCEDC; and
5. MCEDD will work closely with the WCEDC to complete regular updates to the Wasco County Economic Development Strategic Action Plan to ensure the accuracy of information presented in the plan; and
6. MCEDD will work closely with the members of the WCEDC to determine a long-term scope of work for the MCEDD staff assigned to work with the WCEDC, and for the WCEDC; and
7. MCEDD will work closely with the WCEDC to gather, review and prioritize Wasco County economic development projects; and
8. MCEDD staff will be available to provide economic development assistance in Wasco County by providing assistance in grant writing, project development, and the acquisition of resources from supporting organizations; and
9. MCEDD will work closely with the members of the WCEDC to develop and implement WCEDC committee work plans focused on moving priority projects forward and building community capacity for economic development and project implementation; and

- 10. MCEDD will serve as point of contact for Wasco County for all economic development information requests and make referrals as needed to community partners; and
- 11. The Executive Director, or a designee at MCEDD, will be available to report quarterly to the Wasco County Board of Commissioners on the activities of the Wasco County Economic Development Commission or as requested by the Wasco County Board of Commissioners.

PERSONNEL:

Jessica Metta shall be designated as MCEDD’s Primary Contact Person for the purposes of this Agreement. This Project Administrator shall be responsible for management of MCEDD’s day to day administrative activities under this Agreement, and for apprising and updating the Wasco County Board of Commissioners and the Wasco County Economic Development Commission.

WASCO COUNTY’S RESPONSIBILITES:

Wasco County will be responsible for being the Fiscal Agent for all grants received by Wasco County. In consideration for services rendered under this agreement, Wasco County will provide **MCEDD Fifty Five Thousand Dollars (\$55,000)** during Fiscal Year 2022 payable on September 30, 2022. An additional Twenty Five Thousand Dollars (\$25,000) will be provided to MCEDD on March 31, 2023 for additional project support focused on broadband grants as they arise and coordination of the Wasco County Broadband Action Team as well as grant writing support for projects related to the potential relocation of Kramer Field in The Dalles. This Agreement may be terminated within thirty (30) days in writing if funding is no longer available. This Agreement shall remain in effect until June 30, 2023.

APPROVED this 1st Day of June, 2023.

**MID-COLUMBIA ECONOMIC
DEVELOPMENT DISTRICT**

WASCO COUNTY BOARD OF COMMISSIONERS

Jessica Metta, Executive Director

Scott C. Hege, Commission Chair

APPROVED AS TO FORM:

Kathleen B. Schwartz, Vice-Chair

Kristen Campbell, County Counsel

Steven D. Kramer, County Commissioner



MOTION

SUBJECT: Annual MCEDD IGA

I move to approve the 2022/23 Intergovernmental Agreement between Wasco County and Mid-Columbia Economic Development District.



AGENDA ITEM

Wasco County Transit Development Plan

[STAFF PRESENTATION](#)

[DRAFT TRANSIT DEVELOPMENT PLAN](#)

[DRAFT TRANSIT ORDINANCE](#)

WASCO COUNTY TRANSIT DEVELOPMENT PLAN

June 1, 2022

Kate Drennan, Deputy Director of Transportation

PRESENTATION ITEMS

- 1 Where we are: Existing Link's services
- 2 Where We're Going: Transit Development Planning Process
- 3 Until Then: Ongoing Planning and Ways to Support The Link



LINK PUBLIC TRANSIT SERVICES



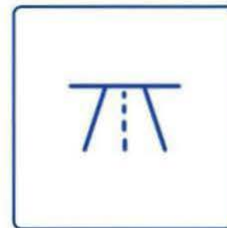
#1: Red and Blue Deviated Fixed Routes in The Dalles

- Monday - Friday, 7am - 6pm
- 13 bus stops
- 30-60 min frequency
- Serving high need destinations



#2: Dial-A-Ride

- Monday - Friday, 6am - 6pm; Saturday 9am - 4pm
- Door to door service scheduled ahead
- Prioritized for medical and necessity rides, but open to any member of the public
- Essential to Aging in Place



#3: Hood River Route

- Monday - Friday, 4x day
- Connects The Dalles Transit Center, Mosier, The Port of Hood River, downtown Hood River and CAT
- Links up to employment, regional buses on to Portland Airport, Vancouver, elsewhere in the Gorge

LINK PUBLIC TRANSIT SERVICES



#4 Shopping Bus

- Door-to-door service to grocery stores and shopping centers in The Dalles
- The Dalles: Weekly on Mon & Wed from 10:00 am - 2:00 pm
- Hood River shopping 2x per month
- \$3 unlimited stops, no bag limit
- Essential link for aging in place



#5: South County Shuttle

- Weekly service to Dufur, Tygh Valley, and Maupin
- Schedule ahead and choose stops within The Dalles; typically 3-4 hours
- Serves shopping, medical, and social needs

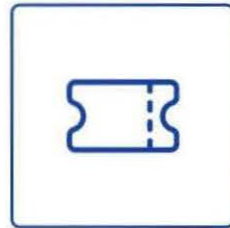


#6 High School Program

- High school students ride for free using their Student ID
- Connects students to schools, work, after-school activities, anywhere they want to go



LINK PUBLIC TRANSIT SERVICES



#7 Gorge Pass

- Annual \$40 pass for unlimited rides on all bus routes in the Gorge
- Can ride in Oregon, Washington, to Portland Metro, Vancouver Metro, recreational areas like Mt. Hood Meadows, Multnomah Falls, and Dog Mtn
- Includes an "equity program"



#8: Transit Connect Program

- Partner with Community Based Organizations to provide free annual transit passes and Dial-A-Ride tickets
- Support organizations with transit information/ training
- Developing Transportation Ambassador program

TRANSIT DEVELOPMENT PLAN

What is the Plan?

The Transit Development Plan will guide efforts to improve the transit experience and reduce emissions by providing a strategy for updating, operating, and funding transit in Wasco County for the next **20 years.**

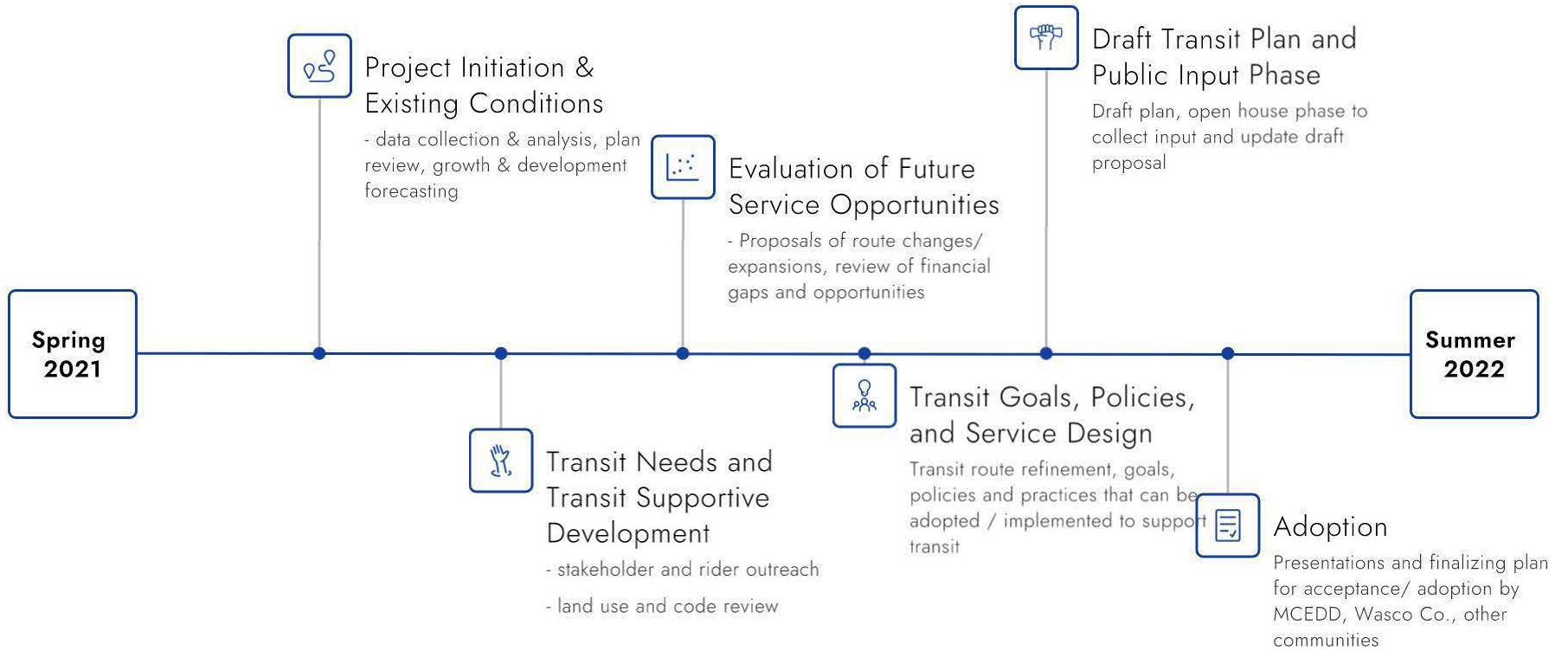


Why Now?

Transition from Dial-A-Ride only to bus routes

Changing technology like electrification, rider tools, etc

Addressing cost of living pressures from high costs of housing and transportation



Transit Development Plan Timeline



PUBLIC INPUT OPPORTUNITIES

Project Webpage

- Hosted on MCEDD website
- Linked to surveys, open house
- Project reports and memos posted
- Contact info to provide comments

On-line / Onboard Surveys

- Questionnaire provided online and onboard during summer of 2021 to gather ride data and ask input on priorities

Stakeholder Outreach

- Zoom interviews with groups such as South County Rising, downtown business owners, etc.
- Technical Advisory Committee providing feedback at major milestones
- Wasco Co. PTAC feedback at 3 timepoints

Open House

- Online open house posted for 3 weeks with project info, interactive comment map & survey
- In-person open house option with live-streamed presentation for those in-person and online

NEEDS SUMMARY

Determined by: Online & on-bus surveys, previous plan processes, stakeholder interviews



Increase frequency



Improve efficiency of route service



Increase weekend service



Update vehicle fleet



Improve bus stop amenities and access



Update tools and technology



Extend Service Hours



Increase education and marketing



RECOMMENDATIONS HIGHLIGHTS

Short-Term

1. Convert Red Route Loop to an out and back
2. Significantly expand number of bus stops
3. Better serve downtown The Dalles
4. Marketing and Branding
5. Regional Coordination

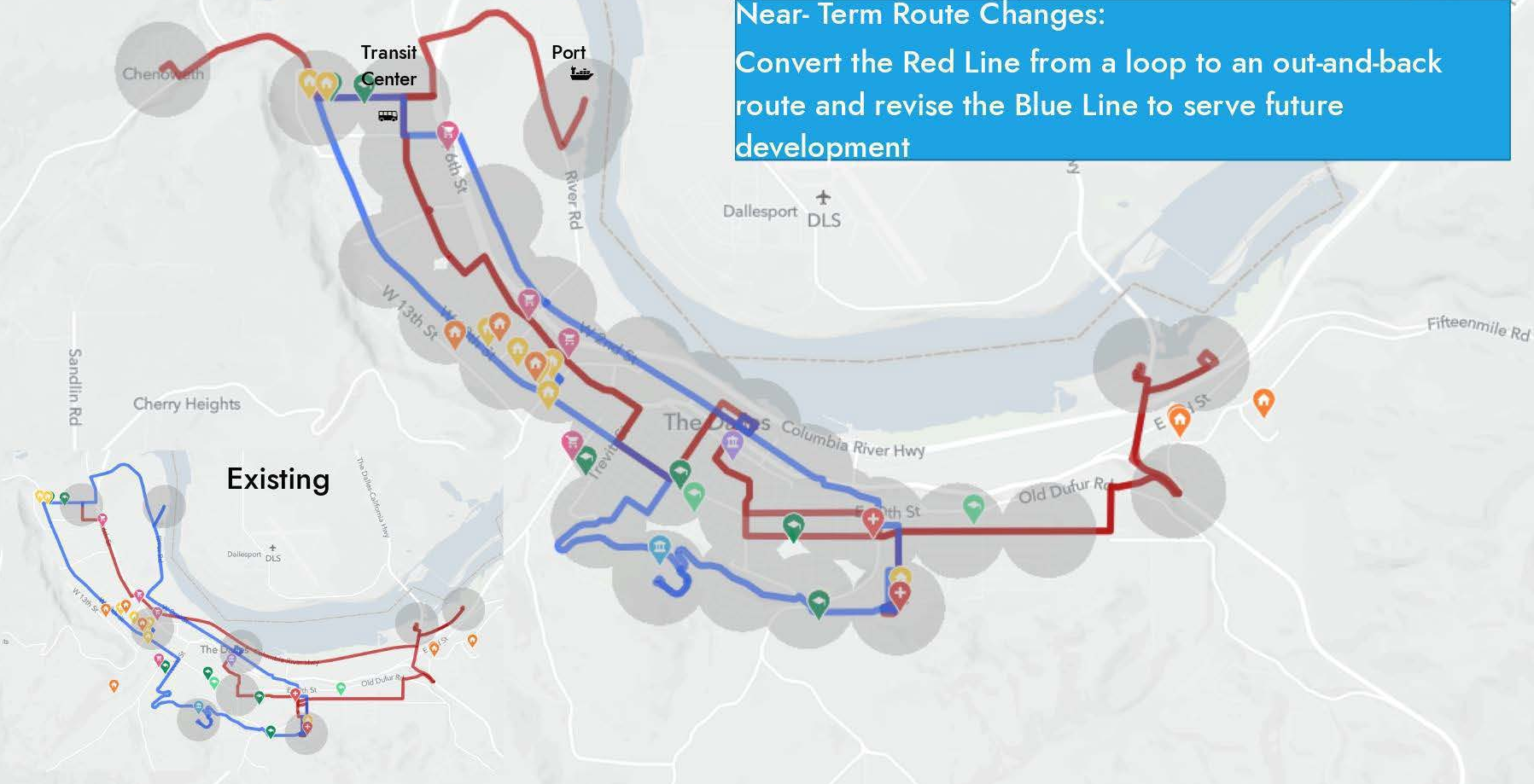
Mid-term

1. Additional service to communities in South Wasco County
2. Update information and technology
3. Update vehicle fleet
4. Service enhancement in The Dalles (extended hours)

Long-term

1. Continue route updates to serve new developments at The Port, MCMC, Navigation Services
2. Out & Back 'Express' Route in The Dalles
3. Intercity service enhancements
4. Continued fleet transition through replacement

Near- Term Route Changes:
Convert the Red Line from a loop to an out-and-back route and revise the Blue Line to serve future development





3 - Extend the Intercity Express between The Dalles and Hood River



Bus Stops Using 'Simme Seats'

Simme seats feature a seat, sign, and small footprint so they can be easily installed throughout town. This will help scale up stops immediately and provide more awareness of availability of transit



Additional Bus Shelters

Adding shelters at high ridership locations, providing shelter from wind, weather, and place to share information



Community Outreach and Travel Training

Continued partnership with community organizations, support with free, subsidized bus fares, and travel training for those who need some extra help navigating transit



Marketing, Branding & Education

Increased education and marketing in the community to increase knowledge of our services, participating in community events, providing rides for important events (like free rides to vaccines)



Online Trip Planning Resources

Online trip planning and mobile apps can help the public get information on how to use the bus system. While the Link shares data to Google Maps, trip planning could be improved.



Fleet Transition

As buses end their useful life, replace with hybrid, all-electric, or other alternative fuels buses to save on gas and maintenance costs, and provide a greener transportation option.



Electric Charging Infrastructure

Partner with PUD and others to install electric charging for both transit fleet and bus riders at the Transit Center park and ride location.



Upgrade Downtown Transit Stop

Provide more amenities at downtown transit stop(s) such as covered area, bike racks, etc.

FUNDING AND SUPPORT FOR TRANSIT IN THE DALLES

1 State Transit Formula funds to Wasco County

- Funds Dial-A-Ride Services within The Dalles
- Funds shuttles to smaller communities, shopping shuttles
- Funds outreach to low-income, spanish-speaking populations, high school free rides
- Provides match dollars for bus purchases, bus shelters

2 State Transit Discretionary Dollars to MCEDD / The Link (competitive grants)

- Funds Red & Blue Routes in The Dalles
- Funds mobility management (partnerships with community organizations, employers, regional transit coordination)
- Gorge Pass marketing program
- Upcoming grants for bus stop infrastructure

3 City of The Dalles

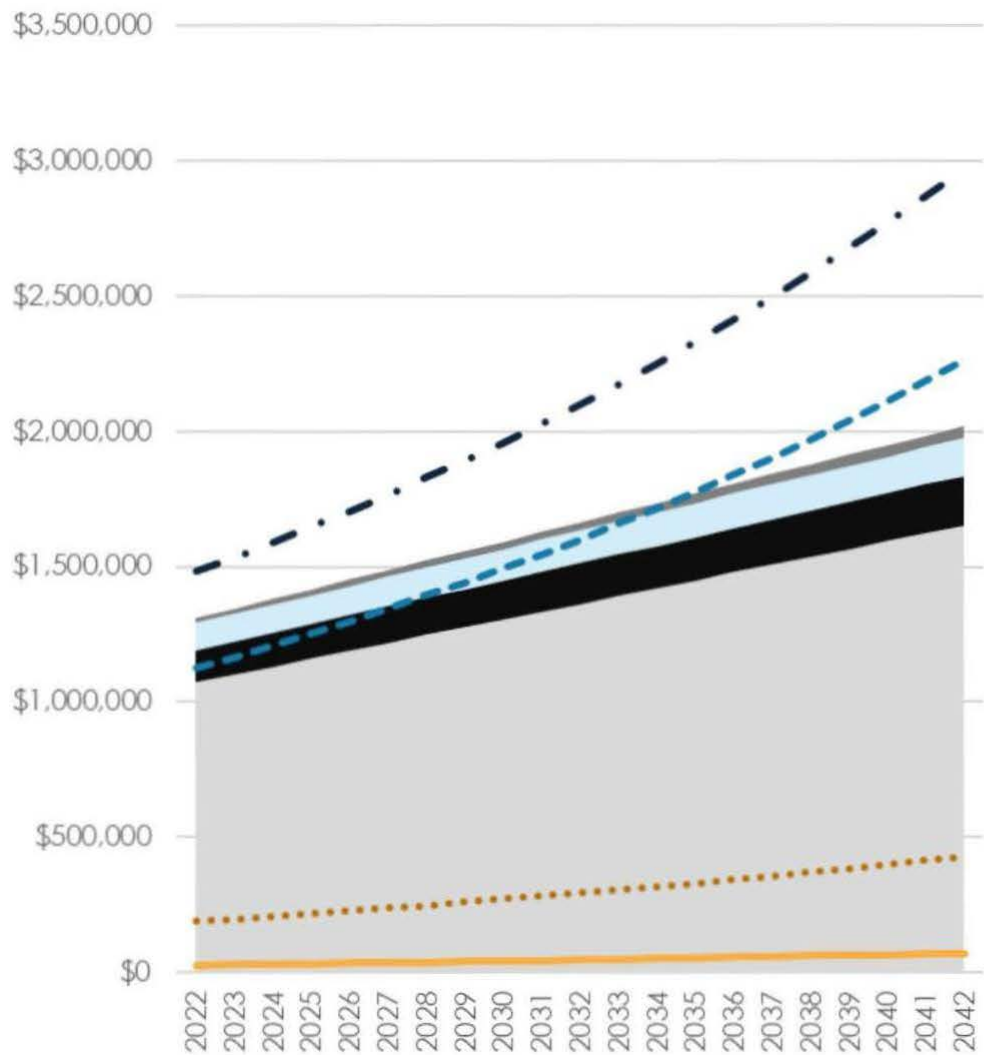
- Annual local contribution used for match in competitive state and federal grant applications
- Public Works Dept. in-kind support with labor to install sign posts, ready shelter sites for contractor excavation, review shelter plans

4 Foundation Grants

- MCMC Foundation grant for shelter purchase
- Google Grant shelter purchase
- Gorge Health Council funding Transit Connect passes and Tickets

5 Fares, Contracts, Reimbursements

- Low fares to keep transit accessible
- Contracts with modivcare, other medical insurers



- Baseline at 110%
- Baseline + Private Shuttle Partnership
- Baseline (Existing Funding Sources Only)
- Baseline at 90%
- Expand The Dalles - Hood River Route
- Madras + Maupin + Warm Springs/Shaniko Routes
- - - Weekdays + Saturday*; Existing Service Hours
- . - Weekdays + Saturday*; Longer Service Hours

Funding Scenarios and Service Recommendations

- Accepting/ Adopting Transit Development Plan

- Adoption by MCEDD Board
- Accepted or adopted by Wasco County by ordinance as part of TSP update; can adopt development requirements earlier as LUDO amendment

- Implement Routes and Bus Stops

- Provide outreach and notification of route changes
- Transition to new routes
- Work with City to implement new bus stops

- Fleet Transition Strategy

- Participate in ODOT pilot program to create fleet transition plans and practices
- Partner with North Wasco Utility District to create bus charging infrastructure / pursue state and fed grants

- Education, Outreach and Communication

- Update schedules, brochures, marketing materials for new system
- Continue education about services, offer travel training, partner with community to develop travel ambassadors

- Funding to meet community needs & vision



WAYS TO SUPPORT THE LINK/ PUBLIC TRANSIT IN WASCO COUNTY



1 Share Info about Link Routes & Service

Share information with your networks, send people to our website or offices

2 Ride the Link!

The Link is for everyone

3 Buy a Gorge Pass from the Link!

\$40 for unlimited rides in 2022 on bus routes throughout the Gorge!

4 Additional Funding

Local contributions allow us to both continue and expand service by leveraging additional grant funding to invest in Wasco County

5 Partnerships between Agencies

In-kind contribution through partnerships with public works, planning, etc. allows us keep more funds for capital purchases

Thank you!

Find us online at mcedd.org/link

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WASCO COUNTY
TRANSIT
DEVELOPMENT PLAN
THE LINK PUBLIC TRANSIT



MAY 2022

ACKNOWLEDGEMENTS

The development of this plan was guided by the Project Management Team (PMT), Advisory Committee (AC), and members of the public. Each individual devoted their time and effort to provide valuable input and feedback and their participation was instrumental in the development of the plan.

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TABLE OF CONTENTS

Acknowledgements	2
Table of Contents.....	3
Introduction.....	3
Goals, Policies, and Practices	7
Needs Summary	9
Future Service Opportunities and Service Plan	11
Capital Plan	27
Technology Plan.....	30
Management and marketing Strategy.....	31
Financial Plan.....	36
Implementation Plan	39
Conclusion	47
Appendices	47

INTRODUCTION

Wasco County currently contracts with the Mid-Columbia Economic Development District (MCEDD) as operator of The LINK Public Transit to provide intercommunity and demand-response service within the county and connecting to regional destinations. MCEDD also receives its own direct grants to provide deviated fixed-route and demand-response service in Wasco County.

MCEDD currently provides one inter-county route to Hood River, a shuttle to South County, a shopping shuttle between The Dalles and Hood River, two loop routes in The Dalles, and Dial-a-Ride services within Wasco County.

This Transit Development Plan (TDP) evaluates a program of service improvement alternatives and presents options to pursue over the 20-year plan horizon, including planned service modifications.

Plan Development

A series of technical memoranda were developed during the TDP process and provided the building blocks for the project, addressing existing conditions and performance. As work progressed, future conditions were evaluated and mobility needs and opportunities were identified. The Project Management Team (PMT) guided the preparation of these technical memoranda in coordination with the Advisory Committee (AC) and input from community meetings. These interactions helped guide the development of the Transit Development Plan as well as build necessary consensus and support. Members of these groups are listed in the Acknowledgements section. The memoranda developed during the process are provided in *Appendix A* and include:

- Memo #1: Public Involvement Plan
- Memo #2: Existing System
- Memo #3: Unmet Transit Needs and Transit-Supportive Development Strategies

- Memo #4: Evaluation Framework
- Memo #5: Future Service Opportunities
- Memo #6: Goals, Policies, and Practices
- Memo #7: Future Service Design and Supporting Programs

The ideas presented in the memoranda have been refined throughout the plan development process and therefore are not identical to those presented in this plan. A summary of the recommendations in this plan can be found in Figure 1.

Public Involvement

The project process included several touchpoints where stakeholders and the public could provide input.

Project Webpage

MCEDD created and maintained a Project Webpage on the MCEDD website that provided project information, schedule, technical memoranda, and opportunities to provide input.

Stakeholder Outreach Events

Two rounds of virtual outreach events were held with small groups of stakeholders. The first round introduced the project, solicited comments about how well existing transit services addressed community needs, and generated ideas for future or improved services. The second round gathered input on service opportunities.

Online/On-board Survey

A questionnaire was provided both online and on-board during the summer of 2021. The survey asked about peoples' origins and destinations, reasons why they take transit, and ideas for improving transit service. The survey response provided an important picture of how and where people are using the system.

Open House

An open house was held in the Spring of 2022. This open house included a livestreamed virtual meeting and an in-person event at the Transit Center. The open house provided information about draft service opportunities and solicited the public's input on those opportunities.

Updating the Plan

The TDP should be updated periodically to reflect changing needs, as well as lessons learned from implementing the plan's short-, medium-, and long-term recommendations. These updates will allow the County to monitor progress toward implementing projects, update the financial outlook, and verify the population, land use, and growth trends used to determine and prioritize service enhancements. Wasco County needs to update its STIF plan every two years per the STIF rules, but such a plan does not necessitate updating the TDP. The County and local jurisdictions can supplement the TDP by considering transit improvements and walking and biking access to transit in their other planning efforts.

WASCO COUNTY TRANSIT DEVELOPMENT PLAN RECOMMENDATIONS

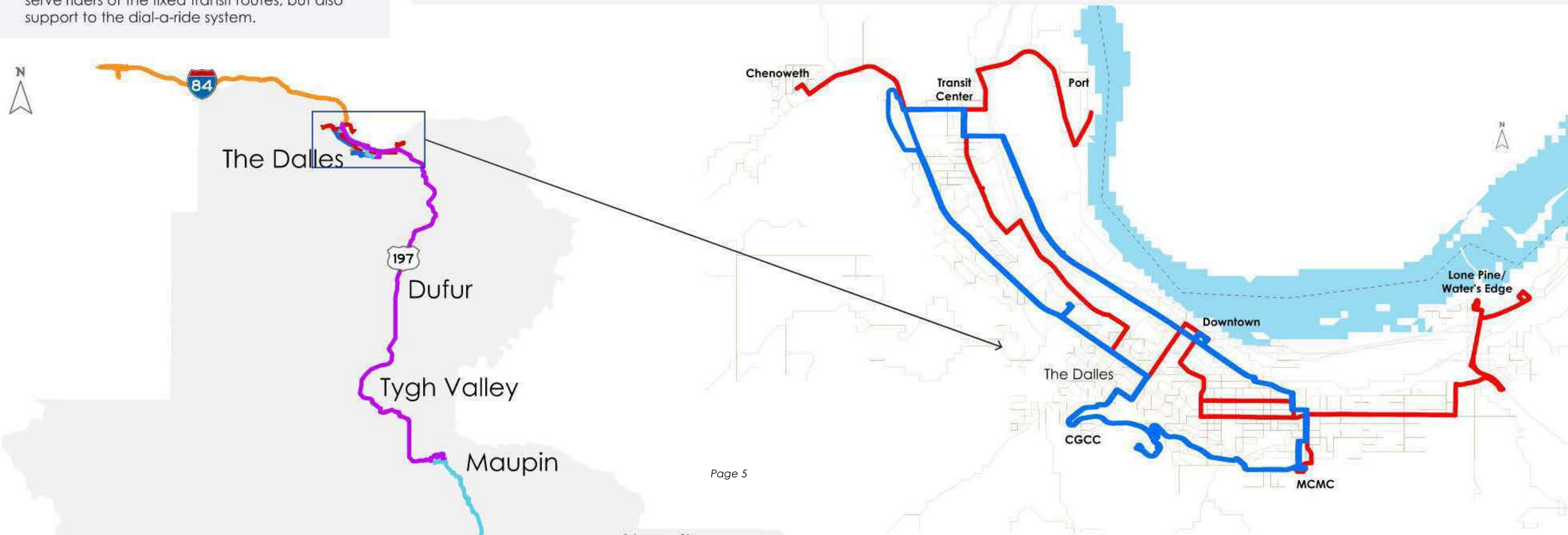


Continuous Improvements

- The LINK should use the proposed monitoring program and new technologies to continuously assess community needs and service performance, and update the plan's recommendations as needed.
- In addition to the plan's route recommendations, providing information and technology improvements (trip planning apps, real-time vehicle arrival information) and enhancing the vehicle fleet (electric/hybrid fuels) will help improve rider experience and service reliability.
- These recommendations are meant to not only serve riders of the fixed transit routes, but also support to the dial-a-ride system.

Short-Term Improvements

- **Extend the Intercity Express Route between The Dalles and Hood River:** Extending The Dalles–Hood River service to connect to Columbia Gorge Community College (CGCC) campuses at both ends of the route could help students, faculty, and staff travel between campuses.
- **Expand Out-and-Back Route to Maupin:** The LINK could serve Maupin more frequently by replacing the existing South County service, rather than providing as much by-request dial-a-ride service. The more consistent schedule would make it easier for people to plan trips.
- **Convert the Red Line from a loop to an out-and-back route and revise the Blue Line to serve 2nd Street:** The revised Red Line is intended to meet riders' need to travel between Water's Edge, the Transit Center/Chenoweth, and destinations in between. To reduce travel time, the route alternates between stopping at the Port (which is located near a health clinic and transitional housing) and stopping in Chenoweth. It also provides access to the high school, Mid-Columbia Medical Center, the Veterans Service Office, Goodwill, and neighborhoods throughout the city. Once the Red Line is converted from a loop to an out-and-back route, the Blue Line can be modified to serve 2nd Street rather than the Port. This change would increase the overall area served by transit while shortening the Blue Line's total length and the time it takes riders to get to their destination. In addition, **add stops to the Blue Line**. Frequent stops along the route makes it easier to catch the bus at permanent stops rather than having to schedule pick-ups and drop-offs in advance.



Mid-Term Improvements

- **Create New Out-and-Back Route to Madras:** With additional funding sources and inter-county coordination, The LINK could investigate providing a new intercity express route with stops in Madras, Maupin, Tygh Valley, Dufur, and The Dalles. This route could be a modification to the South County Shuttle, with fixed time-points and potential deviation areas or zones where riders can request a more direct pick-up or drop-off at the curb, reducing the resources needed to implement the route. This service would support transfers to Cascades East Transit services in Warm Springs/Madras, Central Oregon Breeze, and bus routes in The Dalles, providing transit connections from Wasco County to central and eastern Oregon.
- **Create New Out-and-Back Route Connecting Warm Springs Reservation, Madras, Shaniko, and Antelope:** The LINK could further investigate demand to provide a new route with stops in the Warm Springs Reservation, Madras, Antelope, and Shaniko. The route could be operated to provide two trips per day, two times per month. This route would need a bus to be based in this area to reduce the travel time and cost for a vehicle to come from The Dalles, potentially through a partnership with Cascades East Transit. The service would have zones where riders can request pick-ups and drop-offs off of the normal route.

Long-Term Improvements

- Monitor future development near the Port and revise the **Red Line** as needed
- Add new downtown express service in The Dalles or accomplish via **The Dalles to Hood River** extension
- Upgrade the **Downtown Transit Stop** to a transit center
- **Expand service hours** on routes

The following capital improvements could improve the experience of riding the bus and support the recommended changes described above:



Secure funding to replace vehicles according to their expected useful life to increase service reliability and decrease maintenance costs



Upgrade the Downtown Transit Stop to have more amenities, such as covered areas and more bike racks



Pursue charging and alternative fueling facilities to support the purchase of hybrid or fully electric vehicles, which not only provides environmental benefit but can lower fueling and maintenance costs



Provide additional route signage, benches, and transit shelters at bus stops that are commonly used



Pending the availability of charging and alternative fueling facilities and funding grants, purchase hybrid or fully electric vehicles



Improve branding through new vehicle wraps and signs at bus stops



(with connections to Portland, Bend, and beyond)

The following technology improvements could improve the experience of riding the bus and support the service opportunities described above:



Support mobile apps and online resources to help plan trips. For example, integrate route information into Google Maps so that the public can get information about how to travel between destinations using transit.



Provide real-time vehicle arrival information that shows riders where the bus is, and whether the bus is on-time. Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed and comfortable rider.



Provide additional education and support for understanding ways to pay transit fares. The LINK currently provides mobile ticketing through The GORge Pass and for The LINK.

GOALS, POLICIES, AND PRACTICES

A set of TDP goals and policies were developed to serve as a framework to guide Wasco County's future transit planning and investments. The goal and policy language were drawn from a number of resources, including the goals, policies, objectives, and strategies identified in relevant federal, state, and local plans and documents. In particular, the MCEDD Gorge Regional Transit Strategy and the Wasco County Coordinated Human Services Public Transportation Plan (2020–2024) helped shape the proposed goals and policies. These plans were developed recently and specifically for Wasco County and the region, with a focus on increased coordination and serving those who are transportation-disadvantaged.

This TDP project's objectives, as well as "best practices," were developed based on input from the Advisory Committee and reflected in the goal statements for the evaluation framework. Proposed city and county transit-supportive policies also influenced the TDP's policy language.

The TDP's goals and policies are as follows:

Goal 1: Customer-Focused Services – Provide services that are safe, attractive, and convenient for all riders.

Policy 1A. Facilitate access to transit service for all community members, with a focus on services for community members who may be transportation-disadvantaged due to age, abilities, and/or income.

Policy 1B. Improve safety for transit riders through transit facility design such as lighting and transit stop location.

Policy 1C. Improve safety for transit riders through coordination with other agencies regarding pedestrian and bicycle crossings near transit stops and complete, low-stress walking and biking connections to transit stops.

