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MEMO

DATE: January 9, 2024
TO: Mayor and City Council
FROM: Spencer Nebel, City Manager

SUBJECT: Status report for the four-week period ending Friday, January 5.

I hope everyone had an enjoyable holiday season. As we begin the new year, it is hard to believe that we are already into the second week of 2024! This year will be a significant year for me with my intended retirement occurring in July. It will be an exciting year for the City, as the City Council works through the process for selecting a new city manager this summer. I will be continuing on a contractual basis through September to assist the new city manager and work on some specific projects as assigned by the City Council. Following the hiring of a new city manager, it is my belief that 2024 will be a great year for the City and I am looking forward to a new chapter of my life, as well!

Highlights of Activities During the Past Few Weeks Include the Following:

- Laura Kimberly and I met with Bryan Miyagishima, the new Lincoln County District Library Director, to discuss his new role in filling the position of Mary Kay Dahlgreen who retired in June 2023. Bryan will be introducing himself to the City Council at an upcoming Council meeting.
- Met with David Allen, Chris Beatty, Derrick Tokos, Verena Winter and David Feinauer regarding property acquisition as it relates to the Big Creek Dam. David Feinauer is a consultant hired to work on acquiring the necessary road right-of-ways and land necessary for the Big Creek Dam.
- Participated in an Emergency Preparedness Committee meeting.
- Met with Aimee Thompson and Naomi Manahan, Senior Operations Program Manager for RLG by Reconomy, regarding Newport's current recycling services and planned improvements. This is part of the implementation of the Plastic Pollution and Recycling Modernization Act that will provide a fee to the State for use of certain materials that will be utilized to offset the cost of recovery and recycling those materials. RLG is a producer responsibility organization (PRO) that will collect these fees and redirect this money to offset the cost of recycling packing materials. The Oregon Department of Environmental Quality is moving fast with these efforts. Aimee and Rob

Thompson have been directly involved in these discussions at the State level, as well.

- Participated in a monthly Coastal City Manager meeting in Depoe Bay with Erik Glover. There was a good turnout of managers including new Yachats City Manager, Bobbi Price.
- Participated in a Workplace Culture subcommittee meeting to determine how to better communicate the types of work each of our departments do for the City. This is particularly important as we go forward with the current goal setting. This meeting included Erik Glover, Barb James and Derrick Tokos, who chairs this subcommittee.
- Met with Peggy Hawker from Dig Deep Research to discuss a number of issues for funding for wastewater infrastructure, as well as for Big Creek Dam. Dig Deep Research is planning the next trip to Washington DC. It is their recommendation that Mayor Kaplan and Councilor Hall be the City representatives for this next update to our federal officials. This will be something City Council will be discussing at a January Council meeting.
- Participated in a meeting of the Public Arts Committee. I will be meeting with one of the Committee members to review a number of issues to clarify their role and the City's role in acquiring, maintaining, and supporting public art in the City of Newport.
- Participated in the KNPT Radio Show with Fire Chief, Rob Murphy, who interviewed me on the city manager recruitment process. Rob did a nice job on the interview. Unfortunately, the City's radio show is no longer being aired with the closure of KNPT. The loss of these radio stations is a setback for the Newport community. We thank Dave Miller and staff for giving the City the opportunity to have this air time over the years. This show was originally started by Mayor Roumagoux during her tenure as mayor.
- Met with Rob Murphy, Tom Sakaris, and Barb James to review job descriptions for the Fire Department Captain positions.
- Barb James, Erik Glover and I delivered holiday gifts to most of the City departments. This was a great opportunity to get out and chat with all of our employees as part of the holiday season.
- Met with Paul Schuytema to discuss issues that the Economic Development Alliance of Lincoln County (EDALC) are currently working on. I will be recommending to the City Council, as part of the upcoming budget process, that the City become a dues-paying member of the EDALC. I think Paul Schuytema and the Board have moved this organization along in a positive way to benefit all of Lincoln County, including Newport. Toledo and Lincoln City are dues-paying members of EDALC.
- Held a bi-monthly meeting with Mike Cavanaugh to discuss departmental issues.
- Held a bi-monthly meeting with Travis Reeves to discuss IT matters.
- Participated in the Annual Employee Appreciation Dinner at the Best Western. I appreciate all the work of the internal committee who puts this event together to recognize all employees of the City. I would like to congratulate Sherri Marineau as being named as the Elton Pier Award recipient for 2023. Sherri is very deserving of this recognition. We have so

many good employees in the City of Newport. It is great that the City has this long tradition of recognizing the employees each year as part of this event. I would like to specifically thank the Committee that consists of Melanie Nelson, Steve Stewart, Sherri Marineau, and Jenny Remillard, who did a nice job for this year's event.

- Jason Holland, Paul Marrs, Steve Baugher, and I met to review the agreement between the City and OCCA for the operation of the Performing Arts Center and the Visual Arts Center. We are all in agreement that the current arrangement is working very well. This agreement expires in June and we will be bringing it before Council for renewal later this year.
- Verena Winters from HDR Engineering, Chris Beatty, and David Feinauer from Right of Way Associates met to prepare an agenda for our meeting with our two residential property owners on the Big Creek Reservoir.
- Provided a presentation to the residents at Oceanview Senior Living on various issues occurring within the city. Had a nice discussion with approximately eight of the residents.
- Held a bi-monthly meeting with Anna Laukea regarding various Urban Renewal Agency efforts she is working on.
- Met with Barb James and Kathleen Steenkolk to review applications for the city engineer position. Phone interviews will be set up later this month.
- I met with Steve Stewart in a bi-monthly meeting to discuss various public works issues.
- Participated in an Audit Committee meeting to review the report from the City's independent auditor. This information was presented to the City Council and Urban Renewal Agency at the January 2 Council meeting. The City received an unqualified opinion that the financial records accurately reflect the City's financial standing. There were two findings in the single audit that will be addressed in the coming year.
- Participated in an OCCMA Ethics Committee meeting.
- Met with Barb James to review position descriptions for both the communications specialist and bilingual community outreach specialist positions to get these ready to proceed with recruitment.
- Barb James, Erik Glover and I continued our Christmas gift delivery to each of the remaining departments who were not visited the week prior.
- I met with Mayor Kaplan and Council President Goebel as part of the city manager evaluations.
- Participated in a special Council meeting to authorize a contract and additional funding to complete the work necessary for the Oceanview slide.
- City hall was closed at noon on Friday, December 22 and on Monday, December 25 in observation of the Christmas holiday.
- I took a vacation day on Tuesday, December 26.
- Held a bi-monthly meeting with Laura Kimberly to discuss Library operations.
- I was off half the day on Wednesday, December 27 for a medical appointment in Eugene.
- Prepared agenda items for the January 2 work session, Urban Renewal meeting and regular City Council meeting.

