



**REGIONAL SOLUTIONS OFFICE  
GOVERNOR KATE BROWN**

**North Coast Regional Solutions Advisory Committee**

*Representing Clatsop, Columbia, and Tillamook Counties*

Thursday, October 3, 2019; 1:00-3:00 pm  
Englund Marine & Industrial Supply, 95 Hamburg Ave, Astoria  
Call in number: 1-541-465-2805; Participant Code: 730627

- 1:00 pm Welcome and Introductions – Senator Johnson
- 1:15 pm Legislative Outcomes and Regional Solutions Updates – Senator Johnson  
See attached materials:
- 2019 Legislative Outcomes
  - Regional Solutions Updates
- 1:30 pm Reports on Project Successes and Milestones – Regional Solutions Team  
See attached materials:
- North Coast RST Project Successes and Milestones
- 2:00 pm Discussion and Updates to the North Coast Work Plan – Jennifer Purcell  
See attached materials:
- Proposed North Coast RST Work Plan Updates
  - Updated North Coast Regional Solutions Team Project Tracking Matrix
- 2:30 pm Public Testimony (3 minutes per person)
- 2:45 pm ACTION – Affirm Regional Priorities and Adopt Updated Work Plan
- 2:50 pm Discussion regarding repurposing FY15-17 Regional Solutions fund balance
- 2:55 pm Advisory Committee Member Open Discussion
- 3:00 pm Adjourn

Next Meeting – April, 2020 (tbd)

*The meeting location is accessible to persons with disabilities. To request an interpreter for the hearing impaired or for other accommodations for persons with disabilities, please make requests at least 48 hours before the meeting to Rebekah Degner at 503-378-6502 or [Rebekah.Degner@oregon.gov](mailto:Rebekah.Degner@oregon.gov), or by TTY: Oregon Relay Services at 1-800-735-2900.*

**NORTH COAST REGIONAL SOLUTIONS CENTER**  
TILLAMOOK BAY COMMUNITY COLLEGE  
4301 THIRD ST., TILLAMOOK, OR 97141

# Memo

**To:** North Coast Regional Solutions Advisory Committee

**From:** Jennifer Purcell, North Coast Regional Solutions Coordinator

**Date:** September 19, 2019

**Re:** 2019 Legislative Outcomes

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The attached updates have been prepared to provide a summary of the 2019 legislative outcomes of relevance to the North Coast region and our North Coast Regional Solutions Team projects.

- Governor's Office
- Business Oregon
- Oregon Department of Environmental Quality
- Oregon Department of Transportation
- Department of Land Conservation and Development
- Oregon Housing and Community Services
- Oregon Department of State Lands



STATE OF OREGON  
Office of the Governor  
**KATE BROWN**

## **Turning Point**

*An Agenda for Oregon's Future*

Governor Brown's legislative accomplishments give a generation of Oregonians the tools and resources to thrive. Examples of key programs, investments, and policies in Governor Brown's areas of focus are:

### **Renewing and Strengthening Democracy**

- SJR 18 – Refers a constitutional amendment to the voters to reform campaign finance laws in Oregon
- HB 2716 and HB 2983 – Creates increased transparency in political campaign spending
- SB 861 – Increases voting accessibility by providing pre-paid postage for ballots
- HB 5050 – Invests \$7.5 million in outreach for a complete and accurate 2020 Census count
- HB 5050 – Secures \$2 million for a statewide immigration defense representation program

### **Student Success and Strengthening our Education System**

- Through HB 3427, the Student Success Act secured \$2 billion in dedicated funding for early education and K-12 that focus on achieving equitable student outcomes. The Student Success Act will provide schools and communities the opportunity to invest in:
  - Increasing time for students to learn and receive individualized instruction from their teachers by extending the school day or school year, and reducing class sizes
  - Expanding well-rounded education, including Career Technical Education (CTE) and career-connected learning for all students by fully funding Measure 98
  - Providing more resources to support student behavioral health, and ensuring safe and welcoming schools for every student
  - Improving kindergarten readiness and early literacy by expanding high-quality preschool and Head Start for low-income children and families
  - Reducing gaps in achievement among historically-underserved children through culturally-specific early childhood programs supported by a new Early Learning Equity Fund
  - Expanding needed services and support to children with disabilities under the age of five by increasing funding for Early Intervention and Early Childhood Special Education programs
  - Ensuring accountability and transparency for how new education funds are spent through community and school district plans tied to measurable goals and outcomes, and new tools to track financial expenditures and academic return on investment
- SB 1049 – Stabilizes PERS costs for school districts

## **Addressing the Affordability Crisis**

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- SB 5512 – Addresses children’s homelessness by investing \$45 million in the Emergency Housing Assistance (EHA) and State Homeless Assistance Program (SHAP), dedicating \$5 million to strengthen shelter capacity, and accelerating Oregon’s housing supply with \$5 million for the Greater Housing Accelerator
- HB 5005, HB 5006, and HB 5030 – Supports building and preserving affordable housing for families by advancing \$150 million for the Local Innovation Fast Track (LIFT) Program, \$50 million for Permanent Supportive Housing, \$25 million for preservation, and \$15 million for acquisition
- HB 2006 – Provides \$3 million of rental market resources to deliver tenant and landlord education, fair housing training, rent guarantee classes, and resources for voucher holders. Directs \$3 million to provide housing and resources for domestic violence and sexual assault survivors and families
- HB 2010 and HB 2270 – Long-term, sustainable funding for the Oregon Health Plan to ensure low-income Oregonians’ continued access to health care
- SB 24 – Creates capacity at the Oregon State Hospital by requiring that most misdemeanor patients are treated in their communities
- SB 5525 – Dedicated \$50 million to a behavioral health investment package to develop a stronger system of care through suicide prevention and substance abuse programs, foster care behavioral health services, and capacity for behavioral health homes
- HB 5050 – Creates an emergency fund to ensure ongoing support for community health
- SB 889 – Increases transparency and accountability for health care spending in Oregon by creating the Health Care Cost Growth Benchmark Program
- SB 5524 and HB 5030 – Invested \$50 million in community and economic development, including \$30 million into a special public works fund for municipal infrastructure projects, investments to support innovation and entrepreneurship, and rural prosperity

## **Preparing for the Future**

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- HB 2005 – Creates a paid family leave benefit program to ensure workers can take time away from work for family and medical leave
- HB 2250 – Passed the Environmental Protection Act to protect air and water quality from federal rollbacks
- HB 2015 – Expands access to driver’s licenses for all Oregonians
- HB 5005 and HB 5031 – Protects all Oregonians by ensuring recovery infrastructure, protective actions, and preparedness for natural disasters
- HB 2013 – Secured common-sense gun legislation to protect victims of domestic violence
- HB 5050 – Secured \$120 million in funding for the Seismic Rehabilitation Grant for schools and emergency services facilities
- HB 5530 – Funded 30 additional state trooper positions in the Oregon State Police
- HB 5050 – Funded \$20 million for Public Defense Services to reduce caseloads and improve the public defense model
- HB 1013 – Creates stricter limitations on the applicability of the death penalty
- HB 5050 – Funded a risk abatement study for the Critical Energy Infrastructure Hub to evaluate the impacts of a catastrophic failure of storage facilities following a Cascadia Subduction Zone earthquake

## **Investing in Children and Families**

- HB 2025 and HB 3427 – Adds 11,000 preschool slots for low-income children to access early learning education, expanding services to a total of 21,000 children
- SB 1 – Creates a better, more coordinated support system for our most vulnerable children and families through the launch of a statewide System of Care advisory council and establishment of interdisciplinary assessment teams to ensure appropriate services and placements for children in the child welfare system, while also working upstream so that fewer children enter child welfare
- SB 526 – Establishes and funds a universal home visiting program to support new parents
- HB 2257 – Funds \$2.5 million for addiction and recovery services for pregnant people suffering from Substance Use Disorder through the Project Nurture program
- HB 5026 – Increases child welfare positions for case management and improves staffing levels for the Oregon Child Abuse Hotline (ORCAH)

## **Creating Opportunities and Strengthening Rural Oregon**

- HB 2173 – Creates the Oregon Broadband Office charged to support broadband infrastructure investments that bridge the digital divide in geographically isolated and underserved communities
- SB 219 – Expands community and economic development opportunities for Oregon's nine Federally Recognized Tribes
- HB 5050 – Dedicates \$14 million to rehabilitation of the Wallowa Lake Dam
- HB 5043 – Invests in studies to strengthen ground water observation and resources
- HB 5017 – Invests in environmental programs to strengthen air, water, and land permitting
- SB 5510 – Increases funding for the Oregon Wolf Program and anti-poaching campaigns
- SB 5510 – Increases funding for Oregon conservation in fish and wildlife
- HB 5050 – Creates the Wildfire Task Force for fire protection, management, and funding for wildfire suppression programs
- HB 5050 – Invests in capital projects to continue rural, animal, and agricultural career programs
- HB 5024 – Increases funding for Oregon's 17 community colleges, including skill centers and capital programs that serve first-generation and underserved populations
- HB 5050 – Allocates \$10 million for a university innovation research fund that better positions Oregon's universities to attract federal research resources to spur innovative companies



### **Business, Innovation & Trade Division**

**Oregon Growth Fund (OGF) - \$629,199** Lottery Fund. The Oregon Growth Fund is a capital source for smaller and sometimes newer investment vehicles, based in Oregon. Its primary function is to support economic development through investing in capital vehicles strategic to the state's priorities.

**Rural Opportunity Initiative (ROI) - \$750k** Lottery Fund. Business Oregon is directed to report to the Emergency Board in September 2020 on the Rural Opportunity Initiative grant program. The report shall provide a comprehensive evaluation of the program since inception, including grants awarded, rural communities served, return on investment, coordination with other small business development resources, demonstration of increased entrepreneurial ecosystem capacity, and ongoing sustainability of local programs and technical support services. Return on investment metrics should include, but are not limited to, leveraged funds, number of companies assisted, jobs created, and access to capital.

**University Innovation Research Fund (UIRF) - \$10m** General Fund established in HB 2377. Moneys in this fund are used to make grants to public universities listed in ORS 352.002 or grants to the Oregon Health and Science University for the purpose of matching competitive federal research grant awards.

**Strategic Reserve Fund (SRF) – \$2m** Lottery Fund: \$8.9 new LF, total \$10.9m

**Oregon Manufacturing and Innovation Center (OMIC) - \$5m** Lottery Fund; \$8,736,800 for OMIC total.

### **Infrastructure Finance Authority**

#### **HB 5029 - Tide Gates and Culverts Program - \$6m:**

A lottery allocation of \$6m for the Tide Gates and Culverts Program is included in HB 5029. The Legislature or Emergency Board will increase the Lottery Funds expenditure limitation for the program after the Department presents a request that includes a proposal, developed in coordination with the Oregon Watershed Enhancement Board, for distributing grants and loans for the repair and replacement of tide gate and culvert infrastructure. The proposal will address eligible recipients, matching fund requirements, maximum awards for planning and construction grants and loans, criteria for prioritizing project requests, and necessary coordination with state, local, and federal agencies, as well as surrounding landowners or other entities, required for project implementation.

#### **HB 2173 – Oregon Broadband Office-\$943,119 Lottery/Other Funding:**

The Oregon Business Development Department, in coordination with the Oregon Broadband Advisory Council, is directed to submit a plan for the broadband program to the Joint Committee on Ways and Means during the February 2020 legislative session. The plan will include:

- Detailed information on areas in Oregon lacking broadband infrastructure, including identified gaps, barriers, and solutions to broadband deployment in underserved areas;
- Best practices to promote and coordinate public-private partnerships;
- Federal and private broadband funding opportunities; and
- Criteria to prioritize and maximize the state's investment in broadband service infrastructure.

Funding for **Oregon Broadband Office created in HB 2173** [Companion Bill HB 2184, providing project funding for this Broadband office, did not pass. Future unknown at this time.]

One-time funding for **City of Astoria- Warehouse Site Cleanup & Redevelopment - \$1m** Lottery Fund



Bond Funding for **Infrastructure (HB 5030 & HB 5005):**

- o **Special Public Works Fund - \$30m** Lottery Bonding Other Funds
- o **Brownfields Redevelopment Fund - \$5m** Lottery Bonding Other Funds
- o **Seismic Rehab Grant Program - \$120m (\$100m- Schools, \$20m-Emergency Service)** General Obligation Bonding Other Funds
- o **Levee Grant Program - \$15m** Lottery Bonding Other Funds

**Arts Commission & Cultural Trust**

One-time funding for **Liberty Theatre - \$1m** Lottery Fund

**Legislative pieces of our agency budget/limitation chapter law:**

1. **SB 5524**, the agency budget appropriation bill.
2. **HB 5005** – general obligation, revenue bonds, certificates of participation and other financing (not including Lottery Bonding).
  - a. Seismic Bonding - \$120m GO bonding
3. **HB 5030** – Lottery Bond bill including all infrastructure bonding and Arts & Culture bonding.
4. **HB 5050** – end of session bill will include other adjustments to our budget (not included in the appropriation bill); budget for substantive legislation passed having budget, program changes to current Statute, including adding the bonding authorized in HB 5030 and HB 5005 and new lottery distribution based upon HB 5029.
5. **HB 2164** – Cultural Trust Tax Credit – extends sunset for the tax credit contributions from January 1, 2020 to January 1, 2026. It also clarifies that personal income tax credit limits are equal to the lesser the tax liability of the taxpayer or \$1,000 for a taxpayer filing a joint return or \$500 for a taxpayer filing any other type of return.

