



OFFICE OF THE CITY MANAGER
City of Newport, Oregon
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MEMO

DATE: July 28, 2015
TO: Mayor and City Council
FROM: Spencer Nebel, City Manager
SUBJECT: Status Report for the two week period ending Friday, July 24, 2015

HIGHLIGHTS OF ACTIVITIES:

Highlights and activities over the past two weeks include the following:

- Met with Melissa Roman on several issues relating to the Airport Master Plan. The FAA requires that a Planning Advisory Committee be made up of various stakeholders at the Airport within the community to help provide input to the consultant throughout the planning process. This committee will meet five times during the 18 month planning process. In addition, the consultant will be providing periodic updates to the Airport Committee and to the City Council throughout this period of time.
- Lance Vanderbeck and I met with an individual who is exploring the possibility of starting a charter passenger service out of the Newport Airport. We are working with him to coordinate contacts with potential customers of a charter air service, including NOAA, Georgia Pacific, OSU, and others. This is very preliminary in the exploration stage.
- Along with Peggy Hawker, Cindy Breves and Richard Dutton, I participated in several demonstrations of agenda management software. We would like to make a decision and go forward with an agenda management system. This will enable us to explore the possibility of going paperless with agenda packets with the Council. While this is not a requirement of utilizing an agenda management system, it certainly would help facilitate that process as well as significantly streamline and improve the compilation of the agenda packets, and make it easier to navigate the agenda packets and search for items that have been part of previous agenda packets.
- Met with Melissa Roman and Lance Vanderbeck regarding the certification letter received by the City as part of an inspection by the FAA. The FAA conducted an inspection of the Airport and had a number of findings in their inspection. In reviewing these individual

issues, most of the issues are either on a punch list to be corrected by the contractor, or in a couple of cases, our consulting engineer is paying for the cost to relocate several signs that were put in the wrong locations as part of the design for the runway reconstruction. It appears that the main reason for the inspection was to try to get the City to drop its Part 139 certification from the FAA. The Airport Committee has advised that we should maintain this certification, and consider the need to continue certification as part of the Airport Master Plan process that will be taking place. This is the position we have taken with the FAA. The other confusing issue regarding some of the violations is that they were issues that had been approved by the FAA as part of the project. We are having a conference call with to sort through those issues where there seems to be conflicts within the FAA regarding certain aspects of the Airport, particularly as it relates to signage and access roads.

- Participated in an interview for Assistant Fire Chief. We had a good candidate; however, we were not able to come to terms with this candidate for compensation for this position. We will be interviewing another candidate from the initial search who was not able to participate in the original interviews due to a scheduling conflict. If this candidate does not work out, we will reopen our recruitment for this position.
- Participated in the initial URA Advisory Committee meeting. This group has representatives from the various taxing entities, as well as other interest groups within the community. The initial meeting was helpful in explaining to all members how Urban Renewal Districts work and in discussing the boundaries of the URA District, as well as taking a look at the potential projects that would be funded from the District in the future.
- Participated in the monthly Lincoln County City Manager's meeting.
- Participated in a regular Airport Committee meeting. The biggest issue that the Airport Committee is dealing with is defining the terms for a Request for Proposals (RFP) that the City Council has authorized for the operation of the Airport and the fixed base operations, as well.
- Met internally on the status of the complaints regarding the hedges and fence in Agate Beach in preparation for a report to the City Council at the last meeting.
- Met with Mayor Roumagoux and Councilor Busby for a quarterly meeting, as outlined in the City Manager evaluation process. As part of that process, I suggested that we may want to hold an extended work session with the Council to review various organizational priorities that should be prioritized over the next 18 months. The work session has been scheduled by the City Council for Tuesday, August 4th beginning at noon and running until approximately 3:30 pm. We will provide lunch for this meeting.
- I have been successful in getting away early on Wednesday afternoons to catch up on things at home. This offsets some of the extra time I put in at work by coming in early, working late, and spending some time in the office on weekends.
- Held regular department meetings with Mark Miranda, Rob Murphy, Barb James and Richard Dutton.
- Met with Paige Atcheson regarding their State wide initiative on carbon pricing. She is approaching local units of government to try and gain support for a State initiative on this issue. I indicated I would present the materials to the Council in a status report. I did tell

her that typically the City has not weighed in on general State issues; however if any of the Council members wanted to add this to a future agenda let me know. I also indicated that she could request to make a presentation before the Council on this issue at some point in the future as well.

- Met with Jay Omar from the “News-Times” on the swimming pool project. Bids for this project will be opened this week, and we will have a much better idea where we stand financially going forward. While the bids for the Agate Beach lift station were substantially over the Engineer’s estimate, the most recent bids received for Safe Haven Hill, Ferry Slip, Abalone and other streets in South Beach came in significantly below the Engineer’s estimate. We are hopeful the pool project will follow this track. Once we open the bids, we will have a much better understanding of what types of decisions will have to be made regarding going forward with this project depending on the bids received.
- Participated in a Yaquina Bay Manager’s meeting.
- Peggy Hawker, Richard Dutton and I met regarding the AV system at City Hall. As you know this system is getting quite old and can be a little touchy. We believe it is probably time to start evaluating the replacement of this system before we have a catastrophic failure that is not repairable. During this fiscal year, we will begin to look at what types of alternatives we might have for replacing this system in preparation for the 2016-17 budget. This will give us a chance to identify what equipment and software would be appropriate as a replacement in the Council Chambers. Technology has come a long ways since this system was installed with the renovation of City Hall!
- Prepared agenda materials for the July 20th City Council meeting.
- Met with Mayor Roumagoux to review the agenda.
- Held a routine Department Head meeting.
- Met with Lance Vanderbeck on various Airport operational issues.
- Peggy Hawker and I invited various Farmer’s Market Stakeholders to a meeting to discuss the resolution of adjacent property issues that has been reported by these property owners. The only participant in the meeting was the current president of the Farmer’s Market, along with Peggy and myself. It is my belief that the Newport Pawn is not experiencing any problems with the accommodations that have been made by the City and the Farmer’s Market for that business. It is also my understanding that Peggy Sabanskas from the Antique Mall continues to not support the current Farmer’s Market location, even with manning the parking lot at the Antique Mall. We have scheduled some time at the August 4th work session to discuss Farmer’s Market issues. I will invite the Farmer’s Market, Peggy Sabanskas and Newport Pawn to this meeting.
- Had a meeting with Fleet Management Services from Enterprise regarding a comprehensive management of the City’s vehicle fleet services by leasing versus purchasing. At this stage, I have no idea whether it makes any sense for the City but they are going to run some numbers for our review on this issue.
- Held discussions internally regarding the 10 hours of clerical support that is appropriated for HR in this current year budget. We also have budgeted 10 hours of clerical support for Safety and in this office we have budgeted 20 hours of clerical support for the City Attorney. Based on our discussions, it is our intent to combine support for the Safety

Committee and HR in 20 hour position. We are going to create a work space for this position between Cindy's desk and the window in the general office area. This seems to be the best solution from a staffing standpoint how to address this issue at this time.