- Participated in a meeting with a Workplace Culture subcommittee creating a leadership academy. This is going to be an internal leadership academy to give employees an opportunity to gain additional skills to help prepare them for advancement within the City organization. I am excited about this program and I think it will be a great way to better connect employees in various departments through having an opportunity to train together over 12-month period that will require a four-hour commitment each month.
- Barb James, Laura Kimberly, and I have met to discuss the supervision of the bilingual community outreach specialist position. This position is intended to report to Laura Kimberly. We will need to make some adjustments to Laura's position, as well as consider establishing an assistant library director's position (this is a position we used to have that was discontinued a number of years ago) to give Laura time to work on general City cultural outreach activities.
- Barb James and I met with Justin Scarborough and Josephine Duncan to create a job family to recognize additional responsibilities for the administrative position in the Public Works Department.
- Barb James and I met to review a number of draft City policies that included the policy for recognizing various work schedules, including the four-day work week for a number of City offices. This has become a little more complex than what we initially were envisioning, but we are working through those issues.
- City Hall was closed on January 1 in observation of the New Year's holiday.
- Held a routine Department Head meeting to review the various agenda items, and schedule agenda items for future City Council meetings.
- Participated in a work session with the City Council. Council heard an update on municipal court activities, a report on the Library's successful completion of the strategic plan, discussion on a policy for driveway widths and review of the annual audit for the City of Newport and Urban Renewal Agency.
- An Urban Renewal Agency meeting was held to accept the annual audit for the fiscal year ended June 30, 2023.
- Participated with Council in a regular City Council meeting on January 2.
- Held a bi-monthly meeting with Steve Stewart to discuss the various Public Works issues.
- Anna Laukea, Derrick Tokos, Chris Beatty and I met to discuss the projects in the South Beach Urban Renewal District that need to be committed by December 2025. A number of these projects are moving forward but there are several that we will need to hire consultants for, in order to complete. There are two water projects which include increasing fire flows at the municipal airport and constructing a second under-bay water crossing to provide some redundancy for South Beach. In addition, there are a series of trails and sidewalk projects that are part of this plan, as well. We will package the water projects and the trail projects in two separate RFPs to secure engineering services for that work. It is important that we get the design process underway for these projects in order to meet the December 2025 deadline. We will update the Urban Renewal Agency on the status of these projects at a future Urban Renewal Agency meeting.

- Met with Barb James and Kathleen Steenkolk on reviewing our second candidate for the public works director position. The top candidate we selected did not accept the job. We will be inviting the second candidate back for further discussions.
- Mike Cavanagh, Scott Bernards, Chris Beatty, Catherine Rigby, Steve Baugher, Linda Wertman and Derrick Tokos met to discuss the upcoming Agate Beach Park grant funded project. This will be good opportunity to define the role that Catherine will play regarding this grant. We will need to determine the requirements for securing the professional services necessary to design the project, and then determine whether the project will be bid as one project or as two separate projects (infrastructure work and the playground equipment).
- Communicated with County Counsel regarding the status of a letter we need from the County to proceed with a permit from the State to construct stairs from the end of the Agate Beach walkway down to the beach. At the point where the current stairs interact with the beach, the shifting sands are problematic. The intent is to build concrete stairs below the normal level of the beach sand. The stairs will be partially buried by sand during part of the year, and at other times, exposed. The County wants to tie this issue with a couple of other land issues that they wish to resolve. After they meet next week, they will get back to us on this issue. It will be great to get this issue resolved with Lincoln County to proceed with the improvements of these stairs.
- Participated in a meeting with Dig Deep Research that included Chris Beatty, Steve Stewart, and DJ Fox regarding the Wastewater Treatment Plant Master Plan projects and the potential for funding for those projects. DJ Fox has been reviewing the recommendation in the preliminary plan. We will be meeting again with the consultants to try to finalize this plan so that we can proceed with presenting it to Council and getting approval of the Wastewater Treatment Plant Master Plan.
- Justin Scharborough, Chris Beatty, Derrick Tokos and I met onsite to review a couple of storm water issues in Agate Beach, as well as road issue of Nye Street.
- Held a meeting with Steve Stewart, DJ Fox and Erik Glover regarding centrifuge issues. It appears that DJ Fox has a good plan to address these issues.
- Derrick Tokos, Chris Beatty and I have met with David and Andrea Larson regarding their potential appeal of a decision to allow a property owner to construct retaining walls on an easement that is jointly held by the City, the developer, the Larsons, and several others. Notice was sent, as well as the Larson's plan to initiate an appeal of the decision, to all affected property owners. The Larsons were represented by Adam Springer. This is an interesting situation because of the way this particular easement is structured. The City and the adjacent property owners have certain unexclusive rights to utilize this easement. Therefore, the process for the Larsons to address the use of the easement may require action by the Court, if the various parties to the easement are not in agreement with future plans.

The Larsons seem to understand this and will have their attorney contact the landowners to discuss resolution of these issues. The key interest, from a City standpoint, is that we need access for utility lines through this corridor. There are a number of ways that this access could be maintained.

- Held a bi-monthly meeting with Mike Cavanaugh to discuss various issues, including creating a policy on government speech, and modification of staffing responsibilities in the Parks and Recreation Department. We are anticipating having a report on government speech for the January 16 City Council meeting.
- Rob Murphy, Tom Sakaris and I held a labor management meeting with Andy Parker and Luke Richcreek. We discussed a number of issues. Andy expressed concerns regarding requiring all firefighters to take training relating to the inspection of commercial facilities. We indicated that we will provide information to the IAFF Union on what our intentions are in this area. The Union can request to bargain if they feel these reflect changes in current job descriptions and responsibilities. It seems clear in reading the job descriptions that this is part of the responsibility of firefighters, engineers and captains, as outlined in existing job descriptions.
- Derrick Tokos, Chris Beatty and Brent Gainer met to review the Oceanview Drive assessment. We will be meeting with the consultants prior to presenting a report to the City Council at the January 16 Council work session.
- Erik Glover, Steve Baugher, and I met to refine the draft uncollectible debt policy that we are preparing for future Council consideration. Erik has taken the lead in drafting the policy, with Steve and I participating to make sure that the policy will work within the Finance Department. I am also going to be bringing a recommendation to the City Council that we add a person to the Finance Department because we do not have adequate resources in order to meet the requirements that we are outlining in this policy. If this improves collections, then a portion of the cost of the position may be covered by increased revenues. I appreciate the efforts of Erik Glover creating the drafts and modifying them so these policies will effectively guide the City in this area.
- Over the past few weeks, I have worked on a number of tasks relating to the recruitment of the city manager with Jensen Strategies, including preparing a report for the January 8 special work session to create a job profile for this position.

Upcoming Events:

- Monday, January 15 is the MLK Jr. holiday. Council meetings will be held on Tuesday, January 16.
- I plan to take vacation time from Wednesday, January 24 through Tuesday, January 30. Generally, I will be in town during this time.
- Monday, February 12 is scheduled for the annual goal setting session from 9 AM to 4 PM.
- Monday, February 19 is the Presidents' Day holiday. Council meetings will be held Tuesday, February 20.

