

**MINUTES OF THE MEETING
BENTON COUNTY BOARD OF COMMISSIONERS**

Zoom link:

<https://us06web.zoom.us/j/88396604394?pwd=d1ZWYUNaWm1uRzVCYm5Ud3RXcExNQTO9>

Livestream: <http://facebook.com/BentonCoGov>

Tuesday, August 1, 2023

9:00 a.m.

Present: **Pat Malone**, Chair; **Nancy Wyse**, Commissioner; **Vance Croney**, County Counsel; **Suzanne Hoffman**, Interim County Administrator

Excused: **Xanthippe Augerot**, Commissioner

Staff: **Jef Van Arsdall**, Benton County Sheriff; **Laurel Byer**, **Owen Millehrer**, Public Works; **Cory Grogan**, Public Information Officer; **Amanda Makepeace**, BOC Recorder

Guests: **Andy Bennett**, Resident; **Anne Foltz**, Resident; **Wendy Burn**, Resident; **Meredith Wadlington**, Unite Oregon; **Marriah de la Vega**, Administrative Specialist; **John Harris**, Horsepower Productions

1. Opening:

1. Call to Order

Chair Malone called the meeting to order at 9:00 a.m.

2. Introductions

3. Announcements

No announcements were made.

2. Review and Approve Agenda

No changes were made to the agenda.

3. Comments from the Public

Andy Bennet

Bennett is attending today representing residents who live on NW Scenic Drive. Bennet has lived there for 34 years and is the second owner of a home built in 1938; raised four children and has seven grandchildren. Traffic has become intolerable on Scenic Drive over the years. According to a speed study done in February 2023, some vehicles on Scenic Drive registered a speed of up to 80 miles per hour (mph). Several speed studies have been conducted in the last ten years; the one from February 2023 was the most recent requested of Oregon Department of Transportation (ODOT). As a resident, today Bennett is requesting a speed limit of 45 mph; back in 2019, Bennet had asked for it to be set at 35 mph. There are curves, bends, and a long straightaway on Scenic Drive, which is a four- to five-mile-long major connecting route between Route 20 and Springhill Road.

There used to be children, bikes, adults, and horses along the roadway, but currently people are afraid to go out walking or riding on the road. Bennett requested the commissioners look at the study and is feeling frustrated that while the speed limit is in compliance with the law, the law is not serving residents well. Safety is a paramount concern for the residents of Scenic Drive.

Bennett had prior successes working with State Representative Jeff Gilmore on permanent funding for the Buena Vista Ferry in the 1980s, and helped lower a speed limit in South Salem despite a state traffic engineer who claimed it would not be possible. Bennet wants to seek a lower speed limit for NW Scenic Drive, and today is asking for postponement of the decision in order to gather more information about wildlife corridors, one of which is adjacent to his property. Bennet is concerned as the community was not involved in the speed limit process; the law specifically says that residents have input.

Wyse asked Bennett if he had reached out to the current state representative for that area, Shelly Boshart Davis.

Bennett replied that he contacted everyone he could think of and received no response. He is willing to take his own time to work with the Commissioners and the civil engineers to avoid a future hit-and-run vehicular accident; additionally, is also asking for speed cameras that could be paid for through a federal infrastructure act that was passed a year ago. Bennet has received feedback that the speed camera approach is not in line with Oregon Revised Statutes but noted that statutes can be amended.

Malone commented on the presence of Public Works staff in the meeting room and the sheriff online during this meeting; Bennet responded with a hope to find common ground.

Anne Foltz

On July 31, 2023, Foltz wrote an email to the Commissioners. Foltz is here as a representative of her neighborhood and her family with concerns about the increase in traffic at the intersection of 53rd Street and Country Club Drive. Foltz said it is her understanding there is going to be some conversation around putting in two traffic circles further north on 53rd Street and is attending today's meeting to request a traffic circle for the intersection with Country Club Drive. It is an increasingly dangerous intersection which is currently a two-way stop on Country Club. People coming north out of Philomath into Corvallis are moving at a high rate of speed typically above the posted speed limit of 35 mph. She and her family have lived two blocks north of the intersection for 17 years; it has become more and more dangerous. With the development of the housing flats at the intersection, visibility along the roadway has greatly diminished. Foltz stated a desperate need for some infrastructure in that area as more housing is going in and slated for future development. Foltz' husband has seen three accidents in the last six months. Drivers are observed going through the intersection in excess of 60 mph and it is dangerous due to the housing on all four corners of the intersection. Foltz feels frustrated that development has been allowed to happen without infrastructure to match. Foltz drives north on 53rd to Walnut Drive on a daily basis but doesn't understand the proposal for a putting in a traffic circle at Willow as those neighborhoods are established with no new developments planned; Foltz guesses that drivers are tired of waiting to turn. Foltz has also heard there might be a traffic circle put in at Reservoir despite an already-functioning traffic light there. Foltz shared a quote from her email to the Commissioners, stating "you might save commuters a couple of minutes by putting in those traffic circles, but if you put in one at Country Club, you will be saving lives; I have no doubt." Foltz invited all of the Commissioners and the Sheriff to observe traffic at that intersection on a daily basis. When walking the intersection several times a week, it feels as if she is taking her life into her hands even with the blinking crosswalk lights. If Foltz slows her walking speed when crossing the intersection as a reminder to drivers, she is often honked and yelled at by motorists coming from Philomath. It seems like an obvious location for some great action on the part of the Commissioners because it is a corridor that connects the two largest cities in the county.

Wyse noted that conversations can be held after the meeting, perhaps looking back through the Transportation Safety Plan (TSP) and seeing what options are possible. Wyse thanked Foltz for bringing it to the Commissioners' attention.

Foltz said she heard a rumor when the apartment houses were being built that there was going to be a circle and wondered if it was said to placate the neighbors, but Foltz hasn't ever seen anything in writing.

Wyse clarified for the record that she was on the Corvallis City Council when the property was re-zoned but did not have any personal connection to the subsequent development, and followed with a statement that Corvallis does need housing.

Foltz agreed and noted as a public school teacher, working with students navigating poverty and seeing teachers who cannot afford to live in Corvallis, she has no problem with the housing that has gone in, but wants it to be a safe environment.

Wendy Byrne (online)

Byrne saw on today's Agenda that Public Works is requesting to apply for the safety action plan, which dovetails nicely with the last two commenters. It is apparent that roadway safety is on everyone's mind. Byrne would love to see the county take every opportunity to apply for grants to improve safety for all roadway users in the county, as well as set a good example for other counties and for Corvallis if this grant is successful, so she hopes Commissioners will support the request. Byrne also noted that she will no longer ride her bike in the areas the two previous commenters mentioned. It is not that the roads are in bad shape, it's that drivers are unsafe and something needs to be done. Byrne thanked the Commissioners for listening and expressed appreciation at the opportunity to speak.

Meredith Wadlington (online)

Wadlington identified herself as a policy coordinator at a statewide non-profit called Unite Oregon, which is partnering with the health justice recovery network to ensure that Measure 110 (M110) is implemented the way voters intended it to be. Wadlington is attending today to provide an update. This is the year that M110 is really on firm footing, with new data showing a dramatic increase in the number of people receiving addiction services funded by M110; tens of millions of dollars are going to direct services instead of the revolving door of the prison system. This results in more stable families and communities. There are more resources available now that were not available prior to M110. This session Oregon passed the Hope and Recovery Act, House Bill 2513, which corrects the implementation challenges seen in the M110 rollout, making it more effective, transparent, and accountable. Last month the Oregon Health Authority (OHA) released a second quarter report of the number of Oregonians receiving services through M110 instead of entering the criminal justice system. The report can be found on OHA's website; Wadlington stated she would email it to the Commissioners. Substance abuse treatment increased by 44%, employment services increased by 136%, and housing services increased by 125%. Wadlington believes the state is heading in the right direction and is enthusiastic about the future of M110. Wadlington offered to coordinate the attendance of colleagues from the health justice recovery alliance at a future meeting, along with some of Benton County's healthcare providers to make a presentation. Wadlington also invited the Commissioners to a site visit to take a tour of the facilities and to meet with providers.

4. Consent Calendar

4.1 Approving the July 18, 2023 Board Meeting Minutes

4.2 Approving the January 11, 2022 Goal Setting Minutes

MOTION: Wyse moved to approve the Consent Calendar of August 1, 2023.
Malone seconded the motion, which **carried 2-0.**

5. Departmental Reports and Requests

5.1 Notice of Intent to Apply for Safe Streets and Roads for All Grant – Safety Action Plan – Laurel Byer, Public Works

In 2019 Benton County (BC) adopted an update to the Transportation System Plan (TSP). As part of that process, it was highlighted that the county needed to go back and review freight routes versus multimodal routes as there are no identified, specific freight routes in BC. One of these opportunities is through a federal grant from the United States Department of Transportation called Safe Streets and Roads for All, which will create a Safety Action Plan (SAP) for all of BC. The county would look not only at freight routes but at all roads, including Scenic Drive and 53rd Street, determine what kind of safety countermeasures could be provided, and then put that in a plan for later. The hope is once the SAP is in place, then BC would return to the Safe Streets and Roads for All grant and look for implementation funding. This grant was put together as part of the infrastructure package at the federal level and is supposed to have five years of funding allocated; this is Year 2. BC had previously submitted a letter of intent to apply for a Transportation Growth Management (TGM) grant, but state feedback indicated that BC would not be successful with the TGM process and should look for funding opportunities. BC decided to apply for the Safe Streets and Roads for All grant instead, but with a short turnaround the county had to act quickly. This does tie critically to safety issues in the county and is an excellent opportunity; \$320k in funding was requested with an \$80k match required which would likely come from the Public Works road fund.

Malone asked about the timeline for approvals of the grant application.

Byer replied that the first recommendations will come in October 2023, with the funding coming in 2024. BC will apply for the federal implementation grant in October 2024.

Malone approved and noted several examples where planning led to opportunities for funding implementation of the plan.

Byer commented that no implementation grant would be forthcoming without a safety action plan or something comparable in place; BC really needs to complete the planning step first.

Malone asked Byer to provide updates as needed and supported the idea that this is the first step in covering some gaps in current planning.

MOTION: Wyse moved to approve the Notice of Intent to Apply for funding through the Safe Streets and Roads for All discretionary grant program for a Benton County Safety Action Plan. Malone seconded the motion, which **carried 2-0.**

5.2 Notice of Intent to Apply for Multimodal Project Discretionary Grant: SW 53rd Street Improvements – Laurel Byer, Public Works

The Multimodal Project Discretionary Grant (MPDG) application is due on August 21 and is another solicitation from a pool of three grants classified as Mega, INFRA, and Rural. The MPDG covers planning, permitting, and preliminary engineering, as well as construction. A long-awaited project first considered prior to 1985 is the SW 53rd overcrossing project. It alone does not rise to the level of a \$25m project, so that is why BC considered roundabouts to be installed on Reservoir Avenue and Willow Avenue. The roundabout at Willow Avenue is intended to proactively address future traffic that will be part of the Marys Annexation. The existing traffic signal that is at Reservoir Avenue was intended to be temporary in nature, with a longer-term plan to install a roundabout if warranted at that intersection. The idea with this grant application is to apply not only for the SW 53rd overcrossing improvement funding but also to include those intersection improvements. These are intended as proactive changes before development happens as BC does not usually have the funds to complete such projects. This grant would include upgrading SW 53rd to meet city standards as well as upgrading the rail overpass bridge; it naturalizes Dunawi Creek, so BC would restore the creek by removing it from the culvert that currently passes underneath 53rd and making it an amenity; and probably allow for some landscaping and benches along the old SW 53rd Street alignment. Existing 53rd would turn into cul-de-sacs to ensure that through-traffic would not go under the railroad crossing but also make sure to keep the multiuse path so that way people could still ride their bikes along the lower section of the old 53rd. Byer is looking for guidance on which grants to apply for. The SW 53rd Overcrossing Project could qualify for the INFRA grant as well as the Rural grant; the INFRA grant is a 40% match, meaning the county would have to provide \$10m in funds; the county road fund does not have anything near that amount, In fact, even to qualify for the match for the Rural grant, which would be \$5m, BC would need to look at getting a loan from the state as BC does not have that kind of cash reserve to meet even that lower Rural match.

Wyse asked about the benefit to or the impact on the county in applying for a \$10m loan as opposed to a \$5m loan from the Oregon Transportation Infrastructure Bank.

Byer replied that she is unsure; that is more of a Financial Services question, if the county could qualify for a \$10m or a \$5m loan, in addition to all the other projects that the county is trying to fund.

Wyse asked if Financial Services has looked into the possibility of applying for the \$5m grant.

Byer replied that Rick Crager signed off on putting forward the grant application but did not discuss specific amounts.

Wyse asked Byer if it possible to apply for both grants; Byer confirmed. Wyse wondered about the downside of applying for both grants; Byer replied that there would be no conflict and no potential negative effects in applying for both as they are actually from two different pools of grant funds, although BC would have to come up with the extra matching funds.

Byer communicated that in prior conversations with Gary Stockhoff of Public Works, she was unsure if the SW 53rd Street project would ever take place unless the county is successful in obtaining a grant of this size because the out-of-pocket costs would have long-term effects on other county projects for 20 to 30 years. Byer stated it is very important for the county to pursue applying for these federal grants.

Wyse asked about services provided by CFM Advocates (CFM) that would cost the county \$10k.

Byer confirmed CFM has done these grant applications before, coordinating with other jurisdictions. CFM services could be applied toward another grant opportunity that is opening up in the fall under the same grant information.

Wyse noted that if CFM assisted in applying for both grants named on today's Agenda, as well as the future grant opportunity, with the flat charge of \$10k, it seems worthwhile to explore every grant opportunity avenue. Wyse is in favor of trying to go for both grants.

Malone cautioned that there would be a significant cost to the county in the amount of staff time required for the application process that might be larger than the \$10k CFM would charge to complete and submit the grant application. The benefit is that CFM may have some expertise in using grant language that leads to successful outcomes.

Byer agreed and noted that CFM's services have led to successful outcomes for other jurisdictions and expressed the hope that CFM's services could lead to success for BC.

Malone concurred and stated that it seems like a worthwhile investment. BC hasn't done anything of this nature with CFM previously; the working relationship with the county is less than a year old. One of the additional aspects of hiring CFM is receiving help with grant writing; part of their work is advocacy in Washington, DC, but also to help jurisdictions find funding sources and then helping to access those sources. Malone indicated that he was not ready to decide right now about CFM's services but wondered from where that \$10k could be pulled.

Byer said Public Works could fund CFM under consulting services as it is directly related to specific road projects.

Malone noted that Commissioner Wyse had asked if there were any disadvantages to applying for multiple grants and there did not seem to be any. Malone was interested in knowing more about how competitive the grant application is and how much funding might be available.

Byer did not have access to that information immediately but felt confident that these are significant funding sources. Byer looked at trying to get the financial project estimate up to \$25m because 90% of the funding particular Rural grant pool program is going toward infrastructure versus 10% toward planning. Byer's intent was to meet the threshold as it makes BC more competitive with grant opportunities from a pool of funds in the billions of dollars, leading to a better ability to sustain a \$25m project.

Malone stated that this project been planned for over four decades and BC hasn't yet been able to fund it. Malone recommends moving forward as these funds are limited duration, over a five-year period, but expressed doubts about the relying on the renewal of the funding source. There is wisdom in considering these as one-time funds, as opposed to farm bills that are renewed every five years.

Malone asked Byer for confirmation that the grant opportunity is in its second year, with 2024 being the second year.

Byer confirmed and noted this is the second grant announcement; there will be three more opportunities to apply.

Malone stated that applications may not always be successful the first time and it doesn't cost much more to reapply; an investment has already been made.

MOTION: Wyse moved to approve the Notice of Intent to apply for the Multimodal Project Discretionary Grant: SW 53rd Street Improvements in the Infra and Rural categories. Malone seconded the motion, which **carried 2-0.**

Byer asked to comment about the roundabout at SW Country Club and 53rd; that project was actually funded through the Corvallis Area Metropolitan Planning Organization (CAMPO) and last year the county completed a study to determine if a roundabout would be the proper treatment at that intersection. A roundabout is a safer approach there versus a traffic signal and thus the survey work in that traffic corridor has already been completed, so the roundabout is currently under design and Owen Millehrer is the project engineer on that project.

Wyse confirmed the organization's name and mentioned a TSP report that recommended a roundabout versus her experience with community members who requested a traffic light in its place. Wyse was pleased that the situation is being resolved.

Malone noted the learning curve of roundabouts and that they work better in series. Bend, Oregon has shown that it is possible to have many of them and drivers are able to get around. Malone asked Byer for clarification of the difference between traffic circles and roundabouts; Byer replied that while both go around, traffic circles are much smaller and are not meant to move traffic nor be multimodal-friendly; they are mostly obstructions in the middle of the roads to force people to slow down.

Malone thanked Byer for the explanation and noted that he had heard both terms.

5.3 Imposition of Traffic Control on NW Oak Creek Drive, County Road No. 15500, Order No. D2023-056 – Owen Millehrer, Public Works

Millehrer had a speed zone limit order for Commissioner review. The first is Oak Creek Drive from 53rd Street to Cardwell Hill Drive. This issue was brought forth by residents who are concerned about speeds and safety on the roadway. Oak Creek is posted at 50mph. A speed study was completed and an application made to the state to reduce it to 45 mph, bringing it into line with surrounding roads: 53rd Street, Walnut Boulevard, and Harrison Boulevard. The state did their own independent analysis and agreed with the county's recommendation to lower it to 45 mph. There is a heavy use of multimodal access to recreation and a number of neighborhoods that this road services.