- Derrick Tokos and I met in preparation for the next Urban Renewal Advisory Committee meeting. We discussed the comments that were made at the last meeting, and plan to implement those changes in the documents that would be used for the next meeting, as well as for the first community meeting scheduled for Tuesday, July 28th.
- Mike Murzynsky, Tim Gross and I met to initiate our efforts to proceed with a water/sewer/storm sewer infrastructure fee utility rate study. This is an item that has been budgeted. We would like to complete this process in time to have the rates available well in advance of the budget preparation for the 2016-17 Fiscal Year budget.
- Steve Rich and I met to finalize a draft letter of understanding for the mutual use of the Sacred Heart parking lot. This parking lot provides parking for the City's baseball/softball facility. There has been a mutual understanding on the use of this lot over time; however, nothing has been documented. If the Sacred Heart Church is comfortable with a letter of understanding, we will present that to the City Council for the Council's review and approval.
- Held weekly meetings with Mark Miranda, Rob Murphy, Richard Dutton and Barb James.
- Met with Councilor Engler and Carla Perry, who is chairing the work group on visioning for the City of Newport regarding the next agenda. The next meeting of the visioning group will be on Wednesday, July 29th.
- Prepared background information for the kick-off meeting for the Regional Airport Task Force. This group is meeting on Tuesday, July 28th for their first meeting.

UPCOMING EVENTS:

- On Tuesday, August 4th, we will be holding an extended work session starting at noon and running to approximately 3:30 p.m. The focus of this work session will be to discuss various organizational priorities and other specific issues that have been identified by the City Council for preliminary work session discussions. We will be providing lunch.
- From 4:00 until 5:30 p.m. on Tuesday, August 4th, there will be a presentation and reception at City Hall recognizing the 225th anniversary of the Coast Guard and the issuance of a US Coast Guard "Forever" stamp. There will be an opportunity to buy the Coast Guard stamps from City Hall and have them postmarked with a special Newport Post Office stamp commemorating the event. Our local base commander, as well as the commander of the North Bend Air Station will be participating in this meeting. I certainly encourage the entire Council to participate if possible.
- The Hatfield Marine Science Center will be celebrating its 50th anniversary with events beginning at 3 p.m. on Friday, August 7th.
- Also on Friday, August 7th, the Chamber of Commerce is holding a business afterhours at 2000 SE Marine Science Drive to recognize the Fourth Anniversary of NOAA. This will be followed with the Great Albacore Tuna Barbeque Challenge on Saturday and Sunday at this same location.

- I will be off work on Monday, August 10th. We have company coming from Wisconsin for an extended weekend visit to Newport.
- The new Lincoln County Fair will take place on August 15-16 on the fairgrounds in Newport. There has been a significant effort to revitalize this event.
- On Monday August 31st, there will be a Town Hall meeting that will also focus on the establishment of a North Side Urban Renewal District. We are holding this meeting at the new education building at Samaritan Pacific Hospital.
- September 24-26, 2015, the 90th annual League of Oregon Cities Conference will be held at the River House Hotel and Convention Center, Bend. If you have not done so already, please let Peggy know if you are considering attending the Fall Conference this September. To date, Mayor Roumagoux, Councilors Engler, Sawyer, Swanson and Allen have indicated they will be attending along with our City Attorney, City Recorder and myself.
- The International City/County Manager's Association Annual Conference will be in Seattle beginning on Saturday, September 26th through Wednesday, September 30th. I am planning to attend. Please note that this conference will immediately follow the LOC Conference.

ATTACHMENTS:

- ❖ Attached is a chain of e-mails from Mark and Cindy McConnell regarding the possibility of naming the wayside at Agate Beach, in honor of Composer, Ernest Bloch, who resided in the Agate Beach area. Prior to having public discussions on this possibility, I wanted to see what issues or concerns the Council may have about considering a resolution to ODOT suggesting this name change. As you may know Ernest Bloch was a 20th century Swiss born American composer, who died in 1959. In 1941, Mr. Bloch moved to Agate Beach where he spent the rest of his life at that location. Let me know if you have any concerns or objections about considering this matter at a future City Council meeting.
- ❖ Attached is the information that was provided to me by Paige Atcheson regarding the Oregon Climate Millennial Leadership for Real Solution effort. It is not my intent to do anything with this unless a Council member would like this added to a future City Council agenda.
- ❖ Attached is a letter of appreciation for the efforts that the City of Newport has given OSU in securing \$25 million dollars education bonds towards the Marine Studies building in Newport. This was a major step passed by the State Legislature during the recently concluded legislative session. Also attached is a visioning statement for the Marine Studies Initiative for your review.
- ❖ Attached is a letter including the vision for a Marine Studies Initiative from OSU.

I hope everyone has a great week.

Respectfully submitted.

A handwritten signature in blue ink, appearing to read "S. R. Nebel". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Spencer R. Nebel
City Manager

Spencer Nebel

From: Spencer Nebel
Sent: Thursday, July 23, 2015 3:44 PM
To: Cindy&Mark McConnell; RAMSDELL Amy J
Cc: Derrick Tokos; Sandra Roumagoux; Frank Geltner; REP Gomberg; Wayne Belmont; Tim Gross; WARREN David; WEEKS Kendal J
Subject: RE: Ernest Bloch Wayside

Hi Mark:

What I will do is include this possibility in my next status report to the City Council. This will give them an opportunity to weigh in on the issue, particularly if anyone has any objections. After that and considering any concerns, then it would be appropriate to ask the Council publically about this option. While this process is not quite as important for a famous past resident, it is a way to deal with the sometimes very sensitive topic of naming facilities after people.

Spencer R. Nebel

City Manager
City of Newport, Oregon 97365
541-574-0601
s.nebel@newportoregon.gov

From: Mark and Cindy McConnell [mailto:mconn@charter.net]
Sent: Thursday, July 23, 2015 3:31 PM
To: RAMSDELL Amy J <Amy.J.RAMSDELL@odot.state.or.us>
Cc: Derrick Tokos <D.Tokos@NewportOregon.gov>; Sandra Roumagoux <S.Roumagoux@NewportOregon.gov>; Frank Geltner <frank@newportnet.com>; REP Gomberg <Rep.DavidGomberg@state.or.us>; Wayne Belmont <wbelmont@co.lincoln.or.us>; Spencer Nebel <S.Nebel@NewportOregon.gov>; Tim Gross <T.Gross@NewportOregon.gov>; WARREN David <David.WARREN@odot.state.or.us>; WEEKS Kendal J <Kendal.J.WEEKS@odot.state.or.us>
Subject: Re: Ernest Bloch Wayside

Thank you Amy,

We will see what we can do to begin to assemble what is needed. Should we start with a proclamation or request from the Newport City Council?

Mark

On Jul 23, 2015, at 11:01 AM, RAMSDELL Amy J <Amy.J.RAMSDELL@odot.state.or.us> wrote:

Derrick,

I was recently asked about naming a bike path and was informed the policy in the attached link was applicable to naming most items within the State Highway Right of Way. Please let me know if this is something you would like to pursue so that we can assist you in putting together the package for the Commission's review.

Amy

http://www.oregon.gov/ODOT/COMM/docs/otcpolicy_naming.pdf

From: Derrick Tokos [<mailto:D.Tokos@NewportOregon.gov>]

Sent: Thursday, July 23, 2015 9:04 AM

To: RAMSDELL Amy J

Cc: Sandra Roumagoux; Frank Geltner; REP Gomberg; Wayne Belmont; Cindy&Mark McConnell; Spencer Nebel; Tim Gross

Subject: RE: Ernest Bloch Wayside

Hi Amy,

Could you please let us know what the rules/requirements are for naming a wayside that is within the state highway right-of-way?

