CITY OF LINCOLN CITY
CITY COUNCIL AGENDA
REGULAR MEETING

Monday, April 27, 2026, 6:00 p.m.
City Hall - Council Chambers
801 SW Highway 101- 3rd Floor
Lincoln City, OR 97367

PUBLIC COMMENT INFORMATION

Members of the public may provide comment by using one of the following methods: in person at the meeting, by email, or via Zoom or telephone (advance request required).

To request remote participation (Zoom or telephone), please email **publiccomment@lincolncity.org** no later than **12:00 p.m. (noon) on the Friday prior to the meeting**, and include your **name** and the **subject** you wish to address.

To submit public comment by email, please send your comments to **publiccomment@lincolncity.org** no later than **12:00 p.m. (noon) on the day of the meeting**, and include your **name** and the **subject** you wish to address.

Only emails submitted to this address will be included in the official record. Zoom participation instructions will be provided prior to the meeting. Individuals participating via Zoom or telephone must remain muted until the public comment portion of the agenda.

All emailed public comments will be entered into the official record, distributed to the governing body, and summarized. Due to privacy considerations, public comments are generally not published in the online agenda packet.

ACCESSIBILITY & ACCOMMODATIONS

This meeting location is accessible to persons with disabilities.
Requests for the following must be made at least **48 hours in advance** for: sign language interpreter, hearing-assistive device and/or other accommodations.

To request accommodations or materials in an alternate format, please contact:
ADA Coordinator: Kevin Mattias
Phone: 541-996-1221
Email: kmattias@lincolncity.org

Additional information is available on the City's ADA Accessibility webpage regarding compliance with Title II of the Americans with Disabilities Act.

ASSISTIVE LISTENING SYSTEM

The Council Chambers are equipped with a **hearing loop system**, compatible with hearing aids and cochlear implants that utilize telecoils.
Receiver units with headphones are available for individuals without compatible devices.

GENERAL INFORMATION

The City Council reserves the right to add or delete items as needed, change the order of the agenda, and discuss any other business deemed necessary at the time of the meeting.

Agenda materials are available online at:
www.lincolncity.org/publicmeetings

This meeting will be broadcast live on **Channel 4** and rebroadcast multiple times daily.

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. CONSENT AGENDA

E. COUNCIL DELIBERATIONS

F. COMMENTS FROM PUBLIC PRESENT ON AGENDA/NON-AGENDA ITEMS

Article I, Section 8, of the Oregon Constitution provides: "No law shall be passed restraining the free expression of opinion, or restricting the right to speak, write, or print freely on any subject whatever; but every person shall be responsible for the abuse of this right." Be advised: Comments by citizens under this Public Comments Section of the Agenda or under Public Hearings are solely the opinions and statements of the speakers and are not statements by the City of Lincoln City and do not represent the opinions of the City of Lincoln City, its officers or employees.

G. PRESENTATIONS

G.1 Annual Community Sustainability Report to City Council

H. PUBLIC HEARING / ORDINANCE

I. PUBLIC HEARINGS / PUBLIC COMMENTS

J. ORDINANCES

K. RESOLUTIONS

K.1 Resolution 2026-08 Final Lincoln City Climate Action Plan

K.2 Resolution 2026-09 - Authorizing a Full Faith and Credit Borrowing

L. SPECIAL ORDER OF BUSINESS

L.1 Schooner Creek Discovery Park - 7th Amendment to Design-Build Agreement

L.2 Pacific Power Lease Agreement for NE 17th and Oar Communication Site

L.3 NE 17th Street Waterline Road Closure (101 to Lee)

M. CITY MANAGER/CITY ATTORNEY REPORTS

N. ACTIONS, IF ANY, BASED ON WORK SESSION, EXECUTIVE SESSION, OR PUBLIC COMMENT

O. ADDITIONAL COMMENTS FROM PUBLIC PRESENT ON NON-AGENDA ITEMS

Article I, Section 8, of the Oregon Constitution provides: "No law shall be passed restraining the free expression of opinion, or restricting the right to speak, write, or print freely on any subject whatever; but every person shall be responsible for the abuse of this right." Be advised: Comments by citizens under this Public Comments Section of the Agenda or under Public Hearings are solely the opinions and statements of the speakers and are not statements by the City of Lincoln City and do not represent the opinions of the City of Lincoln City, its officers or employees.

P. ANNOUNCEMENTS OR COMMENTS BY CITY COUNCIL

Q. ADJOURNMENT

City of Lincoln City
Council Communication

2025 Annual Report from the Sustainability Committee

Meeting Date: 4/27/2026	Primary Staff Contact: Andrea Riner
Department: Planning & Community Development	Email: ariner@lincolncity.org
Secondary Dept:	Secondary Contacts:
Approval: Daniel Hunter	Estimated Time: 5 minutes
Strategic Priority: Environment	

Question:
What were the primary activities of the Community Sustainability Committee in 2025?

Staff Recommendation:
Staff recommends the Council review the attached Annual Report and provide comments and feedback as necessary. Members of the Sustainability Committee will also make a brief presentation to the Council

Authority:
Per Lincoln City Municipal Code (LCMC) 2.06.100 Reports to Council:

> Each appointive body shall report to the City Council upon the request of the City Council or City Manager. Council expects quarterly reports, but there shall be no less than one report per fiscal year.

Background:
The Community Sustainability Committee, in collaboration with Planning staff, have prepared the attached Annual Report. Since this is the first time an Annual Report has been prepared, the Committee used a longer time frame to include work completed in 2024. The Sustainability Committee is also preparing a brief presentation to Council for the meeting on April 27, 2026.

Council Options:
For information only, no action needed.

Attachments:

Annual Report from the Lincoln City Community Sustainability Committee

City of Lincoln City
COMMUNITY SUSTAINABILITY COMMITTEE

2025 Annual Report

Committee Purpose
To increase awareness and actions that foster a more sustainable living agenda for residents and visitors to thrive economically, socially, and environmentally.

Meetings
The Committee meets on the fourth Thursday of every month at 3:00 pm in the Public Works Conference Room of City Hall.

Membership
Current members include Victoria McOmie, Lenny Folino, and Lexi Howell. Monica Spady served as Committee Chair in 2025 until her term expired on October 7th. Lexi Howell is the current Committee Chair. There are three vacant positions, including one youth position.

Staffing
Following the departure of City Manager Daphnee Legarza in June, Andrea Riner of the Planning & Community Development Department now serves as staff to this committee.

Overview of Meetings
The Sustainability Committee met five times in 2025 (February 27th, May 22nd, August 28th, September 25th and October 23rd. Several meetings were canceled pending the approval of the Lincoln City Climate Action Plan (CAP) by the City Council. The draft CAP was developed in partnership with the Sustainability Committee and was approved by the Committee at their May meeting. Next steps include the development of an updated work plan based on the recommendations of the CAP and any guidance provided by City Council.

In addition to the CAP, other topics discussed by the Sustainability Committee include updates to the Lincoln City Municipal Code Chapter 2.66 by Ordinance No. 2025-03, EV charging station implementation, and review of the Lincoln City Housing Production Roadmap.

A message from the Sustainability Committee is provided on the following page.

COMMITTEE MESSAGE

Overview of 2024: A VERY BUSY YEAR

Last year the Committee worked closely with former City Manager Daphnee Legarza to develop a scope of work for the Climate Action Plan, and to identify costs and funding for the project. The Committee participated in the selection of Dudek as the consulting team and worked closely with staff and the consultant to develop and review various components of the CAP.

The Sustainability Committee wishes to express their appreciation for the hard work provided by Ms. Lagarza in support of the Committee and her efforts to fund and develop the Lincoln City Climate Action Plan.

Overview of 2025: FINALIZING THE CLIMATE ACTION PLAN (CAP)

In addition to continuing work on the CAP, the Committee worked with staff to revise Lincoln City Municipal Code (LCMC) 2.66 in order to incorporate changes to the Membership and the Powers and duties of this section. The Committee had hoped to see the CAP reviewed and approved by the City Council before the end of the year. Due to the departure of City Manager Legarza this was not possible, and several meetings needed to be canceled. The responsibility of staffing the Sustainability Committee was also transferred to the Planning Department during this time.

Goals for 2026: IMPLEMENTING THE CAP

Looking forward, the Sustainability Committee established the following key goals for the work over the next year:

- Support the City Council in the review and approval of the Lincoln City Climate Action Plan;
- Work with staff to clearly identify the Committee's role and to develop a work plan outline to guide meetings, presentations, and projects over the coming months.
- Continue to build capacity in the area of sustainability and climate action through ongoing presentations and field trips with City Departments, such as Explore Lincoln City, Parks and Recreation, and Public Works.
- Work with partner agencies identified in the CAP, such as NW Natural and North Lincoln Sanitary Services to further understand their sustainability work;
- Research and document sustainability and climate action planning efforts in other Oregon coastal communities; and
- Consider the nexus of CAP strategies with the Housing Production Strategy and ongoing Public Works transportation planning.

Lincoln City Community Sustainability Committee

ANNUAL REPORT TO CITY COUNCIL

2025

Committee PURPOSE

- To increase awareness and actions that foster a more sustainable living agenda for residents and visitors to thrive economically, socially, and environmentally.

Sustainability MEANING

- “Meeting the needs of the present generation without compromising the ability of future generations to meet their own needs.”
- Sustainability considers the long-term health of the systems created by our natural environment, our economy, and our community.

Lincoln City
Community Sustainability Committee

Serena Dressel
Lenny Folino
Lexi Howell, Chair
Victoria McOmie
Staff: Andrea Riner

2024 – 2025 Climate Action Plan

Scope of Work

Budget

Consultant Selection

Plan Development

Approval May 2025

2026 CAP Implementation

Develop

PARTNERSHIPS

Emphasize

RESEARCH + LEARNING

Build

OUTREACH + ENGAGEMENT

ONGOING GOALS

Advise on	CAP implementation
Promote	Action for future resilience
Create	Visibility through partnerships

Committee Priority:

Create a COMMUNITY CULTURE of Sustainability

Questions/Comments from COMMITTEE MEMBERS

City of Lincoln City
Council Communication

Resolution 2026-08 - Lincoln City Climate Action Plan (CAP)

Meeting Date: 4/27/2026
Department: Planning & Comm Dev
Secondary Dept:
Approval: Daniel Hunter
Strategic Priority: Environment

Primary Staff Contact: Andrea Riner
Email: ariner@lincolncity.org
Secondary Contacts:
Estimated Time: 5 minutes

Question:
Should the City Council approve Resolution 2026-08 for the Lincoln City Climate Action Plan?

Staff Recommendation:
Staff recommends that the City Council approve Resolution 2026-08 Lincoln City Climate Action Plan.

Background:
Development of the Lincoln City Climate Action Plan was a collaboration with our consultants, Dudek, Inc., an interdepartmental staff team, and the Community Sustainability Committee. A draft plan was presented to the Planning Commission in January 2025, and to the Sustainability Committee on May 22, 2025. The Sustainability Committee voted to recommend approval of the plan to the City Council.

Northwest Natural provided a number of comments in March of 2026 (see attachments). In response, the work plan for the Sustainability Committee identifies working with NW Natural as a high priority initial step in implementing the CAP. Other key partners identified in the plan include Pacific Power and North Lincoln Sanitary Services.

Potential Motions:
Move to approve 2026-08 Resolution for the Lincoln City Climate Action Plan.
or
Move to approve the 2026-08 Resolution for the Lincoln City Climate Action Plan with changes recommended by Council.
or
Move to deny 2026-08 Resolution for the Lincoln City Climate Action Plan.

Attachments:
Lincoln City Climate Action Plan
Letter from NW Natural dated March 25, 2026

Resolution 2026-08

A Resolution of the City of Lincoln City Adopting the Lincoln City Climate Action Plan

WHEREAS, the City of Lincoln City has identified climate action and resilience as priorities; and

WHEREAS, the City of Lincoln City established a Community Sustainability Committee to advise City Council; and

WHEREAS, the State of Oregon has demonstrated longstanding leadership and values centered on climate responsibility, sustainability, and community resilience, and has advanced statewide climate action planning to reduce greenhouse gas emissions, prepare for climate impacts, and support equitable, locally driven solutions; and

WHEREAS, the adopted Lincoln City Comprehensive Plan specifically identifies the need to develop and implement a Climate Action Plan; and

WHEREAS, the City selected Dudek, Inc. as consultants to develop the Lincoln City Climate Action Plan and the Sustainability Committee reviewed and voted to recommend approval of the plan on May 22, 2025.

The City of Lincoln City Resolves as follows:

Section 1: To adopt the Lincoln City Climate Action Plan. A copy of the plan is attached hereto as "Exhibit A" and incorporated herein by this reference.

Section 2: The recitals/findings contained in the Whereas Clauses of this resolution, together with Exhibit A, as well as the competent substantial evidence in the whole record of this proceeding are incorporated into this section by reference as if fully set forth herein and are adopted in support of this action.

Section 3: Resolution Effective Date is the date of its approval.

Passed and Approved by the City Council of the City of Lincoln City this 27th day of April 2026.

_____

Susan Wahlke, Mayor

Attest:

_____

Jamie Young, City Recorder

Approved as to Form:

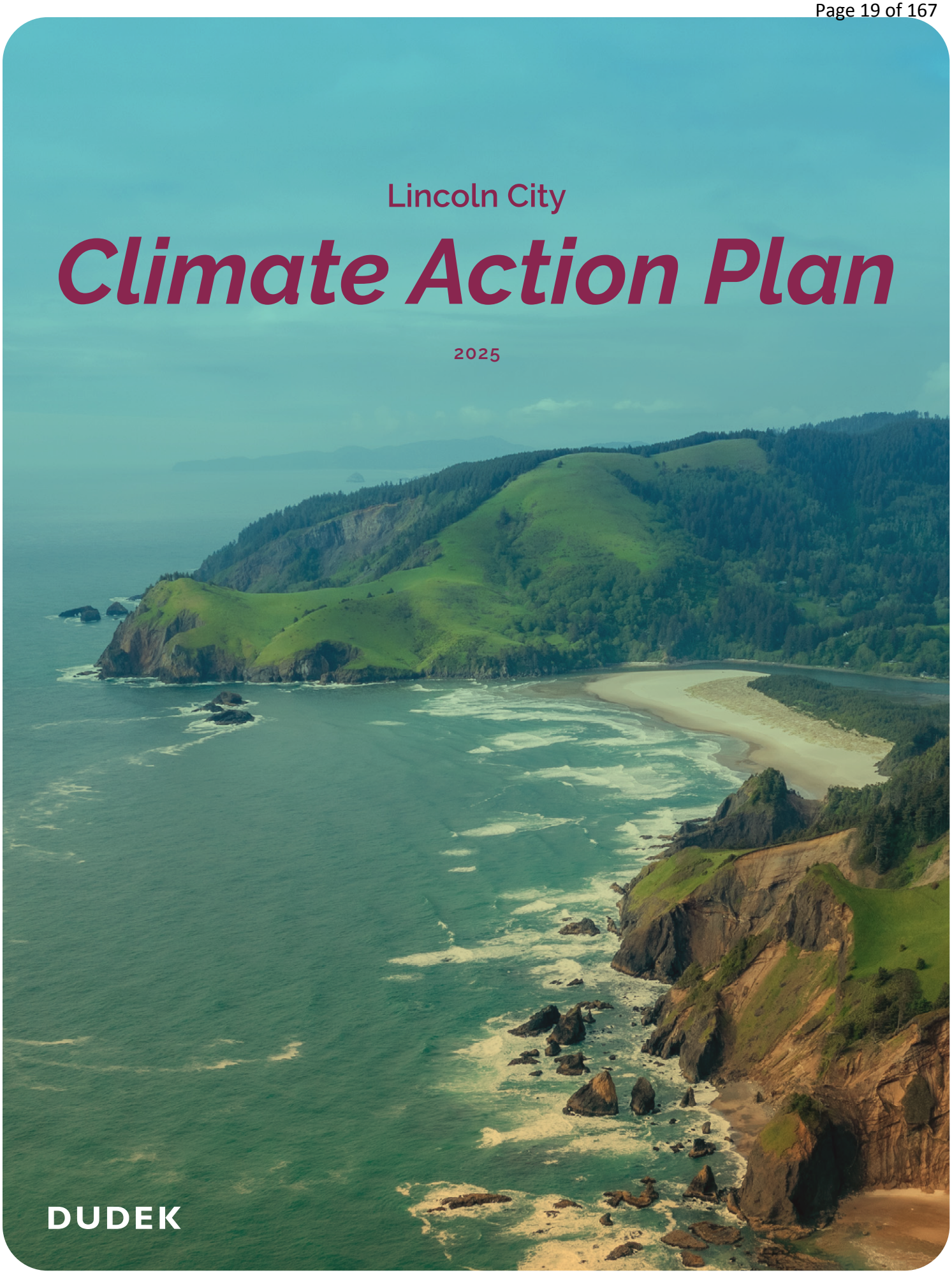
_____

Emily Farrell, Outside Legal Counsel

Lincoln City

Climate Action Plan

2025



DUDEK

Table of Contents

1

Executive Summary

Acknowledgements

Lincoln City City Council

Susan Wahlke
Mayor

Mitch Parsons
Ward I

Todd Barker
Ward I

Riley Hoagland
Ward II

Marci Baker
Ward II

Kevin Hohnbaum
Ward III

Rick Mark
Ward III

Lincoln City Planning Commission

Pamela Richards

Jason Corso

Brian Bunnett

Erick Albretsen

Patrick Dunne

Margaret Powell

Carol Seeley

Lincoln City Sustainability Committee

Monica Spady

Victoria McOmie

Lenny Folino

Lexi Howell

Lincoln City Project Staff

Daphnee Legarza
City Manager

David James Robinson
City Attorney

Dave Broderick
Chief of Police

Richard Townsend
Planning & Community Development Director

Stephanie Reid
Public Works Director

Alison Robertson
Urban Renewal & Economic Development Director

Jeanne Sprague
Parks & Recreation Director

Tony LaSoya
IT Director

Michael Phillips
Executive Assistant to City Manager

Paul Compton
911 Operations Manager

Andrea Riner
Planning Project Manager

Seth Lenaerts
Economic Development Project Manager

Consultant Team

Rose Newberry
Project Manager, AICP, WEDG

Jennifer Shasserre
Planner

Special thanks to:

ORCI

Executive Summary

Lincoln City's Vision

As part of the 2023 Comprehensive Plan update, the Lincoln City community members were asked to identify priorities for the future of their community. Along with initiatives in housing, citizen involvement, and active transportation, community members identified climate action and resilience as priorities for new policy. As a result of this community engagement, the 2043 Lincoln City Comprehensive Plan calls for developing, adopting, and implementing Lincoln City's first Climate Action Plan (CAP).

In this CAP, the City of Lincoln City (City) lays out a plan for reducing local greenhouse gas (GHG) emissions and responding to current and future impacts of climate change. This plan builds on regional and state action to implement Comprehensive Plan goals to increase the sustainability and safety of Lincoln City for residents, workers, and visitors alike.

Climate Impacts

Like many communities in Oregon, Lincoln City is experiencing weather and ecological shifts as a result of climate change, including year-round warmer temperatures and higher rates and intensity of precipitation in winter. Lincoln City is most at risk from higher temperatures, increased flooding, wildfire and related smoke events, drought, and coastal hazards.

The community has already experienced impacts as a result of this increased risk. Though coastal temperatures are generally cooler, hazardous extreme heat days still occur. In 2021 temperatures reached as high as 116˚F during the June Heat Dome. Wildfires have also impacted Lincoln City in recent years, notably the Echo Mountain Fire in 2020 that devastated nearby Otis, burning 1200 structures and nearly 300 homes. In addition, the fire caused evacuations, power outages, road closures, and hazardous air quality.

Homes burned in the Echo Mountain Fire

Flooded roads as a result of a record breaking atmospheric river in 2021

Abnormally heavy rain fell in December of 2021, when Lincoln City experienced 8 inches in 48 hours,[1] causing flooding, road closures, and landslides in the area.[2] Less than 2 years later, Governor Kotek declared a drought emergency for Lincoln County, the first in local memory.[3] The following January, the Governor issued another emergency declaration statewide following an ice storm that caused extensive damage within Lincoln City.[4] Beyond these weather related hazards, climate change is changing the chemistry of the ocean and accelerating erosion, threatening ecosystems and an economy reliant on this resource. A recent study by Oregon State University found that a marine heat wave that occurred from 2013 to 2015 caused lasting damage to the region's marine life, especially to sea stars, some species of which may never recover.[5]

A detailed analysis of climate hazards and impacts can be found in **Chapter 4**, Health + Safety.

Economic Impacts

The economic cost from these hazards to communities and local governments is also on the rise. A 2022 summary of State level data found that climate change could impose costs of $27 billion per year on Oregonians in the near future as a result of fire suppression, property loss, increase in food costs, public health costs, declines in salmon, and loss of income.[6] On the other hand, analysis performed for the Oregon Global Warming Commission found that

1 NOAA Local Climatological Data Station Details for Newport Municipal Airport

2 Tomlinson, J. 2021. "Oregon: Heavy Rains Cause Flooding, Risk Of Landslides, Emergency Evacuations." *That Oregon Life.* November 12, 2021. https://thatoregonlife.com/2021/11/oregon-heavy-rains-cause-flooding-risk-of-landslides-emergency-evacuations/.

3 Castillo, E. 2023. "Uncommon Drought Emergency Affects Coastal Lincoln County." *OPB*. September 13, 2023. https://www.opb.org/article/2023/09/13/drought-lincoln-county-oregon/.

4 Ruark, J.C. 2024. "Beyond the Winter Storms: State of Emergencies Declared in Lincoln City, Newport, County, State." *Lincoln County Leader*. Updated February 6, 2024. https://www.thenewsguard.com/news/beyond-the-winter-storms-state-of-emergencies-declared-in-lincoln-city-newport-county-state/article_cad7640c-b961-11ee-97b5-f34b2c88ea77.html.

5 Terry, L. 2024. "Warming Ocean and 2015 Heat Wave Harmed Marine Life on Oregon's Capes Which Are Now Struggling to Recover." *YachatsNews*. June 17, 2024. https://yachatsnews.com/warming-ocean-and-2015-heat-wave-harmed-marine-life-on-three-oregon-capes-and-now-struggling-to-recover/.

6 Niemi, E. 2022. Potential Climate-Related Economic Costs to Oregonians. January 13, 2022. Prepared by Natural Resource Economics. https://www.dfw.state.or.us/wildlife/working_group/docs/beaver_management_Jan_21/Pot'l%20CC%20Costs%20Oregon%202022-1213.

Oregon has the opportunity to net $120 billion in cumulative economic and health benefits and 357,000 jobs through 2050 by implementing climate action.[7] Predicted risks to the local economy of Lincoln City from climate change are from severe weather, coastal hazards, drought, and ecosystem loss.[8] Investing in resilience to these hazards will limit their economic harm and net an overall cost benefit to public health.[9] Additionally, many climate actions listed in **Chapter 5**, Strategies, would result in cross benefits to the community in terms of lowered energy costs, rebates and incentives, and tax credits.

Summary of Emissions Findings

GHG emissions are produced primarily by the burning of fossil fuels for purposes such as transportation and electricity and are the main driver of climate change. To avoid the worst impacts of climate change, the City must do its part to reduce the risk to people and property from climate hazards. Broadly, the Lincoln City CAP has two strategic goals: to identify a set of achievable strategies to reduce emissions and to increase climate resilience across the city to prevent harm to people and damage to infrastructure. To understand emissions in the City, the CAP team performed a sector-based inventory. This GHG inventory accounts for emissions from five sectors within the city's limits. The breakdown of emissions by sector are illustrated in **Figure 1**, 2023 Community-Wide Emissions.

The sectors identified in this community-wide inventory are on-road transportation, off-road equipment and vehicles, energy in buildings (commercial, industrial, and residential), water and wastewater treatment, and solid waste. A separate inventory was created for municipal emissions, accounting for emissions generated by local government activities. The municipal emissions are included in the community-wide emissions.

Lincoln City's community and municipal GHG inventory found that a total of 224,059.82 metric tons of carbon dioxide equivalent (MT CO_2e) were emitted in 2023. Findings from this inventory serve as the baseline, against which all progress will be compared. Of this total, the municipal inventory revealed that local government was responsible for 5,968.93 MT CO_2e, or 2.6%, of total community emissions.

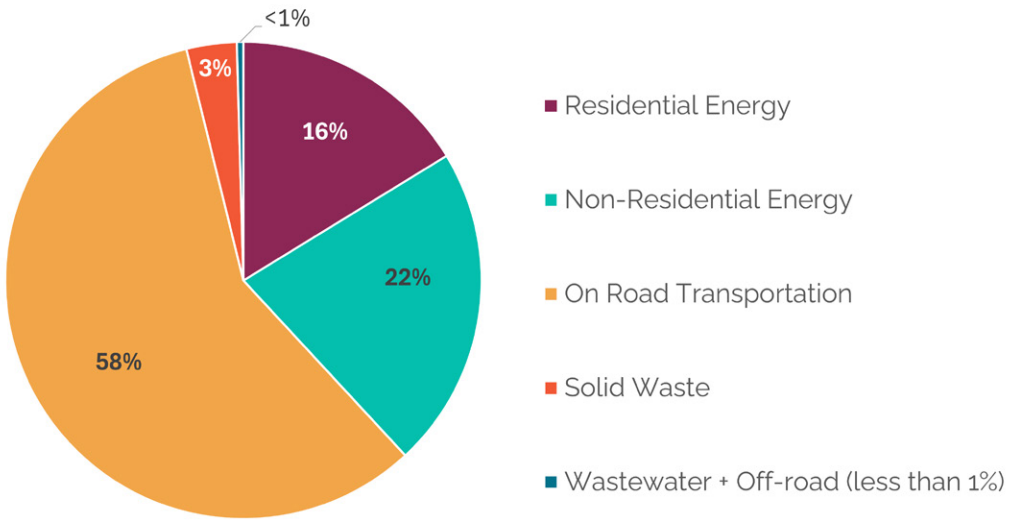
As is common for cities, the major sources of emissions are transportation and energy. The transportation sector, representing 58% of the total, includes emissions from vehicles on the road, such as cars, trucks, and buses, used by residents, workers, visitors, and the City's fleet. The building energy sector, representing 38% of total emissions, includes those resulting from energy used in buildings for heating, cooling, cooking, electricity, and other operational activities. The processing of solid waste resulted in 3% of total emissions, while off-road equipment represented less than half a percent of the total and is not included in the chart on the next page.

7 Oregon Global Warming Commission, Roadmap to 2030

8 OCCRI (Oregon Climate Change Research Institute). 2020. Future Climate Projections: Lincoln County. February 2020. https://ir.library.oregonstate.edu/concern/technical_reports/z603r6081.

9 Lincoln and Benton Counties Climate and Health Adaptation Plan

Figure 1 - 2023 Community-Wide Emissions



To complete the inventory process, an Adjusted Business as Usual (ABAU) forecast was performed based on projected population increases and economic growth forecasts, while accounting for Oregon statewide climate action legislation. This analysis indicates that if the State and the City implement existing State policy to its full extent, the City will still need to do more to meet reduction goals set forth in this plan. To meet local targets (discussed in next section) the Lincoln City community will need to implement existing programs and policy at a local level, while taking additional actions to reduce emissions within the city, focusing on transportation and energy.

For detailed analysis of the GHG inventory see **Chapter 3**, Emissions Inventory.

Reduction Targets

HB 3543 and Oregon Executive Order 20-04 set GHG reduction goals of 45% below 1990 levels by 2035, and 80% below 1990 levels by 2050. According to recent expert analysis, the State of Oregon will potentially meet its 2035 goal of a 45% by 2030, but more action or additional technology will be required to meet the 2050 targets (**Figure 2**). The State will provide funding, legislative guidance, and utility and vehicle regulation. Achieving these targets locally will primarily require electrifying buildings and increasing electric vehicle use and infrastructure through education, programs, and land use standards.

To align with state goals, Lincoln City's GHG reductions goals are:

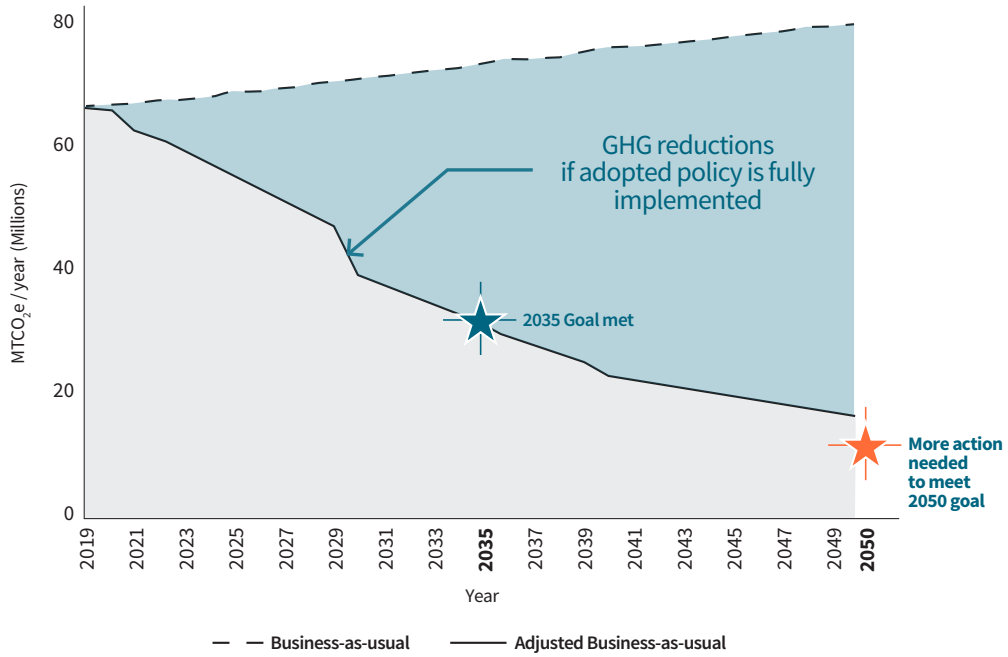
- **Total Community-wide emissions of 179,358 MT CO_2e or below in 2035**
- **Total Community-wide emissions of 65,221 MT CO_2e or below in 2050**

BUSINESS AS USUAL

Business as Usual (BAU) reflects population growth and assumes that energy and transportation will not reduce in carbon intensity (get cleaner). **Adjusted Business as Usual** (ABAU) reflects population growth and implementation of State action to reduce carbon intensity, including increasing electric cars and zero-carbon electricity.

