



Oregon

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October 30, 2013

TO: Land Conservation and Development Commission
FROM: Patrick Wingard, North Coast Regional Representative
SUBJECT: **Agenda Item 8, November 14-15, 2013, LCDC Meeting**

NORTH COAST REGIONAL SOLUTIONS TEAM PLAN

I. BACKGROUND

The North Coast Regional Solutions Team covers Tillamook, Clatsop and Columbia counties. We collaborate with the South Valley Team on projects in Lincoln County. The North Coast Regional Solutions Center is located at Tillamook Bay Community College.

The North Coast Regional Advisory Committee is comprised of:

- Senator Betsy Johnson, Convener
- Mr. Kurt Englund, Englund Marine & Industrial Supply Co., City of Astoria
- Dr. Larry Galizio, President, Clatsop Community College
- Commissioner Tony Hyde, Columbia County
- Mayor Shirley Kalkhoven, City of Nehalem
- Commissioner Mark Labhart, Tillamook County
- Mayor Don Larson, City of Seaside
- Mr. Hal Snow, Esq., City of Astoria

State agency members of the North Coast Regional Solutions Team include:

- Mark Ellsworth, Office of Governor Kitzhaber, Regional Coordinator
- Larry McKinley, Department of Transportation, Northwest Area Manager
- Jennifer Purcell, Department of Environmental Quality, Regional Solutions Liaison
- Dennie Houle, Business Oregon, Regional Business Development Officer
- Melanie Olson, Business Oregon, Infrastructure Finance Authority, Regional Coordinator
- Vince Chiotti, Housing and Community Services, Regional Representative
- Patrick Wingard, Department of Land Conservation and Development, North Coast Regional Representative

II. NORTH COAST PRIORITIES

The North Coast Regional Advisory Committee has established the following priorities that guide the Regional Solutions Team's activities in the region:

- Exploit opportunities in areas such as marine based industry, tourism, small manufacturing, forest products, agriculture and aviation
- Encourage business incubation, manufacturing and new technologies by assisting start-ups and entrepreneurs
- Improve the readiness of industrial land by addressing wetlands, transportation access and infrastructure needs
- Increase the number of sites that have building-ready status
- Encourage creation of quality industrial flex-space
- Review, streamline and address regulatory impediments to economic development
- Work with rural communities to plan, fund and install needed infrastructure
- Bring regional support to ongoing Oregon Solutions projects

III. NORTH COAST INITIATIVES AND PROJECTS

The Regional Solutions Team continues to deliver projects to north coast communities while making substantial progress on others. To view the complete list of North Coast Regional Solutions Team Projects, please refer to Attachment A. In its presentation to the Commission, team members will key-in on regionally significant projects that relate to local economic and community development planning initiatives and flood hazard mitigation programs. Team members will also highlight ways that the Tillamook Regional Solutions Center is used to maximize collaborative decision making, public engagement and interagency cooperation. The Commission may look forward to being briefed on the following regionally significant projects and initiatives:

- Tsunami Preparedness and Disaster Resilience
- Tillamook Flooding – Project Exodus / Southern Flow Corridor
- Clatsop County Highway 101 Flooding South of Seaside
- Clatsop Plains Subarea Plan / Shoreline Sanitary Sewer District
- Vernonia Storm Recovery and School Rebuild
- Port of Tillamook Bay Alternative Projects

IV. ATTACHMENTS

- A. North Coast Regional Solutions Team Projects

Oregon Solutions Network

North Coast Regional Solutions Team Project Update August 2012

North Coast Mission and Priorities:

Promote and sustain healthy communities through retention, diversification and expansion of the economic base. Job creation is paramount with the goal of expanding the region's economic base while being responsible stewards of the region's natural resources.