Selection of 2019 Legislative Bills Related to DEQ  
Assembled for North Coast Regional Solutions Advisory Committee

Bill	Topic	Title	Description
<a href="#">SB 256</a>	Offshore Drilling	Relating to ocean resources	Repeals sunset on moratorium on oil, gas and sulfur leasing in territorial sea.
<a href="#">SB 884</a>	Clean Water State Revolving Funds Onsite Loans	Relating to the Water Pollution Control Revolving Fund; and declaring an emergency	Authorizes qualified institutions to receive loans from Water Pollution Control Revolving Fund to finance projects to repair or replace failing on-site septic systems or to replace failing on-site septic systems with connections to available sewer.
<a href="#">HB 2436</a>	Dept. State Lands Study on 404 Assumption	Relating to removal-fill laws; and declaring an emergency	Directs Department of State Lands to conduct study on potential changes to laws, or implementation of law, regulating removal or fill activities. An amendment (-2) instructs DSL to develop proposal/recommendations for 404 partial assumption. Requires consultation with DEQ and other agencies.
<a href="#">HB 2437</a>	Channel Maintenance	Relating to removal-fill laws; and declaring an emergency	Authorizes maintenance activities in dry, traditionally maintained channels to be conducted without removal or fill permit subject to certain conditions.
<a href="#">SB 40</a>	DEQ Heating Oil Tank Program	Relating to heating oil tank regulatory program	Heating oil tank fee increase for businesses engaged in the heating oil tank service; for heating oil tank decommissioning certification; and for certification of heating oil tank corrective action.
<a href="#">SB 41</a>	DEQ Oil Spill Program	Relating to oil spill prevention fees; and prescribing an effective date	Oil spill prevention fee increase for cargo and passenger vessels, offshore and onshore facilities that are not pipelines, and dredge vessels; establishes separate fees for pipelines.
<a href="#">HB 2209</a>	High Hazard Rail	Relating to safe transportation of oil	Establishes spill prevention and planning program for high hazard rail routes in the state.
<a href="#">HB 2509</a>	Plastic Bags	Relating to checkout bags	Prohibits single use of plastic bags.
<a href="#">HB 90</a>	Straws	Relating to a restriction on restaurants providing single-use plastic straws to consumers; and declaring an emergency	Prohibition on single use plastic straws.
<a href="#">HB 2007</a>	Diesel Emissions/Volkswagen Settlement Fund	Relating to engine emissions; and declaring an emergency	Extends authorized uses of moneys received by state pursuant to Volkswagen Environmental Mitigation Trust Agreement, prohibits registration and titling of certain motor vehicles powered by certain year model diesel engines within Multnomah, Clackamas or Washington County, and requires certain public improvement contracts to require use of motor vehicles with 2010 model year or newer diesel engines and equipment that meets certain emission standards in performance of contract.
<a href="#">HB 2250</a>	Oregon Environmental Protection Act	Relating to the environment	Requires DEQ and OHA to regularly assess proposed and final changes to federal environment laws to determine whether changes are significantly less protective of public health, environment or natural resources than standards and requirements contained in those federal environmental laws, as in effect on January 19, 2017.

## ODOT 2019 Legislative Bills of Interest to Regional Solutions

Prepared for the North Coast, Mid-Valley, South Valley/Mid-Coast Regions

Bill	Topic	Title	Description
HB 2173	Broadband	Oregon Broadband Office	House Bill 2173 establishes the Oregon Broadband Office within the Oregon Business Development Department (OBDD). The measure requires the office to engage in various activities related to the planning, development, support, and promotion of broadband services in Oregon. Additionally, the measure amends the membership of the Oregon Broadband Advisory Council to include at least one member that represents a service provider headquartered in rural Oregon, and one member to represent the Oregon Department of Transportation.
HB 2236	Highway Usage	Clarifies Farm Tractors may Operate on State Highways	It is a traffic violation to operate a low speed vehicle on a state or local highway with a posted speed or speed limit over 35 miles per hour (MPH). A low speed vehicle is one with four wheels and a top speed between 20 and 25 MPH. Current law provides that a local government may allow, by ordinance, low speed vehicles to operate on its roads with a higher speed limit or posted speed. House Bill 2236 clarifies that a farm tractor is exempt from the limitations on low speed vehicles when operating on a state highway.
HB 2001	Housing	Middle Housing Land Zoning	House Bill 2001 requires cities with a population over 25,000 and all cities and counties located within Metro to allow for middle housing (duplexes, triplexes, quadplexes, cottage clusters, and townhouses) in areas currently zoned for single family residential areas, and for cities with a population between 10,000 and 25,000 to allow for duplexes within areas zoned exclusively as single family residential. The measure does not require local government consideration of impacts to an existing or planned transportation facility. However, the measure allows additional time for local government zoning changes where the city or county has deficient infrastructure, including transportation.
HB 2003	Housing	Regional Housing Needs Analysis	House Bill 2003 requires Oregon Housing and Community Services Department (OHCS), with the Department of Land Conversation and Development and the Department of Administrative Services, to develop a methodology for conducting a regional housing needs analysis. The measure requires cities with a population greater than 10,000 to estimate its housing need and capacity at least every eight years, and for Metro and cities within Metro to estimate the housing need every six years. The measure allows for rezoning under certain circumstances, and allows OHCS to change the regional boundaries to enable regional alignment with shared employment, transportation, or housing market dynamics.

Bill	Topic	Title	Description
HB 2333	Housing	Allows Optional Titling of Park Model RVs by DMV	“Park Model Recreational Vehicle” (PMRV) is the term for a cabin-like structure, manufactured for temporary or seasonal use, mounted on a trailer, and having an area less than 400 square feet. Most exceed the usual 8.5 foot maximum width to be considered a “vehicle” under current Oregon statute. They have been existing in a legal gray area for some time, with no state or local agency issuing them an ownership document. Such documents are routinely required for purchasers to secure financing. House Bill 2333 codifies a definition of PMRVs, to be further detailed by DMV in rule, and specifies PMRV’s eligibility for an ownership document at DMV via the optional titling statute. The bill specifically prohibits DMV from issuing registration (license plates) to a PMRV.
HB 3450	Housing	Mixed-Use Housing within Employment Lands	House Bill 3450 establishes a pilot program allowing the City of Bend to adopt changes to its comprehensive plan and land-use regulations to allow for high density or mixed-use housing within areas zoned for employment lands. The measure requires the City of Bend to consult with ODOT prior to adopting these changes and submit the changes to the Land Conservation and Development Commission for review and approval. The pilot program sunsets January 2, 2024.
SB 410	Housing	Eliminate DCBS Regulation of RV Construction	Senate Bill 410 eliminates the Department of Consumer and Business Services’ (DCBS) regulation of recreational vehicles (RVs) and recreational structure construction. Under current law, Oregon is one of only three states in the nation to regulate the manufacture of RVs. The bill does not divest DCBS or local building inspection programs of their authority over violations committed prior to the effective date of the bill.
HB 2592	Multimodal	Omnibus Transportation Fix Bill	House Bill 2592 is the 2019 legislative session’s omnibus transportation fix bill. The measure includes several technical corrections to HB 2017 (Transportation Funding Package) as well as non-package related technical corrections and programmatic changes, including modifications to several aspects of the Connect Oregon program. It eliminated the Part 2 of the program (created by HB 2017), fully separates bike/ped from the
HB 2835	Public Access	Public Use Waterway Access	House Bill 2835 ensures no net loss of public access to recreational waterways, and seeks to increase the number of public access points across the state. The measure, among other provisions, requires ODOT to develop a process whereby another state agency may suggest modification to certain ODOT projects if that modification may provide suitable recreational waterway access.
HB 2164	Rail	Transportation-related Tax Credits	Among other provisions, the measure establishes a short line railroad rehabilitation tax credit, administered by the Oregon Department of Revenue; ODOT will certify the project for which the credit is applied. ODOT may establish rules and procedures for determining the amount of allowable tax credit, and standards for what constitutes completion of a short line railroad rehabilitation project. The tax credit is available beginning tax year 2020 through December 31, 2025.

Bill	Topic	Title	Description
HB 2209	Rail	High Hazard Train Routes	House Bill 2209 requires railroads that own or operate high hazard train routes to develop oil spill contingency plans and requires Oregon Department of Environmental Quality to review and approve these plans. The measure outlines a triennial training schedule for high hazard oil train spill response and sets forth additional requirements for a plan adopted by the Oregon State Fire Marshal.
HB 2603	Rail	Train Delay Study	Pursuant to federal law and to facilitate the transport of people between communities, Amtrak passenger rail cars may operate on freight rail lines with preference over freight cars. However, Amtrak Cascades passenger rail operations in Oregon often experience delays caused by freight interference. Unfortunately, not much detailed information is collected or otherwise known about the reasons contributing to the passenger rail delay. House Bill 2603 directs ODOT to study train delays experienced by these passenger rail trains and report on its findings by September 15, 2020. The measure specifies certain information that must be reported; this act is repealed on January 2, 2021.
HB 2682	Safety	Bicycle Lanes in Intersections	House Bill 2682 clarifies that bicycle lanes exist in intersections if the lane is marked on opposite sides of the intersection in the same direction of travel. This legislation was introduced in response to two separate Oregon court cases, which held drivers failing to yield to a bicyclist in an intersection were not at fault due to the lack of lane marking in the intersection. The measure does not require physical bike lane markings within intersections, but clarifies the bike lane exists in absence of physical lane markings.
HB 2834	Safety	Wildlife Corridor Action Plan and Program	House Bill 2834 requires the Oregon Department of Fish and Wildlife collect data regarding the connectivity of wildlife habitat areas and, in cooperation with ODOT, develop a Wildlife Corridor Action Plan. The measure intends to address wildlife-vehicle conflicts, particularly in areas where wildlife habitat and public roads intersect. As directed in the measure, ODOT will establish the program by December 2023 and will consider wildlife crossing features as part of certain projects. The measure requires biennial reporting; the first report is due by September 2024.
HB 3213	Safety	County Safety Corridor Pilot Program	Under current Oregon law, ODOT may establish safety corridors on state highways to reduce the rates of serious and fatal injuries resulting from traffic incidents. House Bill 3213 establishes a pilot program to extend this designation to county roads. The measure establishes a County Safety Corridor Advisory Group comprised of members appointed by the ODOT Director. The group will select up to five counties to participate in the pilot program and establish criteria for county safety corridor designation and decommissioning. The measure requires each selected county, in consultation with ODOT, to report to the legislature on the pilot program's results. The pilot program sunsets in 2026.

Bill	Topic	Title	Description
SB 558	Safety	Five Mile per hour Speed Reduction	Senate Bill 558 allows a city to establish by ordinance speed limits five miles per hour lower than statutory speed limits on non-arterial residential roads, without first requesting approval from ODOT. This statutory authority was originally granted exclusively to the City of Portland (HB 2682 (2017)); SB 558 extends this authority to all cities in Oregon. Senate Bill 558 also extends speed limit enforcement applicability to highways instead of only for specific roadways within cities or areas with statutorily designated speeds. The measure does not negate the basic speed rule, but brings speed limits to rural highways and roads outside of cities.
SB 998	Safety	Idaho Stop	Senate Bill 998 authorizes bicyclists to proceed through intersections, or make a right or left turn into a one-way or two-way street, at intersections controlled by stop signs or flashing red lights, without coming to a complete stop. When proceeding through an intersection, bicyclists must yield right of way to lawful traffic, obey orders of a police officer or flagger, exercise care to avoid an accident, and yield to pedestrians. Failure to comply with these requirements is a Class D traffic violation.

**FINAL SUMMARY OF PRIORITY BILLS / 2019 LEGISLATIVE SESSION  
ENROLLED PRIORITY BILLS  
UPDATED - JULY 19, 2019**

**Budget**

**HB 5027** – DLCD’s budget bill providing for the following funds: General Fund (Planning Program \$11.9 M, Grant Program \$1.64M), Federal Funds (\$6.76M), and Other Funds (\$1.46M). This represents a net increase of 5% as compared with the 2017-19 operating budget.

**HB 5050** – The end of session bill related to state financial administration. Allocated \$2M dollars to DLCD for implementation of HB 2001 and HB 2003. Grant money for local governments to conduct associated work (\$3.5M for HB 2001 and \$1M for HB 2003) included in respective bills.

**Coastal Issues**

**HB 2574** - Directs DLCD to set up an electronic geospatial information database to store and share information related to estuarine planning and shellfish mariculture. Appropriates \$200,000 for this purpose.

**HB 3309** – Removes statutory language related to “essential facilities” from ORS and removes prohibition of placing essential facilities within the tsunami inundation zone. Requires local governments only to consult with DOGAMI in placing new essential facilities. Amends the definition of “surface mining.”

**SB 256** – Repeals the sunset of the moratorium of oil, gas and sulfur leasing in the territorial sea.

**Energy**

**HB 2329** – Revises the jurisdiction of the Energy Facility Siting Council for solar energy facilities and provides for county land use approval subject to certain conditions.

**Farm & Forest Lands**

**HB 2106** – Allows dog training classes to be conducted in farm buildings existing on January 1, 2019 within counties that adopted marginal lands provisions. Allows counties to approve up to five additional one-year extensions of land use permits for residential development.

**HB 2222** – Requires ODF to report annually on the development, implementation and administration of a Forestland-Urban Interface Protection Act.

**HB 2225** – Clarifies the method used for determining “center of tract” when establishing a forest template dwelling. Prohibits the use of property line adjustments to qualify a parcel for a template dwelling. Prohibits the use of deed transfer to qualify parcels for template dwellings. Allows exceptions until November 1, 2023. Establishes effective dates by county.

**HB 2435** – Repeals sunset on law allowing guest ranches to be established on lands zoned for exclusive farm use in eastern Oregon. Requires new guest ranches to report on operations to county.

**HB 2469** – Allows a second dwelling on forestlands within the rural fire protection district near an existing dwelling for the owner or relative who supports the owner’s forestry practices.

**HB 2573** – Reduces the income test for adding a dwelling on a cranberry farm for three years provided the farm owner or operator agrees to a deed restriction preventing the use of the dwelling for rentals.

**HB 2844** – Allows facilities for processing farm products under 2,500 sq. feet on lands zoned for exclusive farm use without regard to siting standards.

**HB 3024** – Prohibits county from considering property tax classification of dwellings that were previously removed, destroyed, demolished or converted to nonresidential uses when reviewing application for replacement dwelling on lands zoned for exclusive farm use.

**HB 3384** – Allows for property expansion of non-conforming secondary schools so long as the school was established on or before January 1, 2009 and the additional property is contiguous and on the same tax lot on which the school was established.

**SB 88** – Allows counties to authorize construction of accessory dwellings on lands zoned for rural residential use subject to certain conditions. Requires Department of Consumer & Business Services (DCBS) to map wildfire risk and to develop appropriate fire protection standards within the state building code for accessory dwelling units based on identified fire risk. Directs the DCBS and Oregon State University to report to the Legislature on updates to maps and state building code no later than Sept. 15, 2020.

**SB 287** – Allow a farm brewery on lands zoned for exclusive farm use or mixed farm and forest use provided the brewery produces less than 150,000 barrels annually, less than 15,000 barrels on the farm brewery site and either owns an on-site hop farm of 15 acres or obtains hops from contiguous properties.

**SB 408** – Allows a county to approve certain divisions of land zoned for exclusive farm use for the purpose of siting utility facilities.

### Housing

**HB 2001** - Requires cities with populations from 10,000 – 25,000 to allow duplexes on each lot in an area that allows for detached single-family dwellings by June 30, 2021. Requires cities with populations over 25,000 and each county or city within Metro to allow middle housing up to quads in areas that allow for the detached single-family dwellings by June 30, 2022. Middle housing requirements do not apply to Metro cities with populations of 1,000 or fewer or lands not within UGBs. Directs DLCD to adopt a model middle housing ordinance by Dec. 31, 2020. Provides that a local government not acting within these prescribed times shall directly apply the model ordinance until such time that the local government acts. Authorizes DLCD to grant time extensions for specific areas where deficiencies exist in water, sewer, storm drainage or transportation services. Provides that when housing need exceeds housing capacity (as determined by the buildable lands inventory), and a city elects to use “efficiency measures” under ORS 197.296(6), that non-Metro local governments may not project increased residential densities above achieved densities by more than 3% unless the assumed capacity has been achieved within the local jurisdiction or a jurisdiction in the same region. Provides that Metro must demonstrate that the assumed housing capacity has been achieved within the district. Clarifies that “reasonable local regulations relating to siting and design” for ADUs does not include owner-occupancy or additional off-street parking requirements except for vacation occupancies. Amends severely rent burdened statute so that cities with populations more than 10,000 must also provide information to DLCD on the total number of units permitted and produced for ADUs and middle housing units. Prohibits a restrictive covenant or other instrument conveying title to restrict middle housing as of the date of the bill. Provides for appropriations for DLCD’s adoption of the model ordinance and enforcement of middle housing requirements. Appropriates \$3.5M to DLCD for the purpose of providing technical assistance to local governments.