Figure 2. Statewide Emission Reductions from Programs and Regulations Adopted

Oregon State GHG Emissions Forecasts



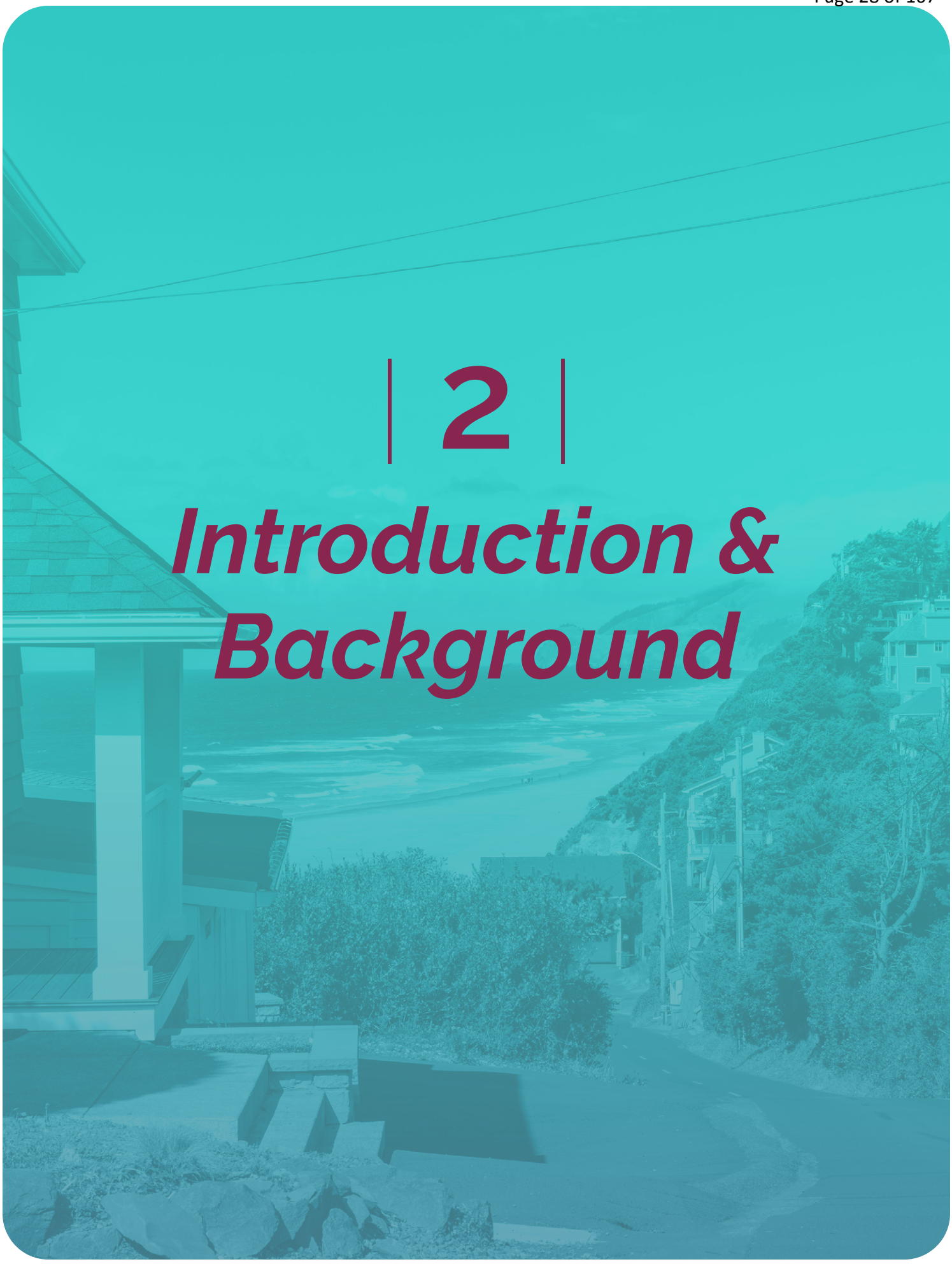
Source: Oregon Global Warning Commission, 2023. Transformational Integrated Greenhouse Gas Emissions Reduction Project Report

Summary of Goals, Objectives, and Actions

The plan's roadmap to implementation is organized into goals, objectives, and strategies. A goal is a broadly desired community vision, such as "Improve safety, accessibility, and enjoyment of car-free transportation." Objectives are specific targets such as "Identify, build, and promote safe walking and biking connections in Lincoln City neighborhoods." Goals often have several objectives. An action is a tangible step the City government can take to achieve the objective, such as "Create a sidewalk, curb ramp, and crosswalk inventory, and inventory ADA improvements needed, focusing on those that connect to public spaces such as schools, the library, open space, and the beach." See **Chapter 5,** Strategies, for a complete list of goals, objectives, and actions.

The CAP includes eight goals that aim to reduce emissions in major source sectors, and increase local resilience. These goals and their related sectors are:

- Establish Funding and Governance for Climate Action Plan (all sectors)
- Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation (transportation)
- Adopt Land Use Standards that Promote Human Scale Communities (transportation)
- Encourage the Use of Electric Vehicles (transportation)
- Increase Energy Efficiency (energy)
- Improve Local Energy Production and Distribution (energy)
- Increase Community Resilience (resilience)
- Support Resilience of Local Ecosystems (resilience)



2

Introduction & Background

Introduction

Plan Organization

Background on this plan, local and statewide context for climate action, and the process for developing this plan are described in this chapter.

The emissions inventory outlines the major sources of GHG emissions, and describes future scenarios. The results of this inventory are outlined in **Chapter 3,** Emissions Inventory.

The consequences of climate change for Lincoln City's people, economy, and natural environment include a range of harms including risks to public health and damage to critical infrastructure. These hazards are framed in terms of shocks, stressors, and vulnerable populations. Impacts are assessed in depth in **Chapter 4,** Public Health and Safety.

Finally, a set of achievable climate action and adaptation goals, objective, and actions were developed for Lincoln City, as presented in **Chapter 5,** Climate Action Strategies**.**

A deeper dive into the community outreach process and findings can be found in **Appendix A,** Community Outreach Memo**.** A technical description of the GHG inventory and methodology are in **Appendix B,** GHG Inventory Memo.

Vision for the Future

The Lincoln City Climate Action Plan (CAP) envisions a future where GHG reduction targets are met, resulting in a thriving, resilient community. In this future, our infrastructure is robust and sustainable, supporting a strong economy that benefits all residents. Communities are connected and livable, the air is healthy. Coastal resources are safeguarded, ensuring that natural habitats and local economies dependent on these areas continue to flourish.

2018 LINCOLN CITY COMMUNITY VISIONING ENVIRONMENTAL SUSTAINABILITY GOAL

Lincoln City is a responsible steward of our ocean, beaches, lake, open space, and other natural resources. Our community fosters a healthy environment to create a sustainable and resilient city for future generations to enjoy.

Background

Lincoln City is a picturesque coastal community offering a unique blend of outdoor adventure and small-town life. Nestled along the central Oregon coast, the city is home to tranquil Devils Lake and an adjacent State Park. Visitors can explore the scenic beauty of the area by hiking trails, exploring wetlands and old growth forest, and paddling on Siletz Bay or the Salmon River. The city's 7.5 miles of sandy beaches are perfect for building sandcastles, beachcombing, and flying kites during the renowned annual Kite Festival. The city is adjacent to the Cascade Head Biosphere Reserve, which supports scientific research of this unique habitat.

Table 1. Demographics in Lincoln City vs. Oregon

Demographic Measure	Lincoln City	Oregon
Persons under 5	4.9%	4.8%
Persons under 18	15.8%	19.6%
Persons over 65	28.2%	19.6%
With a disability under 65	15.8%	10.8%

Source: US Census Bureau, "Quick Facts: Lincoln City, OR", Accessed 10/15/24 https://www.census.gov/quickfacts/lincolncitycityoregon

Population and Demographics

The city's population of 10,372[1] people is composed of the resident workforce and year-round retirees, complemented by second homeowners, tourists, and visitors. According to recent Portland State University forecasts the year round population to grow to 12,448 by 2050[2]. As a result of the number of retirees, the average age in Lincoln City is higher than the State's average; about 30% of the city's population over the age of 65. **Table 1** shows recent demographics in Lincoln City compared to statewide data. In the context of climate change, it is important to note the relatively high number of residents over the age of 65 and/or living with a disability. These populations are often more vulnerable to the impacts of climate change than the average person and should be considered in action and adaptation strategies accordingly.

Low Income and Disadvantaged Communities

As defined by the U.S. Environmental Protection Agency (EPA) and for the purposes of the plan, low-income and disadvantaged communities (LIDACs) are defined as any community that is identified as disadvantaged by the EPA's Climate and Economic Justice Screening Tool (CEJEST). This tool uses datasets as indicators of burden in eight categories: climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, and workforce development. CEJEST uses this information to identify communities that are overburdened and underserved so they can be prioritized in development and implementation opportunities. These communities are particularly vulnerable to climate impacts including drought, wildfire, extreme weather events, flooding, and extreme heat and urban heat island effect. Over 28% of Oregon's census tracts, 233 out of 834, are considered disadvantaged, and 7 of those tracts are in Lincoln County. Of those, two of them are in Lincoln City. As a result of this designation, the City will be more competiive for funding, provided the benefits are targeted towards LIDACs. This CAP aims to deliver equitable GHG reductions that directly benefit low-income and disadvantaged communities while also improving overall public health, promoting economic development, creating jobs, building resiliency, and increasing energy efficiency.

1 Portland State University Population Research Center. 2023. Certified Population Estimates.

2 Portland State University Population Research Center. 2023. Preliminary Population Forecasts, Region 4. Accessed 12/11/24 https://www.pdx.edu/population-research/population-forecasts

Climate Action in Oregon

Statewide GHG Reduction Targets

In 2007, the Oregon Legislature established the State's first GHG emission reduction goals, including one that called for a reduction of 10% below 1990 levels by 2020. As a result of missing that target, in March 2020, Governor Kate Brown signed Executive Order 20-04 setting GHG emissions reduction goals for the State of Oregon:

- **At least 45% reduction in GHG emissions from 1990 levels by 2035**
- **At least 80% reduction in GHG emissions from 1990 levels by 2050**

The order additionally directed 16 agencies and commissions to take specific actions to reduce Oregon's GHG emissions. The following several years marked significant climate policy accomplishments for the State.

Statewide Legislation

In 2021 several important new pieces of legislation were signed into law, including HB 2021, a landmark law aiming to transition Oregon to 100% clean electricity by 2040. This bill regulates the State's large investor-owned utilities (IOUs) and electricity service suppliers (ESSs) by mandating these entities decarbonize their retail electricity sales by 2040.[3] Specifically, it requires retail electricity providers to reduce GHG emissions associated with electricity sold to Oregon consumers by 80% below baseline emissions levels by 2030, 90% by 2035, and 100% by 2040.[4] This bill includes support for workforce development, establishes grants for the planning and construction of renewable energy and energy resilience projects, and requires resiliency planning by utility companies. It also emphasizes the importance of environmental justice by including provisions that ensure the benefits of clean energy reach low-income communities, communities of color, and other historically underserved communities.

The Climate Protection Program (CPP), an important implementation program, was reinstated in November of 2024 following legal challenges. The program's main goal is to reduce 90% of carbon emissions from diesel, gasoline, and natural gas companies by 2050. The first benchmark regulated entities must comply with is a 50% carbon emission reduction by 2035. Additional State climate policies and programs set energy efficiency standards, incentivize electric car and appliance purchases, fund the retrofitting of homes, and develop energy conservation projects across the State.

7th Oregon Climate Assessment

The 7th Oregon Climate Change Assessment, released in January 2025, by the Oregon Climate Change Research Institute (OCCRI), provides a comprehensive evaluation of recent scientific findings on the impacts and risks of climate change in Oregon.[5] This assessment covers several key areas, including updates on

3 Oregon Public Utility Commission. 2024. "HB 2021 Implementation Activities." Accessed December 11, 2024. https://www.oregon.gov/puc/utilities/Pages/HB2021-Implementation-Activities.aspx.

4 Oregon State Legislature. 2024. "2021 Regular Session: HB 2021 Enrolled." Accessed December 11, 2024. https://olis.oregonlegislature.gov/liz/2021R1/Measures/Overview/HB2021.

5 Fleishman, E., ed. 2025. 7th Oregon Climate Assessment. Oregon Climate Change Research Institute, Oregon State University, Corvallis, Oregon. https://doi.org/10.5399/osu/1181.

the latest climate science relevant to Oregon, an analysis of climate hazards facing Oregon, and opportunities for mitigating climate change effects and adapting to new and ongoing hazards. The assessment also examines the impacts of climate change on social and economic systems including public health.

Transformational Integrated Greenhouse Gas Emissions Reduction Actions

In 2023, the Oregon Climate Action Commission (OCAC) developed the Oregon Climate Action Roadmap to 2030, resulting in the Transformation Integrated Greenhouse Gas Emissions Reduction (TIGHGER) Project. The TIGHGER analysis concluded that with continued implementation of 15 existing programs and policies, Oregon is on track to meet State reduction goals of 45% below 1990 levels by 2035. The analysis further considers what additional actions should be taken to accelerate the timeline to 2030 to achieve those reductions in a timeframe that better aligns with the latest climate science, called the TIGHGER actions. The Roadmap to 2030 includes six overarching recommendations (listed below) and 26 sub-recommendations.

1. Support robust and continuous implementation of existing climate programs and regulations.
2. Adopt updated State greenhouse gas goals consistent with the best available science.
3. Advance a set of additional climate actions that can help Oregon meet an accelerated greenhouse gas emission reduction goal of 45 percent below 1990 levels by 2030 (TIGHGER Project).
4. Support further study and analysis to continue to guide effective climate action over time.
5. Strengthen governance and accountability for Oregon climate action.
6. Position Oregon to take full advantage of Federal investments in climate action.

These actions were used as a basis for planning review and a framework for developing the CAP's strategies.

OCAC

The Oregon Climate Action Commission (OCAC) consists of 35 members, including 13 voting members appointed by the Governor and 22 non-voting members. The commission is responsible for preparing detailed forecasts of GHG emissions submiting a report to the State legislature every other year. OCAC's mission is to recommend ways to coordinate State and local efforts to reduce emissions and help local governments and stakeholders prepare for the effects of climate change.

Oregon Priority Climate Action Plan

Oregon's Priority Climate Action Plan (PCAP), developed by the Oregon Department of Environmental Quality (DEQ) and the Oregon Department of Energy (ODOE), focuses on reducing GHG emissions in three main areas: transportation, residential and commercial buildings, and waste and materials management.[6] The plan was created as part of the EPA's Climate Pollution Reduction Grant

6 Department of Environmental Quality. 2024. "Climate Equity and Resilience Through Action Grant." Accessed December 11, 2024. https://www.oregon.gov/deq/ghgp/Pages/Climate-Pollution-Reduction-Planning-Grant.aspx.

Program, which is funded by the Federal Inflation Reduction Act. The goal is to achieve significant reductions in GHG emissions in the short term, while also laying the groundwork for longer-term climate action. In July 2024, the EPA announced that Oregon would receive $197 million to fund Oregon's Climate Equity and Resilience Through Action Grant (CERTA), 100% of the funding requested, to fund and supplement the programs identified in the PCAP. The PCAP will inform funding strategies for Lincoln City's CAP by highlighting opportunities for grants and other resources for implementation.

OREGON CERTA GRANT FUNDING

Starting in 2025, Oregon will begin distributing $197 million to residents, businesses, and Tribes to support climate pollution reduction measures through the Climate Equity and Resilience Through Action grant. These measures will reduce greenhouse gas emissions from buildings, housing, transportation, and waste, while providing benefits to surrounding communities. Many of the programs listed in **Chapter 5** under "potential funding/partnerships" will be funded through this grant. Interested parties should sign up for updates at DEQ's CERTA website.

Lincoln City Comprehensive Plan

In 2023 the City Council adopted the Lincoln City 2043 Comprehensive Plan, the first major update since 1984, which will guide development for 20 years. Following robust public engagement, the update resulted in 10 new goals for the future of Lincoln City, each with objectives for potential implementation. The 2043 plan calls for the development, adoption, and implementation of the City's first CAP and introduced a Community Resiliency chapter incorporating emergency preparedness and addressing climate change impacts. Additional policies address active transportation, energy conservation, and natural resource protection. For seamless implementation, the 2043 comprehensive plan was reviewed for its capability to accommodate Statewide GHG action, and CAP strategies consistent with the Comprehensive Plan were developed. The CAP builds on the Comprehensive Plan by connecting City policies to State actions and identifying specific implementation metrics and actions. There are 29 policies/objectives from the Comprehensive Plan included in the CAP.

Walking and Biking Plan

The 2012 Lincoln City Walking and Biking Plan was developed to make walking and biking in Lincoln City safer, more enjoyable, and convenient, while additionally enhancing livability, public health, and economic development. This plan fulfills State, regional, and local goals for improvements to the transportation system. The plan includes policies that are likely to reduce emissions through lowered vehicle miles traveled as result of increased walking and biking by residents and visitors alike. Five strategies were identified from the Walking and Biking Plan and included in the CAP.

Figure 3. CAP Development

Transportation System Plan

The Transportation System Plan was adopted in 2015 in an effort to prepare Lincoln City for accommodating traffic within its urban growth boundary through 2035, serving as the transportation element of the City's Comprehensive Plan. The plan aims to develop an equitable and efficient multimodal transportation system that supports its community and tourism, balancing growth with maintaining service levels. The eight goals of the plan include increasing facilities for walking and biking, improving public transit, and supporting electric vehicle use. One strategy from the Transportation System Plan was included in the CAP.

Lincoln County MJHMP

This Multi-Jurisdictional Natural Hazard Mitigation Plan (MJHMP) was updated in 2020 and is effective through the end of 2025; it covers Lincoln County and the cities and special districts within County lines. The MJHMP is a tool for mitigating the impacts of natural hazards by identifying resources, information, and strategies for risk reduction. It is also intended to guide and coordinate mitigation activities across jurisdictions. The plan includes climate change and variability in a risk assessment, indicating that Lincoln City area faces risks from heat waves, wildfire, drought, severe storms, and coastal erosion. The plan outlines actions to reduce vulnerabilities to these hazards and emphasizes the need for continuous monitoring and updating to evolving climate conditions and ensure community resilience. Four strategies were identified from the MJHMP and included in the CAP, and the risk assessment findings were included in the Health and Safety chapter.

Lincoln City Community Sustainability Committee

The Lincoln City Sustainability Committee was established as an advisory body to City Council and is empowered to study and recommend on issues related to "the subject of education and promotion of wise and efficient use and conservation of energy and natural resources by the City of Lincoln City and all its residents, and visitors"[7]. It consists of five voting members, three of whom must live within city limits. Non-voting members include ex officio members and City staff liaisons.

Process

This CAP was developed between June 2024 and March 2025. To ensure the plan would be science based, the project team conducted research on local climate predictions to understand how Lincoln City might change over time and completed an inventory to identify major sources of carbon emissions. To understand community priorities, the project team engaged with stakeholders and pored

7 Lincoln City Municipal Code. 2025. *Community Sustainability Committee* Chapter 2.66 Section 1(b): 2.66.020.

over previous survey findings and comments. Additionally, City staff, City council, and sustainability committee members reviewed draft versions of the CAP to provide feedback along the way. See **Figure 3** for an overview of how the plan was developed over time. Descriptions of each stage are detailed in the next section.

Outreach

Community input is an essential aspect of community planning. To understand the needs and priorities of Lincoln City residents and stakeholders, the project team reviewed previous survey data from the 2022 Community Priorities Survey and 2018 Imagine Lincoln City Community Vision Plan. Using this survey data avoided the potential downsides of conducting a redundant survey. An in-depth review of the survey responses and comments was performed to identify topics that would benefit from further engagement. From this analysis, the CAP team identified stakeholders with substantial knowledge of the topics and arranged in-depth interviews with them. These conversations focused on how people want to benefit from GHG reduction, framing the CAP as a transformative tool that can help achieve community vision, while leveraging goals of the 2043 Comprehensive Plan.

Stakeholder interviews revealed both opportunities and concerns. On affordability, there were worries about climate actions increasing costs, but also an interest in the potential to fund projects that reduce long-term expenses. For economic development, some feared discouraging tourism, while others saw chances to reduce business costs and leverage Lincoln City's eco-friendly identity. With transportation, dedicating parking to EV charging was a concern, but improving car-free options and strategic charger placement were seen as solutions.

Key opportunities for the CAP identified by engagement included incentivizing cost-saving measures, seeking grants, collaborating with utilities, integrating climate and economic development initiatives, expanding off-season attractions, enabling EV adoption, and electrifying fleets.

These community insights shaped the CAP's goals and strategies to align with local priorities around managing growth, protecting resources, enhancing infrastructure and transportation, and supporting economic resilience. Ongoing engagement with residents and businesses will be critical for successful implementation that maximizes community benefits. A detailed description of engagement efforts and findings can be found in **Appendix A**, Community Outreach Memo.

Inventory

The emissions inventory quantifies local GHG emissions and where those emissions come from using ICLEI protocols. Transportation, electricity, natural gas, water, and solid waste data was provided by ODOT, Pacific Power, Northwest Natural, Lincoln City, and North Lincoln Sanitary Service respectively. Forecasting future emissions through year 2050 was completed using demographic data including population forecasts and projected economic growth. The summary of emissions by source are detailed in **Chapter 3,** Emissions Inventory, and a granular explanation of data and methodology can be found in **Appendix B**, GHG Technical Memo.

ICLEI

ICLEI, originally known as the **International Council for Local Environmental Initiatives**, is now called **ICLEI – Local Governments for Sustainability**. It is an international non-governmental organization that promotes sustainable development at the local level. The organization provides technical consulting, training, and information services to build capacity, share knowledge, and support local governments in implementing sustainable development practices.

Vulnerability Assessment

To assess the impact of climate change in Lincoln City, the MJHMP, the 7th Oregon Climate Assessment, and Lincoln County and State Public health reports were reviewed and summarized. Shocks (acute events) and stressors (chronic challenges) associated with each climate hazard are described, along with future projections of occurance. With this information the team identified strategies with community health and resilience co-benefits and incorporated them into the CAP strategy development process described below. The findings from this assessment are detailed in **Chapter 4**, Public Health + Safety.

Policy Development

Applicable objectives and actions were slected from the plans detailed in the previous section, and then categorized by sector, ranked for their emissions reduction potential (high, medium, and low) and their co-benefits (if any) were identified. These strategies served as a framework through which new objectives and actions, sourced from community input and best practices were developed. For every action, the policy tool was identified and was assigned to a phase. This helped the team to identify short-term and high-reward efforts. An action is determined to be "first phase" if it must be imeplemented first in order to "unlock" other actions. Examples include the pursuit of grant funding, addressing needs of vulnerable populations, and the identification of staff resources. The team endeavored to create straightforward definitions and consistent language that would allow all City departments to quickly understand how to implement each action. The Goals, objectives, and actions included in this plan are detailed in **Chapter 5**, Strategies.

Equity

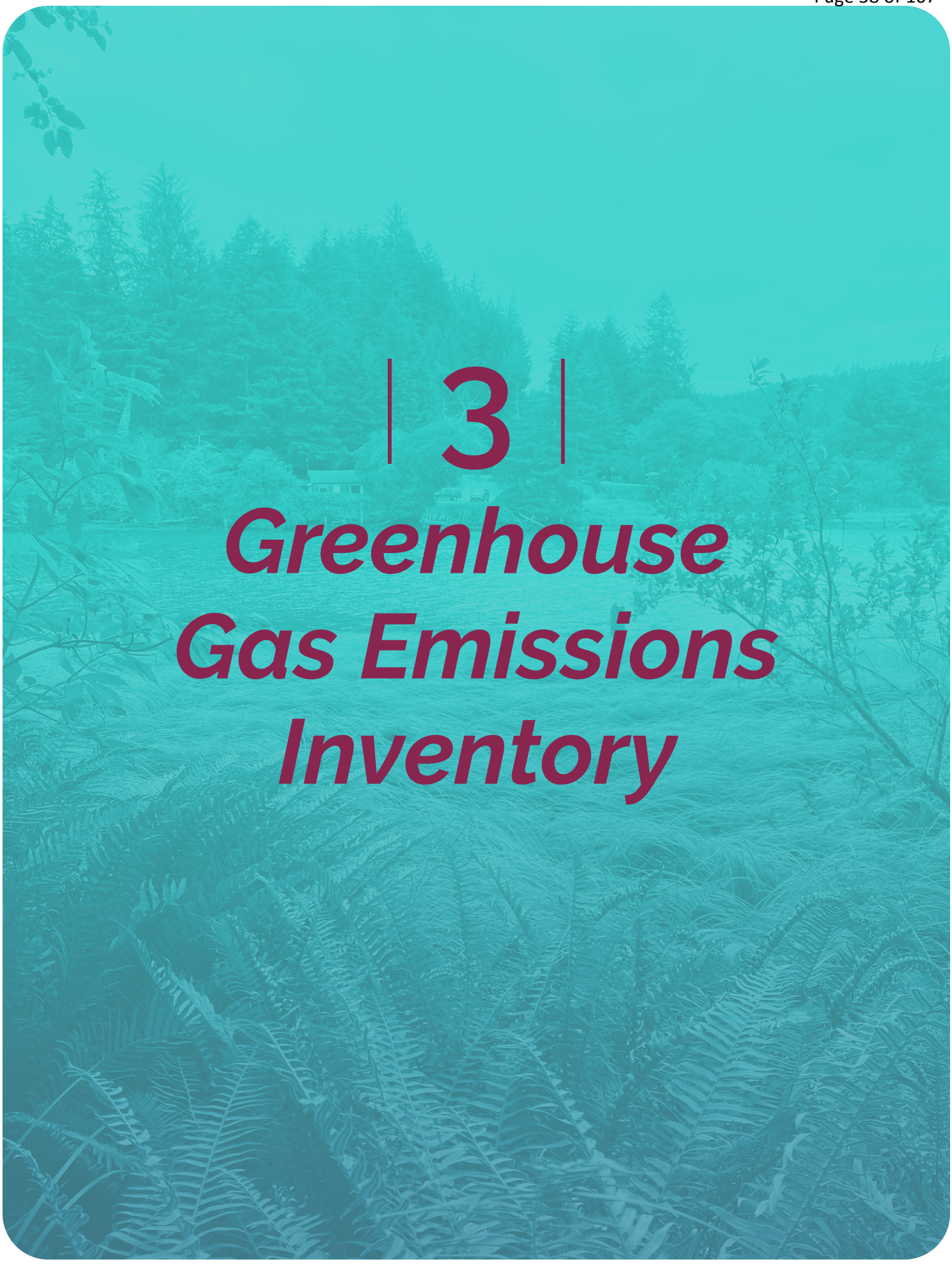
The City strives to be an inclusive and diverse community that honors both difference and commonality, contributing to a culture where residents feel safe and empowered to engage and share ideas. Climate change will not impact all communities equally. Equity in climate policy is not just about fair distribution of responsibilities but also about ensuring inclusive participation and addressing the needs of the most vulnerable in society.

As described earlier in this chapter, the Federal government identifies LIDAC census tracts as particularly vulnerable to climate hazards because of social inequity and/or historic disinvestment. Additionally, some groups of people are more vulnerable to hazards due to age, ability, and/or health conditions. This CAP centers on populations who face higher risks from climate change by prioritizing implementation in their communities and according to their needs. In this way, structural and historical drivers of vulnerability can be addressed, resulting in stronger and more resilient communities with an increased

ability to rebound and recover from shocks and stressors.

Equity is woven throughout the CAP in the following ways:

- Community engagement with the CAP, as described in **Chapter 2** and **Appendix A**. This phase is essential to adopting equitable adaptation policies and strategies and ensuring that they can be implemented efficiently. Stakeholder engagement offers the opportunity to educate and build commitment and consensus among local decision-makers and community members.
- Assessment of vulnerable populations, as described in **Chapter 4**. This phase includes analysis of potential impacts and adaptive capacity to determine the vulnerability of populations, natural resources, and community assets.
- Strategy development and prioritization, as indicated in **Chapter 5**. This phase focuses on creating a framework and developing strategies based on the results of the vulnerability assessment and community engagement. The strategies should reflect the community's priorities and their needs.



3

Greenhouse Gas Emissions Inventory

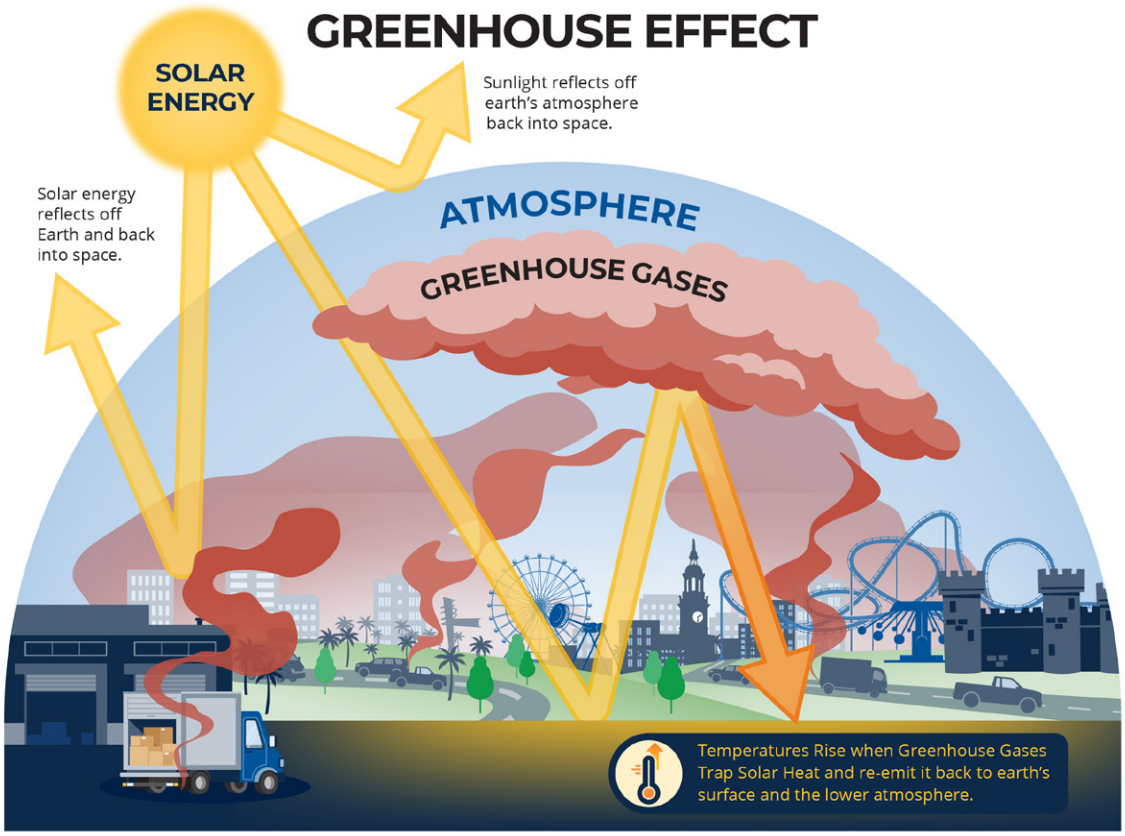
Greenhouse Gas Emissions Inventory

Greenhouse Gases

A greenhouse gas (GHG) is any gas that traps heat in the atmosphere causing an increase in overall global temperatures of air, land, and water, known as the "greenhouse effect" **(Figure 4)**. The greenhouse effect refers to the gradual buildup of heat in the atmosphere near the Earth's surface when atmospheric GHGs prevent a portion of the solar energy that reaches the Earth's surface from escaping.

The greenhouse effect is a natural process that contributes to regulating the Earth's temperature and creates a livable environment on the Earth. However, human activities that emit additional GHGs increase the amount of solar energy that gets absorbed as heat before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. The greenhouse effect is one of the primary ways human activities contribute to global climate change.

Figure 4. Greenhouse Effect



GHGs include carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Of these gases, CO_2 and methane are emitted in the greatest quantities from human activities. Human-made GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which are associated with certain industrial products and processes, such as refrigerants. Some gases are more effective than others at trapping heat and contributing to the greenhouse effect, which is described as their global warming potential (GWP).

All GHGs in the emissions inventory are presented in terms of metric tons of CO_2 equivalent (MT CO_2e), which account for weighted GWP factors for methane and nitrous oxide.

About the Inventory

Emissions inventories are snapshots of GHG emissions within a given geographic boundary and during a given period of time – in this case Lincoln City in 2023. The 2023 GHG emissions inventory describes the source of emissions, as well as, how the magnitude of the emission sources compare. The inventory also serves as a benchmark from which the City can monitor progress towards reducing emissions.

The development of the GHG inventory follows general best practices, where applicable, including the U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions.[1]

GREENHOUSE GASSES

Carbon Dioxide (CO_2) is a naturally occurring gas that is also a byproduct of human activities, primarily through the combustion of fossil fuels and changes in land use, such as deforestation. It is the principal anthropogenic (i.e., human-caused) GHG that affects the Earth's solar radiative balance. *GWP: 1*

Methane (CH_4) is produced through both natural and human activities and is the main component of natural gas. In the U.S., the 2 largest sources of urban methane emissions are the decomposition of waste in landfills and natural gas systems. *GWP: 27.9*

Nitrous Oxide (N_2O) is produced through natural and human activities; in an urban setting, fuel burning from on-road vehicle emissions and industrial processes are the main sources of nitrous oxide. *GWP: 273*

Two types of GHG emissions inventories were included, as defined below:

The community-wide inventory includes emissions from all the meaningful sources within the City's direct or indirect jurisdictional control. When data is available, the community-wide inventory is shown in terms of the different land uses within the City (e.g., residential and non-residential). The primary purpose of the community-wide GHG emissions inventory is to provide a baseline of emissions for the City in which the reduction targets are set and the majority of reduction measures are developed and measured. Sources of emissions within

1 Local Governments for Sustainability (ICLEI),2019. US Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions, Version 1.2

the community-wide inventory fall into the following sectors:

- **Building energy**: the burning of natural gas for cooking and heating and emissions produced by the generation of electricity
- **Transportation**: emissions from the combustion of gas and diesel in cars, trucks, and buses
- **Water and wastewater**: emissions produced from the processing and treatment of water
- **Solid waste**: emissions produced from the disposal of trash and other solid waste
- **Off-road equipment**: Emissions from equipment, such as that used in construction and landscaping, as well as in recreational off-road vehicles and boats

The municipal inventory is limited to those emissions generated by City-owned operations. Examples of these sources include the City vehicle fleet and City buildings and facilities. By establishing a municipal inventory, the City can identify its own footprint and better lead the emissions-reduction effort by example.

Activity Data and Emissions Factors

In any GHG emissions inventory, the primary inputs required to estimate the GHG emissions associated with a given activity or process are the **activity data** and **emissions factors**. Activity data refers to the key measurement that must be quantified for an activity to estimate its GHG emissions (e.g., for the energy sector, activity data would include electricity and natural gas consumption). Emissions factors are the GHG intensities, or the per-unit GHG emissions, that are associated with an activity. Activity data and the emissions factors used in the Lincoln City GHG 2023 can be found in **Appendix B**, GHG Technical Memo.