- Sustain and grow NW Oregon's businesses by exploiting opportunities in areas such as marine based industry, tourism, small manufacturing, forest products, agriculture and aviation. (Priority 1a.)
- Encourage innovation, business incubation and the manufacturing of new product technologies. Assist business start-ups and entrepreneurs. Encourage the creation of quality industrial flex-space. (Priority 1b.)
- Improve the readiness of industrial land by addressing wetlands, transportation access, infrastructure and other impediments on prime industrial land in the region. Work to increase the number of sites that have building-ready status. (Priority 2)
- Review, streamline and address regulatory and permitting impediments to economic development. (Priority 3)
- Work with rural communities to plan, coordinate, fund and install needed infrastructure. (Priority 4)
- Bring regional support to ongoing Oregon Solutions projects. (Priority 5)

Projects Nearing Completion

Project Description and Scope	Team Description	Status
<p>Foss Maritime Working to revive a stalled tug-boat manufacturing project in Rainier on the Columbia River. Foss Maritime a Seattle based tug manufacturer would like to manufacturer their newly designed green hybrid-tug in Oregon. This would be a million dollar investment to expand this facility and add some high-wage jobs in Columbia County.</p> <p>This project brings Green Innovation Technology Jobs with good wages to North County.</p>	<p>Dennie Houle, Kirk Jarvie, David Stocker, DSL, OBDD, DEQ, County, City, ODOT, Army Corps</p>	<p>Agencies have worked permitting and mitigation issues and have recently broken a major logjam to allow the purchase of a mitigation site. We have also had to work closely with the city to keep them on the reservation. This has been a delicate balancing act given the personalities involved.</p> <p>Our work is paying off with a pending announcement of new manufacturing contracts. This is the type of business that meets the Governor's vision of leading with green technology.</p>
<p>Fleming Fire Suppression Pond Construction The Mist-Birkenfield Rural Fire Department in Columbia County near rural Oregon highway 202 (which runs through rural Columbia and Clatsop counties) has been working for some time to construct a fire suppression pond by damming up an intermittent tributary of the Nehalem River. This project has been met with several delays over</p>	<p>Bill Fuji, DEQ, DSL, DLCD, Army Corps, Regional Coordinator, Rural Fire District, County Agencies and Officials, Mist-Birkenfeld, NW Natural, Tony Hyde</p>	<p>The North Coast Regional Solutions Team has worked closely with the county and community to help them navigate the process so that they can complete the project successfully. Some of the challenges have included coordinating engineering planning, erosion control, coordinating the permitting among state agencies including DSL for permit</p>

<p>permitting and also in securing the funding necessary to take on such a large undertaking.</p> <p>This is an ambitious project with several moving parts. To help ensure that water temperature is not impacted in the stream, a bypass will be constructed which will allow water for fish runs while not adding any additional heat to the water.</p> <p>It is anticipated that the project will cost in the neighborhood of \$150,000. Through a series of meetings, Northwest Natural has agreed to fund the cost of the construction of the pond. They have wells in the areas and see the benefit of having increased fire suppression capacity.</p>		<p>renewal, Water Resources, DEQ for discharge and the Army Corps 404 for Certification.</p> <p>Commissioner Tony Hyde, a member of our advisory committee has been instrumental in securing the funding from NW Natural.</p> <p>We will still need to navigate the in-water-work-period for construction but with much effort over the past year, things are coming together for a significant Regional Solutions project in the Northwest part of the state.</p>
<p>Clatsop County Highway 101 Flooding South of Seaside</p> <p>Of major concern to all cities on the north coast are flooding events between Seaside’s southern city limits and the junction of US26 and US101 near Cannon Beach. Flood events in recent years have had a direct impact on safety and commerce.</p> <p>There needs to be a win-win for all parties on this to show cooperation between government works</p>	<p>Larry McKinley, Clatsop County, ODOT, Nature Conservancy, Army Corps, NMFS, DEQ, DSL, OEM</p>	<p>A consortium has been formed to share project funding. Modeling has taken place and work is underway to remove a flood control berm on the west side of the Necanicum River near Beerman Creek. A win-win where the NW Land Conservancy will gain a wetland they didn’t have to fund, ODOT will get a wetland bank and the public will get safer roads and increased economic development.</p>