Policy 1D. Focus transit service on destinations that are important to community members, particularly those who are transportation-disadvantaged, including employment centers, training and education facilities, stores and shopping centers, human and health services, and recreation locations.

Policy 1E. Improve convenience through expanded fare payment options, fare integration with other transit systems in the region, and mobile tools and apps.

Policy 1F. Determine customer needs through direct outreach, consultation with service providers, and findings from other planning efforts.

Policy 1G. Improve transit education and marketing, particularly through outreach to transportation-disadvantaged and underserved groups that focuses on bilingual marketing and outreach and travel training.

Goal 2: Accessibility and Connectivity – Improve access and connections within and between communities in the county as well as key destinations outside the county.

Policy 2A. Coordinate with local planning and roadway authorities to ensure that transportation system-related improvements such as pedestrian and bicycle crossings, transit stop infrastructure, and ADA-accessible connections to transit stops are incorporated into planned projects.

Policy 2B. In coordination with local jurisdiction partners, facilitate first- and last-mile connections to transit stops, such as making arrangements with shared mobility facilities and services (e.g., taxis, shuttles, bike sharing, and other mobility sharing).

Policy 2C. Coordinate with the local jurisdiction and property owners on potential park-and-rides and transit hubs where multiple modes could connect.

Policy 2D. Support improvements in access and connections to transit that are appropriate for the context and size of the community and its existing and planned transit service.

Policy 2E. Adopt transit stop design and construction standards, including amenities that must be provided at major transit stops, to serve as a planning and coordination tool.

Goal 3: Coordination – Collaborate with public and private partners to maximize services.

Policy 3A. The transit service provider should participate in the review of land use proposals that may impact transit service or existing or planned transit uses and improvements.

Policy 3B. Coordinate with local jurisdictions and development applicants regarding any transit-related improvements, such as shelters, benches, and/or lighting, that are identified in adopted transportation and transit plans.

Policy 3C. Continue to explore and develop connections between transit and other existing and potential transportation services, such as taxis, The Dalles Downtown tourism shuttle, and ride hailing services, and emerging technologies such as micromobility services (e.g., scooter and bike sharing).

Policy 3D. Continue and strengthen collaborations with other transit service providers in the region, human and health service providers, and major employers to expand the efficiency and reach of transit service.

Policy 3E. Ensure decisions regarding future transit service and coordinated transportation improvements align with the TDP and key policy documents including the latest Wasco County Human Services Public Transportation Coordinated Plan and the Gorge Regional Transit Strategy.

Goal 4: Health – Foster public health by increasing use of active travel and improving access to the outdoors, health care, healthy food, and similar healthy places.

Policy 4A. Support safe and complete walking and biking connections to existing and planned transit stops so that community members and visitors have active transportation options to access transit.

Policy 4B. Increase transit access to health-supporting destinations such as grocery stores, parks and open spaces, community spaces, health care, and human services.

Policy 4C. Improve transit access to local and regional recreation destinations for community members and visitors.

Policy 4D. Integrate transit into emergency response planning to bolster the resiliency of communities in Wasco County.

Goal 5: Sustainability – Foster environmental, economic, and fiscal sustainability through transit investments.

Policy 5A. Promote and rely on transit to reduce single-occupancy vehicle trips and greenhouse gas emissions and to increase energy conservation.

Policy 5B. Encourage the use of transit as a way to conserve land, including as a way to reduce land needed for parking in cities and at trailheads in Wasco County.

Policy 5C. Where recreation destinations are experiencing over-use, consider transit service to help regulate access and protect the resource.

Policy 5D. Promote transit service as a tool in economic development, including business and employee recruitment and retention, community revitalization, and tourism enhancement.

Policy 5E. Establish stable and effective transit funding through the following: establishing diverse sources; strategically leveraging local funding to compete for state and federal funding; and securing efficiencies by coordinating services with other transit and transportation service providers.

NEEDS SUMMARY

Transit needs were identified through the following methods:

1. Conducting an onboard and online survey that was available from July to August 2021. A total of 49 responses were received related to bus use, locations where people would like to use transit, tools that would make riding the LINK more convenient, improvements the LINK transit service needs, and barriers to using transit in Wasco County.
2. Reviewing other planning processes in the area, including the Coordinated Human Services Transportation Plan Update.
3. Analyzing the existing transit system, including reviewing historic ridership data.
4. Conducting outreach calls to community organizations, agencies, and businesses, such as the Wasco County Business Alliance.

Through this process, the following needs were identified:

- **Improve efficiency of route service:** The two existing transit routes in The Dalles largely travel east–west in a counterclockwise loop direction. Adding more north–south connections, converting routes from loops to out-and-back lines, and adding or shifting a route to serve clockwise travel could improve the efficiency of passengers' trips.
- **Increase service frequency, extend service hours, and provide weekend service:** The highest-priority improvements for survey respondents to the first survey were increased frequency (how often a bus goes to a stop), extended service hours, and weekend service. Survey respondents also ranked “service to more destinations” highly. Non-riders stated that they do not use transit services due to service coverage (where the bus goes), frequency, and/or hours of operation that do not meet their needs.
- **Improve bus stop amenities and access:** Individual bus stops on existing and proposed transit routes could be improved with amenities, sidewalk access, park-and-ride access, and more.
- **Update vehicle fleet:** The LINK recently replaced several vehicles that were beyond their useful service life and will need to continue to replace vehicles as they reach the end of their useful service life. Cleaner fuel sources, such as electricity, could be considered for future vehicle purchases and facilities.
- **Increase education and marketing:** Bus stops are not widely used by riders, in part due to The LINK operating as a dial-a-ride system for more than two decades, leading to many riders being

unfamiliar with how to plan a trip by catching the bus at an existing bus stop. The survey also identified a lack of awareness of The LINK’s shuttle services. A lack of information about service is cited in non-riders’ survey responses as a barrier to using transit service. Establishing trip-planning tools for users and marketing the availability of stops would help improve the usage of The LINK’s services.

- **Update tools and technology:** Tools that respondents felt would increase the convenience of their trips include more fare payment options, mobile trip-planning tools, real-time vehicle arrival information, and more bicycle racks. Difficulty planning trips was cited in non-riders’ responses to the first survey as a barrier to using transit service.

Additionally, new and/or modified transit routes and services can be tailored to serve a diverse set of transit markets in Wasco County. The table below summarizes the existing and potential future service types to address transit market needs in Wasco County.

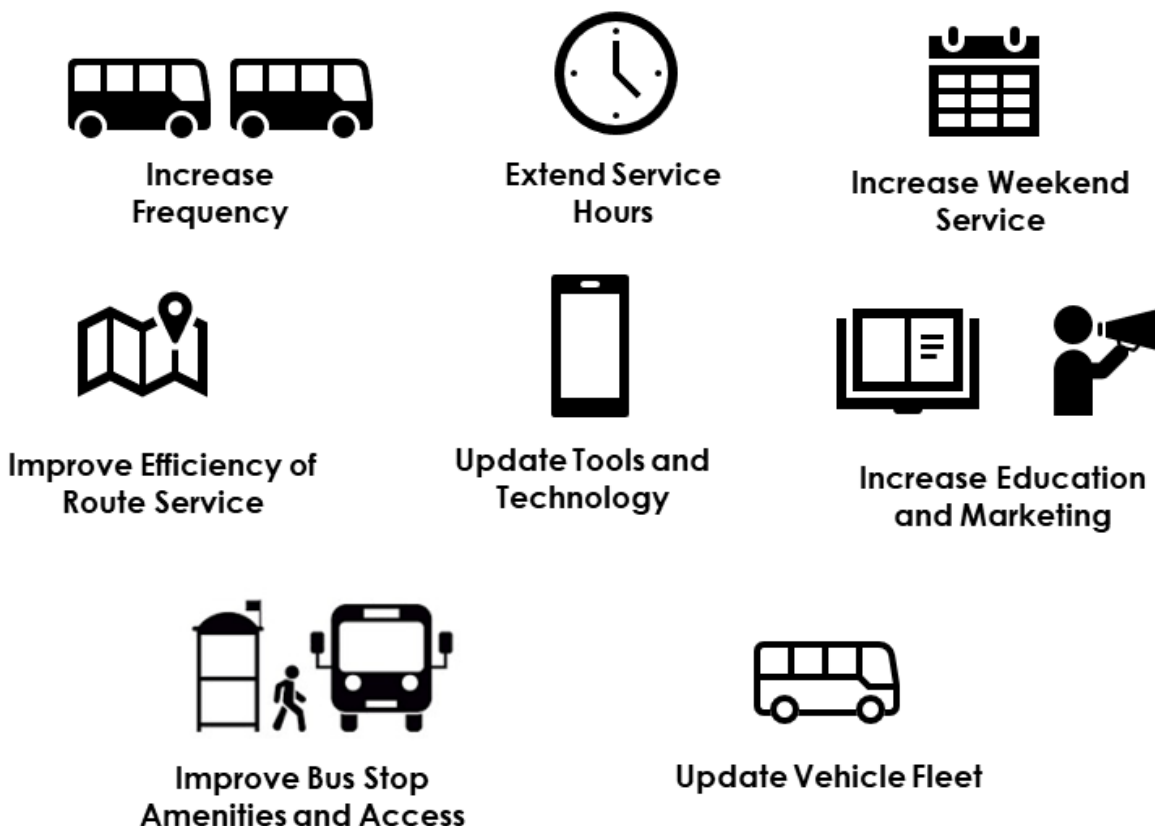
Table 1: Service Types to Address Transit Market Needs

Transit Market	Local Fixed-Route	Shuttle/Deviated Fixed-Route	Intercity/Express	Vanpool	Demand-Response
Existing Transit Users within The Dalles	Potential	Existing	—	—	Existing
	Potential new stop locations could support a transition from deviated-fixed route to fixed-route without deviations (or with fewer deviations than currently made). This change could make it easier for people who need to take trips daily (such as to go to work) or who have spontaneous trips (like going to a restaurant) without having to schedule the trip in advance. Existing users have a need for expanded service hours and weekend service.				
Increasing Development inside The Dalles	Potential	Existing	—	—	Existing
	Upcoming development in The Dalles can generally be served by the same routes. New stops could be added to existing routes and/or new routes could be added to serve developing areas of The Dalles.				
Transit-Dependent Populations in Rural Areas	—	Existing	—	—	Existing
	Continuing to provide shuttle services and demand-response services to rural areas is likely the most efficient way to meet the needs of this market.				
Growing Populations inside Urban Growth Boundaries	—	Existing	Existing (CAT)	Potential	Existing
	Population growth primarily affects The Dalles, where the greatest population growth is expected. Some growth is expected in Mosier and Maupin, while limited growth is expected in unincorporated areas. Partnering with other agencies in the Gorge TransLink Alliance to expand transit services between populations within Urban Growth Boundaries and encouraging use of vanpools can help serve growing populations in these areas.				
Users Making Personal/Miscellaneous and Recreational Trips	Potential	Existing	Existing	Existing (private)	Existing
	Adding stop locations and expanding service hours for existing services can improve access for users who want to make personal and recreational trips to locations within Wasco County outside of typical working hours.				
Tourism and Service Industry	Potential	Existing (private)	Existing (CAT)	—	Existing
	There is currently an existing private shuttle between hotels and restaurants in The Dalles. The LINK provides weekday, and the CAT provides weekend, service between The Dalles and Hood River, with connections to Portland. Additional shuttle service and intercity services to connect tourists and workers in the industry could				

Transit Market	Local Fixed-Route	Shuttle/Deviated Fixed-Route	Intercity/Express	Vanpool	Demand-Response
	meet the needs for these markets and support a "Safe Ride Home" program.				

More information about these needs and how they were identified is provided in [Memo #3: Unmet Transit Needs and Transit-Supportive Development Strategies](#).

Figure 2. Transit Needs



FUTURE SERVICE OPPORTUNITIES AND SERVICE PLAN

Future routing service opportunities are identified by timeframe. The prioritization of these opportunities considered several factors, including evaluation results, funding availability, and other factors influencing decision-making, including other services and capital purchases.

Table 2 shows recommendations for short-term, mid-term, and long-term implementation of the recommended service opportunities.

- **Short-term (0–5 years) plan** includes items that are low cost to implement, have high ridership potential, and improve connectivity to other providers. No new buses are needed for these opportunities.

- **Medium-term (5–15 years) plan** includes items that are low-to-medium cost and improve travel time, connectivity, and access. Some of these opportunities require purchasing additional buses.
- **Long-term (15+ years) plan** includes items that are medium-to-high cost to implement, have moderate to higher ridership potential, increase connectivity, and increase service availability and frequency.

The intent of these implementation tiers is to provide a plan for implementing service opportunities that considers the complexity and capital requirements. The **unconstrained** column in the table outlines additional opportunities The LINK could implement if and when additional funding becomes available.

Table 2: Recommended Service Opportunities

Route	Short-Term	Medium-Term	Long-Term	Unconstrained
Red Line	Convert the Red Line from a loop to an out-and-back line and add stops	--	Adjust route to serve future development near the Port	--
Blue Line	Add stops and reduce Blue Line frequency to allocate time to Red Line. Revise Blue Line for future development at the same time as converting the Red Line.	--	--	Add a clockwise version of the Blue Line
Downtown The Dalles Express Route	--	--	--	Create new out-and-back route in The Dalles (via 6th Street and 7th Street)
Service Enhancements in The Dalles	Provide dial-a-ride service on Sundays		--	Extend service hours in The Dalles. Provide weekend service in The Dalles.
Hood River	Extend The Dalles – Hood River service to connect to CGCC	--	--	Increase service frequency between The Dalles and Hood River
South County – Maupin	Expand South County route to Maupin, operating 2 days/week; 2 trips/day	--	--	--
South County – Madras	--	Create route to Madras, operating 2 days/week; 2 trips/day	--	Increase service frequency to more days per week
South County – Warm Springs Reservation, Madras, Shaniko, Antelope	--	Provide service 2 days/month; 2 trips/day	--	Increase frequency of service to more days per month

Route	Short-Term	Medium-Term	Long-Term	Unconstrained
Information and Technology	Provide real-time vehicle arrival information	Monitor the reliability of real-time vehicle arrival software and trip planning software. Monitor and consider implementing emerging technologies.		--
Education and Marketing	Provide continued education and marketing; update LINK branding on buses, stops and signs. Provide information about where the service goes, how to ride the bus/use stops, and how to pay fares.			--
Capital Plan	Add bus shelters and route information to bus stops Replace vehicles at the end of service life	Purchase new buses Electrify vehicle fleet	Purchase new buses Add a second transit center in Downtown The Dalles	--

Short-Term Service Plans

Short-term service plans include service opportunities that could be implemented within the next five years. Under the fiscally constrained scenario, The LINK cannot make changes that increase service costs in the short-term unless they receive discretionary STIF or FLAP funding for service to extend/expand South County. Within the Dalles, the recommended Blue Line and Red Line changes reallocate existing resources and provide minimal increases to dial-a-ride service, staying within existing funding sources.

Update Existing Routes in The Dalles

Existing routes within The Dalles can be modified to better serve existing travel patterns and identified needs. Generally, these route modifications provide additional connections to/from employment and residential areas. Recommended updates to the deviated-fixed route services are shown in Figure 3¹ on page 15 and described below.

- Add stops to the Blue Line
 - The Blue Line is currently the more established deviated-fixed route within The Dalles. Maintaining the established route or similar in the short-term can help decrease the impact changes have on existing ridership.
 - Frequent stops along the route can encourage riders to catch the bus at fixed stops rather than requesting deviations and using dial-a-ride. They also facilitate more frequent connections to other services. These stops can initially be placed with minor amenities, such as signage and possible a simmi seat, and include buses stopping in traffic where safe, while stop locations are being refined.
- Convert the Red Line from a loop to an out-and-back route and revise the Blue Line to serve 2nd Street

The **Bus Stop Design Guidance** in the Capital Plan discusses best practices in locating bus stops and recommended amenities based on activity, neighboring land uses, and other factors.

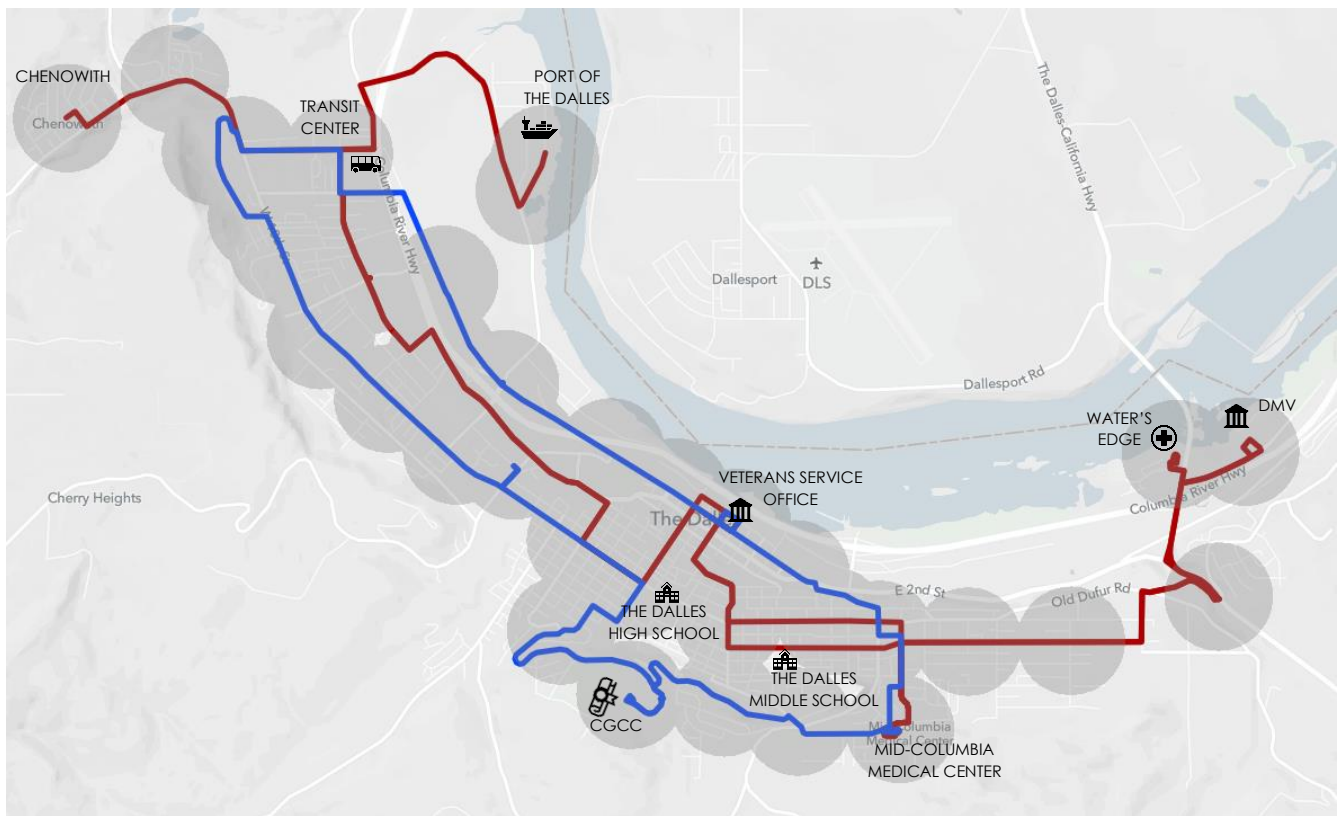
¹ The grey circles show a ¼-mile walking-distance radius around potential transit stop locations. Transit stops along the deviated fixed-route lines are needed every ¼ – ½ mile. Stop locations shown in the map are approximate and need to be further refined to confirm that there is available space for transit stop amenities and there is a safe place for a bus to stop.

- Currently, both of The LINK's routes operate as counterclockwise loops. Converting the Red Line from a loop to an out-and-back route can facilitate direct travel through The Dalles and support faster connections to locations and other routes.
- The route is intended to meet existing riders' need to travel between Water's Edge and the Transit Center/Chenoweth. To reduce travel time, the route alternates between stopping at the Port (which is located near a health clinic and current transitional housing) and stopping in Chenoweth. It also provides access to the high school, Mid-Columbia Medical Center, the Veterans Service Office, Goodwill, and neighborhoods throughout the city.
- Once the Red Line is converted to an out-and-back route, the Blue Line can be modified to serve future development along 2nd Street rather than the Port. This change would increase the overall area served by transit while shortening the Blue Line's total length.
- Frequent stops along the route can encourage riders to catch the bus at fixed stops rather than requesting deviations and using dial-a-ride. They also facilitate more frequent connections to other services.

Under a fiscally constrained scenario, these modifications require reallocating service from the Blue Line to the Red Line so that both routes can operate at hourly headways. Additionally, under a constrained scenario it would be feasible to provide dial-a-ride service on Sundays from 9:00 AM to 4:00 PM or to provide an additional hour of dial-a-ride service each weekday. Ground testing conceptual schedules to ensure timing and driver breaks, reworking staff schedules, and potential hiring additional staff would be needed to make these changes.

Under a fiscally unconstrained scenario, the Blue Line could maintain its existing headway, which ranges between 30 and 60 minutes depending on the time of day. In addition, a clockwise version of the Blue Line could be added so that people could travel from the resource center located near the transit center back to destinations along 2nd Street without having to take the full loop.

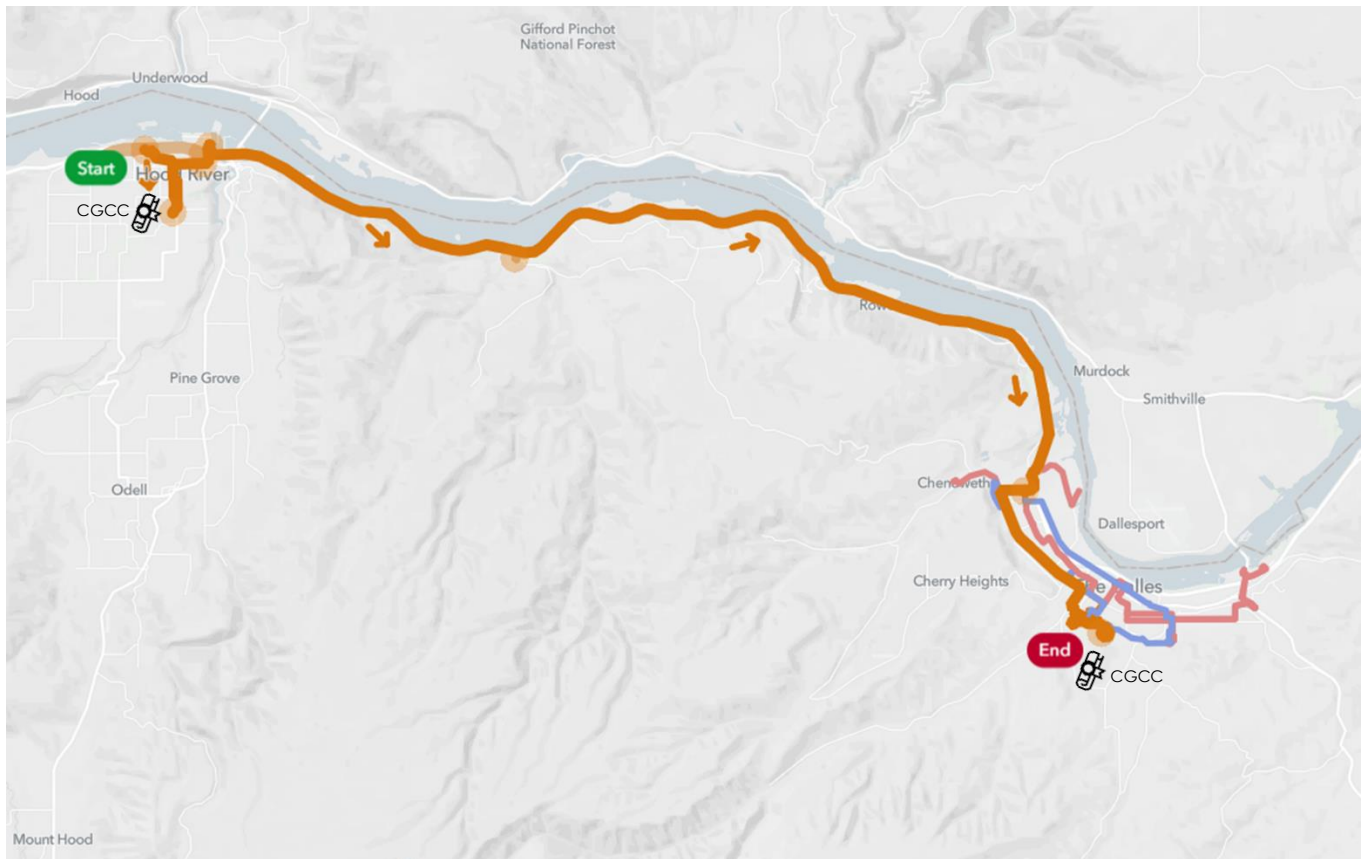
Figure 3: Convert the Red line from a Loop to an Out-and-Back Line and Revise Blue Line to Serve 2nd Street



Extend the Intercity Express between The Dalles and Hood River

Extending The Dalles–Hood River service to connect to Columbia Gorge Community College (CGCC), as shown in Figure 4, could help students, faculty, and staff use the intercity route to travel between campuses. This connection could also be achieved by interlining² The Dalles – Hood River Intercity Express with the local fixed-route in Hood River and the Blue Line in The Dalles. Based on existing service hours and resources, under a fiscally constrained scenario, the college campuses would be served 2–3 times per day. Alternatively, this route could interline with local services to downtown instead or on alternating runs of the service, depending on connections with the Blue and Red Routes which serve CGCC and downtown, respectively.

Figure 4: Extending The Dalles – Hood River Service to Connect to CGCC



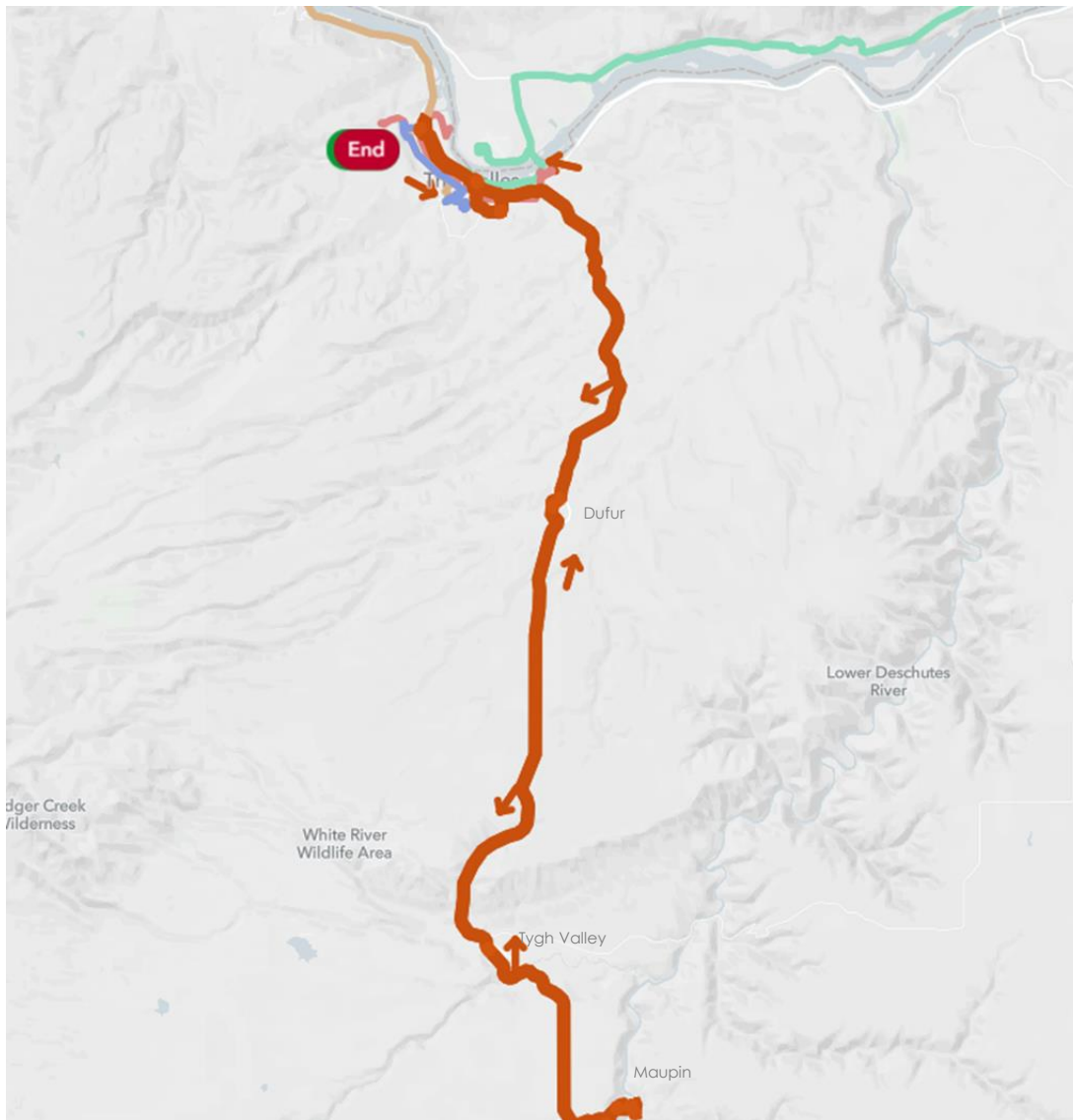
² Interlining is using the same bus to travel to regional destinations, such as Hood River, after it completes the local route. Interlining can provide a one-seat ride and not require additional service or vehicles.

Provide Additional Service to and Around South County

Deviated fixed-route transit service to South County could be expanded. Recommended short-term service expansions and updates are illustrated and described below.

- Replace the South County shuttle with an expanded intercity express route with stops in The Dalles, Dufur, Tygh Valley, and Maupin. The route is illustrated in Figure 5 below, and the potential stop locations are shown in Memo #5: *Future Service Opportunities*.
 - This route would have fixed timepoints and potential deviation areas or zones, reducing the resources needed to implement the route. Deviation areas or interlined local service can support a “dumbbell”-shaped route, providing both local and regional connectivity.
 - Operate the route two consecutive days per week, providing two trips per day. This schedule allows riders to complete their trip within a single day, or to return home on the following day when timing precludes a same-day return.

Figure 5: Expanded Out-and-Back Route to Maupin



Under a fiscally constrained scenario, where The LINK does not receive new STIF, FLAP, or other funding, The LINK could provide the route to Maupin by replacing the existing South County service. The more

consistent schedule would make it easier for people to plan trips, and deviations could occur for people unable to access the fixed stops.

Information and Technology Updates

In the short-term, the following information and technology updates are recommended:

- Enhance trip planning support.
 - Online mobile trip planning tools can help the public get travel information at any day or time. Monitoring Google Maps and checking the GTFS data set should be part of a regular routine to ensure that riders are able to utilize this tool to plan routes.
- Provide real-time vehicle arrival information.
 - Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed, comfortable, and secure rider. This information can be made accessible via The LINK's website, smartphones, and through "push" technologies such as text messages.
- Provide continued education and marketing.
 - Provide information about where the service goes, how to ride the bus and use stops, and how to pay fares.
- Add bus shelters and route information to bus stops.

Vehicle Fleet Updates

In the short-term, replace vehicles according to their expected useful life.

- One additional operating vehicle would be needed for the fleet in the fiscally constrained scenario, should South County service expansions receive funding. Additionally, The LINK would continue to need to replace approximately one vehicle a year, on average, based on anticipated mileage.
- Pursue charging and alternative fueling facilities to support the purchase of hybrid or fully electric vehicles in the medium-term.
- In the unconstrained scenario, additional vehicles or faster replacement may be needed, depending on frequency and/or added service hours and resulting mileage.

Short-Term System Maps and Conceptual Schedule

Table 3 shows a conceptual schedule for the services. Recommendations include shifting the departure times of The Dalles – Hood River route to allow for both the Blue Line and Red Line to complete all or part of their route, and return to the Transit Center for connections to Hood River. To allow enough time for South County residents to conduct errands and appointments in The Dalles, a South County or Madras service would depart The Dalles earlier than other fixed-route services. Alternatively, The LINK could partner with Cascades East Transit (CET) to alternate runs beginning in The Dalles versus Madras or Maupin. The conceptual schedule includes an additional hour of weekday dial-a-ride service (6:00 AM to 7:00 PM) to allow for transfers from the intercity routes back to the local routes. Alternatively, these transfers could be served by fixed-route, potentially reducing the costs of providing the last-mile connections depending on demand.

Table 3: Weekday Departure and Arrival Times at The Dalles Transit Center

Time of Day	The Dalles – Hood River	Madras	or	Maupin	Blue Line	Red Line	Dial-a-Ride
Est. Runtime¹	60 minutes	320 minutes		160 minutes	60 minutes	100 minutes	-
Est. Headway²	-	-		-	60 minutes	60 minutes	-
Early Morning		Departs: 6:00 AM					Begins: 6:00 AM
					7:00 AM	7:00 AM	~
	Departs: 8:00 AM			Departs: 8:00 AM	8:00 AM	8:00 AM	~
	Arrives: 9:00 AM				9:00 AM	9:00 AM	~
Late Morning	Departs: 10:00 AM			Arrives: 10:40 AM	10:00 AM	10:00 AM	~
	Arrives: 11:00 AM	Arrives: 11:20 AM			11:00 AM	11:00 AM	~
					12:00 PM	12:00 PM	~
Early Afternoon		Departs: 1:20 PM			1:00 PM	1:00 PM	~
				Departs: 2:20 PM	2:00 PM	2:00 PM	~
					3:00 PM	3:00 PM	~
Later Afternoon	Departs: 4:00 PM				4:00 PM	4:00 PM	~
	Arrives/Departs: 5:00 PM			Arrives: 5:00 PM	5:00 PM	5:00 PM	~
	Arrives: 6:00 PM	Arrives: 6:40 PM			6:00 PM	6:00 PM	~
							Ends: 7:00 PM

¹Runtime is the amount of time it takes a single bus to operate the entire route once.

