



Location: City Hall – Council Chambers
Date: April 28, 2026
Time: 6:00 PM

City Council Meeting Agenda

Mayor Jason Beebe, Council Members Steve Uffelman, Janet Hutchison, Shane Howard, Jerry Brummer, Scott Smith, Marv Sumner and City Manager Steve Forrester

<https://us02web.zoom.us/j/86292914800>

Call to Order

Flag Salute

Additions to Agenda

Consent Agenda

- [1.](#) Regular Meeting Brief 4-14-2026

Visitors, Appearances, and Requests Limited to Three (3) Minutes Per Person

Council Presentations

2. New Sun Energy - Josie Norris

Council Business

- [3.](#) Reading of Proclamation - May Foster Care Month - Mayor Beebe
- [4.](#) Reading of Proclamation - Vietnamese-American Remembrance Day - Mayor Beebe
- [5.](#) Consideration of Supporting a Request for Legislative Action on Investing in Highway 97 Safety Improvement and Operations.- Councilor Smith
- [6.](#) Legislative Amendments to Chapters 2 & 5 of the Comprehensive Plan and Economic Opportunity Analysis (**PUBLIC HEARING**) - Josh Smith

Staff Reports and Requests

- [7.](#) City Manager's Report - Steve Forrester
- [8.](#) Moderate Income Revolving Loan Fund (MIRL) – Josh Smith

Council Reports

Ordinances

- [9.](#) Ordinance No 1307 - Granting an Electric Utility Franchise and General Utility Easement (**SECOND PRESENTATION**) - Steve Forrester / Jered Reid



Resolutions

10. Resolution No 1643 - Approving a Rate Increase for Solid Waste Franchisee Services

Visitors, Appearances, and Requests Limited to Three (3) Minutes Per Person

Adjourn

Agenda items may be added or removed as necessary after publication deadline

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CITY OF PRINEVILLE
Regular Meeting Brief
387 NE Third Street – Prineville, OR 97754
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City Council Meeting Brief
April 14, 2026

Council Members Present:

Scott Smith
Marv Sumner
Steve Uffelman
Shane Howard

Janet Hutchison
Jerry Brummer

Council Members Absent

Jason Beebe

Additions to the Agenda

Dispatch Annual Update to Council (Item # 8) is being moved up to Council Presentations. Item 6A – Consideration of a Proclamation – Vietnamese-American Remembrance Day is being added under Council Business, and Item 6B under Council Business – Consideration of Supporting a Request for Legislative Action on Investing in Highway 97 Safety Improvement and Operations.

Jered Reid, City Attorney, announced that we initially intended to hold a public hearing on legislative amendments to the Comprehensive Plan and the Economic Opportunity Analysis. The notice did not get published in the newspaper, and the public hearing has been moved to the April 28th Council meeting and will be properly noticed again.

Consent Agenda

1. Regular Meeting Brief 3-24-2026

Councilor Smith made a motion to approve the consent agenda as presented. Motion seconded. No discussion on the motion. Motion carried.

Visitors, Appearances, and Requests

Steve Holliday came forward and complimented the City on how nice Prineville is after he and his wife recently visited another town, similar in size to Prineville, that had a lot of homeless and drug activities all over at 6:00 P.M. He appreciates all the work the city does to keep Prineville nice.

Council President Uffelman also thanked the Police Department for all that they do to keep our community nice.

No one else came forward. No one online raised a hand.

Council Presentations

Dispatch Annual Update to Council – Katie Kemper

Katie Kemper, Public Safety Communications Director, and a recently graduated dispatcher, and two new call takers came forward.

Ms. Kemper announced that it is National Public Safety Telecommunications Week this week and continued with a PowerPoint presentation that highlighted the roles and responsibilities of a dispatcher, and an annual recap of the number and nature of calls taken over the last year. Ms. Kemper also highlighted the amount of time it takes for the interview process and to train a dispatcher before going on a console solo, which is about 6-8 months.

Ms. Kemper wanted to introduce the three who recently graduated from the Basics academy training on April 10th, and explained that they also have to swear or affirm to a formal code of ethics as required by Oregon before they can be certified.

Aubrey Robins was hired as a dispatcher with a background in the banking industry. Aubrey is joined here tonight by her parents and boyfriend.

Ashley English was hired as a public safety call taker and was an electrician prior to being hired. She is a Prineville native.

Grace Leer was also hired as a public safety call taker. She spent a few years in the service industry and was also a certified esthetician. Grace is joined by her Mother and Grandmother.

Ms. Kemper administered the Department of Public Safety and Training Code of Ethics to the three ladies and had them each sign.

Council Business:

- 2. Consideration of Republic Rate Increase (PUBLIC HEARING) – Lori Hooper Antram**

Council President Uffelman opened the public hearing portion of the meeting.

Jered Reid provided background on the process needed in order for Republic to request a rate adjustment per the franchise agreement. Mr. Reid explained that they are requesting less than the industry CPI of 4.22%. Mr. Reid then explained the criteria that the Council can look at regarding a rate adjustment.

Erica Haitsma, Republic General Manager, John Heylin, Republic Municipal Representative, went through a PowerPoint presentation that highlighted a franchise overview and where their focus is for continued improvement of quality of service.

Ms. Haitsma went over details for the 2025 financial results, which consisted of revenues and costs of operations.

Dan Strandy, Republic Finance Manager, went through the 2026 projections, explaining that the general inflation just recently came out at 3.6%. He explained that what is going on with fuel at the moment, and the request is not based on what is going on in the Middle East now. Mr. Strandy said that they hope this is temporary and they will absorb the cost.

Ms. Haitsma continued with a slide of all the activities they participated in with the community in 2025.

Mr. Heylin took over the community involvement and explained that it is important to them because they have over 20 employees who live and work in this community.

Lori Hooper Antram, Finance Director, presented the staff report explaining that Republic requested a 3.5% rate increase, primarily driven by inflation and increased disposal costs at the Crook County landfill. Staff reviewed the request, and the proposed rates are just, reasonable, and adequate to support continued service. Based on the city's analysis, staff is recommending that the Council approve a rate increase not to exceed 3%.

No one came forward from the audience, no one online raised a hand, and no written comments were received.

Council President Uffelman closed the public hearing portion of the meeting.

Councilor Brummer stated that he had met with staff and went over all of this with them, and agreed that he believes a 3% increase would be justified.

Councilor Howard stated that he has been hearing a lot of things from his constituents, and Republic has had a pretty consistent pattern of increases and shares the same sentiments with his constituents.

There were discussions regarding the CPI rate, a range of 8-12% rate of return, efforts Republic has made to provide services, opening up the office again on N. Main Street, and personal experiences in going up to the office.

Mr. Reid explained that, based on what he heard, we will prepare a resolution at the 3% increase.

Discussions continued regarding rate reductions and how you would not see that in a direct rate reduction, but would see it favorably in lower costs experienced, with more discussion regarding the rate of return being between 8-12%, with a target of 10%.

3. **Intent to Award Headworks Rail System Installation** – Mike Kassberger

Mike Kasberger, Assistant City Engineer, presented the staff report, explaining that three bids were received, with one bid being non-responsive.

There were discussions regarding Bateson Enterprises doing good work for us before, and the other bidder was unable to provide the bypass equipment as required in the bid.

Councilor Brummer made a motion to approve the intent to award to Bateson Enterprises for \$71,354.00. Motion seconded. No discussion on motion. All in favor, motion carried.

4. **Consideration of Heart of Oregon Funding Request** – Sponsor Councilor Hutchison

Patrick Orr, Program Director, went through a PowerPoint presentation that highlighted some of the projects they have completed, other skills training they offer to youth, and the rate of pay they can earn in the program.

There were discussions regarding Heart of Oregon not asking for funding every year, and Heart of Oregon not wanting to spoil any relationships by asking for too much funding.

Councilor Hutchison talked about why she supports this program and the request.

Councilor Hutchison made a motion to approve the funding request of \$2,000 to Heart of Oregon. Motion seconded. No discussion on motion. All in favor, motion carried.

Councilor Hutchison asked Mr. Orr to come back after the summer program with the youth to talk to the Council.

5. **Consideration of Rural Oregon Community Foundation Funding Request** – Sponsor Mayor Beebe

Mr. Holliday, President, said that this is the foundation's 5th year, and why they formed a board. They have a program called Boots and Roots, where they bring down 4th graders to introduce them to western activities. They have a good partnership with schools.

They also brought Cowboy Poetry after the rodeo to the Bowman Museum, where there was standing room only because there is such an interest. They are going to do the Cowboy Poetry again.

They were able to give scholarships for the last four years and will be having a fundraiser dinner in June.

There were discussions regarding the amount and number of scholarships, and the majority of the scholarships stayed right here.

More discussion on needing the money to help put on the fundraiser, seed money to make more money, and supporting the mission.

Councilor Brummer made a motion to approve a \$2,500 fund contribution to the Rural Oregon Community Foundation. Motion seconded. No discussion on motion. All in favor, motion carried.

6. Consideration of a Proclamation – May Foster Care Month – Sponsor Councilor Marv Sumner

Councilor Sumner talked about why he supports the proclamation and marveled at the commitment made by fosters.

Councilor Sumner made a motion to approve the reading of the May Foster Care Month proclamation. Motion seconded. No discussion on motion. All in favor, motion carried.

6a. Consideration of a Proclamation – Vietnamese-American Remembrance Day – Sponsor Mayor Beebe

Council President Uffelman said that he is aware of how Mayor Beebe is in support of this proclamation.

Council President Uffelman made a motion to approve the reading of the Vietnamese-American Remembrance Day proclamation. Motion seconded. No discussion on motion. All in favor, motion carried.

6b. Consideration of Supporting a Request for Legislative Action on Investing in Highway 97 Safety Improvement and Operations – Councilor Smith

Councilor Smith referred to the letter that the Central Oregon Area Commission on Transportation (COACT), as a group, voted to support this and asked that the Council review it to see if they want to support it. This is a request for a dedicated funding stream to make safety improvements to Highway 97. Everyone was asked to bring this to their Council's to see if they would support.

Councilor Smith talked about having reservations about this at first, since we need improvements to Highway 126. Then he realized that our constituents use Highway 97 all the time, and we have our railroad junction off of Highway 97. We can also get other cities' support for a project we need in the future.

Discussions continued regarding safety improvements made on Highway 97 over the last 50 years, our safety needs, different pots of money, and the intent of asking for a dedicated funding stream without taking money from other pots of funding for transportation projects.

Councilor Smith talked about 25 projects submitted to COACT to review and recommend the top five projects that were selected to submit to the Oregon Transportation Commission (OTC). Number 5 was Highway 126 at Powell Butte Highway.

Councilor Smith then went to the second top five projects, with getting Third Street repaved and landscaped coming in at Number 7. His main focus was on safety for selecting projects.

Councilor Hutchison said that Highway 97 is so dangerous, and if some of those issues were solved with dedicated funding, then maybe some of the other projects could move up the list.

Staff Reports and Requests:

7. City Manager's Report – Steve Forrester

Steve Forrester, City Manager, went through his report highlighting recent activity in each department.

Councilor Sumner asked about the DARE program, the age of the children, and whether the program was by choice or part of the curriculum.

Interim Chief Shane Wilson explained that Officer Coffman teaches the class for 10 weeks. Bullying has become a big thing too in the program, and it has been updated with a revamp for current issues.