Ongoing Projects

Project Description and Scope	Team Description	Status
<p>Garibaldi Wharf Revitalization</p> <p>The Port of Garibaldi extension and capping of the North Jetty now provides further opportunity for Port development. Upgrading the structural integrity and weight bearing ability of the Wharf will allow refrigeration and attract new fishing and tourism based businesses. Zoning flexibility will also allow more diversity with housing and business options.</p>	<p>Kevin Greenwood, Port Directors, OBDD, DSL, DEQ, DLCD, County, Col-Pac Mary McArthur and EDA</p>	<p>This is a multi-year staged project that will require multiple source funding coordination. Have worked closely with the Port to help them develop their vision and required infrastructure. They are currently in the running for a Connect Oregon grant. Side issue is Merrill’s Auto wrecking with DEQ conducting briefings on contamination.</p> <p>Securing additional funding for South Jetty repair is a key federal priority of the county.</p>
<p>Scappoose UGB Expansion and South County Growth</p>	<p>Patrick Wingard, Patrick</p>	<p>This will be a multi-year project. DLCD has guided the city</p>

<p>This decision provides opportunity for business growth and development at the airport and surrounding region. Small manufacturing, a Regional Training Facility and a PCC presence are possible.</p> <p>This project will help with job creation, with complementary industries leveraging competitive advantages.</p>	<p>Trapp, Ed Freeman, City Leaders, OBDD, DLCD, DEQ, County, City, PCC, Portland City Police, Mayor and CCET</p>	<p>step by step through this process (for 278 acres!). An appeal is pending before LCDC which should be resolved in September.</p> <p>Highlights statewide breakdown of UGB expansion process.</p> <p>We are still working with PCC to facilitate their bringing a presence to the county. This move has great potential.</p>
<p>OR PET – Phase 2 (St. Helens)</p> <p>This start-up recycling operation will process all of the plastic bottles collected for recycling in Oregon. Their process flakes the plastic into a raw material suitable for further processing. Phase 2 for the plant will install value added equipment which will allow the project to be further refined and more marketable.</p> <p>This operation brings a state of the art plant with world class manufacturing processes to Columbia County.</p>	<p>Dennie Houle, Patrick Trapp, OBDD, DEQ, ODOT Rail, ODOT, Port of St. Helens, City of St. Helens, City of Portland, CCET</p>	<p>The schedule for this project has slowed. Phase 1 is now in operation with planning underway for phase 2. We are working to facilitate a quick turnaround for Phase 2 and are currently in meetings with owner Dennis Denton. This plant is a big win for the county.</p>
<p>Oregon Aero – Low G (Scappoose)</p> <p>Innovative cutting-edge manufacturer of aviation and healthcare foam based products.</p> <p>Need help in to allow and finance expansion that will keep company located in the region.</p> <p>A key player in regional cluster strategy. Success will bring addition value-added business.</p>	<p>Dennie Houle, David Stocker, Mary McArthur, Port of St. Helens, DEQ, ODOT, OBDD, City, County</p>	<p>The team has responded at lightning speed to turn around requests for help as this business expands. They are a key player in our development strategy at the airport.</p>
<p>Flex Space</p> <p>The Northwest Region of the state has a critical need for buildings where businesses grow and expand without constantly moving. These business spaces need to be clean, wired and ready for operation.</p> <p>Job Creators needs locations that are next to other business and available with utilities and highway access.</p>	<p>Dennie Houle, Mark Ellsworth, David Stocker, Ports, Cities, Counties, OBDD, ED Partners</p>	<p>Tillamook County is out in front of the others through the work of the Port and their development of new office space as a part of the FEMA Projects initiative. This is a direct result of our meetings with them and our suggestion that they build Flex Space.</p> <p>Columbia and Clatsop Counties are developing lists of available space. We then will assess needs and resources to help.</p>