²Headway is the amount of time between transit vehicle arrivals at a stop.

Medium-Term Service Plans

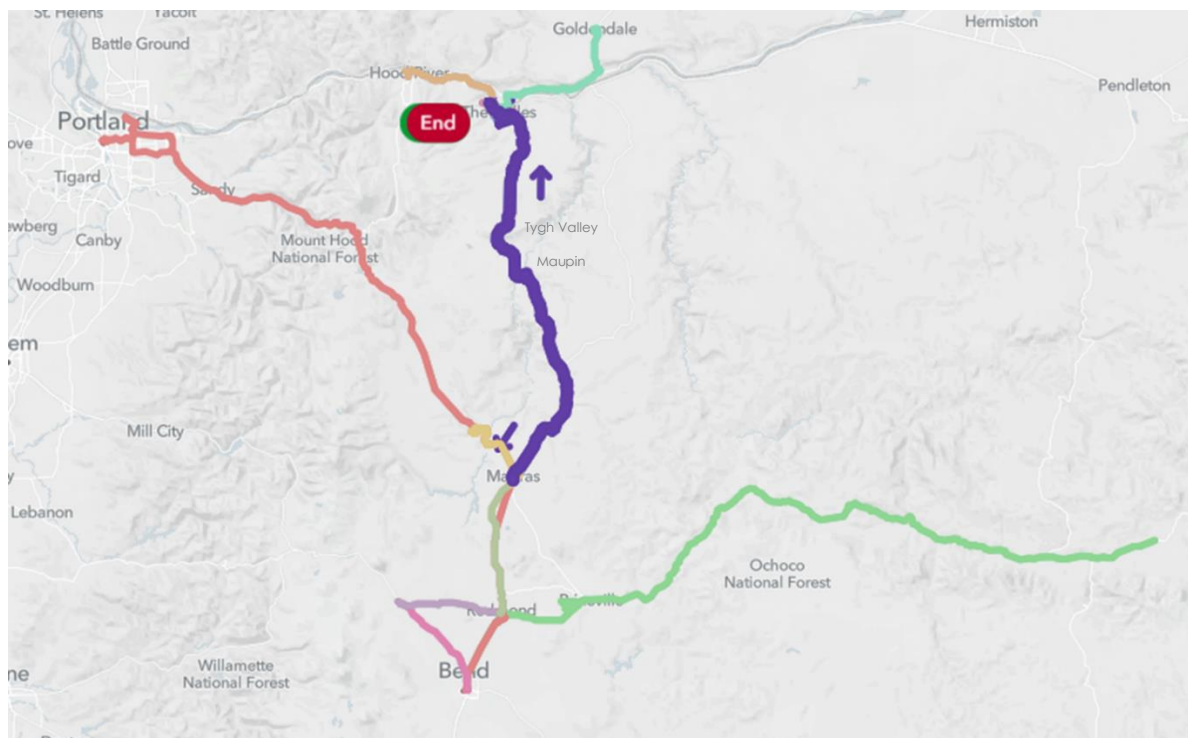
Medium-term service plans include opportunities that could be implemented within the next 5–15 years. These plans include service expansions, which requires hiring additional staff.

Provide Additional Service to and Around South County

Deviated fixed-route transit service to South County could be expanded to provide connections to around South County. Recommended medium-term service expansions are illustrated and described below.

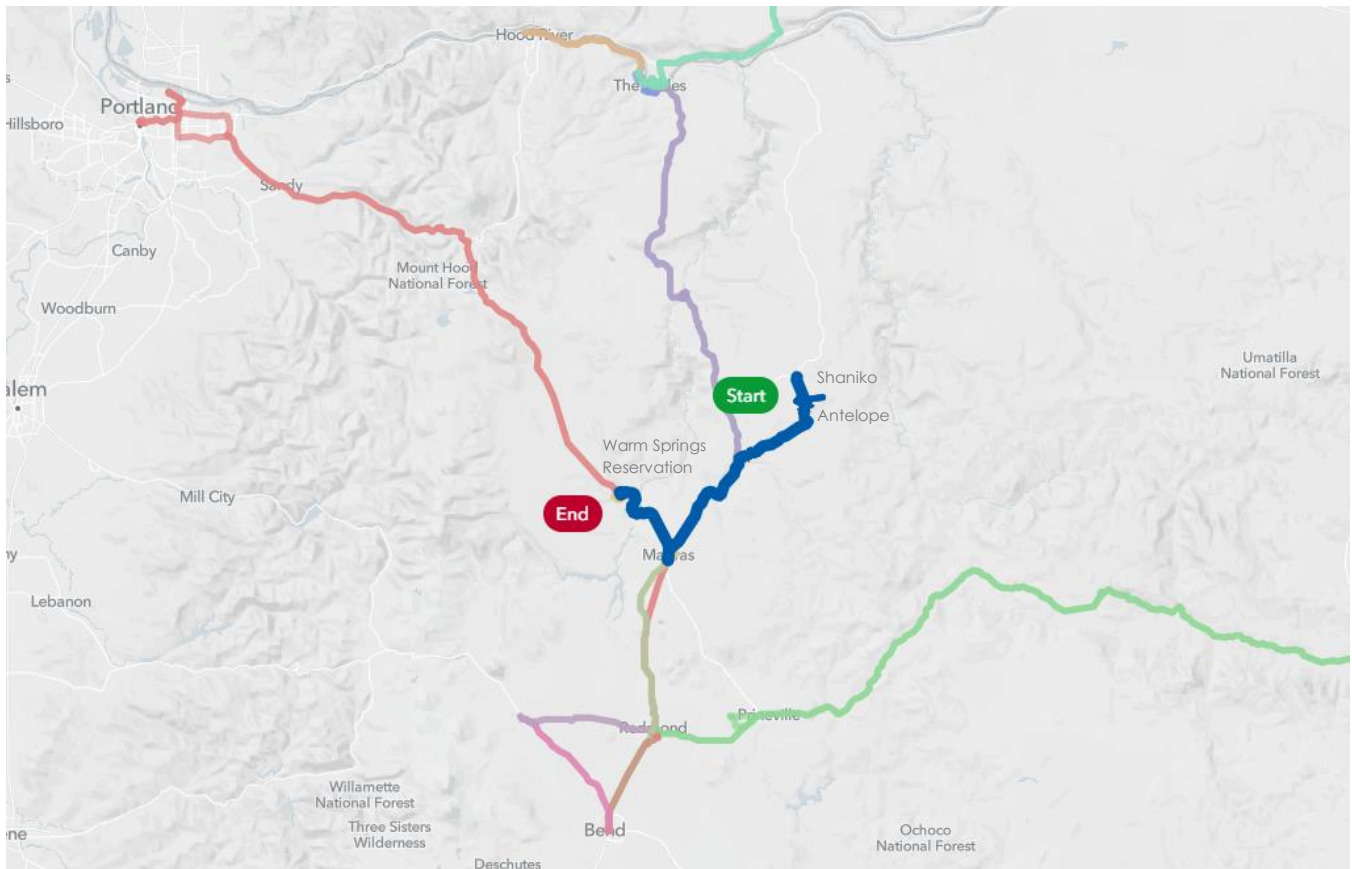
- Provide a new intercity express route stops in Madras, Maupin, Tygh Valley, Dufur, and The Dalles (shown in Figure 6). Potential stop locations are shown in *Memo #5: Future Service Opportunities*.
 - This route could be a modification to the South County Shuttle, with fixed time-points and potential deviation areas or zones, reducing the resources needed to implement the route. Deviation areas or interlined local service can support a “dumbbell”-shaped route, providing local and regional connectivity.
 - Operate the route two consecutive days per week, providing two trips per day. This schedule allows riders to complete their trip within a single day, or to return home on the following day when timing precludes a same-day return.
 - This service could support transfers to Cascades East Transit services in Warm Springs/Madras, Central Oregon Breeze, and deviated fixed-routes in The Dalles (shown in faded colors in the figure below), providing transit connections from Wasco County to central and eastern Oregon.
 - Under an unconstrained scenario, where The LINK receives ample STIF and FLAP funding, The LINK could provide both the route to Maupin and the route to Madras, providing service to South County four days per week.

Figure 6: New Out-and-Back Route to Madras



- A new intercity route with stops in the Warm Springs Reservation, Madras, Antelope, and Shaniko, shown in Figure 7, could be provided. The route could be operated to provide two trips per day, two times per month. This route would need a bus to be based in this area to reduce deadheading, potentially through a partnership with CET. Given the low land use densities, deviations should be provided.
 - This service would only be feasible under the unconstrained scenario given the high cost and challenges associated with the distance from the Transit Center and the low population density in the vicinity of the route. It may also be feasible to pair this service with the weekly service Wheeler County Community Transportation provides between Fossil and The Dalles to help reduce costs and improve intercity connectivity.³

Figure 7: New Out-and-Back Route Connecting Warm Springs Reservation, Madras, Shaniko, and Antelope



Service Enhancements in The Dalles

There is an existing need for extended service hours and weekend service. Under a fiscally constrained scenario, it is not feasible to provide weekend service or extended service hours across all services.

Under a fiscally unconstrained scenario, The LINK should provide the following services:

- Extend service hours on all routes to provide deviated-fixed route service Monday – Thursday from 6:00 AM – 8:00 PM and Friday from 6:00 AM to 11:00 PM.
- Provide a modified version of a deviated fixed-route in The Dalles that serves stores, restaurants, and recreational locations in the Dalles.

³ More information about this service is provided in the Wheeler County Coordinated Human Services Public Transportation Plan: <https://digital.osl.state.or.us/islandora/object/osl%3A822851/datastream/OBJ/view>

- Extend dial-a-ride service hours to provide service Monday – Thursday from 6:00 AM – 8:00 PM, Friday from 6:00 AM to 11:00 PM, Saturday from 9:00 AM to 11:00 PM, and Sunday from 9:00 AM to 8:00 PM.

Information and Technology Updates

In the medium-term, it is recommended that The LINK continue to monitor and check information and technology to ensure that riders are able to successfully utilize real-time vehicle arrival information and trip-planning tools.

Vehicle Fleet Updates

In the medium-term, hybrid or fully electric vehicles could be purchased, pending the availability of charging and alternative fueling facilities and funding grants in 5–10 years.

- Additionally, The LINK would continue to need to replace approximately one vehicle a year, on average, based on anticipated mileage.
- In the unconstrained scenario, additional vehicles or faster replacement may be needed, depending on frequency and/or added service hours and resulting mileage.

Long-Term Service Plans

Long-term service plans include opportunities that would likely take 15+ years to implement. These plans include projects that require large capital improvements.

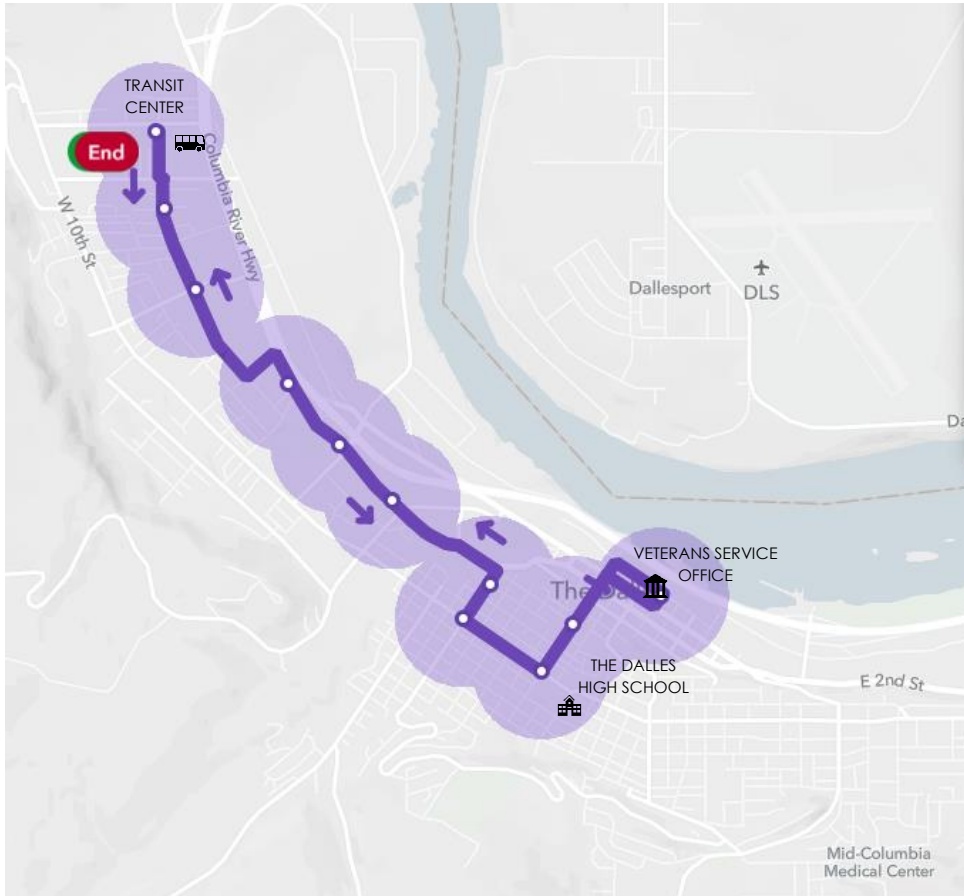
Revise the Red Line to Serve Future Development Near the Port

There is long-term development planned near the Port. As this development occurs, the Red Line should be revised so that stops connect directly to the hub of this development. Under an unconstrained scenario, another bus should be added to the Red Line so that both Chenoweth and the Port can be served every run while maintaining hour headways or better.

Create a New Out-and-Back Route Serving Downtown The Dalles

Under a fiscally unconstrained scenario, a new out-and-back route on 6th Street and 7th Street, as shown in Figure 8, would directly connect major destinations located between the Transit Center and downtown. Major destinations would include neighborhoods, healthcare facilities, The Dalles High School, and grocery stores. This route would overlap with the modified Red Line shown in the short-term service plans, providing increased service frequency in the 6th/7th Street corridor during peak time periods and providing more frequent connections between downtown and the other transit services that connect at the Transit Center.

Figure 8: New Out-and-Back Route in The Dalles (via 6th Street and 7th Street)



Upgrading the Downtown Bus Stop to be a Transit Center

Transit centers provide a transfer point for bus routes, while major transit stops are typically provided at major activity centers. In addition to providing greater passenger amenities that improve rider comfort, transit centers and major transit stops provide visibility for the transit service, reminding residents and visitors of the availability of the service within their community. Currently, the only designated transit center is The LINK’s facility in northwest The Dalles. In the long-term, upgrading the downtown stop to be a transit center, potentially at the Veteran’s Services office in coordination with the city’s First Street Project, could improve recognition of The LINK’s services and enhance access to and from downtown The Dalles. Upgrading in conjunction with the First Street Project would allow for cost savings in constructing additional seating, bike storage, or covered areas. The LINK should coordinate with the City to understand opportunities to expand this location, or work to identify alternate sites with appropriate space for bus dwelling, amenities, and walking and biking connections.

Service Enhancements in The Dalles

As noted in the medium-term service plan, there is a need for extended service hours and weekend service. Under a fiscally unconstrained scenario, The LINK should provide the following services:

- Extend service hours on all routes to provide deviated-fixed route service Monday – Thursday from 6:00 AM – 8:00 PM and Friday from 6:00 AM to 11:00 PM. Later evening service may need to be adjusted based on seasonal business hours.
- Provide a modified version of a deviated fixed-route in The Dalles that serves stores, restaurants, and recreational locations in the Dalles on the weekends (determine routing based on feasible service hours). This route could be similar to the route shown in Figure 8, but would need to be modified to also serve residential areas on the eastern side of town. It may also need to provide access for students living on CGCC campus.
- Extend dial-a-ride service hours to provide service Monday – Thursday from 6:00 AM – 8:00 PM, Friday from 6:00 AM to 11:00 PM, Saturday from 9:00 AM to 11:00 PM and Sunday from 9:00 AM to 8:00 PM.

Intercity Service Enhancements

The need for extended service hours and weekend services includes service for and to the communities and recreational areas throughout Wasco County. Under a fiscally unconstrained scenario, the following service enhancements could be made to intercity routes:

- Increase frequency of service between The Dalles and Hood River.
- Increase the number of days per week service is provided to Madras.
- Increase the number of days per month service is provided to Shaniko and Antelope.

Vehicle Fleet Updates

- No additional vehicles are needed in the fleet for the fiscally constrained scenario. As noted, The LINK will need to replace approximately one vehicle a year on average.
- In the unconstrained scenario, additional vehicles or faster replacement may be needed, depending on frequency and/or added service hours and resulting mileage.

Service Type

The LINK currently operates deviated fixed-route, dial-a-ride, and intercity express services. This service model continues to be recommended in the service plans described above. In the future, The LINK could provide fixed-route and complimentary ADA paratransit services instead of providing deviated fixed-route and dial-a-ride services in The Dalles. The remainder of Wasco County would still need to be served with dial-a-ride service due to the dispersed nature of the unincorporated areas and small cities.⁴

Table 4 shows trade-offs involved with providing deviated fixed-route and dial-a-ride services in Wasco County, compared to fixed-route and paratransit services.

⁴ Intercity express route do not trigger complementary ADA paratransit requirements.

Table 4. Differences between Deviated Fixed-Route and Fixed-Route Requirements

	Deviated Fixed-Route and Dial-a-Ride	Fixed-Route and Paratransit
Certification of Qualifying Riders	<ul style="list-style-type: none"> • Certifications are optional 	<ul style="list-style-type: none"> • Certifications are required for using ADA paratransit
Prioritization	<ul style="list-style-type: none"> • Prioritization of dial-a-ride trips is optional. Recommended trip purpose priorities for dial-a-ride are, in descending order: medical, employment, education, nutrition, shopping, recreation, other, same-day medical, same-day non-medical. • For dial-a-ride services, requests can be prioritized for people who meet ADA paratransit eligibility as well as other criteria set by the agency. • Deviations on the fixed-route service must be first-come, first-serve and cannot be prioritized like dial-a-ride. 	<ul style="list-style-type: none"> • Paratransit services are only available to people who are certified for meeting ADA paratransit eligibility⁵. Eligibility categories may include: <ul style="list-style-type: none"> • Individuals who cannot board, ride, or disembark from an accessible vehicle. • People who can use an accessible vehicle, but none is available on their desired route or time of trip (for example, if a wheelchair lift is blocked at a particular stop). • People who have specific impairment-related conditions that prevent their getting to or from a stop.
Ride Requests	<ul style="list-style-type: none"> • Requests for dial-a-ride are typically required no later than the day before. 	<ul style="list-style-type: none"> • Requests for paratransit must be honored, as long they occur no later than the previous business day.
Flexibility	<ul style="list-style-type: none"> • Complimentary ADA paratransit service is not required under this model, and there is flexibility with where and how deviations are provided. Under this model, The LINK is allowed to deny deviation requests once the available capacity has been reached without the risk of displacing regularly scheduled trips. 	<ul style="list-style-type: none"> • Although The LINK's dial-a-ride services meet the requirements for paratransit service necessary to switch to a fixed-route service, this switch would add potential liability to The LINK in cases where ride requests are denied due to capacity constraints, as denied trips will require an increase passenger-carrying capacity or a reduction in "subscription"/regularly scheduled trips for other passengers. Demand on paratransit would need to remain relatively low in order to meet the needs of frequent and infrequent riders.

The LINK could maintain a deviated-fixed route model while encouraging more use of fixed stops and less demand for deviations and dial-a-ride by implementing the following policies:

- Fare structure: charge more for deviations and dial-a-ride service.
 - Today the cost of a ride on the deviated fixed-routes (with or without deviations) and the cost of a ride on a dial-a-ride vehicle are the same. The LINK should incentivize use of fixed stops by charging a premium fare to request a deviation or use dial-a-ride. There are no limits on the premium fare; however, if the service is complimentary paratransit, the fare may not be more than twice the regular fare. The LINK could provide a reduced transit fares

⁵ Answers to frequently asked questions about paratransit eligibility, service, and regulations and guidelines are provided by the Federal Transit Administration here: <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/frequently-asked-questions#2>

for deviations and dial-a-ride to seniors, people with disabilities, or Medicare cardholders to ensure that this policy does not impact vulnerable users. For example, the fare for deviations and dial-a-ride could be double compared to a trip using only fixed stops (such as \$3 instead of \$1.50); however, seniors, people with disabilities, or Medicare cardholders could pay a reduced rate for deviations and dial-a-ride (such as only \$1.5) making it equivalent for them to fixed stops and the LINK could opt to serve some of their these trips with dial-a-ride by choice without a fare impact to the rider. They could also opt for a higher differential with the discounted rate being up to \$3.⁶

- Minimum deviation distance: at least 1/8 mile from the route.
- Maximum deviation distance: no more than 1/4 mile from the fixed route.
- Deviation zones:⁷ allow for deviations only at the endpoints of the routes, including Chenoweth, The Port, and Water's Edge/Lone Pine, to reduce the impact deviations would have on the typical schedule while providing deviations in areas that would take additional time and resources to serve through dial-a-ride and are challenging to otherwise serve due to lower land use density and/or lack of sidewalks. However, passengers needing paratransit may still need to be served by dial-a-ride depending on the other end of their trip.
- Maximum deviations per trip: To be determined. Each route's schedule will build in time to accommodate the identified maximum number of deviations without affecting schedule reliability. For example, if after ground-truthing it is found that the Red Line has 10 minutes of additional time to deviate, the average deviation trip near Chenoweth and the Port takes 5 minutes (several minutes to the furthest extent of the zone, brief loading, several minutes back to the route), the maximum deviations per trip should be 2. The Blue Line is likely to have less cushion time, and may need to set a maximum of 1 and within a short distance of the route (ex. Less than 1 mile).

Note that changes to fare structure, service prerequisites (paratransit certification), and service routes/hours may need advance notice to the public before changes are in-place.

Other agencies in Oregon, such as Coos County Area Transportation District, South Clackamas Transit District (SCTD), and the Clackamas County Shuttles, have implemented deviated fixed-route models. These agencies have found that deviation requests are low when frequently spaced (1/2 mile or less) stops are provided, with SCTD noting 2–3 requests per month. The limited deviations allow for efficiency in serving infrequent requests, accommodate gaps in sidewalk networks and other challenges accessing bus stops, and free up dial-a-ride vehicles to serve areas unserved by fixed-route services. Triggers for The LINK to convert from deviated fixed-route to fixed-route may include:

- Deviations cause frequent (more than 1-2 runs per day) on-time performance issues
- Build-out of sidewalk networks allows for safe access to bus stops, where pedestrian connections may be limited today
- Deviations in designated zones are highly infrequent (less than 1 per month), and schedule time to accommodate potential deviations could be better used to provide increased fixed-route coverage, better-timed transfers to other services, shorter headways, etc.

⁶ For more details on fare policies, please see the following links:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/14_Half_Fare_TriennialGuidance_FY2011.pdf; <https://www.transit.dot.gov/may-individual-be-charged-higher-fee-complementary-paratransit-they-would-pay-fixed-route>; <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/premium-charges-paratransit-services>

⁷ Complementary paratransit would still be required for any portion of the system that continues to operate as a fixed-route, non-intercity service (see <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/paratransit-requirements-%C2%A75311-funded-fixed-route-service> for more details).

CAPITAL PLAN

MCEDD currently owns and operates eight buses and three minivans. In 2021, MCEDD purchased five new buses which will be used to replace four of the current buses and add one additional bus to the fleet. The average age of the active fleet is 7.0 years. Of the active fleet, six vehicles are in excellent condition, five are in good condition, two are in adequate condition, and one is in poor condition⁸. Five vehicles are beyond their expected useful lives (EUL) of four or five years; several of these are also past their EUL based on mileage. Table 5 summarizes the fleet information; including the conclusion that two vehicles need to be replaced in the short-term.

In fiscal year 2020, The LINK operated approximately 115,000 vehicle revenue miles, including deviated fixed-route and dial-a-ride services. Historically, The LINK operated approximately 170,000 vehicle revenue miles per year. With EULs of 150,000 miles for the type of vehicle used by The LINK, about one replacement vehicle is anticipated to be needed each year. Vehicles are typically purchased in batches. Therefore, The LINK should purchase three new vehicles every three years to maintain existing service.

In the medium and long-term, vehicles should be replaced with hybrid- or all-electric buses according to the regular vehicle replacement schedule. Higher-voltage electrical connections should be provided at the existing transit center and other major bus stops that connect between services. Other services should be partnered with to implement regional sharing of electric vehicle charging facilities. In the long-term, higher-voltage electrical connections should be included at a new transit center located downtown.⁹ Federal and state funds are available for charging infrastructure, and The Dalles has a competitive advantage due to its location along an interstate and the presence of RAISE Areas of Persistent Poverty in the northwest area (including the existing transit center), both of which are prioritized criteria in funding opportunities. Private charging stations are generally anticipated to be at hotels, where visitors can charge during their stay, and employers, as an employee incentive, and may be good candidates for shared charging with The LINK vehicles.

Table 6 summarizes the number of operating vehicles and bus stops needed to provide for the short-term, medium-term, long-term, and unconstrained service plans described in the sections above.

Figure 9 provides design guidance for new and existing stops. The ODOT Highway Design Manual provides additional information on facility design for bus stops, in particular for ADA standards. The minimum required dimension for a boarding pad is 8' x 5' of concrete per door. Additional space and boarding pads where the wheelchair lift takes place are preferred. Bus shelters need larger landing pads to ensure ADA clearance around the shelter and stop, resulting in a landing pad at 2.5' by 4' minimum for the shelter. Additional space may be needed depending on shelter type and subsequent clearance needs. Additional space may also be needed for signs, benches, shelters, and other amenities depending on the clearance from a roadway, distance to crosswalks, and access to traffic signals and other infrastructure.

⁸ This vehicle has been replaced by newer vehicles and is planning on being sold. It is occasionally used while other vehicles are being serviced.

⁹ A new transit center downtown is not intended to replace the existing transit center, but rather to provide covered parking spaces for transit vehicles, benches, park-and-ride access, a staff lounge, and other stop improvements near the plaza that the City is planning in the vicinity of the Wasco County Veterans Service Office.

Table 5: Transit Fleet¹

Asset Model	Year	Seats	Condition	Odometer	EUL Category	Replacement Need
Van #22	2011	7	Good	108,761	4 yrs/ 100,000 mi	--
Van #28	2012	7	Good	142,700	4 yrs/ 100,000 mi	--
Van #29	2018	4	Good	39,599	4 yrs/ 100,000 mi	--
Cutaway Bus #23	2011	16	Adequate	111,975	5 yrs/ 150,000 mi	Short-term
Cutaway Bus #24	2011	16	Poor	189,772	5 yrs/ 150,000 mi	**
Cutaway Bus #26	2014	12	Adequate	144,846	5 yrs/ 150,000 mi	Short-term
Cutaway Bus #30	2020	12	Good	47,477	5 yrs/ 150,000 mi	--
Cutaway Bus #31	2020	12	Good	21,297	5 yrs/ 150,000 mi	--
Cutaway Bus #32	2020	12	Excellent	24,647	5 yrs/ 150,000 mi	--
#33	2021	12/2	Excellent	13,687	5 yrs/ 150,000 mi	--
#34	2021	12/2	Excellent	12,976	5 yrs/ 150,000 mi	--
#35	2021	12/2	Excellent	11,693	5 yrs/ 150,000 mi	--
#36	2021	12/2	Excellent	11,698	5 yrs/ 150,000 mi	--
#37	2021	12/2	Excellent	9,276	5 yrs/ 150,000 mi	--

¹Transit Fleet data for Q2, FY2022 (quarter ends 12/31/2021)

**This vehicle has been replaced by newer vehicles and is planning on being sold. It is occasionally used while other vehicles are being serviced.

Table 6: Capital Needs

Capital Needs	Short-Term	Medium-Term	Long-Term	Unconstrained
Vehicles	Replace 2 Vehicles	Purchase 3 vehicles/3 years	Purchase 3 vehicles/3 years	Additional vehicles will be needed based on the amount of additional service provided
Bus Stops	Construct approximately 25 new bus stops	Construct 1-2 new stops	Enhance downtown bus stop to serve as second transit center	--

Figure 9
Transit Development Plan

DESIGNING BUS STOPS

Figure 9. Bus Stop Design Guidance



Safe and comfortable facilities can improve the experience of riding transit and increase ridership by improving stop visibility, providing protection from poor weather, and improving access to transit. The following table shows typical stop amenities, describes their typical costs, and provides the activity levels that typically prompt inclusion of them. Scenarios that may trigger higher levels of amenities include:

- Land use** – assisted living homes, medical facilities, veteran’s resources, and other land uses may increase the need for benches or shelters at stops; low-density areas may see higher bike rack/locker demands due to the longer distance to travel to stops
- Customer use** – amenities such as trash cans or information cases may be triggered by trash accumulating at stops, bus drivers receiving information requests from riders, or riders directly requesting these improvements
- Coordination opportunities** – if a local jurisdiction is looking to provide lighting, repaving, etc. on a transit route, installing higher-level bus amenities may be advantageous to reduce cost even if a stop hasn’t reached higher activity levels yet

AMENITY	TYPICAL COST *	STOP LEVEL
Signage & route information	\$300 to \$1,000	All stops
Lighting	\$5,000 to \$10,000	All stops
Bench	\$500 to \$1,500	3+ boardings per day
Shelter (small)	\$6,000	20+ boardings per day
Trash can	\$1,000 to \$1,500	Major bus stops/transit centers, as-needed
Bike racks	\$150 to \$300 (two-bike rack)	Major bus stops/transit centers, near bike routes
Information cases (systemwide route information; advertising)	\$1,000 to \$10,000	Major bus stops/transit centers
Bike lockers	\$2,000 to \$3,000 per locker	Major bus stops/transit centers, near bike routes
Shelter/covered area (large)	Varies	Major bus stops/transit centers

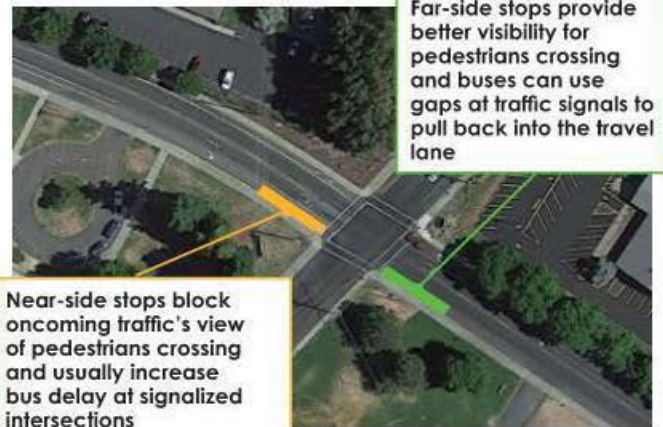
* Costs reflect capital cost to purchase. Additional costs to implement may include permits, fees, and installation.

Placement and Pullouts:

Transit stops should be coordinated with roadway agencies to ensure stops are ADA-accessible and connect to low-stress walking and biking facilities and crossings. This coordination should include maintenance considerations, such as emptying trash cans and snowplow operations.

On major roadways with speeds of 35 mph or more, such as state highways, transit agencies may consider bus stops that allow buses to stop out of the traffic lane, to avoid rear-end collisions and discourage unsafe passing of the bus by motorists.

Near-Side vs. Far-Side?



Far-side stops provide better visibility for pedestrians crossing and buses can use gaps at traffic signals to pull back into the travel lane

Near-side stops block oncoming traffic’s view of pedestrians crossing and usually increase bus delay at signalized intersections

TECHNOLOGY PLAN

Information and Technology

Information and technology services can improve the existing ridership experience, attract new ridership by improving ease of transit use, and provide information to The LINK to help plan and operate transit service in the future. The following sections provide high-level cost estimates for and describe potential benefits of information and technology improvements, including real-time vehicle arrival information, fare payment options, online/mobile trip planning tools, and cameras. The impacts to transit ridership vary strongly by provider when implementing these services and thus changes in ridership are not explored for these improvements.

In addition to improving existing service, data gathered from technologies such as real-time vehicle arrival information and AVL (Automatic Vehicle Location) can help in analyzing the performance of existing and future service opportunities. For example, AVL data could be assessed to adjust schedules based on delay points and improve transfer connections.

Fare Payment Options and Policies

Fare payment options include contactless payment through debit/credit card, smart card-based electronic fare collection systems, mobile ticketing, and more. The LINK provides mobile ticketing through the GOrge Pass fare system and through the Passage app. The LINK joined the GOrge Pass fare system on June 28, 2021, allowing fare reciprocity with CAT, MATS, and Skamania County Transit. The LINK can market these services and gauge feedback on whether they address riders' desire for more fare payment options.

The LINK could incentivize use of fixed stops by updating fare policies to charge a premium fare to request a deviation or use dial-a-ride. The LINK could provide a reduced transit fares to seniors, people with disabilities, or Medicare cardholders for the deviations and use of dial-a-ride to ensure that this policy does not impact vulnerable users.

Trip Planning Support

Online mobile trip planning tools can help the public get travel information at any day or time. While some providers create proprietary trip planning tools, free and readily available trip planning tools are available and more fitting to The LINK's size and needs. These tools include Google Maps, OneBusAway, Moovit, and Transit. All of these tools depend on the open data format GTFS. Monitoring Google Maps and checking the GTFS data set should be part of a regular routine to ensure that riders are able to utilize this tool to plan routes.