There were no further questions.

Council Reports

There were no reports.

Ordinances:

8. Ordinance No. 1307 – Granting an Electric Utility Franchise and General Utility Easement to PacifiCorp (FIRST PRESENTATION) – Steve Forrester / Jered Reid

Mr. Reid referenced the workshop and noted that nothing has really changed since the workshop. Alisha Dunlap, PacifiCorp Regional Area Director, is available online if there are any questions.

There were no questions.

Ms. Dunlap said how great the city staff was to work with.

Councilor Smith made a motion to approve the first presentation of Ordinance No. 1307. Motion seconded. No discussion on motion. All in favor, motion carried.

Resolutions:

9. **Resolution No. 1642 – Establishing the SW Empire Drive Reimbursement District – Randy Blakeny / Jered Reid**

Mr. Reid explained that this is just codifying the reimbursement district from the public hearing held at the last Council meeting.

There were no questions.

Councilor Hutchison made a motion to approve Resolution No. 1642. Motion seconded. No discussion on motion. All in favor, motion carried.

Visitors, Appearances, and Requests:

No one came forward, and no one online raised a hand.

Adjourn

Councilor Brummer made a motion to adjourn the meeting. Motion seconded. No discussion on the motion. All in favor, motion carried.

Meeting adjourned at 7:52 P.M.

Motions and Outcomes:

Motion:	Outcome	Beebe	Brummer	Howard	Hutchison	Smith	Sumner	Uffelman
Consent Agenda as Presented	PASSED	-	-	Y	Y	Y	Y	Y
Motion to approve the intent to award to Bateson Enterprises for \$71,354.00	PASSED	-	Y	Y	Y	Y	Y	Y
Motion to approve the funding request of \$2,000 to Heart of Oregon	PASSED	-	Y	Y	Y	Y	Y	Y
Motion to approve a \$2,500 fund contribution to the Rural Oregon Community Foundation	PASSED	-	Y	Y	Y	Y	Y	Y
Consideration of a Proclamation – May Foster Care Month	PASSED	-	Y	Y	Y	Y	Y	Y
Consideration of a Proclamation – Vietnamese-American Remembrance Day	PASSED	-	Y	Y	Y	Y	Y	Y
Ordinance No. 1307 – Granting an Electric Utility Franchise and General Utility Easement to Pacificorp (FIRST PRESENTATION)	PASSED	-	Y	Y	Y	Y	Y	Y
Resolution No. 1642 – Establishing the SW Empire Drive Reimbursement District	PASSED	-	Y	Y	Y	Y	Y	Y
Adjourn Meeting	PASSED	-	Y	Y	Y	Y	Y	Y

Public Records Disclosure

Under the Oregon public records law, all meeting information, agenda packets, ordinances, resolutions, audio, and meeting briefs are available at the following URL:

<https://www.cityofprineville.com/meetings>.

Proclamation

WHEREAS, the children of Prineville, Oregon, are our most precious resource, and ensuring their safety, well-being, and future success is essential to a strong and thriving community; and

WHEREAS, in Oregon, thousands of children are in foster and relative care, and in Prineville there are currently 44 youth experiencing foster care; and

WHEREAS, the month of May is recognized nationally as Foster Care Month, a time to raise awareness and honor the dedication and compassion of foster parents, kinship caregivers, social workers, advocates, and volunteers who support children and families; and

WHEREAS, Court Appointed Special Advocate volunteers and other community members play a vital role in ensuring that children in foster care have a consistent voice and the support they need to navigate a complex system; and

WHEREAS, increased awareness and community involvement can strengthen the foster care system and help ensure that every child has access to safe, stable, and nurturing relationships; and

WHEREAS, by working together, we can help ensure that every child in Prineville, Oregon, has the opportunity to grow, thrive, and reach their full potential;

NOW, THEREFORE BE IT RESOLVED that the Prineville City Council does hereby proclaim the month of May, 2026, as Foster Care Month in Prineville and encourages all residents to recognize the important role of foster families, advocates, and community partners, and to support efforts that promote the safety, permanency, and well-being of children in foster care.



Rodney J. Beebe - Mayor

PROCLAMATION

April 30 Vietnamese American Remembrance Day

WHEREAS:

Vietnamese refugees have proudly resided in the city of Remembrance, the state of Oregon, since the conclusion of the Vietnam War on April 30, 1975, and

WHEREAS:

Vietnamese Americans have put forth their full toiling energy building the city of Prineville, the state of Oregon, in a multitude of prominent areas, including industry, economy, culture, education, and military service and

WHEREAS:

Vietnamese Americans have counted on the State of Oregon, USA, as being their second heart, mind, and family homeland, and

WHEREAS: Every year, Vietnamese Americans observe the Remembrance Day on April 30th to solemnly honor the 58,220 American servicemen and servicewomen, including 810 servicemen and servicewomen from the state of Oregon, 3 fallen soldiers from the city of Prineville, and more than 300,000 South Vietnamese soldiers who sacrificed their lives in the line of duty for freedom and democracy in South Vietnam from November 1955 to April 1975.

Now therefore,

I, the Mayor of Prineville in the State of Oregon, do hereby proclaim April 30th to be recognized as:

Vietnamese-American Remembrance Day

I resolutely encourage all to join in the reverent recognition of this cultural heritage observance.



Rodney J. Beebe - Mayor



Make US 97 Safer - Our Lives Depend on It

US 97, a thoroughfare for economic development and connecting the State of Oregon, is one of the most dangerous highways in our state. While HB 2017 supported some significant interchange and lane addition projects in select urban areas, those projects are largely complete now. ODOT has very limited discretionary funding to invest in STIP projects to make further improvements. For example, in the most recent three-year STIP cycle ODOT was only able to add 3 miles of passing lanes along US 97's 290 mile length.

The importance of this highway cannot be overstated. Not only is it a lifeline for commerce and our citizens, it is the most important highway in terms of state resiliency in the event of the Cascadia event or another catastrophic earthquake.

A coalition of leaders in Deschutes County, Klamath County, and Jefferson County urge the Joint Committee on Transportation and the Ways and Means Sub-Committees on Transportation and on Public Safety to make US 97 safety a top investment priority in 2026 and 2027. Once funds are available, the Oregon Transportation Commission (OTC), Oregon Department of Transportation (ODOT) and Oregon State Police (OSP) should implement safety improvements and operations immediately.

Request For Legislative Action

We request swift, effective action from the legislature to help reverse the tide of preventable losses on US 97. We have some of the most dangerous road segments in the State along US 97. In more rural areas where emergency response can be delayed the safety improvements we are seeking are even more critical.

There are numerous ways that the Legislature could make funding available to implement infrastructure upgrades, however it will take innovative bi-partisan work to develop viable funding strategies. Identifying funding to expand OSP presence on US 97 and beyond will also require creative problem solving. We hope to work with you to develop those creative bi-partisan solutions and stand ready to assist in whatever ways we can.

Why We Must Act Now

Each year US 97 is the site of a large number of fatal and serious injury crashes. This number is increasing as the population of Central and South Central Oregon grows and as more freight and travelers choose this route. Each fatal and serious injury crash devastates families and burdens emergency services, law enforcement, and hospitals. Residents plead for improvements, echoing a broader crisis:



- US 97 had 77 fatal crashes statewide over five years (2016–2020), with 25 in 2020—making it the state's second deadliest road.
- Between 2018 and 2022, US 97 saw 97 deaths in 3,461 crashes
- 57.5% of fatal Oregon crashes happen on rural highways, including US 97.
- US 97's daily traffic is projected to exceed 20,000 vehicles by 2044, raising the risk for all travelers.
- From May 2023 to May 2025, DMV records show 17 fatalities along Klamath County's 120-mile stretch of US 97.
- The US 97 corridor between Madras and Bend ranks in the top 5% of dangerous road segments in Oregon.

The Safety Improvements We Need

Designated Safety Corridors in other parts of Oregon provide useful principles for planning safety improvements on US 97. The key tools used by Safety Corridor projects are: Engineering, (Law) Enforcement, Education, and Emergency Response. Our requests to the Legislature primarily focus on Engineering, Law Enforcement and Education tools. Our Counties will work to enhance Emergency Response separately.

Engineering

We seek to partner with ODOT to make critical infrastructure improvements to US 97, including:

- Developing **median barriers or traversable medians** in frequent head-on collision and left turn onto highway sections
- Strategically adding and connecting **passing lanes and additional lanes** in areas of high congestion and dangerous passing activity
- **Widening shoulders** in key areas
- Redesign and construction of **dangerous intersections**
- Installing **shoulder and center line rumble strips and recessed pavement markers** to reduce lane deviations
- Developing **Clear Zone improvements** to reduce the probability and severity of roadway departures
- Implementing **best practices and technology** to assist enforcement and improve safety, such as the expanded use of variable speed limits, radar speed enforcement, and other emerging tools and technologies.

Once safety improvements have been made to US 97, adequate ongoing maintenance and preservation of the improved highway is also essential to safety.

Law Enforcement

More state troopers or other law enforcement officers could help to reduce the frequency and severity of crashes in key sections of U 14 Increased highway patrol presence



could help manage dangerous driver behaviors such as speeding, distracted driving, DUII, and aggressive or unsafe passing. In some areas, improvements in traffic control signage would be appropriate to combine with increased law enforcement presence.

The Oregon State Police are supported by the state General Fund and appropriations are managed by the Public Safety Ways and Means Sub-committee. Prior to 1980 funding for OSP came from the State Highway Fund. Citation revenue goes to the General Fund to prevent OSP from having perverse incentives to issue lots of citations. We must consider moving beyond this philosophical and outdated funding barrier. In order for OSP to be able to provide expanded patrol on US 97 changes to this funding system may be needed.

Education

A Safety Corridor approach relies upon the ability to influence driver behavior as well as adapt to changes that the Engineering and Enforcement activities have implemented. Education, in a variety of forms and approaches, will be necessary to inform and supplement the safety investment in the US 97 corridor.

Thank you for your consideration.

The Jefferson County Board of Commissioners

Mark Wunsch
Chair

Seth Taylor
Vice-chair

Kelly Simmelink
Commissioner

The Deschutes County Board of Commissioners

Phil Chang
Chair

Anthony DeBone
Vice-chair

Patti Adair
Commissioner

The Klamath County Board of Commissioners

Kelley Minty
Chair

Derrick DeGroot
Vice-chair

Andy Nichols
Commissioner



STAFF REPORT

MEETING DATE: 4/14/2026 **PREPARED BY:** Joshua Smith
SECTION: Council Business **DEPARTMENT:** Planning
CITY GOAL: Position the City for the future
SUBJECT: AM-2025-104 Legislative Amendments to the Comprehensive Plan

PROPOSAL: Adopt legislative amendments to the Comprehensive Plan
 A. Update Chapter 2 (Zoning)
 B. Update Chapter 5 (Economy)
 C. Economic Opportunities Analysis (EOA)

REASON FOR CONSIDERATION:

The City’s first Comprehensive Plan was adopted and acknowledged by DLCD in 2007. An Economic Opportunities Analysis (EOA) was conducted then based on 2002 data and is the basis for the current Chapter 2 and 5 of our Comprehensive Plan. These Chapters have not been updated since. Being that the data is over the 20-year planning horizon, the City is obligated to adopt a new EOA to replace Chapter 5 and update the goals and policies of both Chapters 2 & 5. The primary purpose of an EOA is to determine the City’s commercial and industrial land need for the next 20-years. An EOA must be approved by the City and acknowledged by DLCD in order to justify any future Urban Growth Boundary (UGB) expansion.

