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The Magazine of the League of Oregon Cities

THIRD QUARTER 2020



LOCAL CLIMATE ACTION

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Local Focus



Local Focus is published monthly by:
League of Oregon Cities
1201 Court St. NE, #200
Salem, Oregon 97301
(503) 588-6550 • Fax: (503) 399-4863
www.orcities.org

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Non-member subscription rate: \$96 per year

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We Can Do This

A Message from the LOC President

“Everything’s more complicated than you think.” That phrase has served me well over the last decade as an elected official—at least when I remember to consider its meaning—and it’s as relevant now as it was 10 years ago when I first entered the world of local government.

You can probably immediately think of a problem faced by your city with very complex causes and a convoluted web of interdependence on other factors... and that constituent who proclaims that they’ve come up with a “common sense” solution to that problem. And their solution is simple, straightforward... and wrong. That constituent isn’t trying to be wrong, of course. Their heart is probably in the right place; the real problem is that they just lack an understanding of the not-so-obvious factors that are often the reason that the problem exists in the first place. (In fact, you’ve probably fallen into this trap more than once yourself... but I won’t bring that up, because it’d be rude.)

And that brings us to 2020. We have three gigantic societal stressors in action at the moment: a notoriously divisive presidential election, a raging pandemic, and widespread civil unrest. Any one of these would be plenty to deal with in a “normal” year, but this year, we have all three.

Citizens tend to get far more heated up politically during presidential election years, and that plays out in our local governments, as far more people suddenly seem to remember that their local city council even exists. In effect, the national slugfest between Donald Trump and Joe Biden acts as advertising for local civic involvement.

Unfortunately, that “national conversation,” as it’s called, isn’t exactly known for its emphasis on nuance and balanced consideration, and that plays out locally as well.

This means that you may well be seeing some new faces on your council at the end of the year, and some of those faces may be people who’ve only recently become aware of your city council



Jake Boone, LOC President
Councilor, Cottage Grove

(continued on page 13)

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An Era Of Change: LOC 2020

2020. No one could have predicted how this year would unfold.

While the Coronavirus grabbed the headlines to kick this year off, the cascading effect of its negative impact has landed much more than just a one-two punch to our cities and the state. We have seamlessly rolled from one crisis to the next, and none of us are anxious to see what this year has in store for us next.

First: the ongoing public health disaster continues to afflict so many Oregonians and claim so many lives. This pushed the LOC into new territory, both in the way it functions operationally, but more so by transforming and repositioning the organization as a leader and policymaker in the state. This first wave of the crisis created the opportunity for the LOC to forge new critical partnerships with state and federal entities. It also allowed the LOC to lead in a time when it was needed most. From our weekly statewide Coronavirus conference calls to our more personal President's Roundtable meetings, the LOC has shown remarkable agility and adaptability as our world has changed virtually overnight.

On the heels of the initial public health crisis came the economic fallout. "Devastating" does not begin to describe both the immediate impact and the ongoing effects. I would liken this crisis to a

tsunami: it rolls in slowly, destructively, and lingers for years to come. Our small businesses have suffered tremendously. Some will not recover. CARES Act relief funds provided by the state only go so far, and after continuing to address the public health needs, there is not a lot left to help stand up a meaningful economic recovery. Here again, essential, strategic partnerships have been critical in finding ways to prop up this sector, both now and ongoing.



Mike Cully
LOC Executive Director

And now—a reckoning in our state and in the country. Civil liberties, equality and police reforms have surfaced as the third

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wave crisis sweeping our communities. While the tragic death of George Floyd brought these issues to the forefront, the LOC had already been addressing these issues internally for more than a year before this exploded on the headlines. While we did not set out with the mission of mending the country's race relations dilemma, the work of the LOC's Equity and Inclusion Committee (see [page 31](#)) has elevated to a priority which extends to collaboration with the National League of Cities and its Race, Equity and Leadership (REAL)" program.

It is the issues of diversity, equity, and inclusion that I want to spend some time here unpacking.

The collective decision by the board of directors and the staff of the LOC began with a recognition that—as in so many other areas—the organization needed to lead the way with reform, and lead by example. We recognized our privilege and acknowledged how and where we needed to grow, and since early 2019 have prioritized being a force for change, both internally and externally. This all starts with a common belief shared by LOC leadership: substantial, sustainable change is both urgent and essential. This committee's work has not been—for the most part—visible to those on the outside looking in. That said, it will be in the months and years ahead. We approached this thoughtfully and with an eye on creating meaningful change, and that takes time. The LOC will, in addition to the work of the committee, be hosting several caucuses supporting this cause and adding to our efforts.

The LOC Board of Directors identified equity and inclusion as a priority during its 2019 strategic planning process. Goals of its work include creating a welcoming and inclusive organization for all communities at the LOC membership level, the committee level and at the board level. The committee will work with a consultant to assist the organization in developing an equity framework and three-year implementation plan, and that is exactly what has been happening. Add to that the power of the National League of Cities REAL program, and meaningful, ongoing work on these issues remains front and center for this organization.

Even with the focus and realignment of how we work, and how we deliver services, our focus on our primary mission is unwavering: we tirelessly advocate for our cities and their right to exercise their home rule authority. Advocacy is the foundation of all 49 state leagues across the U.S., and to that end, the LOC is more effective than ever.

Our relationship with Governor Brown and her administration is robust. Our team is at the table providing valuable input as we work together—as partners—to foster a statewide recovery that provides for all Oregon cities in an equitable way. We continue to express our appreciation to the governor and her team as we work collaboratively and in the best interests of all of Oregon.

As that relationship is important, our connection with all of you is equally critical. We value the opportunity to connect with each of you, and in my view, that communication has greatly improved and

increased in frequency. This is important to us, just as it is to you.

To bring this full circle: we are just over halfway through 2020 and still very much in the midst of multiple crises. The LOC is committed and well equipped to continue to lead—even with whatever life throws at us next. As Oregonians, we are resilient, and we will pull through this together. When we emerge on the other side of this situation, we will also be stronger. For this organization, these crises have helped us forge relationships where none existed before, and to reimagine both how we deliver our services and our role as a leadership organization in the state.

We also know living in a virtual world is less than ideal, and it is with great reluctance that we made the call to move our popular annual conference and membership meeting online this year. Not what any of us wanted, but the right move given our current environment. As with everything we do however, we are striving for excellence at our two-day virtual conference on October 14-15. We hope you will consider joining us and sign up online, at our website, at www.orcities.org.

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Legislative Decisions During a Crisis

During the COVID-19 pandemic, members of the Oregon Legislature have been meeting since March through a

series of smaller committee hearings, examining spending priorities and discussing potential policy actions. The Legislature has also held Emergency Board meetings during the pandemic to provide spending authorization for state agencies and the governor's office.

Previously, the Legislature formed a [Joint Interim Committee on The First Special Session](#), which met in June to develop the groundwork for which policies would be considered for the [first special session](#) that eventually convened June 24 and finished in three days. This first special session focused on a package of six

police reform bills that included concepts the LOC supported. In addition, the session brought forward a fee bill to provide investment in broadband for underserved communities, housing and homeless issues, and flexibility for local governments to prepare their annual budgets and meet public meetings law.

The second session was held on Monday, August 10, and lasted all of 15 hours. The focus for this [single-day session](#) was on the state's budget, specifically, to balance the estimated \$1.5 billion gap in funding for the remainder of the fiscal year. Legislators also passed bonding authority for a selection of university and community college facilities in addition to some critical water projects.

The LOC expects there will likely be an additional special session in the fall, and perhaps a final one in December to make any needed budgetary shifts and possibly the addition of a federal aid package.



LOC Small Cities Meetings Cancelled Through Dec. 31

Due to the many uncertainties related to the ongoing Coronavirus pandemic, the LOC has made the difficult decision to cancel all [Small Cities Network](#) meetings for the remainder of this calendar year. The earliest these meeting will resume is first quarter 2021, assuming travel restrictions for LOC staff and participating speakers are no longer in place. Cities are invited to contact LOC staff with questions or feedback by emailing Denise Nanke, Communications Specialist: dnanke@orcities.org

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Apply to Serve on the LOC Board



The LOC Nominating Committee is currently soliciting applications for service on the LOC Board of Directors beginning in January 2021.

The Board sets the positions LOC takes including advocacy at the State Legislature, guides the LOC staff, and oversees the budget. [Learn more](#) about what to expect as an LOC Board member, how to apply and the selection process. The application deadline is **September 29, 2020**.

LOC's 2020 Elected Essentials Program Going Virtual

Due to the COVID-19 pandemic and the governor's emergency declaration, the LOC's 2020 Elected Essentials training program will be a series of six individual virtual events in November and December. This change allows LOC members to continue to receive needed training, but also provides the safest environment for this training experience.

More specific details on program particulars will be shared in the coming weeks in the [LOC Bulletin](#) and on the [LOC website](#).

Contact: Lisa Trevino, Project Coordinator – ltrevino@orcities.org or Patty Mulvihill, General Counsel – pmulvihill@orcities.org

LOC Board Sets 2021 Legislative Priorities

On August 19 during a special meeting of the LOC Board of Directors, the following six priorities were adopted in preparation for the 2021 legislative session:

- Mental Health Service Delivery
- COVID-19 Economic Recovery Investments
- Comprehensive Infrastructure Package
- Property Tax Reform
- Housing and Services Investment
- Water Utility and Rate Assistance

A more detailed description of these priorities is available on the [LOC website](#). Comprehensive coverage of all six priorities will also be published in the fourth quarter *Local Focus*.



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LOC Coronavirus Resources

Get Answers to Your Questions in LOC's COVID-19 Resources Webpage

Look here first!

The LOC's Coronavirus Resources webpage contains a wealth of information about the COVID-19 pandemic, sorted by topic, including the latest guidance from Governor Brown, updates on reopening Oregon, and a searchable listing of resources for your city and community. Links are included to the latest funding sources, guidance documents, federal and state resources, and more.

[Coronavirus Resources](#) 

LOC Weekly COVID-19 Conference Calls for City Leaders



Join us every Friday at 10:05 a.m. as Executive Director Mike Cully hosts a statewide conference call for city leaders. Among the weekly presenters are staff from the governor's office, the Oregon Health Authority, the Oregon Office of Emergency Management and the National League of Cities. Guest presenters have included Senators Ron Wyden and Jeff Merkley, representatives from the Small Business Administration and USDA Rural Development, and LOC Legislative Director Jim McCauley. Each call also allows time for Q&A with LOC members.

