

CITY OF MOSIER

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CITY COUNCIL MEETING
January 23, 2019 at 6:30 P.M.
Mosier Senior Center at 500 Second Ave

AGENDA

I	6:30 pm	Call to Order/Roll Call – Mayor Burns	
II	6:32	Agenda corrections or additions	
III	6:35 pm	Business from the Audience - This is for Mosier residents and anyone else to express concerns, needs, or opportunities. Please keep your comments succinct and under two minutes. You may bring in written materials for Committee and Staff to review. The Facilitator can assign the issue to a future Committee meeting, or to an appropriate Committee or staff member. Please realize that we cannot always offer a response immediately but will give the matter due consideration. We encourage the participation of all stakeholders in our community.	10 mins
IV	6:45	Approval of: 01/09/19 - City Council Meeting Minutes	5 mins
V		BUSINESS	
1.	6:50 pm	Energy Efficient Bldgs. Presentation – Cathy Higgins, New Buildings Institute	45 mins
2.	7:35 pm	Governor’s Executive Order on Energy Efficiency and the City’s Plan for Updating its Comp Plan – Council Discussion	15 mins
5.	7:50 pm	Electric Vehicle Charging Station Grant Opportunities – Mayor Burns	10 mins
6.	8:00 pm		10 mins
7.	8:10 pm	Mosier Valley Newsletter – City News Items - Council	5 mins
8.	8:15 pm	Announcements	5 mins
VI	8:20 pm	ADJOURN	

CITY COUNCIL MEETING

January 9, 2019 at 6:30 P.M.
Mosier Senior Center at 500 Second Ave.
Mosier, Oregon 97040

MINUTES

Mayor Burns 6:30pm Call to order

Council Present: Mayor Burns, Ann Van Osdol, Emily Reed, Lacy Greis, Witt Anderson
Council Absent: Acasia Berry (excused), Peny Wallace (excused)
City Staff: Nick Kraemer, Colleen Coleman, Jayme Bennett

Agenda additions or corrections: None

Minute corrections: Witt Anderson was at the 12/19/18 Council Meeting, and not listed in roll call

Approval of the 12/19/2018 minutes (as corrected):

Motion:

- 1. Ann Van Osdol**
- 2. Lacy Gries**

All in favor: (6:34)

1. Transportation System Plan (TSP) Derek Abe, of Alta Planning:

Derek Abe reviewed the previous meeting discussions, materials and displayed the foam core boards again.

Brief recap of public workshop 2:

35-day notice requirement for DLCD and FEB 20, 2019 approval (if not contested)

Feedback from public workshop 2:

Support for Zona A's one-way concept and its potential to promote safe and efficient travel for freight vehicles.

Interest in promoting public health through higher priority investment in trail and waterfront access.

Request to include section on emergency management considerations.

General inquiries about project implementation, phasing and funding.

Support for enhanced landscaping to make Mosier more pleasant and sustainable (livability), beautification, water table preservation etc.

Site specific feedback given at public workshop 2:

- Remove speed bumps
- Re-examine stop control plans for intersections on 3rd

Comments: Speaking to the need/demand for a separate pedestrian bridge alongside Mosier creek bridge.

CITY OF MOSIER

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Considerations for access to Mosier Fruit Grower's driveway in the event capital improvements are made (marked cross walks, curb extensions).

Essential addition to our project list: ADA on-street parking for the Post Office.

Bike Chain project in TSP: Couldn't find an appropriate place on the project list - technically not a transportation item as itself.

Councilor Reed: Making sure it's flagged in the key documents during the design and construction process will ensure it is considered. (Colleen Coleman suggests annotation in documents when we apply for funding in each phase).

Derek Abe: The bike chain idea wouldn't be a project in and of itself in the TSP, and wouldn't qualify for ODOT funding, so the intent of the list is to qualify for transportation funding. There is a possibility the bike chain could be funded somewhere, but the purpose of this TSP document is to do stand-alone transportation.

Emily: I wouldn't expect funding - I just want it to have permanence. I am trying to avoid getting to the cost estimate and then having the bike chain left out - and having it be too late to include it, or have the project get lost throughout the phases.

Feedback and narrative proposals continue to go to Colleen, and she sends them to Derek Abe.

Timeline:

TODAY until JAN 16th: waiting for more comments on TSP and ODOT as well.

Then draft to Oregon Department of Land Conservation and Development on Jan 16th or 17th

JAN 31st - send to residents from Mosier and in broader community (Mosier city requirement)

Feb 20th - draft back to Alta Planning for approval and adoption

Witt Anderson: what are the time horizons for us to implement the ordinance revisions?

Nick Kraemer and John Grim would look at a zone, the TSP, the Mosier Comprehensive Plan and make sure it all lines up, implement as needed. Most controversial item would be conflicting street widths. It's all pretty minor. Nick would execute the ordinances.

Mayor Burns: we now own the UPRR property, could we put a charging station and parking lot on the TSP?

Abe: through an amendment process, you could.

Colleen: We are still waiting on the historic HWY master plan review.

Nick: I heard they want a more formal process

Colleen: There is a Mosier appendix chapter in their master plan that needed to update for the TSP. Colleen, Nick and Laura revised it and sent it back to ODOT for review. ODOT went through it, and it is currently under review by State Historic Preservation Office (SHPO).

Emily: Was there concern or pushback on sidewalks in the workshop? No.

Witt: is this a 20-year plan? We have the JUF project coming up - what will trigger an amendment?

Nick: you can always adjust it, find alternatives, amend the project list as funding becomes available. Things change, plans evolve, this document is something that will adapt.

Abe will send a copy of the presentations to Colleen.

