

Quarterly Ascertainment for KBGE 94.9 The Bridge

July - Sept 2017

Local News features Monday through Friday beginning at 6am through 9am. Top and bottom of the hour with a duration of 3-4 minutes. Includes Public service announcements for community events in Cannon Beach, Seaside, Warrenton and Astoria. Local news with vital information on weather events and road closures.

This PSA was mentioned several times during the month of July to help spread the word for the Cannon Beach History Center which provides a rich cultural heritage for the city of license. The arts is especially important to the area and we provide at no cost a number of PSA announcements throughout the year.

Cannon Beach, Oregon – On October 6, 2017, the Cannon Beach History Center & Museum's latest art exhibit featuring the work of local artists Scott Johnson, Debra Carnes with a memorial to Cannon Beach's Steve McLeod.

Scott Johnson's love of nature and background in plein air is evident in his beautiful and intricate watercolors. Johnson developed the soft washes of the Japanese tradition, as well as the refined line work of the Persian miniature.

Johnson's love of nature, refreshed by frequent trips and hikes, is evident in his work, but its mood, often portrayed by impending weather, dominates the objects in the landscape. There are subtle references to change in the clouds and stronger references to death and loneliness in the leafless trees of his latest work, yet the mood is never hopeless, but lets us know that the next season, bringing the tiny leaves of spring, is just beyond and approaching.

For more than thirty years self-taught basket artist Debra Carnes has been handcrafting woven works of art from ever changing materials. Her pieces have been displayed in juried shows and galleries in Michigan, Florida, and Oregon. Her baskets and sculptures are currently inspired by her concern to create express sustainability in art making. Carnes won the Steve McLeod Earth Day Award two years in a row for creating pieces from recycled marine debris.

The work that Carnes and Johnson will be displaying in this exhibit is in part inspired by the late work of Cannon Beach artist Steve McLeod.

Cannon Beach artist and devoted beachcomber passed away just over two years ago. An evolving artist known for his seascapes and abstract sculptures were greatly inspired by the beauty of the Pacific Northwest. McLeod didn't like being pigeonholed to one thing. He experimented with beach detritus, wine boxes, watercolor, and more. McLeod had a vision that wasn't lost on the community he left behind.

Steve McLeod was a huge part of Cannon Beach's art movement during the 1960's. He along with Evelyn Georges had an idea to open a gallery that showcased the work of local artists, crafters, and professional artists in the same space. The White Bird Gallery was one of the first of its kind. This idea has formed the artistic identity of Cannon Beach, and some might argue, the community as a whole.

The fall exhibit will open on Friday, October 6 at 6:00 p.m. with refreshments and live music. Both Johnson and Carnes will be on hand to discuss their work and how McLeod has inspired them over the years.

Seaside Downtown Development Association.

The executive director of SDDA records a community affairs program for the downtown area and we air the program free of charge 9 times a week Monday through Wednesday. Monday 6:15am, 9:15am and 5:15pm. Tuesday 10:15am, 1:15pm and 6:15pm. Wednesday 7:15am, 12:15pm and 7:15pm

Duration 2:30

Topics included

Beach Cleanup activities – Merchant needs during the non tourist season – Homelessness and vandalism

Major events and the impact upon local businesses.

Public Affairs Program heard Sunday morning at 7:00am

Duration 30:00

This Week with State Senator Betsy Johnson 7-7-17

Senator Johnson speaks on July 6th, just hours before the Legislature adjourns the 2017 session. She says the tension in the building is palpable at the end of this session, and there was a cranky debate on a cost containment bill. She says they voted on making the marionberry pie the state pie, and making an official state tartan, which Senator Johnson likens to picking a state dog-- you may not like the choice if it is not your favored breed. She says they are doing those kind of bills along with very serious bills with all kinds of debate. HB 1057 is a cost containment bill, and she says Democrats voted for the bill, but all but one Republican voted against it. She says a part of the bill would be hard on hospitals-- hospitals that had just stepped up to help fill a half billion dollar hole in the Oregon Health plan. She says there is something wrong with punishing entities that had stepped up to the plate to help by increasing their costs. She says there are some good things in the bill-- transferring more lottery money to the state, changes in how the state procures and contracts with third parties, assert control over reclassification of employees by the executive, cap on the number of state employees and helping to reign in debt collection. She says the bill passed 17-13, and generated a lot of debate. She says one of the priorities of the Coastal Caucus was to get August named Albacore Tuna Month in Oregon, and that was voted on as well, passing 29-1. She says they are now in the 'end game' and all kinds of deals floating around. She says in one case, a bill passed that should have failed, because one Senator wasn't paying attention and voted 'Yes' when she was supposed to vote 'No'.

Senator Johnson says members of Ways and Means are given a summary of a bill written by the legislative staff that describes what the bill does called a 'pony'. She says members are supposed to read the pony exactly as written to be sure the legislative record is correct, but she says members often go off script and add comments to the pony. She took exception to one pony for a police profiling bill that did not mention that it changed the penalties for some serious drug offenses like heroine and methamphetamine. Senator Johnson while she wholeheartedly supports the profiling piece, she will not associate herself with decriminalizing possession of heroine, meth, opiates and cocaine. She says opiate fatalities are increasing, and the legislature wants to decriminalize these drugs to remove a barrier to housing. Senator Johnson says if you're worried about housing, don't do the felony. She says they are sacrificing safety for money. She says if these drug crimes are only a misdemeanor, it will remove a motivation to go to drug court. On a reproductive health care bill that included a provision to pay for abortions, Senator Johnson says she voted 'Yes' and though Democrats knew Republicans would never vote for it, it was in the bill anyway. She says this is an issue with no middle ground, and HB 3391 passed on a partisan vote. She says she considers herself pro-choice, and Roe v. Wade is the law of the land, and points out Oregon has been funding abortions for nearly 4 decades. She says though, she was moved by the debate. She says guns, abortion, vaccine are all issues with there is no middle ground. She says though headlines focused on the abortion funding, the bill does much more than that. She says a few people are responsible for deciding what does and does not go into bills-- the presiding officers, majority leaders and co-chairs of Ways and Means. She says legislators often have to decide if there is more

good than bad in a particular bill.