Millehrer asked if the Commissioners had any questions.

Wyse asked Millehrer for a high-level overview of what is entailed in the process of changing a speed limit.

Millehrer replied that ODOT has authority over speed zones; the county can request a change or to establish a speed zone on our facilities, then BC looks at the roadway speed limit in the Oregon Revised Statutes (ORS) and Oregon Administrative Rules (OARs), which sets procedures on how to determine limits and at what number. The county follows that guideline,

Previously, the speed limit change process looked at a number of different things, including the usage of the road, curves, and schools zones, but primarily it was based on the 85th percentile speed, or the speed at which 85 percent of vehicles are traveling at or below. Recently the state changed the process to allow for more context, and, depending on the classification of the road, it is possible to post it based on the 50th percentile of the road speed, so a slower speed limit. This

process change has been a helpful change in bringing today's Orders to the Board, as well as for pending and future speed limit changes.

The state will do its own review and give a recommendation and then BC agrees with it or requests a reconsideration of the recommendation. If no consensus is reached, it can be brought to a review panel to determine the appropriate action.

Malone asked Millehrer if the use of 'state' was a reference to ODOT; Millehrer confirmed.

Malone noted the state has a lot of authority but it sounds like they are becoming more flexible by going from the 85th percentile to the 50th percentile in making decisions.

Millehrer agreed and noted the state is simply enforcing what is already in the ORS and OARs.

Malone stated part of the goal is to have speed limits be set consistently according to the type of roadway, no matter where it is located, and to have it work well with the surrounding roadways. Malone noted the reason why the state wanted to set consistent speed limits was due to a small town on 99W that in the past had set the speed limit at 15 mph as a revenue generator. Drivers should be able to expect the limits are similar between roadways. Malone thanked Millehrer for the background on the speed limit change process. During the last legislative session, even a large municipality like Portland had to negotiate with ODOT to be granted authority to change residential neighborhood speed limits from 25 mph to 20 mph.

Millehrer confirmed that OARs states cities can apply for 5 mph below statutory speed limit, but the county does not have that option.

Malone said other part of the issue is enforcement of speed limits; if not observed, then the sheriff is needed for enforcement with the mobile speed indicator units strategically placed around. If drivers slow down for a while, then the mobile unit goes away; when driving speeds begin to exceed the posted limits, then enforcement of the accurate speed encourages drivers to observe them.

MOTION: Wyse moved to approve the order imposing traffic control on NW Oak Creek Drive, County Road No.15500, and direct staff to erect the traffic devices necessary to post a 45 MPH speed limit in accordance with the state speed zone order and the Manual on Uniform Traffic Control Devices. Malone seconded the motion, which **carried 2-0.**

5.4 Imposition of Traffic Control on NW Scenic Drive, County Road No. 14410, Order No. D2023-057– Owen Millehrer, Public Works

BC is looking to reduce the speed limit on NW Scenic Drive, which goes from Gibson Hill Road to Spring Hill Drive. Currently, this section of road is under basic rule, which means motorists have to drive a safe and prudent speed for the conditions of the roadway and are not to exceed 55 mph, so this change would essentially be reducing the maximum speed limit from 55 mph to 45 mph. This process was initiated when Andy Bennet reached out to the country with concerns about safety on the roadway. The county did a number of speed limit studies on the roadway and based on the data and the current speed zoning rules, BC applied to the state for a 45 mph speed zone. The state did their own independent review and study and their recommendation, based on the data, is for a 50mph speed limit; higher than BC requested. One of the options is to challenge that recommendation; BC asked the state to reconsider due to the characteristics of the road, as

there are a number of curves, a lot of driveways, and schools on either end of the proposed speed zone. The state reconsidered and then agreed with the 45 mph limit, which is 5 mph below the 50th percentile speed and as low as it can go under current laws.

Millehrer noted that Bennet asked for a postponement of the Order; Millehrer will leave that up to the Commissioners. The limit is as low as it can go following the law, and Millehrer said he was unfamiliar with the time involved in the process to change the law.

Millehrer recommended moving forward with the 45 mph speed limit to get it established and then explore the process of how to get an even lower limit.

Millehrer shared some pertinent data from the Scenic Drive study: 61% of cars are traveling between 45 and 54 mph; there were four reported accidents between January 2017 and December 31st, 2019, meaning a crash rate of 1.04; the statewide comparable rate is 2.5. Roadway safety improvements are always important, but the county believes a 45 mph speed limit is appropriate, based on analysis and for that classification of roadway. The county is looking at other ways to improve safety, such as updating striping on the road and looking at signage outside of the speed limit.

Wyse commented that BC has managed to bring the speed limit down lower than the state's initial recommendation then queried if it would still be possible to challenge the limit yet again and ask for an even lower speed limit.

Millehrer indicated with a non-verbal head shake that it would not be possible for BC to challenge the 45 mph limit.

Wyse asked staff if there were traffic calming or other safety measures besides striping and signage that could be implemented and noted that it would be appropriate to have further conversations on this topic.

Byer stated the county struggles with rural road speeds and safety; many of the countermeasures for controlling speed are better applied in urban settings. If the county is successful in applying for this grant, the Safety Action Plan will provide the opportunity to address these concerns and look for other tools, including placing delineators on the road. The most effective approach would be designing curves in the road as they slow down drivers, but it is very expensive when there is an big straight stretch of road. A cost-effective option would be narrowing the driving lanes, giving drivers the perception that they are going too fast and causing them to slow down. The Safety Action Plan might have other tools to lower driver speeds as behavioral science does not always work as intended.

Wyse had a question for Sheriff Van Arsdall and the Benton County deputies, asking if they had opportunities to get out to Scenic Drive; is it considered a problem area, and asked about their feedback on the experience.

Sheriff Van Arsdall reported a lot of pedestrians and minimal sidewalks. It seems like the pedestrian numbers are increasing, plus a new neighborhood is going in on Gibson Hill Road which will further increase those numbers.

North Albany is the second largest community in Benton County and there are a significant number of residents. Cutting across to Spring Hill would necessitate taking Buena Vista or the Independence Highway. The county recently had mobile radar trailers out on Spring Hill, which

is probably the most difficult area for speed enforcement in North Albany, followed by Independence Highway.

As far as close connectors such as Scenic Drive, motorists drive much too fast on Scenic and the sheriff's deputies spend a good deal of time out there. A significant number of Sheriff's Office staff live in North Albany and spend some patrol time in that area. The Sheriff was unable to recall any recent crashes on Scenic but agreed motorists drive too fast on Scenic Drive.

Malone asked Millehrer if today's decision were postponed, would the speed limit stay at 55 mph, under basic rule.

Millehrer replied that when a speed limit is determined under basic rule, it is much harder to enforce.

Wyse asked if implemented today, with neighborhood groups or individuals working to get the laws changed, could the county revisit the topic in accordance with any new law created. For now, setting the speed limit at 45 mph is a step in the right direction, though perhaps it is not the end of the issue.

MOTION: Wyse moved to approve the order imposing traffic control on NW Scenic Drive, County Road No. 14410, and direct staff to erect the traffic devices necessary to post a 45 MPH speed limit in accordance with the state speed zone order and the Manual on Uniform Traffic Control Devices. Malone seconded the motion, which **carried 2-0.**

Malone thanked Millerher for the information and hard work and noted that cars drive too fast, there are too many cars, and a multimodal grant will encourage people to get out of their cars and use other types of transit, including walking and biking, in this relatively small community.

Hoffman hopes there might be an opportunity during the planning effort to take into account Bennet's concerns. The current data measures what has been happening but it is more challenging to measure what is not happening, and why. One of the data points Hoffman hoped would be considered was the mention of the number of adults and children who may not be walking, riding bikes, or exercising their horses because of the fears and concerns related to roadway safety and speeds. The planning process typically involves community engagement, which takes some time. Hoffman is hopeful that one or more of the grants mentioned by Byer in the previous items would allow for collecting data that measures what is not happening, or no longer happening, on the roads due to excessive speed.

Malone thanked Byer and Millehrer and hoped to hear good news on the grants.

6. Other

Wyse attended Monroe city council on July 31, 2023, and one of the topics discussed was that the council and the city are attempting their own speed study, but they do not have a qualified engineer. The Monroe city administrator had mentioned that he reached out to somebody here at the county but had yet to hear back. Wyse wondered if there might be something the Board could do to provide assistance.

Millehrer requested that the interested parties be directed to him at Public Works.

10. Adjournment

Chair Malone adjourned the meeting at 9:58 a.m.



Pat Malone, Chair



Amanda Makepeace, Recorder

** NOTE: Items denoted with an asterisk do NOT have accompanying written materials in the meeting packet.*



Board of Commissioners

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AGENDA

(Chair May Alter the Agenda)

BENTON COUNTY BOARD OF COMMISSIONERS

Tuesday, August 1, 2023, 9 AM

How to Participate in the Board of Commissioners Meeting			
In-Person	Zoom Video	Zoom Phone Audio	Facebook LiveStream
Kalapuya Building 4500 Research Way Corvallis, OR	Click for Zoom link	Dial 1(253) 215-8782	Click for Facebook LiveStream link
	Zoom Meeting ID: 883 9660 4394		
	Zoom Passcode: 316870		

1. Opening

- 1.1 Call to Order
- 1.2 Introductions
- 1.3 Announcements

2. Review and Approve Agenda

3. Comments from the Public

Time restrictions may be imposed on public comment, dependent on the business before the Board of Commissioners. Individual comment may be limited to three minutes

BUSINESS MEETING

4. Consent Calendar

- 4.1 Approval of the July 18, 2023 Board Meeting Minutes
- 4.2 Approval of the January 11, 2022 Goal Setting Minutes

The Board of Commissioners may call an executive session when necessary pursuant to ORS 192.660. The Board is not required to provide advance notice of an executive session. However, every effort will be made to give notice of an executive session. If an executive session is the only item on the agenda for the Board meeting, notice shall be given as for all public meetings (ORS 192.640(2)) and the notice shall state the specific reason for the executive session as required by ORS 192.660.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to the Board of Commissioners Office, (541) 766-6800.

5. Departmental Reports and Requests

- 5.1 10 minutes – Notice of Intent to Apply for Safe Streets and Roads for All Grant – Safety Action Plan – *Laurel Byer, Public Works*
- 5.2 10 minutes – Notice of Intent to Apply for Multimodal Project Discretionary Grant: SW 53rd Street Improvements – *Laurel Byer, Public Works*
- 5.3 5 minutes – Imposition of Traffic Control on NW Oak Creek Drive, County Road No. 15500, Order No. D2023-056 – *Owen Millehrer, Public Works*
- 5.4 5 minutes – Imposition of Traffic Control on NW Scenic Drive, County Road No. 14410, Order No. D2023-057 – *Owen Millehrer, Public Works*

6. Other

ORS 192.640(1)” . . . notice shall include a list of the principal subjects anticipated to be considered at the meeting, but this requirement shall not limit the ability of a governing body to consider additional subjects.”

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CONSENT CALENDAR

**MINUTES OF THE MEETING
BENTON COUNTY BOARD OF COMMISSIONERS**

Zoom link: <https://us06web.zoom.us/j/84921366280?pwd=TzUxQmZlUVc5VlFhMGdpSmkwcUsxdz09>;

Livestream: <http://facebook.com/BentonCoGov>

Tuesday, July 18, 2023

9:00 a.m.

Present: Pat Malone, Chair; Xanthippe Augerot, Commissioner; Suzanne Hoffman, Interim County Administrator

Excused: Nancy Wyse, Commissioner; Vance Croney, County Counsel

Staff: Katie Cooper, Dawn Dale, Sheriff's Office; Rick Crager, Debbie Sessions, Finance; Tomi Douglas, Jesse Ott, Adam Stebbins, Natural Areas, Parks & Events; Cory Grogan, Public Information Officer; April Holland, Health; Toby Lewis, Darren Nichols, Daniel Redick, Inga Williams, Community Development; Amanda Makepeace, BOC Staff; Joe Mardis, Public Works; Tracy Martineau, Tammy Webb, Human Resources; Sean McGuire, Sustainability; Erika Milo, BOC Recorder; Matt Wetherell, Juvenile Department

Guests: Gloria C., Tom Cordier, Blaine Schoolfield, Mae Yih, Albany residents; John Harris, Horsepower Productions; Alex Powers, Mid-Valley Media

1. Opening:

1. Call to Order

Chair Malone called the meeting to order at 9:01 a.m.

2. Introductions

3. Announcements

No announcements were made.

2. Review and Approve Agenda

No changes were made to the agenda.

3. *Comments from the Public

Mae Yih, retired Oregon Senator and Albany resident, presented research that could help the Board make long-term policy decisions about the burial of public waste for Republic Services (RS) in Corvallis. Yih sponsors an annual essay contest for Albany High School students. The 2022 topic was "a plan for sufficient energy for the nation as we move forward replacing fossil fuel with renewable and other sources." The winning essay by Spencer Madsen recommends new technologies such as recycling plastic bags to make hydrogen gas, storage of solar and wind energy, and converting waste to energy.

Augerot noted the suggestions are timely given that the County is starting a sustainable materials planning process.

{Exhibit 1: Yih Testimony}

{Exhibit 2: Madsen Report on Renewable Energy}

Tom Cordier, Albany resident, expressed dissatisfaction with RS's lack of plastic recycling options at Coffin Butte Landfill (CBL). When China stopped accepting unsorted plastics, RS stopped accepting plastic recyclables instead of finding other markets. Cordier stated this is negligence on the part of RS, since several national companies recycle such material. Cordier encouraged the Board to hold RS accountable. Cordier asked if the waste facility near the Community of Brooks is out of capacity, and could that capacity be increased. Cordier stated that RS refuses to allow any of its collected materials to go to that facility.

Malone noted that the Board will hold discussions with RS on how the company can do a better job for the community.

Augerot added that one of the biggest challenges is finding markets for plastics; shipping the material to distant reuse facilities costs more than the product is worth. Encouraging reuse technology locally would be great. Through the County's sustainable materials management planning, which will involve people from across the area (such as the Brooks facility, Marion County, and Polk County), the Board's goal is to get better answers and reduce waste going into CBL.

4. Work Session

4.1 Monthly COVID-19 Update – April Holland, Health Services

Holland reported this is a period of low COVID-19 transmission. Staff continue to monitor testing positivity, cases, and wastewater. There were 113 COVID-19 hospitalizations statewide at the last update, down from 133 last month; the number has been below 150 for several months. Two people are hospitalized in Benton County as of last week. Statewide testing positivity increased from 4% to 7.5%. There are likely some pockets of continuing transmission. The testing positivity rate for Centers for Disease Control region 10 (Alaska, Idaho, Washington, and Oregon) is about 5%. This is not alarming, but something to watch. Statewide, 75% of wastewater monitoring locations have had no change. A few areas north of Benton County have increased signals, which is usually followed by an increase in transmission two to three weeks later. The dominant strains are still Omicron XBB sub-lineages. The County Communicable Disease team supports long-term care facilities and other residential medical facilities. The County has two COVID-19 investigators; one position ends in September 2023, while the other runs through June 2024.

In June 2023, the Food and Drug Administration advised vaccine manufacturers to update boosters with a mono-valent composition. Updated vaccines could be out in September 2023. The Advisory Committee on Immunization Practices Board convenes August 3, 2023 to determine vaccine prioritization schedule, age ranges, and dosage. Staff expect some increased demand for vaccines, but not enough to overwhelm local resources.

Augerot asked if the County or the State is using wastewater surveillance to track other viruses.

Holland replied this has been discussed statewide; there would be logistical and cost considerations in deploying to all 19 Sentinel Diagnostics reporting locations. Testing positivity data for influenza and other viruses is certainly valuable.

Augerot suggested a Sentinel system for wastewater surveillance as well.

Malone noted that while transmissions are low in the summer, cases will increase in the fall with the return to school and shift to indoor activity.

Holland concurred. The Health Department no longer measures individual cases, so these broader surveillance methods are used to keep the community apprised. Indicators are lower than in quite some time. It is a good sign that there are no new variants of concern.

4.2 Forest Stewardship Project (FSP) Summary Update – Beazell Forest Harvest, East Units Harvest 2023-24 – Adam Stebbins, Jesse Ott, Natural Areas, Parks & Events (NAPE)

Ott explained that NAPE is starting the next project in the recently updated FSP, setting the stage for improvements including an educational center, gravel on trails, more parking, and ongoing management of Beazell Memorial Forest, continuing the spirit of former owner Fred Beazell .

Stebbins reported that in 2022, the north meadow expansion and connectivity project utilized low-impact thinning, which worked well for sustainable forestry. Good progress was made in all the Resource Management Units that the County adopted in 2020, with excellent recruitment in Douglas fir-dominated units and mixed oak woodland units. Thinning will expand meadow habitat for several endangered species. The next project is in the east unit, where the consulting forester found very high quality Douglas fir and trees damaged in the 2019-21 ice storms, which provide habitat. NAPE issued a Request for Proposals (RFP) on July 14, 2023 for thinning and small regenerative clearcuts in units B24, 25, and 27. The stand needs to be restarted, or it would develop sizes unsuitable for mills. Much work has been done on Beazell structures, including road upgrades (such as culverts) and trail work. The Parks Board approved the RFP last week. Applications close on August 30, 2023. A selection committee consisting of directors, Stebbins, and a member of the Parks Board will score applications. Work will start on September 21, 2023 and end by December 15, 2024.