**HB 2003** – Directs the Oregon Housing & Community Services Department (OHCS), in consultation with DLCD and the Department of Administrative Services (DAS), to develop a regional housing needs methodology and then apply the methodology to each city and Metro (including an inventory of existing housing stock and to establish housing shortage analysis) on or before September 1, 2020. Requires OHCS to report findings from the study to interim committee by March 1, 2021 and requires DLCD to provide an evaluation of the regional housing analysis to interim committee no later than March 1, 2021. Establishes requirement for LCDC to set a schedule by December 31,

2019, for updating Housing Needs Analyses (HNA) for at least once each 8 years for local governments not in Metro and at least once each 6 years for Metro. Requires cities with populations more than 10,000 to develop and adopt a housing production strategy (HPS) no later than one year after their HNA deadline in the schedule adopted by LCDC, or within a year of the date scheduled by LCDC to address any housing allocation assignment by Metro. Describes HPS to include specific actions that city shall undertake to promote development to address a housing need. Requires a city to submit an adopted HPS or an amendment thereof to DLCD. Directs DLCD to either approve, approve with conditions or remand the HPS within 120 days after submittal. Requires LCDC to adopt criteria for reviewing and identifying cities that have not sufficiently produced needed housing or implemented a HPS. Amends annual housing reporting requirements for cities with more than 10,000 people. Removes some regulatory barriers for affordable housing development on public property. Requires Metro cities to take steps to demonstrate sufficient residential development within 2 years after the date of allocation. Appropriates funding for DLCD to implement the Act and another \$1M to DLCD to provide technical assistance to local governments.

**HB 2336** – Removes the population requirement for an affordable housing pilot program if no qualifying nomination is received for city with population under 25,000. In effect, the bill allows LCDC to select the City of Redmond to participate in the pilot project.

**HB 2916** – Expands transitional housing accommodations allowed inside urban growth boundary to include certain structures.

**HB 2997** – Authorizes cities with populations greater than 30,000 but less than 40,000 within county with population greater than 105,000 but less than 125,000 to impose affordable housing conditions on housing developments.

**HB 3450** – Allows a city with a population over 75,000 not within a metropolitan service district to adopt changes to its comprehensive plan and land use regulations authorizing mixed-use housing within up to 40 acres of lands zoned for employment uses. Requires submission of adopted changes to Land Conservation and Development Commission for review.

**SB 534** – Requires city with a population greater than 25,000 to allow single-family dwellings in residential lots platted and zoned within the urban growth boundary for such uses unless the lots have certain constraints or are regulated pursuant to certain statewide land use planning goals.

### **Natural Hazards**

**HB 2312** – Requires the seller disclose form to include warning regarding flood insurance.

### **Natural Resources**

**SB 2436** – Directs the Department of State Lands to collaborate with certain entities (including DLCD) to develop a proposal, including recommended legislation for introduction in the 20202 session, for the department to assume partial authority to administer federal wetland dredge and fill permits.

### **Miscellaneous**

**SB 696** – Increases amount of insurance policy that may be required by county governing body to approve permit for outdoor mass gathering.

**HB 2351** – Gives Oregon State Marine Board express authority to regulate boat speed in an effort to control “wake wave energy” on the Willamette River. Requires Marine Board to consider all statewide land use planning goals and to protect areas within the Willamette River Greenway when establishing new regulations to address this issue.

**HB 2790** – Allows counties to require mass outdoor gathering of more than 3,000 people, except for agri-tourism events, to obtain land use permit. Allows counties to charge larger fee for approval of larger mass outdoor gatherings.

**HB 3272** – Limits extension that Land Use Board of Appeals may provide petitioner whose objection to record is denied to seven days from later of original deadline or date of denial. Prohibits board from accepting motions to take evidence not in record after period to object to record. Authorized board to award attorney fees for motions filed without merit or made for purposes of causing frustration and delay.

**HB 3359** – Creates the Vacation Occupancy Task Force. Directs the task force to study and make recommendations on the regulation of vacation occupancies and to consider whether and how vacation occupancies impact the availability and affordability of housing and impact the economic development of communities with significant tourism.

# 2019 LEGISLATIVE HIGHLIGHTS

Under the leadership of Governor Kate Brown, OHCS entered the 2019 Legislative Session with a bold agenda to advance the Statewide Housing Plan and address needs across the housing spectrum from homelessness to stable rental housing to homeownership. The Legislature answered the call with a historic investment of over \$336.5 million that will advance a coordinated response. OHCS will bring together cross-sector partners to build a lasting housing infrastructure that serves all Oregonians in communities large and small.

## HISTORIC INVESTMENTS: BUILDING SUPPORT FOR HOUSING INFRASTRUCTURE AND SERVICES

ADDRESSING AND  
PREVENTING HOMELESSNESS:  
**\$70.5M**

INCREASING THE SUPPLY OF  
AFFORDABLE HOUSING:  
**\$206.5M**

ACCELERATING DEVELOPMENT  
IN GREATER OREGON:  
**\$5M+**

INVESTING IN PERMANENT  
SUPPORTIVE HOUSING:  
**\$54.5M**

**STATEWIDE HOUSING PLAN:** Carefully crafted after coupling the input and personal experiences from Oregonians throughout the state with extensive analysis of community need data, the Plan is Oregon's roadmap to addressing the housing and homelessness crisis our state is experiencing. The Plan outlines OHCS priorities and guides the use of programs and resources for the next five years.

# STATEWIDE HOUSING PLAN PRIORITIES ADDRESSED THIS SESSION:

 EQUITY & RACIAL JUSTICE

 PERMANENT SUPPORTIVE HOUSING

 HOMEOWNERSHIP

 HOMELESSNESS

 AFFORDABLE RENTAL HOUSING

 RURAL COMMUNITIES

## ADDRESSING AND PREVENTING HOMELESSNESS

- ✓ **\$45M** Funding the **Emergency Housing Account (EHA)** and the **State Homeless Assistance Program (SHAP)** to provide assistance to Oregonians who are homeless or unstably housed and at risk of becoming homeless.   
- ✓ **\$5M** dedicated to strengthening **shelter capacity**.   
- ✓ **\$14.5M** of federal **Temporary Assistance for Needy Families** funds to help families avoid or escape homelessness through partnership with the Department of Human Services.   
- ✓ **\$6M** Oregon's tight, dynamic housing market requires **rental market resources** so housing insecure families and individuals can access housing.   

## ACCELERATING DEVELOPMENT IN GREATER OREGON

- ✓ **\$5M** The **Greater Oregon Housing Accelerator** will help local governments and employers bring new housing for workers so they can live in the communities where they work.    
- ✓ **House Bill 2056** Modifies the **Housing Development Guarantee** to lessen the risk for housing developers in rural communities. The account has an existing coffer of \$15 million.   
- ✓ **House Bill 2003** OHCS will create regional **housing needs analyses** with the Department of Land Conservation and Development and assist local governments in the development of a housing production strategy.    

## STATEWIDE HOUSING PLAN PRIORITIES ADDRESSED THIS SESSION:

 EQUITY & RACIAL JUSTICE

 PERMANENT SUPPORTIVE HOUSING

 HOMEOWNERSHIP

 HOMELESSNESS

 AFFORDABLE RENTAL HOUSING

 RURAL COMMUNITIES

## INCREASING THE SUPPLY OF AFFORDABLE HOUSING

- ✓ **\$150M** The **Local Innovation and Fast Track (LIFT) Housing Program** provides housing to underserved populations, namely communities of color and rural communities. Critically, the LIFT program also includes homeownership opportunities that allow families to build intergenerational wealth and stability.    
- ✓ **\$25M** The first step in increasing supply is **preserving existing affordable housing**. Affordable rental homes are part of our community's infrastructure and these investments will ensure access for generations to come.   
- ✓ **\$15M Acquisition of attainable rental market housing** will ensure communities are not displaced by speculative market practices and will allow OHCS to quickly increase the supply of affordable housing.  
- ✓ **\$15M** House Bill 2896 and Senate Bill 586 provide additional protections and opportunities for residents of **manufactured housing**.    
- ✓ **\$1.5M** Funding to support the **Oregon Foreclosure Avoidance** program and other homeownership counseling.   

## INVESTING IN PERMANENT SUPPORTIVE HOUSING

Permanent Supportive Housing (PSH) provides housing stability to Oregon's most vulnerable residents through service-enriched affordable housing. A successful PSH program includes three distinct investments: development funding, rent subsidy, and supportive services.

- ✓ **\$50M** funding for development.     
- ✓ **\$4.5M** for operations and supportive services in partnership with the Oregon Health Authority.

## MISSION

We provide stable and affordable housing and engage leaders to develop integrated statewide policy that addresses poverty and provides opportunity for Oregonians.

## VISION

All Oregonians have the opportunity to pursue prosperity and live free from poverty.

## Next Steps

Over the next biennium OHCS will put these resources to good use as we work towards implementing the six priorities outlined in the Statewide Housing Plan. While the investments made by the Legislature are historic, we are also facing an unprecedented housing crisis. No one person, entity, or agency can ensure that each and every Oregonian has a safe and stable home. We are in this together. If you are interested in being a part of the policy development process, please contact [hcs\\_housing@oregon.gov](mailto:hcs_housing@oregon.gov).

*“The housing crisis afflicting our friends and neighbors will require robust collaboration, consistent efforts, and resources. These legislative investments are imperative to creating opportunity for Oregonians. OHCS will work with our partners across sectors and throughout Oregon on delivering these resources and advancing the goals of the Statewide Housing Plan.”*

-Director Margaret Salazar



### FOR MORE INFORMATION CONTACT

Oregon Housing and Community Services  
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# Oregon

Kate Brown, Governor

## Department of State Lands

775 Summer Street NE, Suite 100  
Salem, OR 97301-1279  
(503) 986-5200  
FAX (503) 378-4844  
[www.oregon.gov/dsl](http://www.oregon.gov/dsl)  
**State Land Board**

September 16, 2019

Kate Brown  
Governor

TO: All Interested Persons

Bev Clarno  
Secretary of State

FROM: Oregon Department of State Lands (DSL)

Tobias Read  
State Treasurer

## **2019 Legislative Update**

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### **HB 2436 404 Assumption – became law.**

- It is a committee bill from the House Agriculture and Land Use Committee and is aimed at addressing the housing shortage in Oregon.
- Directs DSL to put together a proposal to the 2020 legislature to allow partial 404 Assumption including recommendations for legislation.
- Partial 404 Assumption means that DSL would assume to 404 authorities from the Corps for:
  - “Development activities” within Urban Growth Boundaries.
  - Mining and activities associated with mining; and
  - The creation and operation of mitigation banks.
- Farming, ranching and forestry activities are specifically excluded (i.e. DSL would not assume authority and the status quo remains for those activities).
- The bill provides funding for two positions to facilitate the 404 Assumption work.
  - DSL is in the process of hiring one of those positions for 404 Assumption.
  - The other position will be used to review Wetland Land Use Notices. The filling of this position will allow DSL to launch the Statewide Wetland Inventory (SWI). The SWI is an interactive mapping tool that will allow local land use planners, landowners and the public to see if a property has mapped wetlands or wetland characteristics associated with it. The launching of the SWI has been viewed as priority for many stakeholders.
- HB 2436 also modifies 196.643 to allow DSL to accept payment into the in-lieu fee program even if a private sector bank already has credits available in the service area.
  - Note this is a concern to private sector bankers who are worried we might undercut them. Currently, DSL does not intend to change our current policy of

not competing with the private sector. There is plenty of work to do and limited capacity to address delivery of credits in areas not served by the private sector.

- **HB 2437 Agricultural Drainage -became law**
  - This is a committee bill from the House Agriculture and Land Use Committee and is aimed at addressing the regulatory challenges of maintaining drainage in agricultural lands
  - The bill allows for conducting maintenance of a traditionally maintained channel without a permit, for dry channels and up to 3,000 cubic yards per linear mile. The bill transfers regulatory authority to the Oregon Department of Agriculture.
  - The bill directs DSL to develop a general permit for agricultural drainage maintenance in the wet.
  - The bill requires rulemaking by both DSL and the Oregon Department of Agriculture in order to implement.
  - The bill directs The College of Agricultural Sciences of Oregon State University (OSU) to conduct a study of the benefits and impacts of maintenance activities in traditionally maintained channels on habitat complexity and other biological parameters, including the benefits and impacts of maintenance activities for fish and wildlife that inhabit the channels. The bill provides funding to OSU to undertake this study.
  
- **SB 454 Unclaimed Property (UP) Transfer to Oregon State Treasury – became law.**
  - The bill transfers the UP program to the Treasury as a whole, effective July 1, 2021.
  - Under the bill statutory revenue from the UP-interest earnings can continue to be used to support DSL administrative functions.
  
- **Abandoned and Derelict Vessels and Camping (ADVAC)**

In April of 2019, DSL, OSMB, and DEQ jointly presented to the House Committee on Agriculture and Land Use on the issue of Abandoned and Derelict Vessels. DSL has witnessed an increase in the frequency and cost of abandoned and derelict vessels in recent years and has dedicated more and more staff time to this issue. In response to rapid population growth and the resulting housing shortage, Oregon, particularly its metro areas, has experienced a rise in houselessness. DSL, along with sister agencies and local municipalities, has seen an increase in the unauthorized use of abandoned and/or derelict vessels related to houseless issues.

In 2019, DSL designated an ADVAC (Abandoned and Derelict Vessels and Camping) team within the department. The purpose of this effort is to increase both the department's responsiveness to the issue as well as our continued coordination with other agencies to develop a strategic, comprehensive, state-wide approach to this issue. DSL brought on a PSU Hatfield Fellow to help facilitate this work. Additionally, the department identified \$250K in funding for immediate clean-up and administration efforts around ADVs."

**For more information on DSL legislative items, please contact:**

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# Memo

**To:** North Coast Regional Solutions Advisory Committee

**From:** Jennifer Purcell, North Coast Regional Solutions Coordinator

**Date:** September 19, 2019

**Re:** Regional Solutions Updates

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## **Leah Horner hired as new Regional Solutions Director**

Governor Kate Brown recently announced the appointment of Leah Horner as Regional Solutions Director and Jobs and Economy Policy Advisor. In addition to advising the governor on economic and job growth, Horner will oversee the team of Governor's Office staff that live and work in communities around the state to remove barriers, solve problems, and align state resources around economic and community development projects.