The Transportation package has passed both chambers, though Senator Johnson voted 'No' on the bill in the committee. She voted 'Yes' on the floor and it passed, 22-7. Because it included tax increases, it required 18 votes in the Senate to pass. She says she was angry at the committee meeting for a number of reasons, including the lack of collegial courtesy that should have emanated from the leadership group, the amount of transactional politics involved in the selection of projects. She says some people who got projects in the bill on the House side voted 'No', and funding to begin planning for Cornelius Pass was removed.

Senator Johnson says she managed to get a huge investment in the Oregon Manufacturing Innovation Center, and thanks Senate leadership for helping that happen. She says that is her proudest accomplishment this session. She says it was nerve-racking for her getting that money. She says of her priorities in the session, the results were a mixed bag- great on the Veterans budget, PERS reform an F, and cost containment is a start.

This Week with State Senator Betsy Johnson 7-14-17

Senator Johnson says the Senate adjourned before the House in the just concluded session, but because she has been appointed to the Emergency Board, she had to wait until the House was done to have the first organization meeting of the E-board. Senator Johnson says she met with the NW Area Commission on Transportation on Thursday, and the transit people attending were very happy with the transportation package passed by the Legislature. She says it likely hurt Senate President Courtney's heart to have to end the session without the tradition of adjourning simultaneously with the House, but some members had to leave, and there wasn't much point hanging around just waiting around for several long debates in the House.

She says she no longer believes there will be a special session, as several fortuitous things happened-- positive revenue forecasts, the hospital provider tax and passing a transportation package, as well as producing adequate, and in some cases better than adequate, budgets. She says she and Representatives Witt and Boone are working on dates for town halls, and she will announce them when they have dates, times and places settled.

On the transportation package, Senator Johnson says she voted in favor of it because she believes it has more good than bad in it. She says she was on the team that helped craft the JTA-- Jobs and Transportation Act in 2009. She was also on the 'Gang of 8' that tried again to put together a transportation package, but was unable to get legislators to support it. She says then, Governor Brown re-convened a transportation visioning group that had been started by Governor Kitzhaber that found there were two big needs-- transit and fixing Portland congestion. She says from there, the Joint Transportation Preservation and Modernization Committee was created, it toured the state, but ended up having 4 legislators working behind closed doors to put the package together. Senator Johnson says that made her pretty cranky-- so cranky she voted 'No' on the package in committee, but voted 'Yes' on the floor. She says the committee was eventually split into five groups-- Senator Johnson served on two--congestion and cost containment. She says she understood from the beginning she was going to have to vote for a package that largely benefits Portland on the theory that improving congestion in Portland helps the entire state. She says she complained vigorously about policy and process, possibly too much, but she believes she asked good questions and raised good objections. She says the four legislators put together the bill that represented some of what the committee said, and conversations with various stakeholders that was 300 pages long. She says she had less than 24 hours to look it over and vote on it in committee, and hadn't had a chance to see what projects had been included in the package to get support from some legislators, and how many fee increases and tax increases were in there. She says she voted for it after having a chance to review it, and she believes parts of it may be referred to voters-- including a tax on new vehicles to see whether or not that money can go to other purposes, or whether it has to go to the Highway Trust Fund. She says cities and counties are going to get a huge influx of new money, but if there are large projects in an area specified in the bill, potholes in those areas may not be fixed as soon as people would like. She says in Senate District 16, Cornelius Pass Road was transferred to ODOT, which may begin, but only begin, safety improvements there.

This Week with State Senator Betsy Johnson 7-21-17

Senator Johnson says she attended the ribbon cutting for the new Cascades Tissue Paper plant in Scappoose this week. She says the Canadian company has made a major investment in this plant, and they use a portion of virgin fiber, but mostly use recycle fiber. They have a mill in St. Helens and are now building a sophisticated plant in Scappoose. The company is considered to be one of the leaders in the paper products industry. She toured the plant with Governor Brown and other dignitaries. She says the new plant has a sentimental attachment for her because she has been trying for a long time to make the land where the plant is a part of the economic future of Columbia County. She says coupled with OMIC, this is another big part of the revitalization of the local economy.

Senator Johnson says the recently passed hospital provider tax has changed from the way it used to work. She says the driver behind doing this is a change in the amount of federal funding Oregon receives under Obama Care. She says what has changed is that smaller hospitals, A and B hospitals, are now also involved in this. In Senate District 16, Columbia Memorial in Astoria and Tillamook's hospital are the small hospitals included in this. She says in essence, the state takes a dollar from the hospitals, sends it to the federal government, the money comes back with more federal money added to it, the hospitals get their dollar back, and the state uses the rest of the money to pay for the Oregon Health Plan. The legislature also put a true tax on the insurance companies and Coordinated Care Organizations, as well as the large hospitals. She says the small hospitals do not pay this-- they get their entire dollar back. She says another bill changed the election date if there was a referral of this provider tax on the ballot-- a bill she voted 'No' on. She says people will start seeing an effort to refer the provider tax to voters underway, spearheaded by Republican State Representative Julie Parrish. She says if voters repeal the provider tax, Oregon will lose its federal funding, and people now on the Oregon Health Plan could find themselves without insurance. She says another bill capped the reimbursement for hospital charges if the charges are from state employees and educators-- she says according to the big hospitals, that is more of a problem than than the true tax. Senator Johnson says while she understands the reason for changing the date of the referral election, she doesn't like manipulating the date of elections, but the legislature added rascally things to the bill like rewriting the ballot title that she also didn't like.

HB 2391 provides for revenue raising that requires approval by a three-fifths majority. Takes take effect on the 91st day after sine die. Establishes the Health System Fund, continuously appropriating amounts in this Fund to the Department of Consumer and Business Services (DCBS) to administer the Oregon Reinsurance Program (ORP) and to transfer funds to the Oregon Health Authority (OHA) to:

- (1) provide medical assistance and other health services;
- (2)) refund coordinated care organizations; and (3) fund the administration of the coordinated care organization assessment.