On May 28th 2024, the City Council adopted Resolution 1595 entering into a personal services contract with ECONorthwest and 3J Consulting, to prepare an EOA and UGB expansion report. Ultimately the UGB expansion was withdrawn and is no longer in process. The City Council directed Staff to re-evaluate only the EOA and bring it back to Council for adoption. A new Draft EOA has been completed and the hearings process has been initiated, through a public notice and notice to the Department of Land Conservation and Development (DLCD).

CONCLUSIONS AND RECOMMENDATIONS:

Based on the supporting documents, Staff finds the EOA to be a fair assessment of the City’s 20-year land need. The goals and policy updates in Chapter 2 & 5 have been simplified and are now more concise to accurately reflect how the City intends to grow.

SUPPORTING DOCUMENTS:

- City Comprehensive Plan Chapter 2 update
- City Comprehensive Plan Chapter 5 update
- City of Prineville Economic Opportunities Analysis (January 2026)

2



Urban Land Use and Zoning Designations

Prineville’s Comprehensive Plan	
<h2 style="text-align: center;">Table of Contents - Chapter 2</h2>	
Purpose and Intent	Urban Land Use and Zoning Designations
Goals and Policies	
Goal # 1: Create land use zones and land use regulations that enhance Prineville without sacrificing community values.	
Residential Zone Policies	
Commercial Zone Policies	
Industrial Zone Policies	
Goal # 2: Maintain lands within the UGB and expand the UGB boundary when necessary.	
Urban Growth Boundary Policies	
Goal # 3: Establish appropriate land use regulations to support a sustainable community and manage growth.	
Sustainable Community and Growth Management Policies	

Chapter 2 Urban Land Uses and Zoning Designations

Purpose and Intent

The Prineville urban area contains land use descriptions and zoning for residential, commercial, and industrial areas. This chapter examines the different zone and land use designations and implementation strategies. The primary designations implement the strategies that regulate the use of land and its ability to support the community's long-term development objectives. The goals and policies contained in this chapter will help the City manage its land uses to meet the growth needs of the Prineville community. It should be noted that the current Comprehensive Plan Map, has been updated numerous times to correct various errors and discrepancies between the Comprehensive plan map and zoning map discovered during adoption of the 2007 Comprehensive Plan. Map revisions will continue to be a necessary tool for consistency and compatibility as development patterns evolve.

Goals and Policies

The anticipated growth of the community will create a variety of pressures upon local citizens, the environment, and infrastructure of Prineville. A variety of land uses and commensurate development regulations will help keep community values intact.

The intent of this chapter focuses on specific land use practices that provide the guidance necessary for accommodating growth while continuing to preserve, maintain, and enhance Prineville's community values.

Definitions

Marijuana Grow Site (MG) - means a location that grows and/or processes marijuana that exceeds the amounts allowed by State law for an individual or household.

Marijuana Facility (MF) - means a location where Marijuana is grown, processed, sold or dispensed or any combination of these activities which is registered by the State of Oregon.

Goal # 1: Create land use zones and land use regulations that enhance Prineville without sacrificing community values

Residential Zone Policies

1. Residential zones should be placed in safe environments that avoid conflicts with other uses. This can be achieved through step down zoning or using streets or natural features for buffers.
2. Residential zones should include amenities promoting family living environments and safe places for children to play, walk to school, and experience the City's natural resources.
3. Residential zones should include compatibility standards to facilitate transitions between new and established uses to help alleviate the pressures of growth upon existing community residents.
4. Residential zones should provide for a broad range of densities and housing choices, including clustering of buildings and variable lot sizes.
5. Residential zones should include outright permitted and conditional uses adequate to develop "complete" neighborhoods and suitable living environments.
6. New residential developments shall analyze the impact of the new development upon community infrastructure and natural resources. Any necessary mitigation plan shall be examined for feasibility and effectiveness in remedying the impacts. No new development shall be permitted which creates the need for subsidy by community members, in other words, "new development shall pay its' own way."
7. New residential developments shall incorporate where practical, existing natural features into new projects as a way to protect the natural beauty of Prineville.
8. Residential zones shall promote walkability and connectivity to adjacent neighborhoods, open spaces, parks, and commercial nodes.
9. Residential zones shall incorporate affordable housing concepts.

Commercial Zone Policies

1. Commercial zones shall be placed to provide a wide range of services and goods to citizens in a convenient manner and without creating unnecessary subsidies.
2. Commercial areas, nodes, and zones should be located throughout the community to provide convenient shopping, employment, and services to citizens in an efficient manner.
3. Commercial zones must include outright permitted and conditional uses adequate to fully support the needs of the Prineville community.
4. Commercial zones should be preserved for commercial use or a mix of commercial and residential uses, particularly along arterial and major collector streets. Residential only developments should only be approved as a conditional use in unique circumstances.
5. Commercial zone regulations should be flexible and include incentives to attract businesses to create a self-supporting community and competitive business environment.
6. Commercial zones should provide adequate opportunities to locate and operate businesses so Prineville can be as self-sufficient as possible without requiring citizens to make excessive vehicle trips to other communities.
7. The downtown business commercial core area is a key feature of Prineville and should be enhanced to provide a draw for all citizens and visitors alike. Convenient and plentiful transportation, parking, walkability and use of second and third floors for business and housing opportunities are necessary for the success of the downtown area.
8. Commercial projects should contain quality architecture, mixed-uses, open spaces, pedestrian amenities, and adequate parking areas throughout the community as the city grows.
9. Commercial projects that are aesthetically designed to blend in with the environment and are compatible with mixed-uses and residential areas will be encouraged over commercial developments that require large acreages with large private parking lots.
10. Commercial projects that maximize land spaces and are multi-storied with opportunities for upper-floor and/or offices and housing should be encouraged as a way to utilize valuable lands efficiently.

Urban Land Use and Zoning Designations

11. Existing strip commercial areas can be unsightly, unsafe, and create excessive vehicle trips. Successful development strategies should include methods for redeveloping and improving the curbside appearance and function of existing strip areas.
12. New commercial areas should be designed as commercial nodes or centers to avoid creating new strip areas.
13. Commercial areas should allow for service, repair and small manufacturing as a way to preserve industrial parcels in large acreages.
14. Marijuana Facilities (MF) may be allowed in Commercial Zones through the application of Marijuana Overlay and process found in the City of Prineville Land Use Code Chapters 153, 153A and 153B.
15. Marijuana Grow Sites (MG) may be allowed in Commercial Zones through the application of the Marijuana Overlay and permit process found in the City of Prineville Land Use Code Chapters 153, 153A and 153B.

Industrial Zone Policies

1. Industrial zones should be located in places that do not disrupt the function of other land uses.
2. Industrial zones should provide places for manufacturing, repair, with potential for high concentrations of jobs, products, and services in areas that can be conveniently served by transportation and easily accessed by high numbers of employees.
3. Industrial activities should include buffers to protect any nearby neighborhoods and/or workforce housing from the negative effects of industrial activities. Heavy industrial uses should be located away from residential neighborhoods.
4. Industrial zones should have buffers from less intensive zones or uses including; streets, natural features, vegetative screens and fences to reduce the negative impacts of industrial uses, and the aesthetics of large, plain buildings, outdoor storage, mechanical equipment, and large parking areas.
5. New Industrial zones should be located adjacent to or close to other industrial zones as a way to maximize available infrastructure and minimize incompatible uses, particularly residential.
6. Clean industries are preferred. Industries that produce excessive noxious airborne particulates, non-disposable hazardous waste or other nuisances may not be allowed.

Urban Land Use and Zoning Designations

7. The City shall reserve and protect large industrial lots of more than 20 acres in size and very large industrial sites greater than or equal to 50 contiguous acres. This includes sites or contiguous areas suitable for development by target industries in view of the City's average large-site size of 251.7 acres, goal of attracting new or expanded similar large-footprint target industries and maintaining suitable sites as an enticement for attracting new industry.
8. Site protections required by law must be established when expanding the UGB for target industries.
9. Small service, repair, and manufacturing industries should be encouraged to locate in commercial areas, if appropriate, as a way to retain large industrial acreages.
10. Industrial areas should provide wider streets, as well as service use opportunities; including parks, daycare and trail connections for employees to reduce excess vehicle trips and community subsidy, subject to appropriate siting and regulations that limit uses.
11. Expansion of industrial zones along or near the City Railroad facilities is a priority to enhance commerce and attract supportive activities and industries. Industrial uses should be encouraged to use railroad facilities for transportation of heavy freight, thus reducing vehicular traffic on roadways.
12. Older industrial zone designations that are no longer in an appropriate location due to abutting development patterns, should be converted to other uses subject to proper analysis, zone changes, and plan amendments as needed.
13. Marijuana Facilities (MF) may be allowed in Industrial Zones through the application of the Marijuana Overlay and permit process found in the City of Prineville Land Use Code Chapters 153, 153A and 153B.
14. Marijuana Grow Sites (MG) may be allowed in Industrial Zones through the application of the Marijuana Overlay and permit process found in the City of Prineville Land Use Code Chapters 153, 153A and 153B.

Goal # 2: Maintain lands within the UGB and expand boundary when necessary.

Urban Growth Boundary Policies

1. The UGB should include all of the land needed for residential, commercial and industrial development for the period of time required by State law.
2. UGB should be expanded to include areas for identified needs and as appropriate to take advantage of opportunities as they present themselves.
3. Infrastructure master plans should be prepared, maintained and updated to properly accommodate growth without excessive public subsidy.
4. Actively seek and acquire land needed for future infrastructure to avoid excessive land prices for property necessary for; water and sewer improvements, transportation projects, other utility needs and protection of natural resources and hazard areas.
5. Annexation policies should be provided within the Urban Growth Management Agreement with Crook County, describing the ways and means of adding land to City limits. When expanding the UGB or annexing, the City shall ensure annexation into other appropriate taxing districts, such as Parks and Recreation District.
6. Expansion of the UGB shall avoid or protect Goal 5 resources and Goal 7 hazards. Open space buffers shall also be considered to reduce conflict between urban, industrial and agricultural uses.

Goal # 3: Establish appropriate land use regulations to support a sustainable community and manage growth.

Sustainable Community and Growth Management Policies

1. Examine and implement a sustainable practice when appropriate for all City resources. Promote land use regulations that encourage energy conservation and reduce pollution.
2. Land use patterns should support a multi-modal transportation system, including opportunities with new development and redevelopment. This technique will seek to connect all areas of the community resulting in greater sustainability of all resources. Higher order streets shall include elements beyond sidewalks such as off-street paths and bicycle lanes to support multi-modal transportation.