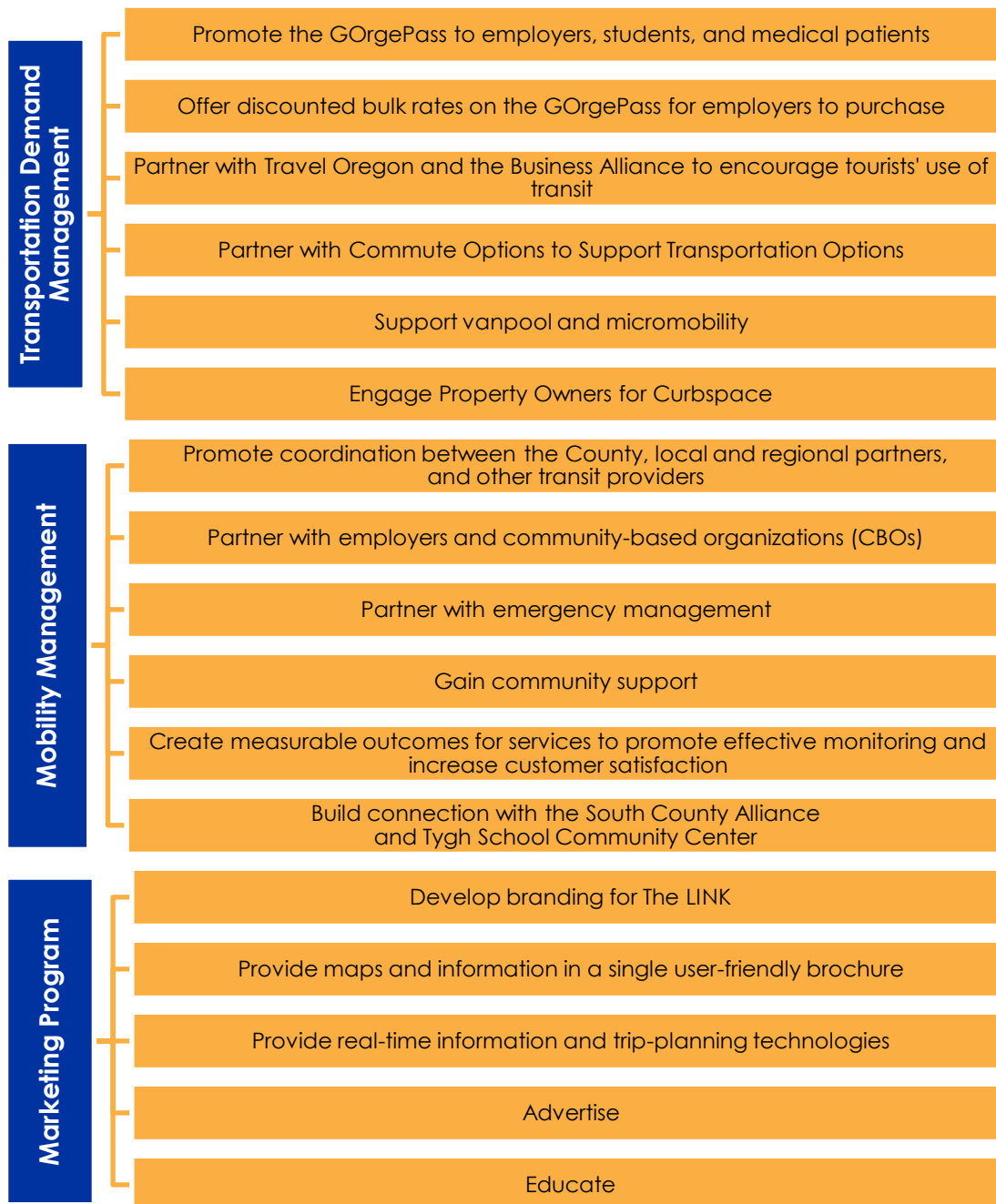
Real-Time Vehicle Arrival Information

The LINK posts schedules for all routes but does not currently provide real-time vehicle arrival information. Real-time information helps improve the ridership experience by reducing passenger wait times, providing confidence that a bus has not been missed, and generally creating a more informed and comfortable rider. This information can be made accessible via The LINK's website, smartphones, and through "push" technologies such as text messages. *TCRP Synthesis 48: Real-Time Bus Arrival Information Systems* reports costs for AVL system implementation for smaller systems (10–25 Automatic Vehicle Location [AVL]-equipped vehicles), with total capital cost between \$60,000 and \$171,000 and per-vehicle cost between \$3,000 and \$8,100. However, these cost data were collected when the technology was newer; improved system efficiencies have led to decreased costs. These costs should be explored further with vendors. ODOT encourages providers to buy systems that support GTFS-Realtime (GTFS-rt).

MANAGEMENT AND MARKETING STRATEGY

A coordinated, targeted, and effective public information and marketing campaign would help publicize and encourage people to use transit. This section provides transportation demand management, mobility management, and marketing program recommendations for The LINK, summarized in Figure 10.

Figure 10. Management and Marketing Summary



Transportation Demand Management Strategies

Transportation Demand Management (TDM) strategies aim to shift behavior towards more efficient use of transportation facilities. While MCEDD and The LINK implement many of these strategies, additional programs and partnerships could help expand transit awareness and use. Target strategies for commuters and commute trips in line with ODOT's Transportation Options Program. The following strategies and partnerships can help shift behavior towards transit use:

- Promote the GORgePass¹⁰ to employers, employees, students, and medical patients.** Offering incentives to employees, students, and medical patients to take transit can increase awareness and decrease the cost of transit for routine trips. In turn, the number of single-occupancy vehicle trips and the number of parking spaces needed at employment centers, schools, and hospitals could be reduced.
- Offer discounted bulk rates on the GORgePass for employers to purchase.** Offering discounted bulk rates and buy-one give-one offers on the GORgePass can encourage employers, schools, and hospitals to promote the GORgePass to employees, students, and medical patients. The GORgePass is already heavily discounted, and additional discounts should be limited. For example, a GORgePass could be offered at a discount for the first year for a rider, encouraging them to try transit and encouraging future purchase and use of the program. Table 7 provides a list of the largest employers in Wasco County that could be considered for partnerships.
- Partner with Travel Oregon and the Business Alliance to encourage tourists' use of transit.** Partnering with tourist and business organizations informs and encourages tourists to use transit when they visit Wasco County. Provide information about the Business Alliance's shuttle on The LINK's website.
- Partner with Commute Options to Support Transportation Options.** Commute Options is dedicated innovative transportation options that connect people of all ages to the places they go – employees to their workplaces, students to their schools, and neighbors within their communities. They champion active transportation and infrastructure improvements, fostering essential partnerships, and educating the community on transportation options and can be used as a resource to support Transportation Options.¹¹ Like MCEDD, other employers should be encouraged to provide employee benefits to take Commute Options. MCEDD works with Commute Options to provide a commute options employee benefit program to employers in Sherman, Wasco, and Hood River counties. This includes not only vanpools, but also a gift card reward program for other sustainable commutes.
- Support Vanpool and Micromobility.** The LINK can access STIF funding to subsidize vanpools. Additionally, by encouraging micromobility (such as bike share), The LINK can support connections to transit services. Commute Options provides a vanpool management program that can decrease management needs. In particular, seasonal farm workers could benefit from vanpool programs. Farms often employ substantial employees, making the ability to meet minimum vanpool numbers from different communities more likely and providing adequate transportation to groups difficult to serve through fixed-route or dial-a-ride services. Additionally, shared charging facilities could be used to support electric bikeshare or scootershare for first/last-mile connections.

\$1 of each GORgePass goes to the Gorge Equity Fund, which provides support for outdoor equity organizations, search and rescue, and low-income programs.

¹⁰ The GORge Pass is an annual pass that provides unlimited rides on Columbia Area Transit, Mount Adams Transportation Service, Skamania County Transit, and The LINK.

¹¹ The ODOT Transportation Options program will change in 2024, at this time The LINK could apply for grants to implement transportation options.

Table 7. Largest Employers in Wasco County

Employer Size	Employers
Over 500 Employees	Mid-Columbia Medical Center
251–500 Employees	Northern Wasco County School District 21, Oregon Cherry Growers, Fred Meyer
101–250 Employees	Oregon Veteran's Home, Columbia Gorge Community College, Azure Standard, Google, Wasco County, City of The Dalles
50–100 Employees	Cousin's Country Inn, Orchard View Farms, Columbia Basin Care Facility, Powder Pure, Mill Creek Point Assisted Living, Crestline Construction, Northwest Aluminum Specialties-Hydro, Bonneville Power Administration, One Community Health, Columbia Gorge Toyota/Honda Motors, Northern Wasco PUD
25–49 Employees	AmeriTies, Columbia State Bank, Goodwill Industries, Precision Lumber, Dufur School District, South Wasco County School District, Post Office, Sunshine Mill (includes vineyard), Younglife/Big Muddy, Flagstone Senior Center

Source: MCEDD May 2021 Report

Mobility Management Strategies

Management strategies are those that The LINK and the County can conduct behind-the-scenes for effective implementation.

- Promote Coordination between the County, Local and Regional Partners, and other Transit Providers.** Coordination between The LINK, the County and local partners – including other members of the Gorge TransLink and local jurisdictions – will lead to a comprehensive and efficient system in which users can travel seamlessly inter- and intra-regionally. Partner with Columbia Area Transit (CAT) to support needs for long-haul medical rides to Portland, such as connecting with CAT's hospital van shuttle. The Gorge TransLink members are undertaking the Gorge Regional Transit Strategy, which will guide regional partnership and investment in transit.
- Partner with Employers and Community-Based Organizations (CBOs).** Continue to work with The Dalles Business Alliance and employers to identify needs and leverage local match opportunities to increase transit funding in Wasco County. Market existing services through employers and CBOs to encourage information-sharing not only to employees and community members, but feedback from transit users back to the County. Continue the partnerships through Gorge Transit Connect to support transit access for low-wage community members, including free transit passes and travel training. The LINK is currently recruiting travel ambassadors through the program.
- Partner with Emergency Management.** Transportation is a critical component of responses to disasters such as wildfires and earthquakes, particularly for people without access to vehicles and who need mobility assistance or require other means to access essentials such as food and medical care. Join emergency operations team meetings to establish strategies for emergency response. As outlined in the Human Services Coordinated Plan, strategies to become a key stakeholder in Wasco County's Emergency Management planning, response, recovery, and mitigation activities include building relationships with the key emergency management officials, identifying capabilities and limitations of services and resources, inventorying residents and pockets of populations with special needs (physical disabilities, low income, LEP), and engaging the organizations who serve those people with emergency planning efforts.

- **Gain Community Support.** Gain community support by creating and supporting local programs, meeting the needs of many transit markets, promoting the service, and building consensus. Additionally, investment with communities such as tribes and Latino/a/Hispanic populations is critical to trust-building and gathering feedback, especially as these communities have historically been mistreated by government entities. Understanding not only the service needs, but how these populations would like to be engaged, can enhance relationships and build opportunities across Wasco County.
- **Create Measurable Outcomes for Services to Promote Effective Monitoring and Increase Customer Satisfaction.** The Monitoring Program section of this plan identifies ways to monitor performance over time to evaluate the outcomes of providing and expanding service. Engage community members to improve customer satisfaction, retain existing riders, and attract new riders.
- **Build Connection with the South County Alliance and Tygh School Community Center.** Leverage this connection to provide service to populations throughout Wasco County and to support access to service for individuals living in dispersed rural areas. Prioritize access for elderly and people with disabilities within the rural communities. Example coordination includes marketing via the South County Happenings social media pages and attending South County Alliance meetings to understand ongoing needs and advertise services. The LINK's travel trainer could also provide pop-ups at resources such as food banks, Canyon Rim, government offices, and more.
- **Engage Property Owners for Curbspace.** The LINK can pursue dedicated bus pullouts or shared amenities with property owners, both public and private. The LINK already shares amenities at several stops (benches at Mid-Columbia Medical Center, trash cans at the Veteran's Services office). In particular, dedicated bus dwelling space in downtown The Dalles would be beneficial in promoting use of the service over single-occupancy vehicles.
- **Coordinate with utilities for charging infrastructure.** Working toward an electric fleet requires coordination not only with property owners, as previously noted, but also with utility providers themselves. MCEDD regularly coordinates with regional clean energy partners and initiatives through the Mid-Columbia Clean Energy Council. The Link has conducted initial conversations with Wasco County Public Utility District regarding adding Level 2 charging infrastructure to the Bus Barn for overnight bus charging. They can continue these conversations to identify opportunities for additional charging stations, including those open to the public.

Marketing and Information Strategy

The following describes actions to improve customer service and information that can be implemented in the short-term and that should be maintained on a long-term basis:

- **Expand Branding for The LINK.** Branding is the foundation of the marketing strategy and provides an identity and image to potential customers. It helps create immediate recognition of all aspects of the service. Key elements of visible marketing tools include the name, logo, vehicle colors and graphics, and bus stop signage and facilities. It is important to be consistent with colors and graphics for maximum effect. A distinctive base color used consistently on transit vehicles and facilities becomes the "color of the bus" in the community. Vehicle graphics, bus stop signage, shelters, and benches enhance transit visibility throughout the community; their style, color, and quality should be consistent. Bus stops and shelters are a convenient place to provide additional information about routes, schedules, and deviation zones.
- **Provide Maps and Information in a Single User-Friendly Brochure.** Printed brochures and pamphlets can be designed and distributed to various target audiences to promote dial-a-ride and deviated fixed-route services. The main element of this kind of promotion is to vary the communication style

for distinct target groups while encouraging all to use the same transit service. A printed brochure or pamphlet should include one or more route maps showing all routes with deviation zones, bus stop locations, landmarks, and key destinations clearly depicted. How-to-ride information should also be included, including but not limited to fares, fare media, and how to request a deviation. Contact information that includes a website address, telephone number, and reference to a trip planning app (when available) should be provided.

- **Provide Real-Time Information and Trip-Planning Technologies.** Real-time bus arrival and route information helps improve the ridership experience by reducing passenger wait times at the stop (passengers know when they should leave for the stop) and provides confidence that a bus has not been missed. With the introduction of deviated-route service, bus arrival times at stops become more approximate, depending on whether or not a deviation was made earlier in the trip. With longer headways creating long waits if a bus is missed, real-time information helps reassure riders that their bus is on the way. Information on all transit routes could be provided via The LINK's and the Gorge TransLink's websites, smartphones, "push" technologies such as text messages, and telephone support. ODOT provides support for converting real-time bus arrival information to be compatible with applications such as Google Maps and Transit.
- **Advertise.** Advertising via different media can help attract a range of riders. Display advertising of the dial-a-ride and deviated fixed-route services in free weekday shopping papers and other local papers distributed in the community is a potential tool to introduce and promote service that can generate ridership. Other ways of promoting the service include radio spots; social media such as Facebook and Next Door; and email blasts. Partner with other members of the Gorge TransLink to continue supporting a marketing campaign for the GORge Pass and transit services, such as the activities under the current GORge Pass Marketing work.
- **Educate.** MCEDD provides a Travel Training Program Manager that assists The LINK and CAT in teaching local, rural, and underserved populations how to use available public transit services in Wasco and Hood River counties. As outlined in the Coordinated Human Services Public Transportation Plan, there is a need to develop programs to teach both agency staff and riders how to use public transit (travel training and travel ambassadors). These programs need bicultural messaging and need to be carefully designed to support veteran, Native Americans, older adults and elders, youth, and people with developmental disabilities. The programs could engage people from these groups who are already using the bus system as travel trainers.

Future Planning Needs

Based on the above strategies, the following planning needs were identified:

- **Public Engagement Plan** – Identify best practices, strategies, and actions to engage communities throughout Wasco County. Provide particular emphasis on tribal and Latino/a/Hispanic populations.
- **Downtown The Dalles Transit Stop Siting** – Coordinate with the City to identify potential location(s) for transit stops, and at least one enhanced transit center.
- **Transit Marketing Plan** – In addition to the GORge Pass Marketing, The LINK should undertake a broader project to establish branding, document partnerships, and evaluate future opportunities in education and marketing of its services.
- **Electrification Plan** – Work with utilities, cities, neighboring transit providers, and property/business owners to establish electric charging and other alternative fuel infrastructure.

- **Emergency Management Plan** – Consider expanding emergency coordination work to include a Memoranda of Understanding for the role of transit in emergency response, depending on the needs of the region.

FINANCIAL PLAN

This section provides a financial plan based on funding scenarios associated with potential funding sources.

Funding Scenarios

The funding scenarios describe existing funding sources, potential new sources, and different funding scenarios using these sources. This section also considers the COVID-19 implications for funding. Funding sources and opportunities are available to The LINK at the federal, state, and local level.

Future funding scenarios consider relatively stable as well as uncertain funding sources. Though the COVID-19 pandemic has reduced ridership and ridership-related transit funding, other funding for transit has increased in recent years. This section considers the following funding scenarios:

- **Baseline Funding:** This funding scenario projects existing funding sources at the historic rate.
- **Baseline at 90%:** This funding scenario assumes a 10% reduction in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of reduced ridership and its impacts on fare and formula fund loss, STIF projections, inflation, etc.
- **Baseline at 110%:** This funding scenario assumes a 10% increase in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of increased ridership, STIF projections, etc.
- **Baseline + STIF Intercommunity + FLAP Grant:** This funding scenario includes existing funding sources plus an additional \$300,000 in STIF Intercommunity and FLAP grant funding. It projects this funding forward at the historic rate. STIF Intercommunity and FLAP grant could be applied to enhancements to the Hood River service and implementation of the Madras and/or Maupin routes. The \$300,000 represents a typical operating funding amount for STIF Intercommunity.
- **Baseline + Private Shuttle Partnership:** This funding scenario includes existing funding sources plus an additional \$100,000 per year from a private shuttle partnership.¹² This funding is projected forward at the historic rate.
- **Unconstrained:** This funding scenario is intended to describe what service opportunities The LINK should pursue where funding is not a limitation.

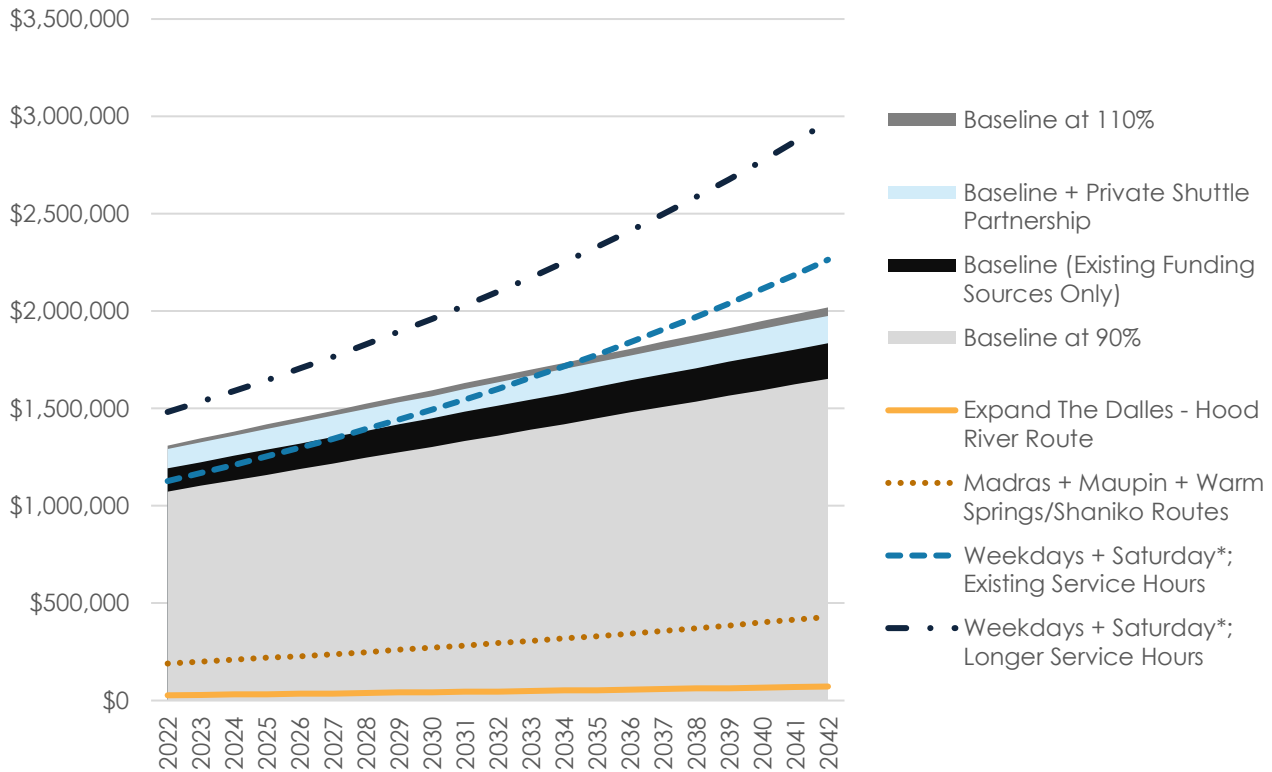
Figure 11 shows funding scenarios for Baseline, Baseline at 90%, Baseline at 110% scenarios, and Baseline + Private Shuttle Partnership (shown in the shaded areas). It also includes estimates for the cost of funding existing service, extended service hours, and weekend service (shown with lines).¹³ Figure 11 is intended to give a rough idea of the costs to provide service and the potential funding sources, and

¹² Hotels are providing about \$250 per month for a private shuttle service. Assuming that 10 hotels pay this amount for six months of the year, there is an additional \$15,000 available to leverage as a local match. Many state and federal funding sources require a 10–20% local match to receive funding, so \$15,000 could leverage an additional \$75,000 to \$150,000 in state and federal funding. This analysis assumes \$100,000 of funding. Note that the \$15,000 local match is not included in The LINK's budget since it will go directly to paying for the private tourism shuttle service.

¹³ Estimates assume an average of 2 dial-a-ride and 2.36 deviated fixed-route buses operating at a given time. Existing shuttle services (the Dalles and Hood River Shopping Bus and South County Shuttle) are assumed to run as part of the 2 dial-a-ride buses.

not to prioritize alternatives. As shown, operating and capital costs are projected to increase at a faster rate than transit funding, and additional funding would be needed to extend service hours or provide weekend service.

Figure 11: Funding Scenarios and Service Operating Scenarios¹



¹Existing Service Hours includes deviated fixed-route and dial-a-ride services. Existing shuttle services are assumed to be included with the cost of dial-a-ride services. Costs are based on an assumption of \$85/service hour/bus operating cost + cost/mile for vehicles assuming vehicle EUL of 150,000 miles and a vehicle match of \$18,400 per vehicle.

*Existing and Longer service hours on Saturdays is considered for dial-a-ride only. Providing service hours on all days includes Saturday and Sunday service for both dial-a-ride and deviated fixed-route services. These costs do not include capital investments such as new vehicles, stops, etc.

Figure 12 shows the STIF Intercommunity and FLAP grant funding that could be obtained to run Madras and Maupin Routes two times per day twice a week each. The grey area is the potential funding revenue and the line shows the costs of service(s). It would be possible to run these routes more frequently if there is demand to do so, or funds might be used to expand The Dalles – Hood River service.

Figure 12: STIF and FLAP Funding for South County Routes

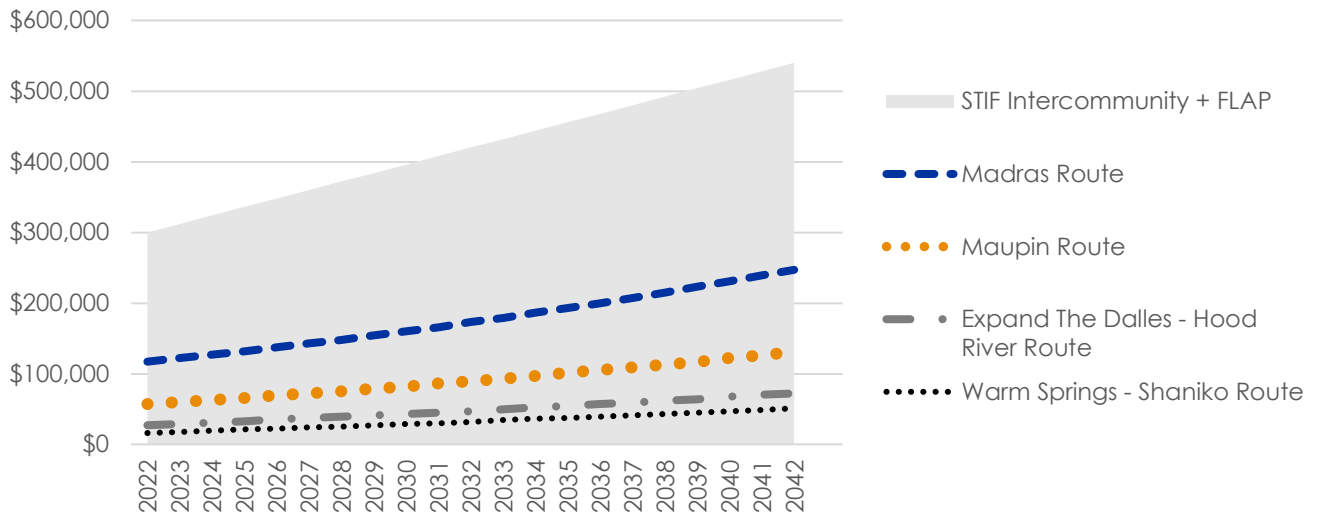


Table 8 shows the feasible short-term service opportunities The LINK could pursue by funding scenario. Funding could be increased in the short term by pursuing STIF Intercommunity, FLAP, and increased City contributions or new contributions from other local partners like Wasco County. Although the costs of providing services varies based on volatile fuel prices, electric vehicle fleets can reduce both maintenance and fueling costs and stabilize future budgets.

Table 8: Feasible Service Opportunities based on Funding Scenario (Example Year 2022)

Scenario	Funding Amount	Existing Service Cost	Surplus/Deficiency	Feasible Service Opportunities and Capital Improvements ¹
Baseline Funding	\$1,191,000	\$1,127,000	\$64,000	Providing dial-a-ride service on Sundays (operating one vehicle and one dispatcher, including operating costs and capital costs) would cost approximately \$34,000 for one dial-a-ride vehicle. Similarly, running one dial-a-ride or fixed-route vehicle an hour later each day would cost approximately \$27,000. Based on feedback to-date, it is recommended that The LINK add Sunday service. A bench and route signage could be provided at approximately 12 transit stops for \$30,000. ³ Provide these improvements incrementally at all stops and then add transit shelters to high-use stops.
Baseline at 90%	\$1,072,000		-\$55,000	Reduce service frequency on deviated-fixed routes/number of dial-a-ride vehicles operating at a time to accommodate funding reduction.
Baseline at 110%	\$1,310,000		\$183,000	Provide dial-a-ride service on Sundays and run one dial-a-ride vehicle an hour later each day, as described above (cost: \$61,000). A bench, route signage, and transit shelter could be provided at approximately 14

Scenario	Funding Amount	Existing Service Cost	Surplus/Deficiency	Feasible Service Opportunities and Capital Improvements ¹
				transit stops for \$119,000. ⁴ Provide these improvements at high-use transit stops and provide signage at all other transit stops.
Baseline + Private Shuttle Partnership	\$1,291,000		\$164,000	Provide dial-a-ride service on Sundays and run one dial-a-ride vehicle an hour later each day, as described above (cost: \$61,000). A bench, route signage, and transit shelter could be provided at approximately 12 transit stops for \$102,000. Provide these improvements at high-use transit stops and provide signage at all other transit stops.
STIF Inter-community + FLAP ²	Up to \$300,000	N/A	Up to \$300,000	Pending total grant funding received, operate the new route to Madras and the new route to Maupin each two times per day two times per week. Operate the new route connecting Warm Springs Reservation, Madras, Shaniko, and Antelope two times per day, twice per month. Total projected annual cost is \$191,000. Use remaining funding to purchase an additional vehicle for the route and to provide a bench and route signage at all stops.
Unconstrained	Unconstrained	\$1,127,000	Unconstrained	Maintain existing headways on the Blue Line and run the Red Line at hourly headways. Expand both deviated fixed-route and dial-a-ride service hours to provide service Monday through Thursday 6:00 AM – 8:00 PM, Friday from 6:00 AM – 11:00 PM, Saturday 9:00 AM – 11:00 PM, and Sunday 9:00 AM – 8:00 PM.

¹ Funding estimates are based on average costs for providing service. Actual costs may vary as additional support staff, drivers, and vehicles may be needed to expand service hours.

² Funding for STIF Intercommunity + FLAP is noted separately from Baseline funding.

³ Installed benches vary in price between \$500 to \$1,500, depending on materials, the quality of the product, and the installation conditions. A new bus stop signage and pole, installed, can range from \$300 to \$1,000.

⁴ Shelters typically cost costs approximately \$6,000 plus installation. Installation costs can be reduced if improvements are coordinated with roadway improvements.

IMPLEMENTATION PLAN

This section describes the monitoring program, tracking of land use and development code amendments, process for local land use and transportation policy changes, development code program, and necessary code amendments for integrating the TDP into County and local documents.

Monitoring Program

The monitoring program will help Wasco County track progress on the TDP goals using proposed performance measures and benchmarks. The program is data-driven and is founded on performance

measures that can be tracked on a regular basis through set benchmarks. In many cases, these performance measures are already tracked as part of Federal Transit Administration reporting requirements. This program enables a dynamic system where service adjustments can be implemented and justified following performance evaluations. To evaluate and improve the above service opportunities after implementation, The LINK should continue to monitor the following performance measures for each route:

- **Goal 1: Customer-Focused Services** – Provide services that are safe, attractive, and convenient for all riders.
 - Service frequency
 - Service span
 - Geographic coverage
 - On-time performance (not currently available)
- **Goal 2: Accessibility and Connectivity** – Improve access and connections within and between communities in the service area as well as key destinations outside the service area.
 - Bus stop amenities
 - Bicycle and pedestrian connections
 - Population served
 - Employment served
 - Transit-dependent populations served
 - Number of service request denials
- **Goal 3: Coordination** – Collaborate with public and private partners to maximize services.
 - Connections to other routes/providers
 - System ease of use
- **Goal 4: Health** – Foster public health by reducing vehicle emissions, increasing people's use of active travel, and improving access to healthcare.
 - Access to health-supporting destinations
 - Fleet fuel efficiencies
- **Goal 5: Sustainability** – Foster environmental, economic, and fiscal sustainability through transit investments.
 - Rides per hour
 - Cost per ride
 - Cost per hour
 - Total capital costs
 - Total annual operating costs

As most metrics are already tracked as part of annual reporting or are otherwise unlikely to change regularly (e.g., fleet fuel efficiencies), all metrics are proposed to be monitored annually. More detail about the benchmarks for these measures can be found in *Memo #6: Updated Goals, Policies, and Practices*.

Local TDP Adoption

This plan includes recommended transit-supportive policy and development requirement language to implement the TDP at the local level. Once adopted, the recommended language may also support

and strengthen future grant proposals, when transit-supportiveness, multimodal transportation, transportation options, community health, and climate change mitigation are criteria for grant awards. The jurisdictions – Wasco County, The Dalles, Mosier, Maupin, and Dufur – should consider the following adoption actions to implement the TDP at the local level.

Policies (Comprehensive Plan)

The TDP outlines service planning and capital planning recommendations for jurisdictions in the Wasco County service area. Policies in locally adopted plans can play an important role in supporting and implementing these TDP recommendations. Proposed transit-supportive policy statements are discussed in the Policy and Zoning or Development Requirement Amendments section of this plan. Adoption-ready policy statements for Wasco County are provided in Appendix B. Policy statement recommendations for other jurisdictions in the county – The Dalles, Mosier, Maupin, and Dufur – are provided in Appendix C.

Jurisdictions should adopt the service planning, capital planning, and policy recommendations from the TDP as part of the transportation element of their comprehensive plans.¹⁴ These sections of the TDP are directly relevant to future land use actions; their adoption will provide clear direction to jurisdiction staff and development applicants. Alternatively, jurisdictions could adopt the entire TDP by reference, as a supplement to the locally adopted comprehensive plan. The adoption process can be accomplished as an amendment to the adopted comprehensive plan; this could be done either as a standalone amendment containing policy language (whole cloth or modified) from this document, or during an update of the local transportation system plan (TSP), which is the transportation element of the local comprehensive plan.

Development Requirements (Zoning or Development Ordinances)

Transit-supportive development requirements can help further regional and local transit policy objectives and implement TDP recommendations. Recommendations to assist local partners in implementing the TDP are summarized in the Policy and Development Requirement Amendments section of this plan. Adoption-ready development requirement language for Wasco County is provided in Appendix B. Model development requirement language for other jurisdictions in the county that have adopted zoning or development ordinances – i.e., The Dalles, Mosier, Maupin, and Dufur – is provided in Appendix D; this language can be refined as appropriate for each jurisdiction.

In cases where development regulations may not appear to be needed or appropriate for a jurisdiction now (which may be the case for less-populated jurisdictions), the model language is available for discussions within the community and with local decision-makers to gauge interest and support for these regulations as potential enhancements to development requirements in the future.

A local jurisdiction could adopt zoning or development ordinance amendments in a few different ways: as part of a targeted TSP amendment, along with the policy amendments discussed above; bundled with other zoning or development ordinance amendments that the jurisdiction is considering or has planned; or as a standalone set of zoning or development ordinance amendments.

Policy and Development Requirement Amendments

This section is intended to provide guidance to jurisdictions in the transit service area – Wasco County, The Dalles, Mosier, Maupin, and Dufur – to help implement the recommendations of the TDP. It includes the following elements to assist local implementation:

¹⁴ To the extent they are appropriate, technology and financial plan recommendations from the TDP can be adopted into the transportation element of local comprehensive plans as well.

- An overview of transit-supportive policy statements,
- A general recommendation regarding policy amendments,
- An overview of transit-supportive development requirement concepts,
- A reference to the assessment of adopted local development requirements from Memo #6, and
- A general recommendation regarding zoning or development ordinance amendments.

The policy and development requirement language recommended in this section is intended to ensure that access to transit is enhanced through future local land use and development decisions. Guidance on actions for local jurisdictions to adopt these policy and development requirement recommendations is provided in the Local TDP Adoption section.

