

**TUESDAY WORK SESSION AGENDA**  
**July 16, 2024**  
**Courthouse Conference Room**

THE LOCATION OF THIS MEETING IS ADA ACCESSIBLE. PLEASE ADVISE THE BOARD OF COMMISSIONERS (503-623-8173)  
AT LEAST 24 HOURS IN ADVANCE IF YOU NEED SPECIAL ACCOMMODATIONS TO ATTEND OR TO PARTICIPATE IN THE  
MEETING VIRTUALLY.

**Approximate  
Time**

**AGENDA**

- |           |                                                                     |
|-----------|---------------------------------------------------------------------|
| 9:00 a.m. | 1. CALL TO ORDER – PLEDGE OF ALLEGIANCE                             |
|           | 2. COMMENTS (for items not on this agenda and limited to 3 minutes) |
|           | 3. APPROVE MINUTES OF July 2, 2024                                  |
|           | 4. POLK CDC REQUEST – Diana Cvitanovich                             |
|           | 5. USDA-APHIS UPDATE – Brian Thomas & Landon Schacht                |
|           | 6. JCT LISTENING TOUR TALKING POINTS – Todd Whitaker & Greg Hansen  |
|           | 7. APPEAL FOR PLANNING FILE FORD 23-01 – Hannah Brickner            |
|           | 8. NON-LISTED ITEMS (Pursuant to ORS 192.640)                       |

Regular meetings of the Board of Commissioners are held on Tuesday and Wednesday each week. The meetings are held in the Board of Commissioners' conference room, 850 Main Street, Dallas, Oregon. Each meeting begins at 9:00 a.m., and is conducted according to a prepared agenda that lists the principal subjects anticipated to be considered. Pursuant to ORS 192.640, the Board of Commissioners may consider and take action on subjects that are not listed on the agenda. The Board also holds a department staff meeting at 9:00 a.m. on Every Monday in the Commissioners Conference Room at 850 main Street, Oregon.

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**APPEARANCE OF INTERESTED CITIZENS**

The Board sets aside a time at each regular meeting for comment by the public on subjects not appearing on the Agenda. Individuals may come forward and make any statement they wish, but not to exceed three (3) minutes in length, except as is required to give concise answers to questions from Board members. If the subject will require a lengthier presentation, or merits inclusion as an item on the Agenda of a future meeting, the Board shall schedule it accordingly.

**POLK COUNTY BOARD OF COMMISSIONERS**  
**TUESDAY MEETING MINUTES**  
**July 2, 2024**

1. At 9:00 a.m., Commissioner Pope declared the Tuesday meeting of the Polk County Board of Commissioners in session and led the Board and attending audience in the Pledge of Allegiance. Commissioner Gordon and Commissioner Mordhorst were present.

**2. COMMENTS (for items not on this agenda):**

None.

**3. MINUTES:**      **COMMISSIONER MORDHORST MOVED, COMMISSIONER GORDON  
SECONDED TO APPROVE THE MINUTES OF June 25, 2024**