Thank you,

Derrick I. Tokos, AICP
Community Development Director
City of Newport
169 SW Coast Highway
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fax: 541.574.0644
d.tokos@newportoregon.gov

From: Mark and Cindy McConnell [<mailto:mcconn@charter.net>]

Sent: Thursday, July 23, 2015 8:56 AM

To: Spencer Nebel <S.Nebel@NewportOregon.gov>; Derrick Tokos <D.Tokos@NewportOregon.gov>; Tim Gross <T.Gross@NewportOregon.gov>

Cc: Sandra Roumagoux <S.Roumagoux@NewportOregon.gov>; Frank Geltner <frank@newportnet.com>; Rep.DavidGomberg@state.or.us; Wayne Belmont <wbelmont@co.lincoln.or.us>

Subject: Ernest Bloch Wayside

All

At our impromptu birthday celebration for Ernest Bloch last night we discussed the idea of naming the wayside at NW 49th which is soon to be remodeled. As far as I know the wayside does not have an official name—the City has the trail named Lucky Gap since that is the platted street name down the gully.

What needs to happen to request the naming of the new wayside? ODOT, State of Oregon, Lincoln County, City of Newport???

Once the construction is done there will be a nice plaza at the top of the trailhead where the Bloch Rock and a statue of Ernest Bloch could be placed. An historical reference to one of our most famous residents in the world of classical music would be incredible. The official name would literally put Bloch on the maps! We are working with the Burrows House Museum to create a display as well.

The proposed name would be “Ernest Bloch Wayside” — (Street sign is already there with Ernest Bloch Place and NW 49th)

Our ultimate goal is still the acquisition of the home and the creation of a tourist and music composition destination.

I will be happy to take the lead on the process— just need to know what the process might be and who to start it with?

Thanks,

MM

Mark and Cindy McConnell
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Newport, OR 97365

mconn@charter.net
Mark : 541-270-1313
Cindy: 541-270-9784

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Page Atcheson

Field Director

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Millennial Leadership for a Real Solution

Climate change is a real problem that deserves a real solution. Scientists sounded the alarm on air pollution decades ago, and yet the world burns fossil fuels faster every year. We need to get practical and get serious. **It is time to address the roots of the crisis with a holistic solution to free ourselves of dirty energy. The price and dividend is Oregon's opportunity to lead the way.**

A price on carbon--through a fee or a cap--has the power to cut pollution fast enough for our children to inherit a livable planet. Our future hinges on a national carbon price, and the states are the laboratories of democracy. **Oregon is the perfect place to start: we don't extract fossil fuels, we're rich in renewable energy, and we are bold leaders of social change.**

Oregon Climate is a grassroots campaign to hold polluters accountable for the climate crisis. Our organization grew out of a community climate art project two years ago in which 1,500 people in the Rogue Valley created a giant mosaic of a salmon. **We educate and organize advocates in support of a carbon price and dividend, which would require that polluters pay a fee for each ton of carbon dioxide emitted, and then return 100% of the revenue back to Oregonians.**

A "revenue-neutral" price on carbon can win bipartisan support by disproving the myth that climate change is some elaborate trick to grow the size of government. By returning the revenue to every Oregonian, we can also achieve climate stability without burdening low-income families. In fact, the bottom two-thirds of earners would come out ahead!

Oregon Climate empowers volunteers to fight for a clear solution with effective tools: creative projects, digital campaigns, advocacy training, city resolutions and more. **This year, we introduced three price-and-dividend bills and two are still alive. In the House, HB 3470 (Cap-and-Allocate) has made it through two committees and is almost to the floor. In the Senate, SB 965 (Cap-and-Dividend) has eleven co-sponsors and a recently successful hearing.**

The price and dividend is scientifically sound, equitable, and built to last. It is Oregon's chance to hold fossil fuels companies accountable, bringing emissions 85% below 1990 levels by 2050, matching the reduction rate we need to avoid a 2°C rise in global temperature. It would create our very own Alaska Permanent Fund: loathed by polluters, adored by the electorate. Alaska holds polluters accountable for the extraction of fossil fuels. As intern Sydney Scout testified, "I know the power of the dividend because I grew up in Alaska. Big Petroleum makes a lot of money from our natural resources, so we hold them accountable--with an annual dividend that goes to every Alaskan. I'm a college student in Bend now, and I'll graduate debt-free because of those dividends." This is a solution for everybody. **Join the movement!**



Check out our blog and videos: www.oregonclimate.org

Status Report July 10 - 24, 2015



OREGON CLIMATE

Carbon Cap and Dividend

Our country thirsts for a model of fair and effective climate policy, and carbon cap and dividend is our opportunity to build it.

SB 965, a priority bill in the Senate, proposes scientifically meaningful limits on greenhouse gas pollution in Oregon. Emissions allowances would be auctioned to regulated entities, and importantly, 100% of the proceeds would be evenly returned to every Oregonian taxpayer.

There are five reasons cap and dividend deserves support.

1. It would bring Oregon's greenhouse gas emissions 85% below 1990 levels by 2050, matching the reduction rate we need to avoid a 2°C rise in global temperature averages.
2. It would not place the burden of climate stability on low-income families—in fact, the 2/3rds lowest income Oregonians would get more money back from their carbon dividend than they would pay in higher energy prices.
3. It would make every Oregonian a stakeholder in polluter accountability. It won't be possible to stabilize our climate without a price on carbon, but an effectively aggressive price schedule—like the one proposed in SB 965—would force some voters to make sacrifices (if it didn't hurt *at all*, nobody would modify their behavior). We want a climate policy as popular as the Alaska Permanent Fund. And we believe that the champions of polluter accountability deserve some measure of protection at the ballot box.
4. It would discredit the myth that climate change is some elaborate hoax cooked up to grow the size of government—being a revenue neutral policy, cap and dividend would decouple the problem of climate change from the age-old politics of government size. Oregon's share of carbon dioxide emissions is insignificant—our great opportunity is to build the model of strong federal policy.
5. It would prevent the creation of new stakeholders of carbon pollution. Many economists believe a “price-and-shift policy,” like British Columbia's carbon tax, presents an irresistible opportunity to alleviate personal and corporate income taxes. But if Oregon were to finance public programs with carbon auction proceeds, whether they be existing programs or new ones, we would build systemic dependencies on revenue that is designed to vanish. Unlike a simple carbon tax or fee, a cap does not require 3/5 majority vote, nor a constitutional amendment.

Oregonians want their elected officials to fight for solutions that match the scale of climate change. But it's not enough to hold polluters accountable now. We need a solution with the power to last long after our current leaders have left office, and the appeal to catalyze timely federal policy. Carbon cap and dividend is that solution.

What If Polluters Paid and You Got the Money?

Two climate bills would give every Oregonian a \$500-\$1,500 dividend check every year.

Kristin Eberhard (@KristinEberhard) on April 2, 2015 at 6:30 am



This post is 37 in the series: [Cashing In Our Carbon](#)

What if we could click our ruby slippers and transport ourselves to a magical place where polluters pay and we all get checks in the mail? The Oregon legislature is considering two bills that would take us there.

When designing a program to make climate polluters pay, one of the most important decisions is what to do with the money. Northeast states and California invest in energy efficiency and transportation. British Columbia gives tax cuts to people and businesses. Two Oregon bills contemplate mailing out dividend checks. If Oregon passed a polluters-pay-plus-dividend bill, the air would no longer be a free dumping ground for pollution, clean energy would be on an even playing field with fossil fuels, and each Oregonian would get a check for \$500-\$1,500 every year. Sound too good to be true? It's not. Here are the details, Q & A style.

1. What are these Oregon dividend bills and what do they do?

HB 3176 would charge fossil fuel sellers a fee for each ton of pollution, starting at \$30 per ton and increasing by inflation plus \$10 per ton every year. All the money would go into a Trust Fund. Each September, the Department of Revenue would mail every Oregon taxpayer and taxpayer dependent a check for an equal share of the money.