Policies

Recommended transit-supportive policy statements should be reflected in local comprehensive plans and/or TSPs. Policy statements recommended for local jurisdictions in this TDP carry forward the goals and model policies developed for jurisdictions early in the planning process. The statements were updated following Advisory Committee Meeting #4 and a review of proposed TDP goals and policies. The proposed goals and policies were designed to guide The LINK and not necessarily the local jurisdictions; however, the two sets of goals and policies should be consistent with one another. The recommended policy statements also include updates made following the review of the Draft TDP and discussions from the local planning workshop in April 2022.

As noted above, adoption-ready policy language has been developed for Wasco County and is included in this plan in Appendix B.

To the extent that recommended policy language is not already represented in adopted policies, cities in Wasco County should consider adopting a version of the recommended language in Appendix C, using adoption actions discussed in the Local TDP Adoption section. In the case of small cities (i.e., cities other than The Dalles), the most basic transit-supportive policy statements (indicated in bold in Appendix D) should be appropriate and considered for local adoption.

Zoning or Development Ordinances

Local development regulations are vital to implementing the TDP through land use permitting, realizing transit-supportive development and improvements over time throughout the county. Local jurisdictions should consider updating development-related requirements to ensure future development will support transit — particularly through coordination with The LINK and improvements that enhance access to transit. Transit-supportive development requirement concepts and model language have evolved through transit planning processes throughout the state, drawing on sources such as the Oregon Public Transportation Plan, Oregon Transportation Planning Rule (TPR), and State of Oregon Transportation and Growth Management Model Development Code for Small Cities, 3rd Edition.

Transit-supportive development requirement concepts that can be locally codified are as follows:

- Coordination – Coordination between jurisdictions and the transit service provider regarding proposed development is critical to ensuring transit-supportive development occurs. The periods during which an applicant is preparing a development application and when that application is under review by the jurisdiction present key opportunities for this coordination.
- Access to Transit and Supportive Improvements – Providing safe and convenient access to transit and furnishing stops with supportive improvements (e.g., lighting and seating) will make transit easier and more attractive for the rider. In addition to requiring “site access” – access directly from buildings on a site to an existing or planned transit stop – transit-supportive access also

consists of “area access” ensuring that transportation network connectivity is high enough to easily reach transit stops by walking and rolling (e.g., biking, skating, scooting, and mobility devices). Development regulations can promote this connectivity through maximum block length standards and required non-motorized access through long blocks.

- **Parking** – Parking affects the transit orientation of development in several ways. Capping the amount of vehicle parking permitted can help make alternatives to driving more attractive and create smaller parking areas for more pedestrian-oriented and transit-supportive development. The location and design of vehicle parking – e.g., restricting parking between buildings and the street and requiring landscaping and walkways – play a significant role in making pedestrian access to transit attractive and convenient. Parking areas also provide potential locations for transit stops, park-and-rides, and ridesharing. Providing sufficient and well-designed bicycle parking supports connections from transit to destinations by bike.
- **Urban form** – Urban form created by development standards can be used to establish a pedestrian-friendly environment and support transit. Transit-supportive development standards include those that: minimize the distance between buildings and the transit street; allow buildings to be set back from the street if pedestrian amenities are provided; and do not allow parking between the building and street.
- **Definitions** – Zoning and development ordinances should include transit-related definitions in order to clarify and support transit-supportive ordinance provisions.

Model zoning and development ordinance language for all the concepts described above is provided in full in Appendix D. Adoption-ready development ordinance language for Wasco County is provided in Appendix B.

Some of the model development requirements may not necessarily be appropriate or applicable for jurisdictions in Wasco County. Factors in determining the appropriateness and applicability of transit-supportive development regulations consist primarily of the type of transit service recommended in each community, community size, and level of urban development. Local requirements that are most universally needed and impactful are those regarding **coordination between the jurisdiction and transit service providers, site access to transit, transit stop improvements, and allowing for transit uses in parking areas**. For unincorporated Wasco County and the Cities of Mosier, Dufur, and Maupin, where populations are relatively small (roughly 500 people in each of the cities), transit-supportive development regulations related to parking and urban form may not be appropriate or applicable.

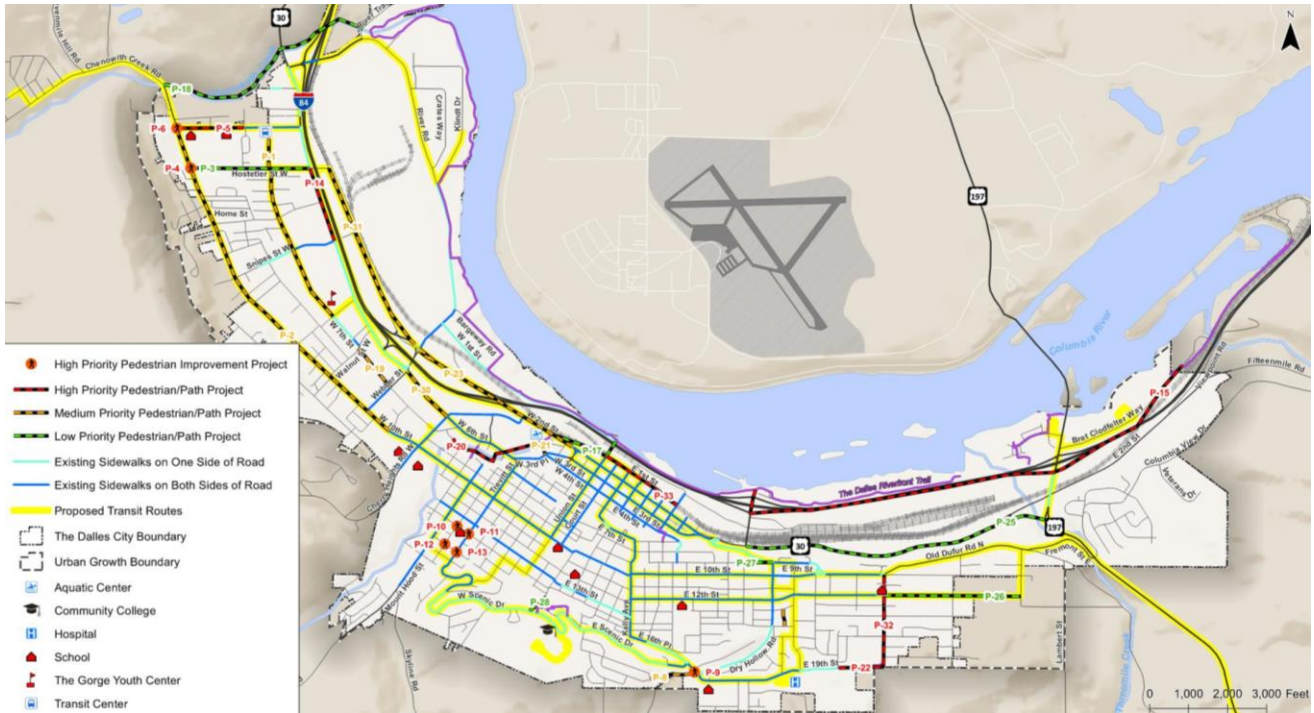
Memo #6 assessed each jurisdiction’s current local zoning or development ordinance language and compared it to transit-supportive development requirements deemed appropriate and applicable for each community. Where the assessment found that current language is either partially consistent or not consistent with transit-supportive development requirements, the cities should modify the model language in Appendix D and update their local ordinances in order to effectively implement the TDP and improve transit service in Wasco County. This process would be accomplished using adoption actions discussed earlier in the Local TDP Adoption section.

Supporting Infrastructure

Figure 13 and Figure 14 illustrate the proposed transit routes overlaid on The Dalles TSP pedestrian and bicycle plans, respectively. As shown, a majority of the routes overlap with existing or planned pedestrian and bicycle facilities. The proposed Red Route’s extensions to Chenoweth and the Port are located along areas without existing or planned pedestrian facilities. The TSP identifies existing bike lanes along River Road near the Port, and a low-priority bicycle project serving Chenoweth. This lack of

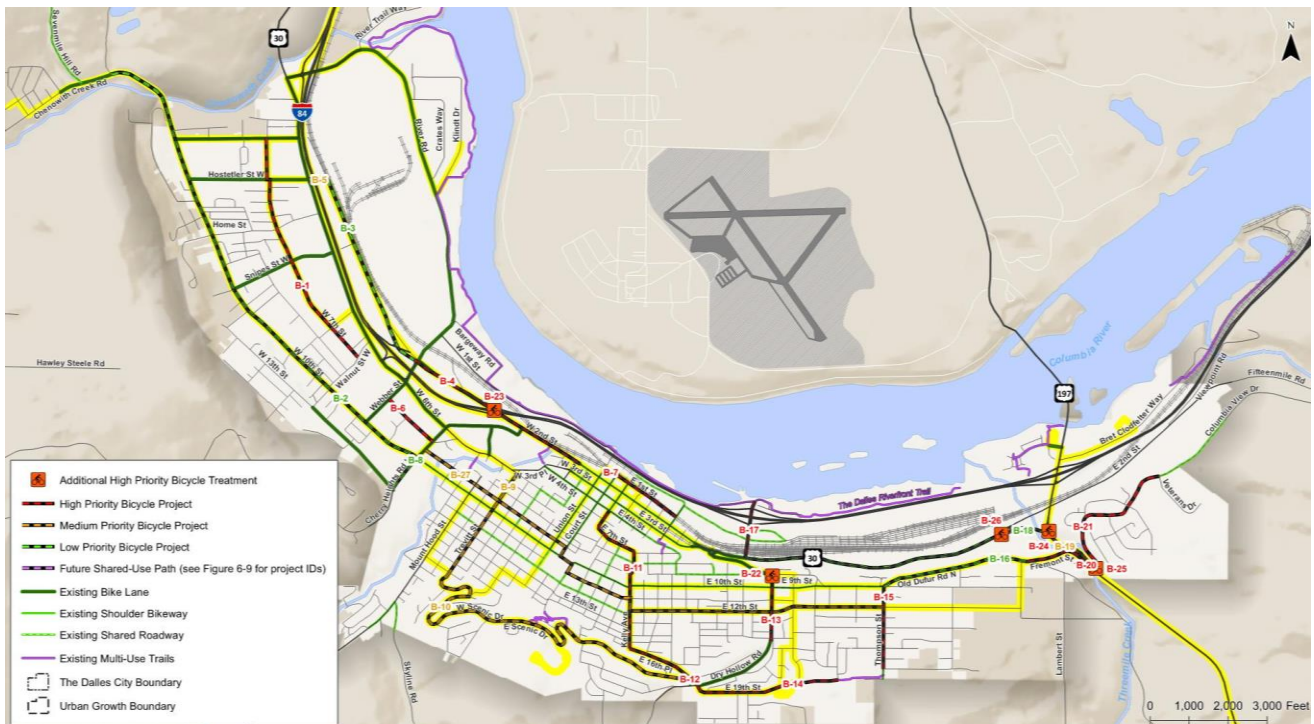
pedestrian and bicycle facilities emphasize the near-term need to provide direct transit access to these locations, as it would be difficult for people to travel to the Transit Center to ride the bus.

Figure 13: Proposed Transit Routes Overlayed on The Dalles TSP Pedestrian Plan



Source: The Dalles TSP

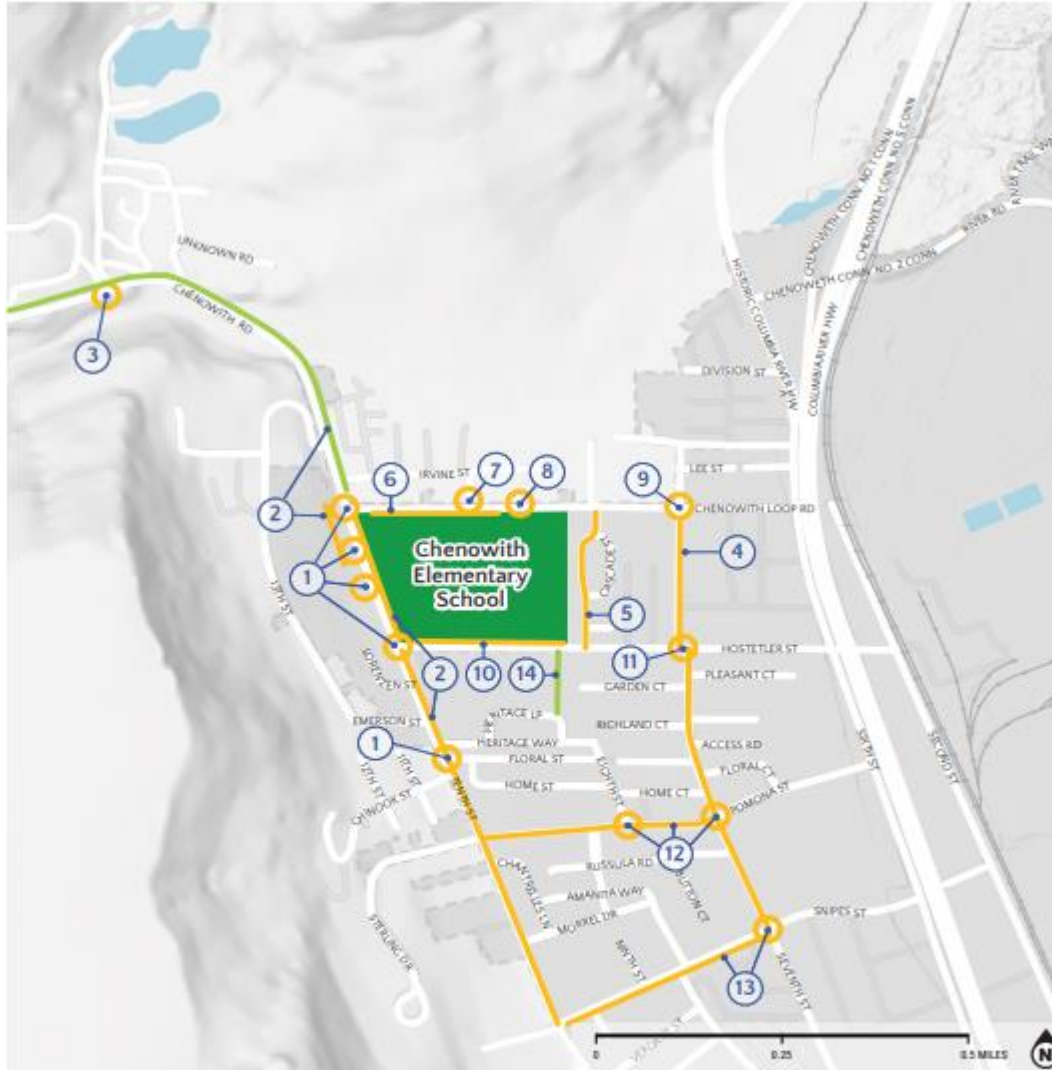
Figure 14: Proposed Transit Routes Overlayed on The Dalles TSP Bicycle Plan



Source: The Dalles TSP

Additionally, North Wasco School District's Safe Routes to School (SRTS) plan identifies improvement recommendations to facilitate safe walking and rolling to school safer and more comfortable. Figure 15 and Figure 16 show the plan's recommended projects within the next five years. These projects include several crossing improvements, sidewalk improves, traffic calming projects, and a separated trail or path serving Chenoweth. It would be advantageous to place transit stops near improved crossing facilities to facilitate safe and comfortable travel via these new facilities.

Figure 15: SRTS Improvement Recommendations for Access to Chenowith Elementary School



**IMPROVEMENT
RECOMMENDATIONS**

- Street Improvement
- Crossing Improvement
- Off-Street Improvement (Trail/Path)
- Railroad
- School Property
- Parks
- Water
- City Boundary



Source: North Wasco School District SRTS Plan

Figure 16: SRTS Improvement Recommendations for Access to St. Mary's Academy and The Dalles High School



**IMPROVEMENT
RECOMMENDATIONS**

- Street Improvement
- Crossing Improvement
- Off-Street Improvement (Trail/Path)
- ☆ Colonel Wright Elementary School
- Railroad
- School Property
- Parks
- Water
- City Boundary



Source: North Wasco School District SRTS Plan

CONCLUSION

Transit plays an important role in Wasco County, connecting its residents and visitors to the places they need and want to go. The recommendations shown here include conceptual guidance to be refined by The LINK and its partners moving forward. With this plan, Wasco County seeks to enhance transit service to meet the needs of the community, improve the transit experience, and prepare for future regional growth and tourism.

APPENDICES

- A. Technical Memoranda
- B. Adoption-Ready Policy and Development Ordinance Amendments for Wasco County
- C. Policy Amendment Recommendations for Cities
- D. Zoning and Development Ordinance Amendment Recommendations for Cities

DRAFT WASCO COUNTY ADOPTION ORDINANCE

Date: May 24, 2022

Project #: 23021.021

To: Tyler Stone and Kelly Howsley-Glover; Wasco County

cc: Jessica Metta and Kate Drennan; MCEDD
Devin Hearing and Theresa Conley; ODOT
Susan Wright, Krista Purser, Paul Ryus, and Amy Griffiths; Kittelson & Associates, Inc.

From: Darci Rudzinski and Shayna Rehberg; MIG | APG

Project: Wasco County Transit Development Plan

Subject: Draft Wasco County Adoption Ordinance (Task 5.8)

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
What, When, and How to Adopt	1
Appendix – Draft Adoption Ordinance	4

INTRODUCTION

This memorandum discusses the approaches for Wasco County's adoption of the Wasco County Transit Development Plan (TDP). Local adoption of the TDP, including incorporation of transit-supportive policies, entails a legislative amendment to the Wasco County Comprehensive Plan. To implement TDP policies, recommended transit-supportive development requirements should be adopted, which require a Land Use and Development Ordinance (LUDO) amendment. This memorandum provides direction about what to adopt, as well as when and how. The appendix includes draft adoption ordinance language for the County to consider and refine as necessary when preparing to adopt the TDP.

WHAT, WHEN, AND HOW TO ADOPT

The TDP presents service planning and capital planning recommendations for jurisdictions in the Wasco County transit service area (TDP Figure 1) including Wasco County itself. Transit-supportive policies in locally adopted plans play an important role in supporting and implementing TDP recommendations. Similarly, transit-supportive development requirements can help further regional and local transit policy

objectives and implement TDP recommendations. TDP Appendix B provides recommendations for transit-supportive policy language and development requirements for the County, to be considered at a later date.

The set of recommended policies are provided for the County to use in discussions with community members and decision makers when developing updated goals, objectives, and policies for the next Transportation System Plan (TSP) update. County staff has indicated that, due to limited resources and other planning priorities, the next TSP update could be several years out. Transit-supportive development requirements recommended in TDP Appendix B should be included in the discussions with community members and decision makers during the TSP update. There may be opportunities to update development requirements earlier – either bundled with other LUDO amendments that the County is considering or as a standalone set of LUDO amendments.

The TDP “Local TDP Adoption” section directs Wasco County jurisdictions to adopt the service planning, capital planning, policy recommendations, and, as relevant, technology plan, management strategy, and financial plan recommendations as part of the transportation element of their comprehensive plans.¹ As an alternative to selective amendments, jurisdictions could adopt the entire TDP by reference, as a supplement to their adopted comprehensive plan. County staff has indicated a preference for the latter approach, specifying the County’s intention to adopt the TDP document, but not its appendices. As noted above, the County will refer to policy and LUDO language recommended in TDP Appendix B for future consideration and action.

The draft adoption ordinance language in the appendix to this memorandum reflects the County’s preferred adoption approach.² Staff should refine the draft language through County review procedures (e.g., review by County Counsel) before reaching the final step in the review and adoption process outlined below.³

1. Mid-Columbia Economic Development District (MCEDD) presents to Wasco County Board of Commissioners about the TDP process and plan (June 2022).
2. County Planning Staff sends plan amendment notice to the Department of Land Conservation and Development (35 days before the first evidentiary Planning Commission hearing, date TBD) regarding proposed adoption of the TDP document and conducts other pre-hearing procedures (e.g., local notice and staff report) consistent with LUDO Section 2.070(E).
3. County Planning Staff presents at the first evidentiary hearing (the Wasco County Planning Commission hearing), and the Planning Commission makes a recommendation to adopt, adopt with modifications, or not adopt (date TBD).
4. Granted a Planning Commission recommendation to adopt or adopt with modifications, County Planning Staff presents at a Wasco County Board of Commissioners hearing (date TBD). Per LUDO provisions, the Board will consider the record and adopt, adopt with modifications, or decline to adopt; remand the matter back to the Planning Commission for further consideration; or table the

¹ Note that a local TSP is adopted as the transportation element of a jurisdiction’s comprehensive plan.

² The draft adoption ordinance language in the appendix was fashioned after a past County ordinance (Ordinance # 20-001) in order to be consistent in terms, phrasing, and format.

³ The review and adoption process is derived from discussions held during the Local Planning Staff Workshop (on April 14, 2022) and from legislative review procedures in Wasco County LUDO Section 2.070(E).

matter. The decision of the Board to adopt or adopt with modifications will be by ordinance (see the draft adoption ordinance in the appendix).

APPENDIX – DRAFT ADOPTION ORDINANCE

IN THE BOARD OF COMMISSIONERS OF THE STATE OF
OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE WASCO COUNTY PLANNING COMMISSION'S REQUEST TO APPROVE
PROPOSED LEGISLATIVE AMENDMENT TO ADOPT THE 2022 TRANSIT DEVELOPMENT PLAN AND
UPDATE THE COMPREHENSIVE PLAN RELATED TO LAND USE PLANNING GOAL 12 IN CHAPTER 12
OF WASCO COUNTY 2040, THE COMPREHENSIVE PLAN (FILE NUMBER _____)

ORDINANCE # __-__

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

WHEREAS, Wasco County contracts with the Mid-Columbia Economic Development District (MCEDD) to provide intercommunity and demand-response transit service within the county and to regional destinations; and

WHEREAS, MCEDD also receives its own direct grants to provide deviated fixed-route and demand-response transit service in Wasco County; and

WHEREAS, Wasco County contracted with a consultant team, selected through a competitive process, to prepare a Transit Development Plan (TDP) for Wasco County; and

WHEREAS, in April 2021, the consultant team began work on the TDP and was guided by the Project Management Team with members from Wasco County, MCEDD, and the Oregon Department of Transportation (ODOT), as well as by an Advisory Committee with members representing transit in the region, jurisdictions, tribal commissions, health care organizations, and community organizations; and

WHEREAS, the TDP evaluates a program of service improvement alternatives and presents options to pursue over a 20-year plan horizon, including planned service modifications; and

WHEREAS, the 2022 TDP establishes ongoing, short-term, medium-term, and long-term recommendations developed to address transportation needs identified in Wasco County and includes goals and policies addressing customer-focused services, accessibility, connectivity, coordination, health, and sustainability that were developed during the planning process; and

WHEREAS, the Wasco County Planning Commission reviewed the proposed addition of the TDP to Goal 12 (Transportation) in the County's Comprehensive Plan; and

WHEREAS, the addition of the TDP as a refinement of Comprehensive Plan Goal 12 will allow the County to implement or support, as appropriate, the service plan, capital plan, technology plan, management strategy, and financial plan recommendations in the TDP; and

WHEREAS, the Wasco County Planning Department sent notification to the Department of Land Conservation and Development (DLCD) pursuant to ORS 197.610 on [date _____]; and

WHEREAS, notice was published in [a newspaper of record for Wasco County _____] on [date for PC hearing notice _____] and on [date for Board hearing notice _____], which were at least 14 days prior to the first public hearing of the Wasco County Planning Commission and Board of Commissioners on [date of PC hearing _____] and [date of Board hearing _____], respectively; and

WHEREAS, that on [date of PC hearing _____] at the hour of [hearing time _____], the Wasco County Planning Commission held the first legally notified public hearing to review recommendations by staff, background information, and receive public testimony on the plan amendment for Goal 12. The Planning Commission then closed the public hearing and with a vote of __ to __ recommended [approval or approval with modifications] to the Wasco County Board of Commissioners; and

WHEREAS, that on [Board hearing date _____] at the hour of [hearing time _____], the Wasco County Board of Commissioners met to conduct the first legally notified public hearing on the above matter. The Board of County Commissioners reviewed recommendations by the Wasco County Planning Commission, staff's presentation, and received testimony from the public. The Board of County Commissioners, by a vote of __ to __, [approved the plan amendment/approved the plan amendment with modifications] and conducted the second reading, recommending submittal to DLCD; and

NOW, THEREFORE, IT IS HEREBY ORDERED: That the request by the Wasco County Planning Department to adopt the 2022 Transit Development Plan (the main document and not the appendices) by a legislative amendment to Goal 12 of the Wasco County Comprehensive Plan, Wasco County 2040, is hereby approved; and

WHEREAS, Pursuant to Oregon Administrative Rules 660-018-0040, submission of adopted change is required to DLCD for acknowledgment as part of the amended Comprehensive Plan (the TSP), and once updates are acknowledged they will be effective.

DATED this _____ day of _____.



AGENDA ITEM

PUBLIC TRANSPORTATION ADVISORY COMMITTEE

[STAFF MEMO](#)

[CURRENT BYLAWS](#)

[REVISED BYLAWS](#)

[ORDER 22-024 REAPPOINTING LEE BRYANT TO PTAC](#)

[ORDER 22-025 REAPPOINTING LOUISE SARGENT TO PTAC](#)

[THOMAS TRAMONTINA PTAC APPLICATION](#)

[ORDER 22-026 APPOINTING THOMAS TRAMONTINA TO PTAC](#)

[MOTION LANGUAGE](#)

MEMORANDUM

To: Wasco County Board of Commissioners

From: Kate Drennan, Deputy Director of Transportation, MCEDD

Date: May 20th, 2022

Re: Updating Public Transportation Advisory Committee Bylaws

Overview:

As we approach the end of the fiscal year, we have two Committee members whose terms have ended. The members have provided consistent attendance and supportive engagement in their service and are willing to continue in their roles as Committee members. However, the current bylaws as written do not allow for their continued participation except as appointed “ex-officio members”. The County and MCEDD have each attempted recruitment to fill these expiring roles. While we received one promising applicant to appoint to the Committee, the applicant does not fulfill the ‘representative user group’ that the expiring members represent.

In consultation with Wasco County professional staff, we are recommending an update to the bylaws that removes member term-limits. While we recognize the value of new perspectives, we also recognize the difficulty of recruiting passionate volunteers to serve on this Committee with such a specific purview. While we will continue to encourage new members, we recommend that we allow continued Committee membership of existing members who have already served two terms. To allow for fluctuation as new members are recruited and allowing existing interested members to stay in an active voting role, we also recommend increasing the membership.

Existing Bylaw language:

Section 3 - Appointment of Members: The Wasco County Board of Commissioners shall appoint members to the Advisory Committee.

Section 4- Ex-Officio Members: The Committee may additionally consist of any ex-officio members, appointed by the Board of Commissioners which the Board of Commissioners deems appropriate.

Section 5 - Advisory Committee Size and Compensation: The Advisory Committee shall have up to nine (9), but not fewer than five (5) members. Members of the Advisory Committee may be reimbursed for expenses incurred relative to business of the organization.

Section 6 -Terms of Membership: Terms shall be three (3) years. Any member may serve two (2) successive terms if reappointed by the Board of Commissioners. Terms begin on July 1 and end on June 30. Terms shall be staggered, with either two or three members' terms expiring each year.

Recommended Updates to Bylaws:

Section 3 - Appointment of Members: The Wasco County Board of Commissioners shall appoint members to the Advisory Committee.

Section 4- Ex-Officio Members: The Committee may additionally consist of any ex-officio members, appointed by the Board of Commissioners which the Board of Commissioners deems appropriate.

Section 5 - Advisory Committee Size and Compensation: The Advisory Committee shall have up to nine (9), but not fewer than five (5) members. Members of the Advisory Committee may be reimbursed for expenses incurred relative to business of the organization.

Section 6 -Terms of Membership: Terms shall be three (3) years. Any member may serve ~~two~~ ~~(2)~~ successive terms if reappointed by the Board of Commissioners. Terms begin on July 1 and end on June 30. Terms shall be staggered, with either two or three members' terms expiring each year.

Recommended Action:

1. Review and adopt updates to PTAC bylaws to allow Committee members to serve successive terms if reappointed by the County.
2. Appoint PTAC applicant Thomas Tramontina based on his interest in serving, experience with several previous Board appointments, and knowledge of transit data collection and reporting.

**REVISED AND RESTATED BYLAWS OF THE
WASCO COUNTY
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
(FORMERLY KNOWN AS Statewide Transportation Improvement Fund Committee)**

ARTICLE I - NAME

The name of this Advisory Committee shall be Wasco County Public Transportation Advisory Committee.

ARTICLE II - PURPOSE

This Advisory Committee and these Bylaws are established to provide recommendations to Wasco County on funding priorities consistent with the state or federal program guidance for each public transportation fund source and in the best interest of the citizens of Wasco County.

The Committee also specifically advises and assists Wasco County in carrying out the program requirements of the Statewide Transportation Improvement Fund (STIF), Special Transportation Fund (STF), and Federal Transit Administration (FTA) Section 5310. This includes carrying out the statutory requirements for all state and federal regulations related to STIF, STF and FTA Section 5310 funding. As such, this Advisory Committee serves as the STF Advisory Committee and the STIF Advisory Committee for Wasco County and the Wasco County Board of Commissioners.

ARTICLE III - DEFINITIONS

The following definitions shall apply to the terms used in these Bylaws:

Administrator: An individual designated or assigned by the Wasco County Board of Commissioners to be responsible for day-to-day tasks required to implement the Special Transportation Fund and Statewide Transportation Improvement Fund Programs.

Areas of High Percentage of Low-Income Households: Geographic areas within Wasco County which are determined to have a high percentage of low income households. It shall be the responsibility of the Advisory Committee to gather data and seek public input and to make a determination as to the areas of Wasco County in which there exist high percentages of low income households and to publish said determination in its Committee minutes.

Commissioners: The Wasco County Board of Commissioners.

Committee: The Wasco County Public Transportation Advisory Committee.

Elderly: Individuals 60 years of age or older.

High Percentage of Low-Income Households: Higher than the Oregon state average.

Low Income Household: A household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

Person(s) with Disabilities: Individuals with disabilities which limit or constrain any aspect of their daily life, and may include, but is not necessarily limited to, physical, intellectual, cognitive, developmental, and/or emotional disabilities.

Public Transportation Services: Any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis. Such transportation may be for purposes such as health care, shopping, education, employment, public services, personal business, or recreation.

Representative of Low Income Individuals: A person representing the needs of low income transportation system users, and who is familiar through association with groups or individuals with special transportation needs of low income users.

Representative of Persons with Disabilities: Someone representing the needs of disabled transportation system users, and who, through association with groups or individuals, or facilities serving persons with disabilities, is familiar with the special transportation needs of disabled users.

Representative of Seniors: Someone who may also be a senior, representing the needs of elderly transportation system users, and who is familiar through association with groups or individuals, or facilities serving seniors, with the special transportation needs of elderly users.

ARTICLE IV – FUNCTION

Section 1 - Advisory Committee role related to STF and FTA Section 5310: The Advisory Committee will perform the following:

- (a) Advise the Wasco County Board of Commissioners regarding the opportunities to coordinate STF moneys and STF-funded projects with other transportation programs and services to avoid duplication and gaps in service.
- (b) Review the proposed distribution of Formula Program moneys and make recommendations to the Wasco County Board of Commissioners.
- (c) Review Discretionary Grant proposals and make recommendations to the Wasco County Board of Commissioners.
- (d) Participate in developing and updating the Wasco County Coordinated Transportation Coordinated Plan.
- (e) As necessary to perform these tasks, the Advisory Committee will develop processes and procedures to identify projects for potential funding. The Advisory Committee will review the

projects proposed for funding, including the proposed recipient, project purpose, intended user of the service, and the proposed funding level.

- (f) The Advisory Committee may recommend to the Wasco County Board of Commissioners any changes to the proposed distribution of Formula Program moneys or Discretionary Grant applications it considers necessary.

Section 2 – Advisory Committee role related to STIF: The Advisory Committee will perform the following:

- (a) Advise the Wasco County Board of Commissioners on the development process of the STIF Plan, which will serve as an application for STIF Formula funds.
- (b) Advise on the development of a definition for “high percentage of low-income households.
- (c) Review and prioritize projects proposed for inclusion in the STIF Plan and recommend a funding amount for each project to the Wasco County Board of Commissioners.
- (d) Review and recommend projects to receive STIF Discretionary Funds within Wasco County
- (e) Review and recommend projects to receive STIF Intercommunity Discretionary Funds within Wasco County.
- (f) Advise Wasco County regarding opportunities to coordinate STIF funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.
- (g) Developing a process for monitoring and evaluating projects to ensure that Public Transportation Providers that have received funds are applying the funds in accordance with and for the purposes described within their project proposal.
- (h) When reviewing projects proposed for STIF Formula Funds, the Advisory Committee must consider the following criteria:
 - a. Whether the proposed project would:
 - i. increase the frequency of bus service to communities with a high percentage of Low-Income Households;
 - ii. expand bus routes and bus services to serve communities with a high percentage of Low-Income Households;
 - iii. reduce fares for public transportation in communities with a high percentage of Low- Income Households;
 - iv. result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;
 - v. improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity’s service area;
 - vi. increase Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service;
 - vii. expand student transit services for students in grades 9 through 12;
 - b. Whether the Project would maintain an existing, productive service;
 - c. The extent to which the Project goals meet public transportation needs and are a responsible use of public funds; and
 - d. Other factors as determined by Wasco County or the Advisory Committee such as geographic equity.

Section 3- Additional responsibilities

- (a) The Advisory Committee may be assigned additional tasks by the Board of Commissioners, such as reviewing reports; inspecting equipment and facilities, or participating in planning and public engagement processes as appropriate to the functioning of the committee.
- (b) The Advisory Committee will not lobby.

ARTICLE V - MEMBERSHIP

Section 1 - Membership Qualifications: To be qualified to serve on the Advisory Committee, an individual must:

- (a) Reside within Wasco County;
- (b) Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and or from Wasco County; and

Section 2 – Advisory Committee Composition: The Advisory Committee shall reflect the county's diverse interests, perspectives, geography, and the demographics. The committee must include at least one member each who is a member of or represents the following three groups:

- (a) Low income individuals;
- (b) Seniors or people with disabilities;
- (c) Public Transportation Service Providers or non-profit entities which provide public transportation service. Provider representatives must be in the minority.