The effective date of the Oregon Reinsurance Program is the later of the date of approval by the United States Department of Health and Human Services or 1/1/2018. The bill repeals the Oregon Reinsurance Program on 1/2/2024. Requires insurers and the Public Employees' Benefit Board (PEBB) to pay to DCBS into the Health System Fund, no later than 45 days following the end of a calendar quarter, an assessment at the rate of 1.5% of the gross amount of premium equivalents received during the calendar quarter. This requirement applies to premiums earned by an insurer for a period of eight calendar quarters beginning on or after January 1, 2018. Assessment payments must include reporting. DCBS is required to receive these quarterly reports and assessment payments from PEBB and insurers no later than 45 days following the end of the calendar quarter beginning in 2018. DCBS must analyze and review each report for accuracy. If DCBS determines a discrepancy exists between the assessment owed and the assessment paid, DCBS must confirm the correct assessment amount and either credit or charge PEBB or the insurer the difference. Requires coordinated care organizations (CCOs) to pay to OHA into the Health System Fund, no later than 45 days following the end of a calendar quarter, an assessment at the rate of 1.5% of the gross amount of total payments made to the CCO by OHA for providing medical assistance health services during that calendar quarter. This requirement applies to payments made from January 1, 2018 through December 31, 2019. Mandates a transfer of any remaining unexpended balance of the Health Insurance Exchange Fund to the Health System Fund; and the transfer of any remaining unexpended balance of the Oregon Medical Insurance Pool Account

to the Health System Fund. These transfers are to be made on the effective date of this Act. Section 43 states that the Health System Fund and PEBB, Insurer and MCO Assessments become operative on January 1, 2018. Modifies statutes relating to hospital assessment, including extending hospital assessment for two more

years from September 30, 2019 to September 30, 2021. Extends the scheduled repeal of the hospital assessment to January 2, 2026, and sunsets the hospital performance advisory committee and performance distributions on July 1, 2018. Allows the hospital assessment to be imposed and collected in a calendar quarter beginning before September 30, 2021. Extends the abolishment of the Hospital Quality Assurance Fund to December 31, 2025. Changes the definition of hospital to exclude hospitals that provide only psychiatric care, hospital providing care to children at no charge, and public hospitals other than hospitals created by health districts; and to include Type A and B hospitals. Establishes an additional 0.7% assessment on net revenues of hospitals, excluding Type A and B hospitals. Allows OHA Director to impose a lower rate on Type A & B hospitals, depending on their financial condition. The assessment on Type A & B hospitals is dependent on approval from the Centers for Medicare and Medicaid Services (CMS). Limits the assessment rate to 5.3%, excluding the 0.7% assessment described above, and extends the final calendar assessment quarter to September 30, 2021. Allows OHA to use moneys in the Hospital Quality Assurance Fund to make qualified directed payments to Coordinated Care Organizations to provide reimbursement to Type A & B hospitals. Ends funding, effective July 1, 2018, for the Hospital Transformation Performance Program that was based on moneys equal to the federal financial participation received from the assessment. Requires OHA to ensure the net reimbursement received by the Oregon Health and Science University (OHSU) is at least 84% but no more than 100% of OHSU's costs of providing services that are paid with Medicaid funds.

BACKGROUND:

In 2003, the Legislative Assembly created the hospital assessment as a revenue source to fund the Oregon Health Plan (OHA) and other hospital initiatives. The statutory authority for this assessment is set to expire in 2019. HB 2391 extends the hospital assessment to 2021.

This Week with State Senator Betsy Johnson 7-28-17

Senator Johnson says she is back at it after the recently-concluded legislative session. She says she was at the opening of the Columbia County Fair, gave a speech to District Attorneys and deputies in Seaside, and attending an OMIC Research and Development Board meeting and taking a PCC tour. She says spent some time talking to graduate students who are looking at the Columbia River users from tourism to fishing to commerce. She says she also attended Garibaldi Days, the Columbia County 4-H and FFA auction, and the dedication of the Charles T. Parker Road that goes from the major county road into the OMIC campus. The property was donated by the Parker family, and one of the conditions of the donation, about a half million dollar gift, was that the road be named after Scott Parker's grandfather. She says the naming ceremony recognized the land donation, and it was a happy, joyous moment. She was a presenter at PENWAR, The Pacific NorthWest Economic Region (PNWER) is a statutory public/private non-profit created in 1991 by the states of Alaska, Idaho, Oregon, Montana, Washington, and the Canadian provinces of British Columbia, Alberta, Saskatchewan, and the Yukon and Northwest Territories. Senator Johnson also took part in the the Oregon Coast Economic Summit. The event brings together congressional, state, local and tribal leaders, public policy advocates, academics and private partners to discuss a wide range of topics that recognize the unique economic diversity of our coastal and rural communities.

Senator Johnson has again been appointed to the Legislature's Emergency Board. Staffed by the Legislative Fiscal Office, the Emergency Board operates during the interim when the Legislature is not in session. In consideration of agency requests, the Board allocates Emergency Funds, increases expenditure limitations, authorizes transfers, receives reports, and approves submissions of federal grant applications. She says the board met once, right after the session adjourned, to have an organizational meeting. She says the board will likely meet again in September, and it can only approve spending of money already set aside for the emergency board that was approved by the entire legislature during the last session. She says only state agencies can go before the e-board-- and it was set up many years ago, mainly to deal with paying for forest fire fighting, since the legislature is not in session during the wildfire season.

Senator Johnson says county fairs are underway in Senate District 16. She says in the last session, fairs were able to get a little more money than in the previous budget, but fair boards are learning not to count on state money for all their funding. She says fairs do a great job boosting the local economy and provide opportunities for students. Senator Johnson 4-H and FFA teach a lot of skills like public speaking, teamwork, poise, leadership and being very good at some skill, whatever that skill may be.