Inventory Results

In 2023, Lincoln City's residents, businesses, employees, and visitors produced 224,059.82 metric tons of carbon (MT CO_2e). Of the five emissions source categories surveyed, on-road transportation emissions made up over half (58%) of the CO_2e produced locally (**Figure 5**). Building energy combined for 43% of all emissions, split between residential and non-residential uses. Emissions from solid waste processing resulted in 7648.84 MT CO_2e, or just over 3%, while wastewater processing and off-road emissions combined for less than 1%. A detailed breakdown of the major sectors represented in this forecast are provided on pages 26-28.

A separate inventory was created to measure municipal emissions, which accounted for just under 3% of the community-wide total, the results of which are shown. Most emissions produced by municipal activities occur in building energy at 70% of total municipal emissions. A detailed breakdown of the municipal inventory is provided on page 29.

Demographic Trends

Demographic trends are an important aspect of CAP development because they are representative of future growth within Lincoln City and help to inform the GHG inventory forecasts. Demographic trends presented in the table below align with the 2023 baseline year and the forecasted 2035 and 2050 projection years assessed under two scenarios.

As noted in **Table 2**, forecasted emissions from the transportation sector, as well as those related to water, wastewater, and solid waste were based on population growth. Forecasted emissions from building energy use was based on the projected number of households for residential and on projected employment

numbers for commercial and industrial energy use. Offroad emissions were also forecasted based on employment growth.

Figure 5. 2023 Community-Wide Emissions

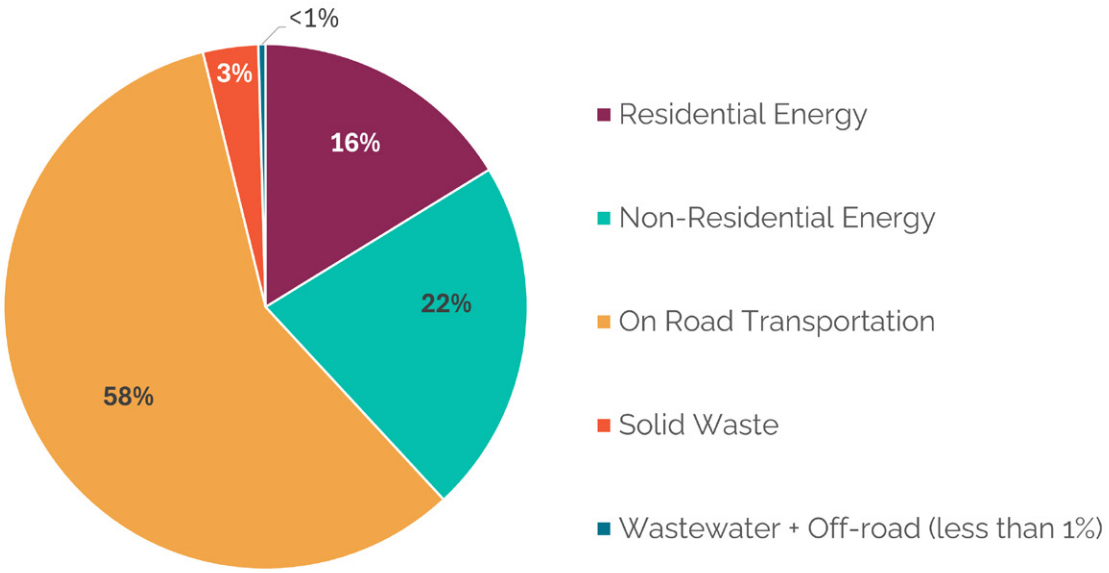


Table 2, Demographic Trends

Demographic Metric	Applicable Inventory Sector(s)	2023 Baseline	Data Source	Projected		Growth Factor, Source
				2035	2050	
Population (persons)	Solid Waste, Water, Wastewater	10,372	Lincoln City Census Data	11,927	12,448	Portland State University, Population Research Center, Oregon Population Forecast, 2024 Preliminary Results, Region 4
Households	Energy (Residential)	4,520	Lincoln City Census Profile Data	5,186	5,412	Calculated based population growth using person per household rate of 2.3.
Employment (jobs)	Energy (Industrial, Commercial)	4,435	Lincoln City Census Profile Data	4,989	5,940	Calculated based on population growth.[2]
Vehicle Miles Traveled (miles)	VMT Gas (transportation)	318,352,453	ODOT	NA	NA	VMT was not forecast. Onroad emissions were forecast using population and jobs forecast.
	VMT Diesel (transportation)	37,690,349	ODOT	NA	NA	VMT was not forecast. Onroad emissions were forecast using population and jobs forecast.

2 Jobs data was forecasted as proportional to population growth, however, in reality it is impacted by many forces and should be regularly monitored and compared to the CAP assumptions on a regular basis during implementation.

Forecast

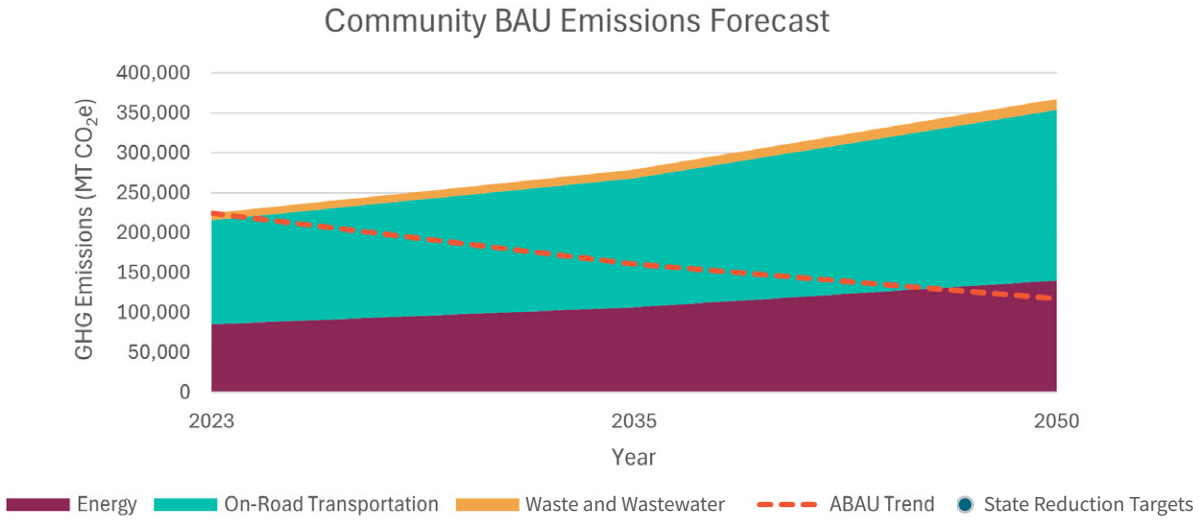
The forecasts describe projected future emissions in the city for the years 2035 and 2050, factoring in projected population growth and existing State policy. These forecasted years were chosen in order to be consistent with goals identified in OR Executive Order 20-04, which identifies Statewide GHG reduction targets. Forecasting future GHG emissions allows the City to understand how emissions are expected to increase or decrease in the future. GHG emissions are forecasted using the following two scenarios:

1. **BAU (business-as-usual)** scenario: Based on projected demographic trends (see next section), the BAU scenario does not consider the impact of State policies that would reduce GHG emissions in the future.
2. **ABAU (adjusted-business-as-usual)** scenario: The ABAU accounts for GHG emissions reductions resulting from State and Federal climate action measures set to be implemented between the 2023 baseline year and the 2030 and 2050 projections. The ABAU scenario developed for this plan includes the following measures:
   - Corporate Average Fuel Economy Standards: Federal action regulating fuel economy
   - Advanced Clean Cars I and II: State action regulating the sale of electric cars
   - HB 2021: State action requiring Pacific Power to reduce their emissions from electricity generation
   - Climate Protection Program: State action establishing a mandatory, declining emissions limit on fossil fuels used throughout Oregon resulting in a 90% reduction of carbon emissions from diesel, gasoline, and natural gas companies by 2050.

Forecast Results

The forecasts provide two projections for possible future GHG levels, assuming no proactive steps were taken by Lincoln City to reduce emissions through its CAP. These forecasts are not an estimate of where Lincoln City emissions will be, because they exclude actions that Lincoln City will take to reduce GHG emissions. As described above, the ABAU forecast (shown as a dotted line in **Figure 6**) describes local GHG emissions if State and Federal climate legislation is fully implemented.

Figure 6. Lincoln City GHG Forecast



The BAU (shown as a multi-color wedge in **Figure 6**) describes Lincoln City emissions if no climate action is taken at all. The stars in Figure 3 represent the City's reduction targets for years 2035 and 2050. This analysis shows that the City will not meet its goals unless local action is taken. Forecasts are helpful in planning and policy making but should not be taken as certainties. The assumptions made in the BAU forecast are pessimistic and may approach the upper limits of what is likely to occur, while the ABAU is optimistic and assumes 100% implementation of Oregon's ambitious climate legislation. Furthermore, neither model considers technological interventions that could be deployed en masse in future decades but are not currently feasible.

Target Setting

Reduction targets are established to create a clear roadmap for decreasing GHG emissions by a specified amount within a set timeframe. Setting these targets assists the City in determining the exact reduction needed to achieve its climate objectives.

The City aims for a level of GHG reduction consistent with the State's legislative targets established in Executive Order 20-04 of:

- **At least 45% reduction in GHG emissions from 1990 levels by 2035**
- **At least 80% reduction in GHG emissions from 1990 levels by 2050**

The CAP's forecast years of 2035 and 2050 reflect this same timeline, allowing the City to directly compare its reduction levels to the Statewide targets. The City does not have emissions data dating back to 1990, therefore, an estimate is made based on available data and guidance, which showed that emissions were approximately 326,106 MT CO_2e in 1990. To align with State goals, Lincoln City will need to reduce local community wide emissions to below 179,358 in 2035, and below 65,221 in 2050.

SECTOR

Energy Emissions

Energy is the second largest source of local GHG emissions, accounting for 38% (8,5385.53 MT CO_2e) of community-wide emissions. Carbon emissions in the energy sector come from the combustion of natural gas and from electricity generated from fossil fuels. In Lincoln City, the vast majority of electricity is provided by Pacific Power, who utilizes a mix of fuel significantly more carbon intensive than the Oregon average..

Natural gas accounts for 24% of local energy emissions. Natural gas is primarily comprised of methane which is 25 times more potent than CO2. If natural gas use is converted to electricity (such as from a gas furnace to an electric heat pump), the related emissions will reduce as a result of HB 2021 and/or local carbon free power generation such as rooftop solar.

To reduce emissions in this sector, CAP actions focused on energy should support the electrification of homes by replacing gas-powered appliances such as gas furnaces and water heaters, increasing building energy efficiency, and increasing local carbon free energy production and storage to balance demand and maintain affordable and resilient sources of electricity.

AT A GLANCE

38% OF COMMUNITY WIDE EMISSIONS

Result from electricity and natural gas

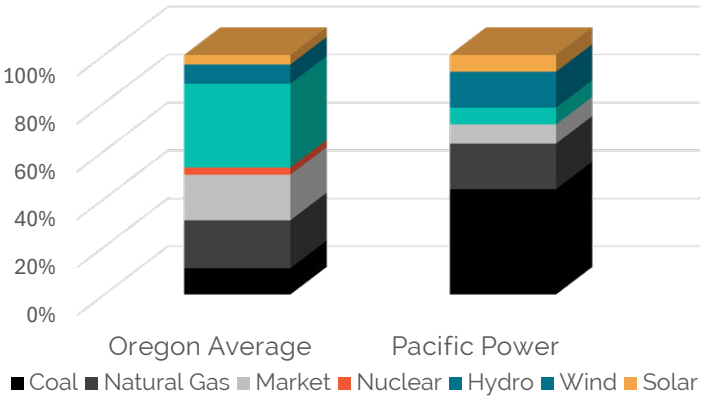
24% OF ENERGY SECTOR EMISSIONS

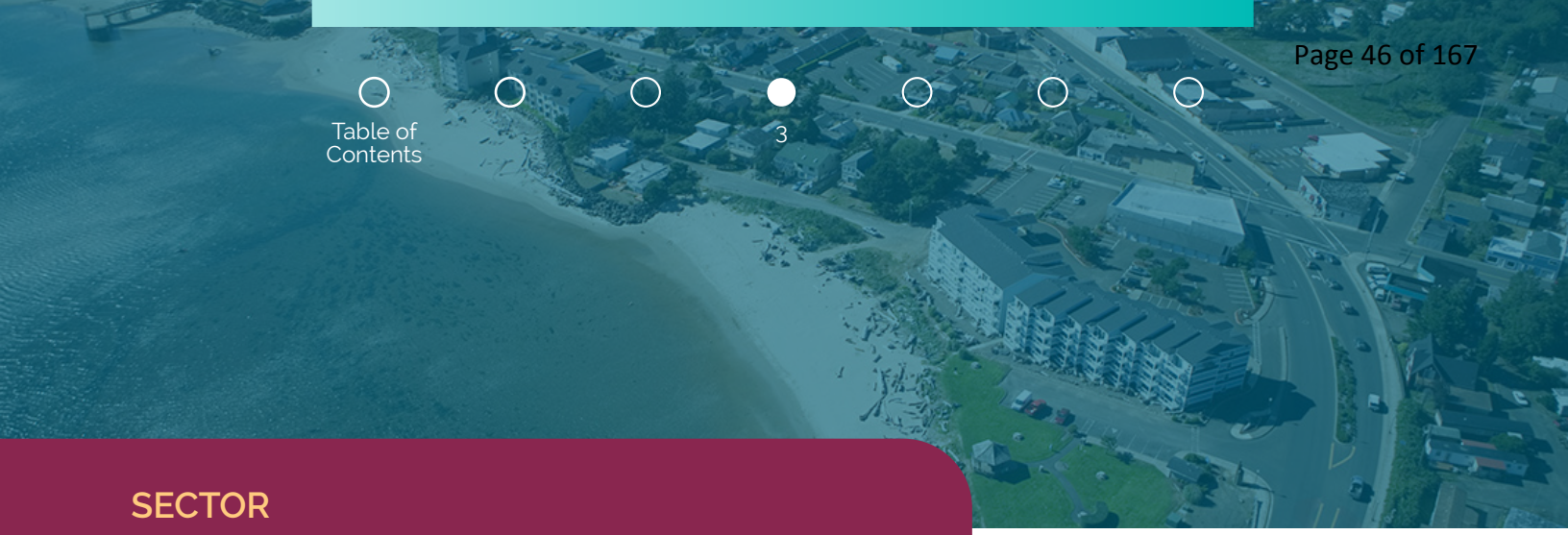
are from Natural Gas used in buildings

44% OF PACIFIC POWER ELECTRICITY

in 2022 was fueled by natural gas (ODOE)

FUEL SOURCE COMPARISION, OREGON STATE VS. UTILITY





SECTOR

Mobile Emissions

More than half of all community-wide GHG emissions are attributable to on and off-road vehicle and equipment sources. The vast majority of the emissions from this sector are from tailpipe emissions from driving within Lincoln City's limits. The figure on this page shows the breakdown of vehicle miles travelled, by the type of trip. Emissions from commercial deliveries are 8% of emissions despite being only 3% of VMT due to the use of diesel fuel, which generate higher emissions than gas cars. Using data provided by ODOT, it was estimated that residents, workers, and visitors drive nearly one million vehicle-miles per day, on average, with visitors accounting for 62% of vehicle emissions. As a tourism-based economy and the site of many second homes, a high level of visitor vehicles miles traveled is to be expected. The second largest source of vehicle emissions is from commuter trips, driven by people who use cars to get to work, at 21% of emissions, or 27,703.95 MT CO_2e. Non-working residents drive the least and are responsible for just 9% of total vehicle emissions.

To reduce emissions in this sector, CAP actions should work to encourage the use of electric cars and trucks by residents, workers, and visitors alike by investing in necessary charging infrastructure and increasing awareness of available incentive programs. The City can additionally reduce vehicle miles traveled overall by increasing access to alternative modes of transportation including walking, biking, and public transit.

AT A GLANCE

53% OF COMMUNITY WIDE EMISSIONS

Result from vehicles on the road

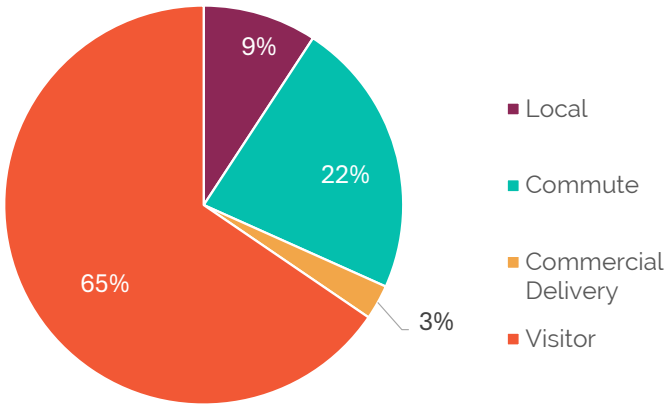
62% OF MOBILE EMISSIONS

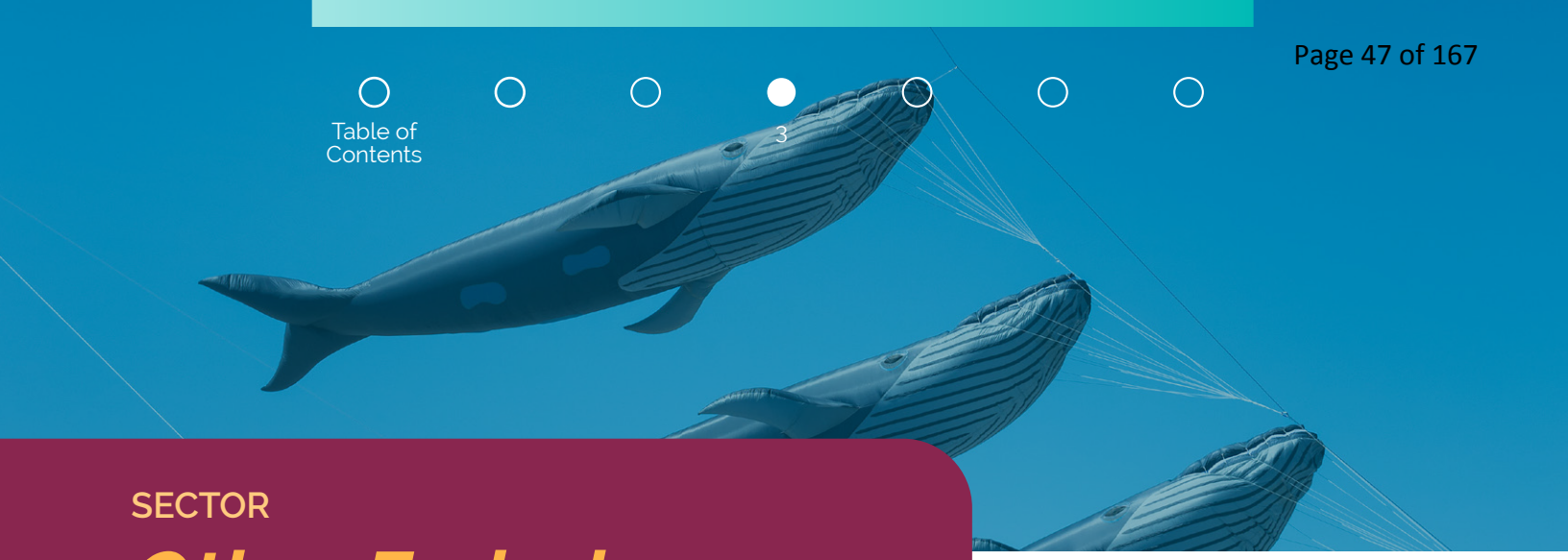
Are generated by visitors driving to and around the city

233,137,572 MILES

Are driven annually by visitors in passenger cars

TRANSPORTATION EMISSIONS BY TYPE OF TRIP





SECTOR

Other Emissions

Combined, emissions from wastewater, solid waste, and off-road equipment resulted in less than 4% of community wide emissions. They are grouped together here as they represent sectors with limited opportunities to meaningfully reduce community wide emissions.

Using data estimated from water production and sales, wastewater treatment resulted in 926.14 MT CO_2e in 2023. The primary GHG produced as a byproduct of the wastewater treatment process is methane. Emissions from the pumping and treatment of drinking water are captured in the energy sector.

Using data from North Lincoln Sanitary Service, it was estimated that emissions from solid waste in Lincoln City resulted in 7,648.84 MT CO_2e, MT CO_2e, as a result of 19,385 tons of trash sent to the landfill. Of that total, 9% of this trash was diverted to recycling. According to a DEQ study, about 12% of that recycling is contaminated and sent back to landfills. Landfills are one of the largest sources of methane in the State.

Diesel equipment, such as that used in construction, agriculture, landscaping, and recreation, accounts for less than 0.05% of total community-wide emissions. These emissions are generated by burning diesel. Replacing this equipment with electric and battery-operated versions can reduce air pollution exposure among the people using the equipment.

AT A GLANCE

< 1% OF TOTAL EMISSIONS

Result from the treatment of wastewater in Lincoln City

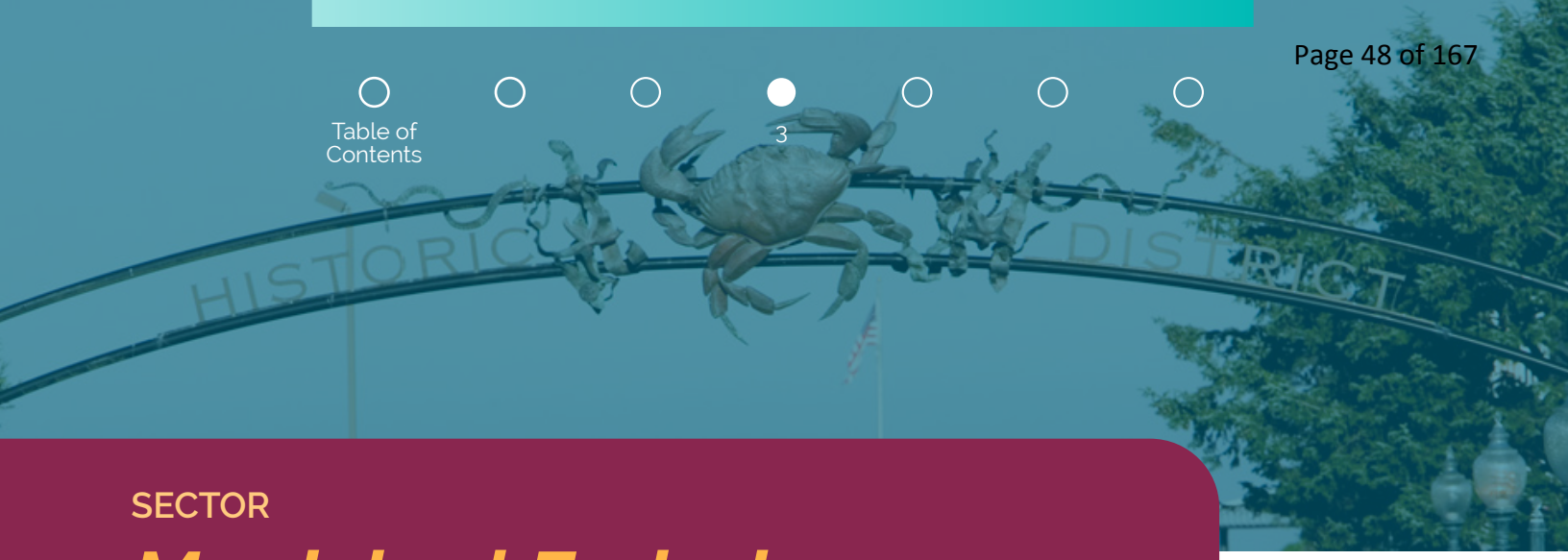
3.4% OF TOTAL EMISSIONS

Result from solid waste sent to the Landfill

< .05% OF TOTAL EMISSIONS

Results from diesel machines and off-road vehicles

LINCOLN CITY WATER TREATMENT PLANT



SECTOR

Municipal Emissions

The municipal inventory is limited to the facilities, equipment that the City owns and/or operates, and the miles driven as a result of municipal operations. These emissions are also accounted for in the community-wide inventory; this inventory is a subset of those emissions. Municipal inventories are beneficial to addressing City-controlled emission sources. The primary purpose of a municipal inventory is to "lead by example" and develop reduction measures associated with City activities and operations.

Sources of municipal emissions include the following activities:

- Energy (4,168.07 MT CO_2e) includes electricity and natural gas used in City facilities, such as City Hall, traffic lights, and energy used to pump and treat tap water.
- Transportation (558.05 MT CO_2e) includes emissions from fuel use in vehicle trips by municipal employees commuting to and from work in the city, as well as miles driven by the municipal fleet.
- Solid waste (229.93 MT CO_2e) includes emissions from waste generated by municipal employees or at municipally owned facilities.
- Diesel equipment (10.72 MT CO_2e) includes emissions from equipment owned or operated by the government and includes such items as emergency generators. It is not shown in the figure because it represents less than half a percent of total municipal emissions.

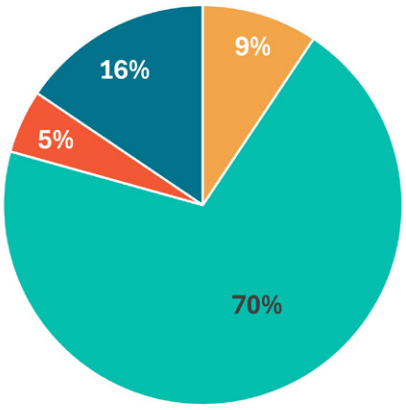
Strategies to reduce municipal emissions include weatherizing facilities, electrifying the fleet, and electrifying buildings.

AT A GLANCE

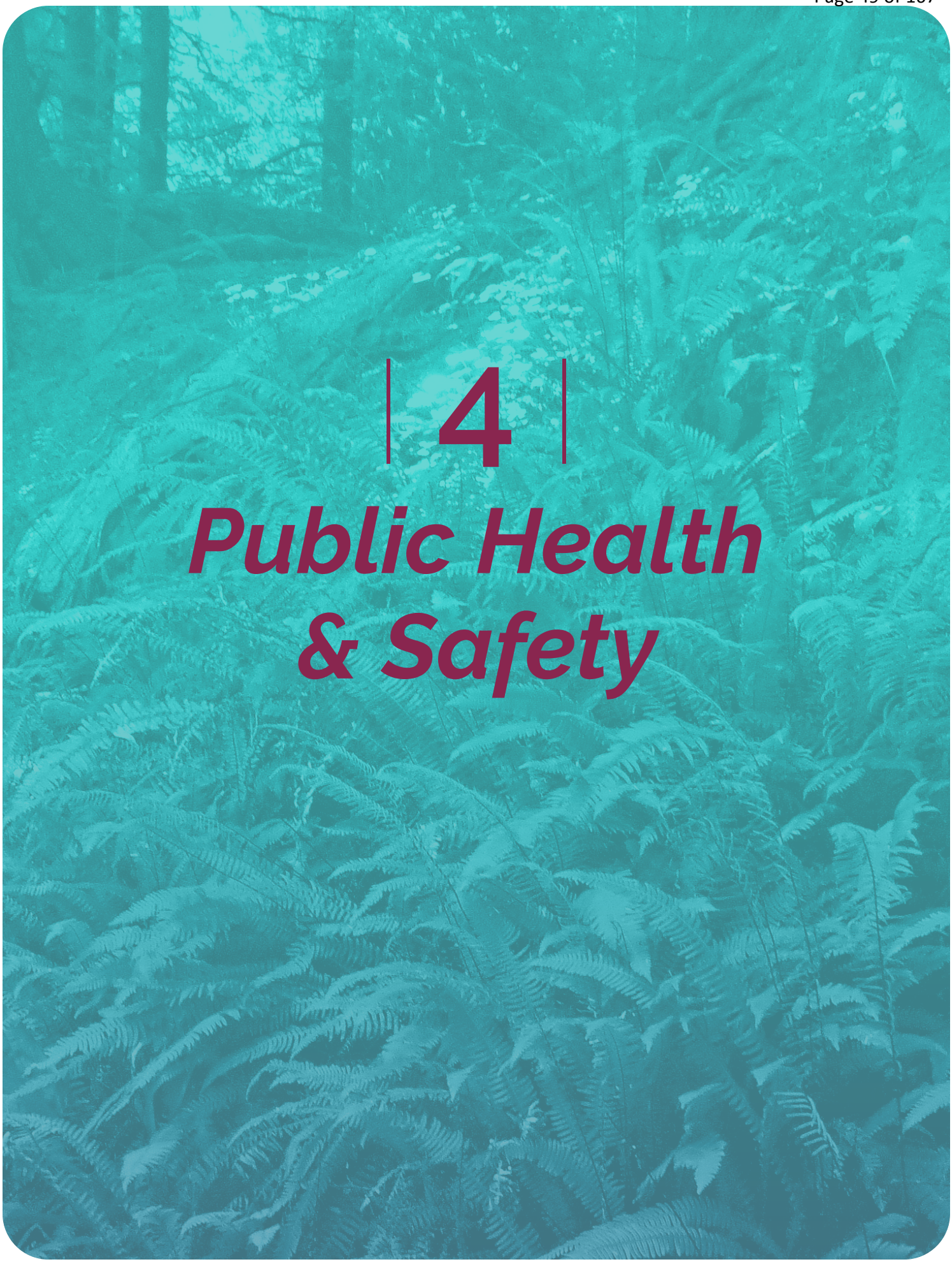
LESS THAN 3% OF TOTAL EMISSIONS

Result from local government activities

MUNICIPAL EMISSIONS, BY SECTOR



- On Road Transportation
- Energy
- Solid Waste
- Wastewater



4

Public Health & Safety

Public Health & Safety

"Climate change is recognized by many experts as the most pressing public health issue of this century. It is considered a "risk multiplier," which means it has the potential for worsening many other public health issues, including health inequities. For example, extreme heat and wildfire smoke increases health risks for people with chronic health conditions, and low income and communities of color experience higher rates of chronic health conditions."

– **Oregon Health Authority**

Climate change has already begun to effect Oregon. If global emissions are not curbed, climate impacts are expected to increase in severity and frequency. The 7th Oregon Climate Assessment describes increasing temperatures, changes to precipitation patterns, increased risk of floods, and increasing risk of wildfire across the State.[1] These forecasts include Lincoln City, which will additionally experience climate related coastal impacts such as sea level rise and a warming ocean.[2] Hazards occurring in other parts of the State can impact Lincoln City as well, as when people arrive suddenly in search of milder temperatures as the result of a heat wave elsewhere or when regional wildfires affect local air quality. This chapter examines how public health and safety are impacted by climate change, in terms of how they intersect with existing vulnerabilities and risk factors. Each hazard is described in terms of the "shocks and stressors" and the forecast for this hazard, based on the latest science available.

Planning Context

Multi-Jurisdictional Hazard Mitigation Plan (MJHMP)

Lincoln County developed the MJHMP in an effort to prepare for the long-term effects resulting from natural hazards. Jurisdictions include incorporated cities and special districts in the County. The goals of the MJHMP are to protect life and property from natural hazards, minimize disruptions and impacts from hazards, increase resilience to hazards across sectors, and increase preparation, response, and recovery capacity across jurisdictions. The increased risk of certain hazards resulting from climate change is addressed in MJHMP Appendix G, Future Climate Projections Lincoln County served as a source for much of the data cited below. The Lincoln City Addendum to the MJHMP was reviewed for policies appropriate for this CAP and included in **Chapter 5, Strategies**.

Lincoln County Future Projections Report

This 2020 report was created for the Oregon Department of Land Conservation and Development (DLCD), by the Oregon Climate Change Research Institute (OCCRI). The report presents future climate projections for Lincoln County relevant to specific natural hazards for the 2020s (2010–2039 average) and 2050s (2040–2069 average) relative to the 1971–2000 average historical baseline. The projections were analyzed for a lower greenhouse gas (GHG) emissions scenario and a higher GHG

1 Fleishman 2023.

2 OCCRI 2020.

emissions scenario, using multiple global climate models. Increasing risk from specific climate hazards were ranked from low to very high confidence.[3]

CLIMATE PROJECTIONS (RCP 4.5 AND RCP 8.5)

Future climate projections can vary depending on the amount of greenhouse gas (GHG) emissions emitted; this is reflected in two separate climate models. The high-emissions scenario (RCP 8.5) assumes no climate mitigation at a global level and that GHG emissions continue to rise throughout the twenty-first century. The medium-emissions scenario (RCP 4.5) assumes global emissions peak in 2040 and then decline due to mitigation. For the purposes of this document, the high-emissions scenario is used.