The call-in information is posted on the [LOC website](#) and the audio of each call is posted Friday afternoons.

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LOC Conference Going Virtual for 2020 OCTOBER 14-15

Due to the Coronavirus pandemic and the governor's orders, the LOC's 95th Annual Conference and Business Meeting will be a virtual event this year. This change allows LOC member cities to continue to receive the training, networking and professional development opportunities that are typically available at the annual conference, but also provides the safest environment for the event.

We're excited to bring this event to our members and look forward to cities joining us from across the state for the first virtual LOC Annual Conference!

[Register now](#) or visit the [LOC Conference webpage](#) for more information

Conference Agenda *(subject to change)*

Wednesday, October 14

- 9:00 a.m. – 11:30 a.m. - Councilors Workshop; OMA & OCCMA Workshops & Membership Meetings
- 12:15 p.m. – 1:30 p.m. - Welcome and Keynote
- 1:45 p.m. – 2:45 p.m. - Breakout Sessions
 - Legislative Landscape
 - Pandemic - Lessons Learned
 - Social Media for Elected Officials
 - First Amendment 101
- 3:15 p.m. – 4:15 p.m. - Awards Presentation
- 4:15 p.m. – 5:15 p.m. - Virtual Happy Hour
- 6:30 p.m. – 8:30 p.m. - LOC Nominating Committee Meeting

Thursday, October 15

- 9:00 a.m. – 10:00 a.m. - Breakout Sessions
 - Emergency Preparedness
 - Broadband/Digital Equity
 - How to Engage Diverse Leaders in Communities
 - Affordable Housing
- 10:30 a.m. – 11:30 a.m. - Breakout Sessions
 - Funding Panel
 - Martin v. Boise
 - Bridging the Urban Divide
 - How Small Cities are Approaching Equity and Inclusion
- 12:00 p.m. – 12:45 p.m. - Affinity Networking Groups
- 12:45 p.m. – 1:45 p.m. - Breakout Sessions
 - Business in Oregon
 - Police Accountability
 - Valuing & Utilizing Your Volunteers
 - Clear Communication & Direction
- 2:00 p.m. – 3:30 p.m. - Annual Business Meeting & Closing Keynote

Call for Award Nominations

Nominations are now being accepted for the Exceptional Service Awards and City Awards. The nomination deadline is Monday, September 7, 2020. [Learn more and submit a nomination](#)

New Publications and Reports Available on LOC Website

The latest models, FAQs, guides and research reports can be found in the LOC's online [Reference Library](#).

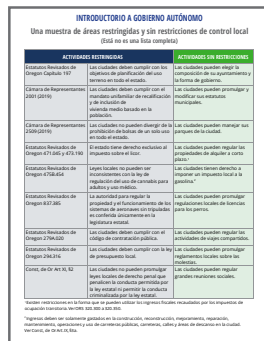
Small Wireless Facilities Resources



From January 2019 to May 2020, the LOC collaborated with city members and industry representatives to discuss and craft a model ordinance, model design standards and an FAQ relating to small wireless facilities.

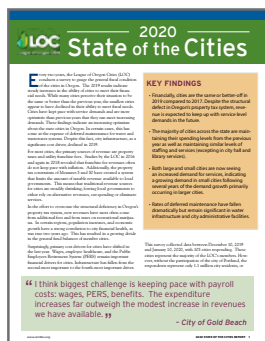
- [Model Design Standards](#)
- [Model Ordinance](#)
- [Small Wireless Facilities FAQ](#)

Home Rule 101 – Spanish Version



A [Spanish language version of LOC's Home Rule 101 Guide](#) is now available on our online Resource Library. More documents will be translated into Spanish in the coming months, with the goal of releasing Spanish versions of all guides, models, FAQs, white papers and research reports to ensure all municipal officials in Oregon, and all Oregonians, have access to our educational resources.

2020 State of the Cities Report



Every two years, the LOC conducts a survey to gauge the general fiscal condition of the cities in Oregon. The [2019 results](#) indicated steady increases in the ability of cities to meet financial needs. ***Note: this survey was conducted in December 2019, well before the Coronavirus pandemic unfolded.*

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FROM THE LOC PRESIDENT *(continued from page 5)*

and have only the vaguest idea what it does or how it works. On one hand, that's a good thing; they're probably going to learn a lot, and civic engagement, as hokey as that may sound to some, is still important. However, if your new faces are animated primarily by animus against "the other side," you might have an unpleasant several months ahead of you as you try to guide your new colleagues into a productive mode of doing your city's business.

The current wave of civil unrest leads to similar issues from a local government standpoint—how do we make sure everyone gets a fair shake? How do we keep certain groups from suffering discrimination, whether deliberately or through systems that force almost mechanical disadvantage? And, in a new twist, what should the role of armed federal agents be in all of this? We all still have a lot of work ahead of us with these issues, and I can't tell you how it's all going to turn out. I'm happy to see that more and more of our Oregon cities are taking this seriously, and I'm looking forward to seeing the results of the reforms being made in each of them. However, as in all things, it's really, really complicated, and complicated things are hard to explain when the public is demanding immediate and easy solutions.

The COVID-19 pandemic, much like the presidential campaign, has already gotten really tiresome, and I think it's safe to say that we all wish it would just stop. But so far, it hasn't, and with it has come a massive tsunami of nonsense we're all seeing on social media. I've personally seen completely groundless claims that (among other things) the virus is a hoax, that it's caused by 5G communication towers, and that somehow Bill Gates is going to start tracking us all through vaccines for nefarious purposes better suited to a villain in a James Bond movie than a retired computer engineer.

All of these conspiracy theories are, in a way, comforting. They provide a simple story to explain away things that are complicated and difficult to understand... and they don't make us confront nuance, because everything is cast in black and white. Evil billionaires. Heroic "truth-seekers." A dastardly scheme straight out of a science fiction melodrama. We can understand that sort of story immediately, and we know the right answer: fight the bad guy and support the good guy. Unfortunately, the real world rarely works like that. In the real world, we have to work in shades of grey; nuance and tradeoffs are everywhere. The decisions we make on the local government level are rarely along the lines of "do we do the clearly right thing or the clearly wrong thing?" Instead, we're all too often choosing from among a number of unlovely options, without the benefit of any foreknowledge as to which one will actually be the "least worst" of them, and doing all of this in an environment where choosing incorrectly could lead to significant negative consequences to our communities. Refusing to squarely confront the existence of ambiguity may be comforting, but it's also shortsighted and dangerous.

So, this is 2020. None of us expected it, none of us wanted it, but this is what we've got, and it falls to us to do the best we possibly can with the resources available to us. Luckily, we have resources available to us. Our revenues might be down, our employees might be working from home, and the amount of attention being paid to us by the state and federal levels is, to put it mildly, lacking... but we have our communities, we have the League of Oregon Cities, and we have each other. We can do this. You can do this. The LOC is here to help... call us. ■



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Keeping Air Navigation Safe in Oregon:

Obstruction Notifications and Your Responsibility

By Seth Thompson, Aviation Planner, Oregon Department of Aviation

Providing obstruction notification to the Federal Aviation Administration (FAA) and Oregon Department of Aviation (ODA) is essential for ensuring safe air navigation in Oregon. Common obstructions to air navigation are cranes, buildings, power poles, antenna towers or other structures built within specific distances around airports.

State and federal law requires notification for all potential obstructions at least 45 days before the start date of a proposed construction or the date an application for a construction permit is filed, whichever is earliest. However, we recommend that cities file notice 60-90 days before planned construction to ensure adequate time for each agency to perform the required aeronautical study.

Any proposed construction that exceeds specific aeronautical safety thresholds is automatically considered an obstruction by the FAA and ODA. However, even if the proposed construction does not exceed these thresholds, notification to the FAA and ODA is still required. It is important to note that obtaining approval from the nearby airport or air traffic control tower manager does not waive your requirement to submit notice to the FAA and ODA. You must receive determination letters from the FAA and ODA and meet all conditions identified in both determinations prior to beginning construction.

To learn more about the obstruction notification process, please visit the [ODA's website](#).

The FAA and ODA are committed to ensuring safe air navigation in Oregon while contributing to the local economy by serving as a resource for local businesses. Thank you for your cooperation when notifying the FAA and ODA of potential obstructions to air navigation. The success of the FAA and ODA in administering this program depends on your support.

If you have any questions regarding this letter or the notification process, please do not hesitate to contact me - seth.thompson@aviation.state.or.us or 503-378-2529.

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LOCAL CLIMATE ACTION

Meeting the Challenge

Recent legislative efforts, followed by an executive order from the governor, have signaled a statewide call to action on climate change. Cities, state agencies and private sector partners have been engaged in numerous innovative, ongoing efforts statewide to tackle this issue.





City of Newport's Vision 2040 Planning

CLIMATE ACTION PLANNING

Cities define strategies, timelines to address climate change impacts

By Melody Finnemore

Addressing the impacts of climate change on a worldwide, national or even statewide scale can seem like a monumental and possibly overwhelming task but, as these large-scale efforts continue to advance and evolve, cities across Oregon are working on a concurrent path to address climate change locally through adoption of their own climate action plans. These plans range from inventories of greenhouse gas emissions to reducing carbon footprints and purchasing cleaner, renewable energy locally. While each plan differs in how it reflects unique aspects of each community's values and goals, throughout all of these plans, citizen engagement has been a key component with residents, environmental advocacy groups and other stakeholders working together to make changes happen in partnership with city leaders.

For those cities that have yet to embark on this path, it is important to note that efforts to address the impact of climate change at the local level can still be accomplished without adoption of a formal climate action plan. In some cases, city leaders looked back and were pleasantly surprised to see just how much their commu-

nities had already accomplished with past policies and small steps. They found it provided good momentum for moving ahead with formal climate action plans that will guide environmental policies and comprehensive plans over the next several decades.

The LOC wanted to better understand the process that has led various communities to adopt local climate action plans and the lessons learned along the way. Six cities—Talent, Bend, Corvallis, Ashland, Milwaukie and Newport—shared the impetus and process for their climate action planning, resources they found to be helpful, and insights about other tools and resources that would have improved the process.

Residents Often Drive the Process

The city of Talent's climate action planning began in 2015 with a grassroots movement of residents who met in informal groups to talk about climate impacts they were seeing and how they wanted the city and community to address them over the next 30 years. Residents formed a committee and partnered with Rogue Climate, a southern

(continued on page 18)

Oregon nonprofit, which organized and facilitated the conversations.