Urban Land Use and Zoning Designations

3. The City should encourage and potentially require the use of master planning, including mixed-use zones for certain developments. Master planning and mixed-use zones which emphasize aesthetics and community compatibility, circulation, landscaping, open space, storm drainage, utilities, building location and design, and access to commercial and community facilities will provide the most efficient use of land and encourage the use of alternate modes for transportation.
4. Higher density residential areas should be located within walking distance of shopping, jobs, schools, open space, recreation, and transit services, without sacrificing the existing low-density residential character of existing neighborhoods.
5. The City should regulate growth by encouraging compact development at the core of the city through incentives for infill and redevelopment projects.
6. The City should encourage development of vacant or under-utilized land to limit pressure on expanding City limits.
7. Limitations on development not contiguous to City limits or outside City limits will reduce unnecessary “leap frog” development and unanticipated City subsidy.
8. Development must “pay its own way” to reduce community subsidy and minimize the negative effects of growth. Developers should analyze the full impact of proposed development upon transportation systems, infrastructure, schools, parks, natural resources, cultural resources and emergency services before development approval.
9. Capital improvement plans including maintenance of City water, sewer and transportation systems should give higher priority to lands within City limits before considering extending services to lands with the potential to annex.
10. When expanding the UGB or annexing, the City shall ensure annexation into other appropriate taxing districts, such as Parks and Recreation District.
11. Marijuana Facilities (MF) and Marijuana Grow Sites (MG) may be allowed in Industrial or Commercial Zones through the application of the Marijuana Overlays and permit process found in the City of Prineville Land Use Code Chapter 153, 153A and 153B. Approval of the Marijuana Overlays found in the City of Prineville Land Use Code shall be required to:
 - a. be consistent with the Comprehensive Plan;
 - b. be suitable for the MF and MG in accordance with the Prineville Land Use Code;
 - c. be considerate of the public health, safety, and welfare;
 - d. be licensed by the State of Oregon.

5



Economy

Prineville's Comprehensive Plan

Table of Contents - Chapter 5

[Purpose and Intent](#)

[Executive Summary](#)

[Goal #1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of Prineville for the planning horizon.](#)

[Goal #2: Promote Economic Development.](#)

Economy

April 2026

Chapter 5 Economy

Purpose and Intent

Goal 9 of Oregon’s Statewide Planning Goals and Guidelines pertains to economic development. This goal calls for diversification and improvement of the economy. It requires communities to inventory commercial and industrial lands, project future needs for such lands, and plan and zone enough land to meet those needs. Thus, the City of Prineville is required, by law, to provide at least a 20-year supply of commercial and industrial land and commensurate infrastructure. In conformance with Goal 9, the City has conducted an Economic opportunities Analysis (EOA) with a Buildable Lands Inventory. The complete analysis was prepared by ECONorthwest in conjunction with 3J Consulting in November of 2025 and is titled “City of Prineville Economic Opportunities Analysis”. The full analysis is adopted by reference and considered a part of this chapter. The following is the “Executive Summary” of the EOA.

Executive Summary

Economic Opportunities Analysis 2026

The City of Prineville is conducting an Economic Opportunities Analysis (EOA) to inventory buildable commercial and industrial land, identify the City’s economic development potential, forecast growth and land needs for 20 years, and determine whether the City has enough land to accommodate growth. The primary goals of the EOA are to (1) project the amount of land needed to accommodate the future employment growth within Prineville between 2026 and 2046, (2) evaluate the existing employment land supply within the city to determine if it is adequate to meet that need, (3) help the City understand its economic opportunities in the context of Prineville’s comparative advantages and disadvantages, and (4) to fulfill state planning requirements for a twenty-year supply of employment land.

How much buildable employment land does Prineville currently have?

Prineville’s Urban Growth Boundary (UGB) contains approximately 4,032 acres of commercial- and industrial-designated land. Of this land, 1,361 acres are unconstrained and buildable, split between approximately 111 acres of commercial land and about 1,250 acres of industrial land.

How much growth is Prineville planning for?

Prineville’s population in 2023 is approximately 11,598 people. Between 2000 and 2023, Prineville’s population grew at an average annual rate of 2.0%, approximately twice the rate of Oregon’s population. Prineville’s employment base is projected to grow from 9,852 jobs in 2026 to 12,582 in 2046, an increase of 2,730 jobs. Most new employment will require commercial or industrial land, with 1,213 new industrial jobs, 1,377 new commercial jobs and the remainder in government (see **Exhibit 11** in EOA).

Does Prineville Have Sufficient Land for Employment?

Prineville has sufficient land over the next 20 years for most employment needs but has a deficit of large industrial sites. Key findings of land sufficiency for the 2026–2046 period are:

- ◆ **Commercial.** Prineville will need approximately 85 total acres of commercial land. Currently, Prineville has 111 acres of commercial land, a surplus of 26 acres.
- ◆ **Industrial.** Prineville has enough smaller industrial sites to accommodate expected growth but a deficit of large industrial sites to accommodate growth. Error! Not a valid bookmark self-reference. shows the conclusion about sufficiency of Prineville’s industrial land.
 - *Small industrial sites.* Prineville will need 46 industrial sites smaller than 25 acres (84% of the City’s industrial site needs). Prineville has 94 industrial sites smaller than 25 acres. Prineville has enough smaller industrial sites to accommodate expected growth.
 - *Large industrial sites.* Prineville will need 9 industrial sites larger than 50 acres and has 6 industrial sites in this size class. As a result, Prineville has a deficit of large industrial sites. Using an average site size of 251.7 acres (based on the current average site size in that category), **Prineville will need an additional 755 acres of buildable industrial land in three (3) sites for target industries.** The EOA describes the target industries for these sites, which includes a wide range of manufacturing facilities, data centers, and a biomass facility.

Exhibit 1. Comparison of the Capacity of Unconstrained Vacant Land with Employment Land Demand by Land Use Type, Prineville UGB, 2026–2046

	Employees by TOTAL Parcel Size						Total
	Less than 2 acres	2 - 5 Acres	5 - 10 Acres	10 - 25 Acres	25 - 50 Acres	50+ Acres	
Estimated Sites Needed	24	13	7	2	-	9	55
Buildable Sites	50	33	9	2	5	6	105
Comparison of Sites Needed and Existing Sites	26	20	2	-	5	(3)	
Does Prineville have enough sites for growth?	Yes	Yes	Yes	Yes	NA	No	
Estimated Unmet Land Need (acres)	-	-	-	-	-	755	755

Source: ECONorthwest

In addition, the City has three (3) sites zoned Heavy Industrial that the City is considering rezoning to residential or other urban uses. These three (3) sites are included in the buildable lands inventory (shown in the number of sites in **Exhibit 1**). These sites are unsuited for Heavy Industrial uses because they are adjacent to developed and developing residential areas, separated topographically from the lower industrial properties, and divided by an irrigation canal restricting access.

These sites total of 109 acres (see **Exhibit 27 in EOA**). One of these sites is larger than 50 acres (72 buildable unconstrained acres). The other sites are 11 buildable unconstrained acres and 26 buildable unconstrained acres in size.

If the City re-zones some or all of these sites, the City may replenish its buildable land supply to ensure it is able to meet future employment land needs.

What are Prineville's growth opportunities?

Prineville's key competitive advantages include:

- ◆ **Location.** Prineville is located in central Oregon's East Cascades region, drawing employees from the broader Central Oregon labor market. Additionally, its proximity to National Forests and outdoor recreation attracts residents and visitors.
- ◆ **Transportation Connections.** Prineville owns and operates the Prineville Railway, a short-line railroad attached to railroad tracks that connect with Redmond and then run north and south, providing shipping and distribution opportunities to the rest of the state. Additionally, Prineville's location along Highway 26 and Highway 126 connects the City with transportation routes spanning Oregon and the West Coast.
- ◆ **Availability of public facilities.** Prineville has a significant amount of existing and future capacity available in its water systems, provided at a slightly lower cost than other central Oregon cities. Prineville also has excess capacity within its wastewater system.
- ◆ **Infrastructure investments.** In recent years, Prineville has made major investments into its infrastructure, including the Crooked River Wetlands Complex, Aquifer Storage and Recovery (ASR) System, the \$13.5 million Combs Flat Road extension, U.S. 26/3rd Street corridor improvements, and town center infrastructure revitalization.
- ◆ **Business-friendly environment.** Prineville offers a range of incentive programs designed to attract and support businesses, including a Long-Term Rural Enterprise Zone Facility tax exemption. Additionally, businesses benefit from low-cost industrial land and competitive power rates, making Prineville an economically attractive location for new and expanding enterprises.
- ◆ **Resilient economy.** In 2022, Heartland Forward ranked Prineville ninth on a list of the Most Dynamic Micropolitan (cities with a population under 50,000). Heartland Forward cited Prineville's diversification of its economy in the past decade, largely due to the construction of its new data centers.

Given these factors, Prineville is an attractive location for residents and business. The City has growth potential in several industries, including manufacturing, data centers, biomass energy production, and services for visitors and residents.

What are Prineville’s Target Industry Priorities?

Prineville’s Target Industry Priorities focus on continued development of technology-centered industry and on manufacturing, consistent with information in the EOA and based on site characteristics that are typically necessary for those industries.

- ◆ **Technology-centered industries.** Prineville will target technology and knowledge-based industries, such as high tech, Internet, e-commerce, and creative services, that rely primarily on high-capacity power, redundant fiber, secure campuses, and skilled labor. These uses may generate fewer heavy-truck trips than traditional goods-producing industries, although specific subsectors may still require freight access. Since 2008, Prineville added 946 jobs, many of which are related to growth of data centers, which currently employ approximately 700 employees. The growth in data centers is a driving factor in increasing average wages in Crook County from nearly \$34,700 in 2008 to more than \$70,200 in 2022. Prineville finds that data centers occupying large industrial sites have been, and likely will continue to be, critical drivers of Prineville’s economy and employment.
- ◆ **Manufacturing industries.** Traditional manufacturing businesses, including manufacturers of products, components, machines, farm and construction equipment, woods, metals, glass, stone, fertilizer and chemicals, and composite materials, are target industries for Prineville.
- ◆ **Very large industrial sites.** According to the EOA, Prineville has a substantial share of employment, including manufacturing and data center employment, on sites larger than 50 acres. Based on the EOA, these very large industrial sites have an average site size of approximately 251.7 acres. Data centers and large-footprint manufacturers may require sites approaching or exceeding 200 acres with high-capacity power and fiber. Prineville finds that manufacturing employers occupying large industrial sites have been, and likely will continue to be, critical drivers of Prineville’s economy and employment.
- ◆ **Target-industries approach and implementation.** Target industries may be identified by resolution for economic development programming, but the City will adopt by ordinance land-use regulations to implement this policy by: (a) designating specific target-industry sites on the Comprehensive Plan Map or by overlay; (b) limiting land division and incompatible interim uses that would undermine those sites, including partitioning below the minimum site size; and (c) applying adjacency/compatibility protections until development for the intended uses occurs. Designations and development will respect the City’s acknowledged Goal 5 program and avoid Goal 7 hazards or apply adopted mitigation. If the City adopts a

short-term supply policy, the City will maintain a short-term supply of very large target-industry sites consistent with that policy.

What are the key conclusions?