Lincoln County + Benton County Climate and Health Assessment and Adaptation Plan

This plan was created in partnership between Lincoln and Benton Counties in order to raise awareness about the health impacts of climate change, following an extensive community engagement process. The plan put forward a framework that provides strategies and actions to increase public health expertise and capacity and prioritize work. Key strategies include community partnership development and emergency preparedness and response.[4]

Climate Change in Lincoln City

Forecast

Climate change refers to long-term changes in climate indicators such as temperature, precipitation, fires, and floods. Exact predictions of the effects of climate change do not exist due to uncertainty in estimating future emissions and developing climate science; however, forecasted trends and data from recent years are available in the Lincoln County Future Projections Report and the Sixth Oregon Climate Assessment and are summarized for each hazard under "forecast." According to the Future Projections Report, Lincoln City is expected to see an increase in risk of heat waves, increased precipitation, flooding, wildfire, ocean temperature change, coastal hazards, and loss of wetland ecosystems, with a high or very high level of confidence. The report also projects in increased risk of drought with medium confidence.

Shocks and Stressors

This chapter uses the terms "shocks" and "stressors" to describe the many factors that determine how destructive a hazard can be. Shocks are sudden or acute events that threaten or impact Lincoln City's immediate well-being. These may include hazard events such as a winter storm or extreme heat wave. Stressors are daily or chronic challenges that weaken natural, built, or human resources

3 OCCRI 2020.

4 Rede Group. 2023. Lincoln County + Benton County Climate and Health Assessment. Prepared for Benton County and Lincoln County. June 2023. https://www.co.lincoln.or.us/DocumentCenter/View/4051/Lincoln-Benton-Climate-Assessment-PDF.

Waves crash over seawall during winter storm, inundating public space and coastal homes.

over time. Examples of stressors could include aging infrastructure, inequities in systems like the sidewalk network, or homelessness. Stressors can amplify the effects of shocks when they occur, which especially impact vulnerable populations who experience more stressors than most. In Lincoln City, vulnerable populations include young children, older adults, people who are pregnant, people who are socially isolated, people with chronic health conditions, people navigating poverty, people of color, and people who work outside.[5] To improve resilience in an equitable and comprehensive way, these populations often need to be prioritized throughout the planning process, as well as during implementation. It is important to address equity issues when planning for climate resilience, as underrepresented communities that have historically faced inequities are often disproportionately impacted by shocks and are therefore more vulnerable. As mentioned in **Chapter 1**, much of Oregon's funding through the Climate Equity and Resilience Though Action grant will be focused on low income and vulnerable communities.

This plan will build on existing resilience policies and projects and specifically target adaptations that apply to vulnerable populations.

Hazards

According to projections outlined in the Future Projections Report, Lincoln City is expected to see an increase in risk of heat waves, flooding, wildfire, ocean temperature change, coastal hazards, and loss of ecosystem, with a high or very high level of confidence.[6] The following section details the forecasts and risks associated with these hazards.

5 Rede Group 2023

6 OCCRI 2020.

Coastal Hazards

Coastal erosion and flooding are chronic hazards, the risks of which are expected to increase with climate change. Their severity depends on the intensity of winter storms and processes that impact shoreline stability. These hazards pose a risk to life and property.

Forecast

In Lincoln City, local sea level is projected to rise by 1.7 to 5.7 feet by 2100, meaning the likelihood of a flood event reaching at least 4 feet above average high tide is virtually certain within the next century.7 Coastal flooding is also caused by wave activity, which has increased in recent decades, though it is unclear if this is related to climate change. However, rising sea levels combined with stronger storms raise the probability for both erosion and flooding events.

Shocks and Stressors

Lincoln City is at risk of coastal erosion due to sea level rise and changing wave dynamics. Flooding and coastal erosion are significant hazards for low-lying and ocean front portions of Lincoln City. Sea level rise exacerbates these risks. Local sea level rise depends on global sea level (primarily driven by climate change), as well as currents, wind, and land motion, known as subsidence.[8] Impacts are generally to property, ecosystems, and people whose lives are dependent on coastal activity, such as tourism. The MJHMP ranks vulnerability to erosion as moderate, and an analysis performed for the plan found that 65 people and 184 buildings were at risk for displacement from erosion. It also found that in Lincoln City, Highway 101 is not at risk from erosion. Coastal flooding shares many of the same shocks and stressors as riverine flooding with the additional impact to coastal ecosystems. Tidal wetlands and estuaries throughout the area are additionally expected to experience changes to their composition and area as a result of flooding and erosion, thereby impacting their ability to naturally mitigate flood events.[9]

LOCAL SEA LEVEL RISE

Sea level rise can vary locally depending on regional ocean-atmosphere circulation dynamics (such as El Niño Southern Oscillation) and local tectonic vertical land motions (like subsidence).

KING TIDE

King tides are exceptionally high tides that occur during a new or full moon when the gravitational forces of the moon and the sun are in alignment and tend to occur more often in the spring when the earth is closest to the sun. They are predictable events and can cause significant flooding and erosion in low-lying areas.

TSUNAMI RISK

Another coastal hazard risk faced by Lincoln City is from a potential tsunami following a large earthquake. As these hazards are not driven by climate change, their risk is not assessed as a part of this plan. For more information about the tsunami hazard, see the MJHMP.

7 Rede Group 2023.
8 OCCRI 2020.
9 MJHMP

Ocean Temperature Change

Although not assessed by the MJHMP, ocean temperature change was identified in the Lincoln County Future Projections Report as a climate driven hazard that was likely to impact Lincoln City. Ocean warming and associated effects are leading to alterations in marine ecosystems and affecting coastal communities.

Forecast

Due to higher levels of CO_2 in the atmosphere, 29% of which has been absorbed by the world's oceans, the Pacific is warming, acidifying, and deoxygenating. The North Pacific is warming significantly faster than any other ocean on earth since 2013.[10] In July 2023 NOAA declared the marine heat wave a Category IV, which broke records near Oregon and Washington with temperatures as much as 5˚F above normal in some areas. These changes are already leading to alterations in coastal ecosystems, including harm to calcifying organisms at the base of the marine food web. These trends in temperature and chemistry are expected to continue globally in a business-as-usual forecast, and the North Pacific may reach thresholds even earlier than other oceans.

Shocks and Stressors

Vulnerable organisms include clams, oysters, scallops, mussels, and starfish. These changes are additionally impacting fish, birds, and mammals, as well as humans reliant on the ocean for food and income, including Tribal communities. Algae blooms occur in warmer waters and are a particular problem for marine environments, impacting fishing and food sources in the Northwest, such as razor clams, the harvesting of which was banned during the 2023 heat wave due to toxic levels of domoic acid. Razor clams are also a main source of food for Dungeness crabs, a major source of food and income in Oregon and a driver of tourism locally.

Drought

Drought is a slow-moving hazard and generally defined as a deficiency in precipitation over an extended period of time. The extent of drought events depends upon the degree of moisture deficiency and the duration and size of the affected area. Typically, droughts occur as regional events and often affect more than one city and county. Droughts are a particular concern in areas that rely on surface water, such as Lincoln City. According to the 7th Oregon Climate Assessment, drought risk likely will increase over the twenty-first century on the western slopes of the Cascade Range and the southern Coast Range.[11]

Forecast

Drought conditions in Oregon are those with lower summer soil moisture, snowpack, runoff, and precipitation, which can be intensified with high summer temperatures leading to increased evaporation. In Lincoln City, watersheds are largely rain-dominated and therefore dependent on spring precipitation. Drought conditions occur in summer, especially when shoulder seasons are drier than normal. In 2023, the Oregon coast experienced the driest May–July on record, resulting in neighboring Tillamook County community water systems experiencing water supply issues.[12] Schooner

10 Hu, Z.-Z., M.J. McPhaden, B. Huang, J. Zhu, and Y. Liu. 2024. "Accelerated Warming in the North Pacific Since 2013." Nature Climate Change 14: 929–931. https://doi.org/10.1038/s41558-024-02088-x.

11 Fleishman, 2023.

12 Oregon Health Authority, Public Health Division 2023.

Creek is the city's only water source, and the city's reservoirs store only enough water for one day of use. In the event of extended seasonal drought conditions, Lincoln City water supply would be very vulnerable. Drought conditions are projected to become more frequent in Lincoln City in coming decades, with medium confidence.

Shocks and Stressors

Drought causes very little damage to infrastructure, yet the risks to people and the local economy are high. Drought is often widespread regionally and therefore impacts to the larger regional economy may be felt downstream, even if Lincoln City's water supplies are unaffected. These risks apply to everyone, though under-resourced people are likely to experience disproportionate impacts. The fishing industry has historically been affected. Drought conditions can additionally stress the local food system and can impact mental and behavioral health when it intersects with economic and cultural activities. Drought conditions raise the risk of wildfires in the region and could reduce tourism activities if water conservation orders were to go into effect.

Extreme Heat

Heat is the leading cause of weather-related deaths in the United States, killing approximately 1500 people per year from 2008–2017.[13] High temperatures are related to illness and death as a result of heat exhaustion and heatstroke and can exacerbate existing health problems. High temperatures can also increase the risks of other hazards, such as drought and wildfire. The 7th Oregon Climate Assessment indicates that Oregon average temperature is projected to increase by at least 5˚F by 2074 and 7.6˚F by 2100.[14]

Forecast

Extreme heat events are expected to happen more frequently and for a longer number of days.[15] Additionally, the hottest days in the summer months (June through August) will warm more than the change to average temperature across the Pacific Northwest. In Lincoln City, the average maximum temperature in the summer months is forecasted to rise from 67.8˚F in the 2020s to 73˚F in the 2080s under a business-as-usual emissions scenario, as seen in **Figure 9**, Summer Max Temperature.[16] While 73˚F is not a dangerous temperature, it still represents an overall warming that increases the risk of other hazards. More concerning, extreme heat events, such as the heat dome that occurred in 2021, are likely to become more frequent, as seen in **Figure 7**, Change in Extreme Heat Events.[17]

13 Khatana, S.A.M., R.M. Werner, and P.W. Groeneveld. 2022. "Association of Extreme Heat and Cardiovascular Mortality in the United States: A County-Level Longitudinal Analysis From 2008 to 2017." Circulation 146(3): 249–261. https://pubmed.ncbi.nlm.nih.gov/35726635/.

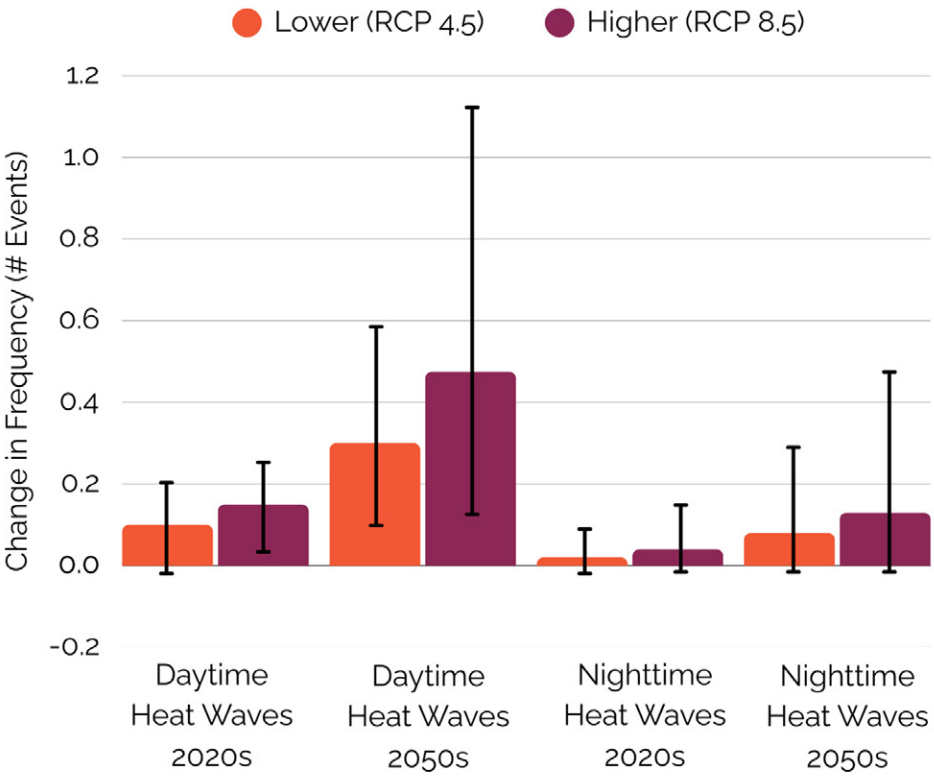
14 Fleishman, E., editor. 2025. 7th Oregon climate assessment. Oregon Climate Change Research Institute, Oregon State University, Corvallis, Oregon. https://doi.org/10.5399/osu/1181.

15 Khatana et al. 2022. The frequency of hot days per year with temperatures at or above 90˚F is projected to increase on average by 4 days, with a range of 1 to 8 days, by the 2050s, and the hottest day of the year is projected to increase on average by about 6˚F, under a high emissions scenario.

16 University of California, Merced. 2024. "Future Climate Dashboard." Accessed December 11, 2024. climatetoolbox.org/tool/Future-Climate-Dashboard.

17 OCCRI 2020.

Figure 7 Change in Extreme Heat Events



Source: Lincoln County Future Projections Report

HEAT RELATED DEATHS

During 2021–2023, cardiovascular disease was a contributing cause of 25% of heat-related deaths. People ages 50 and older accounted for 87% of heat-related deaths. About 70% of deaths were among males. Substance use was a contributing cause of nearly 1 in 5 heat-related deaths (19%).[18]

2021 HEAT DOME

During the last week of June 2021, an exceptional heat wave with no precedent in modern history occurred across the Pacific Northwest. Lincoln City experienced record high temperatures. This one incident alone caused more than 250 deaths in the Pacific Northwest.[19] Records across Oregon were broken by upwards of 10˚F in some places.

18 Oregon Health Authority, Public Health Division. 2023. *Climate and Health in Oregon 2023 Report*. https://www.oregon.gov/oha/PH/HEALTHYENVIRONMENTS/CLIMATECHANGE/Documents/FINAL%20Climate%20Health%20in%20Oregon%202023%20v071124%20

19 U.S. Department of Agriculture. 2024. "2021 Northwest Heat Dome: Causes, Impacts and Future Outlook." Accessed December 11, 2024. https://www.climatehubs.usda.gov/hubs/northwest/topic/2021-northwest-heat-dome-causes-impacts-and-future-outlook.

Smoky skies result in poor air quality as a result of the Echo Mountain Fire.

Shocks and Stressors

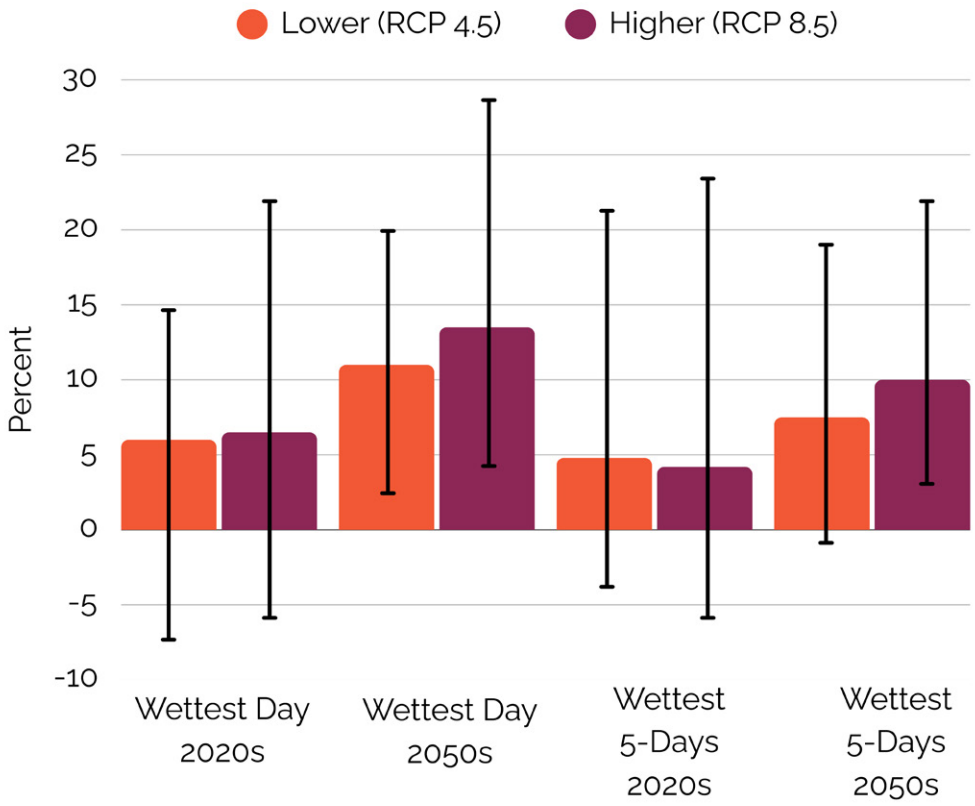
Lincoln City's increasing hot days will bring an increased risk to vulnerable populations including small children, elderly people, pregnant people, people with chronic diseases, residents living at or near the poverty line, the unsheltered populations, and people who work outdoors. More extreme heat conditions may also bring an increase in respiratory problems, because higher temperatures contribute to the build-up in the air of harmful air pollutants.[20]

Due to the relatively mild climate in Lincoln City, many buildings are not equipped with air conditioners, which is especially concerning for vulnerable communities during extreme heat events. According to a study by the Oregon Department of Energy, the Valley North Coast region, which includes Lincoln City, has the lowest levels of working permanent cooling systems, with over 20% of residents surveyed reporting inadequate cooling equipment or none at all.[21]

20 American Public Health Association and Centers for Disease Control and Prevention. 2021. "Extreme Heat Can Impact Our Health in Many Ways." Accessed March 30, 2021. https://www.cdc.gov/climate-health/media/pdfs/EXTREME-HEAT-Final_508.pdf.

21 Oregon Department of Energy. 2023. *Oregon Cooling Needs Study*. December 2023. https://www.oregon.gov/energy/Data-and-Reports/Documents/2023-Oregon-Cooling-Needs-Study.pdf#:~:text=The%20average%20county%20heat%20vulnerability%20index%20is%2057.,%2867%29%2C%20Marion%20%2864%29%2C%20Umatilla%20%2862%29%2C%20and%20Wheeler%20%2861%29.

Figure 8. Change in Number of Wettest days



Heat waves additionally strain and damage infrastructure, increase the risk of wildfire,[22] and exacerbate social ills, including community and domestic violence.[23] Heat can also cause harmful algae blooms that impact local shellfish supply.[24]

Extreme Precipitation and Flooding

Flooding is the second most deadly hazard in the United States, mostly related to drowning. Riverine flooding occurs when heavy rain overwhelms the capacity of rivers and stormwater management infrastructure. Coastal flooding occurs in low lying areas and is caused by heavy rain, storms, and wave activity. In Lincoln City, impacts include blocked or damaged roads, damage to property (including mold growth), and damage to infrastructure (including water and sewer systems).

Forecast

Though there is less certainty in precipitation metrics than temperature metrics, there is evidence that summers are likely to be hotter and drier and winters are likely to be wetter, as shown in **Figure 8**, Change in Number of Wettest Days. This means that Lincoln City is

22 U.S. Department of Housing and Urban Development. 2024. Extreme Heat Quick Guide. https://files.hudexchange.info/resources/documents/Extreme-Heat-Quick-Guide.pdf.

23 Rede Group 2023.

24 Griffith, A.W., and C.J. Gobler. 2020. "Harmful Algal Blooms: A Climate Change Co-Stressor in Marine and Freshwater Ecosystems." Harmful Algae 91. https://doi.org/10.1016/j.hal.2019.03.008.

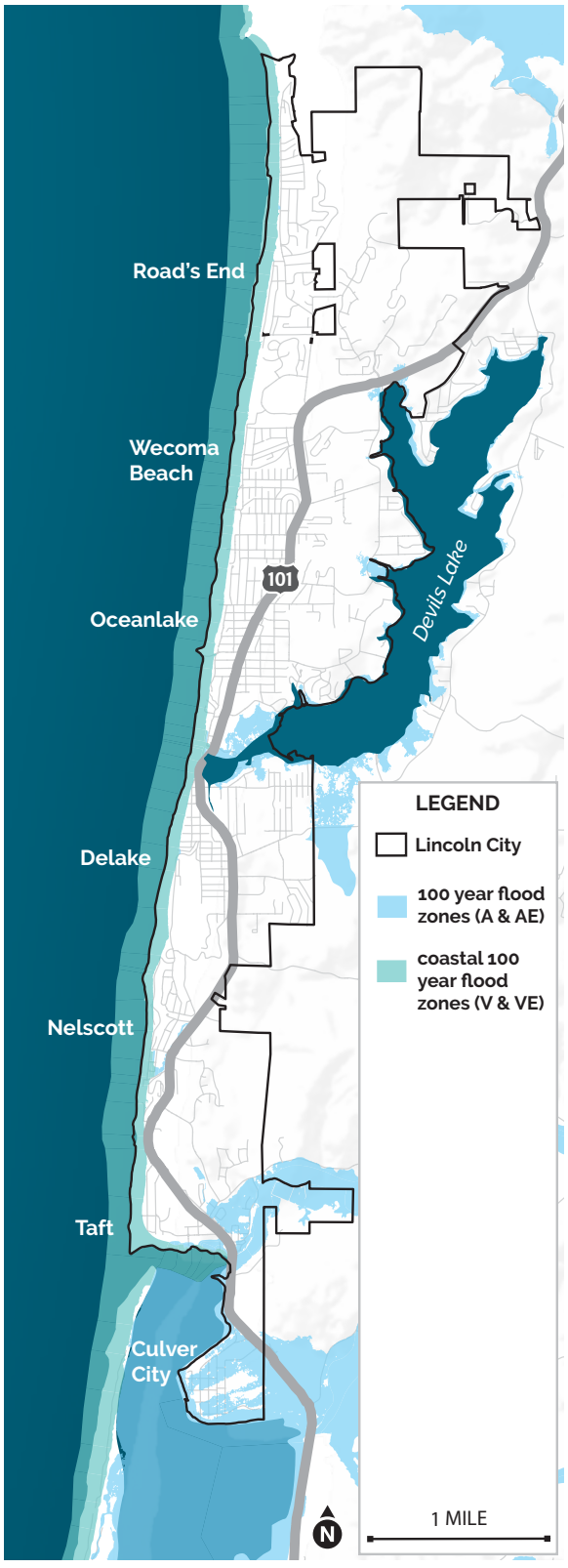
expected to experience an intensification of heavy rain events such as atmospheric rivers, as well as rain in winter that would normally fall as snow.[25] These events will increase the risk of winter flooding. The probability that an event will occur is high, and it will likely involve Schooner Creek and/or Devil's Lake.[26] The MJHMP categorizes Lincoln City's probability for riverine or coastal floods as **high** and vulnerability as **moderate**, meaning that between 1% and 10% of Lincoln City's population or property could be affected by a major coastal or riverine flood event.

Shocks and Stressors

FEMA designates flood hazard areas in the United States based on the chance of a 100-year or 500-year storm inundating an area. **Figure 9** displays FEMA's flood hazard areas in Lincoln City. Flood zones in Lincoln City are along rivers and lakes and in low-lying areas. As climate change causes increased intensity of storms, hazard areas will likely expand. Due to its location on the Pacific Ocean, Lincoln City is also at risk for coastal flooding, which occurs when water levels become so high they exceed and submerge surrounding land. Coastal flooding is typically associated with storms but is also predicted to increase because of sea level rise.

According to the MJHMP, just over 6% of Lincoln City's population may be displaced by flooding, and 249 of its buildings are exposed to the flood hazard and may be damaged; however, none of Lincoln City's critical facilities are within an existing mapped 100-year flood

Figure 9. FEMA 100 Flood Zones



25 Rede Group 2023. The magnitude of precipitation on the wettest day and wettest consecutive 5 days per year is projected to increase on average by about 13% and about 10%, respectively, by 2050s under the higher emissions scenario.

26 MJHMP

hazard area (see **Figure 9**).[27] Typical impacts are to roads and highways, which can impact emergency response and economic activity. People and structures in lower lying areas and near bodies of water are especially at risk, as are people living outdoors. Flooding can additionally damage water infrastructure and result in contamination of water systems and recreation areas. This occurred in December 2023 when sewage was released into Devil's Lake as a result of more than 4 inches of rain falling in a 24-hour period.[28]

Wildfire

Wildfires occur in areas with large amounts of flammable vegetation and require a suppression response due to uncontrolled burning. Fire is an essential part of Oregon's ecosystem, but can also pose a serious threat to life and property, particularly in the State's growing rural communities. Topography, fuel, and weather are all factors in this hazard's risk. The 7th Oregon Climate Assessment states that projections of wildfire smoke and population in Oregon from 2046–2051 suggest that the number of cases of short-term health outcomes attributable to smoke are likely to increase considerably relative to 2005–2009 among all adults, and especially among older adults[29].

Figure 10. Wildfire Hazard Zones

27 MJHMP

28 Ruark, J.C., and S. Card. 2023. "Photos/After the Storms: Atmospheric Rivers Trigger Flooding, Road Damage, Rescues." Lincoln County Leader. Updated December 19, 2023. https://www.thenewsguard.com/news/photos-after-the-storms-atmospheric-rivers-trigger-flooding-road-damage-rescues/article_1468b536-9841-11ee-9183-2febfada6b80.html.

29 Fleishman, 2023.

Forecast

The last few decades of warmer and drier conditions in Oregon have contributed to an increase in fire risk and resulted in more frequent large fires due to an increase in fuel aridity, increasing the length of fire season, particularly in forested ecosystems.[30] While most of Lincoln City exists outside of fire hazards zones, there are areas designated as moderate risk both within and just outside city limits, as shown in **Figure 10,** Wildfire Hazard Zones There The frequency of higher fire danger days is expected to increase by 37% across the region, with potential impacts to property, infrastructure, and air quality.[31]

Shocks and Stressors

Large fires can trigger evacuation orders, which is especially pertinent for older adults who live independently or semi-independently but do not have a car or driver's license and may have certain access and functional needs that require assistance during an evacuation. Older adults, who make up nearly 30% of Lincoln City's population, may also require additional assistance in recovering from a destructive fire. Being on a fixed or low income makes unexpected expenses difficult or impossible to deal with. According to the MJHMP, there are 75 buildings in Lincoln City exposed to wildfire hazard including one critical facility, the Samaritan North Lincoln Hospital.[32]

The secondary impact to air quality is a serious concern, especially for those with existing cardiopulmonary disease or asthma. Also vulnerable are children, seniors, and those who work outdoors, including firefighters. A wildfire within the local watershed could also impact water supply and quality.[33]

Findings

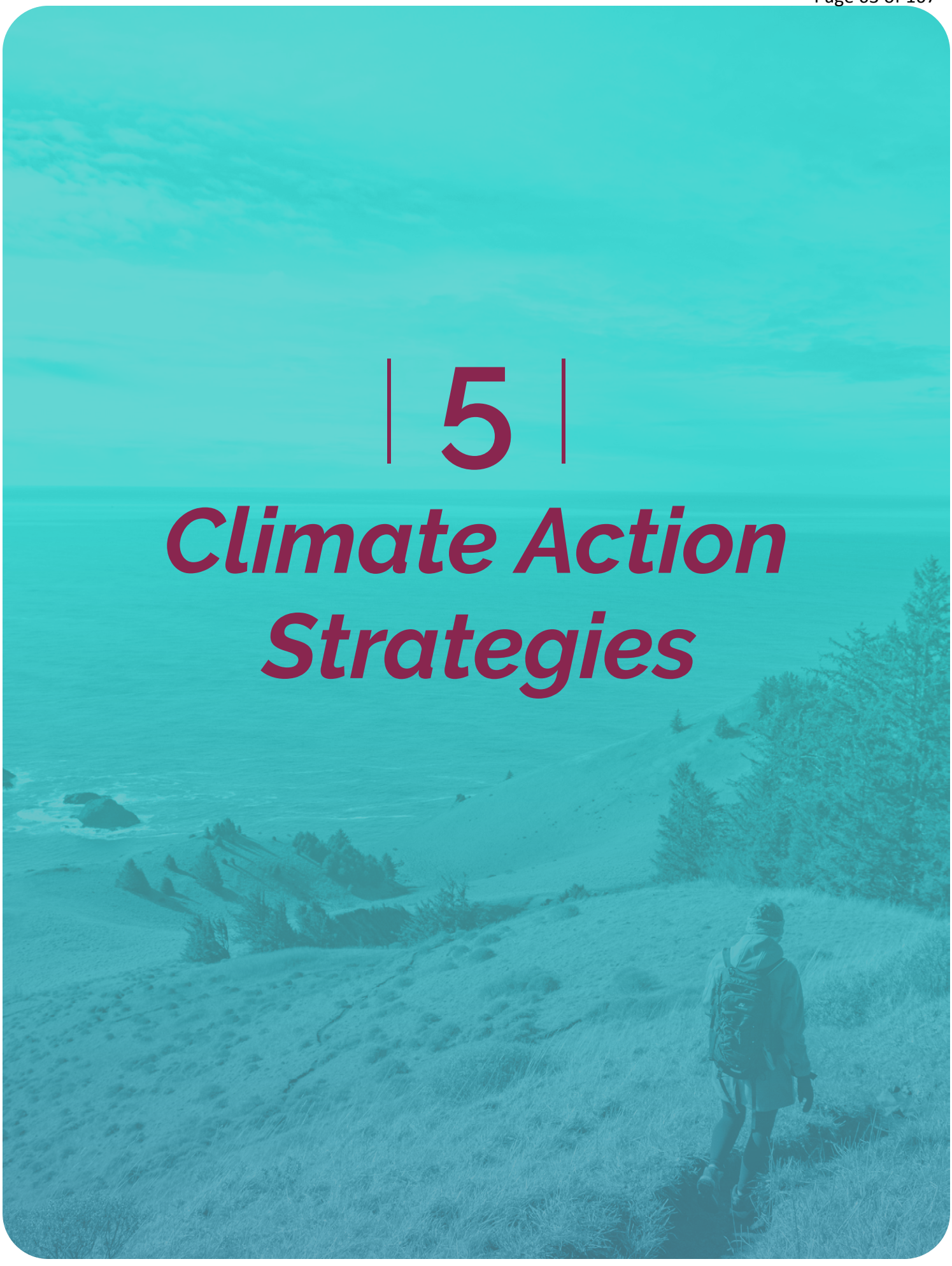
Climate-related hazard events have the potential to significantly impact the public health and economy of Lincoln City. Flooding and coastal hazards occur regularly in Lincoln City and are expected to become more severe because of climate change and will cause damage to infrastructure and property. Extreme heat, drought, and wildfire are less common but are still predicted to occur more frequently and with greater intensity and could have serious consequences for public health. Ocean temperature change and ecosystem loss are already occurring and may have serious consequences if not reversed, especially for the local economy. As climate change continues to influence the frequency, magnitude, and intensity of these hazards, adaptation plays an increasingly important role in protecting people and infrastructure and in building resilience in social and economic systems. Looking forward, the City must prioritize sustainable development such that economic opportunity is equitable and in line with GHG reduction goals.

30 OCCRI 2020.
31 OCCRI 2020.
32 MJHMP
33 Rede Group 2023.

ECHO MOUNTAIN COMPLEX FIRE

Echo Mountain Complex Fire of September 2020 spanned over 2,500 acres north and east of Lincoln City, causing the destruction of over 1,241 structures, mostly in the neighboring community of Otis. This fire was sparked and driven by the same unusual 50mph east winds and high temperatures that caused wildfires to ignite throughout all of Oregon in 2020. Residents in the north part of the city were forced to evacuate and the city was blanketed in thick smoke and power outages and road closures were widespread. It is remarkable that no one died as a direct result of this wildfire. In 2024, Pacific Power settled a lawsuit filed by victims of this wildfire over claims that their power lines were responsible for the ignition of the fire.

Burned out car in the aftermath of the Echo Mountian Fire



5

Climate Action Strategies

Climate Action Strategies

The strategies in this CAP have been developed with the target of meeting the City's greenhouse gas (GHG) reduction goal, increasing Lincoln City's ability to recover from disasters and emergency events, and increasing equity and resilience across all sectors of the community.

The strategies within this plan are non-regulatory and non-binding recommendations provided for the consideration of the City Council and other parties that have the authority to implement them. The following section explains each aspect of the plan's strategies.