Responding to a question from Augerot, Ott clarified that the small culverts were not related to fish-passage.

Malone asked if some logging roads will be permanent.

Stebbins replied that the goal is to use the existing network that was improved over the last year. Entry will be from the main network. There might be some temporary hauling routes for equipment. Any access routes would be decommissioned afterwards and returned to the forest.

Malone asked if ‘low impact’ meant using equipment that minimizes soil compaction.

Stebbins confirmed that some types of harvesters create very little ground compression. Proposal scoring will include the impacts of hauling methods on the landscape.

Augerot asked how much this project will impact recreational uses, and how that is factored into timing.

Stebbins replied this project should have minimal impact on recreation, as this is a remote area without designated trails. Factors such as traffic impacts on roads and wet/dry seasons were taken into account.

Malone asked if the second ten-year plan includes Trout Mountain Forestry (TMF).

Stebbins clarified that TMF was a private forestry consultant that developed the overall FSP. The County manages every operation within that plan; in 2020, language shifted to allow the County to diversify who can bid on these projects, develop harvest plans, and oversee logging, so there is a much larger pool than having one primary forester select firms. The County also has its own sustainable forestry certificate through the Forest Stewardship Council, which oversees operations.

5. Consent Calendar

5.1 Approval of the July 5, 2023 Board Meeting Minutes

MOTION: Augerot moved to approve the Consent Calendar of July 18, 2023. Malone seconded the motion, which **carried 2-0.**

6. Old Business

6.1 Benton County Sustainable Materials Management Plan (SMMP) Next Steps – *Darren Nichols, Daniel Redick, Community Development*

Nichols thanked the public commenters; that is exactly the kind of concerns the County seeks to address and integrate into the SMMP. Nichols asked the Board to appoint a one-month task force to help staff create an RFP for consultants to develop the SMMP. The task force would include the eight extant public members of the Benton County Talks Trash (BCTT) project. This is a balanced and representative group committed to the topic. All eight have been contacted, seven have committed, and the eighth is checking schedule issues. Nichols suggested leaving an open invitation for other counties to appoint a representative to the task force. Other counties will be key partners in addressing solid waste in western Oregon. The advisory group will develop the RFP, return in mid-August 2023 for Board feedback and refinement, then issue the RFP on September 5, 2023. August/September 2023 discussion will consider later steps, the ad hoc committee structure for the SMMP process, and the process for interviewing and selecting the consultant. Staff should also consider how to brief the Board regularly over the next two to three years.

Augerot noted it could be difficult to find task force representatives from other counties within the short timeline. Augerot asked if Nichols had identified and contacted potential candidates.

Redick replied that outreach has not happened yet for this RFP, but staff spoke to other counties throughout the BCTT process, and some individuals expressed interest in participating in future. Staff want to invite others to participate after the ad hoc committee process, if possible.

Augerot will contact Linn County colleagues today and share the option at the National Association of Counties event tomorrow.

Nichols mentioned that staff have brought up the idea informally with the Association of Oregon County Planning Directors, receiving strong interest from Lane, Tillamook, Lincoln, and Marion Counties. The Board can direct staff to leave the invitation open.

Malone praised the eight candidates' willingness to continue. Malone asked about the total size of the group and how relationships between the core group and other entities might work.

Nichols recommended 12-15 participants for now. Other members such as the Department of Environmental Quality or other community members or institutions should be part of the extended SMMP planning process.

MOTION: Augerot moved to appoint the ad hoc limited term advisory task force members as recommended, including Catherine Biscoe, John Deuel, Kathryn Duvall, Christopher McMorran, Ryan McAlister, Louisa Shelby, Mary Parmigiani, Ed Pitera, and also to include county appointees as they are interested for this short-term process. Augerot amended the motion to add that the intent of the taskforce is to develop with staff and present to the Board a final draft Request For Proposals for the Sustainable Materials Management Plan not later than August 2023. Malone seconded the amended motion, which **carried 2-0.**

7. New Business

7.1 Marys River Watershed Council (MRWC) Funding Request– Rick Crager, Marilee Hoppner, Financial Services; Darren Nichols, Community Development

Crager explained that smaller grants are usually approved through the budget process, but the new process is to bring specific grants to the Board for approval. The County has traditionally given MRWC grants in past; the Board decided this was better administered through Community Development. Nichols and Crager will ensure that agreements are built for grants, which was not done in the past. This follows the pattern developed with American Rescue Plan Act funds. Staff also sought guidance on the County's expectations, desired outcomes, monitoring, and reporting.

Nichols added that the Trout-Friendly Landscapes Green Infrastructure Program will use MRWC expertise and landowners' cooperation to improve water quality. Many good efforts are underway, including an Oregon State University pilot project, the County's new Stormwater Management Policy, and updates to the FEMA flood program related to endangered species habitat; the County can harness those projects without duplicating efforts.

Crager explained that staff have applied accountability standards to Federal public grants. At minimum, there is always validation of expenditure, which can be a report. Traditionally the County had provided the grants up front, then asked for information afterwards; now there are programmatic expectations in the agreement, then the group reports on how those were met.

Augerot agreed that more structure in the grant process is needed, while being cognizant of organizational capacity. It is good to have a final report, but one that is not too burdensome.

Nichols concurred. Redick convened a meeting including Public Works and watershed partners and agencies; there was strong interest and support to develop a collaborative strategy. When staff return to the Board, there will be a better sense of how the County is spending and what the collective impacts are.

Augerot praised that direction and the plan to work with multiple area entities, including Benton County Soil and Water Conservation District (BCSWCD). It is difficult for small entities to do planning work without support, so this is a good first step.

Malone appreciated standardizing grant applications and reporting so the County can set priorities and get a bigger picture of regional efforts to improve water quality. Clear expectations help both parties.

MOTION: Augerot moved to approve funding in the amount of \$10,550 to the Marys River Watershed Council for work on a Trout-Friendly Landscape Infrastructure project. Malone seconded the motion, which **carried 2-0.**

7.2 Management, Confidential, and Non-represented Employee Compensation –
Tracy Martineau, Human Resources; Rick Crager, Financial Services

Martineau explained that per Policy 22.2, the Human Resources Manager is responsible for periodically reviewing compensation and recommending changes. Martineau asked the Board to pre-approve, with a 5% limit, the County's ability to adjust salary ranges and individual pay based on the Employment Cost Index (ECI), to be published July 28, 2023, for the 12-month period ending June 30, 2023. The March 2023 increase was 5%; the upcoming increase is expected to stay the same, but that will not be confirmed till the ECI is published.

Crager added this would allow staff to make range adjustment and increases at the same time, which follows best practices. In preparation, staff forecast about a 3% increase for both years, so a budget adjustment may be needed next year. The increase recognizes the rising cost of living.

Martineau noted that the management, confidential, and non-represented employee compensation study will be completed in August 2023. Making the ECI increase now will help mitigate the study's impact. Preliminary numbers from the survey consultant indicate that Benton lags behind comparable counties in compensation.

Augerot asked if the County has some budget for mitigating the study, as well as the increases.

Crager replied the payment was part of conservative approaches that staff suggested on reserves, knowing that the County might need to use some reserves to fund the study.

Augerot expected that study-recommended increases might vary by profession, but everyone deserves the basic ECI-based increase, so this two-step process makes sense.

Responding to questions from Malone, Martineau replied that the ECI reflects quarterly increases and the previous 12-month period. When the increase is published, Payroll will make the payment retroactive to July 1, 2023.

Responding to a question from Malone, Crager added that the increase does not include electeds, but the information will be provided to the Citizens' Budget Committee, which is charged with annual/biennial adjustments. A challenge is that some County budgets are related to enterprise funds, such as the Community Health Centers (CHCs). Those budgets are based on revenue, not General Fund reserves. The increases are built in for cost but sometimes require revenue; CHCs are projected assuming increases, but funding also has to be available.

Augerot noted this may present more challenges for some enterprise-based departments; the County must work with those departments and acknowledge the cost of employment.

MOTION: Augerot moved to approve up to a 5.0% ECI adjustment effective July 1, 2023 for non-represented employee salary ranges and individual pay based on the ECI for the 12-month period ending June 30, 2023. Malone seconded the motion, which **carried 2-0.**

Martineau will notify non-represented employees of the increase.

Chair Malone recessed the meeting at 10:25 a.m. and reconvened at 10:35 a.m.

8. Departmental Reports and Requests

8.1 Request for Authorization to Partner with the Federal Emergency Management Agency (FEMA) as a Cooperating Agency – Darren Nichols, Toby Lewis; Community Development

Lewis explained that FEMA is finalizing its plan for identifying regulations to help mitigate impacts to endangered species. FEMA began an environmental impact statement to evaluate effects of regulations. Tillamook and Umatilla Counties asked FEMA to expand partnership opportunities to include local jurisdictions. FEMA also invited Benton County to participate in the drafting process as a cooperating agency. The FEMA draft agreement is not yet finalized, reviewed, or approved. Cooperating agencies help facilitate public comment as information is being drafted. Comment is optional, but this allows extra comment opportunities. Once the agreement is finalized, there will be another broadscale opportunity for public comment.

Augerot asked about time commitment and how this fits with the County's larger work. Augerot liked the variety of participating counties and was glad the agreement does not bind Benton to support what FEMA develops, but expressed concern about the capacity of Lewis and other staff.

Nichols has been reviewing Lewis's overall workload. Being a cooperating agency also allows cities in Benton County to join the work, which adds capacity. The amount of workload remains to be seen; Nichols has encouraged staff to be circumspect about how much effort they can invest. However, this is a good opportunity.

Augerot noted that FEMA's goals align well with Benton's 2040 Values, and it is important to help shape the agreement. This seems like an opportunity to build capacity for Benton and partners on water issues.

Lewis shared that Benton's primary role would be as a conduit, co-hosting public meetings so FEMA can share information with targeted groups; there will also be opportunities for technological expertise responses. The approach is very flexible and allows each agency to participate as able.

Malone stated it would serve the County well to participate and have discussions, especially with community members.

Lewis noted that Counsel reviewed the document and found it fine overall, but was not in agreement with one item about providing information. The document will require a County signature; Lewis asked if another meeting with the Board was required.

Augerot was comfortable either way. Staff may need to return if the document requires the Chair's signature.

Nichols noted that the County Administrator and/or Floodplain Administrator can sign the document, so staff would not need to come back, but could do so.

Malone commented that periodic process updates would be helpful.

Nichols asked if staff should return on an ad hoc basis any time something changes on the project.

Augerot confirmed, and asked to see FEMA's schedule when dates are specified, then decide on update frequency.

Lewis commented that she and Nichols have identified a regular update schedule on floodplain projects.

MOTION: Augerot moved to direct County staff to partner with FEMA as a Cooperating Agency during the National Environmental Policy Act review process for the National Flood Insurance Program -- Endangered Species Act Implementation in Oregon and to delegate authority to the County Administrator or Interim County Administrator and the Floodplain Program Administrator to sign the final cooperating agreement. Malone seconded the motion, which **carried 2-0.**

8.2 Initiation of Proceedings to Vacate a Portion of North 20th Place, County Road No. 26632, Resolution No. 2023-020 – Joe Mardis, Public Works

Mardis explained this is the initiation of the vacation of North 20th Place in the City of Philomath due to a recreational vehicle park the petitioner plans to build. The end of 20th Place was never built. A railroad track where 19th Street crosses makes the current property access unsafe; moving the driveway will create better sight distance. Philomath wishes to retain its easement rights for future water/sewer lines and public utilities. The park's improvements must meet County standards. This item must be submitted to Philomath for concurrence.

MOTION: Augerot moved to declare Benton County's intent that the proceedings be initiated to vacate a portion of North 20th Place, County Road No. 26632, pursuant to ORS 368.326 to 368.341, as described in Resolution #R2023-020. Malone seconded the motion, which **carried 2-0.**

8.3 Watermaster Budget Request for the 2023-2025 Biennium – Rick Crager, Financial Services

Crager requested \$5,000 per year for an Inter-Governmental Agreement (IGA) with the Oregon Water Resources Department (OWRD) to support the Watermaster position. OWRD requested funds on January 24, 2023. The item is budgeted, but still requires Board approval. One Watermaster serves Benton, Polk, and Yamhill Counties, primarily inspecting infrastructure and handling complaints. Most complaints and evaluation needs occur in spring and summer. Both other counties also contribute; the IGA simply outlines Benton's expectations. The IGA is the same amount as in the past; Crager budgeted slightly higher, so the County will save \$550.

MOTION: Augerot moved to approve \$10,000, over two years, to the Oregon Water Resources Department for assistance to our Watermaster for additional personnel support. Malone seconded the motion, which **carried 2-0.**

8.4 Intergovernmental Agreement (IGA) for Placement of Benton County Juveniles in the Linn-Benton Juvenile Detention Center (LBJDC) – Matt Wetherell, Juvenile Department

Wetherell explained this is a yearly IGA with Linn County. There has been a \$25,000 increase. Wetherell works closely with the LBJDC Director to develop these numbers. Responding to questions from Malone, Wetherell replied that the agreement has been in effect since the 1990s and is working well. Benton currently rents four beds. Detention is a last resort.

Augerot expressed appreciation for the multi-county collaboration.

MOTION: Augerot moved to approve and sign the Inter-Governmental Agreement between Linn County and Benton County that provides for placement of Benton County juveniles in the Linn-Benton Juvenile Detention Center for the period July 1, 2023 through June 30, 2024. Malone seconded the motion, which **carried 2-0.**

9. Other

No other business was discussed.

Chair Malone recessed the meeting at 11:03 a.m.

10. Executive Session Under ORS 192.660[2][a] – Employment of a Public Officer, Staff, or Agent

Chair Malone opened the Executive Session at 11:08 a.m.

The Board discussed the selection of a County Administrator.

Chair Malone exited Executive Session at 11:19 a.m. and immediately reconvened the regular meeting.

MOTION: Augerot moved to direct staff to negotiate within the parameters as discussed in Executive Session. Malone seconded the motion, which **carried 2-0.**

Malone expressed appreciation for Martineau's efforts to recruit a new County Administrator.

11. Adjournment

Chair Malone adjourned the meeting at 11:20 a.m.

Pat Malone, Chair

Erika Milo, Recorder

** NOTE: Items denoted with an asterisk do NOT have accompanying written materials in the meeting packet.*

**MINUTES OF THE MEETING
BENTON COUNTY BOARD OF COMMISSIONERS**

Goal-Setting Work Session

GoToMeeting link: <https://global.gotomeeting.com/join/582403925>

Livestream: <http://facebook.com/BentonCoGov>

Tuesday, January 11, 2022

9:00 a.m.

Present: Nancy Wyse, Chair; Pat Malone, Commissioner; Xanthippe Augerot, Commissioner; Joe Kerby, County Administrator; Vance Croney, Counsel

Staff: Jenn Ambuehl, Rick Crager, Debbie Parsons (Sessions), Finance; Joe Hahn, BOC Staff; Suzanne Hoffman, April Holland, Health; Nick Kurth, JSIP Manager; Lynne McKee, Natural Areas, Parks & Events; Tracy Martineau, Human Resources; Erika Milo, BOC Recorder; Matt Wetherell, Juvenile Department; Gary Stockhoff, Public Works; John DeVaney, Jeremy Jewell, Jef Van Arsdall, Benton County Sheriff's Office

Guests: Julie Arena, HOPE Coordinator; Cody Mann, Press; Gary Pond, Commercial Associates

Chair Wyse called the meeting to order at 9:00 a.m.

I. Review & Approve Agenda

II. Home, Opportunity, Planning, & Equity (HOPE) Update – Julie Arena, HOPE Coordinator; Suzanne Hoffman, Health Services

Arena reported having five staff vacancies; during this current work with communities of color, there is a need to amplify recruitment to better serve populations. There was a hiatus in December due to holidays and Board turnover; Arena is working on grant funding around decriminalization of substances in Oregon and will apply for this funding of around \$4 million; Arena helped facilitate and coordinate the groundwork in November and December 2021. HOPE should know the grant application outcome in February 2022; the deadline was pushed back due to the number of applications. Arena continues to coordinate monthly meetings of homeless services providers, and the data improvement group is evaluating a shift to real-time reporting instead of annually, with a focus on how to improve that process. There is progress in coordinating with InterCommunity Health Network (IHN) and Samaritan Health Services (SHS) so partners can support existing efforts on data improvement and avoid duplication.

Arena is attending Housing Authority (HA) meetings; there is statewide collaboration and coordination with Neighborhood Partnerships (NP), headed by Alisson Macintosh; that information was shared with Wyse. NP will be supporting the pilot proposal introduced by Representative Jason Kropf at the State Legislature to fund staffing for joint City and County homeless response systems; Arena worked on that as well.

Regarding the homeless service provider community, there will be a “point in time” count (PITC) on January 26, 2022. Community Services Consortium (CSC) is coordinating that count locally with training for providers and volunteers. Jackson Street Youth Shelter (JSYS) is adding six beds in the City of Albany, which helps with City of Corvallis overflow, and is adding five more transitional living beds for 18- to 24-year-olds in February or March 2022.

Augerot asked about the status of the Community Outreach, Inc. (CO) youth dormitories.

Arena replied the dormitories opened a month ago, available to 18-to 24-year-old transition-aged youth for emergency shelter, but have not opened for full capacity due to staffing limitations. Arena is working with JSYS to get referrals when possible.

Malone asked if it is possible to see trends in the PITC and compare to previous years.