<p>State Highway 6 Development Tillamook is interested in bringing more commercial business to the county. A developer had wanted to put a commercial development on property bordering OR Highway 6 at Wilson River Loop Road. This project has currently stalled, and we are currently assessing other development opportunities at this site.</p>	<p>Larry McKinley, ODOT, County, City, DLCD, DEQ, DSL</p>	<p>This project was on track to be a significant win for a community before the developer pulled out.</p> <p>Without agency nimbleness and responsiveness, the deal would not have come close to happening.</p>
<p>Disposal of Animal Mortalities: Bio-Solid Digesting (Dead Cows) A recent feasibility study conducted by several Tillamook County entities indicates composting of animal carcasses using anaerobic digestion is economically feasible. Carcasses are currently land-filled costing \$250,000 annually. Problem exists around the state and was the subject of an Oregon Solutions project in 2007.</p> <p>Mitigates current high cost of disposal, creates full-time jobs, reduces odor, and is a sustainable source of either compressed natural gas or generated electricity.</p>	<p>Dan Biggs, Jennifer Purcell, County, USDA, ODOE, DEQ, OBDD, ODA, Port of Tillamook Bay, EDC</p>	<p>Project is gaining momentum. Dan Biggs of the Tillamook County Economic Development Council has been tasked as lead. Oregon Innovation Council funding requested to address additional technical research needed. Oregon Solutions is assessing addressing statewide regulatory concerns.</p>
<p>Inventory Current Industrial Sites The goal is to catalog where sites are and the assets each site brings and to list the improvements that are needed to make the sites marketable and readily available.</p> <p>Readiness of industrial land is key. An inventory is the starting point in improving and marketing land.</p> <p>Devote attention to Port of Astoria and Port of Tillamook Bay sites for re-certification.</p>	<p>Mark Ellsworth, David Stocker, Dan Biggs, Kevin Leahy, Mary McArthur, OBDD, DSL, DEQ</p>	<p>Have been working closely with Mary McArthur of Col-Pac, Mike Williams of OBDD and each of the county economic development managers in developing a list of appropriate sites. The challenge now is determining what sites to include and how that decision plays in the local communities.</p> <p>A key development of the project has been the introduction of the idea to apply for a designation along the Columbia River for a Regionally Significant Industrial Site. This use under SB 766 would link communities in economic development in a very useful way.</p>
<p>Re-Certify McNulty Creek Industrial Site This site complete with rail access is highly marketable and has recently fallen off the certification list. Agencies need to revisit certification process for this site.</p> <p>This has been the region’s only certified site and needs a regional marketing plan.</p>	<p>Dennie Houle, Melanie Olson, David Stocker, Paula Miranda, Port of St. Helens, County, DSL, OBDD</p>	<p>Agencies are working together to renew necessary certifications. Discussions are underway with The Port of St. Helens on how to best prioritize this project.</p>