- I will be out of state on vacation from Tuesday, February 20 to Wednesday, February 28.
- Wednesday, February 21 is the LOC Small Cities meeting in Toledo from 11 AM to 1 PM.
- Tuesday, March at 6 PM is the preliminary Budget Committee meeting.
- I am planning to attend the Northwest Regional Managers meeting from March 26 - 29 in Seaside, OR.
- Interview panels, community and staff receptions will be held the week of April 15 for the city manager selection process.
- Thursday, April 18 is scheduled for an executive session for the Council to interview city manager candidates. Please block off the entire day.
- Friday, April 19 is scheduled for an executive session to discuss selection of a city manager. Please block off the entire morning for the executive session and a special meeting in order to make a job offer to a City Manager candidate.
- April 23 is the first Budget Committee meeting.
- The League of Oregon Cities Local Government Spring Conference will be held in Klamath Falls from April 25 - April 26. Erik will be sending out information after the new year to determine attendance numbers so that we can secure adequate hotel rooms for this conference.
- Monday, April 29 at 6 PM is a town hall meeting.
- Tuesday, May 14 at 5 PM is the second Budget Committee meeting.
- Wednesday, May 15 from 11AM to 1 PM is the LOC Small Cities meeting in Depoe Bay.
- Tuesday, May 28 at 6 PM is the third Budget Committee meeting.
- I plan to attend my last OCCMA Summer Conference which will be held in Hood River on June 24 - 27.
- Monday, September 2 is the Labor Day holiday. Council meetings will be held Tuesday, September 3.
- The annual ICMA meeting is going to be held from September 21 - 25, 2024, in Pittsburgh, Pennsylvania. I encourage my successor to participate in the annual ICMA meetings. These there are very important professional development opportunities for members of ICMA. There is a wealth of information that is provided at these conferences and the experience of traveling to different cities to participate in various demonstrations and tours to view how other cities tackle various municipal problems is extremely beneficial. Please encourage your new manager to participate in the ICMA meetings.
- Monday, September 30 at 6 PM is scheduled for a town hall meeting.
- The League of Oregon Cities Annual Conference will be held from October 17-19 in Bend, Oregon. Erik will be contacting Council in early summer to determine attendees to secure rooms for this event. It is important that Erik secure rooms the first hour of conference registration to assure everyone stays in the conference facility.
- November 21 and 22, City offices will be closed due to the Thanksgiving holiday.
- On Tuesday, December 24 City offices will be closed half day and a full day on Wednesday, December 25 for the Christmas holiday.

Attachments:

- Attached is brochure from the Department of Environmental Quality (DEQ) regarding the Plastic Pollution and Recycling Modernization Act. The State will be designating producer responsibility organizations (PROs) to establish and administer a statewide program. Companies identified as producers are required to join and pay fees to a PRO. The PRO will make payments to offset costs for recycling. This will be significant for us, since transportation costs for communities 50 or more miles from the nearest commingling recycling processing facility will receive this funding to offset those transportation costs. In our case, this will be factored into the rates being paid by the city residents and commercial businesses for trash services to Thompson's Sanitary, since the curbside pickup is folded into these costs. Also attached is a list of the recyclable materials that are being considered in this mix.
- Attached is an article regarding flying to Oregon that features the Newport Municipal Airport along with other airports.
- Attached is has an article from the Statesman Journal talking about the recreational immunity and the impact of that.
- Attached is an article indicating that the City of Portland is asking the voters to renew their local gas tax.
- Attached is an article from The Oregonian indicating that Oregon had more LGBTQ+ residents per capita than any other state.
- Attached is a photo from the Joint Water Caucus that visited the Big Creek Dam. Councilors Goebel and Hall, Chris Beatty, Steve Stewart, and myself in the photo. The group photo includes Senate President, Rob Wagner, and Representatives Gomberg, Hartman, Helm, Scharf and Andersen.

I wish everyone well as we begin 2024.

Respectfully submitted,



Spencer R. Nebel, City Manager

cc: Department Heads



State of Oregon
 Department of
 Environmental Quality
 700 NE Multnomah St., Suite 600
 Portland, OR 97232

State of Oregon
 Department of
 Environmental
 Quality

Opportunities for local governments

Under the new law, DEQ will assess local interest in expanding collection options and recycling depots. Look for a needs assessment survey from DEQ contractor, Eunomia Research & Consulting, in early 2023 asking how your community would like to expand recycling services.

Those who complete the needs assessment survey and express interest in expanding recycling services will be eligible to receive funding under this new system beginning in 2025.

Expansion of services will begin in 2025 after the PROs work with participating local governments and service providers to determine what service expansions will be funded.

Examples of services expansion include but are not limited to:

- **new or expanded curbside collection** of covered recyclable materials including roll carts, educational materials and collection trucks;
- **new or expanded depots** for covered recyclable products including containers, equipment, and new staff;
- **new recycling reload facilities** if needed. For example, compactors, containers, or other equipment; and
- **other system improvements** to be determined



Plastic Pollution and Recycling Modernization Act

There are **BIG** changes coming to recycling in Oregon!

What local governments and service providers need to know:

There are changes coming to Oregon's recycling system relevant to the communities you serve. This mailer contains information and resources about how these changes will impact your community.

The Plastic Pollution and Recycling Modernization Act updates Oregon's recycling system by building on local community programs and leveraging resources from producers, creating a system where everyone in Oregon has the same opportunities to recycle. The law requires producers of packaging, printing and writing paper and food serveware to share responsibility for the effective, responsible handling of their products after use.

The new law became effective Jan. 1, 2022, and program implementation begins in July 2025. RMA builds on existing standards and requirements from Oregon's Opportunity to Recycle Act, or OTR. The new law creates:

- **Many benefits for local governments**, including funding to expand recycling opportunities and to help reduce contamination in the recycling system.
- **Some new requirements for cities with populations over 4,000**, the areas within their urban growth boundaries and all cities in the Metro Regional Service District.
- **Many benefits and opportunities to expand recycling with very few requirements for cities with populations under 4,000.**

HOW IT WILL WORK



Producers

Will join a Producer Responsibility Organization and pay fees based on the products they sell in Oregon

Producer Responsibility Organizations

Will use the fees to fund and reimburse various local recycling service expenses



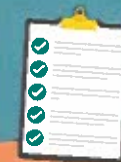
Recycling Processing Facilities

Will establish new permit and certification requirements



Uniform Statewide Collection List

Will establish a uniform list of materials that are recyclable across Oregon



Local Governments

Will receive financial support to expand recycling services and address contamination

RecyclingAct.Oregon.gov

Producers and Producer Responsibility Organizations

Producers: Companies identified as 'Producers' are required to join and pay fees to a Producer Responsibility Organization, or PRO.

Producer Responsibility Organization: A PRO is a non-profit organization and will be established to administer the statewide program for the management of the covered products. The PRO will use the fees to fund recycling system improvements in communities across Oregon.