“It was resident-driven and they did a lot of writing and research. They worked together to draft a Clean Energy Action Plan to present to the city,” said Emily Berlant, Talent city council president. “The council was intrigued and supportive, and the mayor gave her blessing for what these residents were doing.”

Over the next couple of years, Talent’s Clean Energy Action Plan progressed through dozens of community workshops. With the assistance of other organizations that were developing similar plans, the committee produced 50-plus pages that addressed Talent’s energy consumption, generation and ways to ensure energy was purchased locally. The committee presented the report to the city council and urged it to adopt a one-year plan and a 30-year plan.

“The intention was that the one-year plan was a jumping off point and a way for the council to say, ‘We are committing to this and here are the five steps we are going to take to initiate this 30-year plan,’” Berlant said, adding Talent’s city council approved the one-year plan in 2017 and implemented the long-range plan into its Comprehensive Plan.

Similarly, the city of Bend saw a community groundswell in 2016 calling for city leadership to implement a community climate action plan.

“It truly was something that stemmed entirely from the community, and city hall was packed with people who are passionate about the environment and called for local leaders to take action,” said Bend Senior Management Analyst Cassie Lacy.

“There was a lot of discussion about how, in order for us to be successful in achieving climate goals, we needed to work in a community fashion to enact these and the city cannot work alone on that,” she said.

With grant funding, the city hired a staff person to convene community stakeholders. The 18-month public engagement process included online surveys, technical advisory groups involving about 100 people who held eight public meetings on four subject matters, and targeted outreach to underrepresented community members. The outreach generated 350 potential actions the city could take, a list that narrowed through community meetings and online surveys.



Above: Rogue Climate Talent at the Talent Harvest Festival spreading awareness of the Talent Clean Energy Action Plan.



Left: Corvallis Climate Action Planning

“The one-year plan was a jumping off point and a way for the council to say, ‘We are committing to this and here are the five steps we are going to take to initiate this 30-year plan’ ”

Emily Berlant, Talent Council President

“We got a lot of really good input based on what the community supported and what they did not support,” Lacy said, adding most of the work was completed in 2019. “We did a lot of community engagement to get the plan done, and the Steering Committee members really were ambassadors throughout the public engagement process.”

Bend hired a technical consultant who did modeling and an analysis of end strategies the community supported. The analysis included how much various steps would help reduce greenhouse gases. She and the consultant then interviewed stakeholders to create strategies for achieving the goals outlined in the analysis.

“If you want to talk about sustainability you have to talk about climate planning.”

Kathy Hzyz, Milwaukie Councilor



Bend Climate Action Planning

“All of our modeling was built off of real data from those stakeholders as well as input from the implementation stakeholders,” she said, adding tables were created to help stakeholders visualize the potential results of the actions.

In Corvallis, the city adopted its Climate Action Plan in December 2016 following nearly two years of research and development by its Climate Action Task Force, which consisted of community members and city councilors. City Manager Mark Shepard, PE, said the goal was to develop a plan that guided not only city government but the community as a whole.

“It took money to get the work done and over the 18-month period we spent over \$300,000, both on a consultant and hiring an outside project manager because we didn’t have the staff to do that,” Shepard said. “We did proactively reach out to different stakeholders in the community through that process.”

Corvallis’ public engagement process included multiple community engagement events and several hearings before the plan was adopted, and all task force meetings were announced so community members had a chance to provide input. The Climate Action Plan, which delineates municipal and community responsibilities, was adopted by the council after a public hearing at the city council meeting.

The Ashland City Council approved the city’s Climate and Energy Action Plan in March 2017 after an 18-month collaboration with a Climate and Energy Action ad-hoc committee appointed by the mayor and Cascadia Consulting Group. Stu Green was a member of the ad-hoc committee before becoming Ashland’s climate and energy analyst.

Green said the city began its climate action plan with an inventory of the greenhouse gases it was generating, followed by three open houses to gather input from the public in 2016. His office also sent out mailers and conducted surveys.

Tonya Graham, Ashland city councilor and executive director of the Geos Institute, said the institute independently conducted public opinion surveys and compiled a vulnerability assessment that served as a complement to the plan.

“Just in the last five years the whole process of climate action planning for both adaptation and mitigation has become much more consistent,” she said.

Green agreed that the methodology is more consistent than in the past, but still has room for improvement. “The underlying methodologies could be made more consistent. That would be helpful, but the methodologies also need to be flexible enough to include emerging topics and to reflect the needs of each community.”

Milwaukie adopted its Climate Action Plan in October 2018 and, in response to current impacts, declared a climate emergency last Jan. 21, accelerating the goals outlined in the original plan by five years and recommitting the city to taking fast and effective action.

Natalie Rogers, climate action and sustainability coordinator, said the city council appointed a Climate Action Planning Committee and included several residents, representatives from large industrial companies, utilities and the school board, and other community

(continued on page 20)



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members and groups who worked with consultants on developing the plan and outreach to the community at large.

Kathy Hyzy, a citizen member of the Climate Action Plan committee before joining the city council, said the action plan created a timeline and concrete steps toward its implementation. It also informed the city's updated Comprehensive Plan.

"In that vision, we really identified a bunch of goals and a picture of what we wanted Milwaukie to be in 2040," she said. "Part of that is a flourishing and sustainable community, and if you want to talk about sustainability you have to talk about climate planning."

Finally, while Newport hasn't yet adopted a formal climate action plan, its Vision 2040 plan includes goals in six climate-related action areas that arose during its visioning process. This has laid the groundwork for the city council to identify annual goals to address various key strategies from the vision. The Vision 2040 Steering Committee launched a year-long public engagement process that included five open houses, facilitated by a consultant, during which the committee collected data through comment cards. They also met individually with various groups, sponsored Facebook events to solicit information and conducted online surveys.

"Vision 2040 was a comprehensive process and we received about 1,500 suggestions for action and great involvement by the community," said City Manager Spencer Nebel. "For a community our size, we had a really comprehensive process of collecting information."

At the city council's request, staff and committee members compiled a report of actions Newport had already taken, including climate-related policies, administrative steps such as going paperless for agenda packets, and energy conservation steps such as replacing lighting with LEDs, upgrading HVAC systems in city facilities and including solar power as part of the construction of a new aquatic center.

"It was really kind of eye opening. When you start doing an inventory of things you've done over the years, I think that helps inform everyone from elected officials and staff to members of the community and that creates a better atmosphere for setting new climate action goals," he said.

Lessons Learned Along the Way

Nebel noted that Newport staff learned several invaluable lessons during its visioning and public engagement process. "One of the things we really tried to do was not allow our own values and judgement to get in the way of community feedback. That was difficult for us to do, but it was important."

"One of the things we really tried to do was not allow our own values and judgement to get in the way of community feedback. That was difficult for us to do, but it was important."

Spencer Nebel, Newport
City Manager

Another lesson came through Resolution 3483, adopted by the city council, which supported public-private climate change partnerships that encourage collaboration among city governments, nonprofits and the private sector.

"The one thing that didn't work well with that was that we did not get partners from the private sector that I think would have been important for the dialogue," he said. "I think the potential for that is great, but it's difficult to keep people coming to the table to discuss some of these issues."

Nebel added that, for small communities, it's essential for elected officials and staff to be equally engaged in climate-related issues and achieve clear consensus on how to proceed with setting goals and achieving them.

"We try to be realistic about what we can accomplish as an organization," he said. "We've got to be careful about over-promising and under-delivering, and I think keeping communication open throughout the organization and throughout the community is a really important step."

Milwaukie's Hyzy and Rogers noted that a key part of their success was an inclusive public engagement process that featured Spanish translation services, child care and food, online surveys and email feedback to capture more voices. "The climate summit was very successful. The mayor gave a great presentation and the contractors who worked with us presented the information to the public," Rogers said.

Hyzy said the \$150,000 the city provided to meet climate action goals was essential, as it provided funding for a consultant to assist staff. "We couldn't have done the Climate Action Plan we did without that."

She added that the city would have benefitted from having more data available from the state to conduct its emissions inventory. "It's technically very challenging, involves a lot of data crunching and our team did a great job, but that's one area where it would be helpful for the state to work with cities on the technical piece. That would help other cities who are just starting the process as well as cities that are continuing to roll out their plans."

Rogers said small communities may feel overwhelmed when it comes to climate change and that they can do little to address the problem. She equated climate action to resiliency, noting, "Any action and any measure of thought to that is beneficial. The process can seem intimidating, but any measure of consideration about climate change is beneficial and Milwaukie is here to help."

Hyzy agreed, adding that whether a city has 12,000 residents or 2,000, communities can take steps to make a difference. "When you have a problem of this magnitude it's incumbent upon cities to take this work seriously. We will be in a great spot to be leaders in transforming the way the world looks at climate change and it's a really needed engagement."



Milwaukie's new energy-efficient Ledding Library has a solar array, contributing to carbon-free energy generation in the city. Working with PGE, the city purchases 100% carbon-neutral operational electricity for city buildings and streetlights, as well as EV charging.

Graham and Green said that while Ashland had a broad coalition of stakeholders who helped develop its action plan, their process would have benefitted by more clearly defining the city's responsibilities and the community's.

"Scoping should be done early in the planning," Graham said. "That means more central support where you can learn things like, if you have a community plan, how do you ensure different parts of the community own different parts of the plan?"

Green added that it's conducive to have multiple sequential cycles for planning with an end date in mind, and that it's important for communities to work together. "We definitely borrowed the structure of other communities when we started our plan and that was really helpful. Things have evolved since then and other communities have stood on our shoulders."

Shepard, Corvallis' city manager, agreed that it's important to differentiate between the municipal and community responsibilities of a climate action plan. "I think there is still some confusion in the community and people want the city to do more things that are part of the community portion of the plan that are outside what the city has the ability to do."

He added that it's important for communities to share their progress. "We have done a lot here in Corvallis even before we adopted our Climate Action Plan and we haven't been as good as we could be at telling our story and sharing all the great things we have and are doing with our community. We are doing better with that through our annual reporting and we are trying to get the word out and celebrate our successes."

Lacy said the city of Bend relied upon national resources that are available and has been able to make some comparisons through her membership in organizations such as the Urban Sustainability Directors Network, a peer-learning group that provides resources about high-impact practices for carbon reduction, and the Carbon Neutral Cities Alliance.

"What we found is that it is different state by state and city by city, but there are themes that hold true nationwide," she said.

However, the city is a bit of an anomaly in that it is located in a utility service area with a higher carbon footprint than other Oregon cities. At the same time, for Bend the state's data has been helpful in developing its climate action plan.