**MOTION PASSED BY UNANIMOUS VOTE OF THE BOARD.**

**4. DOLLY PARTON IMAGINATION LIBRARY**

Lisa Harnisch, Executive Director of the Marion Polk Education Hub, was here today to talk to the Board about the Dolly Parton Imagination Library and what that program has to offer to youth ages 0-5. Ms. Harnisch shared the backstory of the program and why this is important to Dolly Parton. Ms. Harnish stated that the average cost of providing one book a month for one year to a single child is approximately \$26 a year. Ms. Harnish shared which zip codes in our area qualify for this program and she shared information on how many books have been given to Polk County residents. Ms. Harnish stated that we have one community in Polk County which is the City of Dallas, that has not been able to participate in this program and she stated that they are \$7000.00 short of meeting those goals. Ms. Harnish stated that before they bring this program into a new area, they work to ensure that they have 3 years of funding. Commissioner Mordhorst wanted to clarify which communities in Polk County are a part of this program and Ms. Harnish answered his question. Commissioner Gordon stated that he thinks this is a fantastic program and appreciates all the work they have done. Commissioner Gordon asked if she saw anymore gaps in the Polk County area in regards to funding and Ms. Harnish answered his question. Commissioner Gordon stated that he would like to see some coordination with rural homelessness prevention and with those children who may not have a permanent address. Commissioner Pope asked about how do families sign up for this program and Ms. Harnish answered his question. Commissioner Pope asked how many local government agencies are investing in this program for Polk County and Ms. Harnish stated no one. Commissioner Pope asked about the outreach to the City of Dallas and she stated that they have not reached out to them yet, but they have been recently working with the Dallas Rotary. Commissioner Pope asked if there is an ability to see the list of the available books and Ms. Harnish stated that it is available online. Commissioner Mordhorst stated that he supports this program but has some concerns about us paying for the City of Dallas when we haven't paid for the other cities and he would like to see what the City of Dallas plans to do. Commissioner Pope stated that it sounds like they need to get some more information and data from them before they can make a decision.

**5. POLK COUNTY FAIRGROUNDS IMPROVEMENT PROJECT**

Tina Anderson, Polk County Fairgrounds Manager and Tim Ray, Fair Board Chairman, came before the Board to provide an update on the Polk County Fairgrounds. Mr. Ray stated that they wanted to talk with the Board and staff in regards to long term and strategic plans for the fairgrounds and they are wanting to find ways to get the fairgrounds to a more self-sustaining place. Mr. Ray shared some of their ideas for year around events that would help the fairgrounds be more profitable. Commissioner Pope asked about the timeline of when these discussions began and Ms.

Anderson answered his question. Ms. Anderson spoke about the 2020 fires and how involved the Polk County Fairgrounds was during that time in holding animals. Commissioner Pope stated that he has been a part of these meetings and he has seen some of the renderings and he believes it is time to bring this information to the public and we need to ask the community, "do they want to support this moving forward?" Commissioner Gordon stated that he has seen the drawings and he is curious about their business and staffing plans and he gave examples of things he would want to be answered. Ms. Anderson responded to his statements and concerns. Commissioner Gordon asked if they had a timeline and Mr. Ray answered his question. The Commissioners appreciate the work going into this and all the outreach with the community. Commissioner Mordhorst stated that he sees the need in our community and that he receives calls all the time from the public asking why can't they hold certain events at the fairgrounds and he supports this plan. Greg Hansen, Administrative Officer, provided his input on this project and stated that this project would probably cost around \$50-\$60 million price tag. He stated that in order to fund this project, Polk County would need to create a taxing district and he explained what that would entail and what that would cost the public. The Commissioners talked about the potential public outreach conversations and what they would like to see. Commissioner Pope asked the other Commissioners if they want the Fair Board to keep moving forward with this planning and they support moving forward but they don't want to rush this.

**COMMISSIONER MORDHORST MOVED, COMMISSIONER GORDON  
SECONDED TO PROCEED WITH THE LONG RANGE PLAN, COST ANALYSIS &  
POTENTIAL FAIR TAX DISTRICT FOR THE FAIR & EXPO CENTER.**

**MOTION PASSED BY UNANIMOUS VOTE OF THE BOARD.**

**6. NON-LISTED ITEMS** - (Pursuant to ORS 192.640, the Board of Commissioners considered the below identified non-listed items.)  
None.

Commissioner Pope adjourned the meeting at 10:20 a.m.

Minutes: Nicole Pineda  
Approved: July 9, 2024

# DO YOU OWN

## A HOME IN POLK COUNTY?

Are you in need of major home repairs or upgrades? ¿Necesita reparaciones importantes o actualizaciones?

If so you may qualify for a low-interest home repair & improvement loan or CDBG Housing Rehabilitation Grant. Loan funds are available immediately. Grant Funds are available periodically.

### ELIGIBLE REPAIRS

- Foundations
- Roofing
- Painting
- Plumbing
- Windows & Siding
- Heating

AND MUCH MORE!