Arena replied that last year’s PITC of unsheltered people was not required by Housing and Urban Development (HUD), but the highest count ever reported in this area was due to preliminary findings. Brad Smith, HOPE’s data expert, looks at trends over time, but was a lack of volunteer capacity in 2020-21.

Augerot noted the PITC is also very Corvallis-centric and the results from other places are uneven. More staff makes it possible to count more people. Oregon Continuum of Care (CoC) is aware of these problems and is working on improvements with an Oregon State University (OSU) consultant.

Arena replied the OSU Policies Lab and consultant Mark Edwards are using computer modeling, but this is volunteer-based and it was difficult to find volunteers during the pandemic. The PITC is historically based on the Corvallis Daytime Drop-in Center which shows about 800 people per year; the PITC is about one-quarter to one-third of that population, so the current PITC is a drastic undercount.

Hoffman noted that the joint team combining the City, County, Community Services Consortium, and other providers has continued with a joint City-County meeting on January 13 of this week at 4:00 pm; Corvallis Community Development Director Paul Bilotta, Pegge McGuire from CSC, Arena, and Hoffman are working with providers on the agenda. The meeting will largely focus on the CSC. McGuire has a presentation about CSC’s historic and current role on this effort; the joint team wants to do some

educating for the public and media. Each team member is doing their best despite budget and staff limitations, determining where City and County overlap and how to help each other build capacity. Hoffman will describe how the Health Department serves the homeless population and how the County partners with the City and providers. Arena will provide the HOPE Advisory Board role with recommendations. Bilotta will talk about the city's role. Hoffman brought an update on progress to date for the micro-shelter project: the Intergovernmental Agreement (IGA) and request for proposal (RFP) processes are almost ready to launch and providers are looking for sites for more non-congregate sheltering (the city is taking the lead). Arena will talk about work with data groups, how to improve County data on priority #6, the sheltering system, the "hub" model, which also a recommendation; this is not a County priority but is for other providers. Some version of the hub has to attach to sheltering for that to be successful. Arena also provided a staffing update: five candidates had first interviews last week; the new person will focus largely on HOPE work. As well as Arena, Rocío Muñoz of Health was on the panel to ask about candidates' health equity work, and Christine Mosbaugh from Community Health Centers (CHC). HOPE's final decision will come at the end of this week or early next week. The Health Department is about to post openings for a limited-duration Hub project manager and a grant writer/researcher; Health is waiting for Human Resources (HR) to approve the classification.

Augerot received an email from Corvallis City Councilor Jan Napack about camp sites generating trash that is filling in the ditch along the railroad right-of-way in Corvallis, which is likely to be mentioned at the meeting.

Hoffman clarified that debris and garbage are being thrown into or falling into in the railroad ditch, causing water to back up into other camp areas; some related cleanup is underway.

Augerot hoped the City will provide an update on their current cleanup policy as it seems inconsistently applied; there are questions from constituents about it.

Hoffman replied that the City was informed the trash issue was likely to come up. The City recently updated the policy and procedure and will revisit with all partners. The Healthy Communities Team reviewed and commented on the policy. The County receives advance notification from the City or the Oregon Department of Transportation (ODOT) about campsite clearing. There is a three- to five-day window to assess the COVID-19 risks and provide recommendation back to the City. The Health Department does not have authority to order a stop of campsite clearing, but has authority to review the situation for public health concerns and to make recommendations to the City and ODOT based on COVID-19 conditions and limited shelter space.

III. Discuss Lumen Parking Lot Purchase – Nick Kurth, Board of Commissioners

Kurth discussed the Lumen Lot relative to last week's new courthouse (NCH) location discussion. No formal decision was made, but the Board leaned towards a Justice System campus. Kurth reviewed the Lumen process, which began in 2020. The County needs to re-engage with Lumen as progress was towards a Letter of Intent (LOI), but then the north property returned as a possibility. The Lumen lot was considered for the NCH site as part of public engagement feedback. A campus may remove the need for a downtown site, but acquiring the Lumen lot could benefit the county regardless of the Justice System Improvement Program (JSIP). The cost is about one million dollars, plus closing costs; Corvallis real estate broker Gary Pond is working on it. Purchasing the lot independent of JSIP raises issues such as how it might be used, what is the cost, and what information is needed to make a decision.

Doing a remodel versus a new building for the Crisis Resource Center (CRC): the County planned to house the CRC in the remodeled Board of Commissioner's (BOC) offices in downtown Corvallis, initially estimated by DLR Group to cost \$8.9 million, but the County could build new for a similar cost. To validate DLR's estimate, Danielle Brown (Health) and Paul Wallsinger (Facilities) are getting independent bids on the remodel option from local contractor Gerding Builders, LLC. Also, the County is pursuing an estimate for a less expensive build that is equivalent in functionality and size (about 7,000 square feet, the same number of beds and chairs, single story), so a rigorous comparison can be done. If the County can build new for about the same cost, the building could be placed on the Lumen lot, which opens up other possibilities for the BOC building: sell it (valued at approximately \$2 million), rent it (both the City and the County are looking for space), or repurpose it.

Regarding the Law Enforcement Building (LEB), Kurth asked Van Arsdall if there were any possibility of relocating the Parole and Probation departments.

Van Arsdall replied that free employee parking (versus leasing out the building to the City or another tenant) plus a 7,000 square foot space is very attractive. Benton County Sheriff's Office (BCSO) staff discussed the unification of departments on a campus; Van Arsdall would like to examine the idea further for Emergency Management, Search and Rescue, Pre-trial Release, access to the Courthouse, et cetera. Van Arsdall supports the idea of staff being centrally located instead of reporting to the Fairgrounds.

Kerby noted the County is not giving up on a new Sheriff's Office; even if the funding is received, the County has the current situation for at least five years. Though the goal is thinking ahead to the future, short-term solutions have to be considered.

Augerot supported thinking the situation through. Regarding the new build on the Lumen lot, it makes sense to want a good comparison of rebuild versus remodel, but if a new build is pursued, the County should not look at just a Phase I small CRC. The County should build for more capacity, as there will be a better chance of receiving additional state funding through Representative Dan Rayfield, who is very interested in

Phase II capacity. Augerot does not feel five to six beds are sufficient for community needs. Using the current BOC offices downtown for BCSO functions makes perfect sense in the interim; perhaps in the future, the Child and Family Mental Health (MH) Department could make use of the space.

Malone expressed interest in the cost impact of starting with a previously unbuilt property. After more than 16 months of negotiations with Lumen, the finish line seems close, and the efforts should not go to waste. Last year Lumen sold about half its assets, there was no guarantee the new group would have been interested. This makes the County's real estate much more valuable, or presents good value to another potential buyer. If the County is this close to an agreement, it's time to consider closing the deal.

Kurth replied the cost estimates are being fast-tracked, and should be ready within two weeks. The JSIP site selection decision will affect whether to fund building on the Lumen lot. Kurth will need to discuss impacts with Crager and return in late January or early February 2023 for a final decision.

IV. COVID 19 Update – April Holland, Suzanne Hoffman, Health Services

Hoffman noted that Holland is providing an update today because the situation is changing quickly and Holland will be out for the next two weeks.

Holland noted the torrent of cases as the Omicron variant spreads in the local area. Last week there were 1,447 cases, a 240% increase from the previous week. The County's testing positivity was 15% last week, the highest seen so far, which indicates more testing should be done. Current cases are too high for case investigation or contact tracing to continue as usual; the State and County models now only include high-risk cases. The Oregon Health Authority (OHA) is activating a COVID-19 hotline tomorrow for the general public. An OHA team of case investigators will be available to answer questions, create cases for people who test positive on a home test, pass along news of outbreaks to local Centers for Disease Control (CDC) teams, assist with testing questions or quarantine procedures, and create a reporting website for people who test positive or have contact with a COVID-positive individual. A phone number will be distributed as soon as possible. Hospital admission rates are rising across the State and in the County. On January 4, 2022, 16 people were hospitalized at Good Samaritan Regional Medical Center (GSRMC); yesterday there were 24, including three on ventilators. Nationally, hospitals have surpassed last winter's peak. There are some changes to guidance and policy that are concerning; the State of California has allowed a temporary return to work for healthcare providers and that policy may be seen in Oregon in the future. Schools are impacted; while there are no school-wide closures yet, it is clear as Holland talks with superintendents that more infections means staffing will be an issue, so expect disruptions .

Holland reported that local testing is using the polymerase chain reaction (PCR) process and point-of-care tests. The local capacity for testing is struggling, so adjustments are being made: Samaritan Health Services (SHS) has moved to appointment-only to cut down congestion at sites; Willamette Valley Toxicology Laboratory in Corvallis has laboratory capacity but lacks space at sites; and a drive-through, no-appointment option was added at the Benton County Fairgrounds through January 29, 2022. Some at-home rapid antigen test: are arriving from a Federal order. The County does not yet have details of distribution, but will fill in distribution gaps. Tests should go to hospitals, schools, community-based organizations (CBOs), and service providers who work with unhoused individuals. Only 7,000-9,000 tests are expected at the local level, which will go to high-risk patients and those with barriers to access. New Federal programs may reimburse families for eight tests per household member and provide a portal for ordering more; details will follow.

Holland reported that many health organizations are working to continue to provide vaccinations. County Health teams are working with OHA this week. There has been notable success on joint events; at a Boys and Girls Clubs of America event last Sunday, 455 doses were administered instead of the typical 150. Yesterday in the City of Philomath, where the typical vaccination numbers are 80 to 100, 230 vaccinations were administered. N95 masks are being provided to staff and volunteers at events. There is a potential for GSRMC, OSU, and the County to partner from January 20 to 22, 2022 at the OSU Alumni Center. The dates are reserved, but there are concerns about staffing, so it will not be announced until January 14, 2022. The Federal Emergency Management Agency (FEMA) is providing vaccinations between January 30 and February 11, 2022 on a daily basis. The Health Department is communicating with other counties and promoting opportunities regionally. The FEMA bus is in Lincoln County now; it will proceed to Benton County and then to Linn County.

Malone noted that in Australia, 93% of the population is fully vaccinated. Malone expressed satisfaction that Benton County is doing well at just over 70%. Malone asked if OSU wastewater testing was continuing.

Holland confirmed; testing resumes after break, and it takes a while after the first week of collection to sequence the results. The County has not received the first full weekly report yet, but it is underway. OSU tests on campus and at several sites in Corvallis, which provides general information.

Malone expressed concerns about messaging from GSRMC saying some types of masks are no longer allowed and asked for clarification as well for an opportunity to use that messaging to improve what people are wearing.

Holland confirmed that GSRMC enacted a policy requiring at least a surgical mask. In-patient care visitors must wear an N95 mask. The Health team has discussed the ability to have N95/KN95 masks for community distribution. The County still has inventory

which it provides to high-consequence settings such as long-term care facilities, though there is not currently an adequate supply. More KN95 masks have been requested from the State operations center. There are many types of N95s; most require a fit test. A few types are more user-friendly for the general public with a comfortable fit, but those are in short supply. The 3M Corporation's 1870+ mask is the recommended type for the public; Health is looking for those. KN95 masks with ear loops also provide good filtration, but the fit is not quite as good as some cloth and flimsy masks. Health will share information about how to layer and fit surgical masks; it is possible to wear cloth over it for a better fit. N95s are not right for everyone. Holland agreed that masking information could improve.

Malone asked about a possible hospitalization spike that is supposed to peak at the end of January 2022, what happens next, and what declines might be seen.

Holland replied that the latest modeling from the Oregon Health and Science University (OHSU) forecasts a hospitalization peak for the end of January 2022, but there are doubts about seeing as big a drop as compared to some other areas in previous surges. Oregon has not had a big downturn.

Wyse stated the Commissioners get constituent emails about County plans to ever give out N95 masks.

Holland replied the County wants to ensure N95 masks are worn appropriately, and there are supply considerations. For a long time there have not been enough N95s or KN95s for public distribution, just surgical masks. The County is working to get as many masks as possible, especially the ones not requiring fit testing; distribution will be considered if sufficient supply can be obtained.

Hoffman noted SHS's new masking protocol in a *Corvallis Gazette-Times* (GT) article; SHS will require surgical/medical grade masks for all staff and visitors. N95s are reserved for providers in high-risk situations and not given to everyone, even in the hospital. There are good options between an N95 mask and a loose bandana. Even a medical grade mask is a better choice than loose cloth options.

Malone noted still seeing people wearing only face shields; it should also be messaged this does not provide adequate protection.

Holland agreed.

Augerot appreciated seeing the data online and asked about the frequency of updates, noting some odd data last week.

Holland replied that the dashboard is updated every Tuesday afternoon. Some data which is usually entered daily, such as case numbers and hospitalizations, was delayed

over the holidays, but is now back on track. With an increase in case numbers, the entire State system struggles and takes longer to access data. A note could be added to the case updates that there may be delays in this time of surge, but the County is aware and addressing this.

Augerot asked about hospitalization data appearing on the county's COVID-19 dashboard.

Holland confirmed that new cases, cumulative cases, currently hospitalized, and cumulative deaths appear on the dashboard, but not details of hospitalizations. The data is provided by GSRMC daily for the previous day.

Augerot expressed relief that there have been no local school closures yet, as that action is very hard on families.

Chair Wyse recessed the meeting at 10:12 a.m.

Chair Wyse reconvened the meeting at 10:20 a.m.

V. Courthouse Feasibility Study (30 min) – *Lynne McKee, Natural Areas, Parks & Events*

McKee is following up on DLR Group's feasibility study presented on November 9, 2021; DLR had three proposals. Kurth, Kerby and McKee discussed next steps on adaptive reuse of the historic courthouse (HCH). Kurth and McKee had met previously and suggested an ad hoc Courthouse (CH) Advisory Committee to meet monthly that would help gather information, public input, and bring a recommendation. Today's discussion is to prepare for whom the Board might want as members to help determine reuse of the HCH.

Wyse asked who should be on the Advisory Committee; McKee asked if Wyse agreed with forming it. Wyse indicated with a head nod to proceed.

McKee requested Board input on membership. Nine volunteer members are proposed, consisting of representatives from the Historic Resources Commission (HRC), the CH Preservation Committee, Preservation Works, Economic Development, Tourism, Arts and Culture, Education, the State Historic Preservation Office or a Governor-appointed resident, and a political strategist.

McKee explained the members would elect a chair and vice-chair and will serve for about one year. Members will attend any CH meetings. McKee, Erika Cedar (DLR Group), Wallsinger, and Corvallis City Manager Mark Shepard will assign someone from the City, and perhaps a County Commissioner.

Wyse stated interest in having a Commissioner on the proposed committee.

Augerot asked if the Commissioners would function as a liaison and not as a voting member; McKee affirmed.

Wyse liked McKee's list of names and asked if HRC is a County advisory committee, and if McKee considered the HRC of Corvallis.; McKee replied that the HRC is a County advisory board.

McKee stated that diversity is a priority on the proposed committee and asked if there were any particular groups the Commissioners would like to have considered, such as Casa Latinos Unidos or the NAACP.

Augerot requested considering representatives from OSU or the 509J Corvallis School District, as education is an area in the materials McKee presented. Individuals who wear multiple hats can help as there is overlap in historic preservation groups. Regarding Equity, Diversity, and Inclusion (EDI) , subject matter experts or some voice from those communities would be good, but avoid token representation. Please work with Joe Hahn in the Board Offices.

Kurth will talk to Shepard on January 26, 2022 about a City member for the proposed committee. Kurth asked if there were a preference for OSU or 509J, and which Commissioner would like to be a liaison.

Malone noted that a political strategist is a good idea.

Kurth shared that having input on refocusing CH activities is part of the RFP.

Malone requested keeping the proposed committee to around ten individuals.

Augerot stated a preference for a representative from OSU over 509J, especially with OSU's investment in the performance center, but the School District may have an interest as well. A parent would also be appropriate. Augerot participates in many committees, but is very interested in this proposed one.

Wyse also noted a high level of committee involvement and echoed interest, but is hesitant to start up multiple boards and commissions for this topic. Wyse asked to include a sunset date in the description of the proposed committee.

McKee responded that staff will start setting up the committee.

VI. Review of Public Input Regarding Proposed American Rescue Plan Act (ARPA)

Grant Process – Rick Cramer, Finance

Crager opened public input on this topic and a few more calls were received today. In December 2021, Crager presented a draft plan and a Notice of Funding Opportunity (NOFO). There is a process for people to have input on the draft. Crager is seeking direction on six areas; there is concern about the timeline of expending funds. Crager recommended 12-month grants. The County will do three funding cycles and will want to put the funds to use as soon as possible. There are concerns that if the money is used for capital costs, there might be supply chain delays. Crager commented:

1. To comply with Federal regulations, consider a requirement that funds must be obligated or committed in 12 months, but the recipient has longer to expend.
2. Feedback expressed concerns about government organizations being eligible. Those organizations have access to funding; CBOs cannot leverage as many resources. Still, allowing governments to apply may make sense, such as the City of Corvallis with regard to small business. The City has a system that makes it easy to work with subcontractors, which ensures the County gets good services and avoids duplication.
3. Funding priorities may be too broad. Some public comments suggest broadness is good as it provides more flexibility, while others feel this could be harder to evaluate and should be more focused. Deschutes County is focused on affordable housing and addressing homelessness.
4. Small non-profits/CBOs may have challenges competing as they may not have grant writers; the County decided to keep the application process simple. The County could set limits on the type of organization or do carve-outs for disbursing funds. Given the grant is \$500,000 maximum, a few organizations could use up the funds quickly.
5. Respondents requested that the County not make reporting too complex for smaller organizations. Fortunately, ARPA reporting requirements are fairly simple if the County uses funds in the category of revenue loss. If the county is subbing the dollars out, it could be more complex.
6. Equity focus is addressed in the NOFO, but Hahn says the application needs to be more specific. Crager asked if there are specific populations to target and will work with Hahn to improve language.
Geographical distribution of resources: avoid concentrating in one area of the County.