<p>Port Westward Development Port Westward is a key site for job creation in Columbia County. It is included in an Enterprise Zone and an Urban Renewal Area and is a site for PGE operations as well as the restart of the old Cascade Grain facility. Continued work is needed to upgrade Hermo Road to ensure transportation access and future development at the site. Water quality is a current issue that needs immediate attention.</p> <p>Development at Port Westward is a complex, multi-agency and jurisdictional project that has the potential to being a major economic development facility.</p>	<p>Patrick Trapp, Bill Fuji, Port of St. Helens, County, OBDD, DSL, DEQ, Water Resources, Army Corps</p>	<p>An ongoing multi-year project. There is much to do at Port Westward. All of which would have a significant economic development benefit for the region and state.</p> <p>Following the roadblock in negotiations over lawsuit, we remain open to avenues that allow for the development of Hermo Road.</p> <p>Of course, the coal projects color anything that happens there now.</p>
<p>Astoria Marine – AMCCO EPA’s Superfund listing of this site could force the closure of the small boat maintenance facility located there. This would adversely impact one of the region’s key marine cluster businesses. EPA has extended the site’s superfund listing comment period so that it can be determined whether Oregon has the ability to manage and fund the cleanup or if EPA should take ownership.</p> <p>This site was chosen for evaluation following an investigation of sites along the lower Columbia River following its designation as a “River of National Significance.”</p> <p>Much of the contamination occurred when the US Navy had the property. The owners don’t have any ability to pay and how the cleanup process is handled will affect the viability of this key marine cluster business.</p>	<p>Scott Somers, County, DEQ, DSL, EPA, Astoria Marine Owners, Consultants, Forensic Accountants, Lawyers, Federal Delegation, CEDR, OBDD Ports Division</p>	<p>This is a project that could last several years but has potential of solving a key community concern which if handled improperly could have negative consequences for the region.</p> <p>DEQ continues to work with EPA towards deferral of cleanup to the state.</p>
<p>Encourage Business Development Along State Highways Creative access management strategies are needed to allow development while maintaining a safe highway system.</p>	<p>Larry McKinley, ODOT Area Manager, ODOT Region Staff</p>	<p>Could take years, but a good project. Senator Johnson and Polk County Commissioner Pope now chair the Access Management Task Force. They are meeting which is key in moving this idea forward.</p>
<p>Kaizen to Improve the Water Quality Certification Process DEQ has initiated an effort across agencies to improve the permitting process under sections 401 and 404 of the clean water act.</p>	<p>DEQ, EPA, Army Corps, NOAA, NMFS, DSL</p>	<p>Focus is on the current joint application process and on 26 specific actions that can speed the process. These include a monthly “one-stop” coordination meeting where applicants</p>

<p>Streamlining this much criticized dual two-track process would be welcomed widely.</p>		<p>can attend and receive feedback and help from all agencies. Group is also working to develop a single State of Oregon portal for permit application.</p> <p>Through RS Team involvement, one budding project along the Columbia River at Bradwood Landing will be the test case for the new process.</p>
<p>Port of Tillamook Bay – Alternative Projects Because rebuilding the railroad is economically unfeasible, The Port is leveraging FEMA reimbursement dollars from damages during the December 2007 storm to fund 18 alternative projects. Projects include infrastructure, new construction and remodeling. Will use up to \$44 million for infrastructure, a digester and two new business parks. \$31 million of projects being planned are now fully funded by state match.</p> <p>Investment will add substantially to local economic development. In the short term, over 200 construction jobs will be generated. Stimson Lumber and other long-term businesses will receive substantial benefit.</p>	<p>Michele Bradley, Port of Tillamook Bay, OEM – FEMA, DSL, SHPO, OBDD, DEQ, DLCDD</p>	<p>This is an ambitious project with significant upside for the region. The challenge is to stage and manage the dollars and projects well. I have had weekly or bi-weekly briefings and discussion on each project and the whole team being updated weekly or monthly as needed. Team has made substantive additions to plans and vision that will deliver wins for the county.</p> <p>One business expansion is Near Space Corporation, a NASA contractor that conducts high altitude balloon flights. This type of expansion allows the port to attract other like tenants and industry. Also, this business builds on our Marine Cluster at the Port of Newport through ocean observation.</p>
<p>Port of Tillamook Bay – Highway 101 Project Team and the Port of Tillamook Bay are investigating the feasibility of using infrastructure dollars to prepare a commercial site where the Pelican Pub, Air Museum and other businesses could locate.</p> <p>Commercial development off of Highway 101 could bring significant economic development opportunities.</p>	<p>Michele Bradley, Dan Biggs, Port of Tillamook Bay, EDC, OBDD, Ports Division, IFA, City, County, ODOT, DSL</p>	<p>We have had several meetings on this project with owners of the Pelican and with local officials that would handle the permitting and infrastructure costs. Currently on hold as investors in the project are looking at different sites that would not require the large investment in infrastructure outside the city UGB or such a high lease payment to the Port. We are more comfortable with this as it fits more closely with the CDO's.</p>
<p>Rails and Trails – Tourism The decision by the Port of Tillamook Bay to not rebuild the rail creates an opportunity to explore the feasibility converting the old rail bed from Banks to Tillamook along with other locations suitable for bike, horse and pedestrian trail tourism.</p> <p>Trail Tourism along the coast is heavily promoted. Safe access over the</p>	<p>Involve the following: Lynn Peterson, Tony Hyde, Tim Wood, Doug Decker, Mary McArthur, Rick Klumpf, Port of Tillamook Bay, ODOT Rail, DEQ, OBDD, ODFW, County, Cycle Oregon, Parks</p>	<p>Multi-Year Project. Have provided Department of Forestry Port of Tillamook's \$1.2 million Engineering and Environmental Study that was originally paid for by FEMA and Business Oregon to analyze whether to rebuild the rail line across the Salmonberry. Analysis and photos will be of tremendous help as we start to conduct our assessment of the project.</p>