**Before**

**After**



**POLK CDC IN PARTNERSHIP WITH ENERGY TRUST OF OREGON NOW OFFERS FREE HOME ENERGY ASSESSMENTS**

FIND OUT IF YOU QUALIFY FOR DISCOUNTS THAT MAY COVER THE FULL COST OF ENERGY-EFFICIENT HOME UPGRADES

### ENERGY EFFICIENT UPGRADES

- Insulation
- Heat pumps & Ductless split units
- Windows
- Hot water heaters

# ¿ES DUEÑO DE

## UNA CASA EN EL CONDADO DE POLK?

Si es así, puede calificar para un préstamo de reparación y mejora de vivienda a bajo interés o una subvención de rehabilitación de vivienda de CDBG. Los fondos de préstamo están disponibles de inmediato. Los fondos de la subvención están disponibles periódicamente.

### REPARACIONES ELEGIBLES

- Cimientos
- Techumbre
- Pintura
- Plomería
- Ventanas y Revestimiento
- Calefacción

Y MUCHO MAS!



**Before**

**After**



**POLK CDC EN ASOCIACIÓN CON ENERGY TRUST OF OREGON AHORA OFRECE EVALUACIÓN GRATIS DE ENERGÍA DE TU HOGAR**

DESCUBRE SI CALIFICAS PARA DESCUENTOS QUE PUEDEN CUBRIR EL TOTAL DE LAS ACTUALIZACIONES DE ENERGÍA EFICIENTE PARA EL HOGAR

### ACTUALIZACIONES ENERGÉTICAS EFICIENTES

- Aislamiento
- Bombas de calor de sistemas dividido
- Ventanas
- calentador de agua caliente



For more information please contact:  
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United States Department of Agriculture



Protecting People | Protecting Agriculture | Protecting Wildlife

**Who we are:**

- US Department of Agriculture
  - Animal and Plant Health Inspection Service
- 55 employees in Oregon
- Wildlife Specialists, Biologists, Supervisors, Admin Staff


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Protecting Agriculture  
Protecting Wildlife

1


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**Agency Mission:** Provide Federal leadership and expertise to resolve wildlife conflicts to allow people and wildlife to coexist.


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Protecting Agriculture  
Protecting Wildlife


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## Wildlife Damage Management

- Predators (coyotes, cougars, bears, wolves)
- Ungulates (deer and elk)
- Aquatic rodents (beavers and nutria)
- Birds (ravens, gulls, eagles, starlings, pigeons)
- Small mammals (raccoons, skunks)



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Protecting Wildlife

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### What resources do we protect?

- Agriculture (livestock, crops)
- Human Health & Safety (wildlife attacks)
- Natural Resources (T&E species)
- Property

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## Wildlife Damage Management



### How is service delivered?

- Technical assistance (phone or in-person)
- Direct control (non-lethal and lethal management)



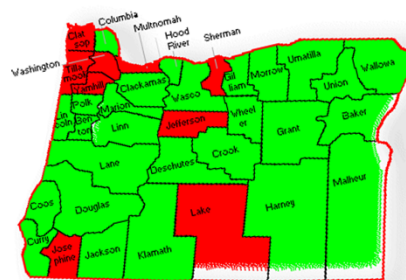
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## County-based Programs in Oregon

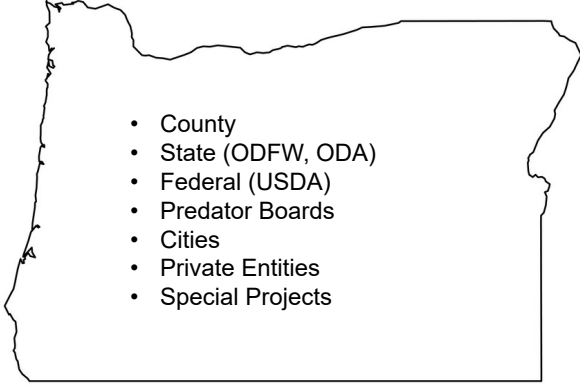


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### Funding Mechanisms in Oregon



