



Management Update Minutes

OREGON

Monday, December 21, 2020, 9:00 a.m.

Courthouse Square, 555 Court St. NE, Salem
5th Floor, Suite 5231, Commissioners Boardroom

ATTENDANCE:

Commissioners Colm Willis, Kevin Cameron, and Sam Brentano, Jane Vetto, Jeff White, Ryan Matthews, Lani Radtke, Scott Norris, Brandon Reich, Janelle Shanahan, Debbie Gregg, Justin Ford, David Jensen, Daniel Adatto, Barb Young, Lisa Trauernicht, Chad Ball, Jolene Kelley, and Kristy Witherell as recorder.

Commissioner Willis called the meeting to order at 9:00 a.m.

INFORMATIONAL:

Review the 2020 Oregon Department of Transportation (ODOT) All Roads Transportation Safety (ARTS) Grant Applications

- Lani Radtke, Janelle Shanahan

Summary of presentation:

- Public Works applies for this grant every two years through ODOT;
- The goal for this grant program is to address safety on all public roads:
 - Reduce fatal and serious injury crashes.
- There is a data driven approach based on five years of data;
- Project ranking is based on benefit cost ratios;
- The state has set aside \$31 million for Region 2 for the grant:
 - There is \$16 million available for local agencies within Region 2.
- There are two different types of applications within the grant to apply for:
 - Hot spot application, which looks at intersections or locations with high fatal or serious injury crashes; and
 - Systemic projects, which are lower costs, but treated like a corridor to mitigate crashes.
- There is a 7.78 percent match for the grants;
- Public Works has a list of five hot spot priorities:
 - River Road NE at Quinaby Road and Clearlake Road:
 - There was a fatal crash at that intersection last summer.
 - McKay Road and French Prairie Road;
 - Ehlen Road and Butteville Road;
 - Cordon Road and Hazelgreen Road; and
 - River Road S and Riverside Drive.
- Public Works looked at systemic projects throughout the county within safety corridors:
 - Curve warning signage; and
 - Edge line rumble strips:

- Looked at McKay Road, Ehlen Road, and Yergen Road safety corridor:
 - In a seven-mile stretch, there have been more than 104 crashes in a five-year period;
 - The proposed counter measures are as follows:
 - Shoulder rumble strips;
 - Permanent driver feedback speed signs;
 - Oversized curve signs; and
 - Delineators on the curves.
 - The cost estimate is \$600,000 to \$700,000, with a benefit cost ratio of seven to eight.
 - River Road NE and French Prairie Road:
 - There have been more than 141 crashes;
 - Proposing center line rumble strips:
 - Raise pavement markers.
 - Benefit cost ratio of more than 15.
 - Cascade Highway:
 - 80 crashes within 11 miles;
 - Proposing the following counter measures:
 - Oversized curve signs;
 - Increased chevrons;
 - Delineators on curves; and
 - Edge line rumble strips.
 - Not successful in securing a grant approval for this road previously.
 - Howell Prairie Road:
 - Benefit cost ratio of more than 13.
 - Pedestrian bike-systemic project of crosswalk enhancements:
 - Looking at putting a counter measure at Lancaster Drive, between Auburn Drive and Auburn Avenue;
 - Adding a pedestrian traffic signal or pedestrian hybrid beacon on Lancaster Drive, near Monroe Avenue; and
 - Adding markings and signs to State Street and Lancaster Drive.
- There is a new category this year for pedestrian safety:
 - Looking at a few different projects on Lancaster Drive, Center Street, and State Street.
- River Road NE at Quinaby Road and Clearlake Road:
 - In five years, there have been 26 crashes at this intersection, including one fatality;
 - More than 80 percent of the crashes are from people failing to yield the right of way to people on River Road;
 - 20 percent are related to people making left turns on River Road, or other rear end crashes;
 - This intersection was changed from a two-way stop to a four-way stop:

- The proposed counter measure the county is considering is putting in a traffic signal and adding left turn lanes at all four lanes of the intersection.
 - The proposed cost is \$2.1 million:
 - It has a benefit cost ratio of 5.3, which is very good for a hot spot designation.
- McKay Road and French Prairie Road:
 - There were 14 crashes, including two serious injuries;
 - Most of the crashes were caused by left turns from McKay Road onto French Prairie Road;
 - Other crashes were failing to yield the right of way to cars on McKay Road;
 - Public Works is planning to put left turn lanes on McKay Road, including an intersection conflict warning system that will alert drivers that are on McKay Road that there is another driver coming from French Prairie Road;
 - Flashing red beacons above the stop signs; and
 - This project is estimated to cost \$1.8 million, with a benefit cost ratio of 3.4.
- Ehlen Road and Butteville Road:
 - The majority of the crashes were related to people coming off of Butteville Road;
 - This area has been looked at in the past for other ARTS applications;
 - It has a higher cost estimate at \$6.9 million; and
 - This intersection will be seeing some improvements in the next couple of years.
- Cordon Road and Hazelgreen Road:
 - There have been six crashes;
 - A roundabout was considered; and
 - Signaling the intersection was also considered, but that may cause more rear-end crashes.
- River Road S and Riverside Drive:
 - There were six crashes at this site that involved left turn vehicles;
 - One fatality;
 - The proposed counter measure was to put a median in the road;
 - The cost estimate was \$1.4 million; and
 - The benefit cost ratio of 2.9.
- The county will not be applying for all of the above five areas, but will apply for two:
 - Public Works is looking into applying for the River Road at Quinaby Road and Clearlake Road, and McKay Road and French Prairie Road safety corridors;
 - Applying for the systemic portion of McKay, Yergen, Ehlen Road; and
 - Pedestrian bike enhancements.
- The money for the grant will not be available until 2024.

Board discussion:

- The majority of the crashes at River Road and Quinaby Road were angled crashes, which traffic signals would help significantly to mitigate issues at that intersection;
- The commissioners' recommendation is to apply for River Road, Quinaby Road and McKay Road and French Prairie Road;
- Public Works will be increasing the street lighting on the county roads; and
- Public Works will keep the board up to date with funding opportunities to enhance county roads.

Discuss the Fee Waiver for Butteville Dock, FP/GW 20-003

- Brandon Reich

Summary of presentation:

- The board approved the land use case at board session last week;
- The applicant is requesting that the land use fee be refunded;
- The planning director has the authority to refund up to half of the fee:
 - The board has to approve waiving above half of the fees.
- Staff does not have a recommendation;
- The total fee is \$995;
- There was no indication that the fee would be forgiven:
 - Mr. Reich stated that he would bring the request before the board.
- Mr. Reich believes that there will be an appeal to the Land Use Board of Appeals (LUBA).

Board discussion:

- The commissioners agree with waiving half of the fees.

Discuss the Contract Specific Special Procurement Exemption with Pelton Project

- Ryan Matthews

Summary of presentation:

- This agenda item will come before the board for consideration at this Wednesday's Board Session;
- In late October, Health and Human Services received notification that Oregon Health Authority (OHA) had been working with residential providers to see if there was a willingness to increase capacity in Marion County in an attempt to get individuals out of the Oregon State Hospital;
- OHA attributed this to COVID-19, to allow for social distancing;
- CARES Act funds will be used to fund the initiatives;
- A letter was sent from OHA to Pelton Project giving them conditional approval of startup funds for \$214,000:
 - In the letter it stated that they would facilitate contracting through Marion County for payment.
- Health and Human Services was unaware of this partnership until after the letter was sent;
- This will be a one-time payment; and

- The way this process has been handled speaks to the problem Health and Human Services has had with OHA and how they have done their contract negotiations without notifying the county of their responsibility.

Board discussion:

- There has been a cost involved from the county to put the contract together;
- The county is serving as a passthrough entity of funds; and
- The county will not get funding for administrative costs associated with putting the contract together.

Review the Fiscal Year 2021-22 Budget Parameters

- Debbie Gregg

Summary of presentation:

- Recommending an interest rate of .725 percent for Fiscal Year 2021-22;
- The cost-of-living allowance (COLA) is based on the negotiated union contracts:
 - The percentages are at two percent for all of the union contracts and non-represented;
 - Marion County Juvenile Employees Association negotiated 1.75 percent for this fiscal year;
 - FOPPA contract expires June 30, 2021, and will be negotiated so there is not a current COLA for them:
 - Budget manual suggests that if there is not a negotiated rate, it is budgeted at zero until a rate is known.
- Health insurance and medical expenses:
 - Obtains current enrollment rates from Benefits section for the calendar year and incorporates them in the enrollment plans in the various units and comes up with a composite rate:
 - There is a five percent increase from last year.
- Public Employees Retirement System rate will not change from last year:
 - OPSRP increased a little bit.
- If a department currently has a vacancy that is not being recruited, that position will need to be eliminated;
- Positions that have not been previously approved will need to go through the Decision Package process for the budget officer to review;
- Parameters around new positions:
 - Allow a couple of months for recruitment;
 - Budget for 10 months; and
 - Budget benefits for nine months.
- General Fund and Central Services:
 - There is not an automatic increase given to any Central Service or General Fund department budget:
 - If Materials and Services are increasing, a decision package will need to be submitted for the budget officer to decide based on needs.