HB 3250 would do roughly the same thing, but instead of creating a set fee schedule it would create a set number of pollution permits that fossil fuel sellers could buy in an auction. Each year, less pollution would be allowed and fewer permits would be available. By 2050, Oregon's climate pollution would be 85 percent below 1990 levels. As permits become scarce, the price would go up.

2. Why are there two bills? Is one better than the other?

Both bills lead to the Emerald City, but they encounter different lions, tigers, and bears along the way.

HB 3176's tax could be implemented quickly, with little administrative overhead. But it would need a constitutional amendment. Article IX section 3a of the Oregon Constitution conscripts all taxes on motor vehicle fuels for use on highways, not dividends for Oregonians. HB 3176 would also need to garner support from 60 percent of legislators, because Article IV section 25 of the Oregon Constitution, as amended in 1996 by Measure 25, requires three-fifths of legislators to approve tax increases. Alternatively, the legislature or voters could reverse the Measure 25 amendment and reinstate majority rule in Salem, as Washington's supreme court did in 2014.

HB 3250, on the other hand, could pass by simple majority in the legislature and would not be subject to the limitations on gas taxes. But the Department of Environmental Quality would have to set up a permit and auction system, which would take time.

3. Why give everyone a check?

We all own the sky. Clean air is a shared asset. If a private company wants to use our air, it should have to pay us. Just like shareholders get a dividend check from company profits, Oregonians could get a dividend check when fossil fuel companies appropriate the atmosphere.

4. Would charging polluters and paying dividends to Oregonians really help Oregon transition to clean energy?

If fossil fuel companies paid a fee to dump their pollution—just like you and I pay a fee to dump our trash—it would level the playing field

between energy sources. Solar and wind continue to grow faster than anyone predicted, but they could grow even faster if fossil fuel sellers weren't getting a free lunch. In a fair competition—where fossil fuels aren't stealthily passing their costs along to us in our health bills, fire department bills, water bills, and damages to our shellfish industry—clean energy would prosper and fossil fuels would wither.

5. But don't we need the money to fund clean energy?

We have most of the technologies we need to transition to clean energy. We just need to scale up. Utilities and private companies can invest in scaling up. Setting a hard cap or increasing tax on pollution will make clean energy more competitive than ever, whether or not the proceeds of capping or taxing are dedicated to clean-energy subsidies.

6. Will the dividend checks go away?

Not until the latter half of the century. To avoid the worst effects of climate change, we must facilitate an orderly, multi-decade, transition from fossil fuels to clean energy. As permits become rarer they would also become more valuable, so the Trust Fund and dividend checks would continue to grow for decades before leveling off mid-century. Even with the aggressive pollution cuts science requires, we will still use some fossil fuels in 2050. Eventually the Trust and dividend checks would wane as we move towards a 100 percent clean economy by the end of the century.

7. Polluters will pass costs along to consumers—won't that hurt low-income people?

About two-thirds of households would be richer with a polluters-pay-plus-dividend law. While low-income households spend more of their money on fossil fuel energy compared to better-off households, they still don't spend that much. Low-income Oregonians' fossil fuel costs would rise about \$100, so the \$500 dividend check would leave them \$400 better-off.

Upper-income families spend much more money, so they would see a slight (2 percent, according to an analysis of a nation-wide cap and dividend law) increase in expenditures, even after the dividend check. But wealthier households often have options to out fossil fuels, by retrofitting their homes, for example, or buying clean energy from their utilities or putting solar panels on their rooftops or buying more efficient cars.

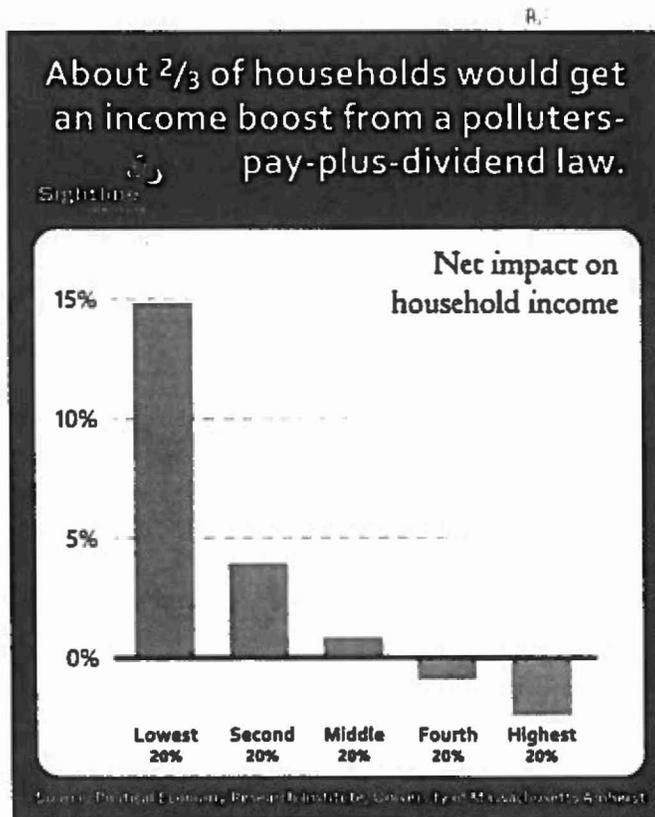
8. Polluters will pass costs along to consumers—won't that hurt people in rural Oregon?

No. People in rural Oregon, on average, would make money from a polluters-pay-plus-dividend law.

Say what?

It turns out, rural Oregonians emit about half as much pollution as urban. Portland State University modeled a carbon tax in Oregon and found that 43 percent of Oregonians live in the Metro region but emit 60 percent of the pollution. Non-Metro Oregonians would pay 40 percent of a carbon tax but would get 57 percent of the value back in dividend checks.

This is partly because rural Oregonians, on average, have cleaner electricity than urban. Most of rural Oregon—about 30 percent of the state overall—gets electricity from consumer-owned utilities (COUs: public utilities, cooperatives, and municipal utilities). COUs get 85 percent of their power from carbon-free hydro. COU customers pollute less, and therefore would pay less, than Pacific Power customers who get 67 percent of their power from coal, or Portland General Electric customers with 30 percent coal.



Source: Portland Economic Research Institute, University of Massachusetts Lowell

Original Sightline Institute graphic, available under our [free use policy](#).

RESOLUTION 2015 - 15

A RESOLUTION SUPPORTING A CARBON PRICING POLICY FOR THE STATE OF OREGON AND THE UNITED STATES.

Minutes of the May 4, 2015, Corvallis City Council meeting, continued.

A resolution submitted by Councilor Joel Hirsch.

WHEREAS, the Corvallis City Council has adopted a goal to develop and implement a local climate action plan because the City Council recognizes that people and governments need to act to mitigate climate change; and

WHEREAS, the Corvallis City Council understands that Corvallis, acting as a single community by itself, cannot alter the current course of climate change, but acting as one community of thousands, Corvallis residents can have an impact far beyond our community's borders; and

WHEREAS, the Corvallis City Council is compelled by the scientific consensus that carbon dioxide emissions from human activities are the primary cause of global climate change which means that human actions can mitigate climate change; and

WHEREAS, the Corvallis City Council finds that climate change is already having an impact in Oregon and threatens public health, natural resources, national security, food security, and business supply chains into the future; and

WHEREAS, the Corvallis City Council understands that the costs of climate change to society are currently passed onto our community instead of being borne by the emitters of carbon dioxide; and

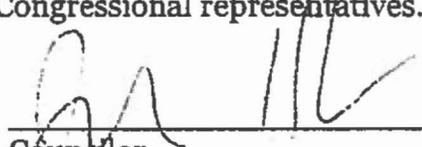
WHEREAS, the Corvallis City Council believes that requiring fossil fuel producers and consumers to pay for the costs of their carbon emissions will provide disincentives to consumption of fossil fuels and provide incentives to develop and implement sustainable energy alternatives; and

WHEREAS, the Corvallis City Council appreciates that a price on carbon – either in the form of a carbon tax or cap and traded permits – by itself would likely be regressive, and as a result, would want a price on carbon to be coupled with a provision to alleviate the burden on low-income households and to minimize negative impacts on total state employment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES TO encourage the Oregon Legislature and the United States Congress to craft legislation to price carbon – whether in the form of a carbon tax or a cap and traded permitting system – using the best available research to ensure a policy that significantly reduces emissions while mitigating impacts on low-income people; and

BE IT FURTHER RESOLVED that the Corvallis City Council encourages other communities to join them in this request for Oregon and the United States to recognize and address the global problems of carbon dioxide emissions; and

BE IT FURTHER RESOLVED that the Corvallis City Council will send this resolution to the Oregon Legislature and to Oregon's Congressional representatives.



Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted, and the Mayor thereupon declared said resolution to be adopted.

From the Portland Business Journal

[:http://www.bizjournals.com/portland/blog/sbo/2015/05/the-cost-of-carbon-oregon-cities-county-urge-2015.html](http://www.bizjournals.com/portland/blog/sbo/2015/05/the-cost-of-carbon-oregon-cities-county-urge-2015.html)

5 local Oregon governments call for carbon pricing

May 7, 2015, 9:51am PDT Updated: May 8, 2015, 2:54pm PDT



Wendy Culverwell

Staff Reporter- *Portland Business Journal*

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Pressure is mounting on the 2015 Legislature to tax carbon emissions with four Oregon cities and one county passing resolutions calling for it to pass a measure putting a price on carbon in the form of a tax or cap in order to reduce Oregon's greenhouse gas emissions to pre-1990 levels.

The local governments join a team of three dozen Oregon economists who called on lawmakers to approve legislation requiring the Department of Environmental Quality to create a carbon cap-and-dividend program in April.

The push to enlist cities and counties is the brainchild of Oregon Climate, which wants local governments to lend their voices,. The climate nonprofit says the collective action will build support for a dramatic — and controversial — new program which could include returning any money collected to Oregonians.

See Also

- [Economists urge Salem to make polluters pay](#)

A report issued in December by the Northwest Economic Research Center at Portland State University says a carbon tax would be an effective incentive to reduce greenhouse gas emissions and would not significantly impact the economy of jobs base. At \$60 per ton, a carbon tax would trim emissions by 26 percent and raise \$2.35 billion in new taxes.

The 2013 Legislature commissioned the report to guide the 2015 session.

House Bill 3470, pending in the House rules committee, requires the Department of Environmental

Quality to adopt rules around bringing the state into compliance with its greenhouse gas goals, including providing monetary incentives to compel compliance. A separate bill is being introduced in the Senate.

While it's up to state lawmakers to make the call, local leaders have a big voice, said Page Atcheson, field director for Oregon Climate.

Her group published a template for cities and counties to follow.

It hasn't taken a position on the amount Oregon should assess, saying only that it should reflect the level that science says will make a difference.

Benton County was first to pass a resolution. The cities of Hood River, Corvallis, Milwaukie and Eugene have since followed suit.

"We feel cities and counties lend an important voice to the decision-making process," she said.

Climate Oregon favors an approach that would refund money collected to Oregonians to ensure lower-income residents aren't unfairly burdened by a regressive new tax.

Wendy covers sustainable business, food systems, manufacturing and law. Sign up for her SBO Dispatch newsletter to get the top energy, cleantech and green building stories twice per week.



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RECEIVED
JUL 23 2015
CITY OF NEWPORT

July 22, 2015

Spencer Nebel
Manager, City of Newport
169 S.W. Coast Highway
Newport, Oregon 97365

Dear Spencer,

Though I know that all of you are already fully aware of the exciting news, I am writing to thank you for your great show of support from the onset for the Marine Studies Initiative. You have been instrumental in helping OSU make its case to the coast and state, as well as in providing guidance to us as we have worked in other aspects of building the Marine Studies Program. Now, with the great support of you and the coastal caucus of the Oregon State Legislature, we hear that the Legislature has passed legislation to provide \$24.8M in education bonds towards the Marine Studies building in Newport. Wow! We are really on a roll now.

Thanks!

Robert K. Cowen
HMSC Director



Hatfield Marine Science Center

Director's Office

2030 S.E. Marine Science Drive, Newport, Oregon 97365-5296

T: 541-867-0212 | F: 541-867-0444 | E: hmscmainoffice@oregonstate.edu

www.hmsc.oregonstate.edu

July 1, 2015

Spencer Nebel
City Manager, City of Newport
169 SW Coast Highway
Newport, Oregon 97365

Dear MSI Local Advisory Committee member,

We are pleased to send you this "Visioning Statement" for the MSI. This document is the precursor to the larger Strategic Plan which is nearing completion. We wanted to send this advance document to you to give a view of the development underway. We anticipate a meeting of the MSI LAC in the early fall as we move from the Strategic Planning phase to the implementation phase and will provide a detailed update of all actions and planning at that point.

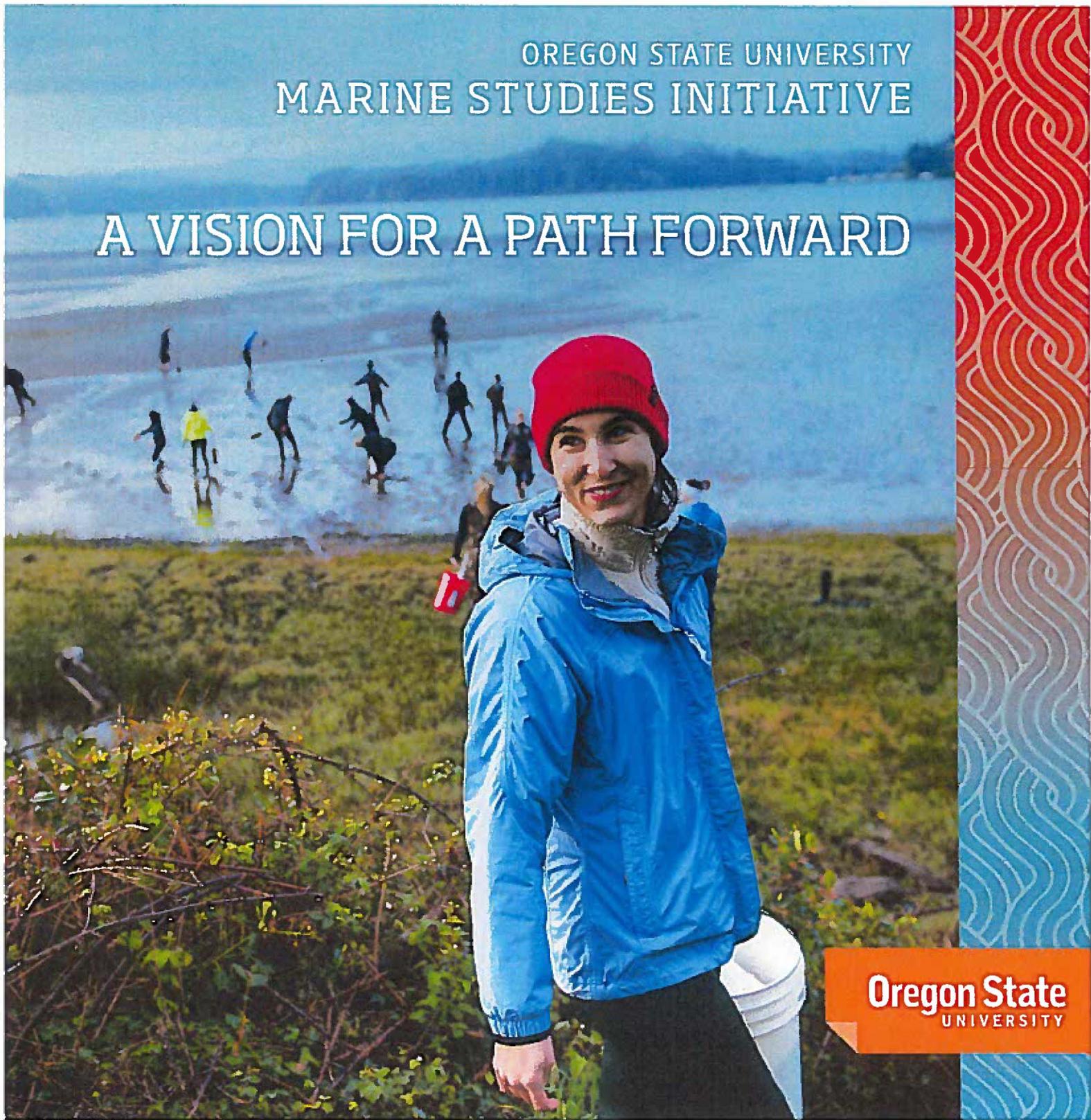
Thanks very much for all of your support in this initiative, and it will continue to be important as we move forward.