"Growing our rural economies requires collaboration and finding new paths to solve complex issues," Governor Brown said. "Leah's breadth and depth of experience gives her many perspectives and avenues to help sustain our families and grow our communities."

Horner has served in a variety of roles within state government, most recently as the legislative Director at the Department of Human Services. Leah holds a master's degree in economic development and entrepreneurship from University of Houston, and a bachelor's degree in political science from University of Hawai'i.

## **Regional Infrastructure Fund (RIF)**

One of the tools used by Regional Solutions to support economic and community development is the Regional Infrastructure Fund (RIF). The RIF provides grants and loans to local governments for Regional Solutions capital construction projects. The Oregon Business Development Department administers the fund. During the 2017 Legislative Session, the Legislature authorized the issuance of lottery bonds to produce \$4 million in net proceeds for the RIF. The \$4 million was to be distributed statewide, with each of the 11 regions being allotted a minimum of \$200,000.

Regional Solutions Teams and Advisory Committees reviewed and recommended projects based on a number of criteria, including alignment with Regional Solutions priorities, Business Oregon's Strategic Plan, and the sustainable community objectives in ORS 184.423(2), community support, job creation/retention, project readiness, secure funding and a sustainable business plan. The North Coast Regional Solutions Team and Advisory Committee recommended the dredging of Westport Slough as our highest priority for RIF funding in 2018. Clatsop County (Recipient) was awarded \$450,000 for dredging and dock improvements to restore Westport Slough for commercial use. The RIF funding leverages private investments and provides the opportunity for Teevin Bros to align with the Corps' dredging of the navigation channel. The County recently entered into a contract with Business Oregon for this funding and the project is in the final stages of permitting.

While the Regional Infrastructure Fund was not funded in the 2019 Legislative Session, RIF funding remains a priority for the Governor.

### **Secretary of State audit complete**

The Oregon Secretary of State, Audits Division completed its review of the Regional Solutions program. A management letter was issued on August 15, 2019 and identified that the risk of the program not meeting its mission did not warrant a full performance audit. The letter also outlined the following suggestions, which the Regional Solutions Office will be reviewing:

- Regional Solutions could benefit from better performance measures and more consistent work plans, though valid measures may be difficult to identify
  - *We suggest Regional Solutions begin identifying and tracking milestones for each active project on coordinators' work plans. The program could also begin to standardize work plans across regions to promote consistency and better allow for tracking and identifying the barriers preventing projects from meeting milestones.*
- Regional Solutions' customer service survey could be improved to provide important feedback on communication and outreach efforts, as well as the program's results
  - *We suggest Regional Solutions improve the customer service survey, which would provide more feedback on the program's outreach efforts and its effects on communities and projects.*
- Advisory committees could benefit from more clarity and guidance about their role
  - *We suggest Regional Solutions better articulate the role of the advisory committees and provide more tangible guidance to new and prospective committee members.*

To access a copy of the letter, click on this [link](#).

# Memo

**To:** North Coast Regional Solutions Advisory Committee

**From:** Jennifer Purcell, North Coast Regional Solutions Coordinator

**Date:** September 19, 2019

**Re:** North Coast RST Project Successes and Milestones

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## **Celebrating RST Successes**

### ***Highway 101/6 Tillamook (Jae Pudewell, ODOT)***

#### *Background*

The intersection of US101 and OR6 in the heart of Tillamook has long been a bottleneck and source of frustration for both residents and travelers. Funded in part by \$28.8M from the Jobs and Transportation Act passed by the Oregon Legislature in 2009, the project significantly improved traffic operations and performance, and increased safety on US101 and OR6 through downtown Tillamook and across Hoquarton Slough. The narrow streets that these highways use were not designed to safely carry the large volume of traffic, particularly truck traffic, moving through Tillamook. By all accounts, the project was a resounding success.

The project:

- lengthened the US101 couplet to the Hoquarton Slough by extending Pacific Avenue beyond 1<sup>st</sup> Street;
- replaced the existing two-lane Hoquarton Slough bridge with a new four-lane bridge;
- widened the travel lanes on Main and Pacific Avenues from 1<sup>st</sup> to 4<sup>th</sup> Streets;
- upgraded traffic signals and added turn lanes to improve traffic flow;
- improved the Hoquarton Interpretive Area and added gateway elements and downtown beautification; and
- constructed new sidewalks and ADA compliant crosswalks.

Additionally, ODOT coordinated with the City of Tillamook to include:

- construction of a new bike and pedestrian trail from Hoquarton Park to Goodspeed Park;
- a plaza area on 2nd Street between Main and Pacific Avenues for use as a community gathering place;
- a new plaza in front of the Tillamook Pioneer Museum;
- installation of benches and bike racks on some downtown sidewalks; and
- installation of directional signage and striped bike lanes to move bicyclists off of US101 and onto city streets in downtown.

### Update

Construction began in the Spring of 2016 and was completed in the Fall of 2018 for a total project cost of \$38.8M. The North Coast Regional Solutions Team was materially involved with a number of issues peripheral to the project that while not project elements directly, were important to the community and the overall success of the project. These issues included concerns with the bike and pedestrian trail from Hoquarton Park to Goodspeed Park; the disposition of a number of undocumented heating oil tanks discovered during construction; the disposition of the former Shell station between Pacific and Main Streets at the north end of the US101 couplet; improvements to the downtown water quality features; and traffic flow improvements. Regional Solutions provided agency coordination, ensuring technical assistance and resources were prioritized, collaborative, and efficient in corresponding to the needs of the project and the community.

### Next Steps

While the project is complete, the North Coast Regional Solutions Team remains engaged with ODOT and the City to:

- address safety concerns around some of the downtown water quality features (pedestrian railings are being added where needed);
- address concerns about downtown truck turning movements (lane restriping is being tested on 3<sup>rd</sup> street and corner radii may be modified if necessary);
- refine the traffic flow at US101 and OR6 (traffic analysis continues and a number of changes to the traffic signal timing have been made); and
- complete the disposition of the former Shell station site (discussions are on-going).

These issues are expected to be resolved in 2019.

## **Celebrating Project Milestones**

### ***Regional Housing Initiatives (Lisa Phipps, DLCD, and Kim Travis, OHCS)***

#### Background

The limited availability of housing at all levels is significantly impacting communities and employers in NW Oregon. Clatsop and Tillamook counties have both taken initiative to assess the accessibility and availability of housing. Recognized as a regional community and economic development priority by the North Coast Regional Solutions Team and Regional Solutions Advisory Committee, Regional Solutions Team members have provided technical assistance, land use and zoning input, and connections with housing funding opportunities.

Housing along the coast, particularly affordable housing, is becoming an increasing challenge in Oregon's coastal communities. The increasing number of second homes and vacation rentals can severely impact the number of available units for long-term rentals as well as inflate costs to purchase homes. Vacancy rates exceed 65% in some communities. With high demand for rentals and few options along many parts of the coast, available rental units are priced at a premium rate. With lower median incomes and a growing emphasis on tourism-related jobs, it is very challenging for individuals or families to afford the rent even working at full-time hours. In many instances, this can create the perception that there is not enough available land for development when in fact, building may not be keeping up with demand. On the other end of the

vacancy rate spectrum, communities that have low vacancy rates (e.g. 14%) are in a “stuck” housing market where people who would like to downsize from a detached single family dwelling (SFD) cannot find suitable housing and therefore cannot make their detached SFDs available to the market. To address these issues, many coastal cities are reviewing the application of their zoning and identifying ways to encourage the development of more multi-family homes in zones that have historically not allowed that type of use.

In addition to market pressures, a lack of easy access to builders and building supplies has increased the cost of housing. Also, workforce development has not kept pace with the need, in some cases requiring contractors to bring in work crews from outside the area. For example, although outside our region, several contractors were interviewed during the development of the Lincoln County Housing Strategy Implementation project. They identified increased costs to build on the coast and a lack of available workforce as challenges. They did not feel that permitting processes were impediments.

To address the impacts of vacation rentals, some cities have established caps on the number of vacation rentals at any one time while others have passed ordinances eventually phasing them out completely. However, this does not address second homes and, as more and more people migrate towards the coast, there are unlikely to be any reductions. Predictions indicate that coastal areas will see increasing populations as projected temperatures climb over time. Vacation rentals, in particular, have impacts beyond housing availability, including parking, transportation networks, utilities, and neighborhood character. Natural hazards and climate, including the increasing duration and intensity of storm events, flooding, and geologically unstable areas, also affect housing along the coast. Communities need to be increasingly cognizant of environmental justice issues. This may be an area where Regional Solutions, particularly DEQ and DLCD, can play a role to offer guidance to communities as they address these matters.

Historically, significant attention and funding has been directed towards the more densely populated urban areas of the state. These dollars can have a profound impact on smaller communities. Tillamook, Clatsop and Columbia counties are all currently involved in efforts to improve access to affordable and workforce housing. The Regional Solutions Team has been working in cooperation with these community initiatives, focusing on municipal impediments affecting housing and community development throughout the region.

### Updates

Regional Solutions plays a variety of roles in helping coastal communities address housing issues. Specifically, Department of Land Conservation and Development (DLCD) has provided technical and financial support to communities to complete Buildable Lands Inventories, Housing Needs Analyses, and Economic Opportunity Analyses. The cities of Warrenton, St. Helens, and Scappoose recently received funding. These efforts provide a foundation for communities to make informed decisions around housing, creating incentives for affordable and low-income housing, and understanding and prioritizing the needs of the community.

Tillamook and Clatsop counties have self-funded recent housing efforts by partnering with local jurisdictions, businesses and non-profits. In 2018, Tillamook County established a Housing Commission comprised of private citizens, employers, economic development, non-profit, and public sector partners. The Commission is currently reviewing a county-wide Buildable Lands Inventory and Housing Needs Analysis and considering a variety of opportunities, including

review of potential ordinance changes around accessory dwelling units in unincorporated communities. Regional Solutions Team members attend Commission meetings, offer input when appropriate, and continue to be available as a resource.

Clatsop County received preliminary findings from their Comprehensive Housing Study in November 2018 which found: there is a sufficient supply of housing, but the supply is not serving all local residents; affordable, higher density housing outside the most desirable vacation areas needs to be targeted for development; commercial use of residential land needs more control; available residential land could be used more efficiently (e.g., higher density); and there needs to be more focus on workforce housing. Final recommendations and identification of next steps for implementation are expected in 2019.

Regional Solutions Team members and member agencies are working to address the availability and accessibility of housing at all levels. Over the past 18 months, OHCS has funded several projects aimed at providing affordable housing for lower and moderate income Oregonians in the North Coast region through the federal Low Income Housing Tax Credit (LIHTC) and state Local Innovation Fast Track (LIFT), including:

- Preservation and rehabilitation of existing affordable housing in Warrenton including Alder Court, Canim and Wapiti apartments (52 units)
- New construction in Tillamook, Holden Creek Village (60 units)
- Historic renovation of the Merwyn Hotel in Astoria (40 units)
- New construction in St. Helens, 18<sup>th</sup> Street Development (16 units)

In 2018, Governor Brown launched the Regional Solutions Workforce Housing Initiative and asked agencies to identify tools to support workforce housing public private partnerships, including access to loans, grants, and targeted technical assistance. Through the Initiative, five pilot projects were selected to highlight successful partnerships with employers toward addressing local housing needs. The Nestucca Ridge Project, initiated by the parent company of Pelican Brewery was selected as one of these pilots. This employer-led project will provide 12 new housing units for employees working in the area. OHCS is providing \$300,000 in gap funds to enable financial feasibility for this important workforce housing project in our region.

A lack of available workforce housing is a significant impediment to economic development in the North Coast region. Many companies are looking at ways to provide housing for their employees. For example, DLCD recently worked with the City of Warrenton and Pacific Seafoods to create a pathway for water-dependent industries to provide workforce housing. As communities move forward, there may be additional opportunities for Regional Solutions to engage as a partner in finding innovative solutions.

### Next Steps

Oregon's 2019 Legislative Session resulted in historic investments in housing:

- HB 2001 provided \$3.5 million to DLCD for technical assistance to local governments to: 1.) assist local governments with the development of regulations to allow duplexes and/or middle housing, and 2.) assist local governments with the development of plans to improve water, sewer, storm drainage and transportation services in areas where duplexes and other middle housing types would not be feasible due to service constraints. Efforts will focus on medium (populations between 10,000 and 25,000) and large (>25,000) cities.

- HB 2003 allocated \$1 million to DLCD to provide technical assistance to local governments to implement housing production strategies and housing needs analyses. Efforts will focus on cities with a population of 10,000 or greater. As part of this bill, OHCS is developing a Regional Housing Needs Analysis methodology.
- HB 2055 established the Greater Oregon Housing Accelerator to create a new program for workforce housing. The program will be developed in collaboration with the Regional Solutions Cabinet Agencies to maximize the \$5 million investment by the Legislature.

Regional Solutions Team members will engage with communities to identify opportunities to capitalize on these investments for the North Coast region.

### ***Rainier 'A' Street Rail Improvements Project (Jae Pudewell, ODOT)***

#### **Background**

The Rainier 'A' Street Rail Project is located in the heart of the City of Rainier where the Portland & Western Railroad (PNWR) track bisects 'A' Street lengthwise from West 2nd Street through East 6th Street. This eight-block section of a busy city street coexists with an active rail line, where the railroad tracks are down the center of 'A' Street with asphalt covering all of the track surfaces other than the rails. Trains, trucks, automobiles, bicycles and pedestrians all share the same road surface, creating significant safety hazards for all travel modes: rail, freight, auto, and bicycle/pedestrian.

PNWR significantly slows rail operations through Rainier to help improve pedestrian and vehicle safety. Trains traversing Rainier can be unit trains upwards of a mile long and take over ten minutes to pass. Diagonally parked vehicles often pull out of parking spaces directly onto the tracks to try and beat on-coming trains. Similarly, pedestrians cross the street in front of on-coming trains to avoid being delayed on one side of the street.

Economic development and increased business activity have intensified these hazards. This project will dramatically increase safety for the community and facilitate continued economic development for the region.

The primary objective of the project is to physically separate rail operations from street traffic. This will be done by eliminating the asphalt road surface over the PNWR tracks, exposing the railroad ties and aggregate base (i.e., daylighting the track, and creating one-way roads on either side of the track with curb and gutter separating the track from the roadways). Three streets will be closed to cross traffic and three sets of railroad crossing gates with warning lights will be added, along with seven designated pedestrian crosswalks. The eastern-most cross street at East 6th Street will remain as an open crossing (signs only) to facilitate oversized freight into and out of a maritime manufacturing facility. This intersection also has the least amount of traffic in the project area.