- Fleet:
 - Departments need to follow the Fleet Management Policies and Procedures for budgeting for lease, repairs, and maintenance.
 -
- General Fund Contingency policy:
 - Budget for a one percent contingency of adjusted General Fund resources;
 - The county policy is a five percent ending fund balance, which covers general reserves; and
 - General Fund and Central Services are not allowed to budget for contingency.
- All other departments:
 - There is a 10 percent maximum contingency budgeted for those various funds; and
 - Anything in excess, the budget officer would need to approve.
- Decision packages:
 - The budget officer will evaluate and either approve or deny.
- Recommending to all departments not to use vacancy savings to offset Materials and Services costs; and
- All Information Technology hardware and software costs need to be budgeted within each department instead of through the Information Technology department.

BEACHIE CREEK FIRE UPDATE:

- In September, the county was using the assessment of 800 homes destroyed:
 - The actual number is 650.
- Not found any septic systems that have failed in Gates:
 - There are a number of septic systems that were installed without a permit that the county is working with the property owner to make sure that the system is working properly;
 - 80 percent of septic systems are passing without any additional review on the county's part:
 - The other 20 percent have minor repairs.
 - Most of the permits have a two-week turnaround time; and
 - Have inspected 31 septic systems:
 - Only one had been damaged beyond repair.
- Mr. Reich will reach out to the outgoing mayor of Gates regarding permitting processes; and
- The sanitarians are working very hard keeping up with the permitting process and the outreach with property owners in the canyon.

COVID UPDATE:

Barb Young & Jolene Kelley:

- Business Relief Fund Grant Application:
 - There is \$3.55 million coming from the state to fund the grant;
 - The county has had two rounds of grant applications:

- The first round was the Hospitality Grant Applications:
 - 450 final grant applications received; and
 - Will need to match up a few more W-9 forms to the applications.
- The second round was the Small Business Grant Applications:
 - 549 applications received;
 - 180 have been verified; and
 - Matching W-9's to their applications.
- There were 999 potential qualifying applications;
- Proposed \$3,500 per applicant;
- The fee for the vendor is \$53,835; and
- There will be \$870 leftover.

Board discussion:

- The commissioners would like Information Technology to create an online process where business owners can submit their W-9 within the form:
 - The commissioners received feedback that filling out the form and emailing the W-9 was confusing for the business owner.

Chad Ball:

- Oregon received 35,000 Pfizer vaccines:
 - 25,000 went to local hospitals;
 - 10,000 went to long-term care facilities;
 - The Moderna vaccine was approved:
 - The shipment went out on Sunday;
 - Unsure of how many Oregon will be getting; and
 - Santiam Hospital will be first on the list to receive doses.
 - Pfizer allotment was reduced by 40 percent; and
 - The commissioners would like to know how many Marion County residents are in long-term care facilities and how many vaccines were received.

COMMISSIONERS COMMITTEE ASSIGNMENTS AND UPDATES:

Sam Brentano:

- Receiving requests to sign a resolution along with Yamhill County regarding the governors overreaching with closing businesses based on COVID positive numbers.

Kevin Cameron:

- Douglas County's public information officer sent an email regarding wanting to open small businesses:
 - Recommends creating a resolution in support of small businesses re-opening.

OTHER:

Scott Norris:

- Aurora Airport Master Plan case before the Land Use Board of Appeals (LUBA):

- LUBA issued a decision last week dismissing the appeal by the Oregon Department of Aviation (ODA) and the interveners;
- LUBA found that the 2012 Airport Master Plan complied with the Marion County Comprehensive Plan:
 - ODA did not have to separately demonstrate compliance with the statewide goals;
 - Because ODA did not have to show compliance with the statewide goals, it is not a land use decision;
 - LUBA lacks jurisdiction and dismissed the case;
 - Once the decision is final, ODA can apply to the county to extend the runway once they have funding to do the project;
 - The decision was issued on December 16, 2020;
 - The applicants have 21 days from that date to file an appeal to the Court of Appeals; and
 - Their deadline to file for an appeal is January 6, 2021.
- There is a LUBA appeal on the TLM Holdings decision that the board issued:
 - The record on this case is due a week from today;
 - The city of Aurora attempted to join the case, but were dismissed because they did not submit payment on time; and
 - The chair of the City of Aurora's planning commission appealed the board's decision to LUBA:
 - He appealed it in his individual capacity.

Meeting adjourned at 10:49 a.m.

COMPLETED BY: **Kristy Witherell**
 Reviewed by: *Joanna Ritchie*