Local governments

The RMA creates new funding mechanisms for local governments, who will continue overseeing collection and will receive financial support to expand recycling services and address contamination. The law includes funding to support the creation of:

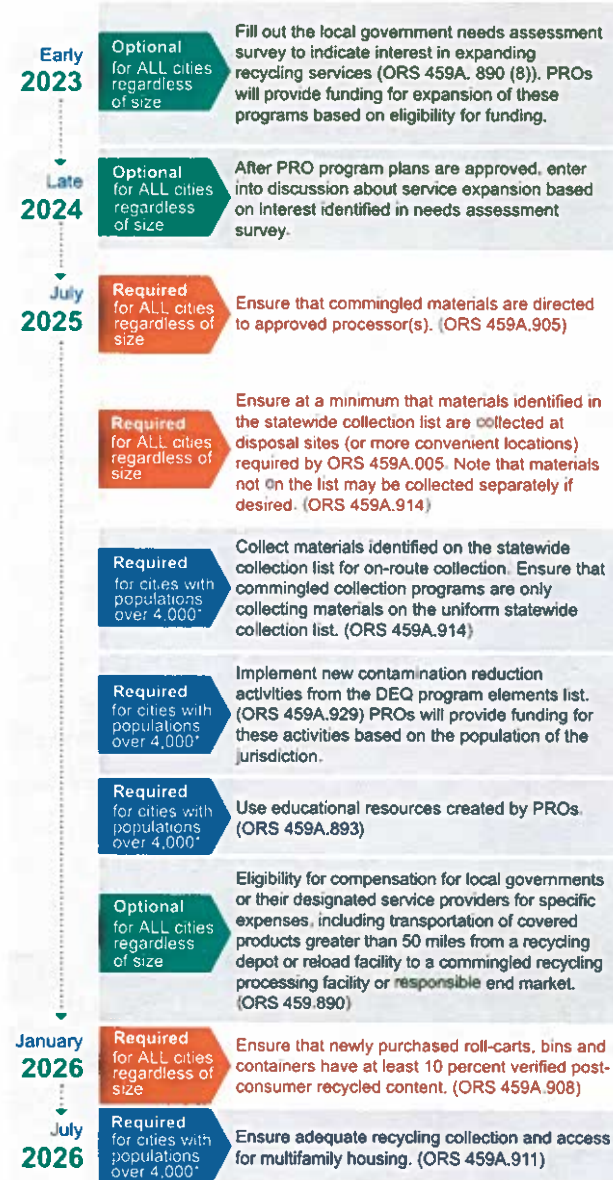
- New resources to reduce contamination found in the commingled recycling stream.
- New educational resources about the uniform statewide collection list that are culturally responsive and available in multiple languages
- Opportunities to improve and expand existing recycling services and to implement recycling services for communities that do not currently have on-route collection or depot collection.

Collection and processing

Under the new law:

- DEQ will publish a uniform statewide collection list for commingled recyclable material, allowing residents and businesses to recycle the same material, regardless of location.
- PRO funding will cover the costs of transporting collected recyclables from communities currently 50+ miles from the nearest commingled recycling processing facility or responsible end market.
- **Commingled recycling processing facilities** will meet new performance standards for material quality, reporting, and providing a living wage and supportive benefits to workers, among other things.

Local government requirements



*Including areas within the urban growth boundary of those cities, cities in the Metro Regional Service District.

How you can learn more

RecyclingAct.Oregon.gov



Scan the QR code to sign up for email updates and view DEQ's presentation on local government requirements and opportunities for recycling service expansion.

For general questions, email RethinkRecycling@deq.oregon.gov or reach out to one of the DEQ specialists in your area:

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Stay tuned!

In fall 2022, DEQ hosted informational sessions with local governments, service providers and other interested parties across Oregon. The presentation recording and slides can be viewed at RecyclingAct.Oregon.gov. Below is the roadmap for the service expansion needs assessment:





Recycling Acceptance Lists RLG's unofficial update per 1st rulemaking

DEQ's recommendations regarding materials for inclusion in two different recycling acceptance lists: one for local governments and one for producer responsibility organizations. These lists will be established by administrative rule in 2023, and will define which materials local governments and PROs must collect for recycling.

Material	Local Government Recycling Acceptance List	PRO Recycling Acceptance List
Paper "cans" with metal ends (e.g., snack, coffee cans) MATERIAL REMOVED FROM LIST IN RULEMAKING	Yes NO (on-route and depot collection; suitable for commingling)	
Glass packaging (e.g., bottles and jars)	Yes (Metro region only, non-residential on-route collection only; not suitable for commingling)	Yes
PET thermoform packaging not described elsewhere	No acceptance required	
Nursery packaging (e.g., flower pots and trays)	Yes (HDPE and PP only) (on-route and depot collection; suitable for commingling)	
Block white expanded polystyrene		Yes
Polyethylene and polypropylene lids		Yes
HDPE package handles (such as 6-pack handles)		Yes
Large metal appliances (such as refrigerators, washers, and dryers)	Yes (depot collection only)	
Single-use liquid fuel canisters and other REUSABLE pressurized cylinders (e.g., propane canisters)		Yes

RLG's unofficial update per 1st rulemaking

Local government acceptance lists











DEQ is recommending requiring local governments to collect the following materials under their Opportunity to Recycle obligations:

Uniform Statewide Collection List

To be collected at depots and on-route collection, and suitable for commingled collection:

<p>Corrugated cardboard (uncoated and recycle-compatible coated; clean pizza boxes OK)</p>		<p>All kraft paper (brown paper bags, mailers)</p>	
<p>Paperboard packaging (e.g., cereal, cracker and medicine boxes)</p>		<p>Molded pulp packaging (e.g., egg cartons, but not food serviceware or flower pots)</p>	
<p>Polycoated cartons (e.g., milk cartons), aseptic cartons, and polycoated paper cups</p>		<p>Tissue paper used as packaging (not facial or sanitary tissue)</p>	
<p>Non-metalized gift wrap (no ribbons or bows)</p>		<p>High-grade office paper (e.g., white and colored ledger)</p>	
<p>Newspaper/newsprint</p>		<p>Magazines, catalogs and similar glossy paper</p>	
<p>Telephone directories</p>		<p>Other printing and writing paper (e.g., envelopes, "junk mail", cards)</p>	

RLG's unofficial update per 1st rulemaking


<p>Paperback books</p>		<p>Aluminum food and beverage cans</p>	
<p>Steel cans, including empty/dry paint cans</p>		<p>Scrap metal less than 10 pounds in weight and 18 inches in length; excluding sharp items and "tangles" (e.g., bicycle chains, wire)</p>	
<p>MATERIAL REMOVED FROM LIST IN RULEMAKING</p> <p>Paper "cans" with metal ends (e.g., snack, nut and coffee cans)</p>	<p>MATERIAL REMOVED FROM LIST IN RULEMAKING</p> 	<p><i>*measuring at least 2x2"</i></p> <p>Plastic bottles and jugs, 6 ounces and larger, made of clear PET (#1), natural or colored HDPE (#2), or polypropylene (#5) (caps OK if screwed on)</p>	
<p><i>*measuring at least 2x2"</i></p> <p>Plastic tubs (e.g., cottage cheese), 6 ounces or larger, made of PET (#1), HDPE (#2), LDPE (#4), or polypropylene (#5)</p>		<p>Nursery (plant) packaging: HDPE (#2) and PP (#5) only</p>	
<p>Plastic buckets, pails, storage containers and other bulky HDPE (#2) or polypropylene (#5) plastic packaging that fit loosely in the provided on-route collection container</p>		<p>MATERIAL REMOVED FROM LIST IN RULEMAKING</p> <p>Clear plastic cups, made of PET (#1) or polypropylene (#5), but no other plastic food serviceware</p>	<p>MATERIAL REMOVED FROM LIST IN RULEMAKING</p> 