- County
- State (ODFW, ODA)
- Federal (USDA)
- Predator Boards
- Cities
- Private Entities
- Special Projects

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**Other work we do...**

- Airports
- DOT Bird Compliance
- Disease
- Feral Swine
- T/E Species Protection
- Research

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## Avian Influenza and Other Disease Sampling and Outbreak Response




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Photo by USDA Wildlife Services  
Chris Buehler

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## Feral swine eradication

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## Threatened and Endangered Species Protection

- Sage grouse in Baker County
  - Ravens
- Snowy plover on Oregon Coast
  - Ravens, gulls, coyotes, skunks
- Columbian Whitetail Deer
  - Coyotes
- Columbia River salmonids
  - Cormorants



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## National Wildlife Research Center-NWRC • Fort Collins, CO



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**In Polk County...**

**Main Conflict Species:**

- Coyotes
- Cougars
- Skunks
- Invasive Species (nutria, opossums)
- Bird Management for DOTs

**Primary Resources Protected:**

- Sheep
- Goats
- Cattle
- Alpacas
- Swine
- Fowl (turkeys, ducks, chickens)
- Human Health and Safety
- Pets



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**Polk County Funding for WS**

**FY 23:**

- \$18,300 by Polk County
- \$2,993 Matching State/Federal Funds
- **Total \$21,010**

**\$18,300 Funding Breakdown:**

- \$12,133 Salary/Benefits
- \$1,572 Vehicle
- \$688 Hires (dogs, atv)
- \$0 Supplies
- \$3,907 Overhead

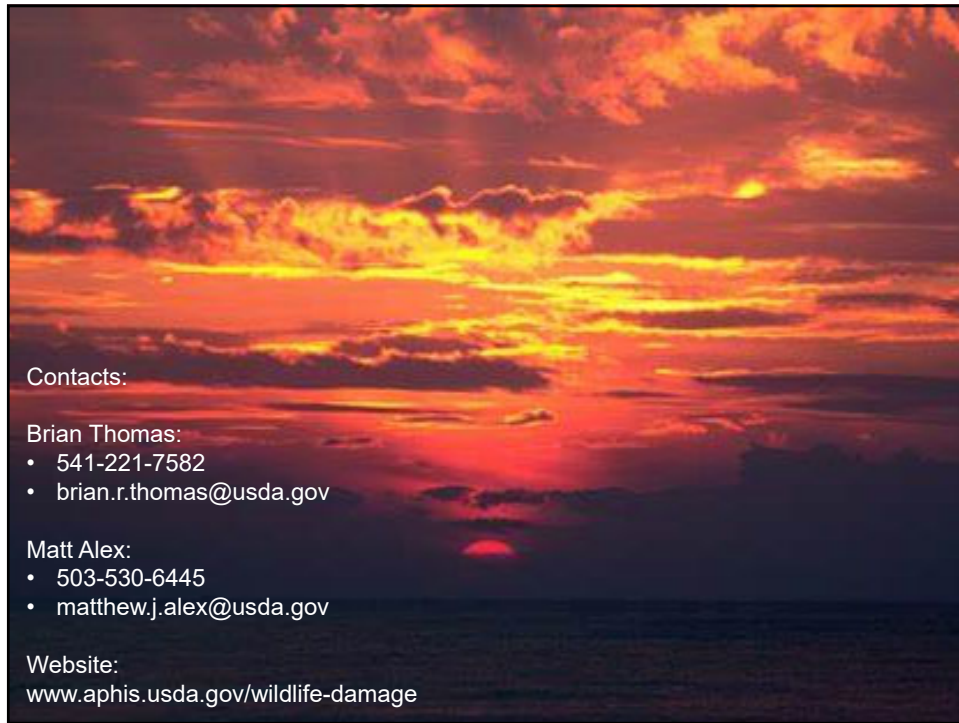
**Total hours: 310**  
**15% of a full-time program**