Reader's Guide

Goals, Objectives, and Actions

The core component of this CAP is the set of strategies that the City can implement to achieve its sustainability and resilience goals. The strategies in this chapter were developed following an depth review of existing City goals and policy, community engagement, best practices, and State and Federal funding opportunities. The overarching goals are to reduce emissions, increase community resilience, and lower hazard risks to those most vulnerable to the shocks and stressors of climate change.

In total there are nine goals, further broken up into objectives, each of which are implemented by actions. Each objective was given a generalized rating for GHG reduction potential, as well as a list of funding opportunities, and co-benefits. Actions include columns with information related to department, timeframe, policy tool, metrics, and related state action.

GHG Reduction

This indicator is based on expert opinion and experience, as well as analysis performed for the Oregon Roadmap to 2030. There is not a direct number associated with the High, Medium, and Low tiers, and in many cases the actual GHG emissions saved or reduced is dependent on the level of investment and can vary significantly. These tiers should be understood as a general guideline.

Funding Opportunities

In recent years the State of Oregon has made robust legislative progress on climate action, resulting in many new sources of funding and programmatic incentives available to local governments, organizations, businesses, and individuals. Additionally, the State was awarded two large EPA grants, which will be used to expand access to many of these same programs. Beyond Oregon there are many Federal grants related to the Bipartisan Infrastructure law and the Inflation Reduction Act available to local governments and partners. State and Federal programs relevant to each objective are listed in this section.

Co-Benefits

For every measure in this plan, co-benefits are listed, recognizing that these actions do not serve only one purpose. Many actions have the potential to help the community achieve objectives set out in the comprehensive plan. The following co-benefits may be achieved:

Equity – Equity refers to actions benefiting low-income or marginalized residents of Lincoln City, and a focus on targeting resources to this community.

Resilience – Resilience is improving the community's ability to respond to outside shocks such as climate or natural hazards. This can include policies that result in higher levels of preparation, planning, and risk reduction, as well as bolstering and protecting community assets.

Public Health – This measure improves community level health, including actions that reduce people's exposure to air pollution, extreme heat, or flooding, as well as those that increase access to walking and biking, healthy food, and mental health resources.

Local Economy – This measure results in an economic benefit to the community by saving or raising revenue, increasing economic opportunity, or both.

Natural Resources – This measure protects and supports natural and open spaces and habitat, including coastal resources.

Source

Indicates the original source of the action, or if it is new.

Implementor

Indicates the responsible/lead City department or work group for the action.

Phase

Phase one, two, or three was assigned to each action in order to establish a pathway for implementation.

Policy Tool

Indicates the type of policy tool, which is the specific government action a policy uses. The following six policy tools are used in this Plan:

Capital Improvement - Physical infrastructure, such as roads, bridges, parks, and public trees.

Code Change - A change to guidelines and standards for development.

Community Engagement - Meetings and events to educate members of the public to change their behavior and/or publicize an external program people need to sign up for, such as reduced energy rates.

Funding and Financing - Securing funding through taxes or private funding, or providing tax incentives to private development.

Partnerships - Ensuring implementation of certain measures through interagency coordination and partnerships with other organizations.

Programs – Long-term staffing efforts, such as conducting studies or establishing groups and events.

Metrics

Indicates a quantifiable measure to track implementation.

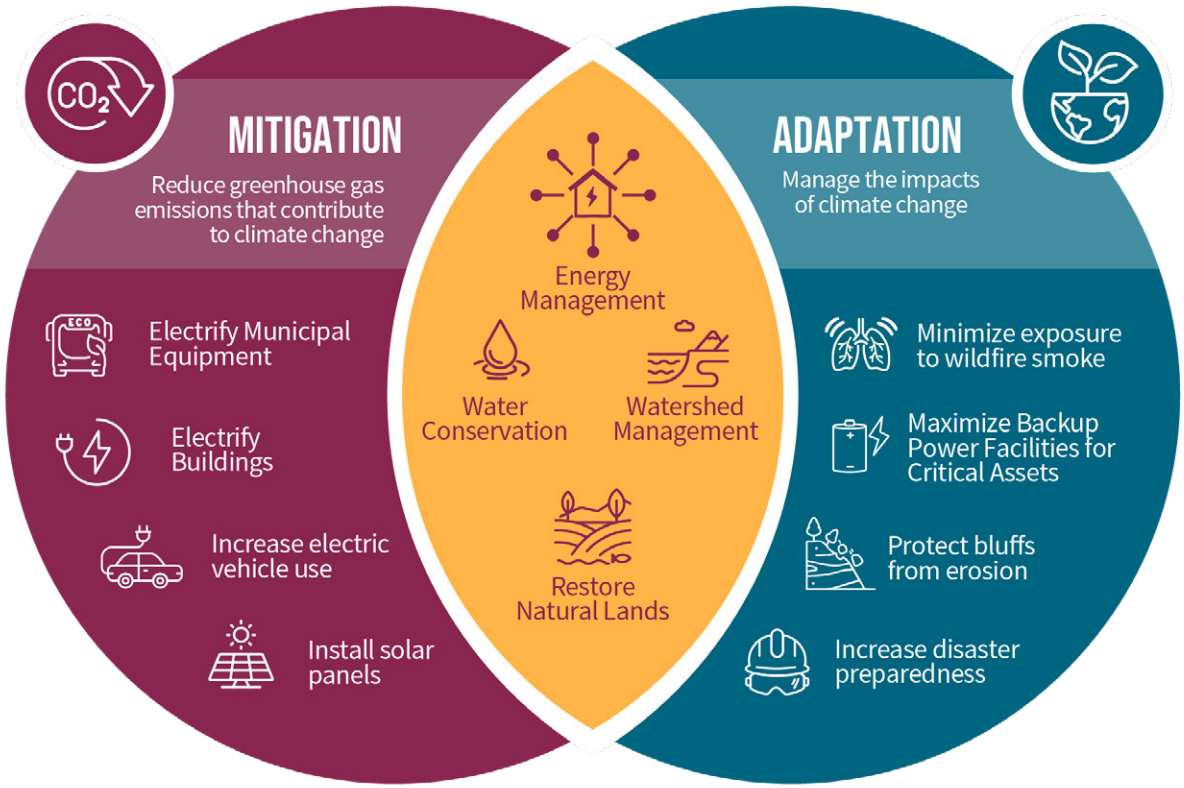
Oregon Action

Indicates relevant state legislation for reference, and if the strategy is related to a TIGHGER action, a set of additional priority actions identified in the Roadmap to 2030.

Action + Adaptation

To achieve the City's vision of a sustainable and resilient city, this CAP includes both GHG mitigation strategies and adaptation strategies (**Figure 11**). Mitigation strategies address the cause of climate change by reducing GHG emissions. Adaptation strategies address and manage the impacts of climate change by protecting vulnerable social and biological systems. Despite local mitigation efforts, the City must still prepare for and adapt to the unavoidable impacts of climate change it is already experiencing. Wherever possible, the strategies were developed to maximize co-benefits, which are described in detail in the following section.

Figure 11. Mitigation and Adaptation



Implementation Recommendations

Achieving the goals of the Lincoln City CAP will require clear and effective governance. City employees, community members, business leaders and even the visitors have a role to play in successful implementation of this plan, all of whom stand to benefit from both long- and short-term outcomes. Because the actions recommended in the following pages involve multiple responsible parties, span a variety of timelines, and require coordination of effort and resources, it is necessary that an implementation manager is designated or hired to guide the process. The following section outlines key steps the City could take to ensure efficient and accountable progress on plan implementation.

Key Steps to implementation:

1. Hire or assign a full-time employee to lead implementation of this CAP and provide them with a budget. Responsibilities should include, but not be limited to, the following duties:
    a. Guide the implementation process and track status of actions
    b. Track development of Oregon Climate Action Programs including rulemaking, opportunities for engagement, trainings, etc.
    c. Track relevant grant cycles and identify new sources of funding as they arise
    d. Coordinate with CAP partners, including the Sustainability Committee and City staff
    e. Track and report progress toward implementation of the CAP at regular intervals
2. Establish a clear role for the Lincoln City Sustainability Committee in CAP implementation
    a. Create regular working meetings
    b. Draft a work plan
3. Build grant writing capacity at the City to improve competitiveness in funding opportunities. This could include, but would not be limited to:
    a. Contract for professional grant writing services
    b. Explore local volunteer capacity
    c. Explore academic partnerships with schools offering grant writing instruction
    d. Partner with County agencies
4. Communicate with Lincoln City residents
    a. Establish a communication strategy and channels
    b. Provide clear and consistent updates on implementation
    c. Provide information on action that residents may directly engage with
5. Create a 2–5 year work plan with early and unlocking actions and easy wins that will set the stage for successful long-term implementation focusing on Phase 1 strategies

Household and Organizational Actions

Reducing GHG emissions to the extent necessary to avoid the worst impacts of climate change will require actions at all levels. While individual efforts may seem insignificant compared with large-scale actions, personal lifestyle changes can help shift social norms and help implement government action.

1. Electrify your home, building, and/or vehicles. There are incentives to buy electric cars and replace gas powered appliances with electric ones, such as heat pumps for heating and cooling. Emissions from cars and the combustion of natural gas in buildings are a major source of community-wide emissions. Share this information with your community.
2. Improve energy efficiency in your home, office, or workspace. You can save money on your heating and cooling bill by replacing windows and installing insulation. Energy Trust of Oregon offers a range of resources and incentives. Share this information with your community.
3. Support elected officials, policies, and organizations doing the large-scale work. Supporting those who are leading the way helps push climate action forward faster and more effectively.
4. Increase resilience at home and at work. Familiarize yourself with the hazards your household faces and your options for mitigating those risks. Keep emergency preparedness supplies on hand. Make a plan for evacuation and check on your neighbors in the run-up to weather events.
5. Talk to your community about the CAP and stay up to date on implementation.

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.1
Institutionalize Climate Action and Adaptation

Align City operations and municipal code with the Climate Action Plan. Regularly track and report implementation progress.

IMPACT

- GHG Reduction - Medium
- Climate Adaptation - Medium

CO-BENEFITS

- Local economy

FUNDING AND RESOURCES

- ODOE County Energy Resilience Grant Program
- ODOT Climate Adaptation and Resilience Roadmap

CITY ACTION

Short: Establish partnerships and staffing

Medium: Update relevant codes

Long: Track and report out Climate Action Plan Implementation

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.1
Institutionalize Climate Action and Adaptation

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Review City legislation and administrative actions when new reports from the Oregon Global Warming Commission (OGWC) are published, determine opportunities and gaps, develop and implement plans to better align City legislation and administrative actions with OGWC recommendations.	New	Admininstration	1	Partnership	Annual report	tiGHGer Action
In partnership with the Oregon Coast Visitors Association and other groups identify strategies to increase job opportunities and develop economic opportunity in the sustainable tourism sector. Explore opportunities to collaborate with the Cascade Head Biosphere Reserve.	New	Economic Development/ Explore Lincoln City	1	Program	Annual report	
Increase grant writing and management capacity through partnerships with nonprofits, council of governments, economic development district, and other groups.	New	Admininstration	1	Program	Grants identifed and pursued	

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.1
Institutionalize Climate Action and Adaptation

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Assign or hire new staff to implement and track success of the CAP. This staff person should work with each department and the Sustainability Committee to regularly report status of implementation and work through any unforeseen roadblocks. Consider a partnership with AmeriCorps or the RARE (Resource Assistance for Rural Environments) Program, or universities with internship programs.	New	Administration	1	Program	Staff Resources	
Develop a "Climate Action" page on the City's website dedicated to reporting progress on CAP measures with additional resources for the public to learn about the plan and how they can get involved. Update site regularly.	New	Administration	1	Program	Page established	
Consider integrating principles of sustainable development, including dark sky regulations, and green infrastructure throughout city codes.	Comprehensive Plan	Administration	2	Policy/ Code Change	Code review complete/ ordinances adopted	

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.2
Increase Infrastructure Resilience

Design, construct, and retrofit critical infrastructure to withstand earthquakes, tsunamis, fires, and other natural disasters to the greatest degree possible.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Resilience
- Local economy

FUNDING AND RESOURCES

- ODOE County Energy Resilience Grant Program
- ODOT Climate Adaptation and Resilience Roadmap

CITY ACTION

Short: Update City policy for new infrastructure

Medium: Establish long term master plans

Long: Improve and construct public facilities and resilient infrastructure

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.2
Increase Infrastructure Resilience

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Establish a CIP checklist that evaluates the related GHG emissions, exposure to natural hazards, and equity implications to encourage additional project design features to improve local infrastructure.	New	Planning	1	Program	Checklist created	
Review funding opportunities for infrastructure improvements related to CAP, attend webinars, create grant trackers, etc.	New	Administration	1	Funding and Financing	Grants reviewed	HB 3630
Identify facilities that could serve as shelters and resilience centers.	New	Planning	2	Program	Facilities reviewed and identified	
Establish long-term facility plans/master plans/system plans for all city facilities to address improvement, replacement, and/or relocation needs. Protect, modify, replace, move, or abandon existing infrastructure at risk of damage from climate-related hazard events.	Comprehensive Plan	Public Works	2	Program	Plans created	
Pursue funds for improvement to public facilities to increase resilience, installing refrigerators, staff training, community gardens, and public education.	New	Planning	3	Capital Improvement	Funds secured	

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.3
Incorporate Carbon Emission Reduction Planning in Municipal Activities

Transition City properties and equipment to electric.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Low

CO-BENEFITS

- Public health

FUNDING AND RESOURCES

- Spark Northwest
- ODOE Energy Loan Program
- DEQ Diesel Emissions Mitigation Grants

CITY ACTION

Short: Identify funding resources

Medium: Purchase equipment

Long: Evaluate feasibility of emerging electrification technology

GOAL 1

Establish Funding and Governance for Climate Action Plan

Objective 1.3

Incorporate Carbon Emission Reduction Planning in Municipal Activities

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Identify funding opportunities for electrification of buildings and equipment, as well as for electricity generation and storage.	New	Planning	1	Funding and Financing	Funds secured	
Transition City landscaping equipment to electric.	New	Public Works	2	Capital Improvement	Equipment transitioned	tiGHGer Action
Transition City fleet vehicles to electric.	New	Public Works	2	Capital Improvement	Vehicles transitioned	tiGHGer Action
Create community solar and microgrids on public property.	New	Public Works	3	Capital Improvement	mWh produced	tiGHGer Action
Replace diesel generators with electric batteries	New	Public Works	3	Program	Generators transitioned	tiGHGer Action

GOAL 2

Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation

Objective 2.1 Improve Walking and Biking

Design and build streets for safe walking and biking.

IMPACT

- GHG Reduction - Medium
- Climate Adaptation - Low

CO-BENEFITS

- Public health
- Natural resources

FUNDING AND RESOURCES

- DLCD and ODOT Transportation and Growth Management Program

CITY ACTION

Short: Inventory needs

Medium: Create design standards

Long: Create online resources

GOAL 2

Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation

Objective 2.1
Improve Walking and Biking

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Create a sidewalk, curb ramp, and crosswalk inventory, and ADA improvements to determine high-need areas, focusing on those that connect to public spaces such as schools, the library, open space, and the beach. Create a prioritized list of improvements.	New	Public Works	1	Program	Inventory complete in spreadsheet with prioritization schedule	
Develop new funding sources for walking and biking facilities, as outlined in the Walking and Biking Implementation Plan.	Walking and Biking Implementation	Public Works	1	Funding and Financing	New funding mechanism established, revenue forecasted	
Where deemed appropriate, designate streets for local traffic only and install slow streets infrastructure including signage and traffic calming.	Comprehensive Plan	Planning	1	Program	Signage installed	
Create design standards for bicycle and pedestrian infrastructure in Lincoln City that serve the needs of residents and tourists.	Walking and Biking Implementation Plan	Public Works	2	Capital Improvement	Design standards adopted	
Develop a map and online resources to provide accessible information on walking and cycling routes and destinations in Lincoln City.	Walking and Biking Implementation Plan	Public Works	3	Program	Map published	

GOAL 2

Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation

Objective 2.2
Work with Lincoln County to Expand Public Transit

Design and build streets for safe walking and biking.

IMPACT

- GHG Reduction - Medium
- Climate Adaptation - Low

CO-BENEFITS

- Public health
- Natural resources

FUNDING AND RESOURCES

- DLCD and ODOT Transportation and Growth Management Program Grants
- ODOT Transit Fleet Electrification

CITY ACTION

Short: Explore feasibility

Medium: Obtain funding

Long: Expand amenities

GOAL 2

Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation

Objective 2.2
Work with Lincoln County to Expand Public Transit

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Explore a collaboration on electric transit infrastructure in Lincoln City with Pacific Power.	New	Planning	1	Outreach	Meetings initiated	
Identify and obtain funding for public transit service and amenities to attain a higher level of ridership.	Comprehensive Plan	Planning/Lincoln County	2	Funding and Financing	Funding Obtained	ODOT Climate Action Plan
Provide for transit user needs beyond basic provision of service (e.g., by providing sidewalk and bicycle connections, shelters, benches) to encourage higher levels of use.	Transportation System Plan	Public Works	3	Capital Improvement	Facilities completed	

GOAL 2

Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation

Objective 2.3
Create Connected Trail and Path System

Expand dedicated walking routes.

IMPACT

- GHG Reduction - Medium
- Climate Adaptation - Low

CO-BENEFITS

- Public health
- Natural resources

FUNDING AND RESOURCES

- ODOT Oregon Community Paths Program

CITY ACTION

Short: Obtain funding

Medium: Construct trails

GOAL 2

Improve Safety, Accessibility, and Enjoyment of Car-Free Transportation

Objective 2.3
Create Connected Trail and Path System

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Pursue funding for multi-use paths identified in the Parks Master Plan and Walking and Biking Plan.	Walking and Biking Implementation Plan	Public Works/ Parks and Recreation	1	Program	Funding obtained	
Incorporate existing and planned multi-use trails into the identified network of bicycle and pedestrian facilities, as envisioned in the Lincoln City Parks Master Plan. Design trails to maximize safety and transportation value, as well as recreation potential.	Walking and Biking Implementation Plan	Public Works/ Parks and Recreation	2	Program	Linear miles of trail completed	ODOT CAP

GOAL 3

Adopt Land Use Standards that Promote Mixed Use Zones with Walkable Districts

Objective 3.1
Encourage Compact Development Patterns

Encourage infill, mixed use, and multi-family development where appropriate.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Medium

CO-BENEFITS

- Public health
- Local economy

FUNDING AND RESOURCES

- DEQ Materials Management Grants
- ODOT Every Mile Counts

CITY ACTION

Short: Inventory oppertunities

Medium: Update code

Long: Pursue redevelopment

GOAL 3

Adopt Land Use Standards that Promote Mixed Use Zones with Walkable Districts

Objective 3.1
Encourage Compact Development Patterns

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Establish a vacant property registration program to engage a community partner, such as a non-profit housing group, to follow up with property owners for purchase and housing rehabilitation.	Comprehensive Plan	Planning	1	Program	Inventory complete in spreadsheet with prioritization schedule	
Follow updates to DEQ Materials and Waste Management Programs seeking funding opportunities for Building Reuse.	New	Planning	1	Funding and Financing	Funding obtained	DEQ Materials Management 2020 Vision and Framework for Action
Reduce minimum lot size and minimum unit area in areas near recreation, institution, and commercial uses.	New	Planning	2	Policy/ Code Change	Signage installed	tiGHGer Action
Allow for horizontal mixed use, duplexes, small lot development and accessory commercial uses where appropriate.	Comprehensive Plan	Planning	2	Policy/ Code Change	Design standards adopted	
Implement strategies to encourage infill and revitalize and redevelop underutilized or remediated brownfields within the city, creating useable and attractive spaces for the community.	Comprehensive Plan	Urban Renewal Agency	3	Policy/ Code Change	Map published	

GOAL 3

Adopt Land Use Standards that Promote Mixed Use Zones with Walkable Districts

Objective 3.2 Implement Parking Management Strategies

Implement parking strategies to support walkable areas of the City.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Low

CO-BENEFITS

- Public health
- Local economy

FUNDING AND RESOURCES

- DLCD Climate Friendly and Equitable Communities

CITY ACTION

Short: Explore park-once structures

Medium: Update code

GOAL 3

Adopt Land Use Standards that Promote Mixed Use Zones with Walkable Districts

Objective 3.2
Implement Parking Management Strategies

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Consider planning and funding to transition surface parking lots to public parking garages to accommodate reductions in on-street parking and create opportunities for vertical evacuation sites where appropriate.	Comprehensive Plan	Public Works	1	Program	Study complete	
Explore parking management strategies, such as parking districts, paid parking, reduced parking requirements, preferential parking for carpools, and shared parking.	New	Planning	2	Policy/ Code Change	Code updates	DLCD Climate Friendly and Equitable Communities

GOAL 4

Encourage the Use of Electric Vehicles to Reduce GHG Emissions and Local Air Pollution Exposure

Objective 4.1
Encourage EV usage in Lincoln City by Residents

Promote programs and resources for EV purchase and at home charging.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Medium

CO-BENEFITS

- Natural resources
- Public health

FUNDING AND RESOURCES

- DEQ Clean Vehicles
- PacPower Electric Transportation Grants
- Oregon EV Association

CITY ACTION

Short: Advertise rebates

Medium: Increase charging opportunities for affordable and multi-family development

GOAL 4

Encourage the Use of Electric Vehicles to Reduce GHG Emissions and Local Air Pollution Exposure

Objective 4.1
Encourage EV usage in Lincoln City by Residents

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Partner with Pacific Power to educate residents on home charger rebate programs.	New	Planning	1	Partnership	Enrollment	
Promote Oregon Clean Vehicle Rebate Program widely. The standard rebate is available to all Oregon residents and the Charge Ahead rebate is for low and moderate income.	New	Planning/ Sustainability Comittee	1	Community Engagement	Outreach methods and reach	
Promote programs to help fund installation of EV chargers at new and existing affordable housing and multifamily complexes. Prioritize multifamily housing and workplaces.	New	Planning	2	Community Engagement	Outreach methods and reach	tiGHGer Action

GOAL 4

Encourage the Use of Electric Vehicles to Reduce GHG Emissions and Local Air Pollution Exposure

Objective 4.2
Encourage EV usage in Lincoln City by Visitors

Promote programs to encourage visitors to travel by EV to and around Lincoln City.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Medium

CO-BENEFITS

- Public health
- Natural resources

FUNDING AND RESOURCES

- Cascadia Mobility
- Travel Oregon EV Trips

CITY ACTION

Short: Work with lodging providers

Medium: Consider micro-mobility options

GOAL 4

Encourage the Use of Electric Vehicles to Reduce GHG Emissions and Local Air Pollution Exposure

Objective 4.2
Encourage EV usage in Lincoln City by Visitors

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Work with hotel and lodging providers to understand barriers to installing additional EV chargers and other mobility offerings.	New	Planning	1	Program	Stakeholders contacted	tiGHGer Action
Consider options for rental of human powered and electric bicycle programs for visitors.	Comprehenisve Plan	Explore Lincoln City	1	Program	Bicycles deployed	tiGHGer Action

GOAL 5
Increase Energy Efficiency

Objective 5.1
Increase Energy Efficiency in Residential Uses

Encourage conversion to energy efficent electric appliances and heating.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Medium

CO-BENEFITS

- Natural resources
- Local economy

FUNDING AND RESOURCES

- Energy Trust of Oregon Residenital Resources
- ODOE Residential Incentives

CITY ACTION

Short: Advertise resources

Medium: Create partnerships

Long: Encourage broad sustainable development

GOAL 5

Increase Energy Efficiency

Objective 5.1

Increase Energy Efficiency in Residential Uses

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Conduct outreach to public on benefits of switching from natural gas to electric appliances; for example, hot water heaters, stoves, and laundry dryers. Include education on various energy efficiency incentives.	New	Planning/ Sustainablity Comittee	1	Community Engagement	Outreach methods and households reached	tiGHGer Action
Promote the Oregon Rental home Heat Pump Program to rental property owners.	New	Planning	1	Community Engagement	Enrolment	tiGHGer Action
Consider partnerships for application to the Community Heat Pump Deployment Program.	New	Administration	2	Funding and Finance	Meetings and program development	tiGHGer Action
Review Home Energy Score programs established in other Oregon cities, including Portland and Milwaukie.	New	Administration	1	Policy/ Code Change	Code change adopted	
Partner with the Community Energy Project to make the Home Energy Score program available for free to lower income home sellers in Lincoln City. This program offers free home energy scores to home sellers at or below 80% median income.	New	Planning/ Sustainablity Comittee	2	Partnership	Enrolment	

GOAL 5

Increase Energy Efficiency

Objective 5.2
Encourage Upgrades in Commercial Properties

Encourage energy benchmarking and upgrades in commerical buildings.

IMPACT

- GHG Reduction - High
- Climate Adaptation - Medium

CO-BENEFITS

- Natural resources
- Local economy

FUNDING AND RESOURCES

- Energy Trust of Oregon Residenital Resources
- ODOE Residential Incentives

CITY ACTION

Short: Create partnerships

Medium: Encourage early adoption of sustainable methods

GOAL 5

Increase Energy Efficiency

Objective 5.2
Encourage Upgrades in Commercial Properties

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Partner with Pacific Power, Energy Trust of Oregon and Earth Advantage programs for energy benchmarking..	New	Administration	1	Community Engagement	Outreach methods and reach	
Connect local businesses to programs that encourage and incentivize early and voluntary adoption of commercial building performance standards.	New	Economic Development	2	Program	Enrolment	SB 869

GOAL 6

Improve Local Energy Production and Distribution

Objective 6.1 Encourage Renewable Energy Generation and Distribution

Promote the procurement of renewable energy through both onsite generation and shared community sources.

IMPACT

- GHG Reduction - High
- Climate Adaptation - High

CO-BENEFITS

- Local economy
- Resilience

FUNDING AND RESOURCES

- ODOE Community Renewable Energy Grant
- Oregon Community Solar
- PacPower Blue Sky Sol Smart

CITY ACTION

Short: Streamline residential solar

Medium: Evaluate potential code changes

Long: Explore community scale projects

GOAL 6

Improve Local Energy Production and Distribution

Objective 6.1
Encourage Renewable Energy Generation and Distribution

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Consider participation in the SolSmart Program that provides technical assistance to local governments to reduce barriers to installing solar in their communities.	New	Planning	1	Partnerships	Meetings	tiGHGer Action
Promote enrollment in the Oregon Community Solar Program. The Oregon Community Solar Program gives thousands of Oregonians new opportunities to go solar without needing to own a home, have a sunny roof, or make upfront payments. Community Energy Project connects income qualified customers to the program.	New	Planning/ Sustainability Committee	1	Community Engagement	Outreach methods and reach	SB 1547
Follow updates to the Oregon Solar for All funding and pursue opportunities as they become available.	New	Planning	1	Funding and Financing	Enrollment	
Work with Pacific Power to develop clean energy projects. Leverage Pacific Power's grant writing capacity and familiarity with state and federal processes.	New	Planning	2	Partnerships	Funding obtained	

GOAL 6

Improve Local Energy Production and Distribution

Objective 6.1
Encourage Renewable Energy Generation and Distribution

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Explore feasibility of requiring new commercial and multifamily housing to be built solar-ready, meaning the buildings would have the electrical infrastructure and roof structures ready for the building owner to install solar panels if they so choose.	New	Planning	2	Policy/ Code Change	Code updated	tiGHGer Action
Explore a "Lincoln City Renewables" initiative with Energy Trust of Oregon and Pacific Power to: 1. Accelerate investments by homes and businesses in solar generation and backup storage; 2. Develop community solar projects for rentals, multi-family housing, single-family housing, and commercial buildings	New	Planning	3	Program	Projects completed	HB 3418
Evaluate opportunities for solar and renewable energy generation and storage systems on City property. Work to install solar carports on City-owned property. Note that local governments who provide emergency shelter and/or communications in disaster situations are eligible for solar and storage rebate program though ODOE.	New	Public Works	3	Program	Project completed	HB 2021

GOAL 6

Improve Local Energy Production and Distribution

Objective 6.2
Improve Local Energy Production and Distribution

Underground utility lines and create local microgrids.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Local economy

FUNDING AND RESOURCES

- Business Oregon Special Public Works Fund (SPWF)
- ODOE Community Renewable Energy Grant
- PacPower Blue Sky

CITY ACTION

Short: Identify funding

Medium: Develop undergrounding plan

Long: Develop microgrids

GOAL 6

Improve Local Energy Production and Distribution

Objective 6.2
Improve Local Energy Production and Distribution

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Identify funding mechanisms to replace overhead power lines with underground lines.	Comprehensive Plan	Public Works	1	Funding and Financing	Funding obtained	
Work with utility companies to develop and directly implement programs for placing all utilities underground.	Comprehensive Plan	Public Works	2	Partnerships	Meetings	
Work with Pacific Power to research the feasibility of a plan to increase renewable-powered microgrids and energy storage for critical sectors/buildings (e.g., hospitals) to improve resilience. Potentially leverage funding available from HB 2021 to install community-based renewable energy projects.	New	Public Works	3	Partnerships	Microgrids developed	tiGHGer Action

GOAL 7

Increase Community Resilence

Objective 7.1
Increase Weatherization of High-Risk Residences

Connect low-income residents with energy and bill reduction programs.