Next week, Senator Johnson will be attending the mayor's conference, and she is helping some constituents with an eviction issue where some squatters are causing problems and creating some fear among neighbors. She says she is also meeting with a lot of city officials to further the OMIC cause, and a big day is coming up in Tillamook. Senator Johnson says she will spend the entire day in Tillamook next week looking at a huge transportation project at the intersection of Highways 101 and 6. She will also be touring the Hampton Mill in Banks. She says there are some safety concerns from the Tillamook Creamery on Highway 6. She will be attending a meeting of the Columbia County Traffic Safety that will be discussing on which road will get added safety features to be installed with ODOT funding-- the issue is which road needs it the most. She has meeting with the Ways and Means Co-Chair, Senator Richard Devlin to talk about the just-concluded session and about an issue regarding Sudden Oak Death. Senator Johnson says that disease appears to have migrated to Douglas fir, and that could mean trouble for both public and private forests in Oregon. She says the Salmonberry Trail will have a meeting next week-- she hasn't been to many because of her legislative duties. She will also be meeting with veterans, and a number of fundraisers around Senate District 16.

This Week with State Senator Betsy Johnson 8-4-17

Senator Johnson spent last Tuesday in Tillamook, meeting on a variety of issues. She met with the Creamery Association about traffic safety issues on Highway 6. She says they have drivers that drive back and forth across Highway 6 all days, and though ODOT has repainted the highway stripes, but they wear off quickly, and they've put together a plan of action including better signage, more slow-vehicle turnouts, but they can't fix everything. She also met with city and county officials about the intersection of Highway 6 and Highway 101 project and how to minimize the impact to business as the next phase on this big project happens. She also met with local businesses to see what their issues might be. She met with the mayor of Wheeler, Stevie Burden, regarding a culvert that crosses both Highway 101 and a railroad right-of-way. She also met with the mayor of Bay City about how to prioritize a list of projects they have-- and both mayors will be part of a Regional Solutions process to talk about money, permitting, logistics, contracting and planning. She was supposed to visit the Hampton in Banks on Tuesday, but they had sent workers home because of excessive heat. She says big city projects are getting so expensive and complicated that a number of steps have to be taken, including finding multiple sources of funding and the permitting to do the projects. She says the permitting for a project are problematic because several state agencies are involved, and any one of those agencies can put a road block in the process and Senator Johnson hopes to change that.

State Senator Johnson and State Representative Brad Witt held two town halls in the last week, one in Clatskanie, and another at the Skyline Grange. She says the subject matter at the Clatskanie town hall was free-wheeling and wide-ranging, with a heavy emphasis on concerns about the Public Employee Retirement System and it's 22 billion dollar unfunded liability. She says there were both PERS recipients and private sector employers at the town hall, and there was a spirited discussion of the issue. She says many people don't realize how complicated the PERS issue is, and she refers people interested in knowing more to watch a Senate Workforce Committee meeting that featured testimony from two lawyers on both sides of the PERS issue. She says the lawyers give an in-depth explanation of the complexities of the PERS question. Senator Johnson says she believes PERS needs a fourth tier, one that spells out a less generous retirement package, announces that this is what you get if you sign up to work for the state of Oregon and they go from there. She says at Skyline Grange the major focus was the transfer of Cornelius Pass Road to ODOT from Washington and Multnomah counties. She says she and Representative Witt now have a long list of tasks to work on, including setting up a meeting for locals concerned about Cornelius Pass Road with ODOT and working with ODOT on a crosswalk issue in Clatskanie.

Senator Johnson says the Senate and House adjourning separately in this past session is an indication of the level of tension between the two chambers. She says some of House Speaker Tina Kotek's priorities did not make it through the Senate, even though there were pathways to get to an agreement. She says there is an increasing level of 'my way or the highway' mentality in the legislature, though there were a couple of notable exceptions. She says a conservative Republican and progressive Democrat got together on a couple of workforce bills, though Senator Johnson says of them was a very bad bill that caps voluntary overtime. She says big manufacturers often have plant shutdowns to perform maintenance, and maintenance crews will work

very long hours for a finite period of time. Senator Johnson says those employees know what they are in for, they get paid overtime for it, but this bill prohibits that, and she wants to work to fix it.

This Week with State Senator Betsy Johnson 8-11-17

Senator Johnson speaks from the Clatsop County Fair this week, and says she has been attending fairs all over District 16, as well as numerous other fundraisers and parades. She says she purchases market animals at auctions and donates the meat to community meals organizations and food banks throughout her district. She says she also gets lobbied by various 4-H students to purchase their animals. As for the State Fair in Salem, Senator Johnson says the state got out of that venture, and now the state fair looks more like an entertainment venue than the animal and craft shows that are part of county fairs.

Three Clatsop County 4-H members talk about their experiences raising chickens, goats and other animals.

Senator Johnson says she is working on an issue with the Northrup Creek Horse Camp. She has scheduled a meeting with horse camp people and state agencies in Clatsop County to see if the difference between equine and non-equine users can be worked out. She says this is a site-user issue that will require everyone to be flexible to get a resolution. The site has been improved by local equine enthusiasts and they are upset that people who are non-equine users are taking up unused spaces at the camp. Senator Johnson says a reservation system might be one solution to explore, so she has scheduled a meeting next week to discuss the issue. She is also going to be a presenter at a Western States legislators conference in Tacoma and will be discussing the Oregon Manufacturing Innovation Center with co-presenter Bill Garry of Boeing.

This Week with State Senator Betsy Johnson 8-18-17

Senator Johnson heads to Tacoma to talk about OMIC, the Oregon Manufacturing Innovation Center before a group of legislators from Western states. She says believes having a relationship with legislators from other states is valuable. She says sometimes it's an exchange of ideas or a way to build relationships that might prove useful later. She says it will be a great opportunity to tell the OMIC story and possibly have future benefits.