Sincerely,

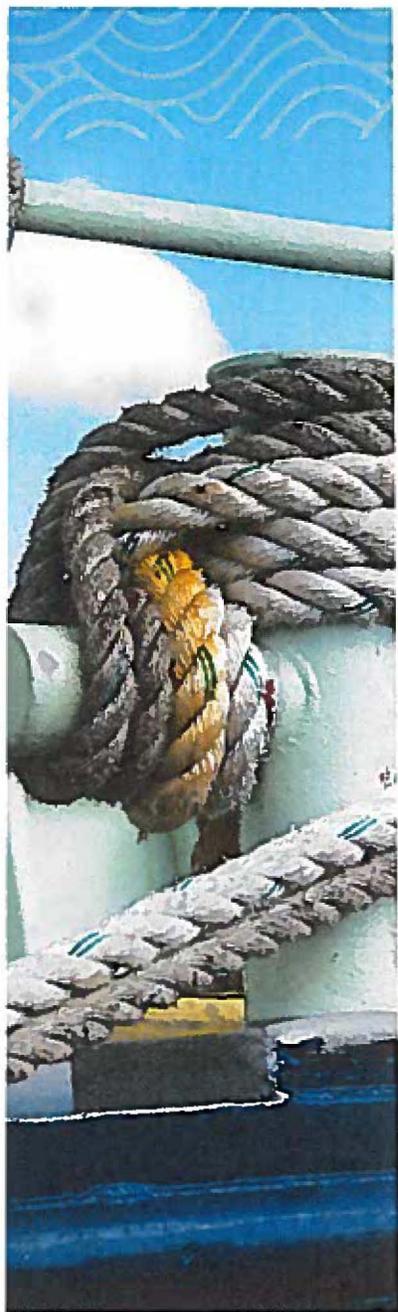
Jack Barth and Bob Cowen

OREGON STATE UNIVERSITY
MARINE STUDIES INITIATIVE

A VISION FOR A PATH FORWARD



Oregon State
UNIVERSITY



Message from leadership

We are pleased to share this vision for Oregon State University and its external partners to address the successful stewardship of the ocean and all it touches, for today and into the future. This vision is based on the efforts of more than 125 Oregon State faculty and students, educational partners from across the state and hundreds of conversations with Oregon citizens and decision makers over the last year.

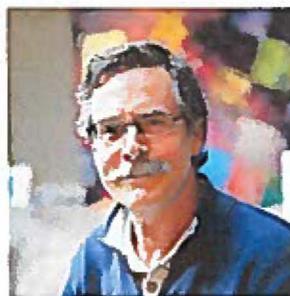
Building on Oregon State's half century of excellence in marine sciences, we have a unique opportunity to create a globally distinct marine studies program that blends the natural and social sciences, business, engineering, education and the arts and humanities.

The time is right to launch this Marine Studies Initiative to provide a transformational educational experience centered on marine studies, increase access to higher education for Oregon's coastal communities, elevate our transdisciplinary research to even greater global distinction, sustain and enhance the state's marine-related economy and increase marine literacy across Oregon. Please join us as we set sail on this exciting voyage.



Jack Barth

MSI Co-chair | Professor and Associate Dean for Research | College of Earth, Ocean, and Atmospheric Sciences



Robert Cowen

MSI Co-chair | Director, Hatfield Marine Science Center

JUST AS THE OCEAN has inspired creativity for millennia, the MSI will harness humankind's fascination with the sea and all it touches to motivate the next generation of students and citizens. Through its transdisciplinary and collaborative programs, the MSI will provide innovative approaches to solving ocean and related societal challenges. For example, fostering coastal community resilience and bolstering local economies will be addressed by understanding and preparing for changes due to natural hazards, climate change and shifting demographics.

Global challenges need global champions

The world's oceans belong to everyone, and their health is critical to the future. The ocean is an essential life support system — absorbing carbon dioxide from the atmosphere, generating up to half of the world's supply of oxygen, regulating global climate and providing many resources used by humans.

Marine habitats, nearshore ecosystems and coastal communities face daunting pressures that threaten their sustainability — climate change, climate dynamics, ocean acidification, rising sea levels, variable fish stocks, natural disasters and many others.

Oregon State University is responding to these challenges with the Marine Studies Initiative. Building on a deep history of nationally ranked programs in marine sciences and natural resources, world-leading research and premier facilities, Oregon State is pioneering a new teaching, research, outreach and engagement model to help sustain healthy oceans and all who depend on them.

Vision

Through its Marine Studies Initiative, Oregon State is recognized as a global leader in 21st century transdisciplinary education and research and leads the development of inclusive strategies for successful stewardship of the oceans and planet for today and the future.

Mission and values

The mission of the Marine Studies Initiative is to create a healthy future for our oceans and the planet through transdisciplinary research and teaching that emphasizes collaboration, experiential learning and problem solving.

The Marine Studies Initiative embodies the values that guide Oregon State University: accountability, diversity, integrity, respect and social responsibility. In addition to being guided by these values, the MSI includes specific opportunities for students and faculty to explore these values and detect and address ethical dilemmas.