IMPACT

- GHG Reduction - Medium
- Climate Adaptation - Medium

CO-BENEFITS

- Local economy
- Equity

FUNDING AND RESOURCES

- ODOE Oregon Solar + Storage Rebate
- PacPower Bill Assistance
- OHA Healthy Homes Grant Program

CITY ACTION

Short: Connect residents to State resources

Medium: Encourage weatherization

Long: Expand programs to wildfire smoke reduction

GOAL 7

Increase Community Resilence

Objective 7.1

Increase Weatherization of High-Risk Residences

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Provide information and education on energy-saving improvements, such as heat pumps, so that people can prioritize to reduce the costs of cooling. Connect people with income-based assistance programs.	New	Emergency Preparedness	1	Community Engagement	Enrollment	tiGHGer Action
Consider partnerships for the Healthy Homes Grant program in regard to weatherization assistance for low-income households and communities impacted by environmental justice factors.	New	Planning	1	Partnerships	Meetings	tiGHGer Action; HB 3141
Encourage multi-family property owners to apply to incentive under the OHCS Multifamily Energy Program, and low income service providers to the Solar and Storage Rebate Program.	New	Planning	1	Community Engagement	Enrollment	
Promote assistance programs that help residents pay electricity bills to cover the increased need for cooling (or heating, during winter storms) their homes. PacificCorp offers resources like payment plans, payment extensions, bill due date changes, and an income qualified bill discount program.	New	Emergency Preparedness	1	Program	Outreach methods and reach	

GOAL 7

Increase Community Resilence

Objective 7.1
Increase Weatherization of High-Risk Residences

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
As funding becomes available, promote program options for providing financial assistance to weatherize homes for low-income residents, particularly those who live in dwellings with fewer shared walls (i.e. mobile homes, trailers, or detached single-unit homes).	New	Emergency Preparedness	2	Community Engagement	Outreach methods and reach	tiGHGer Action; HB 3141
As they become available, promote programs that provide low or no-cost masks and HVAC filters and/or air filtration systems in sensitive uses. Target outreach towards low-income residents, people with disabilities, elderly people, and other vulnerable populations.	New	Emergency Preparedness	3	Community Engagement	Outreach methods and reach	

GOAL 7

Increase Community Resilence

Objective 7.2 Improve Disaster Preparedness

Increase disaster preparedness through physical and social infrastructure.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Resilience

FUNDING AND RESOURCES

- ODHS Resilience Hubs and Networks
- State Preparedness and Incident Response Equipment (SPIRE) Grant Program

CITY ACTION

Short: Expand CERT

Medium: Develop resilence centers

Long: Increase diffuse disaster resources

GOAL 7

Increase Community Resilence

Objective 7.2
Improve Disaster Preparedness

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
With partners, consider expanding the CERT program to include a community volunteer program that can provide childcare, food delivery, yard work, neighbor check-ins and assist with disaster response and recovery efforts.	New	Emergency Preparedness	1	Program	Enrollment	
Partner with Lincoln County to develop resilience center(s).	New	Emergency Preparedness	1	Program	Centers developed or improved	HB 3409
Develop disaster plans and provide caches (food and emergency supplies) in strategic locations throughout the city to support residents and visitors.	Natural Hazards Mitigation Plan	Emergency Preparedness	2	Program	Caches established	

GOAL 7

Increase Community Resilence

Objective 7.3
Reduce the Risk to Life and Property from Flooding

Use land use planning, restoration, and education to reduce flooding from increased rain and sea level rise.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Resilience
- Local economy

FUNDING AND RESOURCES

- DLCD Natural Hazards Program
- Oregon Emergency Management
- Oregon Watershed Enhancement Board
- Oregon DEQ SRF

CITY ACTION

Short: Address small scale flooding

Medium: Identify large scale sollutions

GOAL 7

Increase Community Resilence

Objective 7.3
Reduce the Risk to Life and Property from Flooding

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Compile and improve outreach materials to guide property owners in planting and habitat restoration of flood- prone properties and riparian areas.	New	Planning	1	Community Engagement	Outreach materials and reach	
Utilize and fully evaluate land-use management practices and non-structural solutions to problems of erosion and flooding prior to moving to structural solutions.	Comprehensive Plan	Planning	1	Program	Code review completed	HB 3409
Explore steps needed to qualify Lincoln City for participation in the National Flood Insurance Program's Community Rating System (CRS).	Natural Hazards Mitigation Plan	Emergency Preparedness	1	Partnerships	Memoradum written	
Prevent further erosion of bluffs and dunes to the extent possible, and periodically review the requirements for development in erosion hazard areas to ensure bluff and dune protections are maintained and erosion is minimized.	Comprehensive Plan	Planning	1	Policy/ Code Change	Program updated	
Identify land in the floodplain that can be acquired publicly or privately for restoration and flood mitigation.	New	Planning	2	Program	Inventory created	
Work with the owners of repetitive flood loss buildings in the city to identify cost-effective mitigation strategies.	Natural Hazards Mitigation Plan	Emergency Preparedness	3	Community Engagement	Meetings	

GOAL 7

Increase Community Resilence

Objective 7.4 Reduce Water Consumption

Increase water storage and water reuse.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Local economy

FUNDING AND RESOURCES

- OWRD Funding Opportunities

CITY ACTION

Short: Implement water saving measures

Medium: Enhance water storage

Long: Increase greywater use

GOAL 7

Increase Community Resilence

Objective 7.4
Reduce Water Consumption

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Identify and implement water conservation measures.	New	Public Works	1	Program	Measures identified	tiGHGer Action
Seek funding, and develop water storage capabilities and enhance resiliency of water storage, treatment and distribution systems.	Natural Hazards Mitigation Plan	Public Works	2	Funding and Financing	Grant applications	
Conduct a feasibility study on using treated greywater and rainwater harvesting for non-potable water needs at city facilities.	New	Public Works	3	Program	Study complete	

GOAL 7
Increase Community Resilence

Objective 7.5 Increase Wildfire Resilience

Support regional wildfire risk reduction efforts.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Natural resources
- Public health

FUNDING AND RESOURCES

- OSFM Wildfire Investment Program
- Community Wildfire Defense Grant
- ODF Landscape Resiliency Program
- Firewise USA

CITY ACTION

Short: Implement CWPP

Medium: Educate residents

Long: Maintain WUI

GOAL 7

Increase Community Resilence

Objective 7.5
Increase Wildfire Resilience

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Support implementation of the Community Wildfire Protection Plan.	New	Administration	1	Program	Meetings with Lincoln County	
Support Lincoln County Fire District in their efforts to educate and increase awareness of the wildfire hazard risk.	Community Wildfire Protection Plan	Emergency Preparedness	1	Program	Outreach methods and reach	
Continue establishment and maintenance of access roads to keep up with growth in Wildland Urban Interface (WUI) areas.	Community Wildfire Protection Plan	Public Works	2	Program	Maintenance activities	

GOAL 8

Support Resilience of Local Ecosystem

Objective 8.1
Protect Coastal Resources

Identify and pursue coastal resources restoration to protect against climate impacts including sea level rise

IMPACT

- GHG Reduction - Low
- Climate Adaptation - High

CO-BENEFITS

- Natural resources
- Local economy

FUNDING AND RESOURCES

- National Coastal Resilience Fund
- Oregon Sea Grant

CITY ACTION

Short: Identify opportunities

Medium: Pursue funding

GOAL 8

Support Resilience of Local Ecosystem

Objective 8.1
Protect Coastal Resources

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Identify opportunities for Habitat Restoration in Lincoln City.	New	Planning	1	Program	Projects identified	
Pursue funding such as Coastal Zone Management (CZM) Habitat Protection & Restoration	New	Planning	2	Funding and Financing	Funds acquired	

GOAL 8

Support Resilience of Local Ecosystem

Objective 8.2
Support Biodiversity

Track and maintain natural ecosystems across the City.

IMPACT

- GHG Reduction - Low
- Climate Adaptation - Medium

CO-BENEFITS

- Resilience
- Natural resources

FUNDING AND RESOURCES

- ODFW Voluntary Conservation Programs
- Coastal Wetlands Conservation Grants
- OPRD Land and Water Conservation Fund

CITY ACTION

Short: Inventory resources and programs

Medium: Update relevant code

Long: Enhance community outreach

GOAL 8

Support Resilience of Local Ecosystem

Objective 8.2
Support Biodiversity

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Update/maintain existing adopted inventories and create new inventories as necessary of the following: riparian corridors, wetlands, federal wild and scenic rivers, state scenic waterways, groundwater resources, approved Oregon Recreation trails, mineral and aggregate resources, energy sources, and cultural areas.	Comprehensive Plan	Planning	1	Program	Inventories updated	
Review existing regulations relating to development in significant wetland, significant riparian, and/or significant fish and wildlife habitats as needed to ensure continued protection and management in accordance with state regulations. Explore greater partnerships with organizations such as US Forest Service and OWEB (Oregon Watershed Enhancement Board).	Comprehensive Plan	Planning	1	Policy/ Code Change	Regulations reviewed	
Update preferred plant and noxious weed list that is implemented through City projects and incentives for private property.	New	Planning/ Parks and Recreation	2	Policy/ Code Change	List created and distributed to all departments	

GOAL 8

Support Resilience of Local Ecosystem

Objective 8.2
Support Biodiversity

ACTION	SOURCE	IMPLEMENTOR	PHASE	POLICY TOOL	METRICS	OREGON ACTION
Pursue grants to increase vegetation and support biodiversity in open space and parks, such as the Oregon Department of Land Conservation and Development Community Green Infrastructure Grants.	New	Planning/ Parks and Recreation	1	Program	Funds recieved	
Review existing code to ensure protection of large canopy trees	New	Planning	1	Policy/ Code Change	Code adopted	
Partner with regional nonprofits to Develop and implement an outreach and education program for property owners to raise awareness about the value of healthy trees, how to care for trees on their property, how to select native or ecologically well-adapted species, and how to avoid power lines when planting and trimming trees. Include specific information about how property owners can select and site trees to help lower energy use and cost of heating/ cooling.	New	Planning/ Sustainability Committee	2	Community Engagement	Tree inventory	

APPENDIX A

Outreach Memo

Community Input

The City sought to understand community perspectives and priorities regarding climate action and GHG reduction in the development of their CAP. The following summarizes the community engagement process, including the methods used, key topics addressed, and participating organizations.

Methods

Recognizing the value of previous community engagement efforts, the project team chose to leverage existing data and insights rather than conducting a new, potentially redundant survey. The team reviewed community comments and survey responses from two key sources, the 2022 Community Priorities Survey (conducted during the Comprehensive Plan update), and 2018 Imagine Lincoln City Community Vision Plan Survey to understand priorities and long-term aspirations.

To gain a deeper understanding of community concerns and potential benefits related to GHG reduction, the project team conducted targeted outreach through interviews with key stakeholders. Project staff completed five interviews on a virtual meeting platform. Each interview was approximately 30 minutes in length. Each interview included similar questions with a different focus of either affordability, economic development, or transportation. Recognizing the importance of diverse perspectives, the outreach focused on low-income households, seniors, Spanish speaking households, and small and local businesses.

EXISTING OUTREACH FINDINGS

Previous outreach included substantial community-wide efforts. These broader engagement opportunities measured resident input on all aspects of community development, including seven prominent themes directly relevant to climate action planning:

- Bicycle Infrastructure
- Public Transportation
- Walkable Neighborhoods
- Tourism
- Affordability
- Natural Environment
- Energy Supply and Reliability

Community Priority Survey

General public feedback centered around balancing tourism with the needs of year-round residents. Top priorities where community members thought more resources should be invested included living wage jobs, infrastructure, economic development, and trails for walking/biking/hiking. Safe crossings and sidewalks, traffic calming and improvements along 101 were prioritized by participants. Participants valued the access to recreation and the coast in Lincoln City and were concerned about potential impacts from sea level rise.

Imagine Lincoln City Community Vision Statement

The community vison statement includes many relevant goals including economic opportunity, enhancing mobility, environmental sustainability, and community health and safety. The economic opportunity initiatives focus on expanding the economic base to create stable employment options in small businesses and sustainable industries. The mobility initiatives focused on enhancing safety, connections, and transit options. The sustainability initiatives included mitigating the impacts of growth, protecting resources, and renewable energy. Lastly, health and safety initiatives included hazard planning and access to resources

TARGETED CAP OUTREACH

The supplemental outreach interviews provided valuable insights into community perspectives and priorities. Participants raised both opportunities and concerns related to climate action within the context of affordability, economic development, and transportation.

Participating Organizations

The following organizations actively participated in the supplemental outreach interviews, providing valuable perspectives and insights:

- Economic Development Alliance of Lincoln County is an independent Oregon 501(c)(6) nonprofit economic development organization working to attract, support and grow businesses in Lincoln County to ensure community-wide economic well-being and an improved quality of life.
- Explore Lincoln City is the official Destination Management Organization for the Lincoln City area, serving as a resource for Lincoln City's tourism industry and promoting the area for visitation through a variety of strategic initiatives.
- Innovative Housing Inc. is an affordable housing provider with multiple building in Lincoln City
- Lincoln City Chamber of Commerce is a voluntary organization made of local businesses that work together to promote the interests of its members.
- Pacific Power is the investor-owned utility providing electricity to Lincoln City residents.

The insights gleaned from these community engagement efforts have directly informed the development of the Lincoln City CAP. They have helped shape the plan's goals, objectives, and strategies, ensuring they are aligned with community needs and priorities.

Interview Findings

Participants identified challenges, opportunities, and concerns on each of the seven CAP themes. These insights are addressed in Chapter 5, **Climate Action Strategies,**to customize implementation of CAP measures and maximize local applicability and community benefit.

Affordability

Among other stressors, climate change is impacting the affordability of communities in Oregon. This includes but is not limited to rising insurance and energy bills and the high costs of recovery from climate driven disasters. Mitigating risk and preventing damage is often more cost-effective long term than the cost of recovery, but it requires upfront investment which may be out of reach for some residents or

communities. However, many climate actions reduce costs in such a way that they pay for themselves relatively quickly and save people and organizations money over time.

There was general concern that the community's affordability issues would be exacerbated if the climate actions are funded through tax increases. This was primarily related to the cost of development, such as housing. Interviewees stated that the lack of affordable housing also affects local businesses, who have a shortage of workers. Participants also raised concerns that some climate actions could negatively impact affordability if new mandates are passed onto customers. To address these concerns, the City should leverage available sources of funding, such as state and federal grants to implement projects whenever possible, especially to implement investments that reduce energy costs long term. The City could also take action on low-cost initiatives and those that reduce the cost of municipal operations, while engaging the community on ways they can reduce costs in their own homes and businesses.

- **Challenges**: Interviewees noted that the limited amount of developable land, high development costs, a housing shortage partially attributed to the short-term rental market, and the influence of tourism on local prices were identified as key factors contributing to affordability challenges in Lincoln City.
- **Opportunities**: Participants suggested that climate actions could be leveraged to address affordability concerns by:
    - Funding or incentivizing actions that reduce long term costs, such as solar panels and energy efficiency programs. (Energy Sector)
    - Seeking grant opportunities for climate action incentives. (All Sectors)
    - Collaborating with electric utilities on small-scale clean energy projects. (Energy Sector)

Housing

Housing is a major concern in among participants, as it is in many communities across Oregon. As Lincoln City works to address the issue locally, climate change and adaption programthat reduce the cost of development and ownership of energy efficient and resilient housing should be considered.

Economic Development

Economic development and climate action and adaptation are not mutually exclusive, in fact, many CAP strategies can spur economic growth. For example, a business could reduce overhead costs by making energy efficiency improvements, and a small businesses may benefit from increased density and/or walkability. Additionally, Lincoln City has the opportunity to distinguish itself as a "green community" by implementing the CAP, which will attract new visitors and full time residents who want to live in a safer, greener, and forward looking community. Some interviewees expressed concerns that certain climate actions could discourage tourism unless coupled with other economic development strategies to offset potential costs. To address these concerns, implementation of the CAP should include close coordination with the business community to lower long term costs and enhance economic development.

- **Challenges**: Participants perceived several factors hindering economic development in Lincoln City, some of which intersect directly with climate action and adaptation, and others that are tangentially related and are downstream from affordability issues.
    - Difficulty for local businesses in finding local employees due to high cost of living, lack of affordable housing, and childcare shortage.

- The seasonal nature of the tourism economy leading to challenges in providing stable year-round jobs.
- The potential negative impacts of commercial/industrial developments on natural resources and tourism, though the community needs them for the jobs they provide.
- Anxiety about the effects of rising sea levels on property and the local economy.

- **Opportunities:** Participants suggested several ways that climate actions could contribute to economic development:
  - Integrating climate actions into existing economic development programs to reduce long term costs (e.g., incentivizing climate-conscious landscaping and energy efficiency).
  - Researching barriers and incentives to increase business participation in "green" programs.
  - Leveraging existing environmentally focused initiatives, such as the Cascade Head Biosphere Reserve.
  - Creating tourist attractions that encourage visits during the off-season.
  - Developing tourism activities that manage negative impacts from tourism such as traffic congestion, trash, and short term rentals that reduce local housing stock.

Mixed use development

Interviewees voiced their desire for mixed-use, high-density developments and related investment in jobs and affordable housing. Designed well, these types of investments can help meet climate goals by increasing walkability, decreasing congestion, and reducing residential energy use while providing commercial destinations for residents and visitors. CAP strategies should leverage state action and funding to meet housing needs with sustainable, climate adapted development.

Transportation/Electric Vehicles

Climate action and adaptation intersect heavily with transportation, especially in Lincoln City. A key concern raised was that dedicating public parking spaces to EV charging could worsen existing parking challenges during tourist season. There is a shortage of parking spaces during tourist season and some interviewees do not perceive a net gain in adding an EV charging station if it means "losing" a parking spot for conventional cars. The CAP should address these concerns to include both lots that cater to Highway 101 pass through trips, strategically placed next to businesses, such as restaurants, that people could patron while their vehicle is charging, as well as, overnight charging at lodging facilities to limit the impact in public lots. Additionally public and overnight chargers can be set on timers to charge at super off-peak times (10pm to 6am).

- **Challenges:** Participants identified several transportation challenges facing Lincoln City:
  - Heavy reliance on Highway 101, leading to significant congestion during tourist season.
  - Limited options for getting around without a car due to distance and lack of walkability.
  - Concerns about the reliability of electric vehicle (EV) charging infrastructure.
- **Opportunities:** Participants suggested climate actions could improve transportation, such as:
  - Investing in infrastructure that facilitates car-free transportation options for residents and visitors.

- Collaborating with Lincoln County to improve public transportation, especially during tourist season.
- Exploring funding for electric bus service.
- Educating businesses on the benefits of EV chargers and their potential to increase local spending.
- Encouraging short-term rental owners to install EV chargers.
- Helping employers incentivize their employees to adopt commuting behaviors that reduce GHG emissions.
- Allowing and encouraging micro-vehicles such as micro trucks.
- Electrifying the City's vehicle fleet

ELECTRIC VEHICLE CHARGING

Participants expressed concerns about increased electricity demand from new electric vehicles. How this demand actually impacts the grid depends on several factors such as the power level and time of day when vehicles are charged. EV's can be charged at off-peak times, such as overnight, when rates are cheaper, and demand is low. There is also the potential for vehicle-to-grid charging, which allows EVs to act as a power source that may help with grid reliability by pushing energy back to the grid from an EV battery. This is done by allowing EVs to charge when electricity demand is low and drawing on them when that demand is high.

CONCLUSION

Public engagement highlighted the need for climate action initiatives to include a sustainable environment, economy, and an equitable approach. Creating a safe and resilient environment with affordable, reliable, and clean energy will benefit year-round residents while supporting the tourism and broader economic goals. Strategies in Chapter 5, address these concerns by focusing on funding, incentive-based policy, and community resilience.

APPENDIX B

Greenhouse Gas Technical Memo

Greenhouse Gas Emissions

Climate Change presents a growing challenge for communities small and large, and Lincoln City is no different. Greenhouse gas (GHG) emissions from human activities are intensifying the natural greenhouse effect across the globe, driving long term shifts in temperatures, weather patterns, and environmental systems. To effectively respond to the issue locally, it is essential to first understand where the emissions are coming from within Lincoln City. This section provides context on the climate science, the role of GHG's in climate change, and outlines the purpose of, and the methodology and data used in the Lincoln City emissions Inventory. Establishing a comprehensive emissions baseline enables the City to track progress, inform policy decisions, and guide municipal climate action over time.

Greenhouse Effect and Climate Change

GHGs are gases that absorb infrared radiation (i.e., trap heat) in the earth's atmosphere. The trapping and buildup of heat in the atmosphere near the earth's surface (the troposphere) is referred to as the "greenhouse effect" and is a natural process that contributes to the regulation of the earth's temperature, creating a livable environment. The earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in the earth's energy balance. Human activities that generate and emit GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the earth's surface temperature to rise. This rise in temperature has led to large-scale changes to the earth's system (e.g., temperature, precipitation, wind patterns), which are collectively referred to as climate change.

Greenhouse Gases

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Manufactured GHGs, which have a much greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which are associated with certain industrial products and processes.

Some gases are more effective than others at trapping heat and contributing to the greenhouse effect, warming Earth's oceans, land, and atmosphere. For each GHG, a global warming potential (GWP) was developed to allow comparisons of the global warming impacts of different GHGs. Specifically, GWP is a measure of how much energy the emissions of 1 ton of a gas will absorb over a given period of time, typically a 100-year time span, relative to the emissions of 1 ton of CO_2. Gases with a higher GWP absorb more energy (per ton emitted) than gases with a lower GWP and thus contribute more to warming the Earth[1].

All GHGs in the emissions inventory and reduction measures in this CAAP are presented in terms of metric tons of CO_2 equivalent (MT CO_2e), which account for weighted GWP factors for CH_4 and N_2O. The

[1] United States Environmental Protection Agency (EPA). 2024. *Understanding Global Warming Potentials.* Available: https://www.epa.gov/ghgemissions/understanding-global-warming-potentials

GWPs applied are from the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6)[2]. Table 1 provides a summary of the three primary GHGs, their sources, and their GWPs.

Table 1. Global Warming Potential (GWP)

GHG	Description	GWP (100-year value)
Carbon Dioxide (CO_2)	CO_2 is a naturally occurring gas that is also a byproduct of human activities, primarily through the combustion of fossil fuels and changes in land use, such as deforestation. It is the principal anthropogenic (i.e., human-caused) GHG that affects the Earth's solar radiative balance.	1
Methane (CH_4)	CH_4 is produced through both natural and human activities and is the main component of natural gas. It is produced through anaerobic (without oxygen) decomposition of landfill and animal waste, flooded rice fields, animal digestion, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion. Methane derived from fossil fuel sources has a slightly higher GWP than methane from non-fossil fuel sources.	27.9[a]
Nitrous Oxide (N_2O)	N_2O is produced through natural and human activities, mainly through agricultural activities and natural biological processes, although fuel burning and other processes also create N_2O. Sources of N_2O include soil cultivation practices, especially the use of fertilizers; manure management; industrial processes (such as in the production of nylon, and from fossil-fuel-fired power plants); vehicle emissions; and its use as a propellant (such as in rockets, racecars, and aerosol sprays).	273

Notes: GHG = GHG; GWP = global warming potential. The descriptions of GHGs are summarized from the Intergovernmental Panel on Climate Change Sixth Assessment Report.

[a] The Intergovernmental Panel on Climate Change's Sixth Assessment Report provides two methane (CH_4) global warming potential (GWP) values: 29.8 for fossil-derived CH_4 and 27.0 for non-fossil-fuel-derived CH_4. The GWP potential presented in Table 1 is the average of the two CH_4 GWP values.

Purpose of GHG Emissions Inventories

An emissions inventory is a snapshot of the GHG emissions associated within a geographic boundary—in this case the City of Lincoln City—during a given period of time. Establishing a baseline inventory of GHG emissions is an important initial step, both for its function as a point of reference for subsequent inventories to track progress and for forecasting future GHG emissions. These foundational steps are also necessary to estimate the GHG emissions gap that must be addressed to meet the City's reduction targets.

[2] IPCC. 2021. *Chapter 7: The Earth's energy budget, climate feedbacks, 3 and climate sensitivity - Supplementary Material.* August. Available: https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_Chapter_07_Supplementary_Material.pdf

The Lincoln City CAP includes two GHG emissions inventories: communitywide and municipal, as described below:

- **Community-Wide Inventory**: All GHG emissions generated within the City's direct or indirect jurisdiction constitute the community-wide inventory. This includes all the GHG emissions that result from activities associated with residents, businesses, government operations, theme parks, tourists, visitors, and other community sources.
- **Municipal Inventory**: The municipal inventory is limited to emissions generated by City-owned operations. Examples of these sources include wastewater treatment, City vehicle fleet, and City buildings and facilities. By establishing a municipal inventory, the City can identify its own footprint and better lead the emission-reduction effort by example.

Methodology

GHG emissions were calculated using activity data available (e.g., kilowatt-hours of electricity, therms of natural gas, vehicle miles traveled) for each sector and protocols for converting activity data to emissions output using relevant emission factors. Emission factors relate the activity to GHG emissions and may vary by year (e.g., for electricity) and often are not affected by local actions or behavior, unlike activity data. Activity data used in the inventory and their sources are detailed in Table 2. Activity data are reported in the community and municipal emissions subsections below.

Table 2. Emissions Factors

Sector	Value	Data Source
Energy - Electricity	1.198 lbs CO2e/kWh	Oregon Department of Energy
Energy – Natural Gas	53.231 MTCO2e/therm	The Climate Registry 2024
Wastewater – Methane	3.468/MGD	IPCC
Wastewater – Nitrous Oxide	0.0078571 g/g N	IPCC
Solid Waste	Mixed paper 1.44 Food 1.39 Mixed Organics 0.84 Plastic/metals/glass 0.02 Mixed residue 1.27 Wood 0.15 Cardboard, recycled -3.14 Mixed recyclables, recycled -2.85 Mixed Organics, composted -.09	EPA Warm Model
Transportation	Residential/commute/visitor VMT: 0.0003463 MTCO2E/mile Commercial VMT:	ICLEI 2019

	0.0010180 MTCO2E/mile	
Off-Road Equipment	Co2 (GMS/Gallon) 10.21	The Climate Registry 2024

Baseline GHG Emissions Inventories

The results of the community-wide and municipal inventories, along with detailed descriptions of each emissions sector and the relevant activity data used to estimate 2023 GHG emissions are outlined in the following sections.

Community-Wide Emissions Inventory

The community-wide GHG emissions inventory includes emissions from all the meaningful sources within the City's direct or indirect jurisdictional control. When data is available, the community-wide inventory is shown in terms of the different land uses within the City (e.g., residential and nonresidential). Because the community-wide inventory captures all typical sources, it can be easily correlated with statewide efforts to reduce GHG emissions. Table 3 provides a summary of the City's community-wide GHG emissions inventory for baseline year 2023 by sector.

Table 3. 2023 Community-Wide Baseline Inventory

Sector	MT CO_2e	Percent of Total
On-Road Transportation	130,044	58%
Energy	85,386	38%
Wastewater	926	0.4%
Solid Waste	7,649	3.4%
Offroad Equipment	55	0.02%
Total	*224,060*	*100%*

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

The detailed approach and results of the emissions inventory estimate is provided in the sections below by sector, including what activities are included, the activity data used, and the emission factors or methods to calculate emissions.

On-Road Transportation

GHG emissions from on-road vehicle travel are related to the combustion of fossil fuels, including gasoline, diesel, and (less often) natural gas.[3,4] Activity data used to estimate on-road transportation emissions includes vehicle miles traveled (VMT) by speed and vehicle type within Lincoln City, as described in detail below.

For the community-wide inventory, the on-road vehicle sector includes emissions generated from trips attributable to activities occurring within Lincoln City. Specifically, VMT estimates include the vehicle travel associated with residents, workers, students, visitors, etc. engaged in activities that begin and end in the City. Annual City VMT for baseline year 2023 was estimated using Oregon Department of Transportation ODOT data.

ODOT traffic count data was used to determine if a trip started and or ended in Lincoln City and attributed the miles as follows:

- **Include 100% of internal–internal trips**. The VMT associated with vehicle trips that have an origin and destination within the City of Lincoln City are multiplied by 1.0, given that the City is responsible for and has the opportunity to reduce emissions associated with vehicle trips through land use changes at both locations (i.e., the ability to provide transit connecting both locations and other methods of VMT reduction).
- **Include 50% of internal–external and external–internal trips**. The VMT for vehicle trips that have an origin within and destination outside of the City, and conversely those that have an origin outside of and destination within the City are multiplied by 0.5. With this assumption, half of the VMT from these trips is assigned to the City of Lincoln City, while the other half is assumed to be the responsibility of the relevant jurisdiction outside of the City.
- **Exclude 0% of external–external trips**. The VMT for vehicle trips with origins and destinations outside of the City (i.e., vehicles passing through) are not included, as these trips are assigned to the relevant origin/destination geographic regions outside of the City's jurisdictional control.

On-road vehicle emission factors were calculated using the Local Governments for Sustainability (ICLEI) US Community wide Protocol, which calculates emissions per mile based on nation-wide fuel efficiency.

Annual VMT and GHG emissions from on-road transportation in the City for baseline year 2023 is provided in Table 4.

Table 4. 2023 Community-Wide On-Road Transportation Activity Data and Emissions

Source	Annual VMT	MT CO_2e
On-Road Transportation	356,054,911	130,044

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

[3] Some heavy duty trucks are fueled using compressed natural gas

[4] Emissions related to electricity consumed for electric vehicle (EV) charging are included in the building energy sector.

Building Energy

Building energy generates GHG emissions directly through consumption of natural gas for heating and indirectly through the use of electricity. Annual GHG emissions from community energy use in the City for baseline year 2023 is provided in Table 5. The activity data, emission factors, and methodologies for estimating GHG emissions from energy is described below for each respective energy type.

Table 5. 2023 Community-Wide Energy Emissions

Source	MT CO_2e	Percent of total
Electricity	65,014	**76%**
Natural Gas	20,371	**24%**
Total	***106,842***	***100%***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Electricity

Indirect GHG emissions from use of electricity within Lincoln City were estimated using annual electricity consumption data (i.e., kilowatt-hour per year) provided by Pacific Power based on electricity meters with Lincoln City address. For baseline year 2023, electricity consumption was provided by Pacific Power. GHG emissions intensity factors (pounds of CO_2e per megawatt-hour [MWh]) were calculated using data from the Oregon Department of Energy (ODOE) for Pacific Power in 2021, the most recent year data is available for.[5]

Communitywide consumption and GHG emissions from electricity use in the City for baseline year 2023 is provided in Table 6 below.

Table 6. 2023 Community-Wide Electricity Activity Data and Emissions

Land Use Type	Annual kWh	MT CO_2e
Non-Residential (commercial, business, industrial, municipal)	72,461,135	39,376
Residential	47,179,504	25,638
Total	***119,640,639***	***65,014***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

[5] ODOE. 2023. Electricity Mix in Oregon, ERM by Utility. https://www.oregon.gov/energy/energy-oregon/pages/electricity-mix-in-oregon.aspx

Natural Gas

GHG emissions related to the combustion of natural gas were estimated using consumption data (i.e., therms per year) by land use type, including single-family and multi-family residential, commercial, and industrial. For baseline year 2023, natural gas consumption for all land use types was provided by NW Natural for accounts located in Lincoln City. Natural gas emission factors for CO_2, CH_4, and N_2O were obtained from The Climate Registry and applied to annual consumption data to estimate emissions[6].

Communitywide consumption and GHG emissions from natural gas use in the City for baseline year 2023 is provided in Table 7 below.

Table 7. 2023 Community-Wide Natural Gas Activity Data and Emissions

Land Use Type	Annual Therms	MT CO_2e
Non-Residential (commercial, business, industrial, municipal)	1,803,268	9,599
Residential	2,023,688	10,722
Total	***3,826,956***	***20,371***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Wastewater

Wastewater treatment emits GHGs such as CH_4 when the chemical and microbial processes that break down sewage in anaerobic (without oxygen) environments release biogas as a byproduct. The City's wastewater emissions were calculated using fall and winter water use rates annualized over the year as is done to calculate use for billing, and GHG emissions were calculated using the International Pannel on Climate Change (IPCC) emission factors.

Annual input and GHG emissions from wastewater treatment in the City for baseline year 2023 is provided in Table 8 below.

Table 8. 2023 Community-Wide Wastewater Activity Data and Emissions

Source	Annual Million Gallons	MT CO_2e
Wastewater Treatment	0.24	926

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

[6] The Climate Registry. 2023. "2023 Default Emission Factors." June 2023. Available: https://theclimateregistry.org/wp-content/uploads/2023/06/2023-Default-Emission-Factors-Final-1.pdf

Solid Waste

GHG emissions from solid waste include fugitive emissions of CH_4 and CO_2 as waste decomposes over time. The community inventory includes emissions from waste generated in the City of Lincoln City, total waste amounts were provided by North Lincoln Sanitary Service for baseline year 2023. Material composition data for the state's overall disposed waste stream was obtained from the Department of Environmental Quality (DEQ) Oregon Solid Waste Characterization and Composition Study and applied to the City's total tonnage for 2023.[7] Landfill emission factors for each waste type was provided by the EPA Waste Reduction Model (WARM)[8]. In 2023 the City produced 19,385 tons of waste, resulting in 7,648.84 $MTCO_2e$.

Off-Road Equipment

Use of off-road equipment generates GHG emissions from the combustion of fuel, which is typically diesel, gasoline, or natural gas.[9] Typical off-road equipment depends on the category, with examples including forklifts for industrial, excavators for construction, lawn mowers for lawn and garden, and all-terrain vehicles for recreation. The following off-road categories are included in the Lincoln City community inventory:

- Transport Refrigeration Units
- Construction
- Industrial
- Lawn and Garden
- Light Commercial
- Pleasure Craft
- Recreational
- Portable Equipment

Annual emissions were estimated using Fuel sales data for dyed diesel and biodiesel was provided by the ODOT Fuels Tax Group for Lincoln City in year 2023. The data was estimated using diesel fuel sales tax provided by the ODOT Fuel Tax Group. The proportion of diesel fuel sales that was used for offroad was determined based on several reports that included 1) the DEQ 2025 Clean Fuels Forecasts (DEQ 2024) which used 2023 fuels and provided some breakdown in differentiating between the various diesel types. This information was then further broken down into the percentage of fossil diesel, biodiesel, and renewable diesel that was used in offroad equipment types based on the 2) Oregon Nonroad Diesel Equipment Survey and Emissions Inventory (DEQ 2020). Once the fuel use by offroad equipment in Lincoln County was derived, Lincon City offroad fuel use was estimated based on the population/jobs of Lincoln County compared to Lincoln City

[7] DEQ, 2016. Oregon Solid Waste Characterization and Composition Study https://www.oregon.gov/deq/mm/Pages/Waste-Composition-Study.aspx

[8] EPA. 2023. *Documentation for GHG Emission and Energy Factors Used in the Waste Reduction Model (WARM).* December. Available: https://www.epa.gov/warm/documentation-chapters-greenhouse-gas-emission-energy-and-economic-factors-used-waste.

Municipal Emissions Inventory

The municipal inventory is limited to the facilities, equipment, vehicles, and employees that Lincoln City owns and/or operates. It's important to note that the municipal inventory has substantial overlap with the community-wide inventory; for example, mobile emissions from employee commute are captured in the on-road transportation emissions within the communitywide inventory. As such, the municipal inventory is treated separately, and not wholly additive to the communitywide inventory. Municipal inventories are beneficial in addressing City-controlled emission sources. The primary purpose of a municipal inventory is to "lead by example," and develop reduction measures associated with City activities and operations.

Table 9 provides a summary of the City's municipal GHG emissions inventory for baseline year 2023 by sector.

Table 9. 2023 Municipal Baseline Inventory

Sector	MT CO_2e	Percent of Total
Energy	4,168	70%
Vehicle Fleet	364	6%
Water/Wastewater	926	16%
Solid Waste	305	5%
Employee Commute	194	3%
Off Road Equipment	11	0.2%
Total	***5,969***	***100.00%***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

On-Road Transportation

The municipal on-road transportation inventory accounts for mobile source emissions from City-owned vehicle fleet and City employee commutes. Fuel consumption, mileage, and vehicle specifications (i.e., make, model, and year) were provided by the City for the entire vehicle fleet for 2023. City employee commute activity data (i.e.., distance, commute frequency, and mode of transportation) was obtained from the Lincoln City commuter survey.