Senator Johnson says state agencies are planning for Monday's total eclipse and Senator Johnson says she hopes it goes well, with an influx of traffic that could result in the biggest traffic jam in Oregon history. She says we've just gotten done with a spate of wildfires and some of the wilderness areas in the Cascades are closed which will force people down into the flatlands. She says there was also a weather forecast calling for clouds on the coast, which could also force people to head toward Central Oregon. She says her biggest concern is people acting inappropriately in the woods, with carelessness possibly causing a huge wildfire. She believes it will be a very problematic time for Oregon and she hopes we come through it OK. She says the state has predicted marijuana consumption during the days preceding and after the eclipse will rise 40 percent. She says this will be a good test to see how state agencies perform might perform in a natural disaster like a tsunami or earthquake.

Senator Johnson says she was mystified at Governor Brown's threat to veto a Capital Highway project in SW Portland. She says the reason, as she understands it, was that this project was not included in the transportation package. Part of the reason for that was because this project is ready to go now-- and transportation package funding would not be available for several years. She says, though, the Governor has recanted and the project will go ahead. She says she doesn't know the status of many of the projects that were included in the project-- she says the Cornelius Pass project is at the very beginning stages of discussing what the options are. She says she has been meeting with people who live in the area and they are concerned with the jurisdictional transfer that puts ODOT in charge of the road. She says people are concerned that ODOT will start working on it right away, but that is not the case. She says it will be years before anything occurs on Cornelius Pass. She says there's a big fight going on in Columbia County over safety improvements at Bennet Road or Millard Road. She says ODOT's plans are controversial and the community is divided over the issue. She says ODOT uses a number of factors to decide where to make traffic safety improvements, including the amount of fatalities at any given intersections.

This Week with State Senator Betsy Johnson 8-25-17

Senator Johnson says she was in Central Oregon to watch Monday's total eclipse, and she calls it breathtaking. She says her main concern was wildfires, especially with one burning near Sisters that has blossomed into an 11 thousand acre fire. She says as far as she knows, there were no eclipse-visitor caused fires burning, and she notes the crowds on the coast were not as thick as they might have been, forcing some restaurateurs to have more food than customers and some hotels with vacancies, but she says the marijuana shops in Madras had their shelves of product depleted. She says the question the eclipse raises is, where do you draw the line between informing people and scaring people? She says in Salem, they did a great job, but on the coast, the media hype may have kept people away with reports of bad viewing conditions and worse traffic.

Senator Johnson says the fire burning near Brookings in SW Oregon is the nation's biggest fire priority. She says the state of Oregon was once again able to buy a fire insurance policy from Lloyd's of London, but notes the deductible is very high and if the state has to use that policy in this fire season, it might mean Lloyd's would not issue another policy after this one. She says there was a couple meetings in Clatsop County earlier this year, dealing with assessing property owners for firefighting costs, based on how much timber a property owner has. She says while some people were unhappy with the assessment, she points out it is a very cheap insurance policy to have not only your local fire department, but state firefighters also. She says if it is found that a fire was human-caused or intentionally set, law enforcement does go after them, which wasn't always the case. She says in one case, it turned out a firefighter was setting the fires to get more work.

Senator Johnson will be meeting with Oregon Department of Geology and Mineral Industries about possible changes to the tsunami inundation zone. She will be giving a commencement address at Tongue Point in Astoria. She will also be meeting with ODOT to discuss highway crosswalk issues in Clatskanie, and has also been assigned to a special project to figure out how to combine two state boards-- the Public Employees Benefits Board and the Oregon Educators Benefit Board. She and Representative Witt will be having meetings regarding the Lewis and Clark Bridge between Oregon and Longview, WA because of increased traffic there.

This Week with State Senator Betsy Johnson 9-1-17

Senator Johnson says she is unhappy with the federal government's firefighting efforts after two fires that might well have been quickly contained are now burning thousands of acres of Oregon land. She says she got a briefing on the fire situation Thursday morning and will be getting weekly briefings until the fire season is over. She says this is a subject she will be bringing to the 2018 Legislature, and she lays much of the blame for these wildfires getting out of control at the feet of the federal government.

Special guest on the show, Gerry Boyce, is the director of Aqualiner Ltd, a United Kingdom company that has a product that will allow underground pipelines to be repaired without having to dig up the road.

Customer benefits

- Its small site footprint means less environmental impact from road works and the smell of solvents/chemicals
- Aqualiner can line sewers in critical conditions
- The liners don't shrink and are close-fit
- Because the liner is thermoplastic-based, the process can be stopped, started or reversed if necessary
- Thermoplastic composite liners weld to themselves, so liners can always be 'over-lined' to build up additional strength or longevity in the future
- The process can line round bends and offset joints
- It can line in wet conditions
- Joints and laterals are visible and thus easy to locate on CCTV
- Low surface energy means improved flow through, and reduced risk of build-ups or contamination, in the sewer.

Environmental benefits

- Aqualiner's MIPP structural liners have virtually unlimited shelf life, and don't need impregnating with liquid

resins. This significantly reduces health and safety concerns to both the contractors installing the product and the public

- No solvents or chemicals are used or emitted into the environment

- All materials are recyclable and there's no need to send waste to expensive hazardous waste sites

- No hazardous chemicals means no risk of contamination on site

- The process has a small footprint, potentially requiring only 2 vehicles on site.

Health and Safety benefits

The materials utilised by Aqualiner contain no chemicals or solvents considered hazardous to health, and there are no water heating or steam generation hazards involved in the process. This eliminates:

- The breathing in of solvents

- Dermatological skin reactions

- The splashing of eyes with chemicals (particularly curing agents) which can cause blindness.

Water quality benefits

With no hazardous chemicals utilised in the process, there's no risk of any chemicals being leached out into the water. Neither is there any possibility of on-site chemical contamination of local waterways.