RLG's unofficial update per 1st rulemaking

Only at depots and collected segregated from other materials (not commingled):







Motor oil		Scrap metal including large appliances and other items not on the Uniform Statewide Collection List	
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Metro region only:

Glass packaging (bottles, jars): non-residential on-route only	
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PRO acceptance lists

DEQ recommends requiring PROs to provide for recycling of the following materials under separate collection services as required by ORS 459A.914(1)(b) and ORS 459A.896(1):

Steel and aluminum aerosol packaging		Single-use liquid fuel canisters and other pressurized cylinders	
Aluminum foil and pressed foil products		Glass packaging (e.g., bottles and jars)	
Shredded paper		Polyethylene film	

RLG's unofficial update per 1st rulemaking

<p>Plastic buckets and other bulky HDPE (#2) or polypropylene (#5) packaging</p>		<p>HDPE package handles (such as 6-pack handles)</p>	
<p>Polyethylene and polypropylene lids and caps</p>		<p>Block white expanded polystyrene</p>	

Announcements and updates

Sign up for DEQ's GovDelivery [email list](#).

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800-452-4011 | TTY: 711 | deqinfo@deq.oregon.gov

Non-discrimination statement

DEQ does not discriminate on the basis of race, color, national origin, disability, age or sex in administration of its programs or activities. Visit DEQ's [Civil Rights and Environmental Justice page](#).

Features

Flying to Oregon

Felipe Reisch

The Outdoor Capital of the World



An overview of the business aviation options Oregon has to offer

The southern frontier of the Pacific Northwest, Oregon is known for its diverse landscapes that serve as a haven for outdoor enthusiasts. It also plays host to a vibrant economy led by its capital Portland. Both business and leisure

stakeholders are seamlessly connected by its ample private aviation infrastructure.

With 97 commercial service, reliever, and general aviation (GA) airports and two international terminals, Oregon is well-positioned to serve the rising needs of the domestic and international private aviation market. Portland International Airport (PDX) is the state's main terminal, accounting for 90% of the state's passenger air travel and more than 95% of its air cargo.

These airports play a pivotal role in fostering Oregon's economic growth by ensuring secure and efficient access to the state's communities, businesses, recreational havens, and abundant natural resources. They connect people and commodities at the local, national, and global scales and facilitating the seamless movement of cargo and passengers across a diverse fleet of aircraft. This intricate connectivity is a linchpin of Oregon's economic vitality.

Moreover, airports serve as crucial guardians of the safety and well-being of residents, businesses, and visitors, with daily operations that prove to be instrumental in supporting essential activities such as law enforcement, wildland fire suppression, commercial fishing expeditions, air ambulance services, search and rescue missions, freight and mail transport, corporate travel, military operations, US Coast Guard activities, real estate tours, agriculture endeavors, wildlife management initiatives, and natural resource conservation efforts.

General aviation

In terms of GA terminals, Eugene Airport (EUG), located which is located in the southern region of Oregon, is the most prominent regarding the number of yearly commercial passenger boardings, with almost 600,000. Redmond Municipal Airport (KRDM), situated in Central Oregon, sits right behind EUG with roughly 500,000 enplanements. Both terminals have the required infrastructure to serve private jet owners, crew, and passengers.



Newport Municipal Airport is located on the central Oregon Coast »

Another essential terminal option for general aviation is Newport Municipal Airport, located on the central Oregon Coast. Lance Vanderbeck, City of Newport airport director, shares that Oregon aviation has seen a steady flow of air traffic year-round, in alignment with increased investment in infrastructure. “Newport has seen the local general aviation community grow the last few years. Six new GA hangars have been built, increasing the total number of private hangars to 27. This also increased the locally based GA aircraft to 35,” says Vanderbeck.

Along the same lines, Benjamin Murray, president and CEO at SkyService, which operates two FBOs in the State of Oregon at Redmond and Bend, stresses the prominent role that business aviation has for the prosperity and development of the economy.

“It facilitates commerce, creates jobs, promotes trade, provides local employment, promotes tourism, and assists with transportation, emergency services, and sustainable development,” says Murray.

Things to consider when flying to Oregon



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Just like any other location, when choosing a destination, it is paramount to understand a series of variables to enhance the travel experience. Amongst these variables, selecting the most convenient airport choices while acknowledging the seasonal variations in a specific region can make or break the entire journey.

Shannon Randle is office manager at Coos Aviation, an FBO located at Southwest Oregon Regional Airport. She believes that the best time to visit Oregon depends on if you are planning to visit the valley, coast, or desert areas. "For the valley, spring, summer, and fall are all great. For the southern coast where we are located September – mid-November are the best times to visit."

For Vanderbeck, the best time to visit Newport is anytime. "The weather is beautiful in the summer with an average temperature of 65 degrees. A great way to beat the summer inland heat, while watching the power of the ocean's King Tides is to visit during the winter – including seasonal whale watching during migration times."

Oregon is a destination point throughout the year, with the Bend-Redmond area welcomes over four million people each year. "From paddling, hiking, cycling, and golfing in the summer to skiing snowboarding, sledding, and ice-skating in the winter, Central Oregon boasts the best in outdoor recreation," says Murray.

Furthermore, one of the advantages of flying private is being able to land at an airport closer to your destination, thus saving valuable time in the process. Experienced companies will help crews and passengers understand which

airport has the runway length, ground support, and fuel requirements for your aircraft.

Of equal importance is that companies like Skyservice have aircraft-on-ground (AOG) services to assist with any unforeseen maintenance, aiding in recommending, planning, and booking any ground transportation, accommodations, or catering requirements. "We also provide our clients with in-hangar parking options for aircraft staying overnight or longer, with on-ground support for any aircraft unscheduled maintenance requirement," adds Murray.

New customers

While global demand for private aviation services has plateaued after the record-breaking numbers registered during the pandemic, it is safe to say that this industry continues to play a key role in local economies. Oregon is no exception, and with the capability to adapt to customer's needs, this sector should continue to flourish while leveraging leisure and business travel alike.

For Coos Aviation, 2020 and Covid-19 created a definite spike in private charters and business aviation instead of commercial pax. Since then, the numbers have dropped some, but are keeping steady.



Coos Aviation provides FBO services at Southwest Oregon Regi... »

Along the same lines, Newport Airport is seeing an average of 7,054 logged aircraft operations over a ten-year period. Logged operations are only counted when FBO staff are on field form 8-5, seven days a week. "Prior to Covid, we logged over 8,000

aircraft operations. Since Covid our average number is steadily rebounding each year," says Vanderbeck.