Marine studies in Oregon: context and background

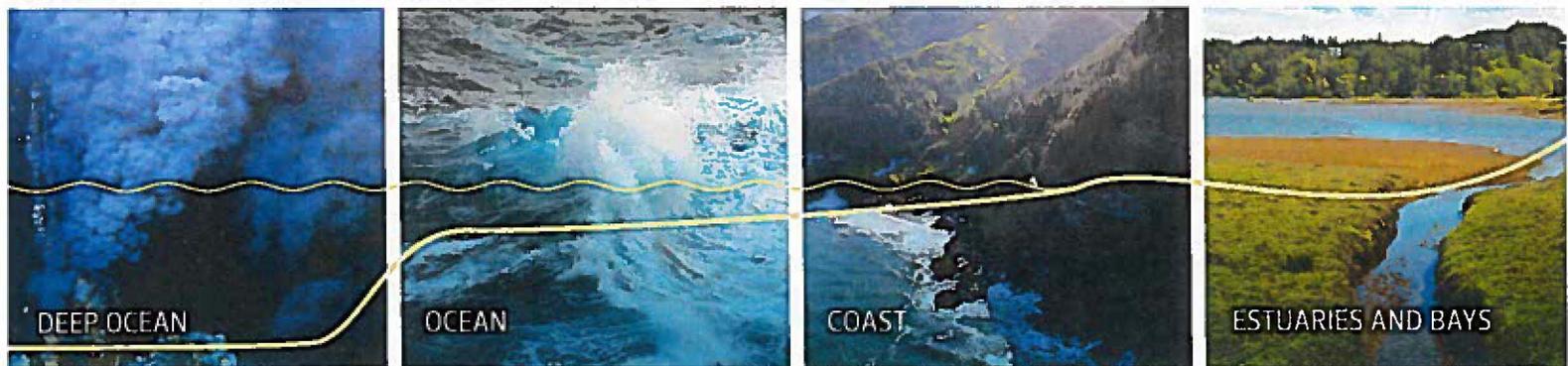
Oregon is home to groundbreaking ocean exploration amid some of the most productive, sustainable fisheries in the world. The state's rich and bountiful agriculture and healthy and productive forests have led to creative and innovative solutions to water management and water policy.

Oregon State University is one of two U.S. universities to have land, sea, space and sun grant designations. And Oregon State University faculty are world leaders in biology, ecology, oceanography, economics, agriculture, engineering, sociology, writing and more. Since the ocean touches all these disciplines, the state of Oregon offers an unparalleled living-learning laboratory with diverse ecosystems, including a 300-mile coastline that features some of the world's most pristine coastal waters, estuaries and rivers, mountain snowpack and inland watersheds. All of these are profoundly impacted by the ocean.

The mountains-to-ocean ecosystem of Oregon is linked to the larger regional and global system. Habitats from the tallest mountains to the ocean's deepest depths are connected by biological, chemical and physical cycles that move resources through these systems, such as the flow of water from the snow-covered Cascade Range to rivers and the sea. Our program explores the marine environment and its connections to the land and atmosphere, while positively impacting economic and social progress.

Working in such a rich natural setting, Oregon State faculty are poised to create integrated and collaborative solutions to sustain the diverse ecosystems, communities and economies at the confluence of the continent and the sea. With leading researchers in interdisciplinary studies across coastal ecosystems, Oregon State fosters exemplary partnerships that address topics crossing relevant physical, biological, chemical, social and economic aspects of issues of societal importance, including climate change, natural hazards and resource exploration and use. Across this range of land and seascapes, Oregon State collaborates both with other university researchers as well as state and federal agencies, Native American tribes, businesses, nonprofits and interested stakeholders.

Oregon State's main campus in Corvallis is located an hour from the Oregon coast, where the university's renowned Hatfield Marine Science Center (HMSC) sits on Yaquina Bay. HMSC provides unparalleled access to pristine and impacted habitats, Oregon State and agency scientists and managers and coastal communities, all of which are faced with addressing critical issues connected to the sea. With further reach along the coast and inland through its agricultural experimental stations and various educational and community partnerships, Oregon State can tap internationally prominent research expertise and powerful resources to build a transformative education, research, outreach and engagement program centered on marine studies that will have global impact.



Unifying principles

A core suite of principles flow throughout the Marine Studies Initiative development.

USE TRANSDISCIPLINARY EDUCATIONAL AND RESEARCH APPROACHES.

The MSI will integrate the efforts of multiple disciplines to address common challenges. A full-year baccalaureate core sequence that includes both natural and social sciences will allow any Oregon State student to learn about the importance of the ocean and all it touches. The MSI will add new options to existing disciplinary programs and build a new liberal arts major based on this transdisciplinary approach to better tackle the complex issues facing coastal communities and the diverse ecosystems they depend on.

CREATE A CONVERGENT FRAMEWORK THAT UNITES OREGON STATE EXPERTISE. The university will build an organizational framework that converges around Oregon State strengths. By bringing diverse areas of expertise together in a network of community partnerships through the MSI, the university will address challenging education and marine research problems, provide opportunities for new collaborations and partnerships and enable new forms of creativity, innovation and products. Such an approach will facilitate transdisciplinary education and research.

CREATE A SENSE OF PLACE AND UNIQUE EXPERIENCE THAT PREPARES STUDENTS FOR THE FUTURE. The MSI will develop a vibrant learning community for students, faculty and partners to convene on ocean issues. This unique experience will prepare students, professionals and lifelong learners for leadership and the workforce by giving individuals the experience and training to navigate a spectrum of job possibilities. All aspects of the MSI will support teaching of essential life skills such as critical thinking, problem-solving, collaboration and leadership.

RESEARCH, PRACTICE AND TEACH SUSTAINABILITY. Sustainability means supplying the needs of present generations without compromising the ability of future generations to meet their own needs. Oregon State and the MSI are committed to defining, understanding and communicating the complex questions necessary to ensure a sustainable future for Oregonians and for ocean resources.

PROMOTE DIVERSITY. Enhancing the diversity of the Oregon State community is essential to sustaining excellence and to preparing students for a globally connected world. The MSI supports Oregon State's goals of increasing the diversity of faculty, staff and students through new hires, enhanced retention efforts, developing more comprehensive work-life balance initiatives for all employees and pursuing equity in student success and quality learning.

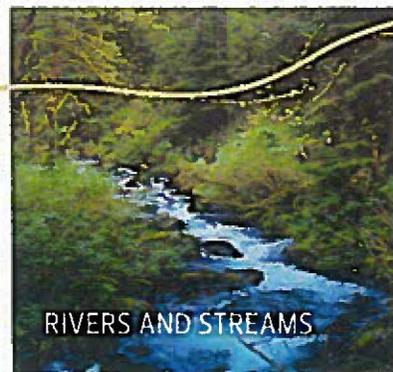
ALIGN WITH OREGON STATE UNIVERSITY PRIORITIES. The MSI aligns directly with Oregon State's strategic planning goals to provide a transformative educational experience, demonstrate leadership and strengthen impact and reach throughout Oregon and beyond. The Marine Studies Initiative will help advance Oregon State's leadership in three signature areas of distinction: advancing the science of sustainable earth ecosystems, improving human health and wellness and promoting economic growth and social progress.



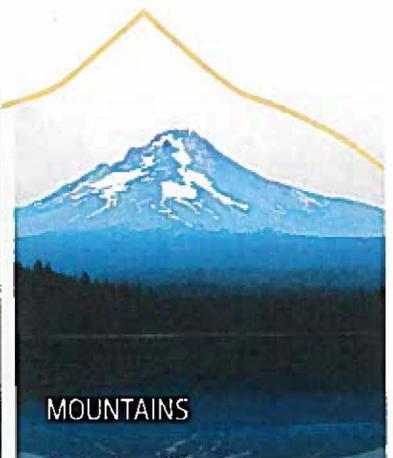
AGRICULTURE



FORESTS



RIVERS AND STREAMS



MOUNTAINS

GOAL 1

PROVIDE A TRANSFORMATIONAL EDUCATIONAL EXPERIENCE CENTERED ON MARINE STUDIES. Create a transdisciplinary environment that expands innovative marine education and training opportunities for students, professionals and lifelong learners. This includes establishing a university-wide marine studies degree program, expanding collaborations with our educational partners and engaging students in seeking globally relevant solutions.