Crager shared that the priorities are fairly broad. The application criteria could specify that organizations that serve the entire county could receive a higher. The report included in today's meeting packet contains all public comments verbatim; Crager responded to all. Concerning the schedule, there is adjustment to the initial proposal, providing more time for public input. The NOFO will be released on February 2, 2022. Crager will revise the current draft and provide a new draft at the February 1, 2022 Board Meeting. The review process will be two and a half weeks in duration, depending on the number of applications.

The Board approved of saying the funds must be obligated within 12 months instead of expended.

Crager asked for guidance on how long recipients should have to expend funds, as they will need to be able to re-allocate money if it is not being spent.

Augerot suggested 12 months with an opportunity for extension.

Kerby inquired about any issues with an extended timeframe in Year 3, based on the plan to have three funding rounds?

Crager explained that grant funds must be obligated by December 31, 2024, but the recipient can spend it after that time.

Wyse suggested encouraging those with capital projects to participate in the first round, then discouraging a third round participation.

Crager agreed that a note can be made encouraging people with capital projects to apply early, creating an obligation within 12 months and expend within 12 additional months, with an opportunity for extension.

Wyse shared a preference for government organizations applying; that can be kept that in mind in the evaluation.

Augerot pointed out the county would want the Economic Development Office to be eligible. During the scoring process, if there is a non-profit that provides similar services, a government proposal would be scrutinized more carefully.

Malone agreed and saw no reason to restrict, especially in the first round of funding.

Wyse noted that the priorities seem too broad and prefers to be as flexible as possible.

Augerot explained the county is not experts in all community priorities, so be as broad as possible in the first round. If the county learns more about where the real needs are, it is possible to be more strategic in other rounds.

Crager replied this connects to equity and asked for guidance on how specific the county wants to be about target populations.

Wyse wondered if larger organizations have an advantage due to their capacity.

Malone shared \$500,000 is a little daunting, and the county wants the funds to go to more than a few groups. Regarding the 'carve-out', it is similar to how the Coronavirus Aid, Relief, and Economic Security (CARES) Act funding through the Economic

Development Office had carve-outs. Carve-out could also include smaller organizations, which is good in terms of equity to keep the application process simple.

Augerot explained some of this information goes in the NOFO and some goes in the scoring rubric. The county could avoid putting more than three awards out at the maximum amount or \$500,000 can be reserved for smaller proposals. At the Benton Community Foundation (BCF), those reserves were for small grantees, and it did not make much difference. Check with BCF, Grants Manager Brittany Kennedy, about their experience. This cycle will overlap with BCF's community grants cycle, with applications due March 15, 2022. It would be good to coordinate.

Wyse queried if organizations applying for \$500,000 could provide a backup plan for a smaller amount, and would that be two separate proposals.

Augerot replied usually there is a question in the application about scalability: can the application still be funded at a lower level without hampering the project.

Crager approved that approach, stating it works well, and noted that the county can have any questions desired.

Wyse would be in favor of that type of question.

Crager summarized that the Board is okay with a maximum grant amount of \$500,000, but want to ensure that funds go to a range of projects. The Board could limit big grants, do a carve-out for large grants, or just use that intent and see how it goes.

Wyse prefers flexibility over carve-outs.

Malone agreed with keeping flexibility and the intent to consider equity, geographic diversity, and support for smaller organizations; it is not necessary to specify numbers.

Wyse asked if feedback is needed on flexibility in reporting and evaluation requirements; Crager replied the consensus appears to be keeping it simple.

Wyse noted the equity focus with naming target populations; wondered if those disproportionately impacted communities would be identified, or would applicants demonstrate that they serve those populations.

Crager replied that the NOFO can be changed to be more specific in our rubric. "Equity" on its own is insufficient; greater weight should be given to organizations that serve such populations.

Wyse stated building that into the rubric is the correct approach.

Augerot agreed it should be a strong factor in the evaluation rubric, but also agreed that the NOFO could have a stronger definition of equity, with specific examples so organizations have a better understanding.

Crager confirmed beginning work on that for both NOFO and the evaluation matrix. Geographic distribution could be in scoring criteria, emphasizing organizations with a broad net, or a rural-urban split.

Augerot stated just being broad is not enough as it does not always address the highest need. Two-thirds urban/one-third rural as a general rule could be good. It can be hard to say how many people will be touched by a project.

Wyse would like to keep an eye on geographic distribution, but not define it and strive to stay flexible.

Crager responded that can be established that as the desired goal and intent.

Wyse approved and indicated a desire to move forward.

Stockhoff noted that the Board has already committed a significant amount of funding to upgrading sewers in Alsea and Hidden Valley.

Crager confirmed yes, there are many projects overall; the next piece is formulating the review committee.

Kerby praised Crager for reaching out to the community. Also, the county has been comparing ARPA distribution notes with the city of Corvallis; Crager is communicating with the city's Chief Financial Officer (CFO). Shepard and Kerby talked about those who have applied to both the city and county processes; the county should determine if they are also seeking funds elsewhere.

Crager replied the city has targeted 15% to particular organizations. BCF is taking applications; consideration of what other resources are out there is needed. Working closely with the city is a good idea, even having staff on each others' review committees.

Augerot asked about the City's ARPA timeline, and if we consider Community Budget Review members are considered as part of the review committee, would there be overlap.

Crager replied that the city is lagging behind the county on this schedule.

Kerby confirmed the city is about 30-60 days behind the county's process.

Augerot preferred not to slow down the county's process.

VII. Discuss Possible Establishment of Juneteenth Holiday (30 min) – *Joe Kerby, Board of Commissioners; Tracy Martineau, Human Resources; Joe Hahn, Equity, Diversity, and Inclusion*

Kerby is checking if the Board is still interested in considering the Juneteenth Holiday, and if so, what information is needed.

Martineau inquired about the Board's level of interest in this item. There will be an impact on public business, organizations, and county operations. The Commissioners might want to consider the Congressional report with the Juneteenth fact sheet and various other resources. There are currently nine recognized county holidays; if the Board proceeds, it is important to consider the financial consequences and how would it affect collective bargaining. Martineau to obtain information from specific people or groups, and asked about the kind of education or communication planning the Board wanted.

Wyse indicated interest in moving forward.

Augerot replied there will be a cost to the organization as it will require some schedule adjustment, but the greatest effect will be for employees who will have to work anyway (health services, law enforcement). The Board would like historical background, the cost, and which other county jurisdictions are already considering it.

Malone responded with interest but indicated a desire for more information, including how does Juneteenth fit in with other areas and the State. Malone would like to know more about the background; recommended a strong educational component to keep it meaningful; and noted this is a good opportunity for education.

Martineau replied that the state has officially recognized Juneteenth as a holiday and will observe it this year.

Kerby noted Corvallis will observe this year.

Hahn echoed that OSU and some other local employers will also observe the holiday.

Martineau shared that the state has added Juneteenth to their list of officially recognized holidays.

Wyse confirmed the Board's agreement to move forward, with a request for the financial impact information by the next discussion.

Wyse noted that putting out educational component is important too.

Kerby shared that Hahn can really help the county with that part by work with JonnaVe Stokes and others to get that information out.

Augerot noted that the county could also partner with the NAACP.

Hahn sits on the Juneteenth planning committee of NAACP and compiled a Juneteenth syllabus.

Martineau asked if HR should include information on the other elements mentioned; the Commissioners affirmed.

VIII. County Administrator Update (30 min) – Joe Kerby, Board of Commissioners

Kerby shared that the BOC Office staff is undergoing transition; Stephanie Kerst's last day will be February 11, 2022. The replacement hired is Maura Kwiatkowski who brings work experience from the Administrator's Office of Pima County, Arizona.

Kwiatkowski will start virtually on January 24, 2022 and arrive in February. Teresa Farley plans to recruit for the administrative Agenda Setting position as soon as possible. The county is still recruiting for the Public Information Officer (PIO) position. It has been advertised for close to a month but the county is not receiving strong responses; there were very few applicants and those did not meet the minimum qualifications. Tammie Webb in HR was asked to expand recruitment. The Strategic Manager position remains vacant and will be part of the restructure Kerby will propose to the Board in February. Kerby met with each of the former Strategic Manager's direct reports in December; more capacity is needed.

Farley is semi-retiring and will now work half-time for the BOC and half-time for Counsel starting on April 1. A receptionist is the first point of contact; after the office's move to the Kalapuya building, there will be the impact of additional traffic, with even more traffic in Phase II. The Board could take Farley's half-time administrative position and add 0.5 full-time equivalent (FTE) to create a new 1.0 FTE position for the Board's office/administration. This position would perform Farley's functions and expanded responsibilities for the office, including possibly covering front reception. Kerby will return to the Board to formalize the request. Have to go through PRC (Position Review Committee) and funding must be located; will talk with Crager and Martineau. Would like to post the recruitment now. Kerby is looking at last year's difficulties with administrative assistance to the Board, and wishes to stabilize reception activities that have been variable since COVID-19 started, with a different person every day. The part-time, on-call folks have been helpful, but if the Board wants more support, and given initiatives in the office, another full time FTE is needed.

Augerot noted that Farley's position could easily support full-time work, mainly on Board meeting logistics, packets, records, and agrees that could easily be turned into a

full-time position that could cover a few other roles, and everyone could share reception. Augerot asked Kerby if this would be a half-time position.

Kerby replied that it would be another full-time position.

Augerot asked if the county is looking for someone with content expertise, would the position work on cross-organizational initiatives, and if that would come from Milo's responsibilities.

Kerby noted those as good questions but was unsure sure of the details yet. Considering the structure of the Kalapuya Building, the Board's rotating reception, two part-time folks one to two days a week, this additional FTE could provide more consistency at reception and help with supporting the Board and the counsel role Farley will continue to perform. Kerby was unsure how the position would offset Milo's role. Kerby will return to the Board with a formal proposal with more specificity about responsibilities for the new positions. Farley's role is easier to define. Meeting the needs the Board has expressed over the past year cannot be done with existing capacity; there is a loss of consistency, communication, and knowledge, and it is becoming problematic. Kerby is requesting the minimum needed, though it also depends on Maura's skillset.

Wyse indicated support for creating a new full-time position, especially in terms of customer service, as consistency is a big piece of that.

Malone was very supportive of this, as the last year and a half has been less than ideal. In the past the BOC had most of Stokes' time for help as needed; it could be helpful to have one more point of contact for the front desk and Board support.

Kerby noted that Stokes' role previously was entirely administrative responsibilities, now it almost 100% communication. Due to COVID-19, the county has chosen to re-direct her; Stokes has the skill and passion, but the BOC has compromised its administrative capacity.

Augerot replied that although only half of Stokes' time was devoted to the Board, she also supported Farley's dual half-time roles.

Kerby acknowledged that as true but noted that currently, the BOC has very little of her time.

Wyse confirmed the Board is supportive of moving forward with the creation of a full-time position.

Kerby responded there is a plan to begin recruiting for the full-time role.

The Commissioners approved.

Kerby reviewed the Kalapuya Building move: on January 13, Assessment packs up electronics and on January 14, begins moving. On January 17, Assessment will be closed in order to set up the office; on January 19 they will be open for in-person business. January 19 will mark the beginning of staffing the Board's Office reception desk; Melanie McNaughton and Sherrida Gates will begin that day since no one else would be on first floor. On January 20 IT (Information Technology) will pack up the Clerk's and Recorder's offices; on January 21 complete the move, January 24 the office will be closed for set up, and January 25 they will open for in-person business. On January 27 the BOC Office will be packed, on January 29 complete the move, on January 31 begin staffing reception though staff will be busy mainly setting up, and on February 1 the office will be open for in-person business.

Malone could contact the *Gazette-Times* to gauge interest in doing a piece on Records 'first move in 130 years' and share the timeline plus the reopening dates.

Kerby responded that a press release is going out today, though it does not emphasize that aspect; Kerby could ask Stokes to contact the GT about that.

Augerot noted presence in the office on January 31, but also a potential external board meeting that day.

Kerby shared the hybrid work mode will be the model at Kalapuya; still encouraging telework but also open for business, only partial staff at any given time.

[@2:10 in recording] Kerby is preparing for the coming Federal infrastructure bill funding by working with Gary Stockhoff and Laurel Byer this January 2022 to identify and prioritize potential projects; will present at the February 8, 2022 Goal-Setting Meeting or a later February work session.

Malone noted the infrastructure bill is a 5-year rollout, so it is important to have the priority projects lined up and ready to go.

Kerby stated the health department and emergency department had meetings this week about activating cold weather shelters, with discussions about who leads and who supports, with details also concerning cooling shelters for future summer weather. Involved in the conversations were Suzanne Hoffman, Jef Van Arsdall, Bryan Lee, and their respective staff. The Intergovernmental Agreement (IGA) for microshelters was drafted between the City of Corvallis and Benton County; Paul Bilotta, Mark Shepard, Hoffman, and Kerby agreed on a final draft. The IGA calls for BC hosting four microshelters at the Fairgrounds; the city will host four microshelters next to City Hall.
An RFP

was drafted for a provider for microshelters and associated services. The Board will see the IGA next Tuesday; financial costs will be shared evenly between the City and County. Eight microshelters with services will likely cost around \$200k for the first year; the city would pay half and county would pay half, with a future decision about continuing the arrangement in succeeding years that will occur after analyzing what happens this year. The city and county have agreed this would best be sourced from ARPA funding.

Earlier in 2021, \$500k was set aside for HOPE Advisory Board support: \$100k is earmarked for these four microshelters for the county and over \$400k is earmarked for personnel, a project manager and a grant writer/researcher, support from the IGA coming before the Board next week.

@8:30 Augerot asked for verification that the \$100k includes both the capital cost for the microshelters and staffing agreement for one year if the county were to move forward. Kerby confirmed that is correct. Augerot also asked to confirm the cost would only be staffing and support; Kerby confirmed that as true. Augerot noted that if the rent proposition bill does pass for the pilot program, for the regional pilots, the county will potentially have assistance with the staffing envisioned for HOPE support and project management.

Kerby noted if the rent proposition money Augerot just referred to comes in moving toward having an additional IGA directed more toward personnel funding. An IGA exists with the city for Arena's position to support HOPE Advisory Board (the County funds 60%; the City funds 40%). Regarding the project manager and grant writer/researcher positions, the County will fund initially out of ARPA, but wants to talk to City about how this might work over the long term, which might result in an opportunity in the next three to six months to return with an overarching IGA about personnel.

Augerot noted support for this additional IGA as the current IGA is year-to-year. Also with the regional pilot proposal, it would be great to bring in Philomath (created as an option in the IGA structure and HOPE Advisory Board bylaws). If state funding is received, there should be flexibility about how much Philomath would be expected to contribute initially. If they ended up being a core component, they would be expected to increase their contribution.

Kerby agreed and noted a discussion with Philomath City Manager Chris Workman on this topic and commented on their willingness to engage further. Support and encouragement are needed, and noted that it was a productive conversation. He believes Philomath would be willing to sign on to the IGA in the next month or two.

Kerby is having a meeting this week about how to do livestreaming in the future. It could continue here at the Board offices on 5th Street or move to the Sunset of Kalapuya

Buildings. The IT department is evaluating a bid for the streaming technology boardroom at Kalapuya, but it will not be fully outfitted until May or June of 2022.

Augerot inquired about updates on relations and negotiations with Dial-a-Bus (DAB).

Kerby noted three meetings with them, including the DAB director and several board members the previous week. Stockhoff provided a summary update to Kerby from that meeting; Stockhoff felt it was productive. Kerby checked in with the DAB Board Chair, who agreed, and it appears progress is being made. There are two meetings each scheduled in January and February. It will probably take all four of those to compete the work, then the Board will be updated, with a possible joint DAB-BOC meeting in the near future.

Chair Wyse recessed the meeting at 12:18 p.m.

Chair Wyse reconvened the meeting at 12:40 p.m.

IX. Board of Commissioner Updates (30 min) – *Board of Commissioners*

Augerot spoke about the pilot project; there is a lot of interest and the project may expand to increased numbers of similar regional projects. Augerot fully supports the program and will learn a lot in the two years of the pilot, which goes with the Community Solutions (CS) meeting. Augerot asked if Wyse attended the entire Association of Oregon Counties (AOC) Community Solutions meeting; Wyse replied yes.

Augerot noted that housing will play a big part of AOC. Childcare will be a meeting topic at the end of the month; she will be unable to attend CS at the end of January 2022. Another possible topic for discussion by CS Advisory Committee is veteran's issues; Augerot doesn't feel that fits as veterans have their own steering committee, unless a veteran-specific project is taken on by AOC. Augerot expressed concern about mission creep and noted that Andy Smith used to be the veterans' staff person. Augerot participated in the HB 2100 task force in Lizzy Atwood Wills' stead for several weeks during the break, seeing first-hand the tension between community-based organizations that are primarily metro-based. They are advocating for more culturally-responsive and culturally-specific services, and getting a piece of the allocated funding that CSC and other community action agencies typically receive. The task force may continue; a key recommendation from the group was that six weeks was not long enough to address racial and ethnic disparities in housing and homelessness. Several of Benton County's staff and Judge Donohue attended the Behavioral Health (BH) summit; the Oregon Justice Department (OJD) had some advanced coursework with a full day summit; Hoffman, Brown, Donohue, Van Arsdall, and others attended. Augerot will participate a in debrief this week and noted uncertainty about the agenda of OJD and their end goal of trying to better integrate BH and justice-involved people. There is an element of friction between circuit courts and counties about how BH counseling is handled in

drug treatment courts. Some counties have stopped providing the services in drug treatment courts. Augerot hopes that topic was addressed head-on as drug treatment court is very valuable. MH services in drug courts are different from services provided by MH professionals. Augerot will not be at the CHC meeting at the end of January 2022.

