



**CORVALLIS  
CITY COUNCIL AGENDA**

**October 21, 2013  
6:30 pm**

**Downtown Fire Station  
400 NW Harrison Boulevard**

*[Note: The order of business may be revised at the Mayor's discretion.  
Due to time constraints, items on the agenda not considered will be  
continued to the next regularly scheduled Council meeting.]*

**COUNCIL ACTION**

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**I. CALL TO ORDER**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

**IV. PROCLAMATION / PRESENTATION / RECOGNITION**

A. Proclamation of National Friends of Libraries Week – October 20-26, 2013

**V. VISITORS' PROPOSITIONS – This is an opportunity for visitors to address the City Council on subjects not related to a public hearing before the Council. Each speaker is limited to three minutes unless otherwise granted by the Mayor. Visitors' Propositions will continue following any scheduled public hearings, if necessary.**

**VI. CONSENT AGENDA – The following items are considered to be routine and will be enacted by one motion. There will be no separate discussion of these items unless a Council member (or a citizen through a Council member) so requests, in which case the item will be removed from the Consent Agenda and considered separately. If any item involves a potential conflict of interest, Council members should so note before adoption of the Consent Agenda. [direction]**

A. Reading of Minutes

1. City Council Meeting – October 7, 2013
2. City Council/Benton County Board of Commissioners Special Meeting – August 15, 2013
3. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)
  - a. Arts and Culture Commission – September 18, 2013
  - b. Economic Development Commission – September 9, 2013
  - c. Historic Resources Commission – September 10, 2013

- d. Housing and Community Development Commission – September 18, 2013
  - e. Willamette Criminal Justice Council – September 18, 2013
- B. Announcement of Appointment to Downtown Commission (Wells)
  - C. Announcement of Vacancy on Bicycle and Pedestrian Advisory Commission (Borradaile)
  - D. Confirmation of Appointments to Citizens Advisory Commission on Transit (Huber, Trelstad)
  - E. Approval of an application for an Off-Premises Sales liquor license for John Jackson and Cory Jackson, owner and secretary of Jacksons Food Stores, Inc, doing business as Jacksons #110, 2075 NW Circle Boulevard (New Outlet)
  - F. Approval of a permit to occupy the public right-of-way (Gerding Builders)
  - G. Authorization to enter into and for the City Manager to sign an Intergovernmental Agreement with Oregon State University for emergency medical services at athletic events
  - H. Authorization to enter into and for the City Manager to sign an Intergovernmental Agreement with the Lebanon Fire District for ambulance billing assistance and training
  - I. Schedule a public hearing for November 4, 2013, to consider an appeal of a Planning Commission decision (CPA12-00001, ZDC13-00001 – 9th & Maxine)
  - J. Schedule an Executive Session for November 4, 2013, at 6:00 pm under ORS 192.660(2)(i) (status of employment-related performance)
  - K. Confirmation of an Executive Session for October 21, 2013, following the regular meeting under ORS 192.660(2)(d) (status of labor negotiations)

**VII. ITEMS REMOVED FROM CONSENT AGENDA**

**VIII. UNFINISHED BUSINESS**

**IX. STANDING COMMITTEE REPORTS, ORDINANCES, RESOLUTIONS, AND MOTIONS**

- A. Human Services Committee – None.
- B. Urban Services Committee – October 8, 2013
  - 1. Council Policy Reviews and Recommendations: CP 91-7.07, "Sanitary Sewers; Responsibility for" [direction]
  - 2. Residential Parking Districts Expansion [information]
    - Exemptions to Permit-Only Program Policy

- C. Administrative Services Committee – October 9, 2013
  - 1. LS Networks Franchise Extension [direction]
 

*ACTION: An ordinance granting to LS Networks a non-exclusive franchise for the provision of telecommunications services within the City of Corvallis, and stating an effective date, to be read by the City Attorney*
  - 2. Fourth Quarter Operating Report [direction]
- D. Other Related Matters
  - 1. *A resolution relating to insurance coverage for City volunteers, to be read by the City Attorney* [direction]