Vehicle fleet fuel consumption data (i.e., gallons of gasoline and diesel fuel) for 2023 were provided by the City for all City-owned vehicles. On-road vehicle emission factors were calculated using the Local Governments for Sustainability (ICLEI) US Community wide Protocol, which calculates emissions per mile based on nation-wide fuel efficiency. Both the employee commute and City owned vehicle fleet were estimated as a proportion of commute trips (0.7%) based on number of employees compared to total jobs

in Lincoln City. The vehicle fleet data was estimated as a portion of total VMT (0.28%) based on the proportions of vehicle fleet VMT to total VMT found in the last inventory.

Annual GHG emissions from municipal on-road transportation for baseline year 2023 is provided in Table 10.

Table 10. 2023 Municipal On and Off Road Transportation Emissions

Source	MT CO_2e	Percent of Total
Employee Commute + Vehicle Fleet	558	99%
Off Road Equipment	11	.02%
Total	***569***	***100%***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Energy

The municipal energy inventory includes emissions from electricity use for City-owned buildings, facilities, and streetlights, as well as natural gas usage at City-owned buildings and facilities. Annual GHG emissions from municipal energy use in the City for baseline year 2023 is provided in Table 11.

Table 11. 2023 Municipal Energy Emissions

Source	MT CO_2e	Percent of total
Electricity	3,834	99%
Natural Gas	334	1%
Total	***4,168***	***100%***

Notes: MT CO2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Wastewater

The municipal wastewater inventory includes GHG emissions from off-gassing during the treatment of wastewater generated from City operations. The City owns and operates the wastewater facilities, so the entirety of wastewater related emissions is in the Municipal Inventory.

Table 12 outlines annual wastewater generation and related GHG emissions from municipal wastewater treatment in the City for baseline year 2023.

Table 12. 2023 Municipal Wastewater Activity Data and Emissions

Source	Annual Million Gallons	MT CO_2e
Wastewater Treatment	0.24	926

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Solid Waste

The municipal solid waste inventory includes emissions from waste generated by City operations, which was estimated based on the proportion of total waste (4%). This proportion was derived from the 2006 inventory (municipal/total waste).[10] Landfill emission factors for each waste type was provided by the EPA Waste Reduction Model (WARM).[11]

Table 13 outlines annual generation and related GHG emissions from municipal solid waste in the City for baseline year 2023.

Table 13. 2023 Municipal Solid Waste Activity Data and Emissions

Source	Annual Tons	MT CO_2e
Municipal Solid Waste	775	306

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

GHG Emissions Projections

Projecting future GHG emissions allows the City to understand how emissions are expected to change in the future. GHG emissions are forecasted using two scenarios: (1) a BAU scenario; and (2) an ABAU scenario. The BAU and ABAU projections are both based on the demographic trends discussed in the following section to reflect anticipated growth in the City.

- **The BAU scenario** describes emissions based on projected growth in population, employment, and other factors and does not consider policies that would reduce GHG emissions in the future.
- **The ABAU scenario** describes emissions based on projected growth *and* considers policies that will achieve GHG reductions in the future (i.e., assumes Federal- and State-mandated GHG emission reduction measures would be implemented by the projected forecast year). The ABAU, unlike the BAU, accounts for adopted GHG emissions reductions because of regulations that would be implemented between the 2023 baseline year and 2035 and 2050.

By estimating emissions projections under these two scenarios, the City can evaluate the effect that existing policies may have on future emissions and determine which local measures would provide additional reductions. The additional reductions needed at the local level can also be estimated based on

[10] A significant amount of municipal waste is coming from the wastewater treatment plant and parks

[11] EPA. 2023. *Documentation for GHG Emission and Energy Factors Used in the Waste Reduction Model (WARM).* December. Available: https://www.epa.gov/warm/documentation-chapters-greenhouse-gas-emission-energy-and-economic-factors-used-waste.

the emission reductions necessary between the "gap" of the ABAU inventory and the state-aligned reduction targets.

Demographic Trends

Demographic trends are important factors in developing the CAP because they enable projections, or forecasting, of GHG emissions based on changes anticipated for the City. For example, if residential population is anticipated to increase within a community, GHG emissions associated with residential population would also increase when not considering other variables that would change the GHG emissions profile.

Forecast years selected for this CAP include 2035 and 2050. Table 20 outlines the City's baseline 2023 and projected 2035, and 2050 metrics for population[12], households, employment, and VMT, which were used to project future emissions within the City.

As noted in Table 14 below, forecasting for on-road transportation is based on VMT; building energy was forecasted based on the projected number of households for residential energy use and on projected employment for commercial and industrial energy use; GHG emissions related to water, wastewater, and solid waste were forecasted based on population.

Table 14. City of Lincoln City Demographic Trends

Demographic Metric	Applicable Inventory Sector(s)	2023 Baseline	Data Source	Projected		Growth Factor, Source
				2035	2050	
Population (persons)	Solid Waste, Water, Wastewater	10,372	Lincoln City Census Data	11,927	12,448	Portland State University, Population Research Center, Oregon Population Forecast, 2024 Preliminary Results, Region 4
Households	Energy (Residential)	4,520	Lincoln City Census Profile Data	5,186	5,412	Calculated based population growth using person per household rate of 2.3.
Employment (jobs)	Energy (Industrial, Commercial) Off-road	4,435	Lincoln City Census Profile Data	4,989	5,940	Calculated based on population growth.[13]
Vehicle Miles Traveled (miles)	VMT Gas	318,352,453	ODOT	NA	NA	VMT was not forecast. Onroad emissions were forecast using population and jobs forecast.
	VMT Diesel	37,690,349	ODOT	NA	NA	VMT was not forecast. Onroad emissions were forecast using population and jobs forecast.

[12] Portland State University, Population Research Center, Oregon Population Forecast, 2024 Preliminary Results, Region 4

[13] Jobs data was forecasted as proportional to population growth, however, in reality is impacted by many forces and should be regularly monitored and compared to the CAP assumptions on a regular basis during implementation.

Business-as-Usual Inventory Projections

The City's communitywide BAU GHG emissions forecasts for future years 2035 and 2050 are outlined in Table 15. As discussed previously, the BAU forecasts were estimated assuming that emissions would increase in-line with the demographic trends outlined in Table 14 above, and do not account for policies that would reduce GHG emissions in the future from state or federal legislative action.

Table 15. Community-Wide Business-as-Usual Inventory Projections

Sector	2023 Baseline		2035		2050	
	MT CO2e	%	MT CO2e	%	MT CO2e	%
Residential Energy	36,410	16%	44,827	16%	58,136	16%
Commercial Energy	48,569	22%	60,965	22%	80,999	22%
Industrial Energy	406	0.2%	510	0.2%	677	0.2%
On-Road Transportation	130,044	58%	162,173	58%	213,718	58%
Solid Waste	7649	3%	9539	3%	12570	3%
Water/Wastewater	926	0.4%	1,155	0.4%	1,522	0.4%
Off Road Equipment	55	0.02%	69	0.02%	92	0.02%
Total	***224,060***	***100%***	***279,238***	***100%***	***367,714***	***100%***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Similarly, Table 16 presents the BAU projections for 2035 and 2050, along with the 2023 baseline, by emission sector for the City's municipal inventory.

Table 16. Municipal Business-as-Usual Inventory Projections

Sector	2023 Baseline		2035		2050	
	MT CO2e	%	MT CO2e	%	MT CO2e	%
Energy	4,168	70 %	5,198	70%	6,850	70%
Vehicle Fleet	364	6%	454	6%	598	6%
Water/Wastewater	926	16%	1155	16%	1,522	16%
Solid Waste	305	5%	382	5%	502	5%
Employee Commute	194	3%	242	3%	319	3%
Off Road Equipment	11	0.2%	13	0.2%	18	0.2%
Total	***5,969***	***100%***	***7,444***	***100%***	***9,809***	***100%***

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Adjusted Business-as-Usual Projections

As noted above, the ABAU scenario describes emissions based on projected growth *and* considers policies that will achieve GHG reductions in the future. State legislation has been approved and/or adopted that will reduce GHG emissions in Lincoln City. Federal and State policies do not require additional local action but should be accounted for in the City's emissions forecasts to provide a more accurate picture of future emissions and the level of local action needed to reduce emissions to levels consistent with State recommendations.

The relevant federal and state policies and related ABAU projection assumptions are detailed in Table 17.

Table 17. Adjusted Business-as-Usual Projection Assumptions

Emissions Sector	Policies	ABAU Assumptions
On-Road Transportation	CAFÉ **Clean Cars 1 and 2 (Oregon)**	CAFÉ standards include a composite of the Federal CAFÉ standard, Advanced Clean Cars 1 & II, and Advanced Clean Trucks. ABAU shows total emission

		reductions of 32% by 2035, 40% by 2040, 42% by 2045 and 2050.
Electricity Natural Gas	HB 2021	Electricity sold in Oregon must be: 80 percent below baseline emissions levels by 2030 90 percent below baseline emissions levels by 2035, and - 100 percent below baseline emissions levels by 2040
	Climate Protection Program	The CPP requires fuel suppliers (natural gas utilities and liquid fuel suppliers) to reduce GHG emissions from fossil fuels by - 50 percent by 2035 **- 90 percent by 2050**
Water	None accounted for in ABAU	ABAU is the same as BAU
Wastewater	None accounted for in ABAU	ABAU is the same as BAU
Solid Waste	SB 263	An additional 20% reduction in waste compared to 2015 by 2035.
Offroad Equipment	Climate Protection Program	The CPP requires fuel suppliers to reduce GHG emissions from fossil fuels as shown above.

The City's communitywide ABAU GHG emissions forecasts for future years 2035 and 2050 are outlined in Table 18, estimated using the assumptions outlined in Table 17.

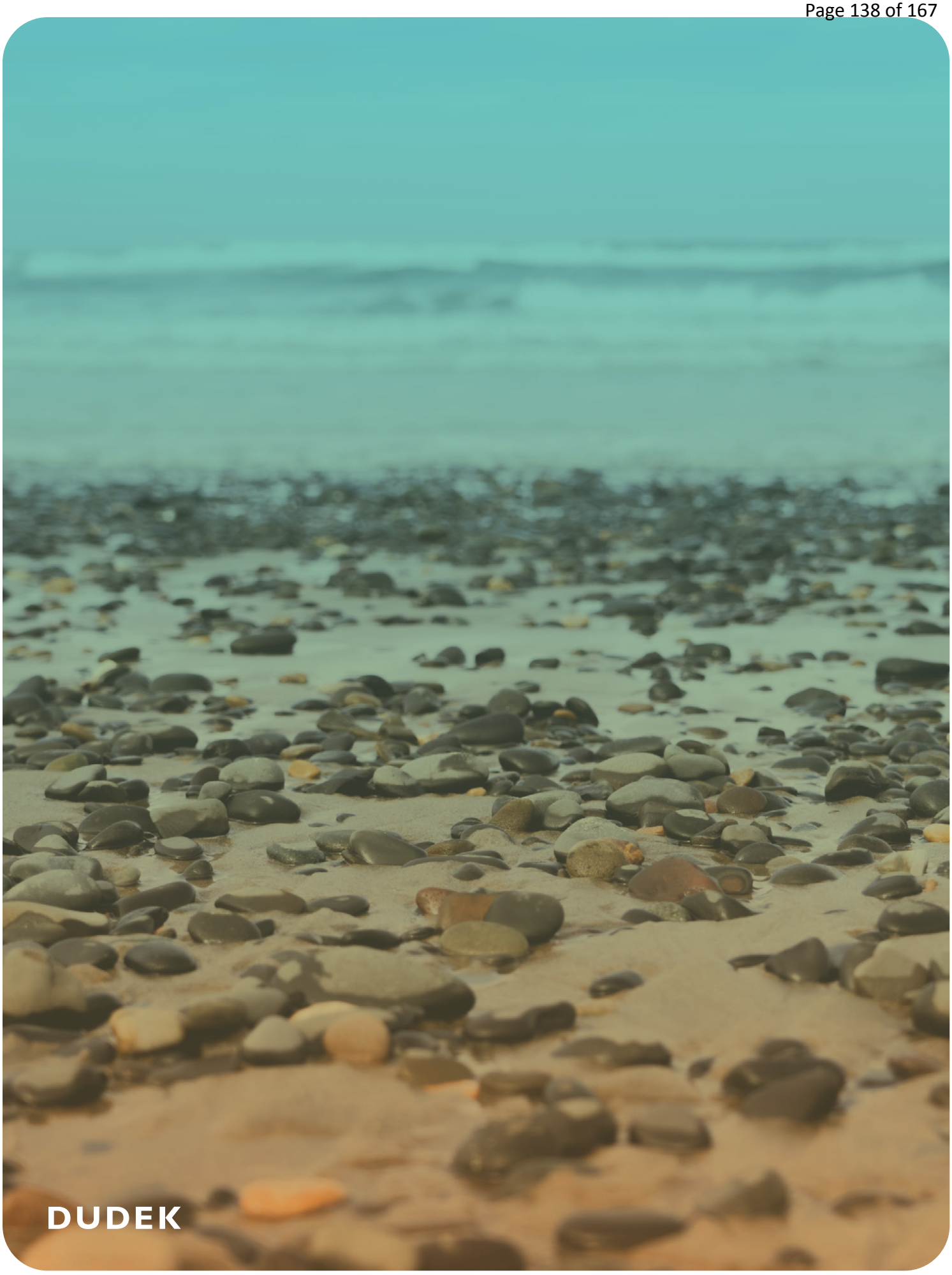
Table 18. Community-Wide Adjusted Business-as-Usual Inventory Projections

Sector	2023 Baseline		2035		2050	
	MT CO2e	%	MT CO2e	%	MT CO2e	%
Residential Energy	36,410	16%	17,739	11%	1,720	1%
Commercial Energy	48,569	22%	23,206	14%	1,573	1%
Industrial Energy	406	0.2%	211	0.1%	28	0.02%
On-Road Transportation	130,044	58%	110,278	68%	102,584	87%
Solid Waste	7,649	3%	7,631	5%	10,056	9%
Water/Wastewater	926	0.4%	1,155	0.72%	1,522	1%
Off Road Equipment	55	0.02%	58	0.04%	76	0.06%
Total	*224,059*	*100%*	*160,277*	*100%*	*117,560*	*100%*

Notes: MT CO_2e = metric tons of carbon dioxide equivalent.

Percentage may not total due to rounding.

Similarly, Table 19 presents the ABAU projections for 2035 and 2050, along with the 2023 baseline, by emission sector for the City's municipal inventory.


DUDEK

NW Natural®

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

Lincoln City, OR

City Manager Daniel Hunter (dhunter@lincolncity.org)
Andrea Riner (ariner@lincolncity.org)

Committee Members:
Chair Lexi Howell
Serena Dressel
Victoria McOmie
Lenny Folino

SUBMITTED VIA EMAIL

March 25, 2026

RE: **Climate Action Plan for Lincoln City, OR**

Dear Members of the Lincoln City Sustainability Committee,

Thank you again for the opportunity to provide feedback on the Lincoln City's Climate Action Plan (the "Plan"). As a utility and community partner, we play an essential role in providing safe, affordable, reliable, and increasingly decarbonized energy for Lincoln City. As the Sustainability Committee prepares for upcoming Council discussions regarding the Plan, NW Natural would like to share some questions and comments on the current draft. We recognize that our viewpoint—similar to that of other energy partners—emphasizes the importance of examining all climate action planning processes and decarbonization efforts through an energy planning perspective. This approach necessitates assessing affordability and reliability in tandem with investments and innovations in decarbonization.

First, we appreciate the staff's responsiveness on correcting the emissions numbers outlined in the prior draft. Thank you. We recognize that given how the initial emissions numbers were incorrectly estimated at about double what the actual emissions were NW Natural customers in Lincoln City, it may have influenced how the consultant and the Committee think about the carbon intensity of gas use. For example, by assuming higher emissions from the direct use natural gas

NW Natural®

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

than for electrical service, the conclusion of encouraging electrification may have been reached—however, electrification does not equal decarbonization.

We respectfully request that this committee consider adding our recommendations to the Plan as an appendix.

1. **Climate Protection Program (CPP)[1] (P. 27)**

While the report does acknowledge the existence of the CPP on page 13 and in the Appendix, it does not appear that it was incorporated into the analysis for the Energy Emissions Sector section on page 27. In this section, it notes that HB2021 will drive electricity emissions lower and uses that as justification for electrification. It appears that the Plan incorporates these two rules unequally in the analysis and policy recommendations. By only considering emissions reductions from HB2021, unfortunately, this section is mis-framing the energy sector and drawing conclusions based on an unbalanced view of the future. The strong focus on electrification in the Climate Action Strategies and Household and Organizational Actions (page 50) is in contrast to the resiliency goals of the plan and informed by improper analysis of future emissions.

RECOMMENDATION: The Plan should account for the emission reduction outcomes which will derive from the CPP, including underscoring that CPP emissions goals are 50% by 2035 and 90% by 2050.

2. **Resource Adequacy and Joint Energy Planning (P. 34)**

NW Natural and other regional energy providers have concerns about the grid's ability to handle an increase in demand. Attached to this letter is an analysis[2] performed by the Pacific Northwest Utilities Conference Committee (PNUCC) and the Northwest Gas Association (NWGA) evaluating the resources adequacy issues the region faces. Resource constrained grid systems are vulnerable to blackouts, leaving residents without power until the system can be restored. With the increase of AI and data centers moving to the Pacific Northwest, the Western Interconnection will need to add dispatchable resources to help the energy supply match pace with demand. Electrification

[1] filestream.ashx (p.27)
[2] https://www.pnucc.org/wp-content/uploads/Guidehouse-analysis-of-regional-energy-reports-2025.pdf

NW Natural®

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

furthers the demand on the electricity grid, increasing the risk of power outages. Natural gas usage in communities helps lessen the demand on the electricity grid and provides resiliency features during blackouts. To help create a more sustainable and resilient energy future, joint energy planning between electric and gas utilities should occur. NW Natural recommends that the Climate Action Plan include the PNUCC report, so readers can understand the constraints of the system.

A critical approach to decarbonization starts with our understanding of the interdependencies between the electric and gas systems. Both systems are affected by extreme weather and how utilities plan for peak. Decarbonization is not the only critical outcome of energy planning; both energy systems need resiliency and resource adequacy as well.

RECCOMENDATION: Incorporate language that recognizes the necessity of assessing household and community resilience in conjunction with costs and decarbonization efforts. For further details on the resilience of direct-use natural gas at the system level, please consult NW Natural's Winter 2024 report[3].

3. **Resiliency**

NW Natural was encouraged to see language regarding resiliency in the Plan, however, there was no mention of resiliency features that natural gas brings to communities. Energy reliability is critical to address at the household, business, and community levels. NW Natural's pipeline system serves as a vital asset for resilience in Lincoln City. When cold winter storms strike or high winds knock down a transmission line and electricity is lost, the gas system provides essential heating and cooking options for homes with fireplaces and gas cooktops[4]. Many gas water heaters also function during power outages.

RECCOMENDATION: Incorporate language that recognizes the resiliency benefits of natural gas and a dual fuel system.

[3] Reliability of Gas - NW Natural
[4] Natural gas in a power outage - NW Natural

NW Natural®

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

4. **Energy Efficiency (Objective 5.1 P. 69)**

NW Natural was pleased to see Goal 5: Increase Energy Efficiency as a pathway to decarbonization. Unfortunately, however, the Plan again fails to mention or even appear to consider energy efficiency for natural gas customers. There seems to be confusion that fuel switching is equivalent to energy efficiency, which is incorrect. Energy efficiency is the act of making equipment and buildings operate as efficiently as possible, whereas electrification and fuel switching is merely switching the energy burden and emissions to another fuel source.

NW Natural is proud to support energy efficiency in both households and businesses. Our customer dollars help fund Energy Trust of Oregon's energy efficiency programs for gas equipment. Energy Trust of Oregon's energy efficiency programs fund upgrades to equipment and structures to aid in lowering energy use and costs for customers.

Additionally, NW Natural in partnership with local community action partners and community based organizations administer our low-income energy efficiency program for our customers. We are proud to partner with Community Services Consortium to support our low-income customers in Lincoln City. These low and no cost incentives are intended to not only reduce energy costs for these customers but also improve their health and wellbeing.

In contrast, fuel switching could lead to unintended consequences for residents of Lincoln City, especially regarding energy costs. Compared to the cost of natural gas, consumers who have electricity could see costs that are 3.5 times those of natural gas customers.[5] Between the cost of the new equipment and the increased monthly energy bill, fuel switching becomes financially burdensome and does not always lead to reductions in emissions.

RECCOMENDATION: Incorporate energy efficiency recommendations for gas customers into the Climate Action Plan and clearly delineating between energy efficiency and any recommendations for fuel switching/ electrification.

[5] DOE Announces Natural Gas Affordability Jumps to 3.5 Times More Affordable Than Electricity - American Gas Association

NW Natural®

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

5. **Innovation and Decarbonization**

NW Natural was encouraged to see language around technological advancements and innovations as a decarbonization tool, but we were disappointed that the focus was only on advancements in renewable electricity and lacked any consideration of innovations in the natural gas space. NW Natural is committed to working with our customers, regulators, and elected leaders to continue to drive innovative approaches to strengthening and decarbonizing our energy delivery system. Our company has led the way in purchasing lower carbon fuels, working with lawmakers in Salem to allow our company to purchase renewable natural gas to decarbonize our system on behalf of our customers[6]. In addition to our efforts with the legislature, our Modern Hydrogen pilot project in Portland has been successful in terms of the information we've gathered and the ability to demonstrate how we can use our existing energy system in new ways to help lower emissions. Since the pilot was introduced, we've hosted hundreds of stakeholders, policy makers and industry groups from as far away as Tokyo to see the valuable role of emerging technologies for the energy sector. This pilot added to our hydrogen blending work at our largest resource center where we tested up to 20% hydrogen blends in a myriad of different end-use equipment types over three years successfully. Both efforts are important for NW Natural to be ready for when use of hydrogen on our system has market and policy support. NW Natural recommends adding information about renewable natural gas and hydrogen as decarbonization tools for the natural gas system to the Climate Action Plan.

6. **Additional Resources to Highlight**

The current draft of the Climate Action Plan lays out numerous programs that residents can utilize to address their energy usage. We wanted to provide additional resources that NW Natural has, which align with some of the strategies and goals in the Plan. In addition, we wanted to highlight additional resources which can benefit the overall goals of this Climate Action Plan as focused on energy affordability, energy efficiency, and emissions reductions.

i. *Demand response (Thermostat rewards) (Energy affordability & Efficiency)*
ii. *Low-income Bill Assistance program (Energy affordability)*
iii. *Low-income Energy Efficiency for Gas Customers (Energy affordability & efficiency)*
iv. *Smart Energy (Emissions Reductions)*

[6] Renewable Natural Gas - NW Natural

NW Natural®

250 SW Taylor Street
Portland, OR 97204

503-226-4211
nwnatural.com

Our team will continue to track the progress of this draft Plan and are happy to provide any additional data needed to create the most efficient plan for the residents of Lincoln City. Once more, we respectfully request that the additional information provided in this letter be added as an appendix to the final draft of the Plan.

Additionally, if the Sustainability Committee has any questions or would like to learn more about the work we are doing to decarbonize our system for our environment and customers, we are happy to present at some point in the future. For any additional information or questions, please contact Zachary Sielicky, (503) 871-9732 | Zachary.Sielicky@nwnatural.com and Cindi Fostveit, (503) 610-7610 | Cindi.Fostveit@nwnatural.com .

Sincerely,

Zachary Sielicky
Government Affairs

Cindi Fostveit
Community Affairs | Lincoln City

Mary Rudolph-Knobbe
Environmental Policy Analyst

`

City of Lincoln City
Council Communication

Resolution 2026-09
Schooner Creek Discovery Park Phase 3 Construction Bond

Meeting Date: 4/27/2026
Department: Finance
Secondary Dept: Parks & Recreation
Approval: Daniel Hunter
Strategic Priority: Not Applicable

Primary Staff Contact: Debbie Bridges
Email: dbridges@lincolncity.org
Secondary Contacts: Jeanne Sprague
Estimated Time: 10 minutes

Question:
Should the City Council pass a resolution regarding a bank bond of $5.6 million to complete construction of Phase 3 (multisport synthetic turf field, pickleball courts and fencing, picnic shelters, covered multi-sports structure, multi-sports court, site circulation, planting, irrigation and road improvements) of the Schooner Creek Discovery Park?

Staff Recommendation:
Staff recommends the Council approve Resolution 2026-09 for completion of Phase 3 of Schooner Creek Discovery Park construction.

Background:
On January 23, 2023, City Council awarded the Progressive Design/Build Services for the new Community Park in Taft Project to K&E Excavating, Inc. in the amount $2,450,000 with the funds available at that time. Staff would design and construct each park phase (3 total) with available funds.
The design/build team has completed the design and construction of Phase 1, the design and construction of Phase 2, and the design of Phase 3.
On Feb 3, 2025, LC Parks & Recreation Director held a work session with City Council to give an update on design, funding and budget of Phase 3.
On Nov. 3, 2025, LC Parks & Recreation Director have a presentation to City Council re: the most current design of Phase 3, along with budget and community support information.
Staff have now completed the 90% design of the entire park, having taken the project concept design through a public involvement process. Staff received a cost for the construction of Phase 3 at $5,512,906.93 (including 10% contingency).
This final park phase is expected to be under construction in June of 2026.

Council Options:
Council may approve all resolutions, some of the resolutions or none of the resolutions.

Financial Impact
The $5.6 million bond will cover the $5,512,906.93 (including contingency) 7th amendment for the Schooner Creek Discovery Park construction costs for Phase 3.

Potential Motions:
Move to approve Resolution 2026-09.
Move to reject Resolution 2026-09.
Move to provide further instructions to staff.

Attachments:
Resolution 2026-09

Resolution 2026-09

A Resolution of the City of Lincoln City, Oregon Authorizing a Full Faith and Credit Borrowing

WHEREAS, the City of Lincoln City, Oregon (the "City") is authorized by Oregon Revised Statutes Section 271.390 to enter into agreements to finance or refinance real or personal property which the City Council (the "Council") determines is needed so long as the estimated weighted average life of the financing agreement does not exceed the estimated dollar weighted average life of the property that is financed; and

WHEREAS, the City has identified a need to provide a new park and related improvements (the "Project"); and

WHEREAS, the City Council hereby determines that the Project is needed, and that it is desirable to finance a portion of the Project pursuant to ORS 271.390; and

WHEREAS, the City may make expenditures on the Project (the "Expenditures") before the City borrows to finance the Project, and the rules of the United States Internal Revenue Service require the City to declare its official intent to reimburse itself for amounts that the City will spend before it borrows, in order for the City to reimburse itself for those Expenditures from the proceeds of tax-exempt borrowings;

NOW, THEREFORE, THE CITY OF LINCOLN CITY RESOLVES AS FOLLOWS:

Section 1. **Financing Agreement Authorized.** The City Council hereby authorizes the City to obtain up to $5.6 million in principal amount of full faith and credit-backed financing for the Project pursuant to ORS 271.390, ORS 287A.315 and the other relevant provisions of ORS Chapter 287A. Proceeds of the financing may also pay for costs of issuance of the financing.

Section 2. **Delegation.** The City Manager, the Finance Director, or the person designated by either of those individuals (each of whom is referred to herein as a "City Official") is hereby authorized, on behalf of the City and without further action by the Council, to:

(1) Negotiate, execute and deliver one or more financing agreements (the "Financing Agreements") to accomplish the financing authorized in Section 1. Subject to the limitations of this Resolution, the Financing Agreements may be in such form and contain such terms as the City Official may approve.

(2) Negotiate, execute and deliver one or more escrow agreements or similar documents (the "Escrow Agreements") that provide for the issuance of one or more series of "full faith and credit obligations" (the "Obligations") that represent ownership interests in the principal and interest payments due from the City under the Financing Agreements. Subject to the limitations of this Resolution, the Escrow Agreements and each series of Obligations may be in such form and contain such terms as the City Official may approve.

(3) Deem final and authorize the distribution of a preliminary official statement for each series of Obligations and authorize the preparation and distribution of a final official statement or other disclosure document for each series of Obligations.

(4) Undertake to provide continuing disclosure for each series of Obligations in accordance with Rule 15c2-12 of the United States Securities and Exchange Commission.

(5) Apply for ratings for each series of Obligations, determine whether to purchase municipal bond insurance or obtain other forms of credit enhancements for each series of Obligations, enter into agreements with the providers of credit enhancement, and execute and deliver related documents.

(6) Enter into covenants which the City Official determines are desirable to obtain more favorable terms for the Financing Agreements.

(7) Engage the services of Escrow agents, and any other professionals whose services are desirable for financings.

(8) Determine the final principal amount, interest rates, payment terms, and all other terms of each Financing Agreement and each series of Obligations.

(9) Solicit competitive bids for the purchase of each series of the Obligations and award their sale to the bidder offering the most favorable terms to the City, or select one or more underwriters to purchase the Obligations and negotiate the terms of the sale of those Obligations with those underwriters, or place any Financing Agreement directly with a commercial bank or other lender.

(10) Issue any qualifying Financing Agreement as a "tax-exempt obligation" bearing interest that is excludable from gross income under the Internal Revenue Code of 1986, as amended, (the "Code") and enter into covenants to maintain the excludability of interest on those Financing Agreements from gross income under the Code.

(11) Designate any qualifying Financing Agreement as a "qualified tax-exempt obligation" pursuant to Section 265(b)(3) of the Code, if applicable.

(12) Execute and deliver any other certificates or documents and take any other actions which the City Official determines are desirable to carry out this Resolution.

Section 3. **Security.** Pursuant to ORS 287A.315, the City is authorized to pledge its full faith and credit and taxing power within the limitations of Sections 11 and 11b of Article XI of the Oregon Constitution, and any and all of the City's legally available funds, including transient room tax revenues to the extent legally available, to pay the amounts due under the Financing

Agreements. The City is not authorized to levy additional taxes to pay the amounts due under the Financing Agreements.

Section 4. **Declaration of Intent to Reimburse.** The City hereby declares its official intent pursuant to Section 1.150-2 of the Treasury Regulations to reimburse itself with the proceeds of each Financing Agreement for any Expenditures paid before such Financing Agreement is issued.

Section 5. **Effective Date.** This Resolution is effective immediately upon adoption by the City Council.

ADOPTED by the City Council of the City of Lincoln City at a regular meeting thereof this 27th day of April 2026.

_____
Susan Wahlke, Mayor

ATTEST:

_____
Jamie Young, City Recorder

APPROVED AS TO FORM:

_____
Emily Farrell, Outside Legal Counsel

City of Lincoln City
City Council Communication

Schooner Creek Discovery Park
7th Amendment to Design/Build Agreement

Meeting Date: 4/27/2026
Department: Parks & Recreation
Secondary Dept:
Approval: Daniel Hunter
Strategic Priority: Environment

Primary Staff Contact: Jeanne Sprague
Email: jsprague@lincolncity.org
Secondary Contacts:
Estimated Time: 10 minutes

Question:
Should the City Council approve the Seventh Amendment to the Progressive Design/Build Agreement to complete construction of Phase 3 (multisport synthetic turf field, pickleball courts and fencing, picnic shelters, covered multi-sports structure, multi-sports court, site circulation, planting, irrigation and road improvements) of the Schooner Creek Discovery Park in the amount of $5,512,906.93 (including 10% contingency)?

Staff Recommendation:
Staff recommends the Council approve the Seventh Amendment to the Progressive Design/Build Agreement for design of Phase 3 (multisport synthetic turf field, pickleball courts and fencing, picnic shelters, covered multi-sports structure, multi-sports court, site circulation, planting, irrigation and road improvements) of the Schooner Creek Discovery Park in the amount of $5,512,906.93 (including 10% contingency).

Authority:
LCMC 2.05.060 (Public contracts shall be awarded by competitive bid as provided by the Public Contracting Code, Model Rules of Public Contracting, and the Lincoln City Municipal Code). In this case, the Council approved the exemption from competitive bid.

Background:
On January 23, 2023, City Council awarded the Progressive Design/Build Services for the new Community Park in Taft Project to K&E Excavating, Inc. in the amount $2,450,000 with the funds available at that time. Staff would design and construct each park phase (3 total) with available funds.
Staff have completed the 90% design of the entire park and took the project concept design through a public involvement process.
The design/build team has completed the design and construction of Phase 1, and the design and construction of Phase 2, and the design of Phase 3.
On Feb 3, 2025, LC Parks & Recreation Director held a work session with City Council to give an update on design, funding and budget of Phase 3.