Wyse noted that she would be able to attend; Augerot was appreciative.

Augerot expressed a need to attend North Albany meetings again to maintain strong connections and to check in with Mayor Alex Johnson, as he is focused on a re-election campaign.

Wyse said Teresa Farley had proposed a system of one commissioner conducting interviews for advisory boards and committees and then reporting back. Wyse asked fellow commissioners if there were interest in the proposal, or continue with current setup with all three commissioners conducting the interviews.

Augerot stated a preference for all three commissioners to interview, as she appreciates the opportunity to meet advisory board candidates.

Wyse had a similar opinion, as three commissioners interviewing allows getting to know the candidates on a first-hand basis.

Malone prefers two to three commissioners, but acknowledged sometimes there are schedule conflicts; all three commissioners should not be required.

Augerot noted that two commissioners present has been a successful model and expressed satisfaction with the model. There simply needs to be a majority of two present.

Malone stated that appointments are not made at the interview; Augerot clarified that she was referring to an indication of thumbs up or thumbs down regarding candidates.

Malone noted there is useful background information learned from candidates at applicant meetings, especially regarding the planning commission. It is possible to get a sense if the applicant has the whole County's best interests in mind, or is there a specific issue that motivates the applicant.

Wyse decided to continue forward with the quorum model, taking into consideration commissioners' scheduling needs.

Wyse is applying for the Local Officials Advisory Committee (LOAC), which advises the Land Conservation Development Committee(LCDC). Community Development

(CD) director Darren Nichols shared the information with a deadline of January 17, 2022.

Augerot noted support for Wyse's application to the LOAC.

Wyse wondered if an employee in CD might have the capacity and/or desire to participate in the housing alliance mentioned by Arena previously, such as Homeownership and Asset Building.

Augerot replied that is an excellent idea to have CD involved. With recent new hires, CD should have more bandwidth and staff hours; recommended approaching Nichols with the request. Malone echoed that it sounds like a good idea to be part of that housing group.

Malone noted that several homeowners were concerned about the sidewalk/bicycle path on Chapel Drive; it turns out their main concern is that Chapel Drive is part of an informal truck/car bypass for 99W to the coast; ODOT has informally recognized the left on Greenberry and Bellfountain Roads, then left/west on Chapel Drive. With many new units of housing, there is a lot more traffic on Chapel than in the past. Big trucks and semi-trucks cannot make the turn unless cars in the other lane allow for maneuvering room. Homeowners did not want to see the big, expensive street improvement project completed and then essentially undone by the increased traffic demands of a big housing development, leading to having to redo the streets. Using Chapel as an alternative state highway to serve commerce traffic and local traffic is fine, but with an increasing number of housing developments, there are concerns that this expensive project will be torn up later. Constituents wanted to see an elected official; Malone believes they are now willing to work with Laurel Byer as it was made clear that she has the specific information. Malone thinks progress was made.

The Oak Creek evacuation route work is progressing. Assuming construction starts this summer, this will be a model for public-private cooperation on a project. The Oak Creek folks are well-organized and they want to get some private funding from a community member; design and cost estimates are needed first before going to potential funders. Malone mentioned Corvallis Rural Fire (CRF) to the Oak Creek group as this project is in the CRF district; in September 2021 CRF agreed to contribute roughly \$50,000 once the design and cost estimates are in hand.

The Workforce Board has had more personnel turnover with Karen Lipmann, program manager, leaving. During the December 14, 2021 meeting of the five Community Services Consortium (CSC) commissioners, two commissioners reported they are fine with the personnel situation and feel the executive director is fine. Only the full CSC board can hire and fire. Wyse stated she would be happy to talk more about it later.

Wyse queried Kerby about the Housing Authority (HA), specifically home ownership, asset building, and CD staff member involvement: with interest and capacity, seeking guidance on the best way to gather information.

Kerby stated a willingness to meet with Wyse during the remainder of this week or into next week.

X. Executive Session ORS 192.660(2)(e) for Discussion of Real Property Negotiations
– Nick Kurth, Board of Commissioners

Counsel instructed attendees on executive session protocols.

Chair Wyse recessed the meeting at 1:12 p.m. and immediately entered Executive Session.

Chair Wyse exited Executive Session at 2:29 p.m. and immediately reconvened the regular Board Meeting.

XI. Other

No other business was discussed.

XII. Adjournment

Chair Wyse adjourned the meeting at 2:30 p.m.

Nancy Wyse, Chair

Erika Milo, Recorder

Amanda Makepeace, Transcriptionist

** NOTE: Items denoted with an asterisk do NOT have accompanying written materials in the meeting packet.*

DEPARTMENTAL REPORTS AND REQUESTS

BOC Agenda Checklist Master

Agenda Placement and Contacts

Suggested Agenda Date 08/01/23

View [Agenda Tracker](#)

Suggested Placement * BOC Tuesday Meeting

Department * Public Works

Contact Name * Laurel Byer

Phone Extension * 6013

Meeting Attendee Name * Laurel Byer

Agenda Item Details



Item Title * Notice of Intent to Apply for Grant: Safe Streets and Roads for All – Safety Action Plan

Item Involves * Check all that apply

- ☐ Appointments
- ☐ Budget
- ☐ Contract/Agreement
- ☒ Discussion and Action
- ☐ Discussion Only
- ☐ Document Recording
- ☐ Employment
- ☐ Notice of Intent
- ☐ Order/Resolution
- ☐ Ordinance/Public Hearing 1st Reading
- ☐ Ordinance/Public Hearing 2nd Reading
- ☐ Proclamation
- ☐ Project/Committee Update
- ☐ Public Comment
- ☐ Special Report
- ☐ Other

Estimated Time * 10 Min

Board/Committee Involvement *

☐ Yes

☒ No

Advertisement*

☐ Yes

☒ No

Page 37 of 72

Item Issues and Description

Identified Salient Issues *	Options *	Fiscal Impact *	Fiscal Impact Description *
The United States Department of Transportation (DOT) is soliciting applications for Safe Streets and Roads for All (SS4A) grants. Funds will be awarded to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists; public transportation, personal conveyance, micromobility users; motorists; and commercial vehicle operators. In 2019, Benton County adopted an update to our Transportation Systems Plan (TSP), which included a recommendation to assess the parallel routes in the County to determine whether separate designations such as "Modal Friendly" and "Freight Friendly" are needed. This concept would help identify projects that would improve safety in the corridors by separating vulnerable users from commercial and freight traffic. The County is requesting funds for a Safety Action Plan not just to analyze freight and modal corridors, but to also assess other high crash corridors and intersections in the County that would benefit from additional safety measures. From the safety analysis performed for the County TSP update, it was shown that most fatalities and injury crashes occur on rural facilities outside of an Urban Growth Boundary. Most crashes on rural roads involve speeding and/or roadway departure. Six different intersections were identified with high critical crash rates and 13 County roadways were also highlighted for potential corridor safety improvements. The DOT considers the process of developing an Action Plan critical for success. Implementation grants are also available through this program, but only if the County has an Action Plan meeting the DOT's requirements in place. The aspiration is to be successful at obtaining the Planning Grant so the County will be eligible to apply for an Implementation Grant in the future. Currently, the SS4A grant program has been allocated five years of funding and this is year two. 1) Approve the Notice of Intent for staff to apply for the Safe Streets and Roads for All funding opportunity. 2) Do not approve.	☒ Yes ☐ No	The total project cost is estimated to be \$400,000; and with a 20% match, the grant request will be approximately \$320,000. If the County receives the grant, the matching funds will need to be available during Fiscal Year 2023-25 and would be approximately \$80,000, which would come from the road fund.	

2040 Thriving Communities Initiative

Mandated Service? * ☐ Yes ☒ No

2040 Thriving Communities Initiative

Describe how this agenda checklist advances the core values or focus areas of 2040, or supports a strategy of a departmental goal.

To review the initiative, visit the website [HERE](#).

Values and Focus Areas

Check boxes that reflect each applicable value or focus area and explain how they will be advanced.

Core Values *

Select all that apply.

- ☒ Vibrant, Livable Communities
- ☐ Supportive People Resources
- ☐ High Quality Environment and Access
- ☐ Diverse Economy that Fits
- ☐ Community Resilience
- ☐ Equity for Everyone
- ☐ Health in All Actions
- ☐ N/A

Explain Core Values Selections *

Analyzing and evaluating transportation safety for all modes to prevent death and serious injury on roads and streets is a component of meeting the core values of a livable community with equitable options for all. By potentially separating vulnerable users from freight and commercial vehicles, it could encourage healthier lifestyles by creating opportunities for the public to use facilities that committed to a particular use.

Focus Areas and Vision *

Select all that apply.

- ☐ Community Safety
- ☐ Emergency Preparedness
- ☐ Outdoor Recreation
- ☐ Prosperous Economy
- ☐ Environment and Natural Resources
- ☒ Mobility and Transportation
- ☐ Housing and Growth
- ☐ Arts, Entertainment, Culture, and History
- ☐ Food and Agriculture
- ☐ Lifelong Learning and Education
- ☐ N/A

Explain Focus Areas and Vision Selection *

Analyzing and evaluating transportation safety for all modes to prevent death and serious injury on roads and streets is a component of meeting the core values of a livable community with equitable options for all. By potentially separating vulnerable users from freight and commercial vehicles, it could encourage healthier lifestyles by creating opportunities for the public to use facilities that committed to a particular use. A Safety Action Plan will also identify projects that will improve mobility and transportation options for all modes and uses.

Recommendations and Motions

Item Recommendations and Motions

Staff
Recommendations* Staff recommends the Board of Commissioners encourage and support staff in applying for the Safe Streets and Roads for All for a County Safety Action Plan.

Meeting Motions* I move to ...
...approve the Notice of Intent to Apply for funding through the Safe Streets and Roads for All discretionary grant program for a Benton County Safety Action Plan.

Attachments, Comments, and Submission

Item Comments and Attachments

Attachments

Upload any attachments to be included in the agenda, preferably as PDF files. If more than one attachment / exhibit, please indicate "1", "2", "3" or "A", "B", "C" on the documents.

071423_NoticeSS4A.doc

40KB

Comments (optional)

If you have any questions, please call ext.6800

**Department
Approver**

GARY STOCKHOFF

1.

Department Approval

Comments

Signature

Gary Stockhoff

2.

Finance Approval

Comments

Signature

Rick Crager

4.

County Administrator Approval

Comments

Signature

Suzanne Hoffman

5.

BOC Final Approval

Comments

Signature

Hanna Kwiatkowski

NOTICE OF INTENT

BENTON COUNTY

DATE: August 1, 2023

DEPARTMENT: Public Works

CONTACT: Laurel Byer

PHONE: 541-766 6013

TYPE OF NOTICE ☒ New Grant
☐ Supplement
☐ Renewal

GRANT DUE DATE: 07/10/2023

PROJECT TITLE: Safe Streets and Roads for All – Safety Action Plan

GRANT DURATION: Variable (FY2024-2025)

STATEMENT OF POLICY:

The County Board of Commissioners must approve, prior to submission, all new, or renewals of all loans or grants sought from any public or private source. For further statement of policy see the grant administration policies in the current edition of the Budget Manual.

Board of Commissioner review will ensure objectives of proposed grant funded programs are consistent with county policies and those financial obligations, if any, imposed by the grant, now or in the future are accounted for in county financial planning.

If available, a complete copy of the grant application shall be attached to this form

GRANT SUMMARY/ABSTRACT:

The United States Department of Transportation (DOT) is soliciting applications for Safe Streets and Roads for All (SS4A) grants. Funds will be awarded to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, micromobility users; motorists; and commercial vehicle operators.

In 2019, Benton County adopted an update to our Transportation Systems Plan which included a recommendation to assess the parallel routes in the County to determine whether separate designations such as “Modal Friendly” and “Freight Friendly” are needed. This concept would help identify projects that would improve safety in the corridors by separating vulnerable users from commercial and freight traffic.

The County is requesting funds for a Safety Action Plan not just to analyze freight and modal corridors, but to also assess other high crash corridors and intersections in the County that would benefit from additional safety measures. From the safety analysis performed for the County TSP update, it was shown that most fatalities and injury crashes occur on rural facilities outside of an Urban Growth Boundary. Most crashes on rural roads involve speeding and/or roadway departure. Six different intersections were identified with high critical crash rates and 13 County roadways were also highlighted for potential corridor safety improvements. The DOT considers the process of developing an Action Plan critical for success. Implementation grants are also available through this program, but only if the County has an Action Plan meeting the DOT’s requirements in place. The aspiration is to be successful at obtaining the Planning Grant so that the County will be eligible to apply for an Implementation Grant in the future. Currently, the SS4A grant program has been allocated five years of funding and this is year two.

COUNTY COMMITMENTS

STAFFING: NO YES ☒
 If yes, Permanent ☒ Limited Duration ☐
 Using existing staff

FINANCIAL: NO ☐ YES ☒ If yes, amount: \$80,000
 The match will come from road funds.

FINANCIAL SUMMARY*

FEDERAL SOURCES	<u>\$ 320,000</u>
STATE SOURCES	<u>\$ -0-</u>
COUNTY SOURCES	<u>\$ 80,000</u>
TOTAL REVENUE	<u>\$ 400,000</u>

**PROJECT BUDGET ATTACHED*

Laurel Byer, County Engineer

DATE

DEPARTMENT HEAD COMMENTS:

The grant provides funding assistance to the County to develop a Safety Action Plan to identify projects and initiatives to prevent death and serious injury on our roads. I support this grant application.

Gary Stockhoff, Director of Public Works Date

BUDGET OFFICE REVIEW & COMMENTS:

Budget Officer Signature Date

BOARD OF COMMISSIONERS:**Status:**

- ☐ Approved without additional review
☐ Approved with additional information required by: Date: ____/____/____
☐ Disapproved

COMMENTS:

Signature Date
Chair, Board of Commissioners

A final copy of the grant application must be submitted to the Board of Commissioners Office.

NOTICE OF INTENT

BENTON COUNTY

DATE: August 1, 2023
DEPARTMENT: Public Works
CONTACT: Laurel Byer
PHONE: 541-766 6013
TYPE OF NOTICE ☒ New Grant
☐ Supplement
☐ Renewal

GRANT DUE DATE: 07/10/2023

PROJECT TITLE: Safe Streets and Roads for All – Safety Action Plan

GRANT DURATION: Variable (FY2024-2025)

STATEMENT OF POLICY:

The County Board of Commissioners must approve, prior to submission, all new, or renewals of all loans or grants sought from any public or private source. For further statement of policy see the grant administration policies in the current edition of the Budget Manual.

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If available, a complete copy of the grant application shall be attached to this form

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In 2019, Benton County adopted an update to our Transportation Systems Plan which included a recommendation to assess the parallel routes in the County to determine whether separate designations such as “Modal Friendly” and “Freight Friendly” are needed. This concept would help identify projects that would improve safety in the corridors by separating vulnerable users from commercial and freight traffic.

The County is requesting funds for a Safety Action Plan not just to analyze freight and modal corridors, but to also assess other high crash corridors and intersections in the County that would benefit from additional safety measures. From the safety analysis performed for the County TSP update, it was shown that most fatalities and injury crashes occur on rural facilities outside of an Urban Growth Boundary. Most crashes on rural roads involve speeding and/or roadway departure. Six different intersections were identified with high critical crash rates and 13 County roadways were also highlighted for potential corridor safety improvements. The DOT considers the process of developing an Action Plan critical for success. Implementation grants are also available through this program, but only if the County has an Action Plan meeting the DOT’s requirements in place. The aspiration is to be successful at obtaining the Planning Grant so that the County will be eligible to apply for an Implementation Grant in the future. Currently, the SS4A grant program has been allocated five years of funding and this is year two.

COUNTY COMMITMENTS

STAFFING: NO YES ☒
If yes, Permanent ☒ Limited Duration ☐
Using existing staff

FINANCIAL: NO ☐ YES ☒ If yes, amount: \$80,000
The match will come from road funds.

FINANCIAL SUMMARY*

FEDERAL SOURCES	\$ 320,000
STATE SOURCES	\$ -0-
COUNTY SOURCES	\$ 80,000

TOTAL REVENUE \$ 400,000

**PROJECT BUDGET ATTACHED*

Laurel Byer, County Engineer

DATE

DEPARTMENT HEAD COMMENTS:

The grant provides funding assistance to the County to develop a Safety Action Plan to identify projects and initiatives to prevent death and serious injury on our roads. I support this grant application.

Gary Stockhoff, Director of Public Works Date

BUDGET OFFICE REVIEW & COMMENTS:

Budget Officer Signature Date

BOARD OF COMMISSIONERS:

Status: ☒ Approved without additional review
 ☐ Approved with additional information required by: Date: ____/____/____
 ☐ Disapproved

COMMENTS:

 August 1, 2023

Signature Date
Chair, Board of Commissioners

A final copy of the grant application must be submitted to the Board of Commissioners Office.