Yet opportunities for growth in the future remain promising, as Oregon continues to provide a strong landscape for business aviation, believes Murray. "It offers a more cost-effective location to business jet owners than neighboring states and continues to benefit from population growth, tourism, and business development."

Murray also believes that commerce is fueling the growth in Oregon. "With the continued movement of business into the area, business aviation and general aviation will continue to grow," he says.

The economic development related to business and leisure are connected, and business aviation can take advantage. For example Coos Aviation offers tailor-made golf charters to the renowned Bandon Dunes Golf Resort. The trips represent 90% of its charter business.

Coos Aviation is only 35 minutes north of the resort. "They fly here on charters, and we help them secure rental vehicles or facilitate a limo service that transports them to and from the FBO and Bandon Dunes Golf Resort. I would say the other 10% that isn't golfers, are business executives, or representatives from construction companies and suppliers," shares Randle.

Another way to welcome new clients is to provide a seamless service. This year, Skyservice Redmond received the "Building a Better Oregon" award in recognition of the positive impact it has on the local economy, neighborhood quality, and environmental friendliness of its construction and green operational initiatives. "Apart from our regular transient and tenant clients, we are welcoming new visitors all the time through our award-winning FBOs," adds Murray.

From an airport management perspective, offering more options to clients and better overall service is a recipe for success in attracting more users and operations.

In fact, Newport Municipal Airport has seen growth in business aviation with the addition of Life Flight Network, a not-for-profit air medical transport

service, Hertz rental car, freight through FedEx and UPS carriers, and investment interest in a new business park on Airport property.

“We have also seen an increase in private business charter flights into Newport. Cargo carriers FedEx and UPS have also seen an influx of more freight to Newport,” concurs Vanderbeck.



Benjamin Murray »

“We expect regional growth in business aviation to continue and grow as more clients experience all Oregon has to offer”
Benjamin Murray, president and CEO, SkyService

Looking ahead

Apart from some sporadic spikes in demand for private aircraft movements and associated services, such as the surge in the US due to the Thanksgiving holidays, movements are ahead of 2019 versus the same timeframe according to WingX. Aviation analysts believe the industry should achieve sustained growth throughout 2024.

The previous is good news for Oregon and its network of airports, further because growth will provide jobs for local communities, revenues for business, and taxes for local government from those businesses.

For Vanderbeck, the future business outlook for Newport will be air services for the community. “This will help bring more travelers in wanting to visit the majestic Oregon Coast. We are also looking to add ten T-hangars for rent creating more revenue for the airport,” he says.



Canon Beach offers access to natural areas, like nearby Ecola State Park and the scenery of the Oregon Coast »

Business aviation then is set to continue to grow in Oregon. “According to the FAA, business aviation is the fastest growing segment of the general aviation industry,” concludes Murray. “We expect regional growth in business aviation to continue and grow as more clients experience all Oregon has to offer.”



Oregon is an ideal destination for nature lovers »

A handful of trends will continue impacting the business aviation industry at a global scale, with Oregon being no exception. How airports and FBOs can incorporate technological advancements to provide a more streamlined service will be vital for future growth. Similarly the capability to offer SAF will ensure FBOs are better positioned to serve users and compete for years to come with other companies in the state.

Furthermore, linked to the US President's goal of Net Zero emissions by 2050, the FAA is to invest US\$92 million to help airports reach this milestone, with Portland International Airport leading the way in terms of electrification investment with a US\$16 million already allocated to construct zero emissions vehicle infrastructure.

Earlier this year, Eugene Airport received US\$12 million from the FAA for infrastructure enhancements to improve the airport's taxiways, which connect the main runway and the secondary runway. Meanwhile, it was announced that other Oregon regional airports in Washington, Jackson, Multnomah, Morrow, Curry, Coos and Malheur counties have received roughly US\$14 million jointly in federal investment for developments.

Investment in infrastructure is usually the catalyst for increased connectivity, business growth, and innovation, which ultimately should lead toward more demand in business aviation and a more diversified percentage of served aircraft throughout the state, aiming to decentralize the role that Portland has these days as the only major commercial aviation hub in Oregon.

What does the future look like for business aviation in Oregon? "As of now, it looks strong and the possibilities are endless," concludes Randle.

Oregon aviation in numbers

15 airports serving as a base for air ambulance aircraft

14 airports that have scheduled air cargo flights

11 airports that have wildland fire-fighting tanker aircraft based on the field

26 airports that have supported wildland fire-fighting aircraft operations during the fire season

3 airports that have US Coast Guard stations

eVTOLs heading to Oregon

California-based eVTOL manufacturer Jump Aero and the Oregon Department of Aviation have begun outlining how to bring the life-saving potential of Jump Aero's JA1 Pulse Aircraft to the rural population of Oregon.

The JA1 Pulse Aircraft will be able to ensure a trained professional is on the scene as quickly as possible and help to cut down the current response time to more remote areas, which can be longer than eight minutes due to the challenging terrain of the state. It is hoped that the JA1 Pulse Aircraft will be able to help save the lives of Oregon residents and tourists.

Up to 126 JA1 Pulse aircraft will likely be needed by the state.

Kenji Sugahara, the director of the Oregon Department of Aviation said, "We look forward to building a long-term relationship with Jump Aero as we

explore providing rapid first response to our rural communities with the JA1 Pulse. We are excited to be bringing cutting edge solutions to Oregon residents.”

Jump Aero president and CEO Carl Dietrich said, “We are grateful to the Oregon Department of Aviation for their willingness to consider the JA1 Pulse in support of their commitment to reducing emergency response times.”



Bend gains an air traffic control tower

The third busiest airport in the state of Oregon is set to get an air traffic control tower.

Bend Municipal Airport (BDN) is one of the few high activity airports in Oregon without an air traffic control tower.

Oregon, the City of Bend and the FAA are working together to design and construct the tower. It is estimated that the total cost for design and construction of the control tower will be US\$15 million.

The city believes that the addition of a control tower is a vital improvement for the safety and efficiency of airport operations. The proposed project consists of three main components. The first is an Air Traffic Control Tower structure approximately 115ft high including a rotating beacon, antennas and lightning rods. The second is an access road, a parking area, utility connections and security fences. Finally the third is the addition of supplemental weather sensors on a mast.

The FAA-approved site is an undeveloped area of airport property, approximately 500ft to the east of Runway 16-34 at BDN.



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'Tough spot': Oregon Coast towns close trails after lawsuit puts legal shield in jeopardy

Story by Zach Urness, Salem Statesman Journal • 2d



The Harborview Trail, a pathway that winds along the bay in the Port of Garibaldi on the Oregon Coast, was recently closed due to concerns over lawsuits after an Oregon Court of Appeals decision.

Michael Saindon didn't want to close the Harborview Trail, a short and scenic pathway that winds along the bay at the Port of Garibaldi on the Oregon Coast.