"I find the state of Oregon to be very helpful and have really good data, particularly in materials management data that looks

(continued on page 22)

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at the life cycle of materials and climate impact of goods and services we consume,” Lacy said. “Oregon has much more advanced data than any other state in the country.”

She reiterated the importance of including underrepresented and vulnerable populations, including low-income and minority members, who are impacted by climate change but aren’t typically involved in the action planning process.

“The most important thing always, and this shouldn’t be a surprise to people, is having good stakeholder involvement that includes everyone you possibly can and people who may not normally be interested in a climate action plan,” Lacy said. “It’s been a big topic for a long time, but especially over the last few months how important it is to make sure those populations are included.”

Berlant, Talent city council president, said that dealing with larger entities was sometimes challenging in terms of obtaining data and a commitment for partnership. That inspired her to join the city council after serving on the committee made up of residents and climate change advocates. She said it’s essential to make sure all stakeholders know their role and how to work together to make progress.

“There were definitely times when there was a disconnect between what staff thought needed to happen and what residents thought

“The most important thing always, and this shouldn’t be a surprise to people, is having good stakeholder involvement that includes everyone you possibly can and people who may not normally be interested in a climate action plan.”

Cassie Lacy, Bend Senior Management Analyst

needed to happen and what the council knew was going on,” she said.

Federal resources such as the U.S. Environmental Protection Agency’s guidelines for creating clean energy action plans were helpful, but are designed for larger cities. A resource for smaller communities would be beneficial moving forward, Berlant said, adding it would be helpful to have a guide on how to market ideas to people who aren’t drawn to the issue.

“If there are people in the community who are inherently opposed to or object to the idea of saving money on energy and reducing pollution, it would be good to have the tools to find common ground,” Berlant said.

The city looked at plans that other cities, counties, states and countries had developed and researched various styles and objectives. It also reviewed city documents to understand codes and policies that were already in place.

“We looked at all of the tools that were available to see what came before us and would be helpful and what would get in the way,” Berlant said. ■

Ms. Finnemore is a Portland-area freelance writer. Contact her at precisionpdx@comcast.net.

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Jurisdictions in Oregon Taking Climate Change Actions

Source: Oregon Department of Energy

✓ = complete → = in progress	GHG Inventory	GHG Mitigation Goal	Climate Adaptation Goal	Focus Areas for GHG Mitigation				
				Renewable Energy	Transportation & Land Use	Buildings	Materials Management	Carbon Sequestration
Ashland	✓	✓	✓	✓	✓	✓	✓	✓
Beaverton	✓	Carbon neutral by 2050; 1.5°C goal	→	✓	✓	✓	✓	✓
Bend	✓	✓	→	→	→	→	→	→
Clackamas County	✓	80% reduction by 2050		✓	✓	✓	✓	✓
Corvallis	✓	✓	✓	✓	✓	✓	✓	✓
Eugene	✓	Carbon budget for city residents consistent with 350 ppm in atmosphere by 2100, requiring an annual average emission reduction of 7.6%		✓	✓	✓	✓	✓
Forest Grove					✓	✓	✓	✓
Gresham	✓	→					✓	✓
Hillsboro	✓	✓		✓	✓	✓		
Hood River County	✓	Replace 30%, 50%, and 80% of fossil fuel power with renewable energy by 2030, 2040, and 2050 compared to 2016	✓	✓	✓			
Lake Oswego	✓		→	✓	✓	✓	✓	✓
Milwaukie	✓	Carbon neutral by 2050	✓	✓	✓	✓	✓	✓
Portland and Multnomah County	✓	80% reduction from 1990 levels by 2050	✓	✓	✓	✓	✓	✓
Salem	→	✓			✓	✓		
Washington County	✓			✓	✓	✓	✓	✓

The above matrix was compiled by the Oregon Department of Energy (ODOE) and included in the state's [2018 Biennial Energy Report](#). The matrix identifies cities that have engaged in local climate action planning and sustainability initiatives. ODOE is currently in the process of updating the Biennial Energy Report and expects to publish the updated version in the fall of 2020. If your city should be added to this matrix for the 2020 Biennial Energy Report, please contact Tracy Rutten, League of Oregon Cities, at trutten@orcities.org.



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State Agencies Begin Work to Implement Governor's Executive Order to Reduce Greenhouse Gases

By Tracy Rutten, LOC Lobbyist



On March 10, Governor Kate Brown signed an executive order that directed state agencies to “take actions to reduce and regulate greenhouse gas emissions.” The executive order was signed just days after the 2020 legislative session adjourned due to a Republican walk-out intended to block legislation that would have implemented a statewide cap and trade program. While the governor’s executive order does seek to reduce greenhouse gas emissions and mitigate against the effects of climate change, it does not put a price on carbon emissions, nor does it implement a market-based approach to reduce emissions over time. As a result, some have described the executive order as a cap and reduce mandate as opposed to a cap and trade program.

[Executive Order No. 20-04](#) directs 16 state agencies to exercise “any and all” authority vested to support Oregon’s greenhouse reduction goals. Those goals, as outlined in statute (ORS 468A.205), seek to reduce greenhouse gas emissions to 45% below 1990 levels by 2035, and 80% below 1990 levels by 2050. In addition, state agencies are directed to prioritize and expedite rule-making processes and dockets that will:

- Accelerate reductions in greenhouse gas emissions;
- Integrate climate change and climate change impacts into planning, budgets, investments and policy making decisions;
- Participate on an interagency workgroup on climate impacts to impacted communities; and
- Report on proposed actions to reduce greenhouse gas emissions and mitigate against climate change impacts.

The reporting requirement applied to 10 of the 16 agencies, with reports due to the governor by May 15. Those reports can be found on the governor’s [Carbon Policy Office](#) webpage.

The executive order also outlined additional requirements for the Oregon Department of Environment of Quality (DEQ), the Public Utility Commission (PUC), the Department of Consumer

& Business Services, the Department of Energy (DOE), the Department of Administrative Services (DAS), the Department of Transportation (ODOT), the Oregon Health Authority and the Global Warming Commission. Some of those specific requirements include:

• Clean Fuels Program Changes:

- Requires the Environmental Quality Commission (EQC) and the DEQ to amend Oregon’s Clean Fuels Program with the goal of reducing the average amount of emissions per unit of fuel energy as follows;
 - 20% below 2015 levels by 2030;
 - 25% below 2015 levels by 2035.
- Allows credits generated through Oregon’s Clean Fuels Program to be used for transportation electrification as outlined in SB 1044 (2019).

• Industry & Sector Specific Reductions:

- Directs the EQC and the DEQ to cap and reduce greenhouse gas emissions from “large stationary sources,” from transportation fuels, including gasoline and diesel fuel, and from other liquid and gaseous fuels, including natural gas.
- Requires EQC and the DEQ to reduce methane emissions from landfills. DEQ has created a [preliminary work plan](#) specific to reducing methane emissions from landfills.
- Directs the EQC and the DEQ to take actions to reduce food waste with specific reduction goals of 50% by 2030.

• Electric Sector Actions:

- Directs the PUC to:
 - Prioritize proceedings and activities that advance decarbonization;
 - Encourage electric companies to support transportation electrification;



- Evaluate electric companies' risk-based wildfire protection plans and activities to protect public safety, promote energy system resilience and reduce risk from wildfires; and
- Convene workshops to assist electric utilities, including consumer-owned utilities, to share best practices for mitigating wildfire risk.

• **Building Code Changes:**

- Directs the state's Building Codes Division to adopt building code energy efficiency goals for the year 2030 for new residential and commercial construction. The goals should represent at least a 60% reduction (from 2006 code standards) in annual site consumption for new buildings (excluding electricity from transportation or appliances).
- Directs the ODOE to establish energy efficiency standards for specific products including appliances and electronics.

• **Zero-Emission Procurement:**

- Requires DAS to develop a statewide policy and plan for state agencies to procure zero-emission vehicles, which local governments may use as a model program.

• **Transportation Emission Reduction Metrics:**

- Requires specific agencies, including the Oregon Transportation Commission, to establish greenhouse gas reduction performance metrics as an element within the Statewide Transportation Strategy.
- Requires changes to the state's Transportation Planning Rule to direct metropolitan planning areas to amend transportation plans in order to meet greenhouse gas reduction goals.
- Requires ODOT and the Department of Land Conservation & Development to provide financial and technical assistance to metropolitan planning areas for amendments to transportation and land use plans that will help meet greenhouse gas reduction goals.
- Requires ODOT to conduct a transportation electrification needs analysis, with a focus on rural areas. ■

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DLCD Updates the Oregon Climate Change Adaptation Framework

By Christine Shirley, Climate Change Resilience Coordinator

Oregon is already experiencing effects of climate change, and these are expected to intensify in the coming decades, even if greenhouse gas emissions are dramatically reduced.¹

In 2018, the Oregon Department of Land Conservation and Development (DLCD) seized on an opportunity to update the Oregon Climate Change Adaptation Framework, first produced in 2010. In the initial framework, state agencies and partners in the Oregon University System identified significant risks to the state related to climate change and provided recommendations for how to prepare. Today, we know more about how these risks manifest in Oregon, and about new ones that have emerged.

Encouraged by Governor Brown's office, the DLCD assembled a drafting team in 2019 composed of representatives from 25 state agencies to update the framework. The team expanded the scope of the original framework to include not only the direct effects of climate change, such as higher average air temperatures, heat waves, decreasing snowpack, drought, and bouts of heavy rain, but also consequences that follow from these effects. Direct and indirect effects are summarized in the revised draft framework under six themes: economy, natural world, built environment, public health, cultural heritage, and social systems. The team then identified adaptation strategies intended to either limit climate change induced damage or take advantage of emerging opportunities. One of the team's guiding principles was to identify multi-agency initiatives capable of delivering co-benefits. Co-benefits refer to actions that achieve greenhouse gas mitigation or carbon sequestration along with adaptation.

Implementation Recommendations

The drafting team recognizes that an effective state program of climate change adaptation will require: strong leadership; a commitment to equitable adaptation; a better understanding of who and what is vulnerable to the consequences of climate change; a culture of interagency cooperation; and a means to ensure climate change is integrated into agency operations. The draft framework makes five implementation recommendations along these lines:

1. **Establish a governance structure** comprised of state agency leaders empowered to set direction and allocate resources;
2. **Engage disproportionately affected frontline and marginalized communities** to ensure investments are targeted where they are needed most;
3. **Produce a rigorous and comprehensive vulnerability assessment** intended to help leadership prioritize and target adaptation actions where and for whom they are most needed;

4. **Encourage a culture of interagency collaboration by building an information sharing and coordination platform** so that state leadership and staff can draw from the same vetted data and information and can easily communicate across agencies to develop coordinated responses to climate change; and

5. **Integrate climate change adaptation into agency work**, including missions, authorities, programs, plans and budget requests.