BOC Agenda Checklist Master

Agenda Placement and Contacts

Suggested Agenda Date 08/01/23

View [Agenda Tracker](#)

Suggested Placement * BOC Tuesday Meeting

Department * Public Works

Contact Name * Laurel Byer

Phone Extension * 5417607679

Meeting Attendee Name * Laurel Byer

Agenda Item Details



Item Title * Notice of Intent to Apply for Multimodal Project Discretionary Grant: SW 53rd Street Improvements

Item Involves * Check all that apply

- ☐ Appointments
- ☐ Budget
- ☐ Contract/Agreement
- ☒ Discussion and Action
- ☐ Discussion Only
- ☐ Document Recording
- ☐ Employment
- ☐ Notice of Intent
- ☐ Order/Resolution
- ☐ Ordinance/Public Hearing 1st Reading
- ☐ Ordinance/Public Hearing 2nd Reading
- ☐ Proclamation
- ☐ Project/Committee Update
- ☐ Public Comment
- ☐ Special Report
- ☐ Other

Estimated Time * 10 Min

Board/Committee Involvement *

☐ Yes

☒ No

Advertisement*

☐ Yes

☒ No

Issues and Fiscal Impact

Item Issues and Description

Identified Salient Issues *

The United States Department of Transportation (DOT) is soliciting applications for the Multimodal Project Discretionary Grant (MPDG) funding opportunity. The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grant (Mega), the Nationally Significant Multimodal Freight and Highways Projects grant (INFRA), and the Rural Surface Transportation grant (Rural). Funds will be awarded to support planning, permitting, preliminary engineering and design work, environmental review, as well as right-of-way acquisition, environmental mitigation, and construction. The SW 53rd Street Improvements have the potential to qualify for either the INFRA or Rural grant opportunities; however, the County may consider focusing on the Rural grant opportunity as it has a 20% match requirement whereas the INFRA grant requires a 40% match.

The proposed SW 53rd Street Improvements include upgrading SW 53rd to meet City Standards, as well as construction of the railroad overpass and two roundabouts (or other suitable intersection treatments), one at Reservoir Avenue and the other at the main entrance to the Marys Annexation on Willow. It is proposed that County staff work with CFM Advocates to compile a competitive grant application.

Options *

- 1) Approve the Notice of Intent for staff to apply for the Multimodal Project Discretionary Grant funding opportunity for both the INFRA and Rural Programs.
- 2) Approve the Notice of Intent for staff to apply for the Multimodal Project Discretionary Grant funding opportunity for only the Rural Program.
- 3) Do not approve.

Fiscal Impact *

- ☒ Yes
- ☐ No

Fiscal Impact Description *

Assuming the Rural Program only, a future 20% match of approximately \$5,000,000 will need to be provided for this project by Benton County. This amount of match would need to be acquired through a loan from the Oregon Transportation Infrastructure Bank (OTIB) as the County's road fund would not have adequate resources. The County utilized OTIB in the past to help finance the construction of the Reservoir Avenue Realignment Project. If the County receives the grant, the matching funds will need to be available during FY 2025-27. The total grant request is \$20,000,000 for a total project cost of \$25,000,000. In order to take advantage of CFM Advocate's grant preparation services, an amount of \$10,000 must be identified and secured.

2040 Thriving Communities Initiative

Mandated Service? * ☐ Yes ☒ No

2040 Thriving Communities Initiative

Describe how this agenda checklist advances the core values or focus areas of 2040, or supports a strategy of a departmental goal.

To review the initiative, visit the website [HERE](#).

Values and Focus Areas

Check boxes that reflect each applicable value or focus area and explain how they will be advanced.

Core Values *

Select all that apply.

- ☒ Vibrant, Livable Communities
- ☐ Supportive People Resources
- ☐ High Quality Environment and Access
- ☐ Diverse Economy that Fits
- ☒ Community Resilience
- ☒ Equity for Everyone
- ☒ Health in All Actions
- ☐ N/A

Explain Core Values Selections *

The proposed SW 53rd Street Improvements will contribute to Vibrant, Livable Communities and Community Resilience on several levels. First, with a constructed seismically sound overpass, the chronic flooding at the underpass on 53rd will be alleviated and the route will be resilient for winter weather and earthquakes. The plans include converting the old street to a cul-de-sac with one access point at Willow which will greatly improve safety, not only for the residents whose driveways back out onto 53rd Street, but also for the users of the multi-modal path. Equity for Everyone and Health in All Actions will be applied as the final design is produced and public outreach conducted.

Focus Areas and Vision *

Select all that apply.

- ☐ Community Safety
- ☐ Emergency Preparedness
- ☐ Outdoor Recreation
- ☐ Prosperous Economy
- ☒ Environment and Natural Resources
- ☒ Mobility and Transportation
- ☐ Housing and Growth
- ☐ Arts, Entertainment, Culture, and History
- ☐ Food and Agriculture
- ☐ Lifelong Learning and Education
- ☐ N/A

**Explain Focus Areas
and Vision
Selection***

The proposed SW 53rd Street Improvements will contribute to Environment and Natural Resources as well as Mobility and Transportation. Part of the construction of the overpass will include naturalizing Dunawi Creek and realigning it under the bridge as it currently crosses under SW 53rd in a culvert. There will also be improvements to water quality as the runoff will be treated before discharging to Dunawi Creek. Also, with an overpass, the low clearance restriction will be removed and freight (including deliveries for the entertainment at the Fair) will no longer have to take a circuitous route through Philomath to get to West Corvallis. All modes of transportation will see improvements either in mobility or safety (with the installation of roundabouts).

Recommendations and Motions

Item Recommendations and Motions

Staff

Recommendations *

Staff respectfully recommends the Board of Commissioners encourage and support staff in applying for the Multimodal Project Discretionary Grant: SW 53rd Street Improvements.

Meeting Motions *

I move to ...

INFRA and Rural Option: I move to approve the Notice of Intent to Apply for Multimodal Project Discretionary Grant: SW 53rd Street Improvements in the INFRA and Rural Categories.

Rural Only: I move to approve the Notice of Intent to Apply for Multimodal Project Discretionary Grant: SW 53rd Street Improvements in the Rural Category.

Attachments, Comments, and Submission

Item Comments and Attachments

Attachments

Upload any attachments to be included in the agenda, preferably as PDF files. If more than one attachment / exhibit, please indicate "1", "2", "3" or "A", "B", "C" on the documents.

071423_NoticeMPGD_53rd.doc

38KB

Comments (optional)

If you have any questions, please call ext.6800

Department
Approver

GARY STOCKHOFF

1.

Department Approval

Comments

Signature

Gary Stockhoff

2.

Finance Approval

Comments

Signature

Rick Crager

4.

County Administrator Approval

Comments

Signature

Suzanne Hoffman

5.

BOC Final Approval

Comments

Signature

Hanna Kwiattkowski

NOTICE OF INTENT

BENTON COUNTY

DATE: August 1, 2023

DEPARTMENT: Public Works

CONTACT: Laurel Byer

PHONE: 541-766 6013

TYPE OF NOTICE ☒ New Grant
☐ Supplement
☐ Renewal

GRANT DUE DATE: 08/21/2023

PROJECT TITLE: Multimodal Project Discretionary Grant: SW 53rd Street Improvements

GRANT DURATION: Variable (FY2025-2027)

STATEMENT OF POLICY:

The County Board of Commissioners must approve, prior to submission, all new, or renewals of all loans or grants sought from any public or private source. For further statement of policy see the grant administration policies in the current edition of the Budget Manual.

Board of Commissioner review will ensure objectives of proposed grant funded programs are consistent with county policies and those financial obligations, if any, imposed by the grant, now or in the future are accounted for in county financial planning.

If available, a complete copy of the grant application shall be attached to this form

GRANT SUMMARY/ABSTRACT:

The United States Department of Transportation (DOT) is soliciting applications for the Multimodal Project Discretionary Grant (MPDG) funding opportunity. The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grant (Mega), the Nationally Significant Multimodal Freight and Highways Projects grant (INFRA), and the Rural Surface Transportation grant (Rural). Funds will be awarded to support planning, permitting, preliminary engineering and design work, environmental review, as well as right-of-way acquisition, environmental mitigation, and construction. The SW 53rd Street Improvements have the potential to qualify for either the INFRA or Rural grant opportunities; however, the County may consider focusing on the Rural grant opportunity as it has a 20% match requirement whereas the INFRA grant requires a 40% match.

The proposed SW 53rd Street Improvements include upgrading SW 53rd to meet City Standards, as well as construction of the railroad overpass and two roundabouts (or other suitable intersection treatments), one at Reservoir Avenue and the other at the main entrance to the Marys Annexation on Willow.

COUNTY COMMITMENTS

STAFFING: NO ☐ YES ☒
 If yes, Permanent ☒ Limited Duration ☐
 Using existing staff

FINANCIAL: NO ☐ YES ☒ If yes, amount: \$5,000,000

The match must come from a combination of a loan and road funds.

FINANCIAL SUMMARY*

FEDERAL SOURCES	<u>\$20,000,000</u>
STATE SOURCES	<u>\$ -0-</u>
COUNTY SOURCES	<u>\$ 5,000,000</u>

TOTAL REVENUE \$25,000,000

**PROJECT BUDGET ATTACHED*

 Laurel Byer, County Engineer

 DATE

DEPARTMENT HEAD COMMENTS:

The grant provides funding assistance to the County to complete final design and construct an important project that has been studied and identified in the County's Transportation System Plan since the 1980's. I support this grant application.

Gary Stockhoff, Director of Public Works Date

BUDGET OFFICE REVIEW & COMMENTS:

Budget Officer Signature Date

BOARD OF COMMISSIONERS:

Status: ☐ Approved without additional review
 ☐ Approved with additional information required by: Date: ____/____/____
 ☐ Disapproved

COMMENTS:

Signature Date
Chair, Board of Commissioners

A final copy of the grant application must be submitted to the Board of Commissioners Office.

NOTICE OF INTENT

BENTON COUNTY

DATE: August 1, 2023
DEPARTMENT: Public Works
CONTACT: Laurel Byer
PHONE: 541-766 6013
TYPE OF NOTICE ☒ New Grant
☐ Supplement
☐ Renewal

GRANT DUE DATE: 08/21/2023

PROJECT TITLE: Multimodal Project Discretionary Grant: SW 53rd Street Improvements

GRANT DURATION: Variable (FY2025-2027)

STATEMENT OF POLICY:

The County Board of Commissioners must approve, prior to submission, all new, or renewals of all loans or grants sought from any public or private source. For further statement of policy see the grant administration policies in the current edition of the Budget Manual.

Board of Commissioner review will ensure objectives of proposed grant funded programs are consistent with county policies and those financial obligations, if any, imposed by the grant, now or in the future are accounted for in county financial planning.

If available, a complete copy of the grant application shall be attached to this form

GRANT SUMMARY/ABSTRACT:

The United States Department of Transportation (DOT) is soliciting applications for the Multimodal Project Discretionary Grant (MPDG) funding opportunity. The MPDG opportunity contains three grant programs: the National Infrastructure Project Assistance grant (Mega), the Nationally Significant Multimodal Freight and Highways Projects grant (INFRA), and the Rural Surface Transportation grant (Rural). Funds will be awarded to support planning, permitting, preliminary engineering and design work, environmental review, as well as right-of-way acquisition, environmental mitigation, and construction. The SW 53rd Street Improvements have the potential to qualify for either the INFRA or Rural grant opportunities; however, the County may consider focusing on the Rural grant opportunity as it has a 20% match requirement whereas the INFRA grant requires a 40% match.

The proposed SW 53rd Street Improvements include upgrading SW 53rd to meet City Standards, as well as construction of the railroad overpass and two roundabouts (or other suitable intersection treatments), one at Reservoir Avenue and the other at the main entrance to the Marys Annexation on Willow.

COUNTY COMMITMENTS

STAFFING: NO ☐ YES ☒
If yes, Permanent ☒ Limited Duration ☐
Using existing staff

FINANCIAL: NO ☐ YES ☒ If yes, amount: \$5,000,000

The match must come from a combination of a loan and road funds.

FINANCIAL SUMMARY*

FEDERAL SOURCES	<u>\$20,000,000</u>
STATE SOURCES	<u>\$ -0-</u>
COUNTY SOURCES	<u>\$ 5,000,000</u>

TOTAL REVENUE \$25,000,000

**PROJECT BUDGET ATTACHED*

Laurel Byer, County Engineer

DATE

DEPARTMENT HEAD COMMENTS:

The grant provides funding assistance to the County to complete final design and construct an important project that has been studied and identified in the County's Transportation System Plan since the 1980's. I support this grant application.

Gary Stockhoff, Director of Public Works Date

BUDGET OFFICE REVIEW & COMMENTS:

Budget Officer Signature Date

BOARD OF COMMISSIONERS:

Status: ☒ Approved without additional review
 ☐ Approved with additional information required by: Date: ____/____/____
 ☐ Disapproved

COMMENTS:

 August 1, 2023

Signature Date
Chair, Board of Commissioners

A final copy of the grant application must be submitted to the Board of Commissioners Office.

BOC Agenda Checklist Master

Agenda Placement and Contacts

Suggested Agenda Date 08/01/23

View [Agenda Tracker](#)

Suggested Placement * BOC Tuesday Meeting

Department * Public Works

Contact Name * Owen Millehrer

Phone Extension * 6030

Meeting Attendee Name * Owen Millehrer

Agenda Item Details



Item Title * Order D2023-056 – Imposing Traffic Control on NW Oak Creek Drive, County Road No. 15500

Item Involves * Check all that apply

- ☐ Appointments
- ☐ Budget
- ☐ Contract/Agreement
- ☒ Discussion and Action
- ☐ Discussion Only
- ☐ Document Recording
- ☐ Employment
- ☐ Notice of Intent
- ☒ Order/Resolution
- ☐ Ordinance/Public Hearing 1st Reading
- ☐ Ordinance/Public Hearing 2nd Reading
- ☐ Proclamation
- ☐ Project/Committee Update
- ☐ Public Comment
- ☐ Special Report
- ☐ Other

Estimated Time * 5 min

Board/Committee Involvement * ☐ Yes ☒ No

Advertisement*

☐ Yes

☒ No

Item Issues and Description

Identified Salient Issues*

Residents of the area reached out with concerns about speeds on Oak Creek Drive in Corvallis. This section of roadway has a posted speed limit of 50 miles per hour. The County conducted a preliminary speed zone survey and determined that a speed limit reduction request was warranted; therefore, the County requested that the Oregon Department of Transportation (ODOT) conduct a study with the recommendation that the speed limit be set at 45 MPH. ODOT Staff performed the speed study and concurred with the County's recommendation to designate the speed on NW Oak Creek Drive at 45 MPH. The County received a Speed Zone Order from the State Traffic Engineer which directs the County to set and post the designated speed of 45 MPH on NW Oak Creek Drive between 53rd Street and NW Cardwell Hill Drive.

Options*

Approve the Order as the County has been directed by the State Traffic Engineer or direct staff of alternative.

Fiscal Impact*

- ☒ Yes

☐ No

Fiscal Impact*

Description

Minimal fiscal impact of installing and maintaining a few speed limit signs.

2040 Thriving Communities Initiative

Mandated Service? * ☐ Yes ☒ No

2040 Thriving Communities Initiative

Describe how this agenda checklist advances the core values or focus areas of 2040, or supports a strategy of a departmental goal.

To review the initiative, visit the website [HERE](#).

Values and Focus Areas

Check boxes that reflect each applicable value or focus area and explain how they will be advanced.

Core Values *

Select all that apply.

- ☒ Vibrant, Livable Communities
- ☐ Supportive People Resources
- ☐ High Quality Environment and Access
- ☐ Diverse Economy that Fits
- ☐ Community Resilience
- ☒ Equity for Everyone
- ☒ Health in All Actions
- ☐ N/A

Explain Core Values Selections *

Lowering the speed limit on Oak Creek Drive advances Vibrant, Livable Communities, Equity for Everyone, and Health in All Actions by improving safety and livability for Scenic Drive residents, improving safety for vulnerable users of the road such as bicyclists and pedestrians, and improving the well-being of residents and road users who are concerned about the current speeds on the road.

Focus Areas and Vision *

Select all that apply.

- ☒ Community Safety
- ☐ Emergency Preparedness
- ☒ Outdoor Recreation
- ☐ Prosperous Economy
- ☐ Environment and Natural Resources
- ☒ Mobility and Transportation
- ☐ Housing and Growth
- ☐ Arts, Entertainment, Culture, and History
- ☐ Food and Agriculture
- ☐ Lifelong Learning and Education
- ☐ N/A

Explain Focus Areas and Vision Selection *

Lowering the speed limit on Oak Creek Drive will address Community Safety, Mobility & Transportation, and Outdoor Recreation by improving safety for all road users and providing a safe route for residents to access services as well as recreation via multiple trailheads in the area.

Recommendations and Motions

Item Recommendations and Motions

Staff

Recommendations *

Staff respectfully recommends the Board of Commissioners approve the Order and direct Staff to post the 45 MPH speed limit on NW Oak Creek Drive, County Road No. 15500.

Meeting Motions *

I move to ...
...approve the Order Imposing Traffic Control on NW Oak Creek Drive, County Road No.15500, and direct staff to erect the traffic devices necessary to post a 45 MPH Speed Limit in accordance with the State Speed Zone Order and the Manual on Uniform Traffic Control Devices.