<p>mountain would greatly facilitate tourism along the coast.</p>	<p>Dept., Forestry Dept., Travel Oregon, NW Steelheaders</p>	<p>Have begun a \$200,000 feasibility study.</p>
<p>Botts Marsh Rail and Trail Terminus Tillamook County saltwater marsh that floods daily on the Nehalem River estuary next to the City of Wheeler. Opportunities abound: Right off Highway 101, it is ideally suited for an educational opportunity. A natural terminus for rails and trails project. A part of the County River Trail Network for kayaking. The train travels there from Garibaldi. Restores what was once an environmental sanctuary for downward migrating smelt, a salmon run which deserves protection.</p> <p>Intersection of highway, river and trail tourism. Natural stop for car traffic. Environmental showcase for the restoration of salmon habitat.</p> <p>Natural North County tourist destination.</p>	<p>Involve the following: Dan Biggs, Tony Hyde, Lynn Peterson, Shirley Kalkhoven, Trust for Public Lands, Tillamook Estuary Partnership, County Watershed, City of Wheeler, State Parks, DSL, ODOT, OBDD, ODFW</p>	<p>Multi-Year Project. Have held productive meetings with Owen Wozniak of the Trust for Public Lands on the history of and intrigue surrounding ownership of the marsh. The trust has worked quietly for several years to acquire control of the property. Next steps are focused on keeping the Port of Nehalem from getting too excited about re-development prospects and working with DSL in a way to where they will see the benefit of being helpful as the trust works to acquire the property. Manzanita mayor (a former labor negotiator) will be helpful through the process. Also need to coordinate with OWEB on grant timing issue.</p> <p>The good news: The owners are feeling increased financial pressure to sell the property.</p>
<p>Tsunami and Disaster Preparedness Coastal counties continue to grapple with issues and needs raised by the recent tsunami event. Of major concern is planning for the ‘disaster after the disaster’ where needs will go well beyond having a simple ‘72hour kit.’</p> <p>An opportunity and need exists for the state to take a role in helping refine plans and assess lessons learned in recent days all along the coast.</p>	<p>Local Initiative County, Cities, OEM, ODOT, Red Cross, DOGAMI, RST Agencies, RST Coordinator</p> <p>Mark Labhart is a key player</p>	<p>Have held one meeting with County Commissioners and City Managers in Tillamook County. Next steps are meetings with OEM and the leadership of neighboring counties.</p> <p>An increased amount of marine debris from the Japanese Tsunami has highlighted preparedness and coordination issues.</p>
<p>Watseco-Barview Water District Located in Tillamook County between Garibaldi and Rockaway Beach, the District serves approximately 200 permanent and seasonal residents, as well as a significant number of transients at the Barview Jetty Park along with private camps.</p> <p>In January 2011, the District was notified that their water exceeds the maximum contaminant level for TTHM’s, a known carcinogen. In addition to this, the District’s sole source drinking water well does not</p>	<p>Melanie Olson, OBDD, Water Resources, ODFW, DEQ</p>	<p>A several year project that is moving forward nicely and making good progress. The district has hired an engineer for a preliminary engineering report. They are looking at all the options before them.</p> <p>Probably the best option at this point is for the Water District to connect to the City of Garibaldi. For this to happen, we will need key involvement of DLCD and ODOT.</p>