Material benefits

The process can line a wide range of existing pipe material:

- Pipe materials Aqualiner has successfully lined include cast iron, bitumen-coated cast iron, asbestos-reinforced concrete, clay and PVC

It should be noted that PVC water pipes widely installed during the 1970s and 80s are prone to bursting due to inherent production defects. In France there are over 150,000 km of PVC pipe which needs to be either repaired or replaced, and Aqualiner is one of the few options capable of repairing the pipes underground without digging up the road.

Adrian Allen says OMIC has taken 2 million dollars in state funding and managed to turn that into more than 20 million dollars in investments in OMIC over the past two years. He says OMIC is still in its infancy, but it is his belief that it will flourish and help Oregon's economy the same way the AMRC in Sheffield, England has helped the UK economy.

This Week with State Senator Betsy Johnson 9-8-17

Senator Johnson discusses her problems with the U.S. Forest Service and their handling of Oregon wildfires. She says there is so much bureaucracy involved in fighting fires on federal land, fires that could have been put out already are instead raging out of control. She discusses the latest on the fires in the Gorge. The Eagle Creek and Indian Creek Fires in the Columbia River Gorge have merged and are now being managed as one incident. An infrared fly-over has estimated the combined fires to be 30,929 acres. After experiencing explosive fire behavior on the Eagle Creek Fire last night, firefighters were successful at holding fire growth to moderate levels Tuesday. A spot fire, which spread across the Columbia River early Tuesday near Archer Mountain, is approximately 120 acres today and is being managed by a Washington Department of Natural Resources Type 3 Team.

Structural firefighters led by the Oregon State Fire Marshal's Office saved the historic Multnomah Falls Lodge, built in 1925. A task force of structural engines and one aerial ladder truck worked in conjunction with a strike team of water tenders to keep the lodge wetted down during the fire storm of falling embers. Large trees nearby torched and fire crews used hose lines to protect the lodge from heat. Visit the Eagle Creek and Indian Creek Fires Facebook page to see pictures of the lodge.

Ian Yocum, Incident Commander with the Oregon State Fire Marshal said firefighters were successful in protecting other structures as well. "Firefighters had a good day out there. We lost one small residential structure and four outbuildings. We will continue to patrol and access structural protection needs."

Defending private property, historical structures in the Columbia River Gorge Scenic Area, the various State Parks in the area and the Bull Run Watershed will continue to be top priorities for firefighters.

The I-84 freeway remains closed from Troutdale to Hood River due to rocks, snags and other debris entering the roadway. Oregon Department of Transportation will be working closely with the Unified Command team to determine when it will be safe to open. Detour routes are in place.

Temperatures are expected to be cooler today, but a Red Flag Warning will be in effect in the afternoon for potential lightning. Winds will shift to westerly, which may help improve the unhealthy air quality in the greater Portland metropolitan area. Those west winds, however, could propel fire growth to the east of the current fire perimeter.

Senator Johnson says she is joining with Republican State Senator Herman Baertschiger to call for hearings on the wildfires during upcoming Legislative Days in Salem. She says that decision is up to the Senator Michael Dembrow, who is the chair of the Senate Environment and Natural Resources Committee.

On the Oregon Manufacturing Innovation Center, Senator Johnson says things are moving forward with meetings and she hopes Portland Community College will soon have its business plan for OMIC available. She says she visited Central Oregon with 3 guests from AMRC that appeared on last week's show-- she says they are headed back to the U.K. for a couple groundbreaking ceremonies at the Advanced Manufacturing Research Center in Sheffield.

This Week with State Senator Betsy Johnson 9-15-17

Senator Johnson attended meetings of the Columbia-Pacific Economic Development District and Northwest Oregon Area Commission on Transportation Thursday in Tillamook.

The Columbia-Pacific Economic Development District (Col-Pac) is a private non-profit organization established to assist in diversifying and strengthening the economy and livability of Northwest Oregon. The District covers all of Clatsop, Columbia, and Tillamook counties and the western part of Washington County.

Governed by a 17-member volunteer Board of Directors, Col-Pac consists of local public and private leaders including representatives from county commissions, cities, ports, the private sector, workforce, and the minority community. Col-Pac also has a seven member Loan Administration Board that oversees the District's Revolving Loan Fund.

Certified by the U.S. Economic Development Administration (EDA) as a recognized Economic Development District, Col-Pac offers a range of economic and community development services, technical assistance, and referrals in carrying out its mission.

The Col-Pac Mission

Promote and sustain healthy communities in the district through retention, diversification and expansion of the economic base.

The goal is healthy and thriving communities. A strong and diversified economic base that provides family-wage jobs is a significant component and contributor to healthy communities. Col-Pac's economic development activities focus on blending the natural resource-based industries in the region with new economic development opportunities that historically have not been part of the area's economy.

As an economic development district, Col-Pac provides capacity building, coordination and establishment of basic economic development foundation building tools for NW Oregon.

Services:

Regional Planning: Col-Pac prepares a Comprehensive Economic Development Strategy (CEDS) 2014--2018 CEDS pdf Document and updates it annually for EDA. Col-Pac also supports the region's Needs and Issues inventories for the Oregon Economic and Community Development Department, transportation planning through the NW Oregon Area Commission on Transportation, collaboration on Regional and Rural Investment projects through the NW Oregon Economic Alliance, and coordination of regional priorities through the NW Oregon Regional Partnership.

Building Capacity: Col-Pac provides technical assistance to new and existing local economic development committees/councils on regional and other related economic development issues, assists with the development of leadership skills within the region, and provides a limited amount of financial support for project development and management to local entities.

Infrastructure Assistance: Col-Pac assists communities in developing financial packages and project management for infrastructure improvements that are a high priority on the local Needs and Issues inventories.

Capital Access: Col-Pac's \$2 million Intermediary Re-Lending Program revolving loan fund and other potential loan funds are available to businesses within the District.

Industrial and Commercial Site Development: Col-Pac assists public and private property owners in identifying sites and needs, profiling attributes, and more effectively marketing sites to a larger market through a one-stop central database and targeted communications.

Intergovernmental Coordination: Col-Pac supports economic development interests and entities in the District address timber, agriculture, infrastructure, and other issues with federal and state agencies.