Each of these are described in more detail in the draft framework.

Addressing Equity Issues

One of these recommendations deserves special mention. Certain people and places are likely to feel the effects of climate change first and worst. These frontline communities are often the same ones already disadvantaged, marginalized, and lacking access to basic needs such as health care and decent housing. The framework drafting team, with support from the Oregon Health Authority and the Oregon Department of Forestry, retained a consultant to help think through equity issues brought about by climate change. The resulting product, a Diversity, Equity and Inclusion Blueprint, will be published in association with the framework. It is intended to be used by state agencies to ensure issues of equity are fully considered when developing climate change adaptation programs and projects.

The DLCD intends to request funding for production of a vulnerability assessment in a 2021-23 Climate Change Adaptation Policy Option Package. We need a better understanding of who and what is most vulnerable to the negative effects of climate change in order to direct resources to where they are most needed.

In August, the Draft Oregon Climate Change Adaptation Framework will be released for review, and we invite comments from the LOC and its members. The drafting team is particularly interested in hearing from cities about the indirect effects of climate change which require the most attention. We'd also like to hear your thoughts about the five implementation recommendations.

Final publication is expected in December.

To stay informed about the framework, opportunities to comment, and publication of the final document, [sign up for our secure mailing list](#).

Contact: Christine Shirley, christine.shirley@state.or.us; cell phone: 971-239-9457 for more information.

¹ OCCR 2019



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New laws enable gas company to deliver renewable natural gas

By Anna Chittum

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Ms. Chittum is Director of Renewables for NW Natural. Contact her at: Anna.Chittum@nwnatural.com.

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Getting Ready for EVs in Oregon's Cities

By Zach Henkin, Deputy Director, Forth

As anyone who watched the 2020 Super Bowl knows, electric vehicles (EVs) have taken on a significantly higher profile in recent years. With a plethora of new models being introduced, often as the flagship new offering from auto manufacturers, EVs are poised to grow in popularity. This can have a significant positive, economic, and environmental impact in our cities, country and globally. But there are important steps still necessary to ensure this development and cities can play a crucial role.

Most people don't realize that EVs are less expensive for consumers in the long run, thanks to low maintenance and fuel costs reducing total cost of ownership.¹ But even though the price gap is narrowing rapidly, EVs can have higher up-front costs than gas-powered vehicles, limiting their accessibility for lower-income buyers.² Most people also don't know that the transportation sector is the leading source of greenhouse gas emissions in Oregon.³

Today there are an estimated 1.3 million electric vehicles on U.S. roads. In the next decade, however, sales are estimated to exceed 3.5 million *per year*.⁴ As the market shifts from gas-powered vehicles to EVs, the members of the League of Oregon Cities should begin to prepare for this market transformation. But how?

EV Preparation

As a starting point, city leaders can bring together industry stakeholders, city staff, and community leaders to develop strategies, brainstorm ideas, and evaluate concepts to ensure that their

transportation electrification plans can adequately and equitably accommodate and serve their community. There's no one-size-fits-all solution to these problems, and each city needs to assess its own particular situation. To help, Forth has developed a report entitled [City Transportation Electrification in the U.S.](#), to review what role 11 municipalities and city governments were focused on within transportation electrification in their communities.

For example, cities can lead with their own fleet vehicles. In addition to eventually leading to cost savings, transitioning municipal fleets to EVs makes electric vehicles more visible in the community. These vehicles can also serve to boost confidence among private fleet operators and engage their curiosity about the benefits of EVs for their fleet operations.

EV Barriers

Although the economic, technological, and environmental benefits of EVs are well known to early adopters, electric transportation really has not yet gained traction in the mind of the average consumer. Research by the UC Davis Institute of Transportation Studies has found that even in California, an early proponent of electric transportation, more than half of all drivers cannot name a single electric car model, and the situation has not improved significantly in the past six years.⁵

A longstanding barrier to increased EV sales remains "range anxiety"—fear that an EV won't have enough battery range to get them out to the coast or over to grandma's house without recharging. That fear is diminishing as newer EV models can now approach 500 miles of range.

However, a related challenge to widespread transportation electrification—and one that may be more relevant to city leaders—is “charging anxiety.” This refers to drivers’ concerns about access to convenient, affordable, and highly visible charging.⁶ Consumers may wonder why they should buy a car—even one with great range—without knowing where it can be charged, or how long it will take once a charging station is found.

Fast chargers, workplace charging stations, apps with real-time information on charger availability, and solutions for people who live in apartment buildings are thus especially important. Not surprisingly, there’s a correlation between the strength of a community’s charging infrastructure and EV adoption. San Jose, for example, has six times the national per capita average number of charging stations and a resultant 21% EV usage rate.⁷

The Role of Cities in Transportation Electrification

City leadership and vision can set the tone for EV adoption in your community, but time is of the essence. A recent analysis of public charging infrastructure found that EV adoption is outpacing EV infrastructure investment.⁸ Policy changes in support of EVs may be sweeping and ambitious, or narrowly focused, but clearly we need to get moving. The time is now to invest in widely-available public charging infrastructure, including “right of way” charging. To provide some guidance to cities, Forth developed a report entitled [Right-of-way-Charging: How Cities Can Lead the Way](#) that may be useful to LOC members.

Ultimately, we know that cities have unique and important roles to play in transportation electrification, including work that should benefit historically underserved communities.⁹ While every city may have different goals based on its community’s specific needs, geography, and funding, many communities are developing flexible and equitable strategies to ensure they take the lead on transportation electrification. Common approaches include:

- Electrifying city fleets;
- Supporting and encouraging the development of robust EV charging networks on city-owned and private property;
- Educating residents and businesses about the benefits of electric vehicles;
- Using city buying power to ensure electric vehicles are available to local consumers;
- Ensuring that disadvantaged communities can benefit from these new technologies; and
- Engaging the local utility that would benefit from an increase in electricity demand and partner with them as they reach out to their customer base regarding transportation electrification.

Oregon state agencies are engaged in their own efforts to move transportation electrification forward in Oregon, and Governor Brown’s Executive Order 20-04 earlier this year has accelerated

(continued on page 30)

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much of that work. Forth and its partners are working with state agencies to implement their plans and we would welcome the opportunity to assist League of Oregon Cities members in assessing what your own particular needs may be. The transportation electrification wave is coming fast and it's time for us all to start paddling. Let us know if we can lend an oar. ■

Zach Henkin is the Deputy Director of Forth, a nonprofit trade association that advocates for and facilitates the advancement of electric, hydrogen, shared, smart, connected, and autonomous mobility. Forth has more than 180 members, including auto manufacturers, electric vehicle charging suppliers, industry partners, utilities, local governments, and non-profit environmental organizations.

Endnotes

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⁹ Examples can be found in the Forth report *Equity in Practice: Developing a City Transportation Electrification Roadmap*.

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Introducing: LOC Equity & Inclusion Committee

The six members of the League of Oregon Cities' Equity and Inclusion Committee represent different segments of the population while sharing a common experience. When several of them have looked around the room during meetings, conferences and other professional gatherings, it hasn't been often that they saw people who look like them or share similarities.

That is changing, however, and the LOC is committed to doing its part to affect that change. In April 2019, it formed the Equity and Inclusion Committee with the goal of serving as a more inclusive organization that is welcoming to: people of all colors, races, ethnicities, religions and genders; people from both rural areas and urban cities; people with disabilities; and all other communities across the state.

The LOC strives to include these communities at the board, committee and membership levels and engage in open dialogues with the intent of creating an equity lens. The committee also will make recommendations to the LOC Board of Directors about strategies to achieve these goals.

Greg Evans, Eugene City Councilor and Co-Chair of the Equity and Inclusion Committee



Councilor Greg Evans, immediate past president of the LOC Board of Directors, has been a member of the Eugene City Council since 2013. In that time, he has served on the city's Budget Committee, Human Rights Commission, Human Services Commission, Public Safety Coordinating Council, and Public Safety Coordinating Council-Youth Services Subcommittee.

An educator, human/civil rights activist and transportation policy advocate, Evans is associate vice-president for equity and inclusion at Lane Community College. He also served as the 2017-18 chair of the National League of Cities' Transportation and Infrastructure Committee and the University Cities Council.

Evans said he began talking with Multnomah County Commissioner Amanda Fritz, a fellow LOC Board member, about creating the Equity and Inclusion Committee as a forum for people to connect about issues related to their respective communities.

"As you look around the room during most conferences, you see a lot more councilors, mayors and city leaders who are people of color. We were not really connecting with each other. We needed a place where we could begin to talk about issues," he said.

At the same time, LOC's leadership did not reflect that growing diversity.

"There weren't that many women or people of color who had come in to serve on the board and had ascended to executive positions. I think I was the first one in 94 years to be elected president, so we've got some catching up to do, and I'm committed to making sure people are aware that there are leadership opportunities if they have the time to do it," he said.

Evans said he looks forward to the LOC serving as a resource for communities and entities across the state that are addressing issues of race.

"We want to create a leadership stream at the LOC that reflects Oregon's community, both demographically and in other areas, and also create a roadmap and provide seminars, workshops and conferences for cities struggling with these issues," he said. "We want to reach out to facilitate conversations and get down to people's fears about race and our changing environment."

Amanda Fritz, Portland City Commissioner, Co-Chair of the Equity and Inclusion Committee



Commissioner Amanda Fritz is serving her third term and oversees Portland Parks and Recreation and the Bureau of Emergency Communications. She is co-founder of the Office of Equity and Human Rights, and led the council's unanimous support for the city's paid sick time program that is now law statewide.

Fritz, a retired registered nurse, noted that when she joined the council she was the only woman for the first eight years and Jo Ann Hardesty's election last year marked the first time a person of color had sat on the council in many years.

"We're certainly making strides when it comes to people of color on the council," she said. "One of the things I've learned since I've been on the council is that words really matter and they matter in different ways to different groups. The more we recognize that, the more we will continue to make progress."

Fritz credited the Coalition of Communities of Color, the Urban League of Portland and other groups for playing a key role in raising awareness about disparities among minority populations and initiating the city to establish the Office of Equity and Human Rights. She noted that the Office of Equity and Human Rights included disabilities as a focus to address the challenges for people of color who have disabilities and accessibility challenges.