Up to four (4) additional members may be representatives from any of the following groups:

1. local governments, including land use planners
2. non-profit public transportation service providers,
3. neighboring public transportation service providers,
4. employers,
5. social and human service providers,
6. transit dependent users,
7. social equity advocates,
8. environmental advocates,
9. bicycle and pedestrian advocates,
10. people with limited-English proficiency,
11. educational institutions,
12. major destinations

Section 3 - Appointment of Members: The Wasco County Board of Commissioners shall appoint members to the Advisory Committee.

Section 4- Ex-Officio Members: The Committee may additionally consist of any ex-officio members, appointed by the Board of Commissioners which the Board of Commissioners deems appropriate.

Section 5 - Advisory Committee Size and Compensation: The Advisory Committee shall have up to nine (9), but not fewer than five (5) members. Members of the Advisory Committee may be reimbursed for expenses incurred relative to business of the organization.

Section 6 -Terms of Membership: Terms shall be three (3) years. Any member may serve two (2)

successive terms if reappointed by the Board of Commissioners. Terms begin on July 1 and end on June 30. Terms shall be staggered, with either two or three members' terms expiring each year.

Section 7 -Member Responsibilities: All Committee members shall regularly attend meetings of the Committee and any meetings of the subcommittees to which they are appointed, and shall fulfill other duties as appointed by the Chair.

Section 8 -Termination of Membership:

- A. The Board of Commissioners may remove Committee members as follows:
 - a) Failure to attend three or more consecutive regular Committee meetings. The Board of Commissioners may declare a member's position vacant when the member has had three (3) unexcused absences in one year or no longer meets the residency requirement;
 - b) For cause following public hearing, for reasons including, but not limited to commission of a felony, corruption, intentional violation of open meetings law, failure to declare conflict of interest, or incompetence.
- B. Committee members who choose to resign should submit a letter of resignation to the Wasco County Board of Commissioners.

Section 8- Vacancies: The Board of Commissioners shall make appointments to fill vacancies as they occur. Such appointments shall be for the duration of the unexpired term of that position.

Section 9- Officers: The following officers shall be elected from the Committee membership during the first meeting of each calendar year:

- a) Chair: The Chair shall have the responsibility of conducting all meetings and hearings in an orderly manner. The chair represents the advisory committee at meetings and communications with Wasco County Board of Commissioners. The Chair may not initiate a motion, but may second, and shall vote on each issue after the question is called. However, in the event the Chair's vote shall create a tie, the Chair shall refrain from voting.
- b) Vice Chair: The Vice Chair shall be responsible for conducting the meetings and hearings in the absence of the Chair.

ARTICLE VI - SUBCOMMITTEES

Section 1 - Creation of Subcommittees: The Committee shall have the power to create subcommittees with such responsibilities as the Committee directs.

Section 2 -Naming of Subcommittees: The Chair shall appoint and charge each subcommittee with its responsibilities, shall appoint the members of the subcommittee, and shall appoint the chair of the subcommittee in the event the subcommittee consists of more than one person. The subcommittee chair shall be responsible for scheduling meetings, assigning specific tasks within the mandate of the subcommittee, and reporting to the Committee concerning the work of the subcommittee.

ARTICLE VII - MEETINGS

Section 1 - Regular Meetings: Meetings shall be held a minimum of two times per year, as required by

statute, but may be held more frequently to carry out the purposes of the Committee. Unless held by telecommunication as noted in Section 3 below, these meetings shall be held in publically accessible facilities, and shall take place during transit operating hours, to facilitate attendance of interested individuals.

Section 2 -Special Meetings: Special meetings may be called by the Chair or by the Board of Commissioners by giving the members and the press written or verbal notice at least 24 hours before the meeting.

Section 3 - Meeting by Telecommunication: Any regular or special meeting of the Committee may be held by telephone, telecommunications, or digital transmission.

Section 3 - Quorum: A simple majority of the appointed, and filled, voting membership shall constitute a quorum. All business conducted with a majority vote of the quorum shall stand as the official action of the Committee. Members may vote in person or by teleconference.

Section 4 - Voting: Each Committee member, except ex-officio members, shall have one vote. In the event the Chair's vote shall create a tie vote, the Chair shall refrain from voting. A Committee member shall not vote on any funding decision in which they are an applicant for funds or in which a conflict of interest exists.

Section 5 - Notice: All members shall be given written notice of time, date, location, and purpose of the meetings at least three (3) days before a regular Committee meeting, and written or verbal notice one (1) day before a special meeting. In the event a member is provided with less than three (3) days written notice of a regular meeting, or less than one (1) day actual notice of a special meeting, and objects to the proceedings based on a lack of adequate notice, all business conducted at that meeting shall be reconsidered at the next regular meeting or at a special meeting called with adequate notice.

Section 6 - Minutes: Minutes recording all motions and subsequent action including the number of yes or no votes on each issue shall be taken. In addition, all conflicts of interest shall be noted. Minutes of all meetings shall be posted in a reasonable and timely manner following all meetings as required under existing County policy.

ARTICLE VIII– PUBLIC RECORDS AND MEETING LAW AND PUBLIC ENGAGEMENT

Section 1 - Public Records and Meeting Law: The Committee is a public body for the purposes of ORS Chapter 192, and is subject to the statutory procedures related to Oregon public records and meetings.

Section 2 - Public Engagement: The Committee shall strive to seek public engagement in all its deliberative processes. The Advisory Committee will work with the Administrator to ensure public access to information and public participation in priority-setting exercises and development of project funding recommendations. This will include publicizing meetings, holding public comment periods during Advisory Committee meetings, and holding public forums as appropriate.

ARTICLE IX – PARLIAMENTARY PROCEDURE

The current edition of Robert's Rules of Order shall govern the Committee where not inconsistent with these Bylaws or any special rules of order the Committee shall adopt.

ARTICLE X – CONFLICTS OF INTEREST

A potential or actual conflict of interest shall be declared by any member who has or may have a conflict of interest as defined by Oregon law (ORS 244.020), prior to taking any action on the matter causing the conflict. No member shall vote upon any motion which requires declaration of an actual conflict of interest.

ARTICLE XI – BYLAWS AND AMENDMENTS

Section 1 - Amendments: Committee Bylaws may be amended by the Board of Commissioners upon its own motion. Prior to an amendment, the Board of Commissioners may request a recommendation from the Committee which may recommend changes at any regular meeting of the Committee by a two-thirds vote of the appointed and filled membership, provided that the recommended amendment has been submitted in writing to the Committee members no later than three days before the regular meeting.

Adopted this 3rd day of June, 2020.

Signed this 3rd day of June, 2020.

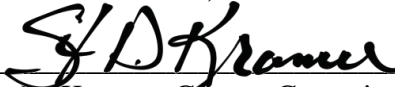
WASCO COUNTY BOARD OF COMMISSIONERS



Scott C. Hege, Commission Chair

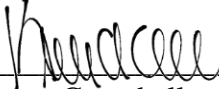


Kathleen B. Schwartz, Vice-Chair



Steven D. Kramer, County Commissioner

APPROVED AS TO FORM:



Kristen Campbell
County Counsel

**REVISED AND RESTATED BYLAWS OF THE
WASCO COUNTY
PUBLIC TRANSPORTATION ADVISORY COMMITTEE
(FORMERLY KNOWN AS Statewide Transportation Improvement Fund Committee)**

ARTICLE I - NAME

The name of this Advisory Committee shall be Wasco County Public Transportation Advisory Committee.

ARTICLE II - PURPOSE

This Advisory Committee and these Bylaws are established to provide recommendations to Wasco County on funding priorities consistent with the state or federal program guidance for each public transportation fund source and in the best interest of the citizens of Wasco County.

The Committee also specifically advises and assists Wasco County in carrying out the program requirements of the Statewide Transportation Improvement Fund (STIF), Special Transportation Fund (STF), and Federal Transit Administration (FTA) Section 5310. This includes carrying out the statutory requirements for all state and federal regulations related to STIF, STF and FTA Section 5310 funding. As such, this Advisory Committee serves as the STF Advisory Committee and the STIF Advisory Committee for Wasco County and the Wasco County Board of Commissioners.

ARTICLE III - DEFINITIONS

The following definitions shall apply to the terms used in these Bylaws:

Administrator: An individual designated or assigned by the Wasco County Board of Commissioners to be responsible for day-to-day tasks required to implement the Special Transportation Fund and Statewide Transportation Improvement Fund Programs.

Areas of High Percentage of Low-Income Households: Geographic areas within Wasco County which are determined to have a high percentage of low income households. It shall be the responsibility of the Advisory Committee to gather data and seek public input and to make a determination as to the areas of Wasco County in which there exist high percentages of low income households and to publish said determination in its Committee minutes.

Commissioners: The Wasco County Board of Commissioners.

Committee: The Wasco County Public Transportation Advisory Committee.

Elderly: Individuals 60 years of age or older.

High Percentage of Low-Income Households: Higher than the Oregon state average.

Low Income Household: A household the total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C. 9902(2) for the 48 Contiguous States and the District of Columbia.

Person(s) with Disabilities: Individuals with disabilities which limit or constrain any aspect of their daily life, and may include, but is not necessarily limited to, physical, intellectual, cognitive, developmental, and/or emotional disabilities.

Public Transportation Services: Any form of passenger transportation by car, bus, or other conveyance, either publicly or privately owned, which provides service to the general public (not including charter, sightseeing, or exclusive school bus service) on a regular and continuing basis. Such transportation may be for purposes such as health care, shopping, education, employment, public services, personal business, or recreation.

Representative of Low Income Individuals: A person representing the needs of low income transportation system users, and who is familiar through association with groups or individuals with special transportation needs of low income users.

Representative of Persons with Disabilities: Someone representing the needs of disabled transportation system users, and who, through association with groups or individuals, or facilities serving persons with disabilities, is familiar with the special transportation needs of disabled users.

Representative of Seniors: Someone who may also be a senior, representing the needs of elderly transportation system users, and who is familiar through association with groups or individuals, or facilities serving seniors, with the special transportation needs of elderly users.

ARTICLE IV – FUNCTION

Section 1 - Advisory Committee role related to STF and FTA Section 5310: The Advisory Committee will perform the following:

- (a) Advise the Wasco County Board of Commissioners regarding the opportunities to coordinate STF moneys and STF-funded projects with other transportation programs and services to avoid duplication and gaps in service.
- (b) Review the proposed distribution of Formula Program moneys and make recommendations to the Wasco County Board of Commissioners.
- (c) Review Discretionary Grant proposals and make recommendations to the Wasco County Board of Commissioners.
- (d) Participate in developing and updating the Wasco County Coordinated Transportation Coordinated Plan.
- (e) As necessary to perform these tasks, the Advisory Committee will develop processes and procedures to identify projects for potential funding. The Advisory Committee will review the

projects proposed for funding, including the proposed recipient, project purpose, intended user of the service, and the proposed funding level.

- (f) The Advisory Committee may recommend to the Wasco County Board of Commissioners any changes to the proposed distribution of Formula Program moneys or Discretionary Grant applications it considers necessary.

Section 2 – Advisory Committee role related to STIF: The Advisory Committee will perform the following:

- (a) Advise the Wasco County Board of Commissioners on the development process of the STIF Plan, which will serve as an application for STIF Formula funds.
- (b) Advise on the development of a definition for “high percentage of low-income households.
- (c) Review and prioritize projects proposed for inclusion in the STIF Plan and recommend a funding amount for each project to the Wasco County Board of Commissioners.
- (d) Review and recommend projects to receive STIF Discretionary Funds within Wasco County
- (e) Review and recommend projects to receive STIF Intercommunity Discretionary Funds within Wasco County.
- (f) Advise Wasco County regarding opportunities to coordinate STIF funded projects with other local or regional transportation programs and services to improve transportation service delivery and reduce gaps in service.
- (g) Developing a process for monitoring and evaluating projects to ensure that Public Transportation Providers that have received funds are applying the funds in accordance with and for the purposes described within their project proposal.
- (h) When reviewing projects proposed for STIF Formula Funds, the Advisory Committee must consider the following criteria:
 - a. Whether the proposed project would:
 - i. increase the frequency of bus service to communities with a high percentage of Low-Income Households;
 - ii. expand bus routes and bus services to serve communities with a high percentage of Low-Income Households;
 - iii. reduce fares for public transportation in communities with a high percentage of Low- Income Households;
 - iv. result in procurement of buses that are powered by natural gas or electricity for use in areas with a population of 200,000 or more;
 - v. improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity’s service area;
 - vi. increase Coordination between Public Transportation Service Providers to reduce fragmentation in the provision of public transportation service;
 - vii. expand student transit services for students in grades 9 through 12;
 - b. Whether the Project would maintain an existing, productive service;
 - c. The extent to which the Project goals meet public transportation needs and are a responsible use of public funds; and
 - d. Other factors as determined by Wasco County or the Advisory Committee such as geographic equity.

Section 3- Additional responsibilities

- (a) The Advisory Committee may be assigned additional tasks by the Board of Commissioners, such as reviewing reports; inspecting equipment and facilities, or participating in planning and public engagement processes as appropriate to the functioning of the committee.
- (b) The Advisory Committee will not lobby.

ARTICLE V - MEMBERSHIP

Section 1 - Membership Qualifications: To be qualified to serve on the Advisory Committee, an individual must:

- (a) Reside within Wasco County;
- (b) Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and or from Wasco County; and

Section 2 – Advisory Committee Composition: The Advisory Committee shall reflect the county's diverse interests, perspectives, geography, and the demographics. The committee must include at least one member each who is a member of or represents the following three groups:

- (a) Low income individuals;
- (b) Seniors or people with disabilities;
- (c) Public Transportation Service Providers or non-profit entities which provide public transportation service. Provider representatives must be in the minority.

Up to four (4) additional members may be representatives from any of the following groups:

1. local governments, including land use planners
2. non-profit public transportation service providers,
3. neighboring public transportation service providers,
4. employers,
5. social and human service providers,
6. transit dependent users,
7. social equity advocates,
8. environmental advocates,
9. bicycle and pedestrian advocates,
10. people with limited-English proficiency,
11. educational institutions,
12. major destinations

Section 3 - Appointment of Members: The Wasco County Board of Commissioners shall appoint members to the Advisory Committee.

Section 4- Ex-Officio Members: The Committee may additionally consist of any ex-officio members, appointed by the Board of Commissioners which the Board of Commissioners deems appropriate.

Section 5 - Advisory Committee Size and Compensation: The Advisory Committee shall have up to nine (9), but not fewer than five (5) members. Members of the Advisory Committee may be reimbursed for expenses incurred relative to business of the organization.

Section 6 -Terms of Membership: Terms shall be three (3) years. Any member may serve successive

terms if reappointed by the Board of Commissioners. Terms begin on July 1 and end on June 30. Terms shall be staggered, with either two or three members' terms expiring each year.

Section 7 -Member Responsibilities: All Committee members shall regularly attend meetings of the Committee and any meetings of the subcommittees to which they are appointed, and shall fulfill other duties as appointed by the Chair.

Section 8 -Termination of Membership:

- A. The Board of Commissioners may remove Committee members as follows:
 - a) Failure to attend three or more consecutive regular Committee meetings. The Board of Commissioners may declare a member's position vacant when the member has had three (3) unexcused absences in one year or no longer meets the residency requirement;
 - b) For cause following public hearing, for reasons including, but not limited to commission of a felony, corruption, intentional violation of open meetings law, failure to declare conflict of interest, or incompetence.
- B. Committee members who choose to resign should submit a letter of resignation to the Wasco County Board of Commissioners.

Section 8- Vacancies: The Board of Commissioners shall make appointments to fill vacancies as they occur. Such appointments shall be for the duration of the unexpired term of that position.

Section 9- Officers: The following officers shall be elected from the Committee membership during the first meeting of each calendar year:

- a) Chair: The Chair shall have the responsibility of conducting all meetings and hearings in an orderly manner. The chair represents the advisory committee at meetings and communications with Wasco County Board of Commissioners. The Chair may not initiate a motion, but may second, and shall vote on each issue after the question is called. However, in the event the Chair's vote shall create a tie, the Chair shall refrain from voting.
- b) Vice Chair: The Vice Chair shall be responsible for conducting the meetings and hearings in the absence of the Chair.

ARTICLE VI - SUBCOMMITTEES

Section 1 - Creation of Subcommittees: The Committee shall have the power to create subcommittees with such responsibilities as the Committee directs.

Section 2 -Naming of Subcommittees: The Chair shall appoint and charge each subcommittee with its responsibilities, shall appoint the members of the subcommittee, and shall appoint the chair of the subcommittee in the event the subcommittee consists of more than one person. The subcommittee chair shall be responsible for scheduling meetings, assigning specific tasks within the mandate of the subcommittee, and reporting to the Committee concerning the work of the subcommittee.

ARTICLE VII - MEETINGS

Section 1 - Regular Meetings: Meetings shall be held a minimum of two times per year, as required by

statute, but may be held more frequently to carry out the purposes of the Committee. Unless held by telecommunication as noted in Section 3 below, these meetings shall be held in publically accessible facilities, and shall take place during transit operating hours, to facilitate attendance of interested individuals.

Section 2 -Special Meetings: Special meetings may be called by the Chair or by the Board of Commissioners by giving the members and the press written or verbal notice at least 24 hours before the meeting.

Section 3 - Meeting by Telecommunication: Any regular or special meeting of the Committee may be held by telephone, telecommunications, or digital transmission.

Section 3 - Quorum: A simple majority of the appointed, and filled, voting membership shall constitute a quorum. All business conducted with a majority vote of the quorum shall stand as the official action of the Committee. Members may vote in person or by teleconference.

Section 4 - Voting: Each Committee member, except ex-officio members, shall have one vote. In the event the Chair's vote shall create a tie vote, the Chair shall refrain from voting. A Committee member shall not vote on any funding decision in which they are an applicant for funds or in which a conflict of interest exists.

Section 5 - Notice: All members shall be given written notice of time, date, location, and purpose of the meetings at least three (3) days before a regular Committee meeting, and written or verbal notice one (1) day before a special meeting. In the event a member is provided with less than three (3) days written notice of a regular meeting, or less than one (1) day actual notice of a special meeting, and objects to the proceedings based on a lack of adequate notice, all business conducted at that meeting shall be reconsidered at the next regular meeting or at a special meeting called with adequate notice.

Section 6 - Minutes: Minutes recording all motions and subsequent action including the number of yes or no votes on each issue shall be taken. In addition, all conflicts of interest shall be noted. Minutes of all meetings shall be posted in a reasonable and timely manner following all meetings as required under existing County policy.

ARTICLE VIII– PUBLIC RECORDS AND MEETING LAW AND PUBLIC ENGAGEMENT

Section 1 - Public Records and Meeting Law: The Committee is a public body for the purposes of ORS Chapter 192, and is subject to the statutory procedures related to Oregon public records and meetings.

Section 2 - Public Engagement: The Committee shall strive to seek public engagement in all its deliberative processes. The Advisory Committee will work with the Administrator to ensure public access to information and public participation in priority-setting exercises and development of project funding recommendations. This will include publicizing meetings, holding public comment periods during Advisory Committee meetings, and holding public forums as appropriate.

ARTICLE IX – PARLIAMENTARY PROCEDURE

The current edition of Robert's Rules of Order shall govern the Committee where not inconsistent with these Bylaws or any special rules of order the Committee shall adopt.

ARTICLE X – CONFLICTS OF INTEREST

A potential or actual conflict of interest shall be declared by any member who has or may have a conflict of interest as defined by Oregon law (ORS 244.020), prior to taking any action on the matter causing the conflict. No member shall vote upon any motion which requires declaration of an actual conflict of interest.

ARTICLE XI – BYLAWS AND AMENDMENTS

Section 1 - Amendments: Committee Bylaws may be amended by the Board of Commissioners upon its own motion. Prior to an amendment, the Board of Commissioners may request a recommendation from the Committee which may recommend changes at any regular meeting of the Committee by a two-thirds vote of the appointed and filled membership, provided that the recommended amendment has been submitted in writing to the Committee members no later than three days before the regular meeting.

Adopted this 1st day of June, 2022.

Signed this 1st day of June, 2022.

WASCO COUNTY BOARD OF COMMISSIONERS

Kathleen B. Schwartz, Chair

APPROVED AS TO FORM:

Steven D. Kramer, Vice-Chair

Kristen Campbell, County Counsel

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF LEE BRYANT TO THE WASCO COUNTY PUBLIC
TRANSPORTATION ADVISORY COMMITTEE

ORDER #22-024

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That Lee Bryant's appointment to the Wasco County Public Transportation Advisory Committee will expire on June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Lee Bryant is willing and is qualified to be reappointed to the Wasco County Public Transportation Advisory Committee.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Lee Bryant be and is hereby reappointed to the Wasco County Public Transportation Advisory Committee for a term to expire on June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE REAPPOINTMENT OF LOUISE SARGENT TO THE WASCO COUNTY PUBLIC TRANSPORTATION ADVISORY COMMITTEE

ORDER #22-025

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That Louise Sargent's appointment to the Wasco County Public Transportation Advisory Committee will expire on June 30, 2022; and

IT FURTHER APPEARING TO THE BOARD: That Louise Sargent is willing and is qualified to be reappointed to the Wasco County Public Transportation Advisory Committee.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Louise Sargent be and is hereby reappointed to the Wasco County Public Transportation Advisory Committee for a term to expire on June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



INFORMATION AND QUALIFICATION FORM

Public Transportation Advisory Committee

VOLUNTEER POSITIONS WASCO COUNTY, OREGON

BACKGROUND

The Public Transportation Advisory Committee (PTAC) is an essential component of a successful Transportation Program. The purpose of the committee is to represent the people who are served by the Special Transportation Fund Program. The advisory committee considers how transportation funds should be spent and provides the governing body with information about their community's special transportation needs, particularly related to how projects will benefit seniors and persons with disabilities. The Public Transportation Advisory Committee reviews grant applications requests and updates on the required Human Service Transportation Coordination Plan.

The PTAC also assists the Commissioners in tasks and duties supporting local and regional transportation services funded through the State Transportation Service Providers by:

- Reviewing and advising staff on updates to the Local Transportation Plan.
- Reviewing all proposed projects and funding levels for the STIF Plan that funds transit services.
- Reviewing and providing feedback on proposed programs, service changes, policy changes and other transit investments.
- If requested, and in the manner directed by the Commissioners, reviewing and advising staff on the methodology for distribution of Program monies allocated to Wasco County.
- Review of Transportation Discretionary applications upon request.

APPLICATION

Provide personal qualifications for this specific volunteer position.

Supplementary information may be attached. Do not provide confidential information.

Name: Thomas A. Tramontina

Address: [REDACTED]
[REDACTED],
The Dalles Oregon

Phone (home) [REDACTED] (work) N/A

E-mail address: [REDACTED]

Signature: [Handwritten Signature]

Date: 5/9/22

Number of years as a Wasco County resident: 72

WASCO COUNTY VOLUNTEER APPLICATION – Public Transportation Advisory Committee

**WASCO COUNTY PUBLIC TRANSPORTATION
ADVISORY COMMITTEE**

Your objectives/goals? Desired contributions and accomplishments?

To use my education and work experience to facilitate Wasco County in meeting its goals with respect to how the Special Transportation Funds should be spent and provide information about the community's special transportation needs.

Education (school, college, training, apprenticeships, degrees, etc.)

Wahtonka High School Date(s): [Redacted]

Utah State University
BS Economics Date(s): [Redacted]

Portland State University
Post Baccalaureate Accounting Certificate Date(s): [Redacted]

Certified Public Accountant (Oregon #9955) May 2001 – July 2021

Experience (work, volunteering, leadership roles, achievements etc.)

Jarl Construction Inc. Mid-Columbia Asphalt Co. etal.
Office, Business Manager, Estimator Date(s):_ April 1972-
September 1992

Tri-County Metropolitan Transportation District of Oregon (Tri-Met)
Construction Project and Financial Management Date(s): September 1993 -
January 2012

I was on the Board of Directors for three Homeowners Associations, Treasurer for two of them

I was on the Board of Directors for years for Chenoweth Irrigation Coop (Predecessor of Chenoweth Water PUD)

Relevant Information

While at Tri-Met, for 3 years I collected information for the National Transportation Database report and compiled it into the correct form for submission to the Federal Transit Administration.

Send completed form to:

Wasco County
511 Washington Street, Suite 101
The Dalles OR 97058
(541) 506-2520
(541) 506-2551 (fax)



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE APPOINTMENT OF THOMAS TRAMONTINA TO THE WASCO COUNTY PUBLIC TRANSPORTATION ADVISORY COMMITTEE

ORDER #22-026

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of Commissioners being present; and

IT APPEARING TO THE BOARD: That a vacancy exists on the Wasco County Public Transportation Advisory Committee; and

IT FURTHER APPEARING TO THE BOARD: That Thomas Tramontina is willing and is qualified to be appointed to the Wasco County Public Transportation Advisory Committee.

NOW, THEREFORE, IT IS HEREBY ORDERED: That Thomas Tramontina be and is hereby appointed to the Wasco County Public Transportation Advisory Committee.

IT IS FURTHER ORDERED: That Thomas Tramontina's appointment to the Wasco County Public Transportation Advisory Committee for a term to expire June 30, 2025.

DATED this 1st day of June, 2022.

APPROVED AS TO FORM:

WASCO COUNTY BOARD OF COMMISSIONERS:

Kristen Campbell, County Counsel

Kathleen B. Schwartz, Commission Chair

Steven D. Kramer, Vice-Chair

Scott C. Hege, County Commissioner



MOTION

SUBJECT: PTAC Bylaws & Appointments

Bylaws: I move to approve the revised Public Transportation Advisory Committee Bylaws to remove term limits.

Appointments: I move to approve Orders 22-025 and 22-025 reappointing Lee Bryant and Louise Sargent and Order 22-026 appointing Thomas Tramontina to the Public Transportation Advisory Committee.



AGENDA ITEM

Annual Insurance Report

[AGENT LETTER](#)

[CIS PROPERTY AND/OR LIABILITY PROPOSAL SUMMARY](#)

[CIS PUBLIC ENTITY LIABILITY COVERAGE PROPOSAL](#)

[CIS PROPERTY COVERAGE PROPOSAL](#)

[CIS EQUIPMENT BREAKDOWN COVERAGE PROPOSAL](#)

[CIS EXCESS CRIME COVERAGE PROPOSAL](#)

[CIS CYBER SECURITY COVERAGE PROPOSAL](#)

[SAIF PROPOSAL](#)



ISU Insurance Services **The Stratton Agency**

May 24, 2022

Wasco County
511 Washington Street
The Dalles OR 97058

Dear Wasco County Commissioners,

I am pleased to present to you, the 2022 CIS Insurance Package and SAIF Workers Compensation insurance proposal.

2022-2023 CIS Package proposal was favorable this year with property values trending upward as well as an increase in liability premium due to a pool projected premium increase. We feel that our insurance relationship with Wasco County exemplifies the positive culture, pre loss practices, and general contract review practices that are present throughout your departments.

The CIS package proposal includes;

Public Entity Liability, Automobile, and Crime insurance. This year the public entity liability coverage amount is \$10,000,000.00 per occurrence and a \$30,000,000.00 annual aggregate, subject to a maximum aggregate deductible of \$96,766.00 The aggregate retro deductible credit is \$60,479.00. Net cost of the public entity liability is \$181,436.00 minimum or \$278,201.00 maximum. The 75/115 aggregate deductible program has saved Wasco County \$177,196.00 in the past ten years of participating in this program. The proposal also indicates a \$1,000.00 high risk charge, for the demolition derby held at the county fair.

Automobile coverage provides a liability limit of \$10,000,000.00 per accident on 153 vehicles including trailers. Also included is uninsured/ underinsured motorist and limited medical. We continue to recommend self-insuring physical damage to the vehicles.

The total cost of the public entity liability and auto liability is \$241,913.04 plus any charges subject to the aggregate public liability deductible.

Property owned by Wasco County is scheduled with a total of \$63,975,355.00 which includes any changes resulting from the 2021 appraisals performed on Wasco County owned properties. The property deductible is \$5,000, except for the limited earthquake and flood which is assessed a \$25,000.00 deductible for properties not located in special flood hazard areas (to my knowledge we don't have anything in a special flood zone). Property coverage also includes equipment breakdown (formally referred to as Boiler & Machinery) which is subject to a \$5,000.00 deductible.



ISU Insurance Services The Stratton Agency

The total property contribution including a multi-line credit is \$103,712.72 Columbia Basin Nursing Home will be billed for the property insurance covering their respective buildings. Wasco County has historically self-insured all equipment. With the purchase of two quite large pieces of equipment it was discussed and agreed upon to include these pieces into the property package.

Excess Crime coverage has a limit of \$250,000 at a cost of \$935.00. The \$5,000.00 deductible applies to this coverage.

CIS has included a baseline Cyber Security Liability coverage at \$50,000 for a yearly premium of \$5,500.00 which is reflected in this proposal. As we did last year, I am seeking outside Cyber insurance coverage carriers. If an outside cyber insurance package is accepted, this line of coverage and premium will be removed from the CIS package.

The total cost of the CIS package this year is \$286,138.73 subject to any minor adjustments for changes submitted following the receipt of the proposal.

2022-2023 Workers compensation proposal trended downward this year in comparison to last year, this is due to a reduction in claims and claims cost in the past 3 years. The 2022 renewal modification factor is 1.24 which is over the standard of 1.0. but lower than last year. This modification factor contributes to an annual premium of \$126,962.72 We recommend continuing with the annual pre-pay option that SAIF provides. The discount for pre-pay is \$4,964.90.

In our opinion, these proposals are reflective of the advantageous agent to administration relationship. I thoroughly enjoy working with Wasco County and it would be our recommendation to continue the relationship with Agent of Record Breanna Wimber- ISU The Stratton Agency along with CIS as your package provider, risk manager, claims administration and SAIF as your workers compensation provider, risk manager, and claims administration.

I am honored to represent Wasco County as Agent of Record, I enjoy working with your staff and I hope you will not hesitate to reach out with any questions.

Sincerely Yours,

A handwritten signature in blue ink, appearing to be 'Breanna Wimber', is written over a light blue horizontal line.

Breanna Wimber
Agent of Record

Property and/or Liability Proposal Summary



citycounty insurance services
cisoregon.org

Named Member
Wasco County
511 Washington St. Room 101
The Dalles, OR 97058

Agent of Record
ISU Insurance Services-The Stratton Agency
318 West 2nd St.
The Dalles, OR 97058

Proposal Date: 5/10/2022
Member Number: 20032
Effective Date: 7/1/2022
Termination Date: 7/1/2023

Coverage	Description	Amount	Total
General Liability (Retro Plan)	Contribution Limit: \$10,000,000	\$193,984.53	
	Aggregate/Retro Deductible Credit	(\$60,479.00)	
	Multi-Line Credit	(\$4,035.17)	
	Other GL Risk Exposure	\$1,000.00	
			\$130,470.36
Auto Liability	Contribution	\$46,928.51	
	Multi-Line Credit	(\$1,407.86)	
			\$45,520.65
Auto Physical Damage	Not Purchased		\$0.00
Property	Contribution	\$106,920.33	
	Multi-Line Credit	(\$3,207.61)	
			\$103,712.72
Optional Excess Liability	Not Purchased		\$0.00
Optional Excess Quake	Not Purchased		\$0.00
Optional Excess Flood	Not Purchased		\$0.00
Optional Excess Crime	Contribution	\$935.00	
			\$935.00
Optional Cyber Security	Contribution	\$5,500.00	
			\$5,500.00
Optional Excess Cyber Security	Not Purchased		\$0.00
Difference in Conditions	Not Purchased		\$0.00
Summary	Contribution	\$354,268.36	
	Aggregate/Retro Deductible Credit	(\$60,479.00)	
	Multi-Line Credit	(\$8,650.64)	
	Other GL Risk Exposure	\$1,000.00	

This is not an invoice. Information Only.

\$286,138.73

CIS Public Entity Liability Coverage Proposal



citycounty insurance services
cisoregon.org

Proposal Date: 5/10/2022

Coverage Period: 7/1/2022 to 7/1/2023

Named Member
Wasco County
511 Washington St. Room 101
The Dalles, OR 97058

Agent of Record
ISU Insurance Services-The Stratton Agency
318 West 2nd St.
The Dalles, OR 97058

This Proposal Does Not Bind Coverage
Refer to Coverage Forms for terms, conditions, and limitations of coverage

Coverage*	Per Occurrence	Annual Aggregate	Per Occurrence Deductible / SIR*	Agg/Retro Deductible
Public Entity Liability Coverage (Including Auto Liability) as described in CIS General & Auto Liability Coverage Agreement	\$200,000	\$600,000	NONE	\$96,766

Forms Applicable: CIS General & Auto Liability Coverage Agreement - CIS GL/AL (7/1/2022)

Coverage*	Per Occurrence	Annual Aggregate		
Excess Public Entity Liability Coverage as described in the CIS Excess Liability Coverage Agreement (limits shown are excess of primary coverage limits)	\$9,800,000	\$29,400,000		

Forms Applicable: CIS Excess Liability Coverage Agreement - CIS XS/GL (7/1/2022)

Coverage*	Per Occurrence	Annual Aggregate		
Additional layer of Excess Liability (General and Auto Liability)	Not Purchased	Not Purchased		

*Refer to the CIS General & Auto Liability Coverage Agreement and CIS Excess Liability Coverage Agreement and endorsements (if any) for detailed coverages, special deductibles, limits, sublimits, exclusions, and conditions that may apply.

Excess Liability Coverage does not provide Uninsured Motorist coverage.