Economic Development Advocacy: Col-Pac works with all the regional economic development partners to advocate the NW Oregon interests.

Regional Economic Development Communication and Cooperation: Col-Pac supports and encourages regional economic development through participation in the NW Oregon Regional Partnership.

The Northwest Oregon Area Commission on Transportation (NWACT) has been chartered to address Columbia, Clatsop, Tillamook, and the western portion of Washington counties transportation issues. NWACT serves as a standing committee of the NW Oregon Regional Partnership.

NWACT Functions

Forum to advance the public awareness and understanding of transportation issues
Prioritize aea modernization project recommendations for the Development STIP and Construction STIP
Make recommendations to ODOT regarding special funding opportunities and programs
Communicate and coordinate regional priorities with other ODOT regions and ACTS, the Governor's Economic Revitalization Team, Regional Partnerships and Regional Investment Boards and ODOT advisory committees
Advise on ODOT corridor plans or local transportation system plans (TSPs)
Advise the Oregon Transportation Commission (OTC) on State and regional policies affecting the transportation system.

All work and interaction with the Oregon Department of Transportation (ODOT) and the Oregon Transportation Commission (OTC) are the responsibility of NWACT.

Meetings are inclusive, open to the public and ADA-accessible.

NWACT Work Activities

Develop an understanding of ODOT programs and the effectiveness of each program within the region in meeting the area's transportation needs.

Select and prioritize regional, district, section and local transportation projects.

Educate local constituencies on transportation programs, funding and issues.

NWACT's workplan activities include:

- Being informed on NW Oregon transportation needs/issues and proposed solutions
- Prioritizing needs/issues and solutions for ODOT's Statewide Transportation Improvement Program (STIP)

and Connect Oregon projects

- Providing a forum for educational outreach and public involvement

This Week with State Senator Betsy Johnson 9-22-17

Senator Johnson attended the grand opening of Clatsop Community College's Patriot Hall this week. The Patriot Hall redevelopment project was started nearly two years ago. The \$16 million, 30,000-square-foot academic hall was half funded by county voters and half by state bonds. The building will add a new 540-seat gymnasium, several new studios and classrooms, exponentially expanded cardiovascular and weight-training areas and a third-floor elevated running track looking out over the Columbia River. Mary Kemhus, coordinator of the college's community education program, said the college will start enrolling people for the fitness program so residents can access the building's training rooms and track. The program will cost \$99 per term for the general public, \$60 for seniors and veterans and \$55 for alumni. Kovatch said priority in the fitness rooms and track will go to students. "We know, though, that this building wouldn't be possible without the community, so we want to make sure the community will have access to it," she said.

The main gym won't be part of the fitness program, but the college is setting up usage fees for community sports, such as basketball and badminton.

Aiming to make Patriot Hall a revenue source, the college has budgeted \$40,000 in the 2017-18 school year in fees and sponsorships from renting Patriot Hall out for tournaments, conferences and other events. JoAnn Zahn, the college's vice president of finance and operations, said the college will charge \$125 per hour to rent the gym to for-profit groups, and \$62.50 per hour for nonprofits. Patriot Hall will host its first rental, a basketball camp, in July.

Staffing Patriot Hall will be physical education instructor and Dean of Transfer Education Teena Toyas. Zahn said the college plans to use a pool of 15 to 20 federal work-study students to monitor the building.

When pushing the county bond measure that paid for half of Patriot Hall, former President Lawrence Galizio touted the building as the future home of paramedic, alcohol and drug counseling and exercise physiology programs. But the college has since scaled back its ambitions.

Kovatch said the college has reached out to other paramedic programs to gauge the possibility of making the college a satellite campus.

"Partnership discussions are currently underway," she said. "It was determined that a standalone CCC-accredited paramedic program would be cost-restrictive."

Kovatch said the college is encouraging paramedic hopefuls to take prerequisites at the college before transferring out. One of Patriot Hall's classrooms will be dedicated for an emergency medical technician certification program.

An exercise physiology program was explored, but Toyas said it was deemed inefficient for students. "Our area is not very conducive to jobs in that program, and people can get the same type of training for less money online," she said.

Margaret Frimoth, the college's new vice president of academics, said the curriculum for a drug and alcohol counseling program has been approved by the state. "But in conversations with the community, it's not the best opportunity for providing what students need for good jobs, and what the community needs," she said.

Frimoth said the college is still working with community partners on how to create an effective program in drug and alcohol counseling.

The college broke ground on Patriot Hall in June 2015, hoping to open the building the beginning of this school year. Patriot Hall is the third phase of the college's Jerome Campus redevelopment project, after the construction of Columbia Hall and the renovation of Towler Hall.

But Ann Gyde, the college's historian and a manager of the Patriot Hall project, said general contractor P&C Construction, which has worked on the college's previous construction projects as well as Columbia Memorial Hospital's new cancer treatment center, has faced challenges in a constricted, hillside work site at the center of campus. Contractors have had to truck materials up Coxcomb Hill and stage them in a parking lot behind Columbia Hall. A landslide occurred in the project site at the corner of Lexington Avenue and 16th Street in February 2016, so the property needed to be restabilized.

Patriot Hall was first dedicated on the first anniversary of Armistice Day Nov. 11, 1921. The region's veterans, the namesake of the building, were commemorated by a large metal plaque that hung on the old building's northern wall.

The college will hang the plaque at the southeastern entrance to Patriot Hall near the end of construction. The building will be rededicated on the 96th anniversary of Armistice Day Nov. 11.

"Patriot Hall will be a center of community engagement on our campus whether it is through the educational programming, special events or recreational opportunities," college President Christopher Breitmeyer said. "Patriot will be a valuable resource for years to come."

Senator Johnson says she has been in Salem this week for Legislative Days, and a group of legislators known as the 'fire caucus' has met. She says there will likely be a bill of some sort coming before the 2018 Legislature, but she expects this to be a slow process. She says something needs to be done about the U.S. Forest Service's procedures and policies regarding wildfires.