<p>have sufficient capacity to serve the District in the long-term.</p> <p>Water quality issues exist all along the coast impacting livability and the potential for economic development.</p>		
<p>Clatsop Plains Clatsop Plains is the area located between Seaside and Warrenton. There are many neighborhoods throughout this area and all are on septic systems. Ground and surface water quality in this area is poor. The County is interested in addressing the land-use and sanitation issues impacting the area. The Shoreline Sanitary District located at Cullaby Lake is operating a failing wastewater treatment plant. The District has selected a “collection only” system with treatment being provided by City of Warrenton. The District has a \$2 million bond in place for the construction and continues to seek grant assistance to help lower the cost but unfortunately, their median household income does not qualify. The District has requested help from the County but is hampered by development outside the UGB which precludes a sewer connection in the area.</p> <p>Water quality issues exist all along the coast impacting livability and the potential for economic development.</p>	<p>County, DLCDD, DEQ, DSL, County, Sanitary District, OBDD – IFA, ODFW, Water Resources</p>	<p>A Multi-Year project that highlights problems when communities grow outside existing UGB’s. Have held meetings with county officials and local citizens. Senator Johnson and I have asked DEQ to give the community more time to come into compliance before they assess penalty or force an unwise solution. I have scheduled a tour of the community and additional meetings with the county.</p> <p>Real tough rural issue where county leadership is a must and hasn’t been present in the past. Also highlights the “I’ve got mine and am not paying for yours” problem.</p> <p>Despite much lobbying from me and Senator Johnson, DLCDD turned down a request by the county for a technical assistance grant to work long-range solutions.</p> <p>IFA is a potential source of funding for the project.</p>
<p>Workforce Housing at the Coast The Federal Government limits their funding of housing projects to individuals making less than sixty percent of the area’s median income. Because income is so low along the coast, many individuals in need still make too much to qualify for affordable housing. This limits access to these housing finance tools.</p> <p>A huge issue in lower income counties</p>	<p>Kim Travis, Vince Chiotti, OHCS, Oregon Solutions</p>	<p>Kim Travis while still at Oregon Solutions as worked on this issue and came to our team meeting in February to brief the group on her work in this area. Vince Chiotti of OHCS has championed this issue for some time. We are looking at specific projects as a team and to Kim Travis’s work to set the stage for a more holistic approach.</p>
<p>Astor Hotel – Astoria The old Astor Hotel is now being restored. Since 1986, the property</p>	<p>Vince Chiotti, OHCS, OBDD, DHS, OHA, Col-Pac, Lenders,</p>	<p>This could take a couple of years and still has a couple of tight corners to make, but in the end could be very successful for</p>