2. USDA Loan Update

Funds are set aside on the Federal level, we get reimbursed once the project is completed. We need interim financing. I have sent the paperwork to two banks (Cashmere and Key Bank recommended by USDA) for their review and proposal, waiting to hear back. Once we have the funds proposal, our bond attorney Foster Pepper will bond interim and long-term financing.

CITY OF MOSIER

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I have been reviewing and amending the contracts which were boiler plate USDA contracts. John Grim is overseeing the design Project Engineer and we are waiting federal furlough to end to process contracts.

We selected RH2 to be the design engineer for the water project, City Staff reviewed them, and produced weighting criteria. Once we get the contracts finalized, we will do a kick off meeting on the project. They are working on scope, budget and schedule it in the meantime.

Question General Public: Were those the only 3 proposals you received?

Colleen: Those were the only 3

Witt: What is the value of the design contract?

Colleen: 65k for Laura, John Grim and Nick Kraemer. Design engineer contract value will be negotiated, once scoping process is complete.

Witt: Are we going to see a PM plan with milestones and schedules?

Mayor Burns: Witt would you be involved in this as our subject matter expert?

Witt: as I said before, water is our priority, the infrastructure is essential.

Question from audience: Are you looking for new source or upgrading infrastructure?

Colleen: Our current back up source is not stable, due to an old well. We're drilling a new well and building a booster station and updating telemetry. Entire project is valued at \$1.4Million total.

Mayor Burns: 55% loan/45% grant – a nice loan/grant ratio from the USDA

Audience: all the water well water? Yes

Witt: is the viability of the loan payments included in this schedule?

Jayne: Kim from USDA is going to try and include a rate study or assist with one. (The feasibility of the project is based on a rate increase).

Motion to award contract:

Witt: move council to instruct colleen to consummate contract with RH2 Engineering for water system design

Second: Lacy Gries

ALL IN (7:25)

3. Transient Lodging Tax Ordinance (Second Reading):

Emily: what is on the list for uses of funds

Colleen: I did a list quickly and communicated it with Laura Westmeyer, City Attorney. She said maintenance would not be included as an acceptable expenditure. Communications marketing and tourism activity, Chamber of commerce type activity is the primary purpose of the fund, infrastructure directly related to tourism/visitors such as the EV charging stations and Mosier Hub would be.

Reading the TLT ordinance again 173 was read – new to chapter 10 implementing (a new Lodging tax).

TLT read at 7:31 – temporary human occupancy of any type

Chapter 10 title 5 of the code

Second Reading January 09, 2019

Adopted (7:35)

4. Joint Use Facility/Community Center Update

Joint Use Facility Phase II Environmental Report update:

Colleen and Witt are meeting with UPRR to try to get deed restriction lifted.

Site Selection Discussion:

500k or high 400k for property acquisition is a barrier.

(Witt reviews the list of the concerns and topics of discussion had at the Committee Meeting).

Much of the criteria is subjective and the existing site acquisition would cost too much up front.

Each representative goes back to Boards (City Council tonight and Fire Board tomorrow, then JUF Committee meet Friday for consensus).

Mayor Burns: 500k plus displacement and uncertainty - UPRR is a pallet of paint connected to our ideas of parking and charger station parking. The reason we got an alternative site in the first place was in case there was a fatal flaw in the UPRR site.

We could also almost immediately rent out our existing property. Terry feared if we spent the 500k up front, and project got derailed and we couldn't fundraise, etc. we would have missed our opportunity.

Ann: as a former member of the Fire Dept. and having driven fire trucks in and out of the station, I really like it, but not enough to justify 600-700k extra in expenses - I have a few concerns of ingress and egress on HWY 30 and making those turns -this new information makes me favor the UPRR site.

Emily - feels it (UPRR) has potential of economic development and more buzz downtown, and potentially maybe buy additional property for green space in future.

Colleen will need to do some research for grants for public open space within urban areas and would like to hear from Council on ideas to include open space in long term plans for the City.

Witt, maybe we sell a piece of UPRR property and buy that up there for open space - who knows -

Name ideas for new JUF: List was read to Council

Emily fundraising update: I can send the draft out, Colleen will add the numbers tomorrow afternoon

Mayor Burns: solar and parking would be city owned and parking is behind the JUF and people don't have to cross the HWY.

5. Electric Vehicle Charging Station

Global climate summit with Mayors Group: grant opportunity for Pacific Power (3rd round of opportunities is coming up).

Ideally would be a rapid charge - three-phase power (charging time 20 mins) or there are a couple other levels available (charging time around 4 hours)

Potential tourism benefit as well, as an attraction - tertiary service economy.

With this grant we need to perform market data collection (who is using it, where are they coming from etc) - the grant is only for the infrastructure. It would be structured like a gas station.

City permitted parking would generate revenue, sheltered, or not. They were also interested in resiliency infrastructure, ie: solar battery pack facility.

There are State level incentives and larger purchasing pools we can participate in.

Mayor Burns requests consideration of potential future UPRR site development when running conduit and doing joint utility trenching.

CITY OF MOSIER

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Colleen reminded the room that all new public buildings will need to be net zero within 3 years, new homes by 2022. Atlantic Monthly has an article on dark sky that's worth reviewing as well.

Mayor Burns explained if we can get the night sky ordinance in the draft paperwork, then we can require Pacific Power to adhere to our lighting specifications.

6. Staff Development

Witt suggested staff development/performance reviews and wants to discuss metrics to keep staff and Council aligned with strategic documents and include performance mechanisms.

Reduces turnover, adds professional training and development opportunities - outline the objectives based on what we want to accomplish. Council as well, how do we deliver and engage? Do we need training and development - I like the concept of council members having subject areas they pay attention to, learn more about and be more involved in.