**WS Wildlife Services**  
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# POLK COUNTY

POLK COUNTY COURTHOUSE ★ DALLAS, OREGON 97338  
(503) 623-9237

## COMMUNITY DEVELOPMENT

AUSTIN M<sup>C</sup>GUIGAN  
Director

### MEMORANDUM

**TO:** Polk County Board of Commissioners  
**FROM:** Hannah Brickner, Associate Planner  
**DATE:** July 11, 2024  
**SUBJECT:** Appeal for Planning File FORD 23-01  
**OWNER/  
APPLICANT:** John Steven Walker  
**APPLICANT'S  
REPRESENTATIVE:** Anthony James  
**APPELLANT:** Tom Forney

### Tuesday, July 16, 2024 Agenda

#### RECOMMENDATION:

After reviewing the full record and appeal of the Polk County Planning Director's decision on Planning File FORD 23-01, the Board must determine the hearing body and direct Staff to set the matter for a public hearing. Due to the narrow quasi-judicial scope and technical nature of the appeal, Staff recommends that the Board of Commissioners set this matter for a hearing before the Polk County Hearings Officer, which, pursuant to Polk County Zoning Ordinance (PCZO) 111.280, would constitute the final local decision that would then be ratified by the Board of Commissioners.

#### ISSUE:

On July 10, 2024, a timely appeal with the appropriate fee was submitted to the Polk County Community Development Department of the Planning Director's approval of a small tract "template" dwelling, including an evaluation of the general and fire siting standards for the proposed dwelling location (Planning File FORD 23-01). The subject property is zoned Farm/Forest (F/F) and is located at 13310 Monmouth Highway, Monmouth, Oregon (T8S, R5W, Section 28, Tax Lots 804 and 818). On receiving an appeal of a land use decision made by the Planning Director, the Community Development Department shall deliver to the Board of Commissioners the application and all other documents constituting the entire record of the action under appeal.

On July 11, 2024, the Community Development Department provided to the Board of Commissioners the entire record for this matter. Pursuant to PCZO 111.280, the Board of Commissioners must determine the hearings body and direct Staff to set the matter for a public hearing.

## **BACKGROUND:**

On October 30, 2023, the applicant submitted a land use application to establish a dwelling (FORD 23-01) within the Farm/Forest (F/F) Zoning District under the small tract "template" dwelling criteria. The application also addresses the general and fire siting standards criteria, which is required for dwellings in the F/F zone. The application was deemed complete on April 26, 2024. The Planning Director found that the applicant met the applicable review and decision criteria and approved the application, subject to nine (9) conditions. On June 28, 2024, the Planning Director's decision was mailed to surrounding property owners pursuant to PCZO 111.240(A). On July 10, 2024, the appellant filed a timely appeal for the Planning Director's decision.

The appeal identified concerns primarily related to the proximity and impact of the proposed dwelling location on the neighboring property to the north/west, which the appellant owns. Specifically, the appellant has concerns about the compliance of the proposed dwelling location with the general and fire siting standards, the risk of fire, the location of the fuel breaks, setbacks of the dwelling from the closest neighboring property, and the impact of the driveway extension on forestland.

Planning Staff will prepare a memorandum addressing the appeal issues that are applicable to the review and decision criteria, after the Board of Commissioners determines the hearing body and directs Staff to set the matter for a public hearing.

## **DISCUSSION/ALTERNATIVES:**

The Board of Commissioners' alternatives in this matter include the following:

1. Direct Staff to schedule a public hearing before the Polk County Hearings Officer pursuant to PCZO 111.280 and provide notice; or
2. Direct Staff to schedule a public hearing before the Polk County Board of Commissioners pursuant to PCZO 111.280 and provide notice; or
3. Other.

## **FISCAL IMPACTS:**

No fiscal impacts to the County have been identified other than the costs associated with the public hearing, notice and processing.

## **EXHIBITS:**

The full record and appeal materials are available for your review in the Board of Commissioners Office under the care of Polk County Legal Counsel.