(continued on page 32)

“We do not have people who experience significant disabilities on the council,” she said. “Even though 20% of our population has a disability they are dispersed across communities, and communities of color are more vulnerable to health problems and disabilities.”

As Fritz began working with Evans on the LOC’s diversity, equity and inclusion plan, they quickly identified that issues of geography and city size might not receive attention unless the committee made it a priority to reach out to them.

“Those issues resonate with some of the folks in areas outside the metro region that haven’t been working on racial equity as much in their communities, or they have done so much work that they don’t feel there is more to be done,” she said.

The committee is recruiting new board members who might not necessarily think about running for a position, including people from smaller communities, women and people of color. Members also will gather input through LOC’s Annual Conference and serve as advisors for the LOC on equity-related sessions that will be presented during the conference. Fritz said the committee also hopes to lead a retreat for the board to discuss the next steps in diversity, equity and inclusion.

“That is difficult to do electronically and it looks like we’re going to have to delay getting together for quite some time,” she said.

CM Hall, Newport City Councilor



Councilor CM Hall is co-director for the DeafBlind Interpreting National Training and Resource Center and teaches “DeafBlind Culture, Communication & Guiding,” as well as LGBTQ sociology courses at Western Oregon University. She has worked as a fundraiser and political strategist for nonprofit organizations and campaigns, and also leads social justice-

themed and fundraising how-to workshops.

In 2017, Hall began a three-year term on the Newport Budget Committee and volunteered in the 2017 Newport 2040 Visioning outreach efforts. She is a member of the Greater Newport Chamber of Commerce’s Leadership Lincoln 2018 class and is one of the founding members of the Diversity Coalition of Lincoln County.

Hall, who was installed on the city council in January 2019, said, “I knew I was running as an openly queer candidate in a rural, coastal community, but I also realized that there are many people in municipal government who identify as LGBTQ.



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I want to make sure those historically marginalized voices are being considered as we are training up the next generation of leaders.”

An advocate for teaching cultural competency to city leaders and staff, Hall said she sees “meaningful shifts” happening and has found it rewarding to be part of that change. When she was installed the council had two appointments to make, and Hall cast her vote for now-Councilor Beatriz Botello Salgado, an immigrant from Mexico who had long been an integral part of the community but hadn’t considered running.

“I don’t just feel like I’m representing queer folks because that’s a very small portion of the community, but I feel it’s important to be a visible representation,” Hall said.

As a member of the LOC’s Equity and Inclusion Committee, Hall sees the committee moving forward as an affinity group for people of color, women, members of the LGBTQ communities and others.

“There are affinity groups who have operated at the National League of Cities for a long time but I don’t think we have that in Oregon,” she said. “I think there is value in having space for people who have traditionally been marginalized and under-represented. The only way that (diverse leadership) happens is when the community sees people who look like them and understand their perspectives and concerns.”

Hall said that while municipal leadership has historically been led by white men, she hopes to see that continue to change

through the committee’s work and the LOC’s conferences, workshops and other resources.

“I would like to see that diversify even more so it reflects who is living in our communities, who is being served by the policies we’re making, and this has long-term resonance when you have more diverse leadership,” she said. “When I look around the council chambers, I want to see people who haven’t been at the table or in the room.”

Dr. David Drotzmann, Mayor of Hermiston and Owner/ Partner of Lifetime Vision Source



Dr. David Drotzmann has served on the Hermiston School Board, Hermiston School District Budget Committee, and is past president of the Sports Booster Club and a past president of the Hermiston Rotary Club. Drotzmann was elected in 2012 and is running unopposed this fall for his fourth term. He became involved in city government because he

believes in being part of the solution.

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As a member of the LOC's Board of Directors, Drotzmann said he was inspired to help found the Equity and Inclusion Committee after talking with Commissioner Amanda Fritz and Councilor Greg Evans about it. "At the time it was pretty easy to look around the room and see minority populations were underrepresented, and it was clear to the board that we needed to be more diverse."

Drotzmann said the committee's long-term quest is to gather information from underrepresented populations, identify barriers to participation in the LOC, and help facilitate conversations about potential solutions.

"It's easy for Caucasian people and one African-American person to sit around and try to identify the problem, so my question is, 'Why don't we ask the people who are directly impacted?'" he said.

That process will include talking with the LOC's People of Color Caucus and surveying the LOC's members to ask about barriers, including financial issues, time constraints, and occupational and family demands.

"Not only were people of color and females underrepresented, we discussed the need to look at socioeconomic status, age and geographic representation as well," Drotzmann said. "I'm excited to participate in the process. Some of these issues we may not be able to fix, but if there are issues that are fixable we want to address them and engage more people in the conversation."

Pete Truax, Mayor of Forest Grove



Pete Truax became mayor of Forest Grove in October 2009, when he was appointed to finish the unexpired term of Richard Kidd and re-elected to that position in 2010, 2014 and 2018. Truax was first elected to the Forest Grove City Council in 2000 and held the position of councilor until being appointed mayor. He served as president of the LOC in 2015.

Truax is currently the chair of the Metropolitan Mayors Consortium and is also serving on the Board of Directors for Community Action Organization and the Washington County Visitors Association. He taught for 28 years in the Forest Grove School District as a middle and high school English teacher. He also is a veteran with service in the United States Army and served in Vietnam.

Truax said he became a founding member of the LOC's Equity and Inclusion Committee because he has always felt he needs to do more to help make a difference when he can.

"I would like to think that the opportunity to treat people as individuals and people of value has always been part of my culture," he said, noting that Forest Grove's Sustainability Commission is based on a three-legged stool that encompasses environmental and economic sustainability as well as social justice.

"When we put that together diversity, equity and inclusion just came as a natural step in that," he said.



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Truax credited Portland Commissioner Amanda Fritz and Councilor Greg Evans for their work in guiding the committee, and said he hopes to see the Equity and Inclusion Committee achieve its objectives organically.

“We wouldn’t have to consult handbooks and we would be doing this kind of equitable and inclusive treatment naturally. It wouldn’t come as, ‘Oh, look what I’m going, it’s special.’ It’s not something special. It’s the order of the day and that’s where I hope we end up.”

Candy Canga-Picar, DNP, Metolius City Councilor and Chief Nursing Officer for St. Charles Health System



Canga-Picar joined the Metolius City Council in 2016. She previously lived in large cities in California and her move to Metolius was her first experience of living and working in a rural area. She said she was excited to share the administrative skills she has developed over the years with her new colleagues with the city and community members.

“I’ve always enjoyed my responsibility of taking care of the health of the community because my background is in nursing leadership,” she said, adding she helped guide the city’s leadership and staff in a four-hour teambuilding activity to improve communication. “I enjoyed that because it made a huge impact for the team.”

Canga-Picar, who earned her doctorate degree with a transcultural care project that promotes cultural competency to health care providers and community members in Jefferson County, said she was encouraged by Central Point City Councilor Tanea Browning, the current LOC Treasurer, to get involved with the Equity and Inclusion Committee. Evans appointed her after the pair spoke during the LOC’s Annual Conference last year.

“The moment that they nominated me and appointed me I accepted it because, number one, it is the fabric of who I am. As the only Filipino-American health care leader in Jefferson County, it is my number one goal to promote diversity,” she said. “I really want to have a voice at the table and bring a diverse perspective, so when they appointed me I said ‘yes’ right away. I also think it’s important as a health care executive that I should have a voice in the community and not just in a hospital setting.”

Canga-Picar said she wants to see greater participation and recognition of the Latinx population in municipal leadership. She advocated heavily to add Leticia Montano to the Madras City Council and Ema Reynoso Urieta to the Metolius City Council. As a member of the LOC’s Equity and Inclusion Committee, Canga-Picar plans to continue that support.

“My goal is that the committee should advocate for all ethnic minority groups,” she said.

For more information, including upcoming meetings, go to orcities.org and click on Committees under Who We Are. ■



What educational resources can the LOC recommend for my city council and staff on the issues of diversity, equity and how to better understand

and respond to the situation the U.S is currently facing regarding systemic racism?

- ▶ [Glossary of Racial Equity Terms](#)
- ▶ [Getting Insight into Inequality: How Cities are Investing in Social Equity Indicators](#)
- ▶ [Resources to Understand Racism in America](#)
- ▶ [Understanding Racism: American Psychological Association](#)
- ▶ [Leading Towards Equity - Targeted Universalism](#)
- ▶ [History - Oregon’s Racial Timeline](#)
- ▶ [History - Reconstruction After the Civil War](#)
- ▶ [Structural Marginalization](#)
- ▶ [Systemic Inequality: Displacement, Exclusion and Segregation](#)



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America Sees Nationwide Protests in Response to Minneapolis Tragedy

The Need for Police Reforming, Transforming or Defunding

By CIS Law Enforcement Consultant Kirk Sanfilippo, and CIS Deputy Property/Casualty Trust Director Dave Nelson

Changes are needed, and now changes are coming to policing. Oregon lawmakers passed police reform and accountability bills during both legislative special sessions this summer.

Now the question is, What's next? How will cities reform, transform, or defund police departments in the coming days, weeks, months, and years ahead?

Another important question is why did George Floyd die so tragically in 21st Century America by the actions, or lack of actions, of Minneapolis police officers?

Staff at CIS believe the way forward involves reforming or transforming the culture of police organizations. But how?

It can be accomplished by placing more focus on the appropriate use of professional standards administrative investigations — as well as the discipline process. Another way is by paying closer attention to the significant role of leadership and supervision in law enforcement. And lastly, and most importantly, by re-thinking the contemporary and appropriate use of force.

Protests Continue Nationwide and in Oregon

As a result of extraordinarily bad behavior, poor decision making and charges of criminal conduct against four officers in Minneapolis, there have been protests, riots, injuries to innocent civilians, deaths of innocent officers, and substantial damage to personal and public property. And the protests show no sign of subsiding.

Some will argue that this uprising is occurring because this nation's citizens are historically racially divided. Others contend that as human beings, everyone has implicit and/or explicit bias. Rather than looking for what people have in common as human beings, there's a tendency to focus on differences. These differences include, but are not limited to, race, gender, family upbringing, occupation, moral and ethical values, and theological, philosophical, and religious beliefs. These are all deep-rooted societal issues that have historically influenced law enforcement specifically and society in general. It will take everyone working together regardless of background, education, race, gender, to solve the social and criminal justice issues.