**X. MAYOR, COUNCIL, AND STAFF REPORTS**

- A. Mayor's Reports
- B. Council Reports
- C. Staff Reports [information]
  - 1. City Manager's Report – September
  - 2. 2013-2014 City Council Goals update

**XI. NEW BUSINESS**

- A. Intergovernmental Agreement with Oregon State University
 

*ACTION: A resolution authorizing the City Manager to enter into and sign an intergovernmental agreement with Oregon State University for public improvements, adopting a supplemental budget to accept project funding from Oregon State University, and increasing funding appropriations, to be read by the City Attorney* [direction]
- B. OSU Campus Master Plan update [information]
- C. Oregon Passenger Rail
 

*ACTION: A resolution supporting Oregon Passenger Rail project, to be read by the City Attorney* [direction]

**XII. PUBLIC HEARINGS – None.**

**XIII. ADJOURNMENT**

For the hearing impaired, a sign language interpreter can be provided with 48 hours' notice prior to the meeting. Please call 541-766-6901 or the Oregon Communications Relay Service at 7-1-1 to arrange for TTY services. A large print agenda can be available by calling 541-766-6901.

*A Community That Honors Diversity*



**CITY OF CORVALLIS**  
**ACTIVITY CALENDAR**  
**OCTOBER 21 - NOVEMBER 2, 2013**

MONDAY, OCTOBER 21

- ▶ City Council - 6:30 pm - Downtown Fire Station, 400 NW Harrison Boulevard

TUESDAY, OCTOBER 22

- ▶ No Human Services Committee
- ▶ No Urban Services Committee
- ▶ Commission for Martin Luther King, Jr. - 5:00 pm - Library Board Room, 645 NW Monroe Avenue

WEDNESDAY, OCTOBER 23

- ▶ Administrative Services Committee - 3:30 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue
- ▶ Watershed Management Advisory Commission - 5:00 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue

THURSDAY, OCTOBER 24

- ▶ OSU/City Collaboration Project Neighborhood Planning Work Group - 5:30 pm - Osborn Aquatic Center Conference Room, 1940 NW Highland Drive

SATURDAY, OCTOBER 26

- ▶ Government Comment Corner (Councilor Mike Beilstein) - 10:00 am - Library Lobby, 645 NW Monroe Avenue

MONDAY, OCTOBER 28

- ▶ Capital Improvement Program Commission - 3:00 pm - Downtown Fire Station, 400 NW Harrison Boulevard (department presentation - Public Works)

TUESDAY, OCTOBER 29

- ▶ Capital Improvement Program Commission - 3:00 pm - Downtown Fire Station, 400 NW Harrison Boulevard (department presentations - Parks and Recreation, Fire, Community Development)
- ▶ OSU/City Collaboration Project Parking and Traffic Work Group - 5:30 pm - Madison Avenue Meeting Room, 500 SW Madison Avenue

WEDNESDAY, OCTOBER 30

- ▶ Capital Improvement Program Commission - 7:00 pm - Downtown Fire Station, 400 NW Harrison Boulevard (public hearing and deliberations)

FRIDAY, NOVEMBER 1

- ▶ Bicycle and Pedestrian Advisory Commission - 7:00 am - Madison Avenue Meeting Room, 500 SW Madison Avenue

SATURDAY, NOVEMBER 2

- ▶ Government Comment Corner (Councilor Richard Hervey) - 10:00 am - Library Lobby, 645 NW Monroe Avenue



**Office of the Mayor**  
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## PROCLAMATION

### National Friends of Libraries Week

**October 20 - 26, 2013**

**WHEREAS,** The Friends of the Corvallis-Benton County Public Library organization raises money that enables our library to move from good to great -- providing the resources for additional programming, much-needed equipment, support for children's summer reading, and special events throughout the year; and

**WHEREAS,** The work of the Friends highlights on an on-going basis the fact that our library is the cornerstone of the community, providing opportunities for all to engage in the joy of life-long learning and connect with the thoughts and ideas of others from ages past to the present; and

**WHEREAS,** The Friends understands the critical importance of well-funded libraries and advocates to ensure that our library gets the resources it needs to provide a wide variety of services to all ages, including access to print and electronic materials, along with expert assistance in research, readers' advisory, and children's services; and

**WHEREAS,** The Friends' gift of their time and commitment to the library sets an example for all in how volunteerism leads to positive civic engagement and the betterment of our community.