The conclusions about commercial and industrial land sufficiency are:

- ◆ **Prineville's economy has changed substantially since the last EOA was completed.** Since 2008, Prineville added 946 jobs, many of which are related to growth of the data centers. The growth in data centers is a driving factor in increasing average wages in Crook County from nearly \$34,700 in 2008 to more than \$70,200 in 2022. In addition, Prineville expanded or altered its UGB six times between 2012 and 2017, primarily for data center development and expansion, all in the southern part of the City in areas with Light Industrial zoning.
- ◆ **Prineville is forecasted to grow in both the commercial and industrial employment sectors.** Prineville is planning for growth of 2,730 new jobs in the city over the 2026 to 2046 period. About 1,377 of the jobs will be in commercial and retail services and 1,213 of the jobs will be industrial. To forecast the 20-year growth, this EOA first forecasts Prineville's 20-year employment growth and projects the City's 20-year commercial and non-target-industry industrial employment land needs based on the expected growth. The EOA also uses the targeted industries approach to project 20-year land needs for data center and other target industry development.
- ◆ **Prineville has enough employment land to accommodate commercial growth.** **Exhibit 29** in the EOA document shows that Prineville has enough land for commercial employment growth over the next 20 years, with a surplus of 26 acres. For its target industries, Prineville will have need for commercial sites ranging from space in existing buildings to custom-built buildings on sites from 1 to 5 acres, which can be accommodated on existing buildable land within the UGB.
- ◆ **Prineville has a large amount of employment on large sites.** Prineville has a large amount of employment (43% of employment) on sites larger than 50 acres. These large sites have an average size of 251.7 acres and are in use by businesses like Meta and Apple. The section describes the site needs for nine sites in the 50+ acre size range.
- ◆ **Prineville has a deficit of large industrial sites and will need to consider a UGB expansion to accommodate the need for a large sites.** Prineville has a deficit of sites larger than 50 acres for industrial development. Prineville needs three (3) more sites than it has within the UGB, averaging 251.7 acres. These site needs are consistent with the types of development present in Prineville, inquiries for large sites in 2024 and 2025, and Prineville's target industries.

- ◆ **Prineville will need to expand its UGB to accommodate growth in large manufacturing, data center, and other large industrial uses.** The site needs for new large industrial sites (about 250 acres in size) cannot be met within the existing Prineville UGB. In order to accommodate growth of new large industrial businesses, the City will need to expand its UGB.
- ◆ **Prineville may rezone some Heavy Industrial land.** The EOA identified three Heavy Industrial sites that are unsuited for Heavy Industrial uses because they are adjacent to developing residential areas, separated topographically from the lower industrial properties, and divided by an irrigation canal restricting access. If the City re-zones some or all of these sites, the City may replenish its buildable land supply to ensure it is able to meet future employment land needs.
- ◆ **Redevelopment potential is concentrated along Highway 26 and in older industrial areas.** Redevelopment potential in Prineville generally consists of smaller commercial lots along Highway 26 or larger industrial sites with older buildings in northern Prineville. Given Prineville's modest surplus of commercial land, commercial redevelopment is most likely to occur on more desirable sites with visibility from the Highway or in other desirable areas, where the landowner is motivated to redevelop the site for a new use. Redevelopment of older industrial buildings may be limited by costs of demolition and clean-up of prior industrial uses.

Goal # 1: Provide adequate industrial and commercial land inventories to satisfy the urban development needs of Prineville for the planning horizon.

Economic Policies

1. Update buildable land inventories and analysis of needed commercial and industrial land as needed for the 20-year planning horizon. Amendments may be needed in response to rapid growth, redevelopment, zone changes, mixed use development or planned unit developments. When new lands are needed the City should work with partners to authorize expansion of the UGB to maintain inventories.
2. State, local, and nationwide trends are not adequate to properly estimate needed industrial and commercial lands. Other local information and economic development opportunities must be used to properly evaluate future land needs.
3. To ensure adequate public facilities for the planning horizon, the City shall develop and maintain Facility Plans (Master Plans) to adequately serve the transportation, water and wastewater needs of industrial and commercial areas.

4. The City shall reserve and protect large industrial lots of more than 20 acres in size and very large industrial sites greater than or equal to 50 contiguous acres. This includes sites or contiguous areas suitable for development by target industries in view of the City's average large-site size of 251.7 acres, goal of attracting new or expanded similar large-footprint target industries and maintaining suitable sites as an enticement for attracting new industry.
5. Housing affordability is key to attracting commercial and industrial businesses. Reasonable regulations supporting development of housing affordable to people who live and work in Prineville should be explored and implemented if deemed beneficial to the community.
6. The City should evaluate amendments to the Comprehensive Plan, when expanding the UGB to add employment lands with specific locational requirements. Amendments should be evaluated in relation to all applicable policies of the Comprehensive Plan.

Goal # 2: Promote Economic Development.

Economic Policies

1. The City should coordinate with a variety of agencies groups and local organizations when developing plans, to best meet the requirements of a growing community.
2. The City should promote a business-friendly environment and entrepreneurial climate for new and existing businesses. Strong public partnerships with local businesses are key to successful economic development.
3. The City should focus on providing its citizens with amenities that provide a high quality of life while also ensuring the City maintain its identity and small-town atmosphere.
4. The City's fees and system development charges must be carefully monitored and evaluated to ensure that development pays its own way while not creating obstacles to desired development.
5. The City should focus on adoption and implementation of a Downtown Enhancement Plan will help to ensure the long-term success of the urban core area. This plan should include a long-term strategy for enhancing development opportunities in the urban core and creating a destination and sense of place for citizens and visitor alike.
6. The City should modify development codes when necessary to navigate a changing economic environment or to address economic development objectives.
7. The City should encourage development of businesses that use the Prineville Rail line.

City Manager Update to Council

April 28, 2026

Public Safety / Dispatch

Dispatch will be trying out a new Resiliency Training program to see if it is effective for the department.

A few officer candidates are still in the background phase. Marlin will have graduated by the time this report is given. She will keep her dispatcher certification to assist dispatch as needed.

Lieutenant Tagaki is back in Prineville and still going through decompression from his tour and we are expecting a return date of July 1st.

Public Works

All the big projects are underway and will cause some traffic disruptions until completed.

The Spurs have been successfully moved to the high school for a base modification.

We are going out to bid for the North Main paving project to be completed once the South Main Street project is completed.

Railroad

We have two positions we are currently recruiting for. One is a Warehouse Lead position and the other is a Warehouse position.

Meadow Lakes Golf

Zach is busy at Meadow Lakes with all the fundraising tournaments taking place. Revenues are good for April despite the cooler weather.

Airport – No Update

Planning

Josh is reporting that two of the apartment buildings in the back, at Ochoco Mill are set to open in May if all goes well.

Human Resources – No Update

Information Technology

New time clocks at Meadow Lakes have been installed. The interview rooms Axon install is working and should go live May 1st.

Finance

Lori and team are busy with finance stuff as usual. You will be receiving your Quarterly Financial Report in May.

City Recorder/Risk Management – No Update

City Legal – No Update

EDCO – No Update

Public Relations

ShanRae was recently in DC and was able to meet with the US Fish & Wildlife Director, and was able to talk about the Habitat Conservation Plan (HCP). She is reporting that we are known as the Gold Star Basin in DC because of all of the modernization projects and collaboration across our region, and is looking at us as models in other places in the United States.

Wildfire Safety messaging will be rolling out in May.

Mayor/Council – No Update

Economic Development and Strategic

Caroline is reporting that the window has opened for the next round of CRISI grant funding and will be working with Matt to try to secure additional funding.

Other



STAFF REPORT

MEETING DATE:	10/14/2025	PREPARED BY:	Joshua Smith
SECTION:	Staff Reports	DEPARTMENT:	Planning
CITY GOAL(S):	Position the City for future		
SUBJECT:	Moderate Income Revolving Loan Fund (MIRL)		

BACKGROUND:

Oregon’s Moderate-Income Revolving Loan (MIRL) Grant Program was created through Seante Bill 1537 92024) and amended by SB 48 (2025) to address the state’s growing need for moderate-income housing. Administered by Oregon Housing and Community Services (OHSC), the program provides state-backed loans to local governments – referred to as Sponsoring Jurisdictions (SJ) – which in turn offer project-based grants to developers building or converting properties into housing that meets specific income and affordability requirements. The program uses a tax increment financing model to repay the loans, encouraging the development of diverse and attainable housing options across Oregon communities.

SUMMARY: The ordinance establishes the City of Prineville’s participation in Oregon’s Moderate-Income Revolving Loan (MIRL) Program, as authorized by Senate Bills 1537 92024) and 48 (2025). It creates a local MIRL Grant Program to support the development of moderate-income housing through financial assistance to developers. Funded by state-backed loans through Oregon Housing and Community Servies (OHCS), the program focuses on eligible housing projects that meet affordability requirements. The ordinance outlines program definitions, administrative processes, project eligibility criteria, compliance enforcement, tax exemption coordination, and the authority for the City to enter into necessary agreements with OHCS.

FISCAL IMPACT: None. The program is self-funding through future property taxes of the project. It may require a mid-year supplemental budget to add both revenue and expenditure line items (general ledger accounts)

ACTION: If it pleases Council, hold a public hearing accepting public comments on the proposal to enact an ordinance establishing the City of Prineville’s participation in Oregon’s Moderate Income Revolving Loan (MIRL) Program and establish program polices.

RELATED DOCUMENT(S):

1. Draft Ordinance
2. Draft Policies

ORDINANCE NO. _____
CITY OF PRINEVILLE, OREGON

AN ORDINANCE IMPLEMENTING THE MODERATE-INCOME REVOLVING LOAN (MIRL) PROGRAM, ENACTED THROUGH OREGON SENATE BILL 1537 (2024), AND AUTHORIZING THE CITY OF PRINEVILLE TO ENTER INTO AGREEMENTS WITH OREGON HOUSING AND COMMUNITY SERVICES (OHCS)

Whereas, the City of Prineville (“City”) desires to establish a Moderate-Income Housing Project Funding Program (the “Local MIRL Program”) to spur certain housing development activities within the City of Prineville using tax increment financing-based resource structure or alternate funding source.

Whereas, the City desires to establish a Local MIRL Program to provide financial assistance to developers for Eligible Housing Projects using funds obtained through the MIRL Program for 120% AMI.

Whereas, the City seeks to facilitate the development of housing to increase affordability and housing availability within the City of Prineville.

Whereas, the City shall consult with the governing body of any city or county with territory inside the boundaries of the City regarding City’s desire to establish a local MIRL Grant Program.

Now, Therefore, the people of the City of Prineville ordain as follows:

Section 1. Definitions.

For purposes of this Ordinance, the following definitions apply:

Affordability Requirements means the income and affordability restrictions applicable to Eligible Housing Projects receiving funding under the Local MIRL Program.

A. If a project is rental housing, it must be rented to households with an annual income not greater than 120 percent of the Area Median Income, and rented at a monthly rate (rent plus a utility allowance set by the City) that is affordable to households within an annual income not greater than 120 percent of the Area Median Income, such affordability to be maintained for a period that is the longer of either ten years or the Agency Loan Term.

B. If a project is for-sale/homeownership housing, it must be affordable to, and sold or offered for sale to, households with an annual income not greater than 120 percent of the Area Median Income, continuously from initial sale for a period that is the longer of either ten years or the Agency Loan Term.

Agency Loan means the moneys received by the City from Oregon Housing and Community Services (“OHSC”) pursuant to a MIRL program.

Agency Loan Term means the presumptive number of years that the City has to repay an Agency Loan to OHSC. The Agency Loan Term is 10 years.

Tax Increment Differential means the amount that results when the County Tax Officer takes the amount in paragraph A of this definition and subtracts from it the amount in paragraph B:

A. Using the last certified assessment roll for the property tax year in which an application for Project Funds is received, the County Tax Officer determines the amount of property taxes assessed against all tax account that include the Eligible Housing Project Property, and then subtracts the amount of operating taxes as defined in ORS 310.055 and local option taxes as defined in ORS 310.202 levied by fire districts.

B. For the first property tax year for which the completed Eligible Housing Project Property is estimated to be taken into account, the County Tax Officer determines the estimated amount of property taxes that will be assessed against all tax accounts that include the Eligible Housing Project Property and subtracts the estimated amount of operating taxes and local option taxes levied by fire districts.

Eligible Housing Project means a project that constructs new housing or convert a non-residential building into housing and that meets MIRL Program requirements as set forth in applicable statutes (including but not limited to ORS 307.213-237) and administrative rules (Oregon Administrative Rules chapter 813, division 410) as the same may be amended from time to time.

Project Funding Agreement means a legally binding agreement between the City and developer outlining the disbursement, use, and if applicable, repayment of Project Funds.

Section 2. Establishment of Local MIRL Program. The City hereby establishes a Local MIRL Program, which is intended to conform in all respect to the MIRL Program requirements, including ORS 307.213-237 and OAR chapter 813, division 410, as either may be amended from time to time. This Local MIRL Program shall award Project Funds to developers for Eligible Housing Projects using funds obtained through an Agency Loan from OHCS.

Section 3. Compliance Plan. The City shall enforce Affordability Requirements and compliance measures through a Compliance Plan, as summarized and included below:

1. Procedures for monitoring compliance with Affordability Requirements;
2. Reporting requirements for developers receiving Project Funds; and
3. Remedie for noncompliance.

Section 4. Project Funding Eligibility and Limitations. To qualify for Project Funding under the Local MIRL Program, a project must:

1. Be an Eligible Housing Project;

2. Be a for-sale property (a single-family dwelling, middle housing as defined in ORS 197A.420, or a multifamily dwelling) or rental property (middle housing as defined in ORS 197A.420, a multifamily dwelling, an accessory dwelling unit as defined in ORS 215.501, or any other form of affordable housing or moderate income housing;

3. Comply with all MIRL Program requirements, including the provisions of ORS 307.213-237 and OAR Chapter 813, division 410;

4. Meet all applicable land use and permitting requirements; and

5. For projects located in Urban Renewal Areas, utilize the Alternative Funding Source repayment option and receive Project Funds via a loan to the developer.

Section 5. Program Administration. The City or their designee shall be responsible for the administration of the Local MIRL Program, including:

1. Developing a MIRL application process consistent with this Ordinance and all MIRL Program requirements;

2. Reviewing and provisionally approving project applications;

3. Project monitoring and compliance;

4. Ensuring compliance with OHSC requirements; and

5. Submitting required reports to OHSC.

Section 6. Utility Allowance Calculation for Rental Housing. The City shall determine the applicable utility allowance for rental housing projects.

Section 7. Project Funding and Repayment. City will determine and define, in each Project Funding Agreement, the method of providing Project Funds to the developer, which shall depend on the Agency Loan repayment option selected by City for each Eligible Housing Project. The two options are as follows:

A. Property Tax Exemption: City may repay the Agency Loan through Program Fees (fees in lieu of taxes) collected from developers or other fee payers with property tax exemptions on MIRL-funded improvements. City will work with the County Tax Officer to establish a process for exempting the improvements of Eligible Housing Projects from property taxes. City shall provide Project Funds to the developer as a grant.

B. Alternative Funding Source: City may repay the Agency Loan by pledging its full faith and credit and taxing authority an alternative source of revenue that is acceptable to OHSC. City shall define the Alternative Funding Source in the Agency Loan Agreement. City shall provide Project Funds to the developer as a loan.

The Agency Loan repayment and exemption amounts will be determined using OHSC-provided proformas and amortization schedules in accordance with MIRL Program requirements.

Section 8. Agreements with OHSC. The City is authorized to enter into an Intergovernmental Master Agreement with OHSC to establish the terms under which the City will receive Agency Loans. The City shall also enter into an Agency Loan Agreement with OHSC for each approved project.

Section 9. Severability. If any provision of this Ordinance is found to be invalid, the remaining provisions shall continue in full force and effect.

Section 10. Effective Date. This Ordinance shall take effect 30 days after adoption.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF PRINEVILLE, DO ORDAIN AND APPROVE THE AFOREMENTIONED ORDINANCE, presented for the first time at a regular meeting of the City Council held on May _____, 2026 and adopted after its second presentation on May ____, 2026.

Rodney J. Beebe, Mayor

ATTEST:

Lisa Morgan, City Recorder

DRAFT

City of Prineville

Moderate Income Revolving Loan Program Policies

The following policies are intended to supplement the regulations enacted via ordinance by the City Council on May ____, 2026, to provide required guidance in support of the City's recent implementation of a Moderate Income Revolving Loan Program (MIRL), with funding from Oregon Housing & Community Services.

Local Site Approval. Local Site Approval shall be defined as finding by the City that a proposed housing project:

1. Complies with applicable zoning and building codes.
2. Has adequate infrastructure capacity, or that developers can show that they will build to accommodate added capacity as part of the project.
3. Aligns with the City's Comprehensive Plan and housing goals.
4. Has or is eligible to receive all necessary land use entitlements and approvals.

Compliance Plan. To ensure affordability and compliance with MIRL requirements, the following measures are adopted:

- A. **Recordkeeping.** It is the responsibility of the developer, initial property owner, or any successive owner, to maintain all compliance related records in a readily available format for inspection or audit at any time by City, County, or State officials.
- B. **Annual Reporting.** It shall be the responsibility of the property owner or any successive owner to submit an annual compliance report verifying continued adherence to affordability requirements. This report shall be submitted before June 30th of each calendar year to the City's designated program manager and shall also be provided to the Crook County Tax Assessor for their review. Failure to report shall result in a financial penalty of \$25.00 per day, with a maximum penalty of \$2,500.00.
- C. **Affordability Covenant.** The Developer shall record a covenant or deed restriction ensuring affordability for the Loan Term or ten (10) years, whichever is longer.
- D. **Monitoring.** The City's Planning Director, or their designee, shall conduct periodic reviews of submitted documentation and inspect properties as necessary to ensure compliance.

Utility Allowance Calculation. The City shall determine utility allowances for rental units using the HUD Utility Schedule Model, actual usage data, or comparable jurisdiction schedules. The City shall apply a tiered utility allowance scale that is inversely proportional to household income level, such that households earning closer to 50% of Area Median Income (AMI) are eligible for a higher utility allowance, while households closer to 120% AMI shall receive a lower utility allowance. This tiered approach shall promote equitable affordability across income levels.

DRAFT

ORDINANCE NO. 1307

AN ORDINANCE GRANTING AN ELECTRIC UTILITY FRANCHISE AND GENERAL UTILITY EASEMENT TO PACIFICORP

Whereas, PacifiCorp dba Pacific Power is a regulated public utility that provides electric power and energy to the citizens of the City of Prineville (the “City”) and other surrounding areas.

Whereas, providing electrical power and energy requires the installation, operations and maintenance of power poles and other related facilities to be located within the public ways of the City.

Whereas, the City desires to set forth the terms and conditions by which PacifiCorp shall use the public ways of the City.

Now, Therefore, the people of the City of Prineville ordain as follows:

Section 1. Grant of Franchise and General Utility Easement. The City hereby grants to PacifiCorp the right, privilege and authority to construct, maintain, operate, upgrade, and relocate its electrical distribution and transmission lines and related appurtenances, including underground conduits and structures, poles, towers, wires, guy anchors, vaults, transformers, transmission lines, and communication lines (collectively referred to herein as "Electric Facilities") in, under, along, over and across the present and future streets, alleys, public ways and public places (collectively referred to herein as "Public Ways") within the City, for the purpose of supplying and transmitting electric power and energy to the inhabitants of the City and persons and corporations beyond the limits thereof.

Section 2. Term. The term of this Franchise and General Utility Easement is for five (5) years commencing on the date of acceptance by the Company as set forth in Section 3 below.

Section 3. Acceptance by PacifiCorp. Within Sixty (60) days after the passage of this ordinance by the City, PacifiCorp shall file an unqualified written acceptance thereof, with the City Recorder, otherwise the ordinance and the rights granted herein shall be null and void.

Section 4. Non-Exclusive Franchise. The right to use and occupy the Public Ways of the City shall be nonexclusive and the City reserves the right to use the Public Ways for itself or any other entity that provides service to City residences; provided, however, that such use shall not unreasonably interfere with PacifiCorp’s Electrical Facilities or PacifiCorp’s rights granted herein.

Section 5. City Regulatory Authority. In addition to the provision herein contained, the City reserves the right to adopt such additional ordinances and regulations as may be deemed necessary in the exercise of its police power for the protection of the health, safety and welfare of its citizens and their properties or exercise any other rights, powers, or duties required or authorized, under the Constitution of the State of Oregon, the laws of Oregon or City ordinances.

Section 6. Indemnification. The City shall in no way be liable or responsible for any loss or damage to property or any injury to, or death, of any person that may occur in the construction,

operation or maintenance by PacifiCorp of its Electric Facilities. PacifiCorp shall indemnify, defend and hold the City harmless from and against claims, demands, liens and all liability or damage of whatsoever kind on account of PacifiCorp's use of the Public Ways within the City, and shall pay the costs of defense plus reasonable attorneys' fees for any claim, demand or lien brought thereunder. The City shall: (a) give prompt written notice to PacifiCorp of any claim, demand or lien with respect to which the City seeks indemnification hereunder; and (b) unless in the City's judgment a conflict of interest exists between the City and PacifiCorp with respect to such claim, demand or lien, permit PacifiCorp to assume the defense of such claim, demand, or lien with counsel satisfactory to City. If such defense is not assumed by PacifiCorp, PacifiCorp shall not be subject to liability for any settlement made without its consent. Notwithstanding any provision hereof to the contrary, PacifiCorp shall not be obligated to indemnify, defend or hold the City harmless to the extent any claim, demand or lien arises out of or in connection with any negligent or willful act or failure to act of the City or any of its officers or employees.

Section 7. Annexation.

7.1 Extension of City Limits. Upon the annexation of any territory to the City, the rights granted herein shall extend to the annexed territory to the extent the City has such authority. All Electrical Facilities owned, maintained, or operated by PacifiCorp located within any public ways of the annexed territory shall thereafter be subject to all of the terms hereof.

7.2 Annexation. When any territory is approved for annexation to the City, the City shall, not later than ten (10) working days after passage of an ordinance approving the proposed annexation, provide by certified mail to PacifiCorp: (a) each site address to be annexed as recorded on county assessment and tax rolls; (b) a legal description of the proposed boundary change; and (c) a copy of the City's ordinance approving the proposed annexation. The notice shall be mailed to:

PacifiCorp Customer Contract Center
PO Box 400
Portland, OR 97202

With a copy to:
PacifiCorp
ATTN: Office of the General Counsel
825 NE Multnomah, Suite 2000
Portland, OR 97232

Additional or increased fees or taxes, other than ad valorem taxes, imposed on PacifiCorp because of an annexation of territory to the City shall become effective on the effective date of the annexation provided notice is given to PacifiCorp in accordance with ORS 222.005, as amended from time to time.

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Section 8. Planning, Design, Construction and Installation of Company Facilities.

8.1 All Electric Facilities installed or used under authority of this Franchise shall be used, constructed and maintained in accordance with applicable federal, state and city laws, codes and regulations.

8.2 Except in the case of an emergency, PacifiCorp shall, prior to commencing new construction or major reconstruction work in the public way or street or other public places, apply for a permit from the City which permit shall not be unreasonably withheld, conditioned, or delayed. PacifiCorp will abide by all applicable ordinances and all reasonable rules, regulations and requirements of the City, and the City may inspect the manner of such work and require remedies as may be necessary to assure compliance. Notwithstanding the foregoing, PacifiCorp shall not be obligated to obtain a permit to perform emergency repairs.

8.3 All Electric Facilities shall be located so as to cause minimum interference with the Public Ways of the city and shall be constructed, installed, maintained, cleared of vegetation, renovated or replaced in accordance with applicable rules, ordinances and regulations of the City.

8.4 If during the course of work on its Electrical Facilities, PacifiCorp causes damage to or alters the Public Way or public property, PacifiCorp shall (at its own cost and expense and in a manner approved by the City) replace and restore it to a condition comparable to that which existed before the work commenced.

8.5 In addition to the installation of underground electric distribution lines as provided by applicable state law and regulations, PacifiCorp shall, upon payment of all charges provided in its tariffs or their equivalent, place newly constructed electric lines underground.

8.6 The City shall have the right without cost to use all poles and suitable overhead structures owned by PacifiCorp within Public Ways for City wires used in connection with its fire alarms, police signal systems, or other communication lines used for governmental purposes; provided, however, any such uses shall be for activities owned, operated or used by the City for a public purpose and shall not include the provision of CATV, internet, or similar services to the public. Provided further, that PacifiCorp shall assume no liability nor shall it incur, directly or indirectly, any additional expense in connection therewith, and the use of said poles and structures by the City shall be in such a manner as to prevent safety hazards or interferences with PacifiCorp's use of same. Nothing herein shall be construed to require PacifiCorp to increase pole size or alter the way PacifiCorp attaches its equipment to poles or alter the way it operates and maintains its Electric Facilities. City attachments shall be installed and maintained in accordance with all reasonable requirements of PacifiCorp and the current edition of the National Electrical Safety Code pertaining to such construction. Further, City attachments shall be attached or installed only after written approval by PacifiCorp.

8.7 PacifiCorp shall have the right to excavate the Public Ways subject to reasonable conditions and requirements of the City. Before installing new underground conduits or

replacing existing underground conduits, PacifiCorp shall first notify the City of such work and shall allow the City, at its own expense, to share the trench of PacifiCorp to lay its own conduit therein, if such action by the City will not unreasonably interfere with PacifiCorp's Electric Facilities or delay project completion.

8.8 Before commencing any street improvements or other work within a Public Way that may affect PacifiCorp's Electric Facilities, the City shall give written notice to PacifiCorp.

8.9 No structures, buildings or signs shall be erected below PacifiCorp's facilities or in a location that prevents PacifiCorp from accessing or maintaining its facilities.

8.10 PacifiCorp shall provide the City with a GIS report of all new services created within City boundaries on an annual basis during the term of this Franchise. The City shall provide written confirmation of the accuracy of the report and/or any corrections thereto to PacifiCorp within a reasonable time following receipt of the report.

Section 9. Relocation of Electric Facilities.

9.1 The City reserves the right to require PacifiCorp to relocate Electric Facilities within the Public Ways in the interest of public convenience, necessity, health, safety or welfare at no cost to the City. Within ninety (90) days after written notice, PacifiCorp shall promptly commence the overhead relocation of its Electrical Facilities, with relocation being completed no less than one-hundred twenty (180) days from the written notice. The City shall make all reasonable efforts to require pole attachers to vacate the affected pole or trench within the 180-day relocation period. However, any delay in the relocation project caused by a pole attacher's non-compliance shall not constitute a default by PacifiCorp.

Before requiring a relocation of Electric Facilities, the City shall, with the assistance and consent of PacifiCorp, identify a reasonable alignment for the relocated Electric Facilities within the Public Ways of the City. Under no circumstances shall a relocation of Electric Facilities required by the City at no cost obligate PacifiCorp to obtain, secure, or otherwise procure a private easement at its own expense. City shall also be able to require PacifiCorp to install conduit at street crossings that are created because of a capital improvement project.

In cases of capital improvement projects undertaken by the City, PacifiCorp shall convert existing overhead distribution facilities to underground, so long as PacifiCorp is allowed to collect the costs associated with conversion from overhead to underground distribution facilities consistent with OAR 860-022-0046, the Oregon Public Utility Commission rule on forced conversions.

9.2 PacifiCorp shall not be obligated to pay the costs of any relocation that is required or made a condition of a private development. If the removal or relocation of facilities is caused directly or otherwise by an identifiable development of property in the area, or is made for the convenience of a customer, PacifiCorp may charge the expense of removal or relocation to the developer or customer. For example, PacifiCorp shall not be required to pay relocation costs in connection with a road widening or realignment where the road project is made a condition or

caused by a private development. In such event, the City shall require the developer to pay PacifiCorp for such relocation costs as part of its approval procedures.

Section 10. Subdivision Plat Notification. Before the City approves any new subdivision and before recordation of the plat, the City shall mail notification of such approval and a copy of the plat to PacifiCorp:

PacifiCorp
ATTN: Property Management/Right-of-Way Department
830 Old Salem Road
Albany, OR 97321

Section 11. Vegetation Management. PacifiCorp or its contractor may prune all trees and vegetation which overhang the Public Ways, whether such trees or vegetation originate within or outside the Public Ways, to prevent the branches or limbs or other part of such trees or vegetation from interfering with PacifiCorp's Electrical Facilities. Such pruning shall comply with the *American National Standard for Tree Care Operation (ANSI A300)* and be conducted under the direction of an arborist certified with the International Society of Arboriculture. A growth inhibitor treatment may be used for trees and vegetation species that are fast-growing and problematic. Nothing contained in this Section shall prevent PacifiCorp, when necessary and with the approval of the owner of the property on which they may be located, from cutting down and removing any trees which overhang streets.

Section 12. Compensation

12.1 In consideration of the rights, privileges, and franchise hereby granted, PacifiCorp shall pay to the City from and after the effective date of the acceptance of this franchise, five percent (5%) of its gross revenues derived from within the municipal limits of City. The term "gross revenue" as used herein shall be construed to mean any revenue of PacifiCorp derived from the retail sale and use of electric power and energy within the municipal boundaries of the City after adjustment for the net write-off of uncollectible accounts and corrections of bills theretofore rendered. All amounts paid under this Section 12 shall be subject to review by the City; provided that only payments which occurred during a period of thirty-six (36) months prior to the date the City notifies PacifiCorp of its intent to conduct a review shall be subject to such review. Notwithstanding any provision to the contrary, at any time during the term of this Franchise, the City may elect to increase the franchise fee amount as may then be allowed by state law. The City shall provide PacifiCorp with prior written notice of such increase following adoption of the change in percentage by the City. The increase shall be effective sixty (60) days after City has provided such written notice to PacifiCorp.

12.2 The franchise fee shall not be in addition to any other license, occupation, franchise or excise taxes or charges which might otherwise be levied or collected by the City from PacifiCorp with respect to PacifiCorp's electric business or the exercise of this franchise within the corporate limits of the City and the amount due to the City under any such other license, occupation, franchise or excise taxes or other charges for corresponding periods shall be reduced by deducting therefrom the amount of said franchise fee paid hereunder.

Section 13. Renewal. At least 120 days prior to the expiration of this Franchise, PacificCorp and the City shall agree to either extend the term of this Franchise for a mutually acceptable period of time or the parties shall use best faith efforts to renegotiate a replacement Franchise. PacificCorp shall have the continued right to use the Public Ways of the City as set forth herein in the event an extension or replacement Franchise is not entered into prior to expiration of this Franchise.

Section 14. No Waiver. Neither the City nor PacificCorp shall be excused from complying with any of the terms and conditions of this Franchise by any failure of the other, or any of its officers, employees, or agents, upon any one or more occasions to insist upon or to seek compliance with any such terms and conditions.

Section 15. Transfer of Franchise. PacificCorp shall not transfer or assign any rights under this Franchise to another entity, except transfers and assignments by operation of law, unless the City shall first give its approval in writing, which approval shall not be unreasonably withheld; provided, however, inclusion of this Franchise as property subject to the lien of PacificCorp's mortgage(s) shall not constitute a transfer or assignment.

Section 16. Amendment. At any time during the term of this Franchise, the City, through its City Council, or PacificCorp may propose amendments to this Franchise by giving thirty (30) days written notice to the other of the proposed amendment(s) desired, and both parties thereafter, through their designated representatives, will, within a reasonable time, negotiate in good faith in an effort to agree upon mutually satisfactory amendment(s). No amendment or amendments to this Franchise shall be effective until mutually agreed upon by the City and PacificCorp and formally adopted as an ordinance amendment.

Section 17. Non-Contestability-Breach of Contract.

17.1 Neither the City nor PacificCorp will take any action for the purpose of securing modification of this Franchise before either the Oregon Public Utility Commission or any Court of competent jurisdiction; provided, however, that neither shall be precluded from taking any action it deems necessary to resolve difference in interpretation of the Franchise nor shall PacificCorp be precluded from seeking relief from the Courts in the event Oregon Public Utility Commission orders, rules or regulations conflict with or make performance under the Franchise illegal.

17.2 In the event PacificCorp or the City fails to fulfill any of the their respective obligations under this Franchise, the City, or PacificCorp, whichever the case may be, will have a breach of contract claim and remedy against the other in addition to any other remedy provided by law, provided that no remedy which would have the effect of amending the specific provisions of this Franchise shall become effective without such action which would be necessary to formally amend the Franchise.

Section 18. Notices. Unless otherwise specified herein, all notices from PacificCorp to the City pursuant to or concerning this Franchise shall be delivered to the City Recorder's Office. Unless otherwise specified herein, all notices from the City to PacificCorp pursuant to or concerning this Franchise shall be delivered to the Customer and Community Affairs Vice

President, Pacific Power, 825 NE Multnomah, Lloyd Center Tower Suite 2000, Portland , Oregon 97232, and such other office as PacifiCorp may advise the City of by written notice.

Section 19. Severability. If any section, sentence, paragraph, term or provision hereof is for any reason determined to be illegal, invalid, or superseded by other lawful authority including any state or federal regulatory authority having jurisdiction thereof or unconstitutional, illegal or invalid by any court of common jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such determination shall have no effect on the validity of any other section, sentence, paragraph, term or provision hereof, all of which will remain in full force and effect for the term of the Franchise or any renewal or renewals thereof.

Section 20. Waiver of Jury Trial. To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this agreement. Each party further waives any right to consolidate any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived.

NOW, THEREFORE, THE PEOPLE OF THE CITY OF PRINEVILLE, DO ORDAIN AND APPROVE THE AFOREMENTIONED AGREEMENT, presented for the first time at a regular meeting of the City Council held on April 14, 2026 and adopted after its second presentation on April 28, 2026.

Rodney J. Beebe, Mayor

ATTEST:

Lisa Morgan, City Recorder

Accepted by PacifiCorp, dba Pacific Power

By: _____

Name: _____

Title: _____

Date: _____

JERED REID
OSB #112155
jeredwreid@gmail.com



Madras Office
35 SE C Street, Suite D
Madras, Oregon 97741
541.475.1111

Prineville Office
545 NE 7th Street
Prineville, Oregon 97754
541.447.3910

To: Prineville City Council
From: Jered Reid
Date: April 28, 2026
Re: Resolution 1643

I was asked last Council Meeting to provide a summary of previous Republic Services of Oregon's ("Republic") request for increase in fees and how that related to the Consumer Price Index.

Resolution 1569, July 11, 2023
Requested Increase: 13%
Granted increase 10%
CPI: 5.4%

Resolution 1602 August 13, 2024
Requested Increase: 10%
Granted Increase: 10%
CPI: 5.3%

Resolution 1620, June 24, 2025.
Requested Increase: 10.88%
Granted Increase: 5%
CPI 4.9%

There was no request for increase of rates between 2020 and 2022. CPI increases for those years were 3%, 3.5%, and 4.2% respectfully. Since Republic took over the Franchise Agreement in February 2020, the CPI has increased 31%.

**RESOLUTION NO. 1643
CITY OF PRINEVILLE, OREGON**

**A RESOLUTION APPROVING A RATE INCREASE FOR SOLID WASTE
FRANCHISEE SERVICES**

- A. The City of Prineville (“City”) granted Allied Waste Transfer Services of Oregon, LLC, dba Republic Services of Oregon (“Republic”) an exclusive franchise for solid waste services within the city limits of Prineville.
- B. Each year, Republic may file an application for an adjustment in rates.
- C. Republic filed an application for an adjustment to their rates with the City with a request of 3.5% effective July 1, 2026.
- D. The proposed adjustment reflected 2.4% attributable to general inflation and 1.1% related to increased disposal costs at the Crook County landfill.
- E. A public hearing was held by the Prineville City Council on April 14, 2026.
- F. City staff recommended a rate increase of 3%, which was within Republic’s rate of return goal within the Franchise Agreement and below the last reported U.S. Consumer Price Index of water/sewer trash services.

NOW, THEREFORE, the City of Prineville resolves that Republic shall be allowed to increase its rate of services at the level of three percent (3%), effective July 1, 2026, as set forth on the attached schedule.

Approved by the City Council this ____ day of April 2026.

Rodney J. Beebe, Mayor

ATTEST:

Lisa Morgan, City Recorder

CITY OF PRINEVILLE - 4681

Effective: 7/1/2026

3%

RESIDENTIAL SERVICE RATES

Residential Roll Cart	Rate
35 SO weekly	\$20.68
35 SO E4W	\$13.92
35 CO weekly- city 70+ or disabled	\$20.68
35 CO E4W- city 70+ or disabled	\$13.92
65 SO weekly	\$32.72
65 SO E4W	\$19.18
65 CO weekly- city 70+ or disabled	\$32.72
65 CO E4W- city 70+ or disabled	\$19.18
95 SO weekly	\$42.41
95 SO E4W	\$26.70
95 CO weekly- city 70+ or disabled	\$42.41
95 CO E4W- city 70+ or disabled	\$26.70
addt'l 95 recycle	\$1.57
Yard Debris EOW	\$21.63

Senior Rates 65+	Rate
35 Curb Weekly -Senior	\$18.60
65 Curb Weekly -Senior	\$29.43
95 Curb Weekly -Senior	\$38.18
35 Curb Every 4 weeks -Senior	\$12.53
65 Curb Every 4 weeks -Senior	\$17.26
95 Curb Every 4 weeks -Senior	\$24.03
35 Carryout Weekly -Senior	\$18.60
65 Carryout Weekly -Senior	\$29.43
95 Carryout Weekly -Senior	\$38.18
35 Carryout Every 4 weeks -Senior	\$12.53
65 Carryout Every 4 weeks -Senior	\$17.26
95 Carryout Every 4 weeks -Senior	\$24.03
Yard Debris Every other week -Curbside- Senior	\$19.47
Yard Debris Every 4 weeks -Curbside- Senior	\$12.98
Yard Debris Every other week -Carry Out- Senior	\$19.47
Yard Debris Every 4 weeks -Carry Out- Senior	\$12.98

Misc. Charges and Limited Services	Rate
Extra Can/Bag/Box (CBB)	\$5.77
Yard Debris Extra Can/Bag/Box (EXB)	\$5.77
Contaminated Cart (Recycling)	\$15.56
Return Trip Fee (RTN) same day	\$11.82
Return Trip Fee (CAL) off service day	\$11.82
35 RC purchase (lost/stolen)	\$70.01
65 RC purchase (lost/stolen)	\$77.01
95 RC purchase (lost/stolen)	\$84.01

COMMERCIAL SERVICE RATES

Commercial Roll Cart	Rate
35 SO weekly	\$20.68
35 SO E4W	\$13.92
35 CO weekly	\$20.68
35 CO E4W	\$13.92
65 SO weekly	\$32.72
65 SO E4W	\$19.18
65 CO weekly	\$32.72
65 CO E4W	\$19.18
95 SO weekly	\$42.41
95 SO E4W	\$26.70
95 CO weekly	\$42.41
95 CO E4W	\$26.70

addtl 95 recycle	\$1.57
Yard Debris EOW	\$21.63
SWL (per each 35RC)	\$7.21

Commercial Front Load Container Size	Weekly Collection Frequency (# Collections Per Week)					
	1	2	3	4	5	6
1 yd	\$ 88.70	\$ 148.99	\$ 205.30	\$ 265.58	\$ 326.16	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	
1.5 yd	\$ 112.61	\$ 195.69	\$ 278.77	\$ 361.76	\$ 459.28	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	
2 yd	\$ 142.27	\$ 263.05	\$ 376.22	\$ 489.90	\$ 602.98	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	
3 yd	\$ 185.00	\$ 352.30	\$ 445.43	\$ 593.34	\$ 672.19	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	
4 yd	\$ 225.29	\$ 416.60	\$ 554.74	\$ 721.66	\$ 888.60	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	
5 yd	\$ 279.43	\$ 520.37	\$ 646.01	\$ 840.66	\$ 1,106.33	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	
6 yd	\$ 333.59	\$ 619.25	\$ 772.64	\$ 1,005.83	\$ 1,238.99	\$ -
multiple	Same as above	Same as above	Same as above	Same as above	Same as above	

Switch/Wash Out Cart (second) *1 free per year	
Reinstatement Fee	
COMPACTORS CHARGED AT 3X'S THE STANDARD PICKUP RATE	

1yd E4W	\$32.35
1 1/2yd E4W	\$41.29
2yd E4W	\$50.22
3yd E4W	\$64.45
4yd E4W	\$78.67
5yd E4W	\$92.92
6yd E4W	\$107.15
1yd EOW	\$53.58
1 1/2yd EOW	\$73.12
2yd EOW	\$92.66
3yd EOW	\$128.13
4yd EOW	\$163.59
5yd EOW	\$199.06
6yd EOW	\$234.51

COMM ON CALL: Extra Service Rate Plus this monthly rate	Monthly Rent	Per Pick Up
1yd Will call	\$21.73	\$26.50
1 1/2yd Will call	\$25.36	\$33.70
2yd Will call	\$28.99	\$45.72
3yd Will call	\$32.60	\$60.17
4yd Will call	\$36.22	\$67.97
5yd Will call	\$39.85	\$84.75
6yd Will call	\$43.47	\$101.49

Extra Service Charges-Trash	Per Pick Up
1yd Extra Svc	\$26.51
1 1/2yd Extra Svc	\$33.70
2yd Extra Svc	\$45.72
3yd Extra Svc	\$60.17
4yd Extra Svc	\$67.96
5yd Extra Svc	\$84.75
6yd Extra Svc	\$101.49

COMM CARDBOARD - WEEKLY SVC	Per Pick Up
1yd occ	\$16.73
1 1/2yd occ	\$16.73

2yd occ	\$33.44
3yd occ	\$33.44
4yd occ	\$50.16
5yd occ	\$50.16
6yd occ	\$50.16
8yd occ	\$66.87

Commercial Front Load - TEMPORARY RAB	Rate
Old Info- Not Offered -1yd - all inclusive & includes 3 days rent	\$56.33
1.5yd - all inclusive & includes 3 days rent	\$103.02
Addnl days - after 3 days	\$3.27

INDUSTRIAL SERVICE RATES

Drop Box	Rate
Haul Rate - All Sizes	\$118.99
10yd monthly rental - PERM	\$147.09
15yd monthly rental - PERM	\$165.48
20yd monthly rental - PERM	\$183.86
30yd monthly rental - PERM	\$220.65
40yd monthly rental -PERM	\$257.42
10yd rental - TEMP	\$203.40
15yd rental - TEMP	\$228.88
20yd rental - TEMP	\$254.35
30yd rental - TEMP	\$305.29
40yd rental - TEMP	\$355.85
10yd yearly rental (per month) - not offered, some existing customers	\$102.96
15yd yearly rental - (per month) - not offered, some existing customers	\$116.33
20yd yearly rental - (per month) - not offered, some existing customers	\$128.72
30yd yearly rental - (per month) - not offered, some existing customers	\$154.45
40yd yearly rental - (per month) - not offered, some existing customers	\$180.21
Compactor Rate 10 yd	
Compactor Rate 20 yd	
Compactor Rate 30 yd	
Compactor Rate 40 yd	
Drop Box Delivery	\$58.49
Dry Run	\$59.49
Relocate	\$78.86
Disposal - Per Ton	\$75.03
Disposal - Mixed Load - Per Ton	\$91.34
LEED Billing Fee	\$288.44
Minimum Lift Fee (Inactive Box Fee)	\$101.79
Locking Lids F/L	\$7.21
Locking Lids Roll Carts	\$1.44
Roll Off Lids Standard	\$14.42
Roll Off Lids High Risk	\$36.06

Misc. Charges and Limited Services	Rate
Food Waste - per cart for weekly svc	\$34.00
Food Waste - mileage flat monthly	\$57.32
RC Rental	\$8.08
Extra Yardage Charge	\$22.40
1yd occ contaminated with trash	\$26.49
1 1/2yd occ contaminated with trash	\$33.70
2yd occ contaminated with trash	\$45.72
3yd occ contaminated with trash	\$60.17
4yd occ contaminated with trash	\$67.97

5yd occ contaminated with trash	\$84.75
6yd occ contaminated with trash	\$101.49
8yd occ contaminated with trash	\$129.96
Service Interrupt Fee	\$36.05
NSF check fee	
Collection fee	
Comm cont pull fee	\$77.01
Equipment damage (per hr + parts)	\$105.02
Bulk	\$47.59

SPECIAL SVCS - USE BULK RATES	Rate
Sharps Container (commercial only)	\$7.37
Special Services-1 man	\$39.26
Special Services- 2 man	\$39.26
Refrigerator	\$31.28
Washer or dryer	\$23.45
Stove (Range)	\$23.45
Dishwasher	\$23.45
Freezer	\$31.28
Air-Conditioner	\$31.28
Water Heater	\$23.45
TV (27" approx)	\$10.96
Vacuum	\$10.96
Propane Tank	\$10.96
Couch/Sofa	\$23.45
Loveseat	\$15.64
Recliner/Chair	\$12.51
Mattress or Box spring-twin	\$7.82
Mattress or Box spring-full	\$10.96
Mattress or Box spring-queen	\$15.64
Mattress or Box spring-king	\$18.76
Pass Tire w/o rim	\$4.69
Pass Tire w/ rim	\$12.51
Truck Tire w/o rim	\$12.51
Truck Tire w/ rim	\$21.90