The quarter-mile trail does have some issues with erosion and cracks in the pavement, but it's still safe and is a beautiful little trail that's easy

to visit off Highway 101," said Saindon, port manager of Garibaldi.

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Ultimately, he decided he didn't have a choice

The trail is the latest in a string of pathways shut down on the coast due to a thorny legal issue that could upend how Oregon manages recreation.

In July, Oregon's Court of Appeals **ruled** the City of Newport couldn't use a legal shield known as recreational immunity to dismiss a lawsuit from a woman who sued the city after slipping and breaking her leg while crossing a trail bridge.

The state law has long protected local governments, the state and landowners that open public or private land for recreation from liability if someone gets hurt.

The Oregon Supreme Court refused to hear an appeal in October. In response, **CIS Oregon**, the largest insurance carrier for Oregon cities and counties, **declared the court** had "effectively ended recreational immunity" and advised cities to consider closing trails.

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The issue is likely to come before the Oregon Legislature in February. Meantime, local governments, mainly on the coast, are unsure how to proceed.

At least five trails in Waldport, Oceanside and the Port of Garibaldi have closed and trail projects have been delayed. Most cities and Oregon's state parks department are taking a wait-and-see approach.

"It has put municipalities like ours in a very tough spot," Saindon said. "We're a small port with a small budget. Our costs have already gone through the roof. Honestly, we just couldn't afford litigation if we can avoid it."

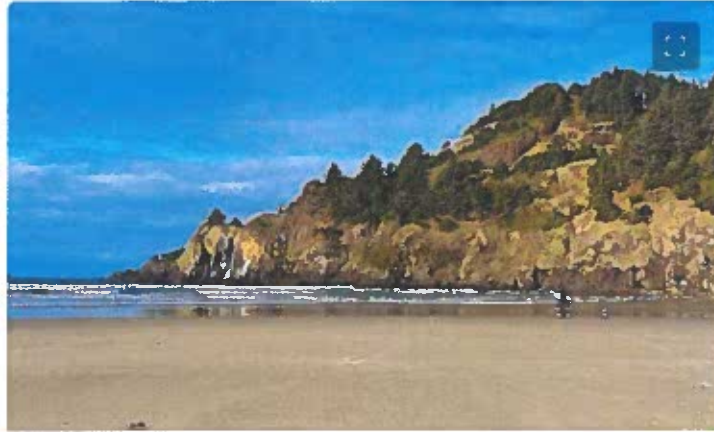
Local tourism officials worry the situation could lead to a "cascading closure of trails that have the real potential to cripple the outdoor recreation economy, here and statewide," said Dan Haag, director of trails and outdoor recreation for Tillamook Coast Visitors Association.

The **Oregon Trial Lawyers Association**, which advocates for injured individuals, has called the closures "an overreaction" ginned up by insurance companies that don't want to pay out claims.

The lawsuit against the City of Newport

In January 2019, Nicole Fields, a friend and their dogs followed the Ocean to Bay Trail in Newport to reach Agate Beach. After spending a couple of hours on the beach, they walked back on the same trail and came to a wooden bridge.

"As plaintiff put her foot down on it, she noticed that the bridge was slippery," the Oregon Court of Appeals wrote. "Plaintiff immediately warned her friend that the bridge was slippery, and then promptly fell. Her left leg was badly broken beneath the knee."



People surf at Agate Beach in the waves around Yaquina Head

Fields sued the City of Newport, claiming the bridge was "unreasonably hazardous" because it used "materials that become unusually slippery, but do not appear slippery." The lawsuit also said the city had failed to apply anti-slip measures to the bridge surface and hadn't provided warning of the conditions, according to court documents.

"As a result of defendant's negligence, plaintiff was caused physical pain, anguish, and suffering," the lawsuit said. Fields asked for upward of \$345,000 in economic and non-economic damages.

Newport's lawyers responded that the city was immune from the lawsuit because Fields was using the trail for a recreational purpose and the city was protected under recreational immunity. Lincoln County Circuit Court agreed and granted summary judgment in favor of the city.

Court of Appeals debates walking versus hiking, reverses decision

Fields appealed the decision, arguing her purpose on the trail was not principally recreational. She noted walking and dog walking are not expressly included in the recreational immunity statute, and while

hiking is included, "using the trail to get to the beach is not the same as hiking on the trail."

The court debated the definition of walking versus hiking and ultimately decided "there remains an issue of material fact as to whether plaintiff's principal purpose in walking on the city's trail was recreational or whether it was simply to go to and from the beach."

Fields also argued Oregon law only extends recreational immunity to unimproved access trails, and because the city improved, designed, and maintained the Ocean to Bay Trail for the purpose of accessing the beach, the city is not entitled to recreational immunity.

The appeals court ruled in Fields' favor, writing "because the trail on which plaintiff fell was an improved trail ... the city's entitlement to immunity depends on the resolution of those factual issues by a jury."

The case was sent back to Lincoln County to likely go before a jury.

Oregon Supreme Court refuses to hear Newport's appeal

Newport, joined by groups such as the League of Oregon Cities, asked the Oregon Supreme Court to overrule the decision and restore recreational immunity

If the ruling was allowed to stand, they argued, "landowners must decide if making their land available for recreational purposes is worth the risk of effectively losing access to the immunity by having to litigate through trial whatever subjective beliefs an injured plaintiff asserts their principal purpose was "

The court in October declined to review the decision

Insurance company recommends cities close trails

In the wake of the appeals court ruling, CIS Oregon issued the following recommendations.

1. Improved trails that are used to access a recreational area should be closed. This especially includes trails, walkways and stairs used to access bodies of water, such as the ocean, lakes, rivers, streams and reservoirs.
2. Consider closing unimproved trails, because the subjective intent of the user can now nullify recreational immunity, which means if someone is injured on an unimproved trail, the city or county may find itself facing a costly jury trial to determine the injured person's intent in using the trail

Cities grapple with whether to close trails

The appellate court decision and advice from CIS has roiled cities and

"They're very concerned about the court ruling," said Erin Good, spokeswoman for the Association of Oregon Counties. "Currently, each county is in the process of deciding how they will balance the liability risk against the community impact of closing trails."

The majority of cities, including Newport, have kept trails open for now.

"The way the court interpreted recreational immunity is potentially problematic, but we're not taking any action to close trails until we get further clarification," Newport City Manager Spencer Nebel said

Oregon's state parks department also has kept trails open for now

Some cities have started closing trails and have delayed plans for future ones.

Waldport closed the John Maré Woodland Trail and said it wouldn't reopen the beach access Waziyata Trail, City Manager Dann Cutter [told the YachatsNews](#). He said they'd revisit the issue in the spring.

"The minor inconvenience of closing these trails, conveniently in the rainy winter season, is a minor price to safeguard the city's potential exposure to liability," Cutter told the [online news site](#)

Tillamook County closed the Short Beach and Tire trails in Oceanside County Commissioner Erin Skaar said they chose to close those pathways because they were in rough condition. She also said the county would deny, or at least delay, a decision over building a new trail at Cape Meares.