As Minneapolis Police Chief Medaria Arradondo stated in his press briefing on June 10:

“To our Minneapolis community members, faith leaders, social justice advocates, civic and youth leaders, along with the esteemed leadership of our local urban league and NAACP, and also our community elders I want to say thank you for our continued and on-going dialogue in solutions focused conversations. But what our city needs now more than ever is a pathway and a plan that provides hope, reassurance, and actionable measures of reform. Because I work for and serve the



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people this work must be transformational, but I must do it right. Now this will not be accomplished overnight. It will take time. But I am confident that by being both vulnerable and shaping a new paradigm of peacekeeping and courageous in identifying and tearing down those barriers that have crippled relationships with our communities and that have eroded trust we will have a police department that our communities view as legitimate, trusting, and working with their best interest at heart.”

Leadership and a constructive culture are the keys to positive and transformational change. Some leaders have title, position, or rank, while some outstanding leaders can also exist in the line staff of any organization. In other words, stripes, bars, and stars are not necessarily prerequisites for leadership roles. A line officer who is modeling the positive and constructive culture of the organization and will hold every member accountable for their actions is, in effect, a leader. Though leadership comes naturally to some, it can also be taught and learned. Regardless of the path that someone has taken to rise to a position of leadership, they must live the positive and constructive culture of the organization and provide accountability to the organization and community. A ranking leader is not present in the organization 24/7, therefore, all staff must know with certainty that any and all members of the organization will carry out the culture and mission regardless of who is watching.

CIS staff have determined that one way to help is by collaborating with the LOC, the Association of Oregon Counties, the Oregon Department of Public Safety Standards and Training, the Oregon Association of Chiefs of Police, and the Oregon State Sheriffs' Association by providing training that will support and encourage this mission of positive change and transformation. A few of the ideas CIS staff have considered and hope to be sharing soon are a series of CIS-led trainings. We would both lead and serve as host for the trainings and would make them available in the next fiscal year or two.

For now, the areas being focusing on include:

- Reforming and/or transforming the culture of police organizations
- Professional standards investigations and the discipline process
- The significant role of leadership and supervision
- Contemporary and appropriate use of force

Please continue to watch for CIS training announcements on these or similar topics.

Lastly, the current discussion of changing, reforming, and/or transforming law enforcement in the future, will take community and special interest collaboration along with thoughtful and diligent law enforcement leadership. CIS looks forward to helping CIS members shift the paradigm to a new normal of trust in the world of professional public safety in the state of Oregon.

More from CIS

Jail Deaths Continue to Rise, Impacting CIS' Reinsurance Rates

Sadly, 2020 continues to be CIS' worst year for jail suicides. Since January, there have been six deaths in CIS-member jails. Five of which were from suicides.

Previously, most jail deaths resulted from a lack of medical care. Thankfully, jail commanders have been working hard on the prevention of medical-care-related deaths. These deaths lead to costly claims (that in turn impact rates).

So why have there been so many suicides? Why have suicides become the leading cause of death in Oregon jails? What can be done to prevent these tragedies?

The answers are difficult to articulate. But, according to CIS' Deputy P/C Trust Director Dave Nelson, there are three priorities that can address the issue:

1. Continue to work with the sheriffs, police chiefs and jail commanders to address suicide and self-harm prevention and intervention best practice policies and strategies;

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2. Continue to encourage timely and appropriate screening of inmates at intake while providing mental health assessments by qualified mental health professionals as soon as possible; and
3. Work closely with the state of Oregon to provide more emergency care and in-patient facilities for individuals in need of crisis behavioral health care, thus limiting or eliminating the need to place these patients in our local jails.

Dave Nelson has developed a comprehensive risk management plan with our law enforcement and risk management consultants to address suicides in jails and reduce the frequency and severity of their claims.

He says it best: “By working together to address this tragic trend, we’re more determined than ever to save lives and make a difference.”

Dave encourages all CIS members to watch several one-hour videos on suicide prevention in our [CIS Learning Center](#). Watch them at these links: [Suicide Awareness in Jails and Prisons](#) and [Preventing Jail Suicides: Best Practices & Policy Considerations](#).

Expecting a Claim? CIS Supports Members in Times of Crisis

When tragedy strikes like the death of a public works employee or the suicide of a jail inmate, CIS members are reaching out to us seeking crisis communications and public relations support.

“When media are calling and asking for a comment or explanation of what happened, it can really be paralyzing,” says CIS’

Member Relations Manager Bill LaMarche. “When you anticipate a claim against your city, having us help draft your media statement or news release can help take the pressure off.”

Plus, when CIS drafts something for a city, it will be reviewed and edited by CIS’ General Counsel Kirk Mylander. This is important so the news release or statement doesn’t come back to harm the city in a court of law (if the tragedy leads to litigation).

In the past, CIS has helped draft news releases and statements following tragedies — as well as successful settlements like a recent one in Lincoln County. For more info, reach out to CIS’ [Bill LaMarche](#).

CIS’ COVID-19 Resource Page Provides Important Tools

During these challenging times, CIS is here to provide solid guidance to its member cities and agents. As part of this effort, CIS has created a comprehensive [Resource Page](#) on its website that gives guidance from everything from reopening parks and outdoor recreation areas to logistical guidance for reopening government buildings.

So far, CIS has received very good feedback from the site. Even a nonmember heard about the page and asked to receive special access to it, which was granted.

Some of the other highlights of the thorough web page include how the federal government has protected local governments from COVID-19 liability exposures through the [PREP Act](#) as well as worksite risk-management guidance and [guidance](#)



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[for shelters](#). There are also sample Hire to Retire and Pre-Loss documents, plus Public Safety guidance. Here are just a few of the items featured on CIS' [Resource Page](#):

- [Sample FFCRA Designation Notice](#)
- [Sample FFCRA and OFLA Leave Request Form](#)
- [Sample Furlough Policy](#)
- [Sample Furlough Letter](#)
- [Sample Layoff Letter](#)
- [CIS Sample COVID-19 Leave Policy](#)
- [DOL Families First Coronavirus Response Act Q&A](#)
- [Employee Rights Under Families First Coronavirus Response Act \(FFCRA\)](#)
- [Suggested FFCRA Definition of "Emergency Responder"](#)
- [CIS COVID-19 Employment-Related Best Practices](#)
- [Sample Leave Donation Sharing Policy](#)
- [Sample Shared Leave Donation Form](#)
- [Sample COVID-19 Telecommuting Agreement](#)
- [NCCHC Weekly COVID-19 Roundtable for Law Enforcement & Correctional Health Care Webinar](#)
- [OHA Law Enforcement Guidance – Exposure & Work Exclusion Guidance](#)
- [OHA Law Enforcement Exposure Protocol Questions and Answers](#)
- [CDC: What law enforcement personnel need to know about coronavirus disease 2019 \(COVID-19\)](#)
- [CDC: Interim Guidance on COVID-19 in Correctional and Detention Facilities](#)
- [Oregon State Fire Marshal Guidance for Fire and EMS Responders](#)
- [CIS COVID-19 Worksite Recommendations](#)
- [LOC's COVID-19 site with resources and updates for local leaders](#)
- [Guidance for Public Meetings During Times of Emergency, Emergency Declarations, and Employment Law Concerns](#)

Please spread the word about our COVID-19 Resource Page and visit it often. The page is being constantly updated.

CIS Excludes Communicable Disease; Adds \$100,000 Defense Coverage for COVID-19 Claims

The reinsurance market is scrambling to clarify communicable diseases are excluded from general liability policies. The reinsurers for CIS have implemented such exclusions. To be clear, the CIS General and Auto Liability Coverage Agreement already excluded pathogens, which includes virus and microorganisms. At CIS' June board meeting, the Board adopted a communicable disease exclusion. However, the board added \$100,000 of communicable disease defense coverage.

Offering limited defense coverage for communicable disease claims is another benefit of participating in a member pool that commercial insurance won't provide.

For a summary of CIS coverages for coronavirus claims and risk management recommendations, visit the [CIS website](#).

COVID-19 May Lead to More Cyber Attacks

Prior to coronavirus, not many public employees worked from home. With the suddenness of having so many now working remotely, cyber criminals are ready to take advantage of unsuspecting public employees through phishing and other methods. If city workers are using their personal laptops to access their emails and work files, their data may be at risk.

According to CIS' IT Manager Greg Hardin, cyber criminals are always looking for clever ways to access your networks. And if they succeed, they can lock a city out or gain access to employees' personal information — even worse, they can access citizens' personal information such as credit card numbers.

Recent news stories have highlighted cyberattacks on remote workers such as the defense contractor, Lockheed Martin. Other high-profile attacks have targeted both the World Health Organization and the US Department of Health. According to an article in *Forbes* magazine, COVID-19-related cyberthreats rose 600% from February to March. Sadly, remote workers may be easy targets.

CIS wants to help protect cities.

Make sure to listen to CIS' cybersecurity webinar in CIS' [Learning Center](#) featuring the expert cybersecurity firm, Eide Bailly. The comprehensive webinar covers the Seven Fundamental Cybersecurity Principles and an overview of best practices. It's important that cities learn how to protect data, assets and employees.

Lastly, CIS members can expand their existing \$50,000 cyber coverage to Excess Cyber Liability by providing a written cyber plan prior to Sept. 30, 2020. For more information, please reach out to CIS' [Underwriting Manager Tena Purdy](#).

LOC Appoints New CIS Trustee

LOC appointed Krisanna Clark Endicott to the CIS Board position vacated by former Board Trustee Scott McClure. Krisanna is currently a city councilor in Redmond and was formerly the mayor of Sherwood. Her professional background was in claims, focused on bodily injury, contract review and litigation. LOC also renewed Baker City City Manager Fred Warner's appointment and is planning to name a replacement before Fred's retirement this December.

The LOC is pleased to welcome incoming CIS Board member [Krisanna Clark Endicott](#). ■

GLADSTONE New Civic Center

Construction is complete on the city's new Civic Center, located at 18505 Portland Avenue. An official ribbon cutting ceremony will be held once the COVID-19 social distancing restrictions have been lifted.

The Civic Center is the new downtown home for the Gladstone Police Department and City Hall, built on a two-acre vacant site that is next to the city's public works facilities. A community room in the Civic Center will also be available for public meetings.

The center meets contemporary energy codes and is ADA accessible. The building is safer—built to comply with up-to-date earthquake standards. Gladstone residents should feel safer knowing their police department and emergency services can continue to operate in case of a major seismic event.

Design-Build Team

The Civic Center is the city's first building to be designed and constructed using the streamlined "Progressive Design-Build" approach under which the design-build team is fully responsible for delivering the city's desired program on-time and on-budget. P&C Construction served as the design-build lead and general contractor. The building was designed by Scott Edwards Architecture, with Shiels Oblatz Johnsen serving as the owner's representative.