Coverage	Contribution
General Liability	\$194,984.53
Auto Liability	\$46,928.51
Liability Total	\$241,913.04

To effect coverage, please sign, date and return this form before requested effective date. Fax or email is acceptable

Accepted by: _____
Authorized Representative / Agent

Date: _____

Property Coverage Proposal



citycounty insurance services
cisoregon.org

Proposal Date: 5/10/2022

Coverage Period: 7/1/2022 to 7/1/2023

Named Member
Wasco County
511 Washington St. Room 101
The Dalles, OR 97058

Agent of Record
ISU Insurance Services-The Stratton Agency
318 West 2nd St.
The Dalles, OR 97058

This Proposal Does Not Bind Coverage
Refer to Coverage Forms for terms, conditions, and limitations of coverage

Coverage Limits (Per Occurrence):*

Building and Contents and PIO	Per current CIS Property Schedule
Mobile Equipment	Per current CIS Mobile Equipment Schedule
Earthquake	\$5,000,000
Excess Earthquake - Coverage applies only if coverage limit is shown.	None
Flood	\$5,000,000
Excess Flood - Coverage applies only if coverage limit is shown.	None
Combined Loss of Revenue and Rental Value	\$1,000,000
Combined Extra Expense and Rental Expense	\$1,000,000
Property in Transit	\$1,000,000
Hired, Rented or Borrowed Equipment	\$150,000
Restoration/Reproduction of Books, Records, etc.	\$100,000
Electronic Data Restoration/Reproduction	\$250,000
Pollution Cleanup	\$25,000
Crime Coverage	\$50,000
Police Dogs (if scheduled)	\$15,000
Off Premises Service Interruption	\$100,000
Miscellaneous Coverage	\$50,000
Personal Property at Unscheduled Locations	\$15,000
Personal Property of Employees or Volunteers	\$15,000
Unscheduled Fine Arts	\$100,000
Temporary Emergency Shelter Restoration	\$50,000
Difference In Conditions - Earthquake & Flood (if any):	\$0
Extra Items (if any):	

*This represents only a brief summary of coverages. Please refer to CIS Property Coverage Agreement for detailed coverages, exclusions, and conditions that may apply.

Locations Covered:	Per current CIS Property Schedule.
Perils Covered:	Risks of Direct Physical Loss subject to the terms, conditions and exclusions contained in the coverage forms listed below under Forms Applicable.
Deductibles:	\$5,000 Per occurrence except as noted and as follows (if any). \$5,000 Per occurrence on scheduled mobile equipment items. Earthquake and Flood: Special deductibles and restrictions per Section 2 of the CIS Property Coverage Agreement.
Total Contribution:	\$106,920.33 (Property) \$0.00 (Excess Earthquake) \$0.00 (Excess Flood) \$0.00 (Difference In Conditions)
Forms Applicable:	CIS Property Coverage Agreement - CIS PR (7/1/2022)

To effect coverage, please sign, date and return this form before requested effective date. Fax or email is acceptable

Accepted by: _____
Authorized Representative / Agent

Date: _____

Equipment Breakdown Coverage Proposal



citycounty insurance services
cisoregon.org

Proposal Date: 5/10/2022

Coverage Period: 7/1/2022 to 7/1/2023

Named Member
Wasco County
511 Washington St. Room 101
The Dalles, OR 97058

Agent of Record
ISU Insurance Services-The Stratton Agency
318 West 2nd St.
The Dalles, OR 97058

This Proposal Does Not Bind Coverage
Refer to Coverage Forms for terms, conditions, and limitations of coverage

Coverage Limits:*

Property Damage	Per current CIS Property Schedule or \$100,000,000, whichever is less.
Rental Value/Rental Expense	Included in Property Damage
Extra Expense	Included in Property Damage
Service Interruption	Included in Property Damage
Drying out following a flood	Included in Property Damage
Course of Construction	Included in Property Damage
Computer Equipment	Included in Property Damage
Portable Equipment	Included in Property Damage
CFC Refrigerants	Included in Property Damage
Hazardous Substance	\$2,000,000
Data Restoration	\$250,000
Perishable Goods	\$2,000,000
Expediting Expense	\$2,000,000
Demolition	\$2,000,000
Ordinance or Law	\$2,000,000
Off Premises Property Damage	\$250,000
Contingent Rental Value/Rental Expense	\$250,000
Newly Acquired Locations	\$1,000,000 / 365 Days Max
Extended Period of Restoration	30 Days

*This represents only a brief summary of coverages. Please refer to CIS Equipment Breakdown Coverage Agreement for detailed coverages, exclusions, and conditions that may apply.

Locations Covered: Per current CIS Property Schedule.
Deductible: \$5,000 All Coverages: 24 hour waiting period applies for service interruption.
Contribution: Included
Forms Applicable: CIS Equipment Breakdown Coverage Agreement - CIS BM (7/1/2022)

To effect coverage, please sign, date and return this form before requested effective date. Fax or email is acceptable

Accepted by: _____
Authorized Representative / Agent

Date: _____

Excess Crime Coverage Proposal



citycounty insurance services
cisoregon.org

Proposal Date: 5/10/2022

Coverage Period: 7/1/2022 to 7/1/2023

Named Member

Wasco County
511 Washington St. Room 101
The Dalles, OR 97058

Agent of Record

ISU Insurance Services-The Stratton Agency
318 West 2nd St.
The Dalles, OR 97058

This Proposal Does Not Bind Coverage

Refer to Coverage Forms for terms, conditions, and limitations of coverage

Excess Crime Coverage

Coverage Limits excess of \$50,000 crime coverage provided under the CIS Property Coverage Agreement:*

Employee Theft - Per Loss Coverage	\$250,000
Forgery or Alteration	Included
Inside Premises - Theft of Money & Securities	Included
Inside Premises - Robbery, Safe Burglary - Other	Included
Outside Premises	Included
Computer Fraud	Included
Money Orders and Counterfeit Paper Currency	Included
Funds Transfer Fraud	Included
Impersonation Fraud Coverage	Maximum recovery** \$250,000

**Recovery subject to lower limit purchased by member if under \$250,000

Additional Coverages:

Faithful Performance of Duty	Included
------------------------------	----------

*This represents only a brief summary of coverages. Please refer to the Excess Crime Policy for detailed coverages, exclusions, and conditions that may apply.

Locations Covered: Per current CIS Property Schedule.
Contribution: \$935.00
Forms Applicable: National Union Fire Insurance/Excess Crime Policy

To effect coverage, please sign, date and return this form before requested effective date. Fax or email is acceptable

Accepted by: _____
Authorized Representative / Agent

Date: _____

Cyber Security Coverage Proposal



citycounty insurance services
cisoregon.org

Proposal Date: 5/10/2022

Coverage Period: 7/1/2022 to 7/1/2023

Named Member

Wasco County
511 Washington St. Room 101
The Dalles, OR 97058

Agent of Record

ISU Insurance Services-The Stratton Agency
318 West 2nd St.
The Dalles, OR 97058

This Proposal Does Not Bind Coverage
Refer to Coverage Forms for terms, conditions, and limitations of coverage

Cyber Security Coverage

Pool-wide aggregate limit per coverage year, \$5,000,000.

Coverage Limit*	\$50,000
Notification Costs	Included
Third Party Liability	Included
Penalties	Included
Extortion	Included
Breach Coaching	Included
Public Relations Consulting	Included
Credit Monitoring	Included
Impersonation Fraud Coverage	Included

*This represents only a brief summary of coverages. Please refer to the CIS Cyber Security Coverage Agreement for detailed coverages, exclusions, and conditions that may apply.

Deductible: \$5,000
Contribution: Tier 1: \$5,500.00
Tier 2: \$0.00
Total: \$5,500.00

Forms Applicable: CIS Cyber Security Coverage Agreement (7/1/2022)

To effect coverage, please sign, date and return this form before requested effective date. Fax or email is acceptable

Accepted by: _____
Authorized Representative / Agent

Date: _____

Wasco County

Premium estimate for Guaranteed Cost

Period: 07/01/2022 - 07/01/2023

Policy: 482892

Plan: Version #1

Rating period: 07/01/2022 to 07/01/2023

Location 1: Wasco County

Classification description	Class	Subject payroll	Rate	Premium
Street/Rd Beautificatn Incl Dr	0042	\$0.00	4.62	\$0.00
Weed Control Incl Dr	0050	\$64,482.00	4.11	\$2,650.21
Concrete Construction NOC	5213	\$0.00	4.46	\$0.00
Street/Rd Const-Fnl	5506	\$758,097.00	4.21	\$31,915.88
Grad/Pve/Rep/Dr				
Street or Road Construction-	5507	\$0.00	3.04	\$0.00
Subsurface Work & Drivers				
Street or Road Construction-Rock	5507	\$0.00	3.04	\$0.00
Excavation & Drivers				
Vessels-NOC-State Act	7024	\$0.00	2.94	\$0.00
Police Officers & Dr	7720	\$1,896,368.00	2.61	\$49,495.20
Police Matrons/Juvenile Officers/Dr	7720	\$0.00	2.61	\$0.00
Vol Police Chaplain	7720	\$0.00	2.61	\$0.00
Vol Emergency Management	7720	\$0.00	2.61	\$0.00
Vol Explorer Scouts	7720	\$0.00	2.61	\$0.00
Vol Police Cadet	7720	\$0.00	2.61	\$0.00
Vol Police Dept Support Svrs	7720	\$0.00	2.61	\$0.00
Inmates	7720	\$0.00	2.61	\$0.00
County Search And Rescue-	7720	\$0.00	2.61	\$0.00
Volunteer				
City/County-Veh/Equip Repr Shop-Dr	8380	\$117,976.00	1.98	\$2,335.92
Vol Dpty Sheriff @3400/Mo Ea	8411	\$0.00	1.07	\$0.00
Field Representatives	8742	\$378,026.00	0.2	\$756.05
Office Clerical	8810	\$2,648,336.00	0.1	\$2,648.34
Vol Election Poll Workers	8810	\$0.00	0.1	\$0.00
Attorney & Cler/Messenger/Dr	8820	\$528,563.00	0.1	\$528.56
Dog Pounds-Incl Dog Catcher/Dr	8831	\$0.00	1.02	\$0.00
Physician & Clerical	8832	\$0.00	0.26	\$0.00
Nurse-Home Health/Public-Trvl-Al	8835	\$0.00	1.8	\$0.00
Emp				
Vol Health Care Workers	8835	\$0.00	1.8	\$0.00
Buildings-Operation By Owner Or	9015	\$197,368.00	2.79	\$5,506.57
Lessee & Drivers				
County Fairs/Dr	9016	\$36,582.00	2.01	\$735.30
College/Schools-Al Other Emp	9101	\$0.00	2.51	\$0.00
Park NOC-All Employees & Dr	9102	\$0.00	2.79	\$0.00
Highway Oper/Snow Remvl Only/Dr	9402	\$0.00	3.96	\$0.00
Municipal/Twn/Cnty/State Emp-NOC	9410	\$1,489,626.00	1.19	\$17,726.55
Total manual premium		\$8,115,424.00		\$114,298.58

Total subject premium

\$114,298.58

Description	Basis	Factor	Premium
Experience Rating	\$114,398.58	1.24	\$27,455.66

Wasco County

Premium estimate for Guaranteed Cost

Period: 07/01/2022 - 07/01/2023

Policy: 482892

Plan: Version #1

Description	Basis	Factor	Premium
Total modified premium			\$141,754.24

Description	Basis	Factor	Premium
Balance to Min EL increased Limits (Admiralty)	\$0.00	1.0	\$100.00
Pre-pay credit	\$141,854.24	0.965	-\$4,964.90
Total standard premium			\$136,889.34

Description	Basis	Factor	Premium
Oregon Total Premium			\$136,889.34
Premium Discount	\$136,889.34	0.1641	-\$22,465.08
Terrorism Premium	\$8,115,424.00	0.005	\$405.77
Catastrophe Premium	\$8,115,424.00	0.01	\$811.54
DCBS Assessment	\$115,521.91	1.098	\$11,321.15
Total premium and assessment			\$126,962.72

Premium discount schedule		
First	\$5,000	0.00%
Next	\$10,000	10.50%
Next	\$35,000	16.50%
Over	\$50,000	18.00%

The experience rating modifier is tentative.

Part Two coverage at limits of \$500,000/\$500,000/\$500,000

Policy Minimum Premium: \$500

Maritime Coverage Minimum Premium: \$100

Your policy premium is based on your current estimated premium and may be prorated for policies in effect for less than a full year or adjusted based on actual payroll by classification.

Terrorism Premium is in addition to Policy Minimum Premium.

Catastrophe Premium is in addition to Policy Minimum Premium.

Payroll Reporting Frequency: Annual

Policyholder Option to Reimburse SAIF Corporation for Medical Expenses (Nondisabling Claims Reimbursement Program): This policyholder has chosen to enroll in the Nondisabling Claims Reimbursement program with Quarterly claim evaluation.

Wasco County

Notice of Election for Guaranteed Cost Plan

Period: 07/01/2022 - 07/01/2023

Policy: 482892

Plan: Version #1

Agency: ISU Ins Svcs-The Stratton Agcy

Producer: ISU Ins-Stratton (The Dalles)

Total estimated premium and assessments: \$126,962.72

Payroll reporting frequency: Annual

Please visit **saif.com** and choose *Safety and health* for information about safety or choose *Employer Guide* for information about reporting payroll, paying online, filing and managing a claim, and coverage.

Initial installment due by 06/25/2022: \$126,962.72

I, the undersigned, as a legal representative of the Company listed above, do hereby authorize SAIF Corporation to issue the policy and determine workers' compensation premiums according to the plan selection on this form. I have read, understand, and agree to the terms and conditions of this plan as set forth in the proposal.

Authorized signature of insured

Date signed

Please return this page with remittance. You may choose to pay online at saif.com, or write the quote or policy number indicated in this document on your check. Make check or money order payable to:

**SAIF CORPORATION
400 High St SE
Salem, OR 97312-1000**

SAIF use only	D: \$0	I: \$126,963
Date received _____	Amount received _____	Check no. _____
Bond Company _____	Bond no. _____	



AGENDA ITEM

Executive Session

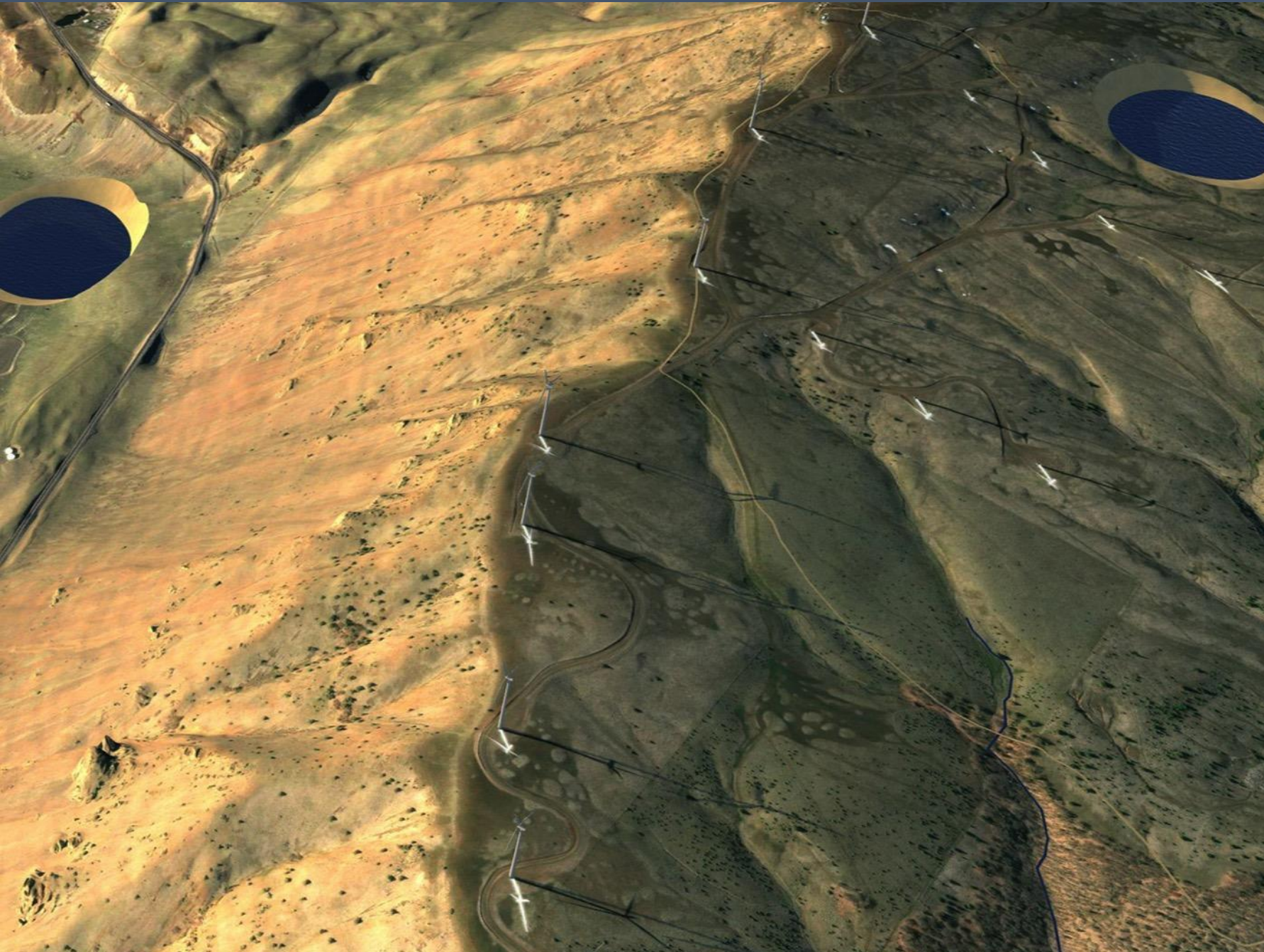
[PURSUANT TO ORS ORS 192.660\(2\)\(i\) PERFORMANCE EVALUATIONS OF PUBLIC OFFICERS](#)

[NO DOCUMENTS HAVE BEEN SUBMITTED FOR THIS ITEM – RETURN TO AGENDA](#)

PROJECT UPDATE, Spring 2022

— Goldendale — Energy Storage

A community-driven approach to a carbon-free and equitable power grid



Project Overview

Project Owner:

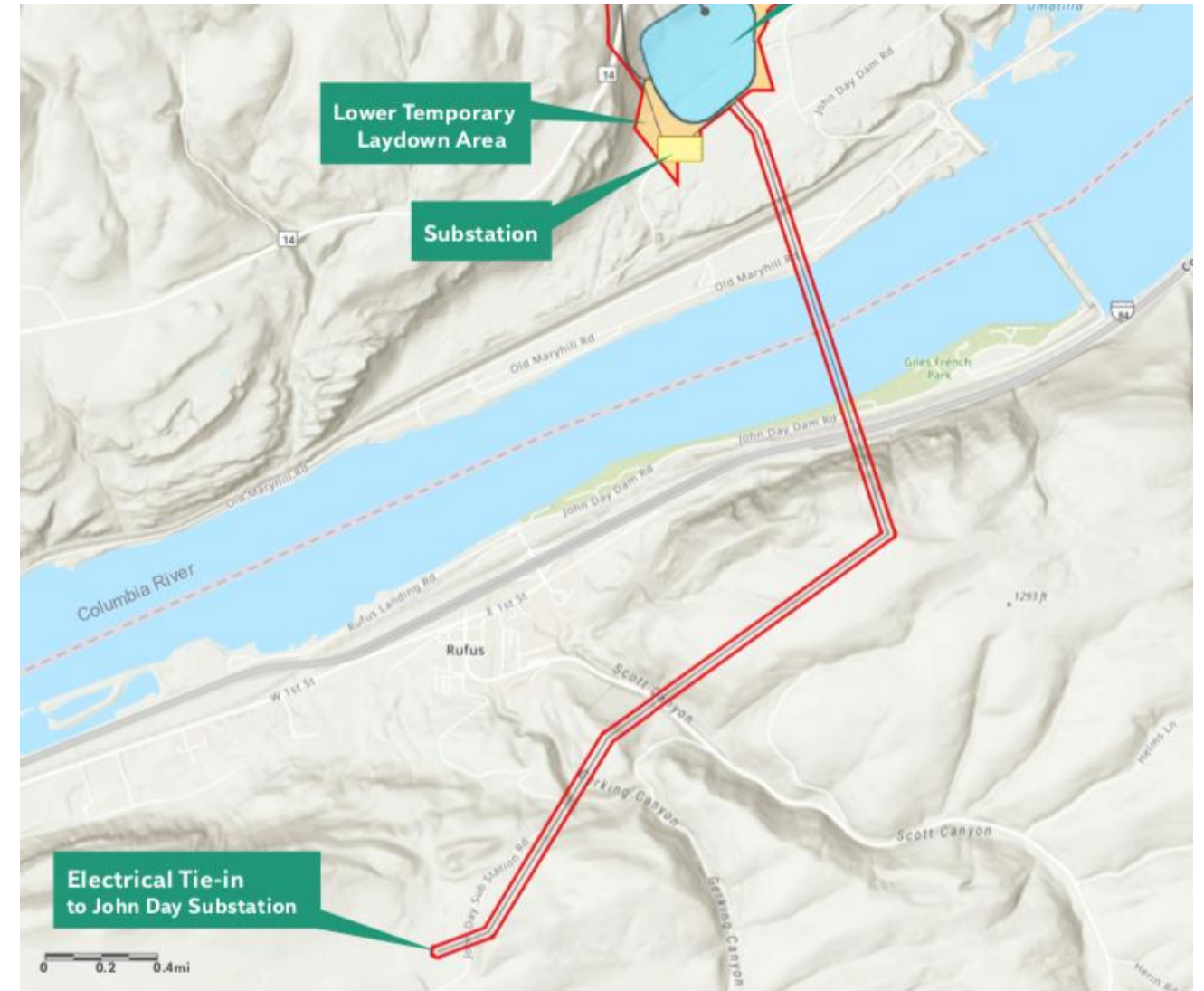
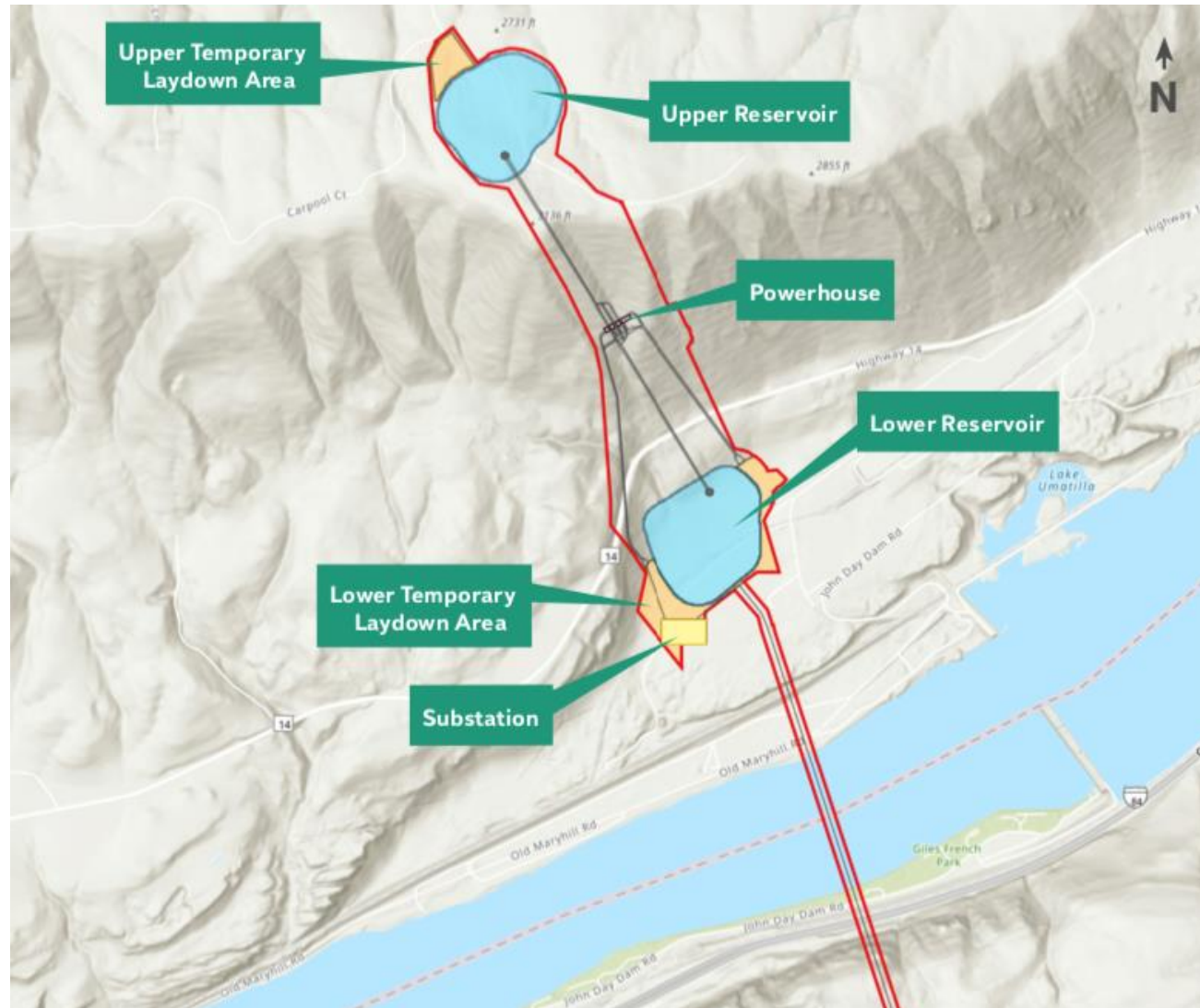
Copenhagen Infrastructure Partners

Developer:

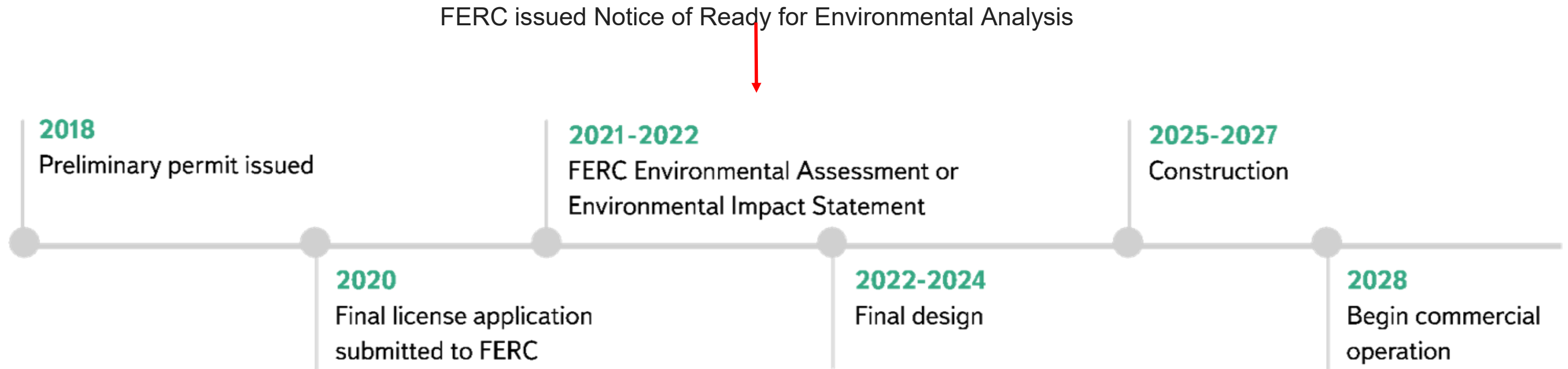
Rye Development, LLC

- Closed-loop pumped storage hydro
- Energy Overlay Zone, Klickitat County
- Generating 1,200 MW clean electricity
- Stores wind + solar power for later use
- Part of a larger clean-up effort of the former aluminum smelter

Project Location



Timeline



Stay up to date. Sign up for our newsletter at:

www.goldendaleenergystorage.com



WA Dept of Ecology

Issuing Draft Env. Impact Statement

- June 6, 2022
- 45-day comment period

Ways to show support + provide input:

- Attend a public meeting **June 28th**, 6-8 p.m., Goldendale Grange
- Submit written comments online:

<https://ecology.wa.gov/Regulations-Permits/Permits-certifications/Industrial-facilities-permits/Goldendale-Energy>

An aerial photograph of a wide river valley. The foreground shows rolling green hills with power lines stretching across them. In the middle ground, a large river flows through the valley, with a dam visible in the distance. The background features more hills and a small town or city.

Thank You

Michael Rooney

V.P. of Project Management

Rye Development, LLC

830 NE Holladay St., Portland, OR 97232

t: 412.400.4186

michael@ryedevelopment.com



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

Pioneering pathways to prosperity.

Board of County Commissioners
511 Washington St. Ste 302
The Dalles, OR 97058

Homeland Security Grant 21-243 Closeout

Each year Oregon receives funding from the Federal Government that support the State Homeland Security Program. The State Homeland Security Grant Program (SHSP) supports implementation of state homeland security strategies to address planning, organization, equipment, training, and exercise (POETE) needs to prevent, prepare for, protect against, and respond to, acts of terrorism and other catastrophic events. Use of SHSP funds must be consistent with, and supportive of, implementation of the State Homeland Security Strategy, the State Preparedness Report (SPR), State Threat and Hazard Identification and Risk Assessment (THIRA), and federal priority areas designated in the FY21 Notice of Funding Opportunity. Linkages between specific projects undertaken with SHSP funds, and state strategic goals and objectives, will be highlighted through regular recipient reporting.

For the FY21 SHSP grant cycle, the Oregon Office of Emergency Management allocated funds to counties and tribes based on the methodology outlined in Enclosure 4. To support the efforts of all local and tribal homeland security initiatives, each jurisdiction received a base rate of funding. Counties also will receive an increase based on population. Tribal Governments received a base rate of funding but not a population funding increase, as tribal population numbers separate from county population numbers are not available. Population numbers are based on Portland State University's Population Research Center and the 2018 Oregon Secretary of State Population estimates.

Wasco County received an allocated amount of \$32, 819. 74 consisting of a base amount of \$25,407 and an additional \$7,412. 74 based on the population. Wasco Counties allocated amount was spend on upgrading communications equipment consisting of 50 Minitor VI pagers for Mosier Fire Department, Maupin Fire Department, Juniper Flats Fire Rural Fire Protection District, Tygh Valley Fire Department, and 6 APX 4000 VHF portable radio for The Dalles Police Department and Wasco County Sheriff's Office. A total amount of \$31,641 was expended of the Homeland Security Grant 21-243.



Sheridan McClellan, Emergency
Manager Wasco County Emergency

Management Email:

sheridanm@co.wasco.or.us Phone:

541-506-2790

(Enclosure 1) Grant Agreement – 21-243

(Enclosure 2) Budget Spreadsheet (amended)

(Enclosure 3) Reimbursement Request invoices

(Enclosure 4) FY 2021 Pogram Funding Distribution methodology

(Enclosure 5) Quarterly Report

REQUEST FOR REIMBURSEMENT

Note: Please refer to the approved budget in your grant agreement.
All expenditures must have adequate supporting documentation.