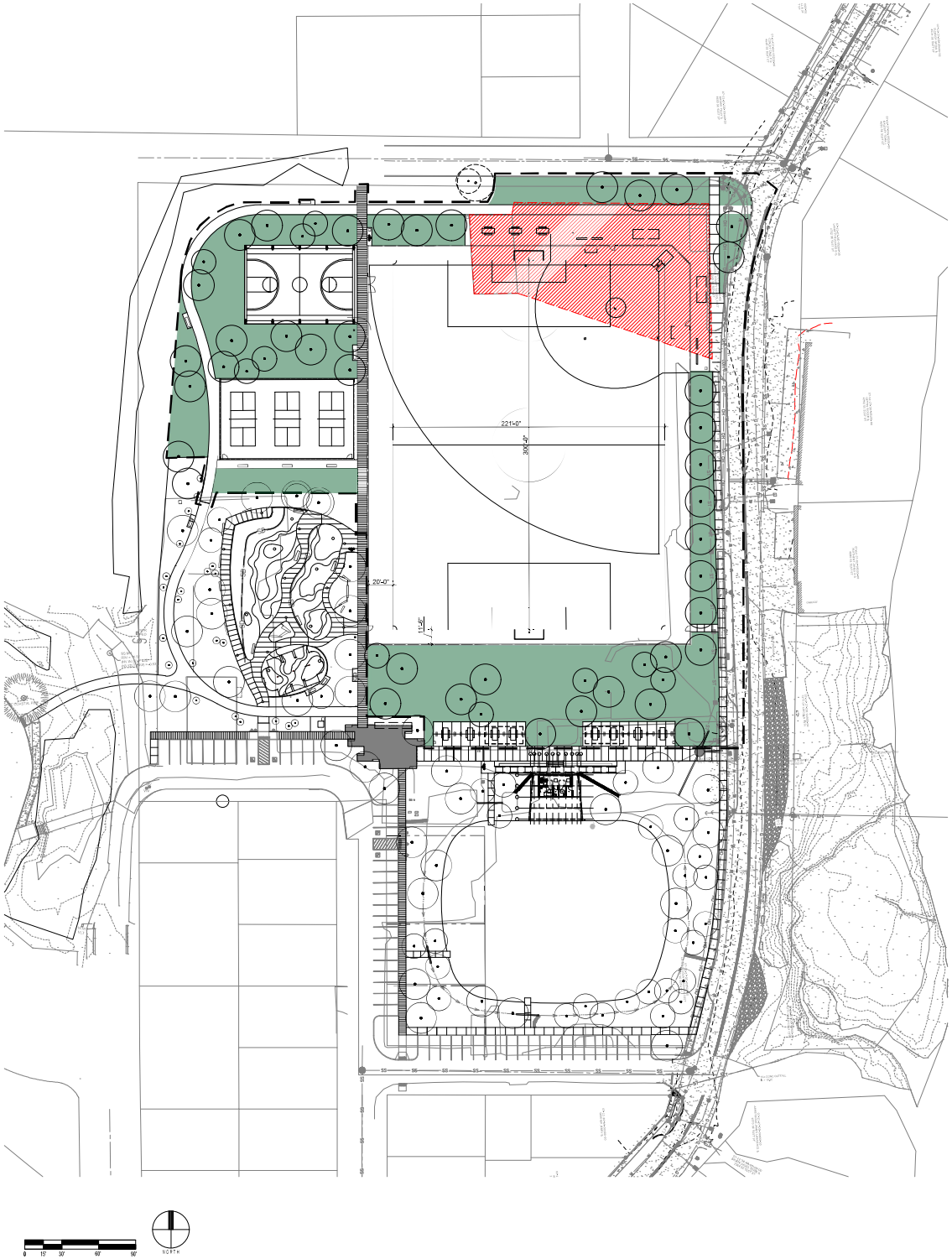
On Nov. 3, 2025, LC Parks & Recreation Director have a presentation to City Council re: the most current design of Phase 3, along with budget and community support information.
Staff have now completed the 90% design of the entire park, having taken the project concept design through a public involvement process. Staff received a cost for the construction of Phase 3 at $5,512,906.93 (including 10% contingency).
This final park phase is expected to be under construction in June of 2026.

Financial Impact
This final park phase project may be funded out of the proposed Bank Bond Resolution 2026-09, pending Council approval.

Potential Motions:
The Council may approve the Seventh Amendment to the Progressive Design/Build Agreement for Construction of Phase 3 (multisport synthetic turf, pickleball courts and fencing, picnic shelters, covered multi-sports structure, multi-sports court, site circulation, planting, irrigation and road improvements) of the Schooner Creek Discovery Park in the amount of $5,512,906.93 (including 10% contingency).

The Council may not approve the Seventh Amendment to the Progressive Design/Build Agreement for Construction of Phase 3 (multisport synthetic turf, pickleball courts and fencing, picnic shelters, covered multi-sports structure, multi-sports court, site circulation, planting, irrigation and road improvements) of the Schooner Creek Discovery Park in the amount of $5,512,906.93 (including 10% contingency).

Attachments:
Phase 3 design area


221'-0"
300'-0"
20'-0"

City of Lincoln City
Council Communication

Pacific Power Lease Agreement for NE 17th Street and Oar Communication Site

Meeting Date: 4/27/2026
Department: Public Works
Secondary Dept:
Approval: Daniel Hunter
Primary Staff Contact: Stephanie Reid
Email: sreid@lincolncity.org
Secondary Contacts:
Estimated Time: 5 minutes
Strategic Priority: Emergency Management Preparedness

Question:
Should the City Council approve the lease extension and amendments to the existing Non-Exclusive Lease Agreement between Lincoln City and PacifiCorp?

Staff Recommendation:
Staff recommends the Council approve the lease extension and amendments to the existing Non-Exclusive Lease Agreement between Lincoln City and PacifiCorp.

Authority:
Execute Real Property Leases, Licenses, Permits and Grants, Not to Exceed Five Years or $50,000. The city council hereby authorizes and expressly delegates to the city manager the authority to enter into, and renew, leases of real property, licenses, permits and grants, not to exceed five years (including all renewals) or $50,000, provided the written order entering into the lease or lease renewal, or the form of the license, permit or grant, is approved as to form by the city attorney. The city council retains its authority to approve and enter into all real property leases over five years in duration or any license, permit or grant over $50,000.

Background:
The City owns property located at 1638 NE Oar Avenue housing communication equipment. PacifiCorp (Pacific Power) has leased space on the premises to install and operate pacific Power equipment and shares the space with the City since 2006. The lease was effective for 20 years, and as of July 1, 2026, the term is up. Pacific Power has requested a lease amendment extending the term from July 1, 2026 to June 30, 2046.

Council Options:
Approve the lease agreement amendment.
Modify the lease agreement amendment.
Do not approve the lease agreement amendment.

Financial Impact
The City currently maintains the site, in 2006 under the original lease agreement Pacific Power paid one-third of the cost to upgrade the building. With the proposed lease agreement

amendment, Pacific Power agrees to pay one-third of the cost for maintenance of the building and tower.

Potential Motions:
Move to authorize the City Manager to sign the Non-Exclusive Lease Agreement Amendment as proposed.

Attachments:
The Non-Exclusive Lease Agreement Between Lincoln City and PacifiCorp signed July1, 2006
The Proposed Lease Agreement Amendment

NON-EXCLUSIVE LEASE AGREEMENT BETWEEN LINCOLN CITY AND PACIFICORP

This Non-Exclusive Lease Agreement (the "Lease") is entered into this first day of July, 2006, by and between the City of Lincoln City, Oregon, a municipal corporation of the State of Oregon ("Lincoln City") and PacifiCorp, an Oregon corporation, ("Pacific Power").

RECITALS

A. Lincoln City owns that certain parcel of property located in Lincoln County, Oregon (the "Premises"), which is more particularly described and or depicted on Exhibit "A," attached hereto and by this reference incorporated herein.

B. Pacific Power has leased the Premises in the past from Lincoln City for purposes including the locating of Pacific Power's radio building (the "Old Building"), which Pacific Power allowed Lincoln City to utilize without cost.

C. Lincoln City constructed a new radio building completed in 2006 (the "New Building") on the Premises, partially funded for by Pacific Power. The Old Building has been or will be removed by Lincoln City as part of this Agreement.

D. Pacific Power wishes to utilize the Premises, including the New Building and certain structures located thereon for the purpose of installation, operation, maintenance, replacement, repair, upgrade, and removal of Pacific Power Improvements and Pacific Power Equipment.

NOW, THEREFORE, in consideration of the mutual agreements and covenants set forth in this Lease, the rental terms and conditions entered into pursuant to this Lease, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged and accepted, Lincoln City and Pacific Power agree to the following terms and conditions.

1. Definitions.

1.1. Lincoln City Improvements. Structures owned by Lincoln City on the Premises leased to Pacific Power as part of this Lease.

1.2. Pacific Power Equipment. Any equipment that is attached by Pacific Power to Lincoln City Improvements, or otherwise used by Pacific Power on the Premises, including but not limited to antenna, cable, and electronics for the transmission of wireless communications. Title to the Pacific Power Equipment shall be held by Pacific Power.

1.3. Permitted Uses. Pacific Power's use of the Premises is for the installation, operation, maintenance, replacement, repair, upgrade, and removal of Pacific Power Equipment and for the use of Lincoln City Improvements, including the New Building, for the transmission and reception of unmanned wireless communications limited to the maintenance radio system used by Pacific Power employees.

1.4. Co-Locators. Any entity that shares space on Lincoln City Improvements or utilizes the Premises for locating communication equipment.

2. **Term.** Lincoln City hereby leases to Pacific Power the Premises described on Exhibit "A" attached hereto. The term of this Lease shall be twenty years effective upon execution by both parties. Unless the Lease is otherwise terminated as provided in Paragraph 8, the Lease term will end on the 30th day of June, 2026,.

3. **Consideration**.

3.1. As consideration for this Lease, Pacific Power has paid a certain portion of the costs associated with the construction of the New Building and has previously allowed Lincoln City to utilize the Old Building at no cost. That portion of the construction costs allocated to Pacific Power, including removal of the Old Building, is mutually agreed upon as $9000, due from Pacific Power to Lincoln City within 60 days net of the receipt of the executed Agreement.

3.2. Pacific Power agrees to contribute one-third of the reasonable costs for the reasonable maintenance of the New Building and existing tower during the term of this Lease, due within 60 days net of the receipt of annual billing from Lincoln City.

4. Use and Access.

4.1. Permitted Uses. Pacific Power may use the Premises only for Permitted Uses and for no other purpose. Pacific Power shall not, nor shall it allow its licensees, employees, agents, invitees, or contractors, to interfere with Lincoln City's or other Co-locator's access to or use of the Premises.

4.2. Compliance with Governmental Requirements. Pacific Power's use of the Premises shall be lawful and in compliance with all applicable laws, orders, ordinances, and regulations of federal, state, county, and municipal authorities and agencies ("Governmental Authorities"), including but not limited to the Federal Communications Commission ("FCC").

4.3. Governmental Approvals. Pacific Power shall, at its own expense, obtain all authorizations, approvals, permits, licenses, variances, and certificates from Governmental Authorities having jurisdiction required for Pacific Power's Permitted Uses, including but not limited to, all necessary zoning, land use, or similar approvals, and all certificates of public convenience and necessity, licenses, or similar operating authority from the FCC ("Governmental Approvals"). Lincoln City agrees to reasonably cooperate with Pacific Power, at Pacific Power's expense, in obtaining Governmental Approvals.

5. Access.

5.1. Right and Location. Lincoln City grants to Pacific Power a non-exclusive license to access the Premises for Permitted Uses in a location reasonably acceptable to both

parties. The license granted hereunder is coupled with Pacific Power's interest in the Premises and is not revocable unless the Lease is terminated before expiration of the Lease term as provided in Section 8 below.

5.2. Access. Pacific Power may access the Premises seven (7) days a week, twenty-four (24) hours a day.

6. Interference.

6.1 Interference Prohibited. Pacific Power and Lincoln City, along with their respective licensees, employees, invitees, contractors, or agents, shall not construct new equipment, or engage in any activity on or about the Premises, that interferes with the existing Pacific Power RF signals, or the Lincoln City RF signals, or the FCC licensed signals devoted to the Police Department, or the use of the Premises or improvements by Lincoln City or Pacific Power. The authorized users and frequency assignments as of the date of this lease are as follows.

Oar Street Radio Site - Frequency List

Agency/Entity	Band	Transmit Frequency	Receive Frequency	Tone
Lincoln City PD	VHF	154.89000	159.01500	146.2
Lincoln City PW	VHF	153.75500	155.77500	146.2
Pacific Power	VHF	153.59000	159.87000	
Amateur Radio/Lincoln County Emergency Services	VHF	147.04000	147.66000	
Weather Station	VHF	144.39000	-	
Amateur Radio/Lincoln County Emergency Services	UHF	442.60000	447.60000	
Amateur Radio	UHF	438.55000	433.55000	
North Lincoln Hospital Remote	VHF	155.34000	155.34000	
North Lincoln Hospital	UHF	-	453.25000	Control

6.2 Cooperation in Use. Notwithstanding the prohibition on causing signal interference, the parties agree to cooperate fully in the use of the premises to prevent any signal interference from occurring to the detriment of either party.

6.3 Signal Use Material. Each party's ability to use its signals free of interference from the other party (including the other party's licensees, employees, invitees, contractors, or agents) is material to this Lease. Any interference caused by one party's use under the Lease shall constitute a material breach if not cured as provided in Section 8.

7. Pacific Power Equipment.

7.1. Installation and Modification. Pacific Power shall have the right to install, add, modify, or remove Pacific Power Equipment during the term of the Lease, providing all installations and frequencies used conform to the specifications of the Lincoln City's radio consultant.

7.2. Title and Removal. Pacific Power Equipment shall remain the exclusive personal property of Pacific Power, and shall not be deemed to be fixtures or real property regardless of the manner of attachment to Lincoln City Improvements or the Premises.

7.3. Equipment Placement Priority. Pacific Power shall locate antennas on the tower in conformance to the directions of the Lincoln City radio consultant.

8. Termination Prior to Expiration.

8.1. By Lincoln City. Lincoln City may terminate Lease with Pacific Power as follows:

8.1.1. Immediately in the event of condemnation of the Premises as of the date the condemning authority takes possession, or the date of vesting of title in the condemning authority, whichever first occurs. With respect to condemnation, Lincoln City and Pacific Power shall each be entitled to pursue their own separate awards.

8.1.2. Immediately in the event that Pacific Power commits a material breach of the Lease, which is not cured within sixty (60) days after written notice of the breach is given to Pacific Power; or, if such breach is not curable within sixty (60) days, if Pacific Power fails to commence such cure within sixty (60) days or fails thereafter diligently to prosecute such cure to completion.

8.1.3 In the event that regulations or direction of the Federal Communications Commission make the co-location of Pacific Power's equipment incompatible with the City's radio.

8.2. By Pacific Power. Pacific Power may terminate Lease as follows:

8.2.1. Immediately in the event of condemnation of the Premises as of the date the condemning authority takes possession, or the date of vesting of title in the condemning authority, whichever first occurs. With respect to condemnation, Lincoln City and Pacific Power shall each be entitled to pursue their own separate awards.

8.2.2 Immediately in the event that Lincoln City commits a material breach of the Lease, which is not cured within sixty (60) days after written notice of the breach is given to Lincoln City; or, if such breach is not curable within sixty (60) days, if Lincoln City fails to commence such cure within sixty (60) days or fails thereafter diligently to prosecute such cure to completion.

8.3 Material Breach. A party's interference with the other party's signal as defined in Section 6 shall be considered a material breach of the Lease as provided in Section 8.

9. **Indemnification.**

Indemnity Claims. Each party agrees to defend, indemnify and hold harmless the other party and its affiliates from and against any and all claims, causes of action, demands and liability for damages of every kind and description brought or made against or incurred by either party, resulting from, or arising out of, any negligence of either party, its employees, agents, representatives or subcontractors of any tier, their employees, agents, or representatives in the performance or nonperformance of either party's obligations under this Lease or in any way related to this Lease or Premises to the extent permitted by law, except, to the extent that such claim, demand, loss, cause of action, or costs arises from either party's gross negligence or willful misconduct.

10. **Notices.** Except as specifically provided elsewhere in this Lease for telephonic or facsimile notice, all notices, requests, demands and other communications hereunder shall be in writing and shall be deemed given if personally delivered or mailed, certified mail, return receipt requested, or sent by overnight carrier to the addresses set forth herein. Addresses for notice may be changed by giving ten days (10) written notice of the change in the manner set forth herein.

If to Lincoln City:
City Recorder
City of Lincoln City
801 S.W. Highway 101
P.O. Box 50
Lincoln City, Oregon 97367

If to Pacific Power:
PacifiCorp
Property Management
825 NE Multnomah, Suite 1000
Portland, Oregon 97232

11. **Authority**. Each party covenants and warrants to the other that it has full right, power, and authority to execute this Lease and that the execution and performance thereof will not violate any applicable laws, ordinances or covenants, or the provisions of any agreement binding on that party. Each party represents that its representative who executes this Lease has been duly authorized to do so by appropriate corporate action.

12. **Subleasing and Assignment**. Without the prior written consent of Lincoln City, which shall not be unreasonably withheld, delayed, or conditioned, Pacific Power shall not assign this Lease or any of its rights with respect thereto, including without limitation any assignment to a third party of any radio frequency used by the Pacific Power on the Premises, nor sublet any Premises or Improvements, nor relinquish possession of any Premises or any part thereof, nor permit co-location of any third party on the Improvements, nor permit any other person to use any Premises or any part thereof. With the written consent of Lincoln City, Pacific Power may assign this Lease and its rights thereunder to any entity which is a parent, is merged or consolidated with Pacific Power, or purchases a majority of the assets or controlling interest in Pacific Power; provided such entity shall, assume without limitation this Lease and provided further that no such assignment shall relieve Pacific Power of its obligations under this Lease.

13. **No Waiver**. No provision of this Lease shall be deemed to be waived by either party unless the waiver is in writing and signed by the party against which enforcement is attempted. No custom or practice course of dealing which may develop between the parties in the administration of the terms of this Lease, or course of performance or failure of either party to enforce any term, right or condition is to be construed to waive or lessen any party's right to insist upon strict performance of the terms of this Lease. With respect to the parties' obligations under this Lease, time is of the essence.

14. **Severability**. In the event that any part of this Lease is found to be illegal, or in violation of public policy, or for any other reason unenforceable, such finding shall in no event invalidate or render unenforceable the other parts of this Lease.

15. **Applicable Law**. In the event that legal action is required to enforce this Lease, this Lease shall be interpreted and enforced according to the laws of Oregon.

16. **Force Majeure**. If a party is delayed or hindered in, or prevented from the performance required under this Lease by reason of strikes, lockouts, failure of power, riots, insurrection, war, acts of God, or other events beyond the reasonable control of a party, other than the payment of money, such party is excused from such performance for the period of delay. The period for the performance shall be extended for the period of such delay.

17. **Attorney Fees and Costs**. The prevailing party in any litigation arising hereunder shall be entitled to its reasonable attorney fees and court costs, including fees and costs incurred

through any applicable appeal process.

18. **Entire Agreement.** This Lease shall constitute the entire agreement and understanding of the parties with respect to the subject matter thereof, and supersede all offers, negotiations and other agreements with respect thereto. Any amendment to this Lease must be in writing and executed by the authorized representatives of both parties.

19. **Successors and Assigns.** This Lease shall be binding upon and inure to the benefit of the parties, their respective successors and permitted assigns.

20. **No Joint Venture or Partnership.** Neither this Lease, nor the actions of either party with respect thereto or with respect to each other, shall be deemed to create a partnership, joint venture, or agency relation between the parties.

21. **Confidentiality.** To the extent allowed by law, including but not limited to the Oregon Public Records Law, neither party shall reveal or disclose to any person or entity any of the terms or provisions of this or any information provided by the other party regarding Improvements or Equipment except only as expressly provided in this Lease as may be necessary in the ordinary course of business of such party or as may be consented to in writing by the other party as determined within its sole discretion; provided, however, that an inadvertent disclosure shall not constitute a violation of this covenant.

IN WITNESS WHEREOF, the parties have executed this Lease as of the date first written above.

Lincoln City: City of Lincoln City

By: _____

Title: City Manager

Date: July 1 2006

Pacific Power: PacifiCorp

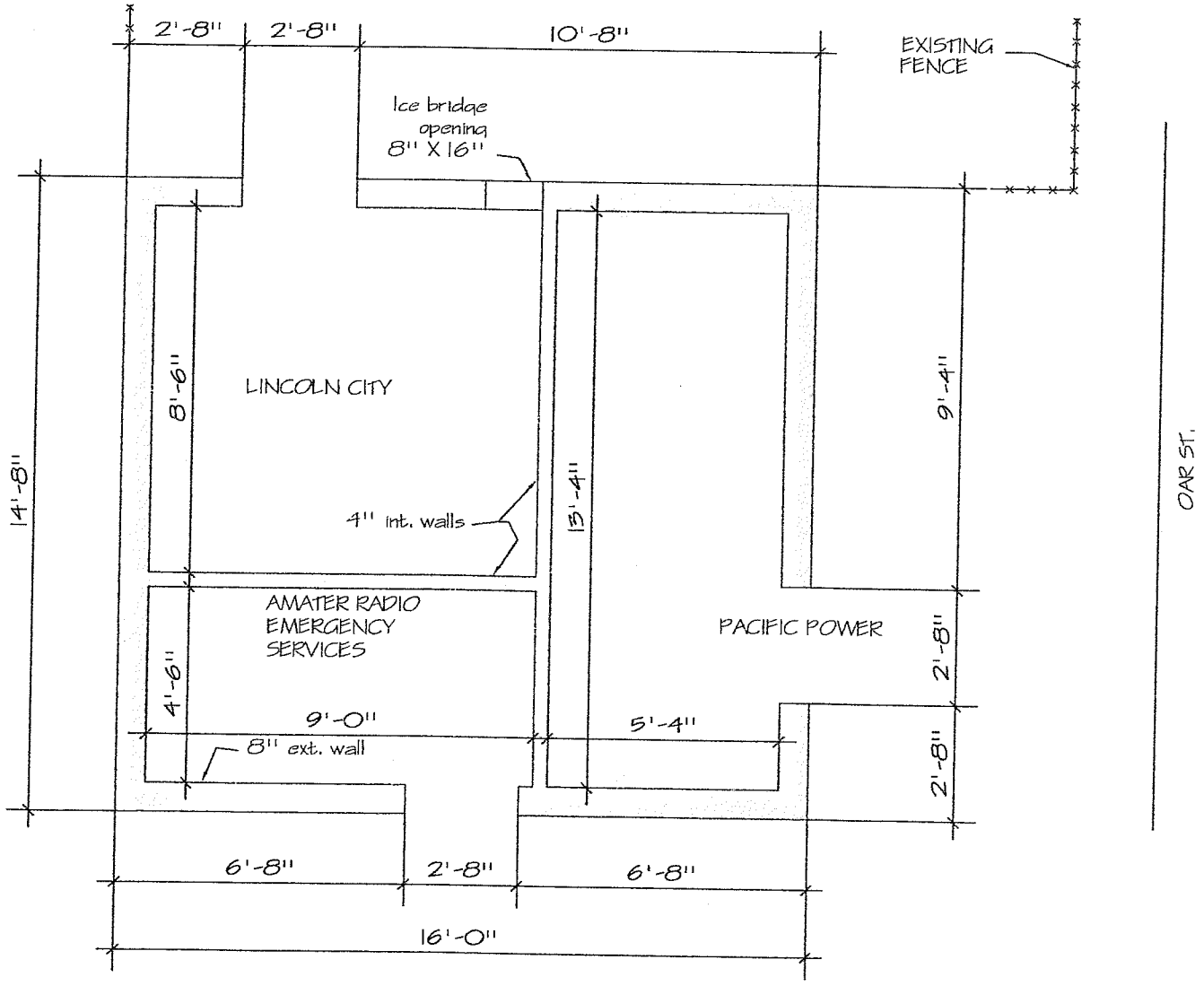
By: _____

Title: Property Agent

Date: July 18 2006

Exhibit A

(DIMENSIONS ARE APPROXIMATE



FLOOR PLAN

825 N.E. Multnomah, Suite 1700
Portland, Oregon 97232
503-813-5700

February 19, 2026

City of Lincoln City
City Recorder
801 SW Highway 101
Lincoln City, Oregon 97367

Re: Oar Hill Communication Site
PacifiCorp Reference: ORLO0501
Lincoln County Tax Lot 071110DA06600-00, Lincoln City, Oregon ("Premises")

Dear City of Lincoln City:

This letter concerns that certain Non-Exclusive Lease Agreement effective as of July 1, 2006 (the "Lease"), by and between the City of Lincoln City, a municipal corporation of the State of Oregon ("Lessor") and PacifiCorp, an Oregon corporation ("Lessee").

Lessor and Lessee hereby agree to amend the Lease as follows:

1. Extended Term: The Lease term shall be extended from July 1, 2026, to June 30, 2046.
2. Consideration: During the Extended Term, Lessee shall reimburse Lessor for one-third of the reasonable costs for the maintenance of the building and tower. No more than once annually, Lessor shall invoice Lessee for such expenses and Lessee shall pay the same within 60 days of its receipt of such invoice.

3. The following is added to the Lease as Section 22:

   22. Jury Waiver. To the fullest extent permitted by law, each of the parties hereto waives any right it may have to a trial by jury in respect of litigation directly or indirectly arising out of, under or in connection with this Lease. Each party further waives any right to consolidate, or to request the consolidation of, any action in which a jury trial has been waived with any other action in which a jury trial cannot be or has not been waived. This section shall survive the termination of this Lease.

Except as modified herein, all other terms and conditions of the Lease remain in full force and effect.

Lessor and Lessee may execute this letter agreement in counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. Said counterparts may signed with digital signatures and be transmitted by one party to the other by electronic mail.

Please contact me at 503-708-3876 if you have any questions or concerns.

Sincerely,

Michael Lackner
Senior Property Agent
PacifiCorp Real Estate Management

Acknowledged and Agreed to:

PACIFICORP,
an Oregon corporation

By:_____
Deanna Adams
Director Real Estate Transactions
Date: _____

CITY OF LINCOLN CITY,
a municipal corporation of the State of Oregon

By:_____
City Manager
Date:_____

City of Lincoln City
Council Communication

Construction Road Closure: NE 17th Street Waterline (101 to NE Lee)

Meeting Date: 4/27/2026
Department: Public Works
Secondary Dept:
Approval: Daniel Hunter
Strategic Priority: Infrastructure

Primary Staff Contact: Stephanie Reid
Email: sreid@lincolncity.org
Secondary Contacts: Daniel Wentz
Estimated Time: 5 minutes

Question:
Should the City Council approve a temporary construction closure of NE 17th Street, between NE Hwy 101 and NE Lee Place, to accommodate construction of the NE 17th Street waterline.

Staff Recommendation:
Staff recommends that City Council approve the temporary construction closure to facilitate the construction of the NE 17th St waterline.

Authority:
LCMC 10.08.010 (Powers of the city council) specifies City Council's authority, by resolution, for the temporary blocking or closing of streets.

Background:
The NE 17th St. Waterline Replacement project was approved for construction February 23, 2026. City staff began pre-construction coordination with the contractor and held a pre-construction meeting on April 10, 2026.

During the pre-construction meeting questions were raised by the contractor about the safety of flagging the west end of the project, from Hwy 101 to NE Lee Place. To do this correctly would require flagging on 101. Rather than impact traffic on Highway 101, the contractor proposed a closure on NE 17th St, from Hwy 101 to NE Lee Place, while working in this block. The remaining work will not require a full road closure.

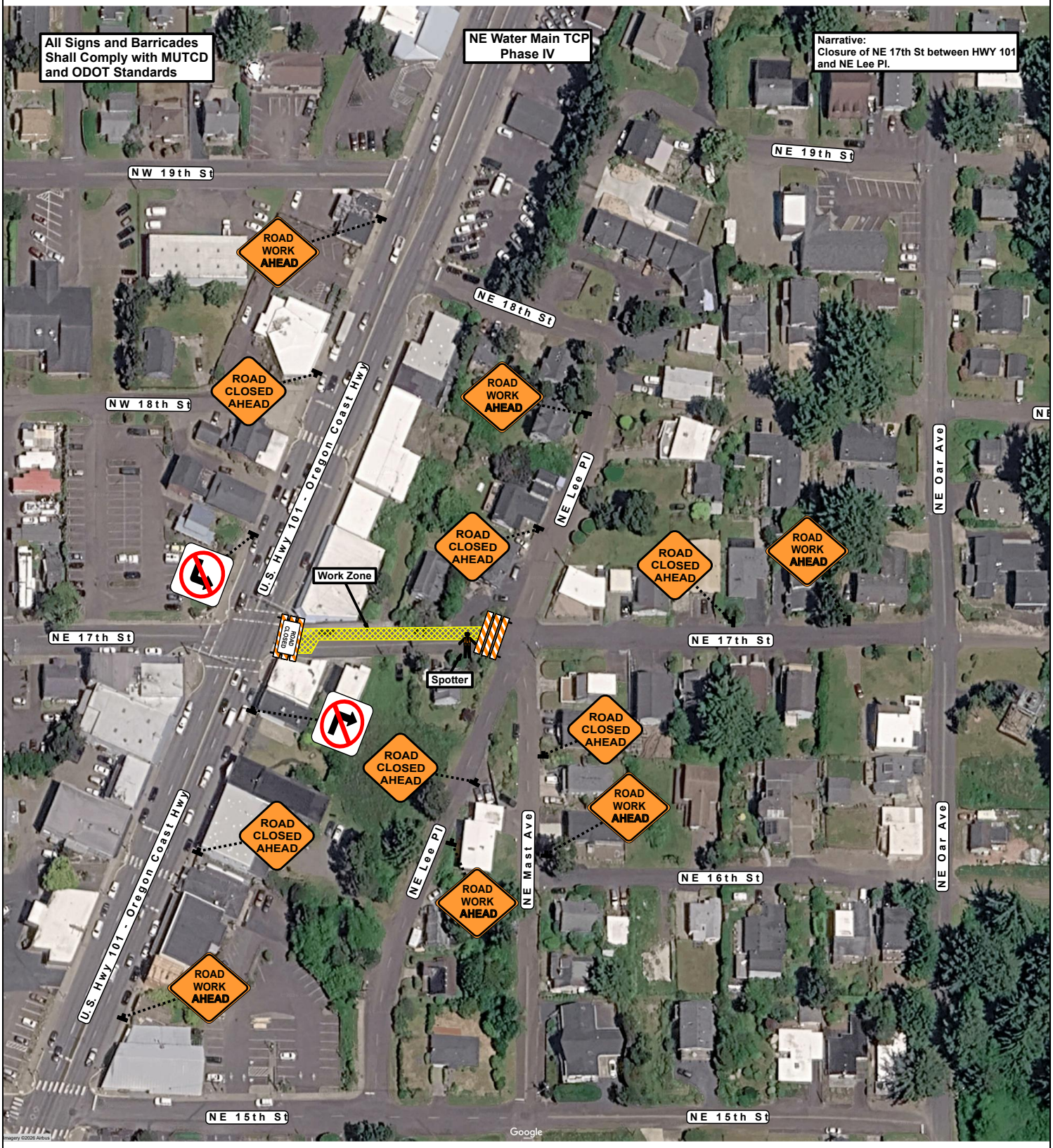
This closure is expected to take 2 days, one for construction of the waterline and one for roadway paving. The site would be made safe for the public and the road re-opened at the end of each working day.

Council Options:
Approve the temporary road closure.
Approve the temporary road closure with conditions.
Do not approve the temporary road closure.

Financial Impact
The contractor has offered $1,500.00 credit toward traffic control in exchange for allowing implementation of the proposed road closure.

Potential Motions:
Move to approve the construction road closure on NE 17th St, from Hwy 101 to NE Lee Place, for the NE 17th St. Waterline Replacement project as proposed.

Attachments:
17th Water Main Phase IV - Closure


All Signs and Barricades Shall Comply with MUTCD and ODOT Standards
NE Water Main TCP Phase IV
Narrative:
Closure of NE 17th St between HWY 101 and NE Lee Pl.
NW 19th St
NE 19th St
ROAD WORK AHEAD
NE 18th St
ROAD CLOSED AHEAD
NW 18th St
U.S. Hwy 101 - Oregon Coast Hwy
ROAD WORK AHEAD
NE Lee Pl
NE Oar Ave
ROAD CLOSED AHEAD
ROAD WORK AHEAD
Work Zone
NE 17th St
ROAD CLOSED
Spotter
NE 17th St
ROAD CLOSED AHEAD
ROAD CLOSED AHEAD
ROAD WORK AHEAD
U.S. Hwy 101 - Oregon Coast Hwy
ROAD CLOSED AHEAD
NE Lee Pl
NE Mast Ave
NE 16th St
NE Oar Ave
ROAD WORK AHEAD
NE 15th St
NE 15th St
Google