This is all emanating from my observations of how many hours they are there, staff retention, improving efficiencies and streamlining deliverables.

Mayor Burns requested Witt help Colleen come up with performance analysis for her to use on her staff, and it can't add burden to the work load the city already has.

Witt: TSP as an example - here are ordinances: If the time frame is 6 months, then we get it on the agenda in 6 months maybe we do the agenda 6 months in advance.

Colleen would like to suggest Council not stop by without an appointment in order to eliminate ad hoc discussions and addition of new projects given what we have going on already. We will have a full-time water operator soon, and eventually we will have to add in normal incentives like retirement benefits to keep staff long term.

Half day retreat was suggested to dedicate restructuring the organization of the projects, council, and engagement.

Sheriff McGill Reported:

900 deputies are needed by 2020 in the State of Oregon.

Extremely difficult for Wasco County to be competitive in the law enforcement market now, we are in a very competitive market. Base salary at State level is higher than top tier Sheriff salary in Wasco County. Recruiting and retention are both extremely difficult at present.

7. Announcements

Mayor Burns: Before next windsurf season - Buoy or two needed in the waterfront park and we can anchor a jet ski on it with a key for local search and rescue.

Sherriff: State marine board can help you with you - aren't clear on our marine program this year given staffing.

Arlene: Tom Watson's son has been missing for 24 days now in Baja, unknown whereabouts, tremendous effort, Mexican Government has been extremely helpful in all possible ways, no sign of him thus far.

Colleen: Our water operator has given a 4-month notice, as the summer will require his full attention at his full-time job. Mayor Burns and others recommended soliciting assistance from other jurisdictions before hiring a full time staffer for water operations.

Adjourn 8:40



EXECUTIVE ORDER NO. 17-20

**ACCELERATING EFFICIENCY IN OREGON'S BUILT ENVIRONMENT
TO REDUCE GREENHOUSE GAS EMISSIONS AND ADDRESS
CLIMATE CHANGE**

WHEREAS, climate change presents a significant threat to our livelihoods, economic security, environment, health, and well-being.

WHEREAS, there has been an increase in extreme weather events, including more frequent and intense heat waves and wildfires. According to the Oregon Climate Change Research Institute and other regional studies, the best available science indicates Oregon is at risk of serious impacts to its natural resources due to climate change.

- Water resources are being affected by decreased winter snowpack, changes to seasonal runoff patterns, decreased precipitation in Eastern Oregon, and increased intensity and occurrence of flooding.
- Agricultural resources are being affected by increases in temperatures.
- Ocean acidification is increasing and there are changes in ocean currents.
- Significant parts of the Oregon coastal region, stretching 363 miles, will be impacted by an expected rise in sea level up to 1 to 4 feet by 2100, incurring billions of dollars of damages and losses to roadways and structures.
- Climate change impacts threaten the State's agricultural, fishing, timber, recreation, and tourism industries, thereby threatening the livelihood of the State's residents and an important source of Gross State Product for the state.

WHEREAS, energy efficiency leads to significant greenhouse gas reductions that are essential to meeting our state greenhouse gas reduction goals and addressing climate change.

WHEREAS, Oregon is committed to meeting the international Paris Agreement targets to reduce greenhouse gas emissions by 26 to 28 percent below 2005 levels by 2025.

WHEREAS, Oregon has adopted goals to reduce greenhouse gas emissions to 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050 as described in ORS 468A.20.



EXECUTIVE ORDER NO. 17-20

PAGE 2

WHEREAS, saving energy by using less energy in buildings is one of the least cost ways to achieve emissions reductions in the energy system – often with a net financial savings over the life of these energy efficiency measures, in particular as energy efficiency technology continues to improve.

WHEREAS, studies have found that building codes in Oregon have had a 97 percent compliance rate; and as building codes become more energy efficient, we will continue to strive toward excellence in construction and building codes, which are applicable statewide and provide uniformity and predictability for building owners and contractors and equity for residents and businesses.

WHEREAS, Oregon is an international leader in energy efficiency, has in-state energy efficiency expertise, and a skilled workforce to continue to be a leader; and Oregon can build on its reputation through emphasis on state leadership, building codes for newly constructed buildings, and retrofits for existing buildings.

WHEREAS, energy efficiency is a critical and growing portion of the State's clean energy economy. Investments in energy efficiency sustain a workforce of over 40,000 jobs statewide; 70 percent of these are small businesses with 11 employees or fewer. Investments in energy efficiency result in an average annual increase of gross state product of over \$132 million, and the resulting reduction in energy costs generates an additional \$32 million per year.

WHEREAS, low income and other underserved communities often struggle to access energy efficiency programs that will save them money and improve housing quality over the long-term and the State can take steps to implement policies that increase the availability of energy efficiency to these residents.

WHEREAS, state government has a responsibility to lead by example in its adoption of energy efficiency to achieve a more cost-effective and clean energy future.

WHEREAS, energy efficiency actions increase the health, safety, and resiliency of Oregon's buildings and homes, resulting in lower health care costs borne by the State and its residents.



EXECUTIVE ORDER NO. 17-20

PAGE 3

WHEREAS, an energy system with distributed generation, energy efficiency, and storage capacity can build resiliency in the face of climate change related disruptions and other disasters.

NOW, THEREFORE, IT IS HEREBY DIRECTED AND ORDERED:

1. **Definition.** For purposes of this Executive Order, “state agency” shall be defined as any agency within the Executive Department as defined in ORS 174.112, other than the Oregon Secretary of State, Oregon State Treasury, Oregon Department of Justice, and Oregon Bureau of Labor and Industries.
2. **Statement of Policy.** It is the policy of the State of Oregon to establish an aggressive timeline to achieve net zero energy ready buildings as a standard practice in buildings across the state. Review and regular improvements to the energy provisions of the state building code will occur on at least a three-year cycle for residential and commercial buildings. Directives in this Executive Order related to energy efficiency, electric vehicle readiness, and solar installation readiness are essential to meeting this policy, as is a focus on retrofitting older, less-efficient buildings and demonstrating energy efficiency leadership in state-owned and state-leased buildings.
3. **Energy Efficiency Leadership in State Buildings**
 - A. **High Performance Energy Targets for Existing State Buildings.** State agencies will use high performance energy use targets for remodels in all existing state-owned buildings. Department of Administrative Services (DAS) and Oregon Department of Energy (ODOE) are directed to consider ASHRAE 100 Standard pathways and work with all state agencies to adopt targets for any remodels that begin after the date of this executive order. State agencies that are not meeting energy use targets will work with ODOE and DAS to undertake energy retrofits to increase the efficiency of their buildings. ODOE is directed to report on and track all state-owned building energy use to guide agencies to implement tactical and achievable energy use reductions. ODOE will work with all agencies to benchmark and identify buildings for retrofits. A database of all eligible state-owned buildings will be created by June 1, 2018.



EXECUTIVE ORDER NO. 17-20

PAGE 4

- B. Carbon-Neutral Operations for New State Buildings. DAS and ODOE are directed to work with state agencies to ensure that new state owned buildings permitted after January 1, 2022 and used primarily for office and other commercial work space are designed to be able to operate as carbon-neutral buildings defined with full fuel-cycle considerations that are inclusive of, but not limited to, off-site renewable energy and other provisions of ASHRAE standard 189.1. In addition, DAS and ODOE are directed to analyze feasible options with the Department of Environmental Quality that would lower the embodied carbon of building materials in new construction of state buildings.
- C. Statewide Plug-Load Strategy. DAS and ODOE are directed to develop a statewide plug-load management strategy and strategies for other occupant behavior changes to reduce energy uses not regulated by codes and standards. DAS and ODOE will develop a plug load strategy by January 1, 2019, and DAS will update policies for behavior-based efficiency by January 1, 2020.
- D. Energy Efficient Equipment. DAS, with support from ODOE, is directed to ensure that all equipment purchased by the state meets high-efficiency energy and water use specifications by incorporating efficiency standards into procurement requirements. DAS and ODOE will develop procurement requirements in the 2018-19 fiscal year.
- E. Lifecycle Cost Analysis. ODOE is directed to analyze state building costs, including lifecycle energy and water use costs or savings, when considering energy and water upgrades for state buildings. By January 1, 2019, ODOE, working with DAS, will develop analysis tools that can inform the high performance energy use targets and carbon neutral requirements for state buildings referenced above.
- 4. Increasing Energy and Water Efficiency in New Construction Across the State**
- A. Solar Ready Building Construction. The appropriate advisory board(s) and the Department of Business and Consumer Services Building Codes Division (BCD) are directed to conduct code amendment of the state



EXECUTIVE ORDER NO. 17-20
PAGE 5

building code to require all newly constructed buildings will be ready for the installation of solar panels and related technologies by October 1, 2020 for residential structures and October 1, 2022 for commercial structures. BCD may establish limited specific exemptions to this solar-ready policy for buildings where solar applications are infeasible.

- B. Electric Vehicle Ready Building Construction. The appropriate advisory board(s) and BCD are directed to conduct code amendment of the state building code to require that parking structures for all newly constructed residential and commercial buildings are ready to support the installation of at least a level 2 EV charger by October 1, 2022. BCD may establish limited specific exemptions related to types of parking lots, such as temporary parking lots.
- C. Zero-Energy Ready Homes. The appropriate advisory board(s) and BCD are directed to conduct code amendment of the state building code to require newly constructed residential buildings to achieve at least equivalent performance levels with the 2017 U.S. Department of Energy Zero Energy Ready Standard by October 1, 2023.
- D. Increasing Energy Efficiency in Commercial Construction. The appropriate advisory board(s) and BCD are directed to conduct code amendment of the state building code to require, by October 1, 2022, that newly constructed commercial buildings, averaged across building types, will exceed International Energy Conservation Code and ASHRAE 90.1 by achieving at least equivalent performance levels with the measurable prescriptive energy efficiency portions of the most current version of ASHRAE 189.1 that are construction-related.
- E. Helping Key, Expanding Industries to Save Costs by Reducing their Energy Footprint. ODOE, in consultation with BCD, is directed to work with industry stakeholders to identify key high-energy use industries that have the potential to realize significant cost savings and energy savings through building code amendments as it relates to their industrial building types. ODOE and BCD are directed to provide the Governor with a report of its analysis and findings by January 1, 2019.



EXECUTIVE ORDER NO. 17-20

PAGE 6

- F. Improved State Standards for Appliances. ODOE is directed to work with appliance industry stakeholders to identify categories of appliances for improved efficiency standards, while considering appliance standards of other states, potential efficiency gains, potential costs, and supply chains for the regional market for appliances. ODOE is directed to provide the Governor with a report of its analysis and identify categories of appliances for improved efficiency by November 1, 2018.
- G. High Efficiency Water Fixtures. The appropriate advisory board(s) and BCD are directed to conduct code amendment of the state building code to require high-efficiency water fixtures in all new buildings by January 1, 2020.
- H. Increased Water Efficiency in On-Site Reuse. The appropriate advisory board(s) and BCD are directed to conduct code amendment of the state building code to require water efficiency improvements in all newly constructed commercial buildings through standards for capture and safe reuse of water for irrigation purposes by October 1, 2025.

5. Increasing Energy Efficiency through Retrofits of Existing Buildings Across the State

- A. Energy Trust of Oregon Pilot Programs. Oregon Public Utility Commission (PUC) is directed to work with the Energy Trust of Oregon and interested stakeholders to expand meter-based savings pilot programs, including pay-for-performance pilot programs, by January 1, 2019. PUC shall consider inclusion of pilot programs, which do not significantly raise energy efficiency delivery costs, and that focus on existing single family homes, multi-family residential buildings, commercial buildings, and methods to incentivize energy efficiency in building stock that is significantly below current building code requirements.
- B. Prioritizing Energy Efficiency in Affordable Housing to Reduce Utility Bills. ODOE, PUC, and Oregon Housing and Community Services (OHCS) are directed to work together to assess energy use in all affordable housing stock and develop a ten-year plan for achieving



EXECUTIVE ORDER NO. 17-20

PAGE 7

maximum efficiency, as well as a continuum of efficiency levels up to maximum efficiency in affordable housing across the state by January 1, 2019. As part of the assessment, the agencies shall consider new resources and best practices and shall seek assistance from Energy Trust of Oregon and Bonneville Power Administration. OHCS is directed to expand its existing multi-family energy program and green energy path requirements, including a manufactured home replacement program through pilot programs and initiatives, while considering multiple values from energy efficiency improvements, such as health and habitability.

- C. Coordination of Data. ODOE and PUC are directed to support and assist private sector partners in efforts to coordinate sharing of data that shows projected energy use reductions in the region. This data will be made available to the public to inform energy efficiency policies, as appropriate, by January 1, 2020.
- D. Evaluation of Energy and Resiliency Efforts. ODOE and PUC are directed to evaluate the state's distributed energy resources and the efficiency of energy systems needed to improve Oregon's recovery from a disaster situation. ODOE and PUC are directed to provide the Governor with a report of their analysis and findings by January 1, 2019.

- 6. **Analysis of Cost.** State agencies are expected to implement this Executive Order using the least cost methods available. ODOE and BCD, in consultation with DAS, PUC, and OHCS, are directed to adopt a cost-analysis tool through a process that involves meaningful public input by December 1, 2019. State agencies shall use this cost analysis tool to determine whether any directive in this Executive Order should be deferred for one year or, if specific to a building code related directive, to the next building code cycle, due to significant cost at the time of implementation of that directive. All state agency processes for determining deferment of a directive in this Executive Order must include at least one public meeting that allows interested stakeholders to provide input.



EXECUTIVE ORDER NO. 17-20
PAGE 8

7. **Implementation.** The implementation of this Executive Order shall be coordinated through a Built Environment Efficiency Working Group, which will also identify any structural barriers or barriers to information sharing that may slow the progress of any directive in this Executive Order. The Built Environment Efficiency Working Group will review directives in this Executive Order, seek input from interested stakeholders, and recommend opportunities to provide equitable access to clean energy by removing barriers to achieving energy efficiency in the built environment to the Governor and state agencies. The Built Environment Efficiency Working Group shall include the following agencies: DAS, ODOE, BCD, PUC, and OHCS. Agencies shall implement each directive in this Executive Order using their existing internal processes and established rulemaking procedures, including recommendations from any boards. This Executive Order is intended to be consistent with obligations under federal and state law and shall be interpreted as to not violate any requirement of federal or state law.

8. The Governor encourages the Secretary of State, the State Treasurer, the Attorney General, and the Commissioner of the Bureau of Labor and Industries to adopt policies and practices to accelerate efficiency in the built environment consistent with measures in this Executive Order. DAS and ODOE are directed to assist the above-mentioned officials and entities of state government in accomplishing these objectives as they may request.

Done at Portland, Oregon, this ___ day of November, 2017.

Kate Brown
GOVERNOR

ATTEST:

Dennis Richardson
SECRETARY OF STATE



EXECUTIVE ORDER NO. 17-21

**ACCELERATING ZERO EMISSION VEHICLE ADOPTION IN OREGON
TO REDUCE GREENHOUSE GAS EMISSIONS AND ADDRESS
CLIMATE CHANGE**

WHEREAS, climate change presents a significant threat to our livelihoods, economic security, environment, health, and well-being.

WHEREAS, there has been an increase in extreme weather events, including more frequent and intense heat waves and wildfires. According to the Oregon Climate Change Research Institute and other regional studies, the best available science indicates Oregon is at risk of serious impacts to its natural resources due to climate change.

- Water resources are being affected by decreased winter snowpack, changes to seasonal runoff patterns, decreased precipitation in Eastern Oregon, and increased intensity and occurrence of flooding.
- Agricultural resources are being affected by increases in temperatures.
- Ocean acidification is increasing and there are changes in ocean currents.
- Significant parts of the Oregon coastal region, stretching 363 miles, will be impacted by an expected rise in sea level up to 1 to 4 feet by 2100, incurring billions of dollars of damages and losses to roadways and structures.
- Climate change impacts threaten the State's agricultural, fishing, timber, recreation, and tourism industries, thereby threatening the livelihood of the State's residents and an important source of Gross State Product for the state.

WHEREAS, climate-related pollution from transportation and other emissions is projected to create \$1.1 billion in health costs for Oregon families to bear by 2040, including asthma, heart disease, stroke, and cancer; and internal combustion engines burning fossil-based fuels are the largest contributor of greenhouse gas emissions in Oregon, with the transportation sector accounting for 37 percent of greenhouse gas emissions and light-duty vehicles alone accounting for 25 percent of greenhouse gas emissions, all while the state's transportation sector related greenhouse gas emissions continue to grow.

WHEREAS, Oregon is committed to meeting the international Paris Agreement targets to reduce greenhouse gas emissions by 26 to 28 percent below 2005 levels by 2025.



EXECUTIVE ORDER NO. 17-21
PAGE 2

WHEREAS, Oregon has adopted goals to reduce greenhouse gas emissions to 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050 as described in ORS 468A.20.

WHEREAS, greater transition of internal combustion engines to zero emission vehicles, like electric cars, buses, and trucks, play a key role in helping Oregon achieve its climate change goals, improving the health of Oregon communities, and encouraging clean energy job development.

WHEREAS, zero emission vehicles provide multiple benefits to Oregonians, including operating quietly and cleanly; allowing home refueling; lowering operating, maintenance, and fuel costs; and reducing pollutants such as carbon dioxide and black carbon emitted through diesel combustion.

WHEREAS, emissions associated with the combustion of fossil fuels have a negative health impact for Oregonians and, in particular, communities located close to major highways, and the use of zero emission vehicles can have immediate positive impacts on local air quality and public health.

WHEREAS, the median Oregon household spends four to five percent of its income on transportation fuel costs, and Oregon businesses and residents could benefit from the lower costs of zero emission vehicle operation and maintenance and the diversification of our transportation fuels, including electricity, which can help offset price volatility and political instability associated with petroleum fuels.

WHEREAS, the development of a robust clean energy economy includes the sales of electric vehicles, chargers, and other equipment as well as the installation and maintenance of charging equipment that will encourage clean energy job development at a local level.

WHEREAS, Oregon is a member of the following organizations and coalitions that have zero emission vehicle goals and commitments:

- The International Zero Emission Vehicle Alliance has committed that all new light-duty vehicle sales will have an electric powertrain as soon as possible and no later than 2050.



EXECUTIVE ORDER NO. 17-21
PAGE 3

- The Pacific Coast Collaborative established and supports the West Coast Electric Fleets initiative to expand the use of electric vehicles in fleets and the West Coast Green Highway to provide resources for zero emission vehicles on Interstate-5.
- The Zero Emission Vehicle Multi-State Memorandum of Understanding has an Action Plan Goal of a minimum of 25 percent of new light-duty state fleet purchases and leases for applicable uses, to the extent available, will be zero emission vehicles by 2025.

NOW, THEREFORE, IT IS HEREBY DIRECTED AND ORDERED:

- 1. Definition.** For purposes of this Executive Order, “state agency” shall be defined as any agency within the Executive Department as defined in ORS 174.112, other than the Oregon Secretary of State, Oregon State Treasury, Oregon Department of Justice, and Oregon Bureau of Labor and Industries.
- 2. Statement of Policy and Establishing Statewide Goal.** It is the policy of the State of Oregon to establish an aggressive timeline to achieve a *statewide goal of 50,000 or more registered and operating electric vehicles by 2020*. This short-term goal will ensure the state is on track to meet ambitious long-term goals described above. There are currently approximately 16,000 electric vehicles registered in Oregon and establishing this new state goal will focus state agencies and partners in transitioning public and private fleets to electric vehicles to achieve multiple climate change goals and commitments. Strategies outlined in this executive order will close cost gaps, infrastructure gaps, and information gaps to help accelerate the transition toward electric vehicles.
- 3. Oregon State Agencies Leading by Example with Increased Use of Electric Vehicles.**
 - A. State Electric Vehicle Chargers to Support the State Goal.** The Department of Administrative Services (DAS) and the Oregon Department of Energy (ODOE) are directed to develop a plan and estimated budget through 2025 to install electric vehicle chargers for the operation of state agency owned electric vehicles, public charging at



EXECUTIVE ORDER NO. 17-21
PAGE 4

state facilities, and state employee charging. The number and placement of electric vehicle chargers will be designed to provide sufficient charging infrastructure necessary for the state to achieve the fleet conversion goals of the Pacific Coast Collaborative West Coast Electric Fleet initiative described above.

- B. Electric Vehicle Policy for State Parking Lots to Support the State Goal. DAS is directed to add electric vehicle charging as a priority criteria for parking lot waitlists, add electric vehicle charging capacity for employee and public visitor parking lots, develop contracts for the procurement and installation of charging infrastructure, and incorporate electric vehicle charging as a tenant improvement for state-leased buildings.
- C. Long-term Return on Investment of Electric Vehicles to Support the State Goal. DAS, in cooperation with ODOE, is directed to develop a tool to calculate the long-term return on investment and life-cycle costs of electric vehicles using costs and savings including but not limited to vehicles purchase, fuel, and maintenance. This tool will inform state agencies of potential cost savings for greater state agency fleet conversion toward zero emission vehicles to achieve the state goal established in Section 2. In addition, DAS is directed to develop a “Low-Emission Vehicle First” policy, to encourage state employees to first use electric vehicles or other low-emission vehicles in the state fleet.
- D. Bulk Electric Vehicle Purchases to Support the State Goal. DAS and ODOE are directed to improve the use of the West Coast Electric Fleets initiative for electric vehicle bulk procurement to reduce costs for electric vehicle purchases.
- E. Enabling Electric Vehicle Purchases and Infrastructure to Support the State Goal. DAS, in cooperation with all state agencies, is directed to inform and support legislative changes that would enable increased charging infrastructure and state agency electric vehicle purchases.

4. Increasing Oregonians’ Access to Electric Vehicles.

- A. Electric Vehicle Rebate Programs Designed to Achieve the State Goal. The Oregon Department of Environmental Quality (DEQ) is directed to



EXECUTIVE ORDER NO. 17-21
PAGE 5

conduct rulemaking for the electric vehicle rebate programs, established in HB 2017 (2017), to encourage Oregonians to purchase or lease electric vehicles such that these rebate programs are designed to achieve the state goal established in Section 2. As part of the rulemaking, DEQ is directed to develop strategies to help ensure Oregonians are informed about the opportunities to reduce the costs of electric vehicle purchases and leases through the Electric Vehicle Rebate program, in addition to robust outreach to low-income communities and organizations through the Charge Ahead Rebate program.

- B. Clean Fuels Program Designed to Achieve the State Goal. DEQ is directed to conduct rulemaking for the Clean Fuels Program to support greater electric vehicle adoption, in cooperation with the Oregon Public Utility Commission (PUC), such that the program is designed to support innovative solutions in the evolving electric vehicle market and achieve the state goal established in Section 2. DEQ is directed to develop a method to aggregate and monetize all eligible electric vehicle credits in the Clean Fuels Program to assist in achieving the state goal.
- C. Zero Emission Vehicle Regulation Designed to Achieve State Goal. Today, DEQ's zero emission vehicle regulation requires car manufacturers to sell six to eight percent electric vehicles for new light-duty sales by 2025. DEQ is directed to work with the Environmental Quality Commission to maintain consistency with California's zero emission vehicle regulation, including efforts to ramp up regulatory requirements. DEQ is directed to participate in federal assessments of vehicle emissions standards and work with the Department of Justice to take appropriate steps to retain California's exemption for vehicle standards that are more protective of air quality under the federal Clean Air Act Section 209.
- D. Consumer Engagement in Transportation Electrification Plans to Achieve the State Goal. PUC, with input from interested stakeholders, is directed to implement the transportation electrification program, established in SB 1547 (2015), to support consumer engagement in the investor-owned utilities' transportation electrification plans such that the transportation electrification program is designed to achieve the state goal established in Section 2. Wherever possible, the PUC is directed to



EXECUTIVE ORDER NO. 17-21
PAGE 6

encourage programs that support greater electric vehicle adoption in moderate- and low-income communities.

5. Increasing Oregonians' Access to Electric Vehicle Charging Infrastructure.

- A. Leveraging Volkswagen Mitigation Fund to Support the State Goal. DEQ, in cooperation with Oregon Department of Transportation (ODOT), ODOE, and Oregon Health Authority Public Health Division, is directed to engage interested stakeholders and receive public comments to inform development of a plan to leverage up to 15 percent of the Volkswagen Mitigation Fund to support vehicle electrification. This plan will use part of Oregon's share of the Volkswagen Diesel Settlement (Appendix D), consistent with the limitations on the use of such funds, to develop and maintain electric vehicle charging stations with a focus on connecting rural communities, low-income communities, and Oregonians living in multi-family homes, while complementing the Electric Vehicle Rebate Program and Charge Ahead Rebate Program that were established in HB 2017 (2017).
- B. Leveraging Volkswagen Zero Emission Vehicle Fund to Support the State Goal. ODOT, in cooperation with ODOE, DEQ, PUC, and local governments, is directed to facilitate the application process for fund deployment of the Volkswagen "Electrify America" investments and projects under the Zero Emission Vehicle Fund, which are developed in accordance with the Volkswagen Diesel Settlement (Appendix C). In addition, these agencies will develop proposals for future 30-month investment periods for the Volkswagen "Electrify America" Zero Emission Vehicle Investment Plans to achieve the state goal established in Section 2.
- C. Charging Infrastructure in Transportation Electrification Plans to Achieve the State Goal. PUC, with input from interested stakeholders, is directed to implement the transportation electrification program, established in SB 1547 (2015), to support electric vehicle charging in the investor-owned utilities' transportation electrification plans such that the transportation electrification program is designed to achieve the state goal established in Section 2. Wherever possible, the PUC is directed to



EXECUTIVE ORDER NO. 17-21
PAGE 7

encourage programs that support greater electric vehicle adoption in moderate- and low-income communities.

- D. Electric Vehicle Ready Building Construction to Achieve the State Goal. The appropriate advisory board(s) and the Department of Business and Consumer Services Building Codes Divisions (BCD) are directed to conduct code amendment of the state building code to require that parking structures for all newly constructed residential and commercial buildings are ready to support the installation of at least a level 2 EV charger by October 1, 2022. BCD may establish limited specific exemptions related to types of parking lots, such as temporary parking lots.

6. Providing Partners with Information on Electric Vehicle Use and Functionality.

- A. Assisting School Districts to Support the State Goal. ODOE, working with ODOT, PUC, DEQ, and the Department of Education, is directed to develop tools and provide information to assist school districts in making decisions about zero emission vehicle bus options when replacing school buses.
- B. Assisting Transit Agencies to Support the State Goal. ODOT, working with ODOE, PUC, and DEQ, is directed to develop tools, information, and best practices to assist transit agencies when making decisions about zero emission vehicle bus technology adoption in transit fleets for their transit districts. In addition, ODOT, working with ODOE, DEQ, and Oregon Health Authority Public Health Division, is directed to engage with transit agencies and interested stakeholders to assess how zero emission vehicle technologies can help to reduce lifecycle emissions, improve public health, and save costs in the heavy-duty sector, including through the accelerated transition to zero-emission buses.
- C. Assisting Consumer Owned Utilities to Support the State EV Goal. ODOE is directed to engage with consumer and public-owned utilities to enable increased electric vehicle adoption in their service territories and provide technical assistance on strategies to accommodate increased



EXECUTIVE ORDER NO. 17-21
PAGE 8

loads on their electric systems in order to achieve the state goal established in Section 2.

- D. Assisting Investor Owned Utilities to Support the State EV Goal. PUC, in collaboration with utilities and stakeholders, is directed to oversee development of strategies to encourage continuous improvement of the investor-owned utilities' transportation electrification plans, established pursuant to SB 1547 (2015), to achieve the state goal established in Section 2.