Agency: Wasco County	Grant Number: 21-243
Address: 511 Washington St, Ste 102 The Dalles, OR 97058	Report Period: 1/1/2022
Contact Person: Sheridan McClellan	
Phone Number: 541-506-2790	
E-mail: sheridanm@co.wasco.or.us	

Budget Category	Expenses Paid this Period	Cumulative Expenses	BUDGET
GRANT FUNDS			\$31,641
Equipment (3 Motorola invoices: \$416.10, \$332.88, \$13,465.50)	\$14,214	\$14,214	
Equipment: Mobile Communications America	\$19,347	\$19,347	
Moiser -10% match	-\$194	-\$194	
Maupin - 10% match	-\$387	-\$387	
Juniper Flat/Southern Wasco Ambulance-10% match	-\$580	-\$580	
Wamic Rural Fire - 10% match	-\$387	-\$387	
The Dalles Police Dept - 10% match	-\$474	-\$474	
Tygh Valley RFPD - 10% match	-\$387	-\$387	
Wasco County Sheriff - 10% match	-\$948	-\$948	
Total Grant Funds Requested	\$30,205	\$30,205	\$31,641

Prepared by: Brenda Borders, Wasco County Sheriff Office
Signature of Program Contact: _____
Date: 31 JAN 2022

Email to:
shspadmin@oem.state.or.us
Mail to:
Attn: Carolyn Gresham
(US Mail) (FedEx/UPS)
PO Box 14370 3225 State St., Rm. 115
Salem, OR 97309-5062 Salem, OR 97301-5062

Subapplicant: Wasco County Sheriff's Office
 Project Number: 1
 Project Name: Wasco County Communication Upgrade Phase 1

IJ	Core Capability	Equipment Category	Item	AEL Reference Number	Quantity	Unit Cost	Total Cost	Agency	Discipline
1	Operational Communications	Interoperable Communications Equipment	Minitor VI Pager	06CC-02-PAGE - Services/Systems, Paging	5	\$386.94	\$1,934.71	Mosier Fire Dept.	FS
1	Operational Communications	Interoperable Communications Equipment	Minitor VI Pager	06CC-02-PAGE - Services/Systems, Paging	10	\$386.94	\$3,869.41	Maupin Fire Dept	FS
1	Operational Communications	Interoperable Communications Equipment	Minitor VI Pager	06CC-02-PAGE - Services/Systems, Paging	15	\$386.94	\$5,804.12	Juniper Flats Rural Fire Protection District	FS
1	Operational Communications	Interoperable Communications Equipment	Minitor VI Pager	06CC-02-PAGE - Services/Systems, Paging	10	\$386.94	\$3,869.41	Wamic Rural Protection Fire District	FS
1	Operational Communications	Interoperable Communications Equipment	Minitor VI Pager	06CC-02-PAGE - Services/Systems, Paging	10	\$386.94	\$3,869.41	Tygh Valley Fire Dept	FS
1	Operational Communications	Interoperable Communications Equipment	Minitor VI Pager	06CC-02-PAGE - Services/Systems, Paging	0	\$386.94	\$0.00	Southern Wasco County Ambulance Service	EMS
1	Operational Communications	Interoperable Communications Equipment	APX 4000 VHF MHZ MODEL 2 PORTABLE	06CP-01-PORT - Radio, Portable	2	\$2,369.08	\$4,738.16	The Dalles Police Dept.	LE
1	Operational Communications	Interoperable Communications Equipment	APX 4000 VHF MHZ MODEL 2 PORTABLE	06CP-01-PORT - Radio, Portable	4	\$2,369.08	\$9,476.32	Wasco County Sheriff's Office	LE
4	Operational Communications	Interoperable Communications Equipment	MEVO+ MRC and NRC Unit	06CP-04-WADN - Network, Wide Area Digital 43IT-00-DEXC - Data Exchange and Interoperability	0	\$1,100.00	\$0.00	Wasco County Sheriff's Office 911 Dispatch	PSC
			10% Match	06CC-02-PAGE - Services/Systems, Paging	1	-\$193.50	-\$193.50	Mosier Fire Dept.	
			10% Match	06CC-02-PAGE - Services/Systems, Paging	1	-\$386.90	-\$386.90	Maupin Fire Dept	
			10% Match	06CC-02-PAGE - Services/Systems, Paging	1	-\$580.40	-\$580.40	Juniper Flats Rural Fire Protection District	
			10% Match	06CC-02-PAGE - Services/Systems, Paging	1	-\$386.90	-\$386.90	Wamic Rural Protection Fire District	
			10% Match	06CC-02-PAGE - Services/Systems, Paging	1	-\$386.90	-\$386.90	Tygh Valley Fire Dept	
			10% Match	06CC-02-PAGE - Services/Systems, Paging	0		\$0.00	Southern Wasco County Ambulance Service	
			10% Match	06CP-01-PORT - Radio, Portable	1	-\$473.82	-\$473.82	The Dalles Police Dept.	
			10% Match	06CP-01-PORT - Radio, Portable	1	-\$947.64	-\$947.64	Wasco County Sheriff's Office	
							\$0.00		
							\$0.00		
							\$0.00		

Equipment Subtotal \$30,205.49

Planning Subtotal \$0.00

Training Subtotal \$0.00

Exercise Subtotal \$0.00

PROJECT TOTAL \$30,205.49



Invoice

Order Fulfillment
 Mobile Communications America
 4424 Bragg Blvd
 Suite 101
 Fayetteville NC 28303
 United States
 (800) 396-1911

Invoice #: INV3070011610

Invoice Date: 12/23/2021

PO #: 23000037

Customer Number: 9675

Invoice For: SO3070011196

Bill To

Attn: Sheridan McClellan - EMS Manager
 Wasco County Sheriffs Of@ce
 511 Washington Street
 Suite 102
 The Dalles OR 97058
 (541) 506-2790
 United States

Ship To

Attn: Sheridan McClellan - EMS Manager
 Wasco County Sheriffs Of@ce
 511 Washington Street
 Suite 102
 The Dalles OR 97058
 (541) 506-2790
 United States

Description

PO # 23000037
 Vendor # 407

Terms

Net 30

Due Date

1/22/2022

Sales Rep

Dean Cayton
deancayton@callmc.com

Item Description	Quantity	Rate	Amount
00134165-A65-C26-W28 A03JAC9JA2AN Minitor VI Pager - 5 Frequency, Stored Voice, Standard MIL-STD 810G, 2 Yr Warranty Antenna Options: No Charger Antenna Charger Options: RLN6505NC - Standard Charger kit Warranty Options: ZQA03817AA - Standard 24 month Warranty	50	\$429.00	\$21,450.00
Subtotal			\$21,450.00



INV3070011610



Invoice

Order Fulfillment
 Mobile Communications America
 4424 Bragg Blvd
 Suite 101
 Fayetteville NC 28303
 United States
 (800) 396-1911

Invoice #: INV3070011610	Invoice Date: 12/23/2021
PO #: 23000037	Customer Number: 9675
Invoice For: SO3070011196	

Item Description	Quantity	Rate	Amount
DISCOUNT-CUSTOMER-TOUCH		-10.2564%	\$-2,200.00

MCA/Amerizon Fire/Rescue Covid Discount
 44 x \$50.00 Coupons = \$2200.00 Additional SAVINGS

- 2116-747852-1
- 2116-747870-1
- 2116-747814-1
- 2116-747942-1
- 2116-747948-1
- 2116-748002-1
- 2116-748018-1
- 2116-747997-1
- 2116-747999-1
- 2116-748077-1
- 2116-748078-1
- 2116-749489-1
- 2116-749491-1
- 2116-749514-1
- 2116-749580-1
- 2116-749596-1
- 2116-749488-1
- 2116-749554-1
- 2116-749682-1
- 2116-749700-1
- 2116-749620-1
- 2116-749687-1
- 2116-749702-1
- 2116-749780-1
- 2116-749754-1
- 2116-749783-1
- 2116-751961-1
- 2116-752156-1
- 2116-751855-1
- 2116-751980-1
- 2116-752030-1
- 2116-752508-1
- 2116-751924-1
- 2116-752482-1
- 2116-752489-1
- 2116-752074-1
- 2116-752259-1
- 2116-752342-1
- 2116-752358-1
- 2116-753484-1
- 2116-753636-1
- 2116-753498-1
- 2116-753528-1
- 2116-747840-1

Subtotal	\$19,250.00
Shipping	\$97.07
Tax	\$0.00
Total	\$19,347.07



INV3070011610



Invoice

Order Fulfillment
Mobile Communications America
4424 Bragg Blvd
Suite 101
Fayetteville NC 28303
United States
(800) 396-1911

Invoice #: INV3070011610

Invoice Date: 12/23/2021

PO #: 23000037

Customer Number: 9675

Invoice For: SO3070011196

Amount Due

\$19,347.07

Tracking Details:

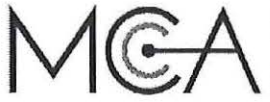
1Z0113X80394335156
1Z0113X80393723345
1Z0113X80394932939

Remit To:

Mobile Communications America, Inc.
P.O. Box 1458
Charlotte, NC 28201



INV3070011610



Mobile
Communications
America

Invoice

Order Fulfillment
Mobile Communications America
4424 Bragg Blvd
Suite 101
Fayetteville NC 28303
United States
(800) 396-1911

Invoice #: INV3070011610

Invoice Date: 12/23/2021

PO #: 23000037

Customer Number: 9675

Invoice For: SO3070011196

Serial List

00134165-A65-C26-W28

Minitor VI Pager - 5 Frequency, Stored Voice, Standard MIL-STD 810G, 2 Yr Warranty

Serial Number 1365XU1134

Serial Number 1365XU0809

Serial Number 1365XU0791

Serial Number 1365XU0303

Serial Number 1365XU0375

Serial Number 1365XU0521

Serial Number 1365XU1290

Serial Number 1365XU0816

Serial Number 1365XU0300

Serial Number 1365XU1288

Serial Number 1365XU1038

Serial Number 1365XU1348

Serial Number 1365XU1039

Serial Number 1365XU1130

Serial Number 1365XU1292

Serial Number 1365XU1213

Serial Number 1365XU0885

Serial Number 1365XU1338

Serial Number 1365XU0428

Serial Number 1365XU0886

Serial Number 1365XU1164

Serial Number 1365XU0256

Serial Number 1365XU1398

Serial Number 1365XU1399

Serial Number 1365XU1409

Serial Number 1365XU1138

Serial Number 1365XU0034

Serial Number 1365XU1061

Serial Number 1365XU0260

Serial Number 1365XU1132

Serial Number 1365XU1349

Serial Number 1365XU0305

Serial Number 1365XU0031

Serial Number 1365XU1289

Serial Number 1365XU1133

Serial Number 1365XU1135

Serial Number 1365XU1123

Serial Number 1365XU1131

Serial Number 1365XU1141

Serial Number 1365XU0883

Serial Number 1365XU1033

Serial Number 1365XU1140

Serial Number 1365XU1121

Serial Number 1365XU0017

Serial Number 1365XU0023

Serial Number 1365XU0030

Serial Number 1365XU1412

Serial Number 1365XU1104

Serial Number 1365XU1280

Serial Number 1365XU1309

Serial Number 1365XU1118

Serial Number 1365XU1119

Serial Number 1365XU1120

Grant 21-243



Motorola Solutions, Inc.
500 West Monroe
Chicago IL 60661
United States
Federal Tax ID: 36-1115800

ORIGINAL INVOICE			
Transaction Number 8281306593		Transaction Date 31-DEC-2021	
Transaction Total 416.10 USD			
P.O. Number 23000038		P.O. Date 15-DEC-2021	Customer Account No 1011658955
Payment Terms Net Due in 30 Days			Payment Due Date 30-JAN-2022
Bill To Address WASCO COUNTY SHERIFF ATTN: Accounts Payable 511 WASHINGTON THE DALLES OR 97058 United States		Ship To Address WASCO COUNTY SHERIFF 511 WASHINGTON THE DALLES OR 97058 United States	

Visit our website at www.motorolasolutions.com

IMPORTANT INFORMATION

Ultimate Destination
United States
Freight Terms: FREIGHT
PREPAID
Inco Term: CIF
THE
DALLES,OR,US,INCOTERMS®
2010

For all invoice payment inquiries contact
SLT8WB@motorolasolutions.com
Telephone: +1(631) 883-4244
Fax: +1(631)883-4238

Sales Order(s): 3202406873
Delivery Number(s): 9105846872



SPECIAL INSTRUCTIONS / COMMENTS

Line Item #	Item Number	Description	Qty.	Unit Price (USD)	Amount (USD)
1	PMMN4084A	AUDIO ACCESSORY-HEADSET,PLUS RSM NC IP54 THRD 3.5MM JACK RX SO Line #: 2.1 Ship Date: 31-DEC-2021 Tracking Number(s): 288237035012	6	69.35	416.10
USD Subtotal					416.10
USD Total Tax					0.00
USD Total					416.10
USD Amount Due					416.10

Please detach here and return the bottom portion with your payment

Payment Coupon

Transaction Number 8281306593	Customer Account No 1011658955	Payment Due Date 30-JAN-2022	Transaction Total 416.10 USD	Amount Paid
----------------------------------	-----------------------------------	---------------------------------	--	-------------

Please put your Transaction Number and your Customer Account Number on your payment for prompt processing.

WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058
United States

Payment Transfer Details

CHICAGO
WIRE Routing Transit Number: 026009593
ACH/EFT Routing Transit Number: 111000012
SWIFT: BOFAUS3N
Bank Account No: 3756319819

Send Payments To:

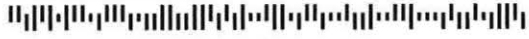


Motorola Solutions, Inc.
13104 Collections Center Drive
Chicago IL 60693
United States
Please provide your remittance details to:
US.remittance@motorolasolutions.com

100000 02 02 000037 000101 P

Motorola Solutions, Inc.
500 West Monroe
Chicago IL 60661
United States

MDG2022 00000037 00



WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058



1/4/22 emailed IS.

Em Mgrnt Grant

Grant 21-243



Motorola Solutions, Inc.
500 West Monroe
Chicago IL 60661
United States
Federal Tax ID: 36-1115800

ORIGINAL INVOICE			
Transaction Number 8281296908	Transaction Date 17-DEC-2021	Transaction Total 332.88 USD	
P.O. Number 23000038	P.O. Date 15-DEC-2021	Customer Account No 1011658955	
Payment Terms Net Due in 30 Days			Payment Due Date 16-JAN-2022

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Bill To Address
WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058
United States

Ship To Address
WASCO COUNTY SHERIFF
511 WASHINGTON
THE DALLES OR 97058
United States



IMPORTANT INFORMATION
Ultimate Destination
United States

Freight Terms: FREIGHT
PREPAID
Inco Term: CIF
THE
DALLES,OR,US,INCOTERMS@
2010

For all invoice payment inquiries contact
SLT8WB@motorolasolutions.com
Telephone: +1(631) 883-4244
Fax: +1(631)883-4238

Sales Order(s): 3202406873
Delivery Number(s): 9105816729

SPECIAL INSTRUCTIONS / COMMENTS

Line Item #	Item Number	Description	Qty.	Unit Price (USD)	Amount (USD)
1	PMPN4174A	CHGR DESKTOP SINGLE UNIT IMPRES, US/NA SO Line #: 1.1 Ship Date: 17-DEC-2021 Tracking Number(s): 287753735920	6	55.48	332.88

USD Subtotal	332.88
USD Total Tax	0.00
USD Total	332.88
USD Amount Due	332.88

Please detach here and return the bottom portion with your payment

Payment Coupon

Transaction Number 8281296908	Customer Account No 1011658955	Payment Due Date 16-JAN-2022	Transaction Total 332.88 USD	Amount Paid 332.88
----------------------------------	-----------------------------------	---------------------------------	---------------------------------	-----------------------

Please put your Transaction Number and your Customer Account Number on your payment for prompt processing.

WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058
United States

Payment Transfer Details

CHICAGO
WIRE Routing Transit Number: 026009593
ACH/EFT Routing Transit Number: 111000012
SWIFT: BOFAUS3N
Bank Account No: 3756319819

Send Payments To:



Motorola Solutions, Inc.
13104 Collections Center Drive
Chicago IL 60693
United States
Please provide your remittance details to:
US.remittance@motorolasolutions.com

100000 02 02 00053 000142 P

Grant 21-243



Motorola Solutions, Inc.
500 West Monroe
Chicago IL 60661
United States
Federal Tax ID: 36-1115800

ORIGINAL INVOICE

Transaction Number 1187068059	Transaction Date 27-DEC-2021	Transaction Total 13,465.50 USD
P.O. Number 23000038	P.O. Date 13-DEC-2021	Customer Account No 1011658955
Payment Terms Net Due in 30 Days		Payment Due Date 26-JAN-2022

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Bill To Address
WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058
United States

Ship To Address
WASCO COUNTY SHERIFF
511 WASHINGTON
THE DALLES OR 97058
United States

For all invoice payment inquiries contact
SLT8WB@motorolasolutions.com
Telephone: +1(631) 883-4244
Fax: +1(631)883-4238

IMPORTANT INFORMATION

Sales Order(s): 3202406866

SPECIAL INSTRUCTIONS / COMMENTS

Line Item #	Item Number	Description	Qty.	Unit Price (USD)	Amount (USD)
1	H51KDF9PW6AN	APX 4000 VHF MHZ MODEL 2 PORTABLE	6	1,617.58	9,705.48
2	LSV01S00002A	ASTRO 3 YR DVC ESSENTIAL	6	95.00	570.00
3	Q811BR	ENH: SOFTWARE P25 CONVENTIONAL	6	495.96	2,975.76
4	SVC03SVC0115D	SUBSCRIBER PROGRAMMING	6	35.71	214.26
USD Subtotal					13,465.50
USD Total Tax					0.00
USD Total					13,465.50
USD Amount Due					13,465.50

Please detach here and return the bottom portion with your payment

Payment Coupon

Transaction Number 1187068059	Customer Account No 1011658955	Payment Due Date 26-JAN-2022	Transaction Total 13,465.50 USD	Amount Paid
----------------------------------	-----------------------------------	---------------------------------	---	-------------

Please put your Transaction Number and your Customer Account Number on your payment for prompt processing.

WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058
United States

Payment Transfer Details

CHICAGO
WIRE Routing Transit Number: 026009593
ACH/EFT Routing Transit Number: 111000012
SWIFT: BOFAUS3N
Bank Account No: 3756319819

Send Payments To:



Motorola Solutions, Inc.
13104 Collections Center Drive
Chicago IL 60693
United States
Please provide your remittance details to:
US.remittance@motorolasolutions.com

100000 02 03 000351 000471 P



Motorola Solutions, Inc.
500 West Monroe
Chicago IL 60661
United States
Federal Tax ID: 36-1115800

ORIGINAL INVOICE

Transaction Number 1187068059	Transaction Date 27-DEC-2021	Transaction Total 13,465.50 USD	
P.O. Number 23000038		P.O. Date 13-DEC-2021	Customer Account No 1011658955
Payment Terms Net Due in 30 Days			Payment Due Date 26-JAN-2022

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* *

100000 03 03 000351 000472 P

Motorola Solutions, Inc.
500 West Monroe
Chicago IL 60661
United States

MDG2022 00000351 00



WASCO COUNTY SHERIFF
ATTN: Accounts Payable
511 WASHINGTON
THE DALLES OR 97058





Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Customer Copy

CUSTOMER	INVOICE DATE	INVOICE NUMBER	AMOUNT PAID	DUE DATE	INVOICE TOTAL DUE
MOSIER FIRE DISTRICT	10/15/2021	182	\$0.00	11/14/2021	\$193.50

DESCRIPTION	QUANTITY	PRICE	UOM	ORIGINAL BILL	ADJUSTED	PAID	AMOUNT DUE
STATE GRANT/REIMBURSEMENT CFDA #97.067	1.00	\$193.5000	EACH	\$193.50	\$0.00	\$0.00	\$193.50
Invoice Total:							\$193.50

✂ DETACH AND RETURN THE PORTION BELOW WITH YOUR PAYMENT ✂



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Remit Portion

Invoice Date	10/15/2021
Invoice Number	182
Customer Number	231
Amount Paid	
Due Date	11/14/2021
Invoice Total Due	\$193.50

MOSIER FIRE DISTRICT
 P.O. BOX 689
 MOSIER, OR 97040

Please Remit Payment To:
 511 Washington St, Suite 207, The Dalles, OR 97058



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Customer Copy

CUSTOMER	INVOICE DATE	INVOICE NUMBER	AMOUNT PAID	DUE DATE	INVOICE TOTAL DUE
Maupin Fire Department	10/15/2021	183	\$0.00	11/14/2021	\$386.90

DESCRIPTION	QUANTITY	PRICE	UOM	ORIGINAL BILL	ADJUSTED	PAID	AMOUNT DUE
STATE GRANT/REIMBURSEMENT CFDA #97.067	1.00	\$386.9000	EACH	\$386.90	\$0.00	\$0.00	\$386.90
Invoice Total:							\$386.90

✂ DETACH AND RETURN THE PORTION BELOW WITH YOUR PAYMENT ✂



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Remit Portion

Invoice Date	10/15/2021
Invoice Number	183
Customer Number	27
Amount Paid	
Due Date	11/14/2021
Invoice Total Due	\$386.90

Maupin Fire Department
 390 3rd St
 MAUPIN, OR 97037

Please Remit Payment To:
 511 Washington St, Suite 207, The Dalles, OR 97058



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Customer Copy

CUSTOMER	INVOICE DATE	INVOICE NUMBER	AMOUNT PAID	DUE DATE	INVOICE TOTAL DUE
JUNIPER FLAT RURAL FIRE, PROTECTION DIST	10/15/2021	184	\$0.00	11/14/2021	\$580.40

DESCRIPTION	QUANTITY	PRICE	UOM	ORIGINAL BILL	ADJUSTED	PAID	AMOUNT DUE
STATE GRANT/REIMBURSEMENT CFDA #97.067	1.00	\$580.400000	EACH	\$386.90	\$193.50	\$0.00	\$580.40
Invoice Total:							\$580.40

✂ DETACH AND RETURN THE PORTION BELOW WITH YOUR PAYMENT ✂



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Remit Portion

Invoice Date	10/15/2021
Invoice Number	184
Customer Number	394
Amount Paid	
Due Date	11/14/2021
Invoice Total Due	\$580.40

JUNIPER FLAT RURAL FIRE,
 PROTECTION DIST
 80501 HWY 216
 MAUPIN, OR 97037

Please Remit Payment To:
 511 Washington St, Suite 207, The Dalles, OR 97058



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Customer Copy

CUSTOMER	INVOICE DATE	INVOICE NUMBER	AMOUNT PAID	DUE DATE	INVOICE TOTAL DUE
WAMIC RURAL FIRE PROTECTION	10/15/2021	185	\$0.00	11/14/2021	\$386.90

DESCRIPTION	QUANTITY	PRICE	UOM	ORIGINAL BILL	ADJUSTED	PAID	AMOUNT DUE
STATE GRANT/REIMBURSEMENT CFDA #97.067	1.00	\$386.9000	EACH	\$386.90	\$0.00	\$0.00	\$386.90
Invoice Total:							\$386.90

✂ DETACH AND RETURN THE PORTION BELOW WITH YOUR PAYMENT ✂



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Remit Portion

Invoice Date	10/15/2021
Invoice Number	185
Customer Number	78
Amount Paid	
Due Date	11/14/2021
Invoice Total Due	\$386.90

WAMIC RURAL FIRE PROTECTION
 ACCOUNTS PAYABLE
 11 SOUTH COUNTY RD
 TYGH VALLEY, OR 97063

Please Remit Payment To:
 511 Washington St, Suite 207, The Dalles, OR 97058



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Customer Copy

CUSTOMER	INVOICE DATE	INVOICE NUMBER	AMOUNT PAID	DUE DATE	INVOICE TOTAL DUE
The Dalles Police Dept	10/15/2021	188	\$0.00	11/14/2021	\$399.50

DESCRIPTION	QUANTITY	PRICE	UOM	ORIGINAL BILL	ADJUSTED	PAID	AMOUNT DUE
STATE GRANT/REIMBURSEMENT CFDA #97.067	1.00	\$399.5000	EACH	\$399.50	\$0.00	\$0.00	\$399.50
Invoice Total:							\$399.50

✂ DETACH AND RETURN THE PORTION BELOW WITH YOUR PAYMENT ✂



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice
 Remit Portion

Invoice Date	10/15/2021
Invoice Number	188
Customer Number	24
Amount Paid	
Due Date	11/14/2021
Invoice Total Due	\$399.50

The Dalles Police Dept
 401 Court St
 THE DALLES, OR 97058

Please Remit Payment To:
 511 Washington St, Suite 207, The Dalles, OR 97058



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice

Customer Copy

CUSTOMER	INVOICE DATE	INVOICE NUMBER	AMOUNT PAID	DUE DATE	INVOICE TOTAL DUE
Tygh Valley RFPD	10/15/2021	186	\$0.00	11/14/2021	\$386.90

DESCRIPTION	QUANTITY	PRICE	UOM	ORIGINAL BILL	ADJUSTED	PAID	AMOUNT DUE
STATE GRANT/REIMBURSEMENT CFDA #97.067	1.00	\$386.9000	EACH	\$386.90	\$0.00	\$0.00	\$386.90
Invoice Total:							\$386.90

✂ DETACH AND RETURN THE PORTION BELOW WITH YOUR PAYMENT ✂



Wasco County
 511 Washington St, Suite 207
 The Dalles, OR 97058
accountsreceivable@co.wasco.or.us

Invoice

Remit Portion

Invoice Date	10/15/2021
Invoice Number	186
Customer Number	25
Amount Paid	
Due Date	11/14/2021
Invoice Total Due	\$386.90

Tygh Valley RFPD
 57723 Fairgrounds Rd
 TYGH VALLEY, OR 97063

Please Remit Payment To:
 511 Washington St, Suite 207, The Dalles, OR 97058



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

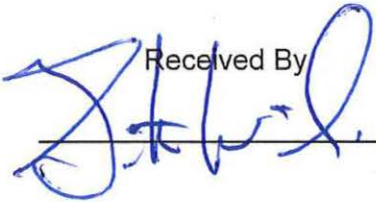
Pioneering pathways to prosperity.

From:

Wasco County Emergency Management
Wasco County Sheriff's Office
511 Washington Street Suite 102
The Dalles, OR 97058
541-506-2790

To:

Wasco County Sheriff's Office
511 Washington Street Suite 102
The Dalles, OR 97058
541-506-2580

Model	Serial Number	<p>Received By</p> 
APX 4000 VHF MHZ MODEL 2 PORTABLE with charger	426CXZ6227	
APX 4000 VHF MHZ MODEL 2 PORTABLE with charger	426CXZ6229	
APX 4000 VHF MHZ MODEL 2 PORTABLE with charger	426CXZ6231	
APX 4000 VHF MHZ MODEL 2 PORTABLE with charger	426CXZ6228	

Remarks:

Sheriff's Office

From SHSG 21-243 Wasco



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

Pioneering pathways to prosperity.

From:
Wasco County Emergency
Management

Wasco County Sheriff's Office

511 Washington Street Suite 102

The Dalles, OR 97058

541-506-2790


To:

City of Maupin

507 Grant Ave. PO Box 308

Maupin, OR 97037

541-395-2698

Model	Serial Number	Received By 
Minitor VI Motorola Pager and Charger	1365XU1038	
Minitor VI Motorola Pager and Charger	1365XU1290	
Minitor VI Motorola Pager and Charger	1365XU1348	
Minitor VI Motorola Pager and Charger	1365XU1292	
Minitor VI Motorola Pager and Charger	1365XU1039	
Minitor VI Motorola Pager and Charger	1365XU1130	
Minitor VI Motorola Pager and Charger	1365XU0816	
Minitor VI Motorola Pager and Charger	1365XU0521	
Minitor VI Motorola Pager and Charger	1365XU1134	
Minitor VI Motorola Pager and Charger	1365XU0885	

Remarks:
City of Maupin
From SHSG 21-243 Wasco



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

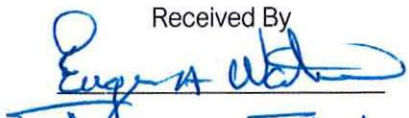
Pioneering pathways to prosperity.

From:
Wasco County Emergency Management

Wasco County Sheriff's Office
511 Washington Street Suite 102
The Dalles, OR 97058
541-506-2790

To:
Juniper Flat Rural Fire Protection
District

80501 Hwy 216
Maupin, OR 97037
541-980-8241

Model	Serial Number		
Minitor VI Motorola Pager and Charger	1365XU0023	<p>Received By</p>  <p>Juniper Flat R.F.P.D.</p>	
Minitor VI Motorola Pager and Charger	1365XU0309		
Minitor VI Motorola Pager and Charger	1365XU1121		
Minitor VI Motorola Pager and Charger	1365XU0017		
Minitor VI Motorola Pager and Charger	1365XU1033		
Minitor VI Motorola Pager and Charger	1365XU1140		
Minitor VI Motorola Pager and Charger	1365XU0030		
Minitor VI Motorola Pager and Charger	1365XU1412		
Minitor VI Motorola Pager and Charger	1365XU1133		
Minitor VI Motorola Pager and Charger	1365XU1280		
Minitor VI Motorola Pager and Charger	1365XU1404		Remarks:
Minitor VI Motorola Pager and Charger	1365XU0791		Juniper Flat Rural Fire Protection District
Minitor VI Motorola Pager and Charger	1365XU0809		From SHSG 21-243 Wasco
Minitor VI Motorola Pager and Charger	1365XU0375		
Minitor VI Motorola Pager and Charger	1365XU0303		



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

Pioneering pathways to prosperity.

From:

Wasco County Emergency Management

Wasco County Sheriff's Office

511 Washington Street Suite 102

The Dalles, OR 97058

541-506-2790

To:

Wamic Rural Fire Protection District

11 S. County Road

Tygh Valley, OR 97063

541-544-2338

Model	Serial Number	
Minitor VI Motorola Pager and Charger	1365XU0305	<p>Received By</p> <p><i>Jamie Magill</i></p> <p>Jamie Magill</p>
Minitor VI Motorola Pager and Charger	1365XU1123	
Minitor VI Motorola Pager and Charger	1365XU1131	
Minitor VI Motorola Pager and Charger	1365XU1141	
Minitor VI Motorola Pager and Charger	1365XU0883	
Minitor VI Motorola Pager and Charger	1365XU1349	
Minitor VI Motorola Pager and Charger	1365XU1135	
Minitor VI Motorola Pager and Charger	1365XU1138	
Minitor VI Motorola Pager and Charger	1365XU1289	
Minitor VI Motorola Pager and Charger	1365XU0031	

Remarks:

Pagers for Wamic Rural Fire Protection District

From SHSG 21-243 Wasco



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

Pioneering pathways to prosperity.

From:
Wasco County Emergency
Management

Sheriff's Office

511 Washington Street Suite 102

The Dalles, OR 97058

541-506-2790

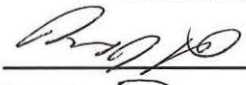
To:

Mosier Fire District

208 Washington Street

Mosier, OR 97040

541-478- 3333

Model	Serial Number	<p>Received By</p>  <hr/> <p>Madison Remon Fire Chief</p>
Minitor VI Motorola Pager and Charger	1365XU0260	
Minitor VI Motorola Pager and Charger	1365XU1132	
Minitor VI Motorola Pager and Charger	1365XU0034	
Minitor VI Motorola Pager and Charger	1365XU1061	
Minitor VI Motorola Pager and Charger	1365XU1164	

Remarks:

Pagers for Mosier Fire Department

From SHSG 21-243 Wasco



EMERGENCY MANAGEMENT

511 Washington Street, Suite 102 • The Dalles, OR 97058

p: [541] 506-2790 • f: [541] 506-2791 • www.co.wasco.or.us

Pioneering pathways to prosperity.

From:
Wasco County Emergency
Management

Wasco County Sheriff's Office

511 Washington Street Suite 102

The Dalles, OR 97058

541-506-2790

To:

Tygh Valley Fire Department

57723 Fairgrounds Rd

Tygh valley, OR 97063

Model	Serial Number
Minitor VI Motorola Pager and Charger	1365XU1288
Minitor VI Motorola Pager and Charger	1365XU1213
Minitor VI Motorola Pager and Charger	1365XU1398
Minitor VI Motorola Pager and Charger	1365XU1409
Minitor VI Motorola Pager and Charger	1365XU1399
Minitor VI Motorola Pager and Charger	1365XU0256
Minitor VI Motorola Pager and Charger	1365XU0300
Minitor VI Motorola Pager and Charger	1365XU0428
Minitor VI Motorola Pager and Charger	1365XU1338
Minitor VI Motorola Pager and Charger	1365XU0886

Received By
Jan F. Stroh
1/24/2022

Remarks:

Tygh Valley Fire Department

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From:

Wasco County Emergency Management
Wasco County Sheriff's Office
511 Washington Street Suite 102
The Dalles, OR 97058
541-506-2790

To:

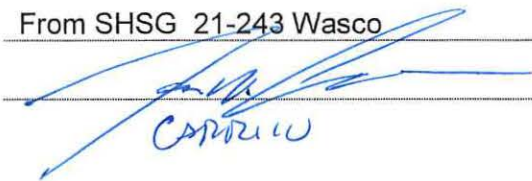
The Dalles Police Department
401 Court Street
The Dalles, OR 97058
541-296-8253

Model	Serial Number	Received By 
APX 4000 VHF MHZ MODEL 2 PORTABLE with charger	426CXZ6230	
APX 4000 VHF MHZ MODEL 2 PORTABLE with charger	426CXZ6232	

Remarks:

The Dalles PD

From SHSG 21-243 Wasco


CAPRIN W

**Oregon Military Department
Office of Emergency Management
SHSP Quarterly Grant Report
Email to shspadmin@oem.state.or.us**

Subgrantee: Wasco County		Grant Number: 21-243
Project Title: Wasco County Communications Upgrade Project	Grant Reporting Period: <input checked="" type="checkbox"/> Quarter 1 <input checked="" type="checkbox"/> Quarter 2 <input type="checkbox"/> Quarter 3 <input type="checkbox"/> Quarter 4 <input type="checkbox"/> Quarter 5 <input type="checkbox"/> Quarter 6 <input type="checkbox"/> Quarter 7 <input type="checkbox"/> Quarter 8	
Report Completed By: Sheridan McClellan	Anticipated Completion Date: April Check if this is your final report <input type="checkbox"/>	
This is a cumulative report. After initial submission, each reporting period narrative will be added to previously provided material.		
Milestones: As indicated from Grant Application Worksheet. If a milestone is amended place a "N/A" next to the milestone. Mark new milestones with an asterisk *		
Activities: Provide a brief narrative discussing activities associated with each milestone identified. If there was no activity during the reporting period, please explain what road blocks the project is experiencing and what is being done to complete the project in a timely fashion.		
Milestone/Project Benchmarks		Date Achieved
1 Complete agreement with OEM for project funding, Finalize and order equipment per quotes received, Complete and file 1 st quarter grant performance report with OEM	18 Dec 2021	
2 Receive equipment as ordered, distribute equipment to agencies, Program mobile radio equipment and pagers and test, Complete and files 2 nd quarter grant report	02 Feb 2022	
3 Train staff on proper use of equipment, adjust any needed programming, File 3 rd quarter report to OEM	03 Mar 2022	
4 Complete all final testing and training as needed, Submit Board of Commissioner report on successful implementation of equipment, Complete and file final Grant performance report with OEM	01 Jun 2022	
5		
6		
7		
8		
Report Quarter 1 (10/01/21 to 12/31/21) Reported Activities:		
		Check if amended <input type="checkbox"/>
Grant agreement signed by OEM and Wasco County BOCC on 11/9/2021. Ordered equipment as per quote agreement. Notified Fire Districts, The Dalles PD and Wasco County Sheriff's Office of purchase order.		
Report Quarter 2 (01/01/22 to 3/31/22) Reported Activities:		
		Check if amended <input type="checkbox"/>

Equipment (pagers and radios received) Notified Fire Districts, The Dalles PD and Wasco County Sheriff's Office. Invoices send to receiving agencies. All agencies signed for equipment received. Radios and pagers programmed for correct frequencies. Request for Reimbursement and supporting documentation for Grant 21-243 send on 02 Feb 2022.

Report Quarter 3 (04/01/22 to 06/30/22) Reported Activities:

Check if amended

All programming for pagers and radios completed. Fire Districts assigned pagers to their staff. Radios programmed and assigned to designated Officers and Deputies. Training of radios and pagers completed.

Report Quarter 4 (07/01/22 to 09/30/22) Reported Activities:

Check if amended

Completed all final testing and training as needed, Submitted Board of Commissioner report on successful implementation of equipment, Completed and filed final Grant performance report with OEM

By submitting this report, you certify it is true and accurate.

Certified by: Sheridan McClellan

Submitted Date: 6/1/2022

Reviewed by:

Date: