

**LETTERS**

*Continued from page 13*



To the Editor:

Another letter about the food cart fiasco.

The City of Sisters' slam-dunk approval of Mr. Boyd's food cart permit failed to give the issue a proper and thorough consideration. It did not allow enough time to fully evaluate and address many of the ancillary issues associated with food carts.

How big is a food cart? Four feet by four feet or 6 feet and moved by a human being or is it 8 by 10 feet and moved by a car or truck or is it 10 by 30 feet and is self-propelled or is it all of the above? According to the city staff it is all of the above.

How many food carts are allowed or permitted on a property? One, three, five or more? According to city staff it is as many as can fit on a piece of property.

How many food carts are allowed in the city of Sisters? One food cart every 300 feet similar to formula food regulations or 100 food carts total? According to city staff there are no restrictions or limits.

How many food carts does it take to make a food cart "pod"? What are food cart hours of operation? Sun up to sun down or midnight? Beer or wine?

Are food carts required to have permanent wheels for travel and movement? Are food carts required to be removed from public view at the end of each day?

Are food carts charged a daily, weekly or monthly business license fee by the City of Sisters?

Since Mr. Boyd's permit has already been approved, his permit is exempt from any new regulations or restrictions.

Nothing I have read in *The Nugget* says anything about cancelling or voiding Mr. Boyd's permit, so I am puzzled, why is Mr. Boyd so adamant about suing the City of Sisters? I wonder if Mr. Boyd is feeling guilty and resents the public process.

In my opinion, when the city administration and staff are dealing with members of the city council on matters related to the various business activities of the council

members, extra steps should be taken by all parties involved to ensure that the public trust and confidence is maintained, which includes reviewing codes or making sure codes are in place before moving forward. Right now there seems to be a lack of commitment to do the extra steps for the good of the people and City of Sisters.

Dave Marlow



To the Editor,

There is a great event coming up this Saturday and I would like to invite all my Sisters Country neighbors!

The Sisters-Camp Sherman Fire District in cooperation with the Cloverdale Fire District will be hosting an open house from 9-11 on Saturday, February 28, at the main fire station located at 301 S. Elm St. This is a fundraising effort to support the teams of firefighters who will be climbing 69 floors in full firefighting gear as part of the Scott Firefighter Stairclimb.

Come meet the team, tour the fire apparatus, and contribute money by giving a donation or buying some raffle tickets. A host of prizes have been donated from local businesses (for a full list check out the Sisters-Camp Sherman Fire Facebook page) and all proceeds will benefit the Leukemia Lymphoma Society in its mission to cure cancer and provide patient services.

I have personally participated in the Stairclimb several times, but this year means more. In 2014, my brother, DeRew, was diagnosed with T-Cell Non-Hodgkins Lymphoma. It's one of those things I recognized was a potential for me in my profession as a firefighter, but never expected my brother to have it. He has been undergoing treatment ever since and is hopeful of a good outcome, but it is still too early to determine how successful the treatment has been. This year, we are climbing to honor and support DeRew in his fight for life.

One of the many things I love about our community is how we band together to support those in need. Please come down and show your support of the team and our efforts to honor my brother. If you can't make it on Saturday, you can also donate online at [www.lswa.org/goto/cloverdalefire](http://www.lswa.org/goto/cloverdalefire).

Damon Frutos  
Cloverdale Team Captain

# Oregon Senate advances climate change measure

By Jonathan J. Cooper  
Associated Press

SALEM (AP) — A bitterly divided Oregon Senate advanced a climate change bill Tuesday, February 17, handing resigning Gov. John Kitzhaber the final legislative victory of his nearly four decades in Oregon politics on his last full day in office.

Republicans were unsuccessful in several attempts to derail the measure, which aims to spur investment in alternative transportation fuels. It was a top priority for the departing Democratic governor.

Using their expanded majority following last year's election, Democrats ignored Republican pleas to refer the measure to voters or delay it altogether.

GOP lawmakers said a policy associated with Kitzhaber should not go forward amid state and federal investigations prompted by allegations Kitzhaber's fiancée, Cylvia Hayes, a green energy consultant, used her relationship to land consulting contracts. Kitzhaber has denied wrongdoing on both their parts.

"This policy is risky and not thoroughly vetted in the public," said Sen. Tim Knopp, R-Bend.

Sen. Diane Rosenbaum, the No. 2 Democrat, said Hayes' environmental work did not involve the carbon initiative.

The bill was approved in a 17-13 vote after Democratic Sen. Betsy Johnson of Scappoose joined all 12 Republicans in opposition. It goes next

to the House, where it's likely to get a similarly friendly the reception from majority Democrats. The Senate has long been a roadblock in Kitzhaber's attempt to expand the fuels program, even as he was able to maneuver most of his other priorities through the Legislature.

The bill would extend Oregon's low-carbon fuel standard, an effort to reduce greenhouse gas emissions that was first approved in 2009 but was never implemented. The so-called clean fuels program expires at the end of the year unless lawmakers extend it.

"This is a good program. One that is good for our planet, good for our state, one that will benefit our children and our children's children," said Sen. Michael Dembrow, D-Portland.

The program requires gasoline and diesel producers to reduce the amount of carbon emissions associated with extracting, refining, transporting and burning their fuels. They can achieve reduced emissions by blending more biofuels, using lower-emitting sources of crude oil or buying credits to pay for alternative fuel technologies. Kitzhaber and other proponents say the latter option would nurture a fledgling industry.

Critics say fuel prices would rise. They say it would gouge Oregonians through higher prices for fuel and for products transported on trucks. The program's supporters say price hikes would be minimal, and the law would allow carbon restrictions to ease if prices rise too substantially.

Common Sense Tip

FOR DRIVERS

# DON'T PASS STOPPED CARS.



There could be a good reason they're stopped, like a pedestrian! A little patience could save a life — and a lifetime of regret.

Share the Road. The Way to Go. Transportation Safety — ODOT