**NOW, THEREFORE,** I, Julie Jones Manning, Mayor of Corvallis, do hereby proclaim **October 20-26, 2013,** as **National Friends of Libraries Week** and urge citizens to share their appreciation of the Friends for all they do to make our library and community better.

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Julie Jones Manning, Mayor

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Date

**RECEIVED**

OCT 07 2013

CITY MANAGERS  
OFFICE

**Minutes of August 15, 2013**

**Access Benton County**

**Present: Special Guest, Lisa Bennett, Marlene Massey, Judy Heath, Pat Shermer, Bob Fenner, Hugh White, Tony Albert, Jim Smith.**

**ABC Minutes are intended to describe the discussions, decisions, and actions that occur during ABC's bi-monthly meeting. The minutes are to be considered only a draft until they are approved at the following monthly meeting. Persons who receive the draft of the minutes and see inaccuracies or omissions in them are asked to please inform ABC.**

**Lisa Bennett is the Community and Program Support Coordinator for Senior and Disability Services (SDS). Her office is located at 1400 Queen Avenue SE, Suite 206, Albany, Oregon, 97322. SDS is the Area Agency on Aging (AAA) for Linn, Benton, and Lincoln counties. As the Medicaid long-term care agency for our region, SDS provides a wide variety of financial, medical and long-term care services for clients and their families.**

**Lisa encourages citizens to know more about the Disability Services Advisory Council (DSAC). The Council gives advice on policies, quality of services and other areas important to people with disabilities. The Council also advises the Oregon Cascades West Council of Governments (OCWCOG). DSAC members are interested in making services the best they**

**can be for the persons served by SDS and OCWCOG. They meet the third Tuesday of every month in the Albany SDS Office. Members not able to attend meetings in person can do conferencing by phone and hear the discussions during the DSAC meeting.**

**Here are some of the services that DSAC would appreciate comments on since they are provided by the SDS agency:**

- 1. In home care services to clients.**
- 2. Assisted living facilities and licensing of facilities.**
- 3. Adult protective services. Issues about neglect of clients by others or self- neglect. Investigation of complaints.**
- 4. Meals-on-wheels.**
- 5. Eligibility determination for Medicaid.**
- 6. RSVP, SHIBA, Oregon Project Independence (OPI).**
- 7. Resource Connections, call center questions/answers.**

**DSAC meetings are open to the public and there is opportunity on the agenda for public comments.**

**Please attend or listen-in on a Council Meeting! Those who participate on the Council or those who provide input are deeply appreciated and important. You can e-mail Lisa at [lbennett@ocwcog.org](mailto:lbennett@ocwcog.org)**

- A. Treasurer's Report: No funds in petty cash at this time.**
- B. Correspondence: Contact s to arrange Special Guest.**
  
- C. Continuing Business.**

- 1. Discussion about internet use for ABC members to share ideas and information in a “blog” type site. This might enable persons who cannot easily attend meetings to participate with ABC. Will do some research on cost and potential value of this idea.**
- 2. Recommendations for updating ABC Website. Our website is not up to date and requires some deletion of links that are obsolete and addition of some information that we should add. Will discuss with our webmaster.**

**D. New Business:**

- 1. Oregon State University’s Comprehensive Accessibility Plan for the Built Environment. The following link was sent to ABC recipients for their review. Comments are requested by the University concerning the Plan.**  
**<http://oregonstate.edu/accessibility/plan>**
- 2. Mr. Fenner is the Facilities Manager for the City of Corvallis. He shared a number of projects that the City has worked on that impact accessibility.**
  - a. Historic restoration of the Madison Signs identifying ADA Parking.**
  - b. Kiosks installed downtown showing city services and locations.**
  - c. Two-year project on City Hall and sign change there.**
  - d. Arts Center: New ADA ramp designed. Funding sought to complete this. City owns this building.**
  - e. Street crew and Transportation working on next phase of FEMA group. Will be addressing ramps that were improved in the past but now can improve those that require upgrades and truncated domes where important.**
  - f. Signage for Fall Festival. Will add Spanish on signs.**
  - g. Bruce Moser (Streets and Sidewalks group) doing temporary**