The PNWR railroad track will be realigned slightly to simplify the crossing designs and facilitate oversized movement by widening the north-side roadway. The project will also construct ADA compliant north-side and south-side sidewalks and add filtered stormwater collection for the roadway and railroad. In separate and concurrent projects, the City of Rainier will upgrade and relocate the city's utilities, add off-street parking, and improve freight movement to US30.

One of the biggest challenges for the project was finding sufficient funds. A total of \$11M from Connect Oregon V, the Genesee-Wyoming Railroad, ODOT Rail Crossing Safety funds, ODOT

Transportation Enhancement program, the North Coast Regional Solutions Team, and the City of Rainier has been pulled together to make the project happen. Additionally, prior to the project starting, and not included in the total project cost, the City of Rainier completed the \$1.4M First Street Plaza, materially easing parking concerns during construction and offsetting the loss of on-street parking along 'A' Street.

Regional Solutions has been instrumental in providing convening capacity and project leadership, securing sufficient funding from a variety of sources, maintaining project visibility and priority over time, and coordinating agency engagement, aligning resources and technical assistance to ensure efficiency and responsiveness to the needs of the community and multiple project stakeholders. Specifically, the North Coast Regional Solutions Team:

- Assisted PNWR in preparing their Connect Oregon V application to help fund rebuilding the track and rail-bed;
- Drafted a successful application for ODOT Transportation Enhancement (TE) funds;
- Helped the City of Rainier secure TE matching funds;
- Worked with the City of Rainier to justify their investment in the First Street Plaza;
- Persuaded Rainier to add their utility work to the ODOT roadway project, reducing project complexity and reducing the city's costs;
- Managed the requisite Cooperative Improvement Agreement with ODOT and the Clean Water SRF Loan Agreement with DEQ;
- Actively engaged in community outreach throughout the project's life; and
- Took the lead on resolving access issues to two houses east of 6<sup>th</sup> St whose only access for 100 yrs. has been to use the railroad right of way.

#### Update

The railroad contractor started the track work the last weekend in June 2019. While not without a few hiccups, such as rail steel being stranded in Kansas City due to Mississippi flooding, a number of contractors (as many as four at a time) have worked within the same confined space with surprisingly few problems.

At present, all of the track has been daylighted and re-aligned. Utility poles have been moved and many utilities relocated. The City of Rainier has replaced east-side water and sewer lines and a new driveway to three eastside houses has been substantially completed.

#### Next Steps

The major utility and roadway work will begin the first of October starting at the west end of the project area and moving eastward. Curbing to separate the rail bed from the roadways and new stormwater facilities will be constructed; new sewer and water lines will be built; sidewalks will be replaced, ADA crossings will be built, and new street illumination installed; and the roadways will be paved and new rail crossing gates installed. Construction is expected to be complete in the Spring of 2020.

### ***North Tongue Point (Melanie Olson, Business Oregon)***

#### Background

Located near the mouth of the Columbia River, North Tongue Point encompasses a 30 plus acre marine industrial park. The former WWII naval station includes five finger piers, two large

seaplane hangars, a seaplane ramp and a large area of paved tarmac. The State of Oregon acquired the facilities from the Department of Navy in the 1960s. Since that time, the property moved into various private ownerships. Today, Tongue Point is home to a mix of private business, U.S. Department of Labor Job Corps Center, and Clatsop Community College's Marine and Environmental Research and Training Station (MERTS) Campus.

In December 2017, the site was purchased by Hyak Maritime with the vision of developing a marine fabrication and repair facility for ocean-going vessels. Regional Solutions has been working closely with Hyak Maritime and its anchor tenants and partners, WCT Marine and Bergerson Construction, to position North Tongue Point as a premier shipyard facility for the region and the state.

In 2018, in partnership with Bergerson Construction and an award from Business Oregon, Hyak completed the first of many planned upgrades at the industrial park. The WWII seaplane ramp was reinforced with steel pilings that increased the load rating of the ramp from 300-ton to 1200-ton. A new winch system is also being installed that will make moving these larger vessels more efficient. This investment was critical in maintaining the direct water access and expanding opportunities for the local shipwright.

Hyak Maritime is laying the groundwork for future job creation and business investment, retaining and expanding opportunities for high paying jobs in a rural community, and providing critical capacity and facilities needed to support the West Coast and Columbia River marine industries. Hyak's investment, along with the State's support, is providing the environment to attract business and employment to an area that has long been underutilized. These investments will result in the growth of the industrial park, expansion and retention of traded sector businesses, and will serve as a catalyst for additional redevelopment efforts in Astoria. Continued investment in and support of Tongue Point will build on state investments in coastal vessel repair and fabrication infrastructure, resulting in long-term economic benefits for the region and positioning Oregon's marine service cluster for growth along the Oregon Coast.

#### Update

Hyak Maritime continues to forge partnerships and collaborate on investment opportunities at the industrial park to position it as a regional asset for the maritime industry. The Coast Guard remains interested in locating two new cutters in Astoria and discussions are ongoing. Investments in infrastructure (roads and sewer in particular) are needed to attract and retain companies, and collaboration with multiple partners and stakeholders is needed to solve longstanding and complex questions around Tongue Point road access and ownership. Earlier this year, Business Oregon awarded a technical assistance grant to the City of Astoria to help unravel road ownership questions and provide a legal opinion.

#### Next Steps

Next month Regional Solutions Team members are meeting with the City of Astoria to review the work and findings of the land attorney and discuss next steps. Regional Solutions continues to support business recruitment, retention, and expansion at North Tongue Point, providing agency coordination, technical assistance, and resource alignment.

# Memo

**To:** North Coast Regional Solutions Advisory Committee

**From:** Jennifer Purcell, North Coast Regional Solutions Coordinator

**Date:** September 19, 2019

**Re:** Proposed North Coast RST Work Plan Updates

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Working locally to identify priorities, solve problems, and seize opportunities, the North Coast Regional Solutions Team achieved a number of important outcomes. The Team proposes **removing** the following projects from the North Coast Regional Solutions Work Plan:

- ***Tillamook Flooding – Southern Flow Corridor Project***

In 2007, Oregon Solutions began the Tillamook Bay Flood Reduction project with the goal of managing the impacts of flooding along Hwy 101 north of downtown Tillamook – a major transportation lifeline and commercial corridor in the City. The project had gone through multiple iterations beginning with the US Army Corps in 1999 looking at both flooding and natural resource benefits. The primary intent of the project was to remove manmade impediments to flood flows to the maximum extent possible in the lower Wilson River floodplain. The project accomplished this by removing existing levees and installing new dikes to protect adjacent private lands from inundation from daily tides.

Twenty individual projects, from spillways to plans for gravel removal, were designed to put infrastructure in place for the purpose of moving water over 3,000 acres along the Wilson River watershed. Working with a diverse set of partners, Tillamook County permanently protected and restored 522 acres of tidal marsh habitat at the confluence of the Bay's two most productive salmon systems, the Wilson and Trask Rivers. The results provide substantial habitat benefits to not only threatened coho, but also chum and Chinook salmon, and cutthroat trout.

Long-term ecological and socio-economic outcomes include:

- reduced flooding in the Highway 101 business corridor and adjacent residential/agricultural lands, including measureable reductions in flood elevation and duration;
- improved freshwater and estuarine water quality, including reductions in temperature, dissolved oxygen, and turbidity;
- increased habitat complexity and availability across the range of tidal wetland habitats; and
- enhanced ecological function benefitting other aquatic, terrestrial, and avian species.

Over \$10 million was raised for the project, which included \$500,000 of Regional Solutions dollars. A ribbon cutting celebrated this momentous project in December 2016 and construction is now complete.

- ***Tillamook Downtown Revitalization Project***

ODOT's realignment of Highway 6 and Highway 101 in downtown Tillamook provided the City with the opportunity to undertake several revitalization projects. Agency coordination was critical to support the City's work and to maximize investment opportunity. We celebrate completion of ODOT's highway project; Regional Solutions remains poised to assist the City with outstanding needs and new initiatives.

- ***Pacific Seafood Warrenton***

August 2018 marked the reopening of Pacific Seafood's Warrenton plant. Members of the Regional Solutions Team were on hand to celebrate the new 78,000 square foot plant. The state-of-the-art processing and cold storage facility represents a significant investment in the region and our abundant fish and shellfish resources. The Regional Solutions Team worked closely with the company and City of Warrenton officials on contracting and permitting issues.

Nearly five years after the seafood processing facility was destroyed by fire, this important employer celebrated the rebirth of operations in Warrenton. The company temporarily relocated operations to North Tongue Point in Astoria and continued operating in these temporary facilities, providing continuity of important jobs in the region. The importance of the seafood processing industry to the regional and statewide economy is reinforced by this important public-private partnership. Pacific Seafood invested over \$20 million, leveraging the state's investment of \$3.5 million in lottery bonds, the Governor's Strategic Reserve Fund allocation of \$350,000, and Regional Solutions Regional Infrastructure Funding of \$150,000.

- ***Seafood Processing Wastewater Permit Renewal***

North Coast Regional Solutions Team members from DEQ and Business Oregon have been working closely with industry stakeholders over the past two years to better understand operations and the challenges and opportunities facing seafood processors. The renewal of the 900-J general permit is urgent because seafood processors are wanting to open or expand operations in Oregon and DEQ cannot issue new or modified coverage under an expired permit. The current permit expired in May 2011, at which time DEQ administratively extended permits for current permit holders. This permit renewal includes changes in response to evolving industry practices and environmental conditions. A draft permit was available for public comment in spring 2018. DEQ received significant and substantive comments and prepared a revised draft permit for public comment in early 2019. Permit issuance is underway. Regional Solutions will continue to follow implementation and engage as needed.

- ***Cascades Tissue***

Retaining and growing forest product industry jobs has been a key priority for the North Coast Regional Solutions Team, and to this end, we have worked closely with Cascades Tissue over the past several years as they have expanded and retooled operations at their St. Helens plant to add jobs, double capacity and improve efficiency. Building upon this success this new production facility located in Scappoose takes large rolls of tissue from the St. Helens plant and converts them into finished product at this new state-of-the-art processing facility. Regional Solutions Team members were instrumental in facilitating and coordinating investments, infrastructure, and permitting for this important project.

- ***Alternate Rail Siding and Switching Yard***

With increased rail traffic along Hwy 30 corridor has come increased pressure in communities living next to rail transfer operations. Of critical importance is relieving pressure in Linnton and Scappoose where a lack of quiet zones has been disruptive. The development of an alternate rail siding in lower Columbia County was proposed to address the increasing importance of preserving livability and maintaining commerce throughout the region. There has been no active project proposal or Regional Solutions engagement.

- ***Development Opportunities at Scappoose Airport***

The recent addition of 200 acres near the Scappoose Airpark into the city's UGB provides opportunity for smart development of this prime industrial land. Regional Solutions has worked closely with all parties in bringing help to this enterprise. The Scappoose Airport is included in the expanded vision of the Oregon Manufacturing Innovation District and does not need to be included as a separate project.

A number of new projects have emerged as the North Coast Regional Solutions Team has been responsive to the needs of businesses and communities in the region. The Team proposes **adding** the following to the North Coast Regional Solutions Work Plan:

- ***City of Bay City infrastructure projects***

The City of Bay City has several critical **infrastructure projects** at different phases of planning and implementation. Regional Solutions is providing coordination and support on a number of efforts, including drinking water well development, wastewater treatment plant upgrades, and a water district consolidation proposal.

The City is also embarking on an innovative and ambitious project to restore **Patterson Creek** following a series of culvert failures in a 2017 storm event. ODFW approved a temporary replacement, requiring a permanent solution be implemented to fish passage standards. DEQ and Business Oregon have been working with the City to evaluate a complex solution that would remove a series of culverts, daylight Patterson Creek, and relocate road, water, and wastewater infrastructure. The city received a Clean Water SRF planning loan for preliminary engineering design and environmental assessment. This work is currently underway.

Regional Solutions provides convening capacity, agency coordination, technical assistance, resource alignment, project visibility and prioritization, and innovative solutions.

- ***City of Cannon Beach infrastructure projects***

The City of Cannon Beach has a number of critical **infrastructure projects** planned in the next 5 years, including bridge and beach access improvements, water, wastewater, and stormwater upgrades, totaling in excess of \$11 million.

The City is preparing its first ever **Transportation System Plan (TSP)**. Cannon Beach faces unique and challenging long-range planning impacted by three major forces: a growing tourist economy, a sensitive geologic and topographically limited footprint, and increasing threats from climate change. Adoption of a TSP will help city leaders maintain Cannon Beach's reputation as one of America's most beautiful and unique coastal destinations while providing its citizens a safe and resilient transportation infrastructure to foster growth and development.

Regional Solutions provides agency coordination and engagement, convening capacity, technical assistance, resource alignment, and innovative solutions.

- ***NEXT Renewable Fuels***

NEXT Renewable Fuels is proposing an advanced biofuels facility at Port Westward in Columbia County. NEXT Renewable Fuels is investing more than \$1 billion in a facility expected to produce up to 37,500 barrels a day of Advanced Green Diesel drop-in replacement fuel. NEXT has secured 105 acres already zoned for industrial use at the Port Westward Industrial Park in Clatskanie. The facility is projected to create more than 200 full-time, family-wage jobs, generate more than \$12 million a year in local property tax revenues, pay more than \$5.5 million Port fees, and reduce greenhouse gas emissions equal to removing 1 million automobiles from the road.

Regional Solutions has been meeting with NEXT Renewables to discuss permitting, transportation impacts, wetland mitigation, workforce development and housing needs. Applications for air quality, water quality, and wetland-fill permits are expected to be filed in the coming months. Construction is anticipated in 2021.

Regional Solutions will provide permit coordination, convening capacity, agency coordination, and technical assistance. Regional Solutions will also support the community development needs of the City of Clatskanie and neighboring communities, addressing the associated infrastructure, transportation and housing impacts.

#### **Oregon Solutions Projects:**

- ***Oregon Coast Trail***

The Oregon Coast Trail (OCT) encompasses a 382-mile walking trail from the Columbia River to the California border, including public and private lands along the way. Some sections of the trail are disconnected, inconvenient, unsafe, or seasonally inaccessible. In 2017, the Oregon Legislature directed the Oregon Parks and Recreation Department to develop an action plan (HB 3149 legislation) to address gaps along the OCT.

Governor Kate Brown designated the OCT as an Oregon Solutions project on November 14, 2018, appointing State Representative David Brock Smith and Oregon Parks Commissioner Doug Deur as project co-conveners.

Completion of an action plan for the trail will involve three phases of work: (1) needs assessment, stakeholder identification and organization (completed in 2018); (2) convening stakeholders, individual gap identification, prioritization of segments (2019); and (3) completion of an action plan and implementation.

The North Coast Regional Solutions Team is poised to support and facilitate coordination of North Coast trail planning and catalytic projects in Clatsop and Tillamook counties.