Skaar said if the issue is not resolved in the coming legislative session, the county will have to scrutinize other trails on county land.

"If there isn't a fix — and if recreational immunity just doesn't exist — that would be a huge paradigm shift for the coast," Skaar said. "We'd have to take a hard look at all county property and figure out, 'What might we have to close?'"

"A great example is a place like [Bayocean Spit](#) where the county owns a majority of the land and people recreate on it every day. But there's no way we could maintain every pathway out there. It's just not possible."

A concern for the cities isn't just getting sued, but that additional lawsuits could cause insurance costs to skyrocket or result in losing coverage for recreational activities. At the same time, closing trails would mean losing tourism dollars and a loss of quality of life.

"There is no way to quantify how devastating these closures would be, not only in terms of local economies, but on the health and well-being of residents who count on access to trails and beaches for everything from stress relief to exercise," said Haag, with the Tillamook Coast Visitors Association.

'Chicken Little' tactics?

Arthur Towers, political director of the Oregon Trial Lawyers Association, said concern over the ruling and closing down trails was

an overreaction, stirred up by insurance companies because they don't want to pay out money to injured people who need the funds for medical care.

"They are overreacting in a big way," Towers said. "This is a 'Chicken Little the sky is falling' tactic that we've seen every time an insurance company doesn't want to take responsibility for paying out claims to people who really need it."

Court decisions in the past over recreational immunity and [liability waivers at ski areas](#) haven't brought an avalanche of lawsuits that shut down recreation, he said.

The Fields ruling simply puts the question in the hands of a jury to decide, rather than having it summarily dismissed.

"All the appeals court has done is send it back to the lower court so that a jury can hear the facts of the case and make a decision," Towers said. "They could decide the city was negligent or not, but I think we should trust juries, trust the people of the Oregon Coast to make those decisions."

'This is going to trigger a fight'

The future of recreational immunity is almost certainly headed to the Oregon Legislature in February.

Scott Winkels, a lobbyist for the League of Oregon Cities, said the group is working on language for legislation that would "correct the current challenge with the court ruling" and "restore recreational immunity to what we've long understood it to mean."

"This state has long had a policy that if you open up your land for free, you get immunity," Winkels said. "As a state, we recognize that there is risk to recreation and when you open your land, for free, you should be protected."

The problem with eliminating or weakening recreational immunity, and having more cases reach juries, is that litigation is extremely expensive, he said.

"Cities are already in a dire financial situation, and if they're going to have to buy additional insurance to cover these claims, that's not cheap," Winkels said.

The legislation will likely face opposition from the Oregon Trial Lawyers Association, which helped [kill a bill in the 2023 session](#) on restoring the legal power of liability waivers for recreation businesses like ski areas.

Towers said he is gearing up.

"When this decision came down last summer, I thought 'Oh, this is going to trigger a fight,'" Towers said.

Back on the Oregon Coast, city and county officials will also be watching this coming session closely to determine the fate of their trails.

Zach Urness has been an outdoors reporter in Oregon for 15 years and

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COMMUTING

PBOT to ask voters to renew gas tax as bigger budget deficit looms

Published: Dec. 15, 2023, 2:27 p.m.



Portland Bureau of Transportation crews begin work excavating and repairing a failed section of street at Southeast 104th Avenue and Bush Street in September 2016. It was the first street-repair project to be funded by the gas tax voters approved in May 2016. Voters are being asked to renew the tax for a third time. (Elliot Njus/Staff) LC- Elliot Njus/Staff



By **Jayati Ramakrishnan | The Oregonian/OregonLive**

The Portland Bureau of Transportation wants voters to renew a 10-cents-per-gallon gas tax next May.

Commissioner Mingus Mapps, who oversees the transportation bureau, will propose the renewal to his city council colleagues in January. If approved, voters will see the gas tax on the May ballot.

The gas tax is expected to generate \$17.6 million per year, or about \$70.5 million over the next four years. The funding would go toward road maintenance and repairs, such as paving streets, filling potholes, and to building safety improvements on busy streets, including on routes where children walk or bike to school.

Even if voters approve the tax, the transportation bureau will still be facing a major deficit. The agency expects a \$32 million budget shortfall next year. Absent a solution, the agency will likely cut between 50 and 100 jobs; and slash maintenance and repair services like installing or widening sidewalks and repaving roads.

PBOT spokesperson Dylan Rivera said the agency will get some help from the Portland Clean Energy Community Benefits Fund — which this week announced it would send \$282 million to city bureaus for climate-friendly efforts. PBOT is expected to get \$112 million over the next five years.

But Rivera said that money would go only to specific programs. It wouldn't cover much of the infrastructure and maintenance needs that PBOT still must fund.

Portland voters first approved a gas tax in 2016 with 53% in favor. In 2020, 77% of voters elected to renew the gas tax.

Since the proposed measure is a renewal of a current tax it wouldn't run afoul of a moratorium on new taxes Gov. Tina Kotek's downtown task force proposed Monday.

—Jayati Ramakrishnan; jramakrishnan@oregonian.com

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LIVING

Oregon has more LGBTQ+ residents per capita than any other state in the U.S., report

Updated: Dec. 15, 2023, 4:10 p.m. | Published: Dec. 15, 2023, 11:57 a.m.



Oregon Gov. Tina Kotek (right) poses for a group photo as the city of Portland hosts its annual pride parade through downtown in celebration of the LGBTQIA+ community on July 16, 2023. Maddie Stellingwerf/The Oregonian



By [Lizzy Acker](#) | [The Oregonian/OregonLive](#)

Oregon has more LGBTQ+ people per capita than any other state, according to a report from The Williams Institute at the University of California, Los Angeles and [shared by the Advocate](#).

You don't have to look far to find representation in Oregon. After Governor Kate Brown became [the first openly LGBTQ+ person elected as governor](#) in the history of the United States in 2016, Governor Tina Kotek became [one of the first two openly lesbian governors in 2022](#).

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“We hereby dub Oregon the queerest state!” wrote the Advocate. “The state’s 253,300 LGBTQ+ residents account for 7.8% of its overall population.”

When you consider that, according to the Advocate, about 5.6% of the population of the country as a whole identifies as queer, Oregon definitely is outpacing other states when it comes to the LGBTQ+ population.

What is it that makes Oregon a place where more LGBTQ+ people live? The Advocate doesn’t delve into that why, but it could be noted that, beyond our openly queer governors, Oregon is [one of the states that doesn’t ban healthcare for trans people](#) and is a state where anti-gay legislation [is routinely defeated](#).

Plus, Multnomah County was one of the first places in the country to allow gay marriage [in 2004](#), though those marriages were later ruled invalid by Oregon Supreme Court.

There is one place that has a higher percentage of LGBTQ+ people than Oregon: Washington, D.C., where according to the Advocate, 14.3% of the population identifies as queer.

“But,” the Advocate wrote, “until the U.S. government recognizes D.C. statehood, neither will this list.”

That seals it. Oregon, once again, wins.

— Lizzy Acker

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