Thank you for the opportunity to speak to you today about the State of Oregon's transportation system and our thoughts on the upcoming transportation package. We were given a suggested talking points outline by AOC to provide you with information about our county, Polk County, and our local transportation needs and priorities. The canned outline then wants a list of Special Partnerships with ODOT, then a look at new options for revenue and closes with County wants in the upcoming 2025 package.

In my opinion, the outline does not examine the real issues at hand. The first, no one is addressing the other side of the equation which is the cost associated with delivering the finished product. When ODOT originally scopes a project they attach a budget of x dollars, but because of over planning, over design and final product delivery it has taken seven (7)- ten (10) years with a final project cost that usually doubles the original price estimate. For example, a design team meeting involving a State highway and the County road, the County may bring three (3) people to the meeting, ODOT brings 15-23 staff to the meeting, of which maybe 5-7 people give input. In the construction/maintenance delivery system, time is money. Every year it takes to deliver a project, your cost goes up. ODOT needs to streamline their processes, not re-invent the wheel on every new project and cut that project delivery timeline in half.

The second is addressing existing costs of operations. ODOT needs to look at re-evaluating their bonded indebtedness payments, contracting out some of their operations to the private sector and partnering with counties on maintenance operations on their smaller highways.

Lastly, ODOT needs to re-prioritize its commitment to the basics (maintenance and safety related projects), not bicycle paths, ADA intersections and mass transit. The State of Oregon has pushed addressing its maintenance needs beyond the point of no return. It needs to solely concentrate on maintenance and safety and not consider any other efforts.



**JCT Listening Tour  
Roundtable Suggested Talking Points  
June 2024**



*The purpose of the local leaders roundtable is to communicate local needs and priorities to the members of the Joint Committee on Transportation. The legislators are interested in hearing about preferred solutions to the structural issues facing our transportation system and understand what sustainable, sufficient, and equitable investment would mean for unique communities around the state.*

*The guiding questions that the JCT co-chairs plan to ask are as follows:*

- *What is 'top of mind' for you on the upcoming transportation work or package?*  
Maintenance is the primary emphasis point for the upcoming transportation package and how to pay for it. If that is truly the primary target then address the problem head-on by putting all of your resources toward maintenance of existing roads, not new projects, not transit, etc. The State too often uses the band-aid approach to the road issues which only kicks the can down the road and makes it more costly in the end, much like the State is doing with PERS. Focus on maintenance and maintenance done right.
- *If there is one item you wanted the Legislative Assembly to know about your regional challenges, what would it be?*  
Internally, inflation (the cost of doing business) is Polk County's biggest concern. The cost associated with projects are outpacing revenue growth. Polk County has the highest PCI (Pavement Condition Index) in the State. We do this through preventive maintenance and timely repairs. Inflation continues to erode the ability to address these preventative maintenance efforts which then leads to more costly repairs which is what ODOT and the cities in Oregon are facing. Externally, it is the condition of State highways and their safety and drivability condition. Examples include Hwy 22 – Butler Hill (drivability), Hwy 18-22 – Valley Junction (safety), Hwy 22-51 interchange (safety).
- *What are some of the factors that we cannot control in this work that we will need to discuss?*  
Inflation, politics (legislature/governor), supply chain, the public's vehicle purchasing type (gas/hybrid/electric) are of some the major factors which are going to influence your decision making strategies and your ability to deliver on your promises.
- *What are your problem-solving ideas for diverse, stable, and sufficient funding tools or other problem-solving ideas?*  
The recent transportation package is scrambling to address revenue shortfalls to address major road maintenance needs. Finding revenue sources which are able to get through the political process and are adequate to meet the needs of the State is almost impossible. As a result, the State needs to look at reducing the cost of delivering the end product to the taxpayer. ODOT needs to figure out how to deliver a product with less staff, less meetings and less red tape. The State needs to contract with Counties to provide road

maintenance on their smaller State highways much like they did with the OTIA III Bridge program where they allocated monies to the local counties and the counties delivered results quicker with less cost than ODOT ever could have.

