

Developers look to boost support of local, regional entrepreneurs

By Kathleen Ellyn
Wallowa County Chieftain



Lisa Dawson



Marc Stauffer

The Northeast Oregon Economic Development District (NEOEDD) will be applying for money recently made available by Gov. Kate Brown and Business Oregon, the state's economic development agency.

Business Oregon has earmarked \$250,000 for to support programs that will develop rural entrepreneurship.

"This is very consistent with ongoing programs and priorities," said Lisa Dawson, executive director of NEOEDD.

The maximum amount available to organizations is \$150,000. Awards are expected to be in the range of \$50,000 to \$150,000.

One of NEOEDD's long-term programs to support business entrepreneurs, the Foundations Business Training Program, recently graduated another dozen Wallowa County business hopefuls.

Participants begin with business ideas and, with the assistance of their peers and course materials, work through all aspects of business development from start-up cost to marketing strategy — culminating

with a well-developed business plan.

"From the feedback I've received it's one of the best ways for entrepreneurs to explore business start-up and expansion ideas and get feedback from their peers," Dawson said.

Since the fall of 2011 the six-week course has graduated 75 Wallowa County entrepreneurs.

"It's very hands-on," Dawson said. "If people complete the program they always leave with valuable information they will retain and apply."

Wallowa County Small Business Development Center (SBDC) business advisor Marc Stauffer also attended the last class to familiarize himself with the process.

"It was a great learning experience and I appreciate what they are doing," said Stauffer. "It's important that NEOEDD, SBDC and the Chamber all work as one to support business development in the county. I will be sending some of my clients to the Business Training Program."

The next Foundations Business Training Program will be offered in late February. For more information, visit NEOEDD at <http://www.neoedd.org>.

Visit the Wallowa County Small Business Development Center inside the Wallowa County Chamber Offices at 309 S. River St. in Enterprise or call Stauffer at 541-398-2393.

Local accounting company to join top CPA firm

The Enterprise certified public accounting firm of Edison, Perry & Company, PC is merging with a regional certified public accounting and business advisory firm Eide Bailly LLP on Jan. 11.

Edison, Perry & Co. will assume the Eide Bailly name and become Eide Bailly's first office in the state of Oregon.

Jeff Edison will continue to serve as president and lead partner in Enterprise. There are no changes in staff anticipated, although Edison said the applicant pool for any future jobs had already

improved as potential employees hear of the merger and the expanded services they will be able to offer. Clients will be better served in a number of ways, Edison said.

"Joining Eide Bailly will offer our clients expanded re-

sources," said Edison. "The resources are so much deeper. I just had a client expanding into Toronto with international tax questions and Eide Bailly has an international tax group. We sat down and worked with them. That one was fun. We solved problems a lot easier because of the resources."

Edison, Perry & Co. serves

1,400 clients in the Pacific Northwest, providing a variety of services, including income-tax preparation, IRS and state audit representation, payroll reporting, QuickBooks training and support, business start-up services, monthly bookkeeping and financial statements.

Eide Bailly is the 19th-largest CPA firm in America, serving a dozen states, according to Inside Public Accounting Magazine.



Jeff Edison

Minority leader wants ODOT director's resignation

By Hillary Borrud
Capital Bureau

SALEM — Oregon Senate Minority Leader Ted Ferrioli, R-John Day, on Wednesday called for the state's top transportation official to resign.

Ferrioli accused Oregon Department of Transportation director Matthew Garrett and advisers to Gov. Kate Brown of withholding key carbon emissions information from Democratic and Republican lawmakers who were negotiating a transportation funding package earlier this year. Ferrioli cited public records released by ODOT and the Governor's Office.

Lawmakers gave up on the transportation funding proposal after Garrett revealed during the first public hearing June 24 that the plan would result in a smaller carbon emissions reduction than originally projected. ODOT staff had predicted smaller carbon reductions more than two weeks before the hearing, but did not pass that figure to lawmakers, according to emails released by Ferrioli's office.

Lawmakers have continued to question the transportation agency's management in recent months, and Brown acknowledged last week that ODOT needs to reassure lawmakers it is operating efficiently in order to build support for a possible 2017 transportation funding package.

The emissions calculations were a critical component of the 2015 transportation negotiations. Republicans had said they would only support an increase in the gas tax if Democrats agreed to repeal the state's low-carbon fuel standard, which takes effect in January and is supposed to reduce carbon emissions from transportation by up to 10 percent — 7.7 million metric tons — over the next decade.

Democrats said they would only consider replacing the fuel standard with a plan that would result in at least an equal reduction in carbon emissions. ODOT staff provided estimates that the state could achieve that through a package of alternative fuel incentives and spending to improve public transit and reduce traffic congestion.

One part of the plan in particular resulted in immediate skepticism by environmentalists: proposed technological improvements in traffic flows

that were supposed to cut carbon emissions by 2.02 million metric tons over a decade. Together with other components of the plan, these improvements were supposed to reduce carbon emissions by as much as 9.1 million to 11.22 million metric tons over a decade. Garrett said on June 24 the technological improvements would yield roughly 20 percent of the amount calculated originally for the bipartisan group, which meant the transportation package would no longer achieve the same amount of carbon reductions predicted from the low-carbon fuel standard.

Ferrioli revealed on Wednesday that he had also

asked the governor to seek Garrett's resignation soon after the hearing.

"In June, following the implosion of transportation negotiations, I demanded Gov. Brown immediately request the resignation of Director Garrett due to gross incompetency at best and dishonest manipulation at worst," Ferrioli said in a written statement. "Whether Director Garrett knew the numbers ODOT provided the workgroup were wrong or he simply failed to provide the updated numbers in his possession, his decision to surprise workgroup members with new numbers in a public hearing without any

advance warning led to the demise of a critical, bipartisan transportation infrastructure package for Oregonians that would have resulted in real carbon reduction."

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