Anchoring Downtown Revitalization

The new Civic Center is expected to be a catalyst that stirs redevelopment along Portland Avenue in the heart of the community. The Gladstone Downtown Revitalization Plan calls for a more vibrant downtown core, with a pedestrian- and bicycle-friendly



streetscape combined with new private investment. The new Civic Center facilities will anchor the north end of the revitalized downtown.

Project Financing

Funding is from the Gladstone Urban Renewal Agency, along with "full faith and credit" notes, and cash reserves. No additional property tax dollars are required. The total project cost is \$13.5 million.

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SWEET HOME

New Playground Equipment

The city recently added \$250,000 in new playground equipment at Sankey Park as part of the city's ongoing efforts to upgrade the park constructed by the WPA in the late 1930s. Public works staff collaborated with staff from GameTime, which develops playgrounds in Oregon and Washington, on the project.

"We've been blessed to do what we've done," Councilman Dave Trask said in an interview with the *Albany Democrat Herald*. "Public Works has done an amazing job. We've been able to get money from the state and to find money in our budget. We've made a big turnaround in terms of our parks. It's almost a miracle how far we've come."

In early July, crews placed 130 metal posts in the ground as the skeleton for the new equipment. GameTime, which supplied the equipment, gave the city a \$101,000 grant. Workers also installed new bathrooms.

The playground project is part of a long-term effort to create a BMX area, connect the park to the Boys & Girls Club with a



new footbridge, and remove trees to open up areas that were dark because of overgrowth. The city also plans to add new hiking trails, tables and benches.

Sweet Home Public Works Director Greg Springman said the city is still evaluating what to do with an old bandstand and gazebo in the park.

"We want to be respectful of the history of the structure, but we also have to consider what can be done with public safety in mind," Springman said.

Total project cost was estimated at more than \$400,000, with \$242,000 in grant funding from the Oregon Parks and Recreation Department and \$76,000 from private donors, according to the *Democrat Herald*.

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CLATSKANIE

Traffic Calming Plan

By Charlie Robeson, Co-Founder and Managing Partner at Radarsign

In 2017, Clatskanie faced a big problem with speeding drivers. The causes involved U.S. Route 30, a state highway that runs through town and serves as a major freight corridor, and even heavier traffic during summer months because of the city's proximity to the beach.

"When the highway enters the city, it changes from one lane each way to two lanes each way. This is where it becomes a miniature version of the Indianapolis 500, with drivers speeding up to get ahead of each other before the highway narrows back down to single lanes again," said City Manager Greg Hinkelman.

Hinkelman observed that if he could encourage just one driver to slow down, others would follow. He became intrigued with radar speed signs as a solution after another nearby town experienced success with them. Across the U.S., transportation agencies in every state commonly approve them for use on state highways because they don't interfere with traffic flow and are scientifically proven to reduce driver speeds.

Radar speed signs offer other benefits for law enforcement agencies that are actively reorganizing and reallocating budget and manpower. As senior officers across the nation are retiring, radar speed signs can help fill the gap in police manpower. In addition, law enforcement departments can quickly see a complete return on their investment, Hinkelman said.

Beyond initial traffic calming goals, usability and simplicity were top considerations.

"We have so much technology today," Hinkelman noted. "When I go out looking at products, if the technology is too difficult, if it's not intuitive or simple, I move on to another option. Our traffic calming solution required simplicity of installation and ease of usage."

Hinkelman said that the success of the first two radar speed signs led Clatskanie to purchase additional signs specifically for school zones around the elementary school.

"We are installing driver feedback signs with flashers that are integrated into the 'Your Speed' faceplate. These will be placed at both ends of the main streets where speed limits drop from 45 mph down to 20 mph rather rapidly. This is an area where we need to be able to alert drivers to slow down. We are using these signs as both an educational tool and a safety tool."

He added that residents appreciate the radar speed signs, too. "Everybody enjoyed it because they have all had the same big



Clatskanie, Oregon's use of radar speed signs could be what the future looks like for traffic calming and traffic enforcement. Photo credit: Radarsign

complaint about speeding drivers, especially during the summer months when 30 becomes a raceway and vacationers leave their manners behind because they're so focused on getting to the beach. It's been a big positive for the community having those signs put in and everyone likes them."

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COOS BAY

Construction & Renovation Projects

An array of construction and renovation projects are underway in Coos Bay, including two new schools, renovation of the South Coast Dental building, the new Umpqua Health & Science Building at Southwestern Oregon Community College, several urban renewal-backed façade projects, and a new commercial/retail development on the waterfront.

Eastside Elementary and Marshfield Junior High School are the two new school additions. Eastside, the first scheduled for completion, will span 52,000 square feet and feature a warming kitchen, storage rooms and an administration area in addition to classrooms and service areas.

The city is planning significant upgrades for its Madison, Millicoma and Sunset schools. Some of the improvements for Millicoma, an intermediate school that will accommodate 450 students, include a new entry vestibule, two additional classrooms, upgraded HVAC equipment, a new roof and updated finish materials.

Bryan Trendall, Coos Bay School District superintendent, told the city's planning commission that school safety was a primary factor for the projects. The plans are designed to provide for controlled entry vestibules, construction standards for seismic safety, and the latest technology for student learning.

Construction has begun to transform the South Coast Dental building, a structure built in 1957 as a medical clinic. Over the years, it has been home to various businesses and organizations, including a detox and mental health facility. Other tenants have included Oregon Legal Services, South Coast Business Employment Corp., Coquille Tribal Administrative Offices, Head Start, Alternative Youth Activities and, most recently, a museum for rocks and gems.

South Coast Dental has purchased the building and is giving it a makeover for its new location. The company hopes to have the project completed and moved into their new facility by the end of the year.

Southwestern Oregon Community College's new \$24 million Umpqua Health & Science Building is intended to inspire tomorrow's engineers, scientists and health care professionals. Cross-laminated timber from Riddle, Ore., is a key component of the project and celebrates the region's wood products heritage.

In addition, the city is working on the Coos Bay Village Project, located along the North Bayshore Drive waterfront. The project will be comprised of multiple retail, restaurant and office buildings; pedestrian plazas; a public boardwalk; off-street parking; landscaping; and the installation of a lighted intersection.



South Coast Dental Building - Before



South Coast Dental Building - After

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ROSEBURG

Multi-Family Housing, Parks Improvement Projects



Several multifamily housing projects are taking shape in Roseburg and will provide hundreds of new apartment units to residents. The projects are located within the city's newly created urban renewal district, allowing developers to take advantage of the System Development Charge (SDC) Buydown Program the city created as an incentive.

The SDC Buydown Program allows developers to defer the charges normally required at the time of building permit issuance to a later date, and paid by the Roseburg Urban Renewal Agency.

The Deer Creek Village apartments, which are being constructed by NeighborWorks Umpqua (NWU), will consist of 68 units of affordable housing geared toward serving veterans. NWU was able to qualify for \$314,367 worth of SDC savings.

Oak Springs apartments, being built by private developer Timberview Construction, will consist of 89 two-bedroom, market-rate units. Timberview Construction was able to take advantage of \$409,968 worth of SDC fee savings.

The city recently approved a conditional use permit for a 144-unit apartment complex developed by Wishcamper Development

Partners. Wishcamper also is working on completing design plans for six 24-unit apartment buildings that will house one-, two- and three-bedroom units.

These projects will provide several hundred affordable housing units, which the city called a "significant boost" to its housing stock that is in "desperate need" of multifamily housing. Roseburg received \$9.8 million in state funds to help establish the projects. The grant was among \$75 million provided across the state in Local Innovation and Fast Track (LIFT) funding. The LIFT program was approved during the 2016 legislative session to help spur affordable housing for low-income families, including those in rural communities.

In addition, Roseburg is working on improvements to several of its parks, though some of the work has been delayed due to the COVID-19 pandemic. The city has purchased playground equipment, safety surfacing and site amenities for Beulah Park and construction is scheduled to begin in spring 2021. The Stewart Park Pavilion Renovation, which will include a new roof, the removal of old dilapidated fireplaces, the addition of skylights and improved lighting, is scheduled for this fall.

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ECHO

Wastewater Infrastructure Investment

The U.S. Department of Agriculture's (USDA) Rural Development program is investing \$1.7 million to upgrade the wastewater treatment plant serving the city of Echo in Umatilla County.

"Utility services are essential for public health and safety, as well as for economic vitality, but maintaining the necessary infrastructure can strain a small town's budget," said USDA State Director John Huffman. "This investment will enable a very small, rural Oregon community to meet the needs of its residents and businesses."

The wastewater treatment system has not undergone any improvements since 1985 and is no longer able to comply with updated environmental standards. With the help of a \$929,000 loan and a \$769,875 grant from USDA's Water and Waste Disposal Program, as well as \$1 million from the Oregon Department of Environmental Quality, Echo will upgrade the plant's lift station and pressure main.

The city will also build a pipeline to transport effluent to the nearby Stanfield collection system, eliminating the need to discharge treated wastewater into the Umatilla River. This solution avoids the need to build additional storage and treatment infrastructure, making it the most cost-effective option while also increasing the plant's treatment capacity.

Overall, this project will ensure the rural community of 699 people has a safe, reliable wastewater treatment system to meet its needs for years to come.

City Administrator David Slaght said the project also will allow Echo to drain its lagoons, dredge them and clean them out. The bio solids will be dried out and several area farmers have expressed interest in using it. Aerators will be installed in its ponds to help manage effluent as well.

"The math shows that we'll be able to evaporate and reduce our effluent that way, and our short-term and long-term goals are to not have any discharge at all," Slaght said. "As a side note, there is future potential for a possible development in our UGB where the pipeline will go through the edge of to Stanfield, so we will put in a valving system to accommodate new development. We're setting up part of it for the future as well."

Rural Development's Water and Waste Disposal Program financing can be used to build or upgrade drinking water, storm water drainage, and waste disposal systems in rural communities with a population of 10,000 or less. Most state and local government



entities, nonprofits, and federally recognized tribes are eligible to apply. Applications are accepted year-round, and local staff members are available to discuss potential projects.

USDA Rural Development provides loans and grants to help expand economic opportunities and create jobs in rural areas. This assistance supports infrastructure improvements; business development; housing; community facilities such as schools, public safety, and health care; and high-speed internet access in rural areas. Learn more at www.rd.usda.gov/or.

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