**repair with asphalt where critical.**

**h. ADA Municipal Court Building: Auto doors for women's restroom; men's restroom to be improved next.**

**3. Discussion of how ABC might reach out to more persons interested in improving accessibility in Corvallis. One suggestion is to consider connections with Senior Center clients and staff. Perhaps hold an ABC Meeting at the Center and publicize it to attract interest and feedback.**

**Meeting adjourned at 1:30 p.m..**

**Next ABC Meeting will be Thursday, October 17, 2013.**

**Meeting at County Commissioner's Administration Building,  
205 NW 5<sup>th</sup> Street, Corvallis, 12:00 Noon to 1 p.m..**

**CITY OF CORVALLIS  
COUNCIL ACTION MINUTES**

October 7, 2013

**SUMMARY OF DISCUSSION**

Agenda Item	Information Only	Held for Further Review	Decisions/Recommendations
<b>Proclamation/Presentation/Recognition</b> 1. Recognition of Linn Benton Food Share 2. Oregon RAIN Update 3. Fire Prevention Week – October 6-12, 2013 4. Try Transit Week – October 7-12, 2013 Pages 487-488	Yes Yes Yes		<ul style="list-style-type: none"> <li>• Proclaimed</li> </ul>
<b>Visitors' Propositions</b> 1. In-fill Task Force (Bailey, Stephens) 2. LDC Design Standards (Griffiths) 3. RPD Program Expansion (Wolfe, Chakerian, Jensen, Hess) 4. PPTF Meetings (Jensen) Pages 489-491	Yes Yes		
<b>Consent Agenda</b> Pages 491-492			
<b>Items Removed from Consent Agenda</b> 1. PPTF Minutes – September 19, 2013 Page 492			<ul style="list-style-type: none"> <li>• Accepted minutes <u>passed U</u></li> </ul>
<b>Unfinished Business</b> 1. PPTF Funding Request Pages 492-494, 500-505			<ul style="list-style-type: none"> <li>• Approved \$3,000 <u>passed U</u></li> </ul>
<b>Items of HSC Meeting of September 17, 2013</b> 1. Rental Housing Program Annual Report 2. Parks and Recreation Master Plan Pages 494-495			<ul style="list-style-type: none"> <li>• Accepted Report <u>passed U</u></li> <li>• Forwarded to PC <u>passed U</u></li> </ul>
<b>Items of USC Meeting of September 17, 2013</b> 1. Airport Minimum Standards for Commercial Aeronautical Activities and Airport Handbook Review 2. Residential Parking Districts Expansion Pages 495-496	Yes		<ul style="list-style-type: none"> <li>• Adopted amendments <u>passed U</u></li> </ul>
<b>Other Related Matters</b> 1. Insurance Coverage for City Volunteers 2. BSWCD Grant – Chip Ross Natural Area Phase 2 Pages 496-498			<ul style="list-style-type: none"> <li>• Tabled to October 21, 2013, <u>passed U</u></li> <li>• RESOLUTION 2013-32 <u>passed U</u></li> </ul>

Agenda Item	Information Only	Held for Further Review	Decisions/Recommendations
<b>Mayor's Reports</b> 1. Corvallis Sister Cities Association Page 498	Yes		
<b>Council Reports</b> 1. NAACP Soul Food Dinner (Beilstein) 2. Corvallis Hour Exchange (Beilstein) 3. Housing Study <i>Ad Hoc</i> Committee (Brown) 4. CHSC Cold-Weather Shelter (Traber) 5. Elderly Citizens/Public Safety (Hirsch) 6. "The Sound of Music" Production (Hirsch) 7. LOC Conference and Preservation Workshop (York) 8. Absence (Hogg) Pages 498-499	Yes Yes Yes Yes Yes Yes Yes		
<b>Staff Reports</b> 1. Council Request Follow-Up Report – October 3, 2013 Page 499	Yes		
<b>New Business</b> 1. Sather Right-of-Way Vacation Page 499			<ul style="list-style-type: none"> <li>• RESOLUTION 2013-33 <u>passed U</u></li> </ul>
<b>Executive Session</b> 1. City Manager's Annual Evaluation Page 505	Yes		