## **AOC Roundtable Suggested Talking Points**

### Introduction:

- Co-Chairs Gorsek and McLain, and Members of the Joint Committee on Transportation, on behalf of Polk County, we would like to welcome you to our community. I am [Lyle Mordhorst/Polk County Commissioner].

### County road system information:

- Oregon counties are responsible for the largest share of Oregon's public road system:
  - 32,000 miles,
  - 4,000 bridges,
  -
- Information about the facilities your county owns and maintains:
  - [470] road miles; [0.16] miles in poor or fair condition
  - [125] bridges; [6] bridges in poor and 62 bridges in fair condition
  - [45] heavy-truck-weight restricted bridges
  - [13] of county road department crew
- Unique features of your county road system, why it is important to residents and visitors that the county road department is sufficiently funded, eg:
  - Critical routes when ODOT system is closed
  - Federal lands access, recreation/tourism
  - Ag and forest products routes
  - Unincorporated communities/urban facilities, etc.
  - Fire response and evacuation route

### Importance of State Highway Fund 50/30/20:

- Counties rely on the State Highway Fund for safety improvements and to maintain critical transportation infrastructure on which all Oregonians depend.
- [76%] of your county road department budget that is from the State Highway Fund
  - Polk County is not a recipient of any \$ from the small county allotment share
- Impact of reduction in timber receipts – Polk County does not receive significant funding from timber receipts
- Impacts of inflation, cost of aggregate, etc. – The impact of inflation over the past several years has been significant. Two-year costs are up for the following budget items as indicated:
  - Personal Services: 17%
  - Fuel: Diesel 89% (at peak), Gas 50% (at peak)
  - Operating Supplies: 17%
  - Contract Services: 24%
  - Crushed Rock: 14%

### Unmet local needs:

- Additional funding in House Bill 2017 covered less than half of the projected need to improve and maintain the county road system in a safe and adequate



condition.

- [Polk] County has many unmet needs, eg:
  - Safety projects
  - Bridges
  - Polk County passed two road bonds (1986 \$7M & 2006 \$20M) that was used to restore our paved road system.

#### Partnership with ODOT/Cities:

- Counties partner with the state to support a safe and reliable multimodal transportation system that connects Oregonians and our economy.
- Special Partnerships:
  - Confederated Tribes/ODOT – Polk County partnered with the Confederated Tribes of Grand Ronde & ODOT to fund the local match for a project to improve safety at the intersection of OR22/OR18
  - ODOT – Polk County added the overlay of OR223 south of Dallas to the scope of work during a road bond project to more cost-effectively improve the pavement structure and ride quality.
  - City of Independence – Polk County is delivering a Safe Routes to School Project to improve safety at the intersection of a county road and city street.
  - Falls City – Polk County added paving of two city streets to our paving contract so that the city could use all of its Small City Allotment on construction with no design/administrative costs.
- Thank the committee for House Bill 2101 (2023) Surface Transportation Block Grant Fund Exchange Program, which is an efficient model of collaboration with state and ODOT that we hope to continue.

#### Options for new revenue:

- While counties have several local revenue raising options available, such as local gas taxes, vehicle registration fees, or service districts, most county tax bases are too small to meet the operational, maintenance, and enhancement needs of our road system.
- We respectfully ask this committee to work with local governments to explore and expand local options for counties to raise revenue and lift current preemptions.
  - [Other tools to discuss if supported by county: indexing gas tax to inflation with a cap, delivery fees, electric vehicle charging fees, road usage fees, increased vehicle registration fees, etc.]

#### Closing:

- Counties are the state's partner in providing a safe and reliable multimodal transportation system that serves all of Oregon
- Counties are prioritizing the passage of a comprehensive transportation funding package that prioritizes investments in operations, maintenance, and safety.
- The 2025 package should
  - 1) include diverse and modern funding mechanisms that facilitate growth and stabilization of the State Highway Fund,
  - 2) maintain the 30% county share of State Highway Fund revenues, and
  - 3) reduce barriers to local revenue sources.