- ***Clatsop Elk Collaborative***

Governor Kate Brown designated the Clatsop Plains Elk Collaborative as an Oregon Solutions project on April 26, 2019, appointing Warrenton Mayor Henry Balensifer and Seaside Mayor Jay Barber as project co-conveners. Several cities and unincorporated areas in northwest Clatsop County have been experiencing an increase in elk living in the urbanized areas. The Clatsop Plains communities are interested in identifying elk management solutions to address increasing public safety risks and occurrences of property damage from encounters with elk. While elk have populated this region for centuries, the

interaction between elk and urban development has been on the rise. This Oregon Solutions project will identify and evaluate a broad array of options, evaluating elk behavior and human behavior contributors, conduct research to inform fact-based decision-making, and identify funding for implementation of solutions.

### **Regional Initiatives:**

- ***Childcare Supply***

A lack of sufficient quality childcare is a barrier to economic development. Regional Solutions is working with NW Regional ESD to assess childcare supply in Tillamook, Clatsop, and Columbia counties, identify barriers to increasing availability, and support collaborative partnerships and innovative solutions. Regional Solutions is supporting the counties' efforts providing facilitation, agency coordination, technical assistance, resource alignment, visibility and prioritization, and innovative solutions.

Finally, the following project descriptions have been **updated** to provide additional clarity and specificity regarding Regional Solutions' engagement:

- ***Westport Slough***

The small Oregon community of Westport is located east of Astoria, between Wauna and Jones Beach on Plympton Creek where the creek meets the slough and the Columbia River. The Westport Slough is a federally authorized navigational side channel of the Columbia River and provides important habitat for salmon.

Westport has a waterfront industrial site for commercial shipping with access off Highway 30 and serves as the landing for interstate ferry service between Wahkiakum County, Washington and Oregon. Dredging and dock improvements are underway to restore Westport Slough for commercial use, positioning Westport and Clatsop County to advance opportunities relating to barge operations and interstate ferry service.

Increased economic activity in Westport has created a sense of urgency for advancing a number of important infrastructure and community development projects, including improvements to roads, ferry queuing, water and wastewater systems, park development, and fish passage. Regional Solutions provides convening capacity, agency coordination, technical assistance, and resource alignment.

- ***St. Helens Waterfront Redevelopment***

The City of St. Helens has undertaken a comprehensive look at redeveloping their downtown waterfront district. Of particular interest are brownfield sites where Boise Veneer and Boise White Paper were once located. Three key waterfront properties totaling over 250 acres that provide catalytic redevelopment opportunities for the city. The City plans to restore the connection between downtown St. Helens and the Columbia River, provide public access to the waterfront, and preserve the natural and cultural heritage of St. Helens.

**Riverfront District (former Veneer Mill site):** The City envisions transforming the St. Helens Riverfront District from a struggling resource economy, to a more diversified local economy built around a thriving downtown and active waterfront with new mixed-use development. The City is negotiating a public-private partnership to redevelop a portion of the Veneer Mill property with a \$50 million planned private investment.

**St. Helens Industrial Park (former Boise Whitepaper site):** The City's intent is to redevelop the industrial park, attract employers to the region, and boost the recovering local economy.

**Central Waterfront (wastewater lagoon redevelopment):** The City is evaluating the viability of filling their oversized wastewater lagoon to create land for waterfront development. Located adjacent to the former Boise Veneer site along the Columbia River, the proposal presents an opportunity to expand the community's central waterfront district vision, creating a waterfront that attracts development, generates tax revenue, creates jobs, and builds a community asset for residents and visitors alike. Future proposed uses include community amenities such as recreational fields, beach access, and a waterfront trail. Next steps in the assessment will evaluate the technical feasibility, safety concerns, economic viability, environmental and public health concerns, and complex community and economic development considerations.

Regional Solutions provides convening capacity, agency coordination, technical assistance, resource alignment, project visibility and prioritization, and innovative solutions.

- ***Oregon Manufacturing Innovation Center (OMIC)***

This transformational project combines cutting-edge manufacturing, education and industry partners to bring to Oregon a unique research center modeled on the Advanced Manufacturing Research Center in Sheffield, England. With legislatively approved funding, and education partners in place, the team will work closely with Scappoose in delivering needed infrastructure for this key project.

**OMIC R&D** is a collaboration of national and global industry partners who have joined forces with academic research partners to develop tools, techniques and processes that advance metals manufacturing in Oregon. Through innovation and collaboration, applied solutions are generated to improve quality, productivity and efficiency of metals and other manufacturing.

The **Oregon Manufacturing Innovation District (OMID)** is a geographic area of approximately 600 acres of premier low cost industrial land surrounding the Scappoose Industrial Airpark which includes the OMIC R&D. OMIC R&D is the catalytic driver to create a true innovation district. OMID is within the City of Scappoose urban growth boundary and has well-financed private developers ready to build to suit, lease or sell.

Addressing permitting, site development, infrastructure and investment need, Regional Solutions provides leadership, convening capacity, agency coordination, technical assistance, resource alignment, visibility and prioritization, and innovative solutions.

- ***City of Wheeler***

**The Village at Wheeler:** Proposal to develop upland Botts Marsh property adjacent to Highway 101 in Wheeler. Project provides opportunities to incorporate Salmonberry Trail, increase housing and community space. Regional Solutions is poised to support the City throughout the development process.

**Gervais Creek Stormwater Improvements:** Wheeler's downtown commercial district has been plagued by a series of flood events. Addressing stream flow and stormwater capacity at Gervais Creek is critical to reducing future impacts to local businesses.

Regional Solutions provides convening capacity, agency coordination, technical assistance, resource alignment, project visibility and prioritization, and innovative solutions.

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

Revised – Proposed for Adoption: October 3, 2019

### NORTH COAST REGIONAL SOLUTIONS TEAM MEMBERS

Jennifer Purcell, Regional Coordinator – Governor Kate Brown’s Office

Melanie Olson, Regional Development Officer – Business Oregon

Karen Williams, Interim RS Coordinator – Oregon Department of Environmental Quality

Jae Pudewell, Regional Solutions Liaison – Oregon Department of Transportation

Lisa Phipps, North Coast Regional Representative – Oregon Dept. of Land Conservation & Development

Becky Bryant, Regional Project Manager – Business Oregon’s Infrastructure Finance Authority

Kim Travis, Housing Integrator – Oregon Housing and Community Services

Chris Castelli, Northern Operations Manager – Oregon Department of State Lands

Mary McArthur, Executive Director – Columbia Pacific (Col-Pac) Economic Development District

## North Coast Team Mission and Regional Priorities

**Team Mission:** 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.

### Regional Priorities:

- Sustain and grow NW Oregon businesses in areas such as aerospace, marine based industry, small manufacturing, tourism, forest products, and agriculture.
- Support innovation, business incubation and the manufacturing of new product technologies. Assist business start-ups and entrepreneurs.
- Improve the readiness of industrial land by addressing wetlands, transportation access, infrastructure and other impediments. Work to increase the number of sites that have building-ready status.
- Review, streamline and address regulatory and permitting impediments to economic development.
- Support comprehensive solutions to barriers limiting business retention and expansion (e.g., housing, workforce development).
- Work with rural communities to plan, coordinate, fund and install needed infrastructure and advance community development and resiliency initiatives.
- Bring regional support to ongoing Oregon Solutions projects.

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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<b>PORT DISTRICTS</b>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Port of Astoria</b></p> <p>The Port of Astoria manages marine, industrial and aviation facilities in Astoria and Warrenton. The team and state agencies have worked closely with the Port over the years on providing infrastructure and financing.</p>	<p>Sustain and grow NW Oregon businesses in areas such as marine based industry, manufacturing and aviation.</p> <p>Job Creation</p>	<p>Pier II Structural Deficiencies</p> <p>Airport and Airport Industrial Park Improvements</p> <p>Update and implement strategic plan</p>	<p>Local – Port of Astoria General Manager and Commission, City of Astoria, City of Warrenton, Clatsop County, CEDR</p> <p>State – Business Oregon, ODOT, DEQ</p> <p>Federal – Col-Pac</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Coordination and supporting Port-led projects; convening capacity, technical assistance, agency coordination, resource alignment, project visibility and prioritization</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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PORT DISTRICTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Port of Columbia County</b></p> <p>The Port of Columbia County holds geographic authority in Columbia County along a 6 by 51-mile band along the Columbia River. The Port manages property at nine sites in the county. The team has worked closely with the Port on development at Port Westward and the Scappoose Industrial Airpark.</p> <p>Port Westward is one of Oregon’s key industrial sites with rail access and a natural self-scouring dock on the Columbia River. It is included in an Enterprise Zone and an Urban Renewal Area and is a site for PGE operations as well as Global Partner’s ethanol facility.</p> <p>The Scappoose Industrial Airpark now benefits from the city’s expansion of the UGB allowing for development near the Airport.</p>	<p>Readiness for Industry by Addressing Infrastructure Needs</p> <p>Improve the readiness of industrial land.</p> <p>Job Creation</p>	<p>Port Westward development opportunities</p> <p>Scappoose Airpark development opportunities</p> <p>Railroad Corridor Property Clean Up (Pole Yard)</p> <p>Strategic Plan Implementation</p>	<p>Local – Port of Columbia County General Manager and Commission, Columbia County, Mayors of port affiliated cities, local communities</p> <p>State – Business Oregon, ODOT, DLCD, DEQ, DSL</p> <p>Federal – Army Corps, Col-Pac</p> <p>Private Sector – PGE, NW Natural, Portland &amp; Western Railroad</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Coordination and supporting Port-led projects; convening capacity, technical assistance, agency coordination, resource alignment, project visibility and prioritization</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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PORT DISTRICTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Port of Tillamook Bay</b></p> <p>The Port of Tillamook Bay is a former U.S. Naval Air Station, which was home to a blimp squadron during World War II. It contains over 1,600 acres of land and is now the center of Tillamook County’s industrial sector.</p>	<p>Sustain and Grow NW Oregon Businesses</p> <p>Support innovation, business incubation and manufacturing</p> <p>Improve the readiness of industrial land</p> <p>Job Creation</p>	<p>Salmonberry Trail</p> <p>Unmanned Aerial Systems</p> <p>Land Use Plan Implementation</p> <p>Strategic Plan Implementation</p>	<p>Local – Port of Tillamook Bay General Manager and Commission, Mayors of port affiliated cities</p> <p>State – Business Oregon, DEQ, DLCD, ODOT, Oregon Department of Aviation</p> <p>Federal – Col-Pac</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Coordination and supporting Port-led projects; convening capacity, technical assistance, agency coordination, resource alignment, project visibility and prioritization</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

Revised – Proposed for Adoption: October 3, 2019



<b>PORT DISTRICTS</b>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Port of Garibaldi</b></p> <p>The Port of Garibaldi serves the forest product industry, commercial and charter fishing, seafood processing and recreational sports, and encompasses the cities of Bay City, Garibaldi and Rockaway Beach.</p>	<p>Sustain and Grow Marine Based and Forest Products Industry</p> <p>Readiness for Industry by Addressing Infrastructure Needs</p> <p>Job Creation</p> <p>Community Development Initiatives</p>	<p>South Jetty Repair remains our region’s top federal priority</p> <p>Grow small commercial fisheries supply chain</p> <p>Strategic Plan Implementation</p>	<p>Local – Port of Garibaldi General Manager and Commission, City of Garibaldi</p> <p>State – Business Oregon, ODOT</p> <p>Federal – Col-Pac</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Coordination and supporting Port-led projects; convening capacity, technical assistance, agency coordination, resource alignment, project visibility and prioritization</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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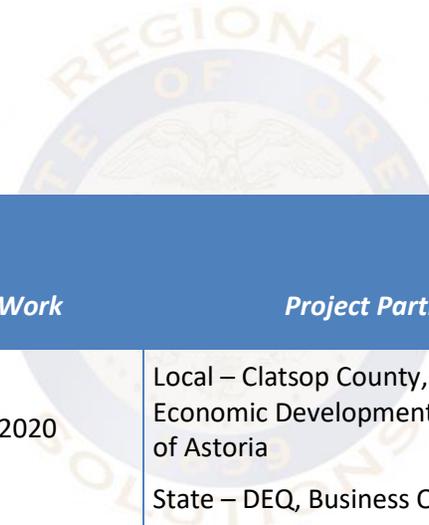


ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>North Coast Business Park</b></p> <p>This large 177 acre site was acquired by Clatsop County in 1991 and is located within the City of Warrenton. It is being developed by the county as an industrial site with the goal of creating family-wage jobs for the lower Columbia River Region. It is anticipated that there will be four sub-areas with 117 acres available for business activity.</p>	<p>Improve readiness of industrial land by addressing wetlands, transportation access, infrastructure and other impediments.</p> <p>Job Creation</p>	<p>County moving forward with discrete development projects with individual permits</p> <p>Mitigation and Stormwater Management Plan Complete</p> <p>Business development and recruitment</p> <p>Infrastructure development</p>	<p>Local – Clatsop County, City of Warrenton, Clatsop Co. Economic Development (CEDR)</p> <p>State – Business Oregon, DLCD, DEQ, DSL, ODOT</p> <p>Federal – Army Corps, NMFS</p> <p>Agency Lead: Clatsop County</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Coordination and site certification; convening capacity, agency coordination, technical assistance, resource alignment, visibility and prioritization</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Astoria Marine (AMCCO)</b></p> <p>AMCCO was chosen for evaluation and possible Superfund listing following an investigation of sites along the lower Columbia River following its designation as a “River of National Significance.”</p> <p>In September 2012, the EPA deferred cleanup to Oregon DEQ oversight and in 2015 and 2016, a risk assessment was completed.</p> <p>Much of the contamination occurred when the US Navy had the property. The current owners do not have the ability to pay for cleanup. Historic insurance policy coverage has been identified to help with partial cleanup costs.</p>	<p>Address comprehensive solutions to barriers limiting business retention and expansion</p>	<p>Permitting underway</p> <p>Construction expected 2020</p>	<p>Local – Clatsop County, Clatsop Co. Economic Development (CEDR), Port of Astoria</p> <p>State – DEQ, Business Oregon</p> <p>Federal – EPA, Army Corps, Federal Delegation</p> <p>Private Sector – Astoria Marine Construction Company</p> <p>Agency Lead: DEQ</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Agency coordination</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>North Tongue Point</b></p> <p>Tongue Point is a peninsula protruding nearly a mile into the Columbia River at the eastern end of Astoria and home to a U.S. Coast Guard facility, a U.S. Department of Labor Job Corps Center, Clatsop County Community College’s MERTS Campus as well as a marine terminal. This 400 acre terminal located at North Tongue Point was built in the 1920s by the Department of Navy and used for various purposes up into the 1960s when 250 Liberty Ships were mothballed and stored at the site.</p> <p>The State of Oregon took control thereafter and then the site moved into private ownership with various entities trying to make a go of it. The Port of Astoria being the most recent.</p> <p>In December 2017, the site was purchased by Hyak Maritime for a marine fabrication and repair facility of ocean going work boats.</p>	<p>Sustain and grow NW Oregon businesses in areas such as marine based industry ...</p>	<p>Discussions occurring between the City of Astoria, MERTS and the Department of Labor regarding wastewater needs, potential projects and timelines</p> <p>Assessment of Infrastructure Needs</p> <p>Work with Hyak Maritime</p> <p>Support business recruitment, retention, and expansion</p>	<p>Local – City of Astoria, CEDR</p> <p>State – Business Oregon, DSL, DLCD, DEQ, ODOT</p> <p>Federal – US Dept. of Labor, US Coast Guard, Federal Delegation</p> <p>Private Sector – Hyak Maritime, Bergerson Construction, WCT Marine</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Agency coordination, convening authority, technical assistance, resource alignment, visibility and prioritization.</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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### ACTIVE PROJECTS

Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Westport Slough</b></p> <p>The small Oregon community of Westport is located east of Astoria, between Wauna and Jones Beach on Plympton Creek where the creek meets the slough and the Columbia River. The Westport Slough is a federally authorized navigational side channel of the Columbia River and provides important habitat for salmon.</p> <p>Westport has a waterfront industrial site for commercial shipping with access off Highway 30 and serves as the landing for interstate ferry service between Wahkiakum County, Washington and Oregon.</p> <p>Dredging and dock improvements are underway to restore Westport Slough for commercial use, positioning Westport and Clatsop County to advance opportunities relating to barge operations and interstate ferry service.</p> <p>Increased economic activity in Westport has created a sense of urgency for advancing a number of important infrastructure and community development projects, including improvements to roads, ferry queuing, water and wastewater systems, park development, and fish passage.</p>	<p>Sustain and grow NW Oregon businesses in areas such as marine based industry ...</p> <p>Plan, coordinate, fund and install needed infrastructure.</p>	<p>Transportation and pedestrian improvements</p> <p>Realignment of Plimpton Creek</p> <p>Park development</p> <p>Ferry access improvements</p>	<p>Local – Clatsop County Commissioner Sullivan, County Public Works, County Parks, Community Development, Westport Water Association, Clatskanie PUD, CEDR</p> <p>State – Business Oregon, DLCD, DEQ, ODOT, ODOT Rail, DSL, ODFW, OHCS</p> <p>Federal – Army Corps, USFW, USDA Rural Development</p> <p>Private Sector – Teevin Bros</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Convening capacity, agency coordination, technical assistance, resource alignment</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

Revised – Proposed for Adoption: October 3, 2019

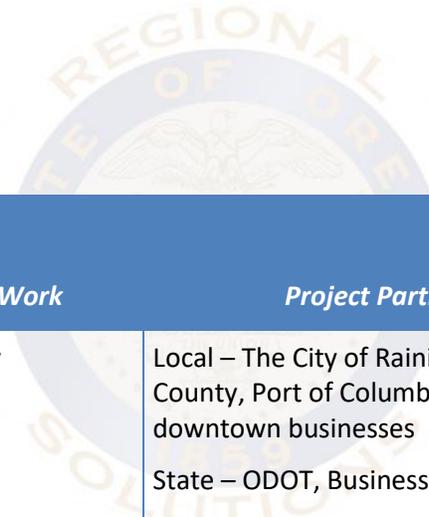


ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>City of Cannon Beach</b></p> <p>The City of Cannon Beach has a number of critical <b>infrastructure projects</b> planned in the next 5 years, including bridge and beach access improvements, water, wastewater, and stormwater upgrades, totaling in excess of \$11 million.</p> <p>The City is preparing its first ever <b>Transportation System Plan (TSP)</b>. Cannon Beach faces unique and challenging long-range planning impacted by three major forces: a growing tourist economy, a sensitive geologic and topographically limited footprint, and increasing threats from climate change. Adoption of a TSP will help city leaders maintain Cannon Beach’s reputation as one of America’s most beautiful and unique coastal destinations while providing its citizens a safe and resilient transportation infrastructure to foster growth and development.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure and advance community development and resiliency initiatives</p>	<p>One Stop Financing Workshop held in March, 2019</p> <p>2019 TGM grant awarded to fund the city’s first ever Transportation System Plan</p>	<p>Local – City of Cannon Beach</p> <p>State – DLCD, ODOT, DEQ, Business Oregon</p> <p>Federal – USDA Rural Development</p> <p>Agency Lead:</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Agency coordination and engagement, convening capacity, technical assistance, resource alignment, innovative solutions</p>

# North Coast Regional Solutions Team

## PROJECT TRACKING MATRIX

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<b>ACTIVE PROJECTS</b>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Rainier “A” Street Rail Safety Improvement Project</b></p> <p>Downtown Rainier is in an unsafe situation where a rail line runs down the center of the main street of this community.</p> <p>The project makes needed rail safety improvements along “A” Street in Rainier and will include daylighting the rail between West 2nd and the eastern end of “A” Street, gated crossings, closing some street access, removal of herringbone parking along with additional street improvements.</p> <p>In addition to making these necessary safety improvements, the project will also help increase livability in this community.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure</p>	<p>Construction underway</p>	<p>Local – The City of Rainier, Columbia County, Port of Columbia County, downtown businesses</p> <p>State – ODOT, Business Oregon, DEQ</p> <p>Private Sector – Portland and Western Rail/Genesee and Wyoming Rail, Foss Maritime, Inc., Global Partners,</p> <p>Agency lead: ODOT</p> <p>Team Leads: Jae Pudewell</p> <p>RST Role: Capacity, working closely with the community, securing and managing funding; project leadership, technical assistance, agency coordination, innovative solutions</p>

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ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>St. Helens Waterfront Redevelopment</b></p> <p>The City of St. Helens has undertaken a comprehensive look at redeveloping their downtown waterfront district. Of particular interest are brownfield sites where Boise Veneer and Boise White Paper were once located. Three key waterfront properties totaling over 250 acres that provide catalytic redevelopment opportunities for the city. The City plans to restore the connection between downtown St. Helens and the Columbia River, provide public access to the waterfront, and preserve the natural and cultural heritage of St. Helens.</p> <p><b>Riverfront District (former Veneer Mill site):</b></p> <p>The City envisions transforming the St. Helens Riverfront District from a struggling resource economy, to a more diversified local economy built around a thriving downtown and active waterfront with new mixed-use development. The City is negotiating a public-private partnership to redevelop a portion of the Veneer Mill property with a \$50 million planned private investment.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure and advance community development initiatives</p>	<p>Community-wide brownfield assessment projects</p> <p>Redevelopment of former veneer mill site</p> <p>Industrial Park development</p> <p>Lagoon conversion and redevelopment feasibility study</p>	<p>Local – City of St. Helens, Columbia County, Port of Columbia County</p> <p>State – DEQ, DLCD, DSL, ODOT, Business Oregon</p> <p>Agency Lead: City of St. Helens</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Convening capacity, agency coordination, technical assistance, resource alignment, project visibility and prioritization, innovative solutions</p>

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### ACTIVE PROJECTS

**St. Helens Industrial Park (former Boise Whitepaper site):** The City's intent is to redevelop the industrial park, attract employers to the region, and boost the recovering local economy.

**Central Waterfront (wastewater lagoon redevelopment):** The City is evaluating the viability of filling their oversized wastewater lagoon to create land for waterfront development. Located adjacent to the former Boise Veneer site along the Columbia River, the proposal presents an opportunity to expand the community's central waterfront district vision, creating a waterfront that attracts development, generates tax revenue, creates jobs, and builds a community asset for residents and visitors alike. Future proposed uses include community amenities such as recreational fields, beach access, and a waterfront trail. Next steps in the assessment will evaluate the technical feasibility, safety concerns, economic viability, environmental and public health concerns, and complex community and economic development considerations.

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### ACTIVE PROJECTS

Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Oregon Manufacturing Innovation Center (OMIC)</b></p> <p>This transformational project combines cutting-edge manufacturing, education and industry partners to bring to Oregon a unique research center modeled on the Advanced Manufacturing Research Center in Sheffield, England. With legislatively approved funding, and education partners in place, the team will work closely with Scappoose in delivering needed infrastructure for this key project.</p> <p><b>OMIC R&amp;D</b> is a collaboration of national and global industry partners who have joined forces with academic research partners to develop tools, techniques and processes that advance metals manufacturing in Oregon. Through innovation and collaboration, applied solutions are generated to improve quality, productivity and efficiency of metals and other manufacturing.</p> <p><b>The Oregon Manufacturing Innovation District (OMID)</b> is a geographic area of approximately 600 acres of premier low cost industrial land surrounding the Scappoose Industrial Airpark which includes the OMIC R&amp;D. OMIC R&amp;D is the catalytic driver to create a true innovation district. OMID is within the City of Scappoose urban growth boundary and has well-financed private developers ready to build to suit, lease or sell.</p>	<p>Sustain and Grow NW Oregon’s businesses</p> <p>Improve readiness of industrial land by addressing ... transportation access and infrastructure</p> <p>Job Creation</p>	<p>Recruitment of a training partner to better serve workforce training needs</p> <p>Business development and partner recruitment</p> <p>Construction and expansion</p> <p>Permitting</p> <p>Annexation</p> <p>Infrastructure development</p> <p>Site certification</p>	<p>Local – City of Scappoose, Columbia County, Port of Columbia County, Columbia County Economic Team (CCET)</p> <p>State – Oregon Legislative Assembly, OIT, PSU, OSU, OMEP, Business Oregon, DLCDD, ODOT, DSL, DEQ, Employment Department</p> <p>Federal – Col-Pac</p> <p>Private Sector – The Boeing Company, OMIC industry partners</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Coordination of permitting and site development, infrastructure and investment; leadership, convening capacity, agency coordination, technical assistance, resource alignment, visibility and prioritization, innovative solutions</p>

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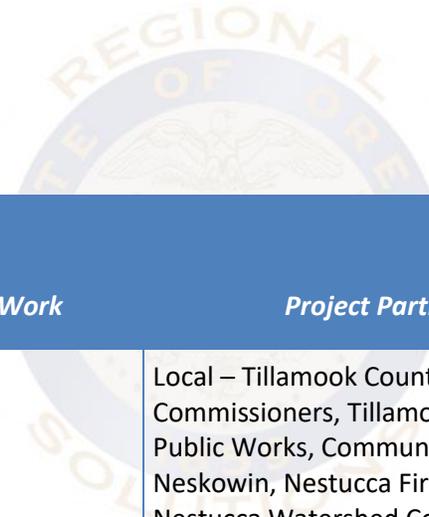
### ACTIVE PROJECTS

Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>NEXT Renewable Fuels</b></p> <p>NEXT Renewable Fuels is proposing an advanced biofuels facility at Port Westward in Columbia County. NEXT Renewable Fuels is investing more than \$1 billion in a facility expected to produce up to 37,500 barrels a day of Advanced Green Diesel drop-in replacement fuel. NEXT has secured 105 acres already zoned for industrial use at the Port Westward Industrial Park in Clatskanie. The facility is projected to create more than 200 full-time, family-wage jobs, generate more than \$12 million a year in local property tax revenues, pay more than \$5.5 million Port fees, and reduce greenhouse gas emissions equal to removing 1 million automobiles from the road.</p> <p>RS has been meeting with NEXT Renewables to discuss permitting, transportation impacts, wetland mitigation, workforce development and housing needs. Applications for air quality, water quality, and wetland-fill permits are expected to be filed in the coming months. Construction is anticipated in 2021.</p>	<p>Support innovation, business incubation and the manufacturing of new product technologies.</p> <p>Improve the readiness of industrial land..</p> <p>Review, streamline and address regulatory and permitting impediments to economic development.</p> <p>Support comprehensive solutions to barriers limiting business retention and expansion.</p> <p>Work with rural communities to plan, coordinate, fund and install needed infrastructure...</p>	<p>Permitting expected early 2020</p> <p>Construction expected 2021</p> <p>Permit coordination</p> <p>Support Clatskanie community development needs, associated infrastructure, transportation and housing</p>	<p>Local – Port of Columbia County, Columbia County, City of Clatskanie, CCET</p> <p>State – Business Oregon, DLCD, ODOT, DEQ, DSL, OHCS, Oregon Dept. of Energy</p> <p>Federal – Army Corps, Col-Pac, USDA Rural Development</p> <p>Private Sector – NEXT Renewable Fuels</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Coordination of permitting, community development and infrastructure needs; convening capacity, agency coordination, technical assistance</p>

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<b>ACTIVE PROJECTS</b>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Neskowin Emergency Egress Route</b></p> <p>Oregon state fire code requires communities of over 29 residences to have two access roads. Neskowin, an unincorporated community, with several hundred homes has only one access across a narrow bridge, which could fail in a flood or emergency event. This project will construct an emergency access that will serve the community during an emergency.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure</p>	<p>Complete Engineering Complete Construction</p>	<p>Local – Tillamook County Board of Commissioners, Tillamook County Public Works, Community of Neskowin, Nestucca Fire District, Nestucca Watershed Council, Neskowin Community Association, Neskowin Citizens Advisory Committee</p> <p>State – ODOT, Oregon Parks, ODFW, DLCD, Business Oregon</p> <p>Federal – USFWS</p> <p>Agency Lead: Tillamook County</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Supporting and coordinating permitting and funding, convening capacity, and technical assistance; contribution of RST Dollars.</p>

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ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Salmonberry Trail</b></p> <p>The decision by the Port of Tillamook Bay to not rebuild the rail created an opportunity to convert the old rail bed from Banks to Tillamook into bike, horse and pedestrian trail. This project will create a world class destination spot. Portions would retain rail for tourist train use.</p> <p>A governance structure has been established with the Salmonberry Trail Intergovernmental Agency. The team maintains ongoing involvement through STIA board membership and facilitating partnerships for Coastal Segment catalyst project planning and implementation.</p>	<p>Sustain and grow NW Oregon businesses in areas such as ... tourism</p> <p>Expand regions economic base while being responsible stewards of the region's natural resources</p>	<p>Engagement through governance, operations and maintenance</p> <p>Poised to support and facilitate catalytic projects in Coastal Segment</p>	<p>Local – Washington and Tillamook Counties, Port of Tillamook Bay, cities affiliated with trail alignment, Washington County Visitor's Association, Visit Tillamook Coast</p> <p>State – Oregon Parks, Oregon Department of Forestry, ODOT, ODOT Rail, DEQ, DLCD, DSL, Business Oregon, Travel Oregon</p> <p>Private Sector and Philanthropy – Salmonberry Trail Foundation, Tillamook Forest Heritage Trust, Cycle Oregon, TCCA</p> <p>Agency Lead: Oregon Department of Forestry, Oregon State Parks</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Agency coordination and Coastal Segment project coordination; technical assistance, resource alignment, project visibility and prioritization, innovative solutions</p>