STRATEGIES

- **BUILD COMPREHENSIVE PROGRAMS.** Design interdisciplinary educational core programs (courses, options and certificates) that foster student success and lifelong learning, engage a diverse student body, teach ethics and promote marine literacy at all levels within Oregon State University and across the state. These programs will prepare all types of students for leadership and the workforce.
- **CREATE A NEW MARINE STUDIES DEGREE.** Create an interdisciplinary marine studies undergraduate major and minor that focus on the human dimensions of marine systems. The emphasis of these liberal arts degrees will be placed on the social, political and cultural issues of the coasts and oceans, built on a meaningful understanding of marine natural science.
- **LAUNCH INNOVATIVE EDUCATIONAL EXPERIENCES.** Offer experiential learning opportunities at Oregon State's main campus in Corvallis, the Hatfield Marine Science Center and other coastal and ocean sites in collaboration with academic, government and industry partners. Teaching and learning will focus on seeking solutions to ocean and related societal challenges.

GOAL 2

ADVANCE LEADERSHIP IN TRANSDISCIPLINARY MARINE RESEARCH AND SCHOLARSHIP. Pioneer transdisciplinary marine studies by building on Oregon State's world-class marine research and scholarship and forming networks that span scientific, political and socio-cultural disciplines. From integrated marine systems science to studying society's reliance on the sea to global change and coastal community resilience, this research will advance the collective ability to accurately predict the outcomes of human actions and model the future trajectories of the world's complex ecosystems.

STRATEGIES

- **ADVANCE SCHOLARLY LEADERSHIP.** Elevate existing marine research programs to internationally recognized excellence through faculty hiring and increased programmatic support.
- **CREATE A FRAMEWORK FOR TRANSDISCIPLINARY RESEARCH.** Develop and implement effective organizational and governance structures at Oregon State to achieve transdisciplinary collaboration that spurs innovations from basic scientific and scholarly discoveries to their practical applications.
- **EMBRACE DATA-TO-DISCOVERY.** Promote advanced mathematical, statistical and computational methods to discover, analyze, simulate and predict the structures and processes of marine and human systems.
- **ENHANCE AND EXPAND FACILITIES.** Provide built and virtual environments to encourage creative collaborations that leverage the university's strengths and have meaningful impacts. This includes enhancing existing facilities and building new infrastructure. Beyond promoting scholarly accomplishments, these facilities will also support teaching, learning, outreach and engagement goals.

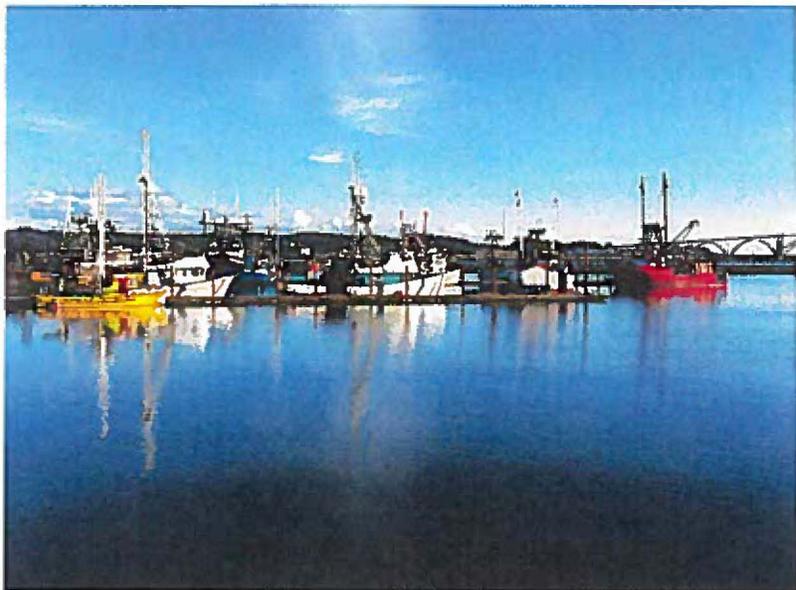


GOAL 3

INCREASE SOCIETAL IMPACT FROM MARINE STUDIES IN OREGON AND BEYOND. Develop and sustain partnerships and outreach and engagement efforts that will allow the Marine Studies Initiative to deliver social, economic and environmental benefits to the diverse interests represented across the state. These engagement approaches build on Oregon State's success as a land, sea, sun and space grant university, provide benefits to all partners, are responsive to coastal needs and complement and enhance existing partnerships.

STRATEGIES

- **DESIGN AND SUSTAIN PARTNERSHIPS.** Develop and implement a road map for initiating and expanding partnerships with government agencies and nonprofits, Native American tribes, universities, community colleges, businesses and communities to advance the transdisciplinary teaching, learning and research missions of the Marine Studies Initiative.
- **INCREASE ACCESS TO EDUCATION.** Expand Oregon State's education mission to better reach Oregon citizens from coastal and rural areas by building access to and relevancy of educational programs.
- **COMMUNICATE AND BE RESPONSIVE.** Expand on Oregon State's outreach strengths to connect the Marine Studies Initiative's activities with stakeholders and ensure that the program is responsive and informative to needs and interests across the state, nationally and internationally.



An example of MSI's transdisciplinary approach: food from the sea

THE CHALLENGE: There are increasing demands for healthy seafood that is harvested from sustainable fisheries and delivered with high value to the world's markets. How can Oregon State build on its collaborative partnerships to develop innovative approaches that enable the fishing industry and managers to meet these needs while sustaining wild fisheries and the supporting estuarine, coastal and ocean ecosystems?

THE MSI RESPONSE—A CENTER OF EXCELLENCE

- Create and sustain a transdisciplinary educational and research program that supports integrated and technologically sophisticated ecosystem and food system approaches in fisheries and aquaculture.
- Build on Oregon State's established programs, including the Coastal Oregon Marine Experiment Station, the Seafood Research and Education Center in Astoria, multiple college marine ecosystem programs and Oregon Sea Grant Extension.
- Involve experts from policy, law, business, marketing, technology, economics, ecology, conservation, public health, education and social science.
- Provide students with transdisciplinary training, internships and coursework focused on problem solving to prepare them for leadership in a range of professions.
- Further develop partnerships with fishing, aquaculture and other seafood industries, Native American tribes, state and federal management agencies, community colleges, other scientific institutions and international organizations.

THE IMPACT: With Oregon State University's leadership and globally recognized research and education in seafood systems, the Marine Studies Initiative's innovations will be shared with the fishing industry and local communities to positively impact local economies and personal prosperity. Students will gain comprehensive and practical knowledge that supports workforce needs as well as professional training.



The Marine Studies Initiative will:

- Enhance coastal environments and related economies by increasing understanding of coastal and ocean systems and promoting sustainability and resilience on key issues including natural resources management, climate change impacts, food security and safety, natural hazards and renewable energy production.
- Address major marine issues facing Oregon and the world by creating a cohesive transdisciplinary teaching and learning program and establishing a new framework of collaboration — bridging students, faculty, government, industry partners, nonprofit organizations, communities and other institutions of higher education.
- Offer unique experiential learning opportunities and launch an undergraduate degree program in marine studies. By 2025, the MSI will have 500 students-in-residence throughout the year at the marine studies campus in Newport and up to 750 students at Oregon State's Corvallis campus. Educational opportunities will be extended through OSU Extension's outreach and engagement programs and in partnership with the state's coastal community colleges.
- Leverage Oregon State's distinctions by involving each of its 11 colleges, the Graduate School, the University Honors College, the Hatfield Marine Science Center, the Coastal Oregon Marine Experiment Station, the Seafood Research and Education Center and many of the university's centers and institutes.
- Expand and connect world-class teaching and research facilities at Oregon State's main campus in Corvallis and its Hatfield Marine Science Center in Newport along the Oregon Coast, beginning with the construction of a state-of-the-art \$50 million research, teaching and outreach facility in Newport.

marinestudies.oregonstate.edu



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