7. Celebrating Achievements by Recognizing Businesses and Organizations that Lead Oregon in Electric Vehicle Adoption.

- A. Establishing Governor's Awards for Automobile Dealerships. ODOE is directed to design and establish "Governor's Awards" for automobile dealerships to encourage sales of electric vehicles, such as highest annual electric vehicle sales and highest percentage per capita of electric vehicle sales in a year.
- B. Establishing Governor's Awards for Businesses or Organizations. ODOE is directed to design and establish "Governor's Awards" that recognize businesses and organizations which support increased electric vehicle adoption, such as through installing charging infrastructure and converting fleets to electric vehicles.

- 8. Implementation.** The implementation of this Executive Order shall be coordinated through a Zero Emission Vehicle Working Group, which will also identify any structural barriers or barriers to information sharing that may slow the progress of any directive in this Executive Order. The Zero Emission Vehicle Working Group will review directives in this Executive Order, seek input from interested stakeholders, and recommend opportunities to provide equitable access to clean energy by removing barriers to electric vehicles and electric vehicle chargers to the Governor and state agencies. The Zero-Emission Vehicle Agency Working Group shall include the following agencies: DAS, ODOE, OPUC, ODOT, and DEQ. ODOE will lead a collaborative effort through this interagency working group to develop goals, metrics, and other indicators of progress and will establish a website to share information about the directives in this Executive Order with the public. Agencies shall implement each directive in



EXECUTIVE ORDER NO. 17-21
PAGE 9

this Executive Order using their existing internal processes and established rulemaking procedures, including recommendations from any boards. This Executive Order is intended to be consistent with obligations under federal and state law and shall be interpreted as to not violate any requirement of federal or state law.

9. The Governor encourages the Secretary of State, the State Treasurer, the Attorney General, and the Commissioner of the Bureau of Labor and Industries to adopt policies and practices to accelerate zero emission vehicle adoption consistent with measures in this Executive Order. DAS and ODOE are directed to assist the above-mentioned officials and entities of state government in accomplishing these objectives as they may request.

Done at Portland, Oregon, this ____ day of November, 2017.

Kate Brown
GOVERNOR

ATTEST:

Dennis Richardson
SECRETARY OF STATE

Staff Report

Meeting Date: 1/23/19

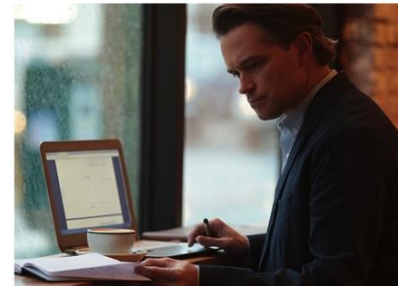
<u>Staff:</u>	Colleen Coleman, City Manager
<u>Agenda Title:</u>	Electric Vehicle (EV) Charging Station Grant Opportunities
<u>Agenda Action:</u>	Opportunity preparedness discussion led by Mayor Burns
<u>Fiscal Impact:</u>	substantial benefit to city budget for EV charging station technical assistance and equipment
<u>Staff Recommendation:</u>	1) Apply for PacifiCorp technical evaluation to determine location of the charger, what kind of charger to install, as well as an outline of scope and budget for implementation, with general costs. 2) Apply for Pacific Power's Transportation Electrification Pilot Program in concert with 3) application for the PacifiCorp Electric Transportation Grant. 4) June 2019, secure a line item in the City's 2019/2020 'Streets' and/or 'General' funds capital budget. Other resources include TLT funds and state/federal infrastructure funds.

January 8th, Mayor Burns and City Manager attended an informational meeting with three representatives from PacifiCorp, and one from MCEDD, who are responsible for grant funding, program management, and implementation of Transportation Electrification/Energy Infrastructure programs in the Columbia Gorge. Currently, there are three options for assistance from PacifiCorp:

- 1) Technical evaluation and feasibility assessment from a PacifiCorp technician to determine type of charging (level 1, 2, or 3); site location, power availability and estimated construction costs. This step is free to the City and is required prior to applying for an Electric Transportation grant from PacifiCorp.
- 2) Mosier application for PacifiCorp's pilot program. If Mosier is selected, PacifiCorp would provide planning, design and possible installation of Mosier's EV charging station with most or all of the costs covered.
- 3) Application for PacifiCorp Electric Transportation Grant (see following slides for details).

Mayor Burns is currently spearheading communications for this project with PacifiCorp representatives and will follow up with the City Manager on next steps. Communications from Lori Wyman and Eva Delesaro, our regional representatives from PacifiCorp, have indicated that the City is in PacifiCorp's queue to receive technical assistance / feasibility assessment of the Mosier EV project. Once the feasibility is complete, they will evaluate the City's candidacy for their Transportation Electrification Pilot Program.

Electric Transportation Grant Update



January 7, 2018

Electric Transportation Programs



- Outreach & Education
- EV Charging Station Grants
- Public Charging Stations*

**OR only*

Electric Vehicle Charging Grants

State	Funds	Timeline	Funding Breakdown
Oregon	\$1.45M	Q4 2018-Q4 2019	75%- Community evaluation 25%- Fleet electrification

Eligible Expenses



- Capital expenses include costs directly associated with installation of EVSE
- EVSE Hardware and installation costs, make ready costs, and upfront software license costs
- Outreach and education may be considered for funding (signage, educational workshops)

Ineligible Expenses



- Vehicle purchase or lease
- Project management costs*
- Ongoing operations and maintenance costs
- Energy costs
- Ongoing network subscription or other software costs
- Site and maintenance costs that would occur without charging infrastructure

2019 Grant Cycle

Quarter	Cycle Opens	Cycle Closes
Q1	Jan. 15	Feb. 15
Q2	April 15	May 15
Q3	July 15	Aug. 15
Q4	Oct. 15	Nov. 15