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ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>City of Wheeler</b></p> <p><b>The Village at Wheeler:</b> Proposal to develop upland Botts Marsh property adjacent to Highway 101 in Wheeler. Project provides opportunities to incorporate Salmonberry Trail, increase housing and community space. Regional Solutions is poised to support the City throughout the development process.</p> <p><b>Gervais Creek Stormwater Improvements:</b> Wheeler’s downtown commercial district has been plagued by a series of flood events. Addressing stream flow and stormwater capacity at Gervais Creek is critical to reducing future impacts to local businesses.</p>	<p>Expand regions economic base while being responsible stewards of the region’s natural resources.</p>	<p>Botts Marsh development</p> <p>Culvert assessment and stormwater infrastructure repair work through town and under Highway 101</p>	<p>Local – City of Wheeler, Mayor Stevie Burden, Tillamook County, Lower Nehalem Community Trust</p> <p>State – DLCD, DSL, ODOT, ODFW, Business Oregon, OEM</p> <p>Federal – FEMA Region 10</p> <p>Agency Lead:</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Convening capacity, agency coordination, technical assistance, resource alignment, project visibility and prioritization, innovative solutions</p>

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ACTIVE PROJECTS			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>City of Bay City</b></p> <p>The City of Bay City has several critical <b>infrastructure projects</b> at different phases of planning and implementation. Regional Solutions is providing coordination and support on a number of efforts, including drinking water well development, wastewater treatment plant upgrades, and a water district consolidation proposal.</p> <p>The City is also embarking on an innovative and ambitious project to restore <b>Patterson Creek</b> following a series of culvert failures in a 2017 storm event. ODFW approved a temporary replacement, requiring a permanent solution be implemented to fish passage standards. DEQ and Business Oregon have been working with the City to evaluate a complex solution that would remove a series of culverts, daylight Patterson Creek, and relocate road, water, and wastewater infrastructure. The city received a Clean Water SRF planning loan for preliminary engineering design and environmental assessment. This work is currently underway.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure and advance community development and resiliency initiatives</p>	<p>Patterson Creek project</p> <p>Wastewater Facilities Plan</p> <p>Well Feasibility Study update</p> <p>Water System Consolidation</p> <p>Former PUD substation property acquisition</p>	<p>Local – Tillamook Estuary Partnership, Tillamook County, City of Bay City</p> <p>State – ODFW, DEQ, DLCD, DSL, ODOT, Business Oregon</p> <p>Federal – USDA Rural Development</p> <p>Agency Lead:</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Convening capacity, agency coordination, technical assistance, resource alignment, project visibility and prioritization, innovative solutions</p>

# North Coast Regional Solutions Team

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Oregon Solutions Projects			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Clatsop Plains Elk Collaborative</b></p> <p>Governor Kate Brown designated the Clatsop Plains Elk Collaborative as an Oregon Solutions project on April 26, 2019, appointing Warrenton Mayor Henry Balensifer and Seaside Mayor Jay Barber as project co-conveners. Several cities and unincorporated areas in northwest Clatsop County have been experiencing an increase in elk living in the urbanized areas. The Clatsop Plains communities are interested in identifying elk management solutions to address increasing public safety risks and occurrences of property damage from encounters with elk. While elk have populated this region for centuries, the interaction between elk and urban development has been on the rise. This Oregon Solutions project will identify and evaluate a broad array of options, evaluating elk behavior and human behavior contributors, conduct research to inform fact-based decision-making, and identify funding for implementation of solutions.</p>	<p>Bring regional support to ongoing Oregon Solutions projects.</p>		<p>Local – Warrenton Mayor Henry Balensifer and Seaside Mayor Jay Barber (co-conveners), Gearhart Mayor Matt Brown, Clatsop County, private residents, landowners, and local business owners</p> <p>State – Regional Solutions, ODFW, ODOT, DLCD, OPRD, OSP, Oregon Military Department, Oregon Hunters Association</p> <p>Federal – National Park Service</p> <p>Agency Lead: Oregon Solutions</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Coordination and project support</p>

# North Coast Regional Solutions Team

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Oregon Solutions Projects			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Oregon Coast Trail</b></p> <p>The Oregon Coast Trail (OCT) encompasses a 382-mile walking trail from the Columbia River to the California border, including public and private lands along the way. Some sections of the trail are disconnected, inconvenient, unsafe, or seasonally inaccessible. In 2017, the Oregon Legislature directed the Oregon Parks and Recreation Department to develop an action plan (HB 3149 legislation) to address gaps along the OCT.</p> <p>Governor Kate Brown designated the OCT as an Oregon Solutions project on November 14, 2018, appointing State Representative David Brock Smith and Oregon Parks Commissioner Doug Deur as project co-conveners.</p> <p>Completion of an action plan for the trail will involve three phases of work: (1) needs assessment, stakeholder identification and organization (completed in 2018); (2) convening stakeholders, individual gap identification, prioritization of segments (2019); and (3) completion of an action plan and implementation.</p>	<p>Bring regional support to ongoing Oregon Solutions projects.</p>	<p>Poised to support and facilitate coordination of North Coast trail planning and catalytic projects in Clatsop and Tillamook counties</p>	<p>Local – Clatsop and Tillamook counties, coastal cities, Oregon Coast Visitors Association</p> <p>State – OPRD, ODOT, Association of Oregon Counties, DLCD, Regional Solutions</p> <p>Agency Lead: Oregon Solutions, Association of Oregon Counties</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Coordination and project support; North Coast leadership and convening capacity, agency coordination, technical assistance, resource alignment, visibility and prioritization, innovative solutions</p>

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Regional Partnerships			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Unmanned Aerial Systems</b></p> <p>Three sites in Oregon have received FAA designation to conduct research as a national test site on how to integrate unmanned aerial systems into civilian airspace. Other goals include the development of commercial applications of data collected from test flights.</p> <p>These projects present an opportunity for growing supply-chain related businesses, local support economies, and strengthening the regional aviation cluster.</p> <p>Project will be coordinate with other aerial partnerships across Oregon, which includes Tillamook, Warm Springs, and Pendleton.</p>	<p>Sustain and grow NW Oregon businesses in areas such as ... aviation.</p>		<p>Local – Tillamook County Economic Development, Port of Tillamook Bay</p> <p>State – Oregon Dept. of Aviation, Business Oregon, DLCD, ODOT, DSL, DEQ, Employment Department</p> <p>Federal – Col-Pac</p> <p>Private Sector – Near Space</p> <p>Agency Lead: Business Oregon</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Business development and leverage new opportunities</p>
<p><b>Dredging</b></p> <p>Ports and cities throughout the region require dredging to maintain marine navigation access crucial to the region’s economy, culture, and vitality.</p> <p>These ports are essential for economic development and a key component of healthy transportation systems.</p> <p>Deferred maintenance at port facilities is placing critical infrastructure at risk.</p>	<p>Sustain and Grow NW Oregon’s businesses by exploiting opportunities in areas such as marine based industry</p>	<p>Federal funds appropriated to augment dredging work</p> <p>Westport Slough</p> <p>Port of Garibaldi</p>	<p>Local – Port districts, CREST</p> <p>State – Business Oregon, DLCD, ODOT, DSL, DEQ, coastal caucus</p> <p>Federal – Army Corps</p> <p>Agency Lead: Business Oregon, Ports Division</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Coordination, permitting and problem solving</p>

# North Coast Regional Solutions Team

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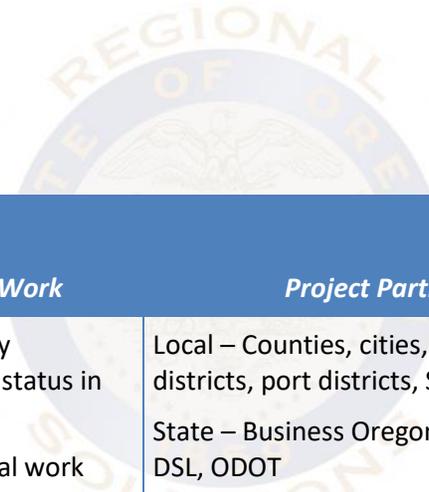
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Regional Partnerships			
Description and Background	Regional Priorities Addressed	Ongoing Project Work	Project Partners
<p><b>Resilience Planning</b></p> <p>Regional coordination of emergency preparedness, economic and community resilience planning efforts.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure.</p>	<p>Communities considering tsunami overlay zones</p> <p>Coastal community resilience planning</p> <p>Explore joint water supply intertie between Scappoose and St. Helens</p> <p>Tillamook County Agency and Business preparedness partnership</p> <p>Tillamook County economic resiliency planning</p> <p>Clatsop County TGM project</p>	<p>Local – Counties, cities, school districts, port districts, community colleges, hospitals, fire departments, Nehalem Bay Emergency Volunteer Corps</p> <p>State – OEM, DLCD, DEQ, ODOT, Business Oregon, OHCS</p> <p>Federal – Col-Pac</p> <p>Agency Lead: Col-Pac</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Support city and county planning efforts</p>
<p><b>Jetty Maintenance</b></p> <p>Ports and cities throughout the region rely on jetty infrastructure, crucial to the region’s economy.</p> <p>Coastal ports are essential for economic development and a key component of healthy transportation systems.</p> <p>Deferred maintenance of jetties is placing this critical infrastructure at risk.</p>	<p>Sustain and grow NW Oregon businesses in areas such as marine based industry ...</p> <p>Plan, coordinate, fund and install needed infrastructure.</p> <p>Garibaldi’s south jetty has been identified as the key federal priority for the region.</p>	<p>Identify challenges and opportunities</p> <p>Develop work plan with critical path activities and timelines</p> <p>Tracking needs for Garibaldi South Jetty and at the mouth of the Columbia River</p>	<p>Local – Port districts</p> <p>State – Business Oregon, DLCD, ODOT, DSL, DEQ</p> <p>Federal – Army Corps</p> <p>Agency Lead: Business Oregon, Ports Division</p> <p>Team Lead: Melanie Olson</p> <p>RST Role: Agency coordination, visibility and prioritization</p>

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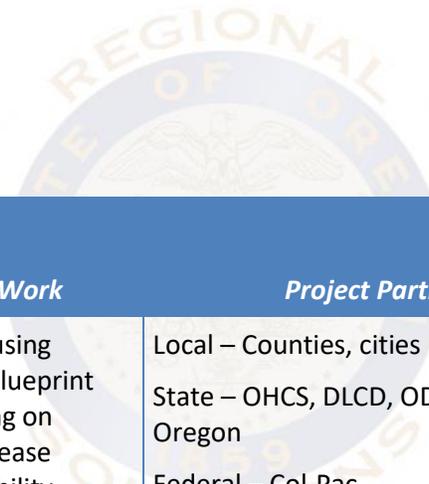


<i>Regional Partnerships</i>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Recertification of Dikes &amp; Levees</b></p> <p>Much of Northwest Oregon resides behind a water containment device. The region deals with significant rainfall and the interplay of rivers, oceans, and tidal influences. Diking districts were formed early in the 20th century and these volunteer organizations have been responsible for maintaining these infrastructure without funding and agency support.</p>	<p>Plan, coordinate, fund and install needed infrastructure.</p>	<p>Warrenton Provisionally Accredited Levee (PAL) status in place</p> <p>Warrenton geo technical work</p> <p>Warrenton district consolidation proposal</p> <p>Rainier Drainage District</p>	<p>Local – Counties, cities, diking districts, port districts, SWCDs</p> <p>State – Business Oregon, DLCD, DEQ, DSL, ODOT</p> <p>Federal – FEMA, Army Corps, NOAA, NMFS, NRCS</p> <p>Agency Lead: DLCD</p> <p>Team Lead: Lisa Phipps</p> <p>RST Role: Agency coordination, visibility and prioritization, technical assistance, resource alignment</p>

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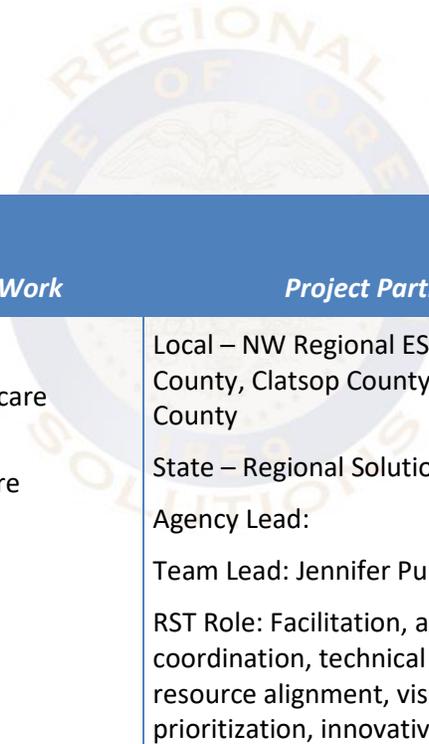


<i>Regional Partnerships</i>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Regional Housing Initiatives</b></p> <p>Tillamook, Clatsop and Columbia Counties are all currently involved in efforts to improve access to affordable and workforce housing. The team will work in cooperation with these initiatives and focus on municipal impediments affecting housing and community development throughout the region.</p>	<p>Work with rural communities to plan, coordinate, fund and install needed infrastructure</p> <p>Address comprehensive solutions to barriers limiting business retention and expansion (housing)</p>	<p>Tillamook County’s Housing Taskforce produced a blueprint for action and is working on implementation to increase affordability and availability</p> <p>Clatsop County is targeting multi-family housing opportunities</p> <p>Columbia County faces several needs and is focused on underserved communities such as low-income, veterans and affordable communities.</p> <p>Mobile Home Parks</p> <p>Tillamook County Housing Needs Analysis and Buildable Lands Inventory</p> <p>Clatsop County Housing Needs Analysis</p>	<p>Local – Counties, cities</p> <p>State – OHCS, DLCD, ODOT, Business Oregon</p> <p>Federal – Col-Pac</p> <p>Agency Lead: OHCS, DLCD</p> <p>Team Lead: Lisa Phipps</p> <p>RST Role: Support city and county planning and implementation efforts, including infrastructure needs; agency coordination and engagement, technical assistance, resource alignment, innovative solutions</p>

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<i>Regional Partnerships</i>			
<i>Description and Background</i>	<i>Regional Priorities Addressed</i>	<i>Ongoing Project Work</i>	<i>Project Partners</i>
<p><b>Childcare Supply</b></p> <p>A lack of sufficient quality childcare is a barrier to economic development. Regional Solutions is working with NW Regional ESD to assess childcare supply in Tillamook, Clatsop, and Columbia counties, identify barriers to increasing availability, and support collaborative partnerships and innovative solutions.</p>	<p>Support comprehensive solutions to barriers limiting business retention and expansion</p>	<p>NWR ESD project</p> <p>Tillamook County Childcare Taskforce</p> <p>Clatsop County Childcare Taskforce</p>	<p>Local – NW Regional ESD, Tillamook County, Clatsop County, Columbia County</p> <p>State – Regional Solutions</p> <p>Agency Lead:</p> <p>Team Lead: Jennifer Purcell</p> <p>RST Role: Facilitation, agency coordination, technical assistance, resource alignment, visibility and prioritization, innovative solutions</p>