This Week with State Senator Betsy Johnson 9-29-17

Senator Johnson says the fire caucus has started and the group of legislators is starting to figure out its work plan. She was surprised how many people attended the group's first meeting. The fire caucus is similar to the coastal caucus, which is made up of legislators on the coast, Republican and Democrat, House and Senate. She believes the fire caucus is united on dealing with several issues, all having to do with federal forest management: federal forest aversion to attack, how the fire is managed by the federal forest agents, and what to do after the fire is out. She was dumbstruck when she heard the federal forest service does not intend to reforest the Columbia River Gorge. She cannot imagine that in order to show case fire as a natural part of the ecosystem that the feds would forego replanting one of Oregon's jewels. She says for the first time, because of the Gorge's proximity to Portland, there are some unexpected allies on their side. She says the fire caucus has also been asked to take up the issue of unpaid leave for firefighters. She was approached by several firefighters who said they were ready to go and even on an unpaid, voluntary basis, some employers would not allow it. She is also working a recruitment of an international company to the Oregon Manufacturing Innovation Center. She says it is also the political silly season prior to a short session, and there will be no shortage of posturing by candidates. She says there will likely be bills coming forward in the short session that local, county and federal candidates can run on.

Senator Johnson says she has been getting some pushback from constituents on the transfer from Cornelius Pass Road to ODOT and she may not have thought through all the issues that are operative on that road segment. She says there is an issue with ODOT's very strict rules on curbs, sidewalks, and bicycle lanes and how roads are managed. She says they have had a meeting with the ODOT Region 1 manager and county people and have agreed that there needs to be an advisory group set up, and that work needs to proceed on the repairs Multnomah County was already planning on doing. And they have agreed this will be a very long term process. She says she and Representative Witt have heard a lot of complaints about the traffic between Rainier and Longview, WA. She says there are two states involved, and what each state chooses to do on its side of the bridge has a huge impact on traffic. She says traffic can back up all the way into Rainier and that is completely unacceptable. She says ODOT is working with Washington to find out what is causing the problem.

She says the signage on the Washington side is not good and there has been a lot of construction going on there as well. She says they want to get this fixed as quickly as possible. She says people will soon suffer from sticker shock as parts of the transportation package kick in that raise DMV fees.

Senator Johnson says she gets all kinds of requests for letters of recommendation, including requests for military academy appointments. She says that is the purview of Oregon's congressional delegation. She has, though, written some letters to the delegation, but she requires a personal interview for that to happen. She generally tries to acknowledge when scouts make Eagle Scout, but other letters like job recommendations or graduate school recommendations she generally does not do. She cannot make court appearances with constituents. She says she generally has to have some connection to the asker or the institution. She says she also needs enough time to write the letter, so if there is a deadline, like in the case of a grant application, she needs plenty of notice to get it done, she needs to know where it goes to, and for what. She also needs clarity about the asker's expectations of what she can do. Senator Johnson says there are some things she just cannot do, like get a DA to dismiss a case, or have child support payments brought immediately current.

Public Affairs

Week of July 10 - July 24

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Airs twice a day 8:45am and 4:45pm

Duration 2:00

1. Aggressive mother elk terrorizing tourists and surfers in Gearhart. Wildlife officials tranquilized the mom and calf to move them out of the area. Calving season is upon us and the word of warning is to not confront the elk in any way. Simply walk away.
2. Arts in the community. Students at Seaside High School have taken it upon themselves to enrich the area with visual arts and other events to bring together teachers and students.

Public Affairs

August/Sept

RJ Marx editor of The Cannon Beach Gazette/Seaside Signal

Airs twice a day 8:45am and 4:45pm

Duration 2:00

1. Local firefighters fight fires across the state. their stories
2. RV park slated for a parcel in Cannon Beach, environmentalists disagree
3. The craft beer craze hits the south county and reflections on the Astoria role in the industry
4. Housing and the lack of it. Several North Coast towns agree to put their heads together to find a solution

Animal/Pet population is overwhelming and we do our part in helping the adoption process and explain the urgency of spay and neuter procedures.

The featured Pet of the Week at the Clatsop County Animal Shelter for the week of July 17 through July 24, 2017 is: aired twice a week Wednesday 12:45pm, Thursday 9:45am

Duration 1:00

Disseminated this PSA during critical fire conditions. 5 times a day

Fire Danger Increases Again Due To Extremely Warm Weather

Local Oregon Department of Forestry fire officials have increased the fire danger level in Clatsop County. The industrial fire protection level (IFPL) that regulates forest operations such as logging and road building on all forest lands is going to change. At 1:00 am on Thursday, August 3, 2017 current levels will be:

NW 1 at Level II requiring a two hour fire watch,

NW 2 at Level III requiring a three hour fire watch,

NW 3 at Level III requiring a three hour fire watch.

The Astoria District is in regulated use, meaning that the public is also restricted on allowable activities on forest lands. Anyone driving on forest roads is required to have a shovel and either a 2.5 pound fire extinguisher or one gallon of water.

In NW 1 under Level II: No open debris burning. Burn barrels and residential campfires are allowed with an ODF issued burn permit and chain saw use on personal property is allowed until 1:00 pm daily.

In NW 2 and 3 under Level III: Campfires are only allowed in designated metal fire pits at the following locations: Henry Rierson Spruce Run Campground, Gnat Creek Campground, Northrup Creek Horse Camp and Beaver Eddy dispersed sites in Clatsop County. For other campgrounds, check with the corresponding ODF office.

All OHV trails in the Nicolai Mountain OHV Riding Area are closed to OHV use due to the elevated fire danger. OHV operation in Nicolai Mountain, will be limited to travel on maintained gravel roads only. Also, all campfires and barbecues are prohibited in the dispersed campsites in the Nicolai OHV Area (Shingle Mill, Viewpoint, Kerry, Plympton and Lost Lake).

Burn barrels and residential campfires are not allowed under Level III.