Attachments, Comments, and Submission

Item Comments and Attachments

Attachments

Upload any attachments to be included in the agenda, preferably as PDF files. If more than one attachment / exhibit, please indicate "1", "2", "3" or "A", "B", "C" on the documents.

ODOT_Order - OakCreek_13474.pdf	98.06KB
BOC_Order - NWOakCreekDrive.pdf	114.26KB

Comments (optional) If you have any questions, please call ext.6800

Department GARY STOCKHOFF
Approver

1.

Department Approval

Comments

Signature



Gary Stockhoff

2.

County Administrator Approval

Comments

Signature



Suzanne Hoffman

3.

BOC Final Approval

Comments

Signature



Amanda Makepeace

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR THE STATE OF OREGON, FOR THE COUNTY OF BENTON**

In the Matter of **IMPOSING** Traffic)
Control on NW Oak Creek Drive) **ORDER NO. D2023-056**
County Road Number 15500)

Pursuant to the general authority of the Benton County Board of Commissioners and ORS, Chapter 810 for the imposition of traffic restrictions and the erection of traffic signs and signals it is,

HEREBY ORDERED that a designated 45 mile per hour speed restriction pursuant to Oregon Revised Statute 810.180 be and hereby is established on NW Oak Creek Drive, County Road No. 15500, from the intersection of 53rd Street to NW Cardwell Hill Drive, and it is further;

ORDERED that the County Public Works Department secure and erect traffic devices in accordance with the provisions of the Manual on Uniform Traffic Control Devices as approved by the Federal Highway Administrator.

Approved for Traffic Engineering Requirements.

County Engineer: _____

Adopted this 1st day of August, 2023.

Signed this 1st day of August, 2023.

BENTON COUNTY BOARD OF COMMISSIONERS

Pat Malone, Chair

Xanthippe Augerot, Vice Chair

Nancy Wyse, Commissioner

Approved as to form:

Vance Croney, County Counsel Date

Device Posted By: _____

Date and Time _____

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR THE STATE OF OREGON, FOR THE COUNTY OF BENTON**

In the Matter of **IMPOSING** Traffic)
Control on NW Oak Creek Drive) **ORDER NO. D2023-056**
County Road Number 15500)

Pursuant to the general authority of the Benton County Board of Commissioners and ORS, Chapter 810 for the imposition of traffic restrictions and the erection of traffic signs and signals it is,

HEREBY ORDERED that a designated 45 mile per hour speed restriction pursuant to Oregon Revised Statute 810.180 be and hereby is established on NW Oak Creek Drive, County Road No. 15500, from the intersection of 53rd Street to NW Cardwell Hill Drive, and it is further;

ORDERED that the County Public Works Department secure and erect traffic devices in accordance with the provisions of the Manual on Uniform Traffic Control Devices as approved by the Federal Highway Administrator.

Approved for Traffic Engineering Requirements.

County Engineer: _____

Adopted this 1st day of August, 2023.

Signed this 1st day of August, 2023.

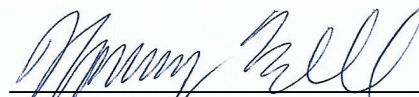
BENTON COUNTY BOARD OF COMMISSIONERS



Pat Malone, Chair

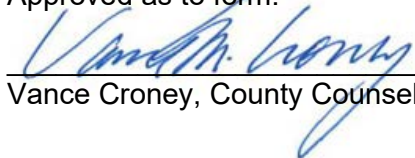


Xanthippe Augerot, Vice Chair



Nancy Wyse, Commissioner

Approved as to form:



August 1, 2023

Vance Croney, County Counsel

Date

Device Posted By: _____

Date and Time _____



Speed Zone Order

No 13474

Jurisdiction(s)

Benton County

Whereas, pursuant to ORS 810.180, the Oregon Department of Transportation has been requested to establish designated speed(s) for the below described section(s) of state, county, city or federal agency highway as defined by ORS 801.305; and

Whereas, the State Traffic-Roadway Engineer has been authorized to act on behalf of the Oregon Transportation Commission in matters regarding speed zoning; and

Whereas, pursuant to ORS 810.180, an engineering and traffic investigation has been made; the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Traffic-Roadway Engineer at the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the State Traffic-Roadway Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name NW Oak Creek Drive

.....

LOCATION OF TERMINI

From	To	Designated Speed (Miles/Hour)
53rd Street	NW Cardwell Hill Drive	45
School speed zones may be posted within the limits of this order as determined to be appropriate by the Road Authority based on ORS 811.111 and an engineering investigation as per the provisions of ORS 810.200.		
This rescinds Order 2464		

.....

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Be it further ordered that this order will remain in effect until and unless rescinded by the State Traffic-Roadway Engineer of the Oregon Department of Transportation.

State Traffic-Roadway Engineer

BOC Agenda Checklist Master

Agenda Placement and Contacts

Suggested Agenda Date 08/01/23

View [Agenda Tracker](#)

Suggested Placement * BOC Tuesday Meeting

Department * Public Works

Contact Name * Owen Millehrer

Phone Extension * 6030

Meeting Attendee Name * Owen Millehrer

Agenda Item Details



Item Title * Order – Imposing Traffic Control on NW Scenic Drive, County Road No. 14410

Item Involves * Check all that apply

- ☐ Appointments
- ☐ Budget
- ☐ Contract/Agreement
- ☒ Discussion and Action
- ☐ Discussion Only
- ☐ Document Recording
- ☐ Employment
- ☐ Notice of Intent
- ☒ Order/Resolution
- ☐ Ordinance/Public Hearing 1st Reading
- ☐ Ordinance/Public Hearing 2nd Reading
- ☐ Proclamation
- ☐ Project/Committee Update
- ☐ Public Comment
- ☐ Special Report
- ☐ Other

Estimated Time * 5 min

Board/Committee Involvement * ☐ Yes ☒ No

Advertisement*

☐ Yes

☒ No

Page 65 of 72

Issues and Fiscal Impact

Item Issues and Description

Identified Salient Issues*	A resident reached out with concerns about speeds on Scenic Drive in North Albany. This section of roadway was considered Basic Rule with no posted speed limit. The County conducted a preliminary speed zone survey and determined that a speed limit reduction request was warranted; therefore, the County requested that the Oregon Department of Transportation (ODOT) conduct a study with the recommendation that the speed limit be set at 45 MPH. ODOT Staff performed the speed study and concurred with the County's recommendation to designate the speed on NW Scenic Drive at 45 MPH. The County received a Speed Zone Order from the State Traffic Engineer which directs the County to set and post the designated speed of 45 MPH on NW Scenic Drive between 150 feet north of NW Scenic Wood Place to Springhill Drive.	
	Options* Approve the Order as the County has been directed by the State Traffic Engineer or advise staff of alternative.	
Fiscal Impact*	☒ Yes	☐ No
Fiscal Impact*	Minimal fiscal impact for installing and maintaining a few speed limit signs.	

2040 Thriving Communities Initiative

Mandated Service? * ☐ Yes ☒ No

2040 Thriving Communities Initiative

Describe how this agenda checklist advances the core values or focus areas of 2040, or supports a strategy of a departmental goal.

To review the initiative, visit the website [HERE](#).

Values and Focus Areas

Check boxes that reflect each applicable value or focus area and explain how they will be advanced.

Core Values * Select all that apply.

- ☐ Vibrant, Livable Communities
- ☐ Supportive People Resources
- ☐ High Quality Environment and Access
- ☐ Diverse Economy that Fits
- ☐ Community Resilience
- ☐ Equity for Everyone
- ☐ Health in All Actions
- ☒ N/A

Explain Core Values NA
Selections *

Focus Areas and Vision * Select all that apply.

- ☒ Community Safety
- ☐ Emergency Preparedness
- ☐ Outdoor Recreation
- ☐ Prosperous Economy
- ☐ Environment and Natural Resources
- ☒ Mobility and Transportation
- ☐ Housing and Growth
- ☐ Arts, Entertainment, Culture, and History
- ☐ Food and Agriculture
- ☐ Lifelong Learning and Education
- ☐ N/A

Explain Focus Areas and Vision Selection * Safe transportation, speed limits for community members traveling on County roads.

Recommendations and Motions

Item Recommendations and Motions

Staff

Recommendations*

Staff respectfully recommends the Board of Commissioners approve the Order and direct staff to post the 45 MPH speed limit on NW Scenic Drive, County Road No. 14410.

Meeting Motions*

I move to ...
...approve the Order Imposing Traffic Control on NW Scenic Drive, County Road No. 14410, and direct Staff to erect the traffic devices necessary to post a 45 MPH Speed Limit in accordance with the State Speed Zone Order and the Manual on Uniform Traffic Control Devices.

Attachments, Comments, and Submission

Item Comments and Attachments

Attachments

Upload any attachments to be included in the agenda, preferably as PDF files. If more than one attachment / exhibit, please indicate "1", "2", "3" or "A", "B", "C" on the documents.

ODOT_Order - Scenic_13475.pdf	98.62KB
BOC_Order - NWScenicDrive.pdf	115.75KB

Comments (optional) If you have any questions, please call ext.6800

Department Approver GARY STOCKHOFF

1. Dept Approval

Department Approval

Comments

Signature

Gary Stockhoff

2.

County Administrator Approval

Comments

Signature

Suzanne Hoffman

3.

BOC Final Approval

Comments

Signature

Amara Matepeace

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR THE STATE OF OREGON, FOR THE COUNTY OF BENTON**

In the Matter of **IMPOSING** Traffic)
Control on NW Scenic Drive) **ORDER NO. D2023-057**
County Road Number 14410)

Pursuant to the general authority of the Benton County Board of Commissioners and ORS, Chapter 810 for the imposition of traffic restrictions and the erection of traffic signs and signals it is,

HEREBY ORDERED that a designated 45 mile per hour speed restriction pursuant to Oregon Revised Statute 810.180 be and hereby is established on NW Scenic Drive, County Road No. 14410, from 150 feet north of NW Scenic Wood Place to Springhill Drive, and it is further;

ORDERED that the County Public Works Department secure and erect traffic devices in accordance with the provisions of the Manual on Uniform Traffic Control Devices as approved by the Federal Highway Administrator.

Approved for Traffic Engineering Requirements.

County Engineer:

Adopted this 1st day of August, 2023.

Signed this 1st day of August, 2023.

BENTON COUNTY BOARD OF COMMISSIONERS

Pat Malone, Chair

Xanthippe Augerot, Vice Chair

Nancy Wyse, Commissioner

Approved as to form:

Vance Croney, County Counsel Date

Device Posted By:

Date and Time

Date and Time



Speed Zone Order

No 13475

Jurisdiction(s)

Benton County

City of Albany

Whereas, pursuant to ORS 810.180, the Oregon Department of Transportation has been requested to establish designated speed(s) for the below described section(s) of state, county, city or federal agency highway as defined by ORS 801.305; and

Whereas, the State Traffic-Roadway Engineer has been authorized to act on behalf of the Oregon Transportation Commission in matters regarding speed zoning; and

Whereas, pursuant to ORS 810.180, an engineering and traffic investigation has been made; the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Traffic-Roadway Engineer at the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the State Traffic-Roadway Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is **Therefore Ordered** that the designated speed for the following section(s) of highway be as follows:

Name NW Scenic Drive

LOCATION OF TERMINI

From	To	Designated Speed (Miles/Hour)
150 feet north of NW Scenic Wood Place	400 feet north of NW Valley View Drive	45 1
400 feet north of NW Valley View Drive	Spring Hill Drive	45 2
1 City of Albany - Road Authority, Benton County – Interested Jurisdiction		
2 Benton County - Road Authority		
School speed zones may be posted within the limits of this order as determined to be appropriate by the Road Authority based on ORS 811.111 and an engineering investigation as per the provisions of ORS 810.200.		
This rescinds Order J8550		

Be it further ordered that the roadway authority or authorities responsible for the above section(s) of highway install appropriate signs giving notice of the designated speed(s) therefore as per ORS 810.180, Subsection 5(e).

Be it further ordered that signs installed pursuant to this order comply with the provisions of ORS 810.210 and 810.220.

Be it further ordered that any previous order made by the Department with respect to the designated speed for the above section(s) of highway which is in conflict with the provisions of this order is hereby rescinded.

Be it further ordered that this order will remain in effect until and unless rescinded by the State Traffic-Roadway Engineer of the Oregon Department of Transportation.

State Traffic-Roadway Engineer

From: ANDY BENNETT <ydnaspace@yahoo.com>

Sent: Thursday, July 27, 2023 4:28 PM

To: MALONE Patrick <Pat.Malone@bentoncountyor.gov>; BYER Laurel <Laurel.Byer@bentoncountyor.gov>; AUGEROT Xanthippe <Xanthippe.Augerot@bentoncountyor.gov>

Cc: STOCKHOFF Gary <Gary.Stockhoff@bentoncountyor.gov>; KERBY Joseph <joseph.kerby_retired@bentoncountyor.gov>

Subject: Re: local speed limit request, Scenic Drive

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello County Commissioners,
Revisiting NW Scenic Dr Safety

I am wondering how we can make some progress out here on making NW Scenic Drive safe in the North Albany area.

I spoke with Pat Malone this last winter and he seemed interested in the Zero level of preventing any kind of vehicular deaths on NW Scenic Drive in the North Albany area.

I had suggested the use of Federal Funds through the new Infrastructure Act to help fund a 35 MPH speed limit enforcement with speed cameras. Federal funds are available.

I have tried to contact our state representative for our district as well as our state senator with absolutely no responses.

The Secretary of Transportation Pete Buttigieg would agree that un-safe vehicle operations cause car accidents and pedestrian hit & run's. It should be a top priority for local residents in their community to feel safe.

Am I missing something here why does Benton County not feel that the safety first of its citizens is worth an effort.

I have spoken with Owen Millehrer a few times since 2019, and have been totally dismayed with his "Can't do Attitude"..... It's the law, it's ODOT, it's the rules, "no way will it happen".

Positive change does not happen with attitudes like that!!

Just to be clear it is the "Can Do Attitude" that can accomplish many good things. In the 1980's State Rep Jeff Gilmore (who had a can do attitude) and I got the permanent funding for the Buena Vista Ferry approved it took work and a "can do attitude to get the job done.

Can you help me find someone with a "Can do Attitude" I can work with, who is willing to help make NW Scenic Dr safe for pedestrians of all ages (kids through seniors); get a 35 MPH speed established and speed cameras and cameras to apprehend speeders and reckless hit'n-run drivers. There is money out there!! It just takes work and a voice to make things happen!

I have lived at my home on NW Scenic Dr for 34 years positive change for my neighborhood can be a reality! Safety along Scenic Dr was a reality years ago.

Right now the roads in are whole state are out of control I am willing to start with NW Scenic Dr and set a precedence of "safety first" for our county.

Anyone willing to help? and Save Lives?

Sincerely
Andrew Bennett

From: A. Dutcher <annemal_d@yahoo.com>
Sent: Monday, July 31, 2023 7:39 AM
To: MALONE Patrick <Pat.Malone@bentoncountyor.gov>; AUGEROT Xanthippe <Xanthippe.Augerot@bentoncountyor.gov>; WYSE Nancy <nancy.wyse@bentoncountyor.gov>
Cc: HOFFMAN Suzanne <suzanne.hoffman@bentoncountyor.gov>
Subject: 53rd Street Safety Grant Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I have owned and lived in a home on SW Secher Lane in Corvallis for 17 years. I understand that the board is considering applying for a safety grant to fund the construction of traffic circles on 53rd at Reservoir Road and SW Willow. Because of where I live, work and exercise, I walk, bike and drive through these intersections multiple times a week, and sometimes even multiple times a day.

I am writing because I am concerned that you are overlooking a MUCH more dangerous intersection in need of immediate attention: SW 53rd and SW Country Club. I live approximately two blocks north of this intersection, and I walk, bike and drive through this area just about daily. The traffic through this intersection has steadily increased in the nearly two decades my family has lived here, and with the construction of the apartment complex, "The Flats," it is just a matter of time before tragedy strikes. My husband, who commutes daily to his office in Philomath, has seen three accidents there in the past six months. As people who often drive from Philomath into Corvallis, that intersection is nearly blind when stopped at the stop sign and turning north onto 53rd Street. Traffic driving north on 53rd is almost always well above the speed limit of the intersection there, which is 35 MPH. This will only get worse with increased construction in this part of the county. When we first heard of the proposal of the Flats, my neighbors and I expressed deep concern about the impact on traffic. Now is the time to address this infrastructure issue! I remember attending a city council meeting where then-counselor Nancy Wyse said she had spent time at the site and thought it was a great location for high-density housing. I hope you will all consider visiting the area again now to see how the construction there has worsened visibility.

I am confounded about what safety problems are being addressed by the proposed circles. I was an early fan of the circle that was built at SW West Hills, but Willow does not see much traffic at all, and there is a functional light at Reservoir. Is the thinking that commuters might save time with these circles? **Please consider your impact here: do you want to save commuters a few minutes, or do you want to save lives? Is it really that simple.**

According to the *Corvallis Advocate*, these grants are intended to improve safety and "to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, micromobility users; motorists; and commercial vehicle operators." The intersection at Country Club is part of the multi-use path, and connects new (and future) neighborhoods to school routes. It also connects two communities: Corvallis and Philomath, and many people recreate and

commute from one town to another in this intersection. Additionally, CTS and BAT buses use this route by the hour. Please do not ignore this intersection. Our lives depend on your immediate attention.

I will be at tomorrow's meeting, and I look forward to listening to your conversation on this topic.

In appreciation of your consideration,
Anne Foltz

5251 SW Secher Lane
Corvallis 97333

541-207-4027