<p>has received federally funded rent assistance to help house the most vulnerable citizens of the community. The hotel changed hands in 2006. Recent accidental fires and damage from some tenants and the subsequent increase to insurance rates have the new owners evaluating whether to forgo the rent subsidies of around \$300,000 annually and rent the apartments on the open market.</p> <p>If the owners walk away from their commitment to low income housing, the subsidy ends and can not be reclaimed.</p>	<p>New Owners, Northwest Oregon Housing Authority (NOHA) Todd Johnston</p>	<p>the community. The redevelopment of the Astor has been seen as a ‘twofer’ for the community with the restoration of the old landmark occurring along with its having a history of housing the county’s most vulnerable.</p>
<p>Improve Rail Safety and Speed along Highway 30 through Columbia County to Tongue Point Following several rail studies and efforts; progress continues to be made in improving the condition of the rail corridor. Current focus is to help the City of Rainier prepare for larger trains through their community. Following a utility assessment, we can discuss closures, safety improvements and streetscaping.</p> <p>An efficient and safe rail corridor is essential to economic development in the region.</p>	<p>David Stocker, Jim Irwin, Portland & Western, ODOT Rail, DSL, DEQ, DLCD, Cities, County, Industry, Port of Astoria, Port of St. Helens</p>	<p>Have held discussion with the city of Rainier, ODOT Rail and Portland and Western Rail Road officials to chart a course moving forward. A significant amount of work has been done by all parties on this project over the past years.</p>
<p>Vernonia Storm Recovery and School Rebuild The Vernonia recovery effort is a highly visible effort moving forward on several levels and engaging multiple agencies and initiatives. Key components include the capital campaign to close the gap on school funding, work on the Rural Sustainability Center and the Forest Health Human Health Initiative. Among several community projects, those involving the health clinic, senior services, a food pantry and the development of a business park at California Avenue stand out.</p> <p>Recovery effort continues to attract national attention and interest. This model of recovery can be used statewide and on a national level for restoring and revitalizing rural communities</p>	<p>Oregon Solutions Co-Conveners Tony Hyde and Tom Kelly Metropolitan Group City, County, ODOT, School District, OBDD – IFA, State Parks, DEQ, DLCD, DOGAMI</p>	<p>Multi-Year Project. Have made tremendous progress. Still need to make it the rest of the way to our funding goal. Outside the school, other recovery projects crowd for attention including: finalizing the design for the new wastewater facility, a new water rate study, coordinating the moving of the city park to the area where the old schools once stood, development of a woody biomass system, the new business park, a community health center, food bank, senior center, an outdoor based school curriculum, SDC fee schedules and brownfield grants.</p>
<p>Tillamook Flooding – Project Exodus In 2007, Oregon Solutions begun The Tillamook Bay Flood Reduction project with the goal of managing the impacts of flooding. Project Exodus is designed to reduce the flooding and enhancing the estuaries. The County is currently in property acquisition discussions to support</p>	<p>Oregon Solutions Co-Conveners Mark Labhart and Betsy Johnson Rick Klumpf</p>	<p>Multi-Year Oregon Solutions project that has had tremendous success. Design Committee has met to approve making a second appeal to FEMA in Washington DC for approval of funds to finance southern flow project. We will work this politically while also moving forward with other financing</p>

<p>implementation of the Project.</p> <p>Providing support for Oregon Solutions Projects</p>	<p>DLCD, ODOT, DSL, ODFW, OEM, County, City</p>	<p>options including OWEB and private investors (Including Loren Parks (!))</p>
<p>Dredge Spoils Site in Warrenton</p> <p>Through the Lower Columbia Solutions Group’s work to manage sediment in the river, a site for has been chosen in Warrenton for the “upland placement” of dredge material. The feasibility study has been completed and agencies are now working on permit requirements.</p> <p>The development of this site will provide a local, cost effective and safe site that Ports and municipalities will use.</p> <p>Our efforts Support this ongoing Oregon Solutions project.</p>	<p>Oregon Solutions</p> <p>CREST, DEQ, DSL, Army Corps, EPA, Port of Portland, Port Districts, DOGAMI, Clatsop County</p>	<p>Multi-Year Project. Have held meetings and conversations with Micah Russell of CREST to discuss path forward. This project will require some real energy and focus to increase the urgency for those who will benefit from and need to fund the site.</p> <p>The Port of Astoria, Port of Ilwaco, City of Warrenton, CREST, U.S. Army Corps of Engineers, and Business Oregon all contributed funding for an initial feasibility study that is now complete. The conversion of an unused sewer lagoon for this purpose, with potential for future re-development, is definitely feasible and the only realistic and cost-effective solution in the area. The need for this facility is getting stronger by the day and the economic and environmental benefits are clearly understood. The immediate challenge is funding the facility and to that end in how to bring the coalition together to agree upon a path forward to fund full engineering and construction.</p> <p>IGA and the development of cost sharing.</p>