Glossary of Terms

BSWCD	Benton Soil and Water Conservation District
CHSC	Corvallis Homeless Shelter Coalition
HSC	Human Services Committee
LDC	Land Development Code
LOC	League of Oregon Cities
NAACP	National Association for the Advancement of Colored People
PC	Planning Commission
PPTF	Public Participation Task Force
RAIN	Regional Accelerator and Innovation Network
RPD	Residential Parking District
U	Unanimous
USC	Urban Services Committee

**CITY OF CORVALLIS  
COUNCIL ACTION MINUTES**

**October 7, 2013**

**I. CALL TO ORDER**

The regular meeting of the City Council of the City of Corvallis, Oregon, was called to order at 6:30 pm on October 7, 2013, in the Downtown Fire Station, 400 NW Harrison Boulevard, Corvallis, Oregon, with Mayor Manning presiding.

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

PRESENT: Mayor Manning, Councilors Hirsch, Sorte, Brown, Beilstein, Hogg, Brauner, York, Traber, Hervey (9:38)

Mayor Manning directed Councilors' attention to items at their places, including the Autumn 2013 *Hour Trader* publication, the Corvallis Branch National Association for the Advancement of Colored People (NAACP) Soul Food Dinner announcement, a memorandum from Harding Neighborhood Association (HNA) (Attachment A), and a memorandum from Councilor Brown regarding a pending housing study (Attachment B).

**IV. PROCLAMATION / PRESENTATION / RECOGNITION**

**A. Recognition of Linn Benton Food Share**

Mayor Manning explained that the Oregon Mayors Association (OMA) Summer Conference included a silent auction of gift boxes prepared by various Oregon cities. Sixty percent of auction proceeds were available to benefit a charitable organization of the host Mayor's choice. As the Conference host, Mayor Manning chose Linn Benton Food Share (LBFS) as the beneficiary. She presented a check for \$1,245 to LBFS Director Mike Gibson.

Mr. Gibson thanked Mayor Manning for choosing LBFS to receive the OMA Conference auction proceeds. He explained that LBFS was the regional food bank for Linn and Benton Counties, serving 74 agencies that addressed hunger. Last year, LBFS distributed 5.2 million pounds of food to agencies. He said hunger was a large problem in Oregon and Corvallis and was primarily based upon incomes. During the past five years, the national economy decreased, and the poverty rate increased 37 percent. The poverty rate was 17.5 percent, meaning almost one in every five people lived in poverty. A family of four with a household income of \$23,550 or less was considered to be in poverty. Most emergency food boxes were distributed to families with children, and 900 Corvallis youth ate from such boxes each month. The OMA Conference donation would help ensure food for children, families, seniors, and disabled persons with limited financial resources.

B. Oregon Regional Accelerator and Innovation Network (RAIN) update

Mark Lieberman, Oregon State University (OSU) Chief Start-up Officer, worked with technology start-up companies as part of the OSU Advantage Program. The Advantage Accelerator was intended to bring cutting-edge ideas to the market by connecting innovators and entrepreneurs with resources needed for success. The Accelerator assisted technology-based, early-stage companies from the Mid-Willamette Valley and OSU communities. Less than one-half of the first group of companies to join the Accelerator were directly affiliated with OSU, and he expected more community-based projects in the future.

Mr. Lieberman reviewed the activities and progress of the initial companies to join the Accelerator, which was supported by three staff members and eight interns from the Honors College and Masters in Business Administration School. He hoped to hire 14 or 15 interns next year. He reviewed the interns' efforts to support the start-up companies. This month, mentors, primarily from the local community, would join the Accelerator.

Mr. Lieberman explained that RAIN was intended to bring together the Southern Willamette Valley. Mayor Manning and Eugene Mayor Piercy convened the Network to create a greater technology community to benefit the region. The Network met all of its milestones and was creating a governance structure and board of directors. RAIN should be operational before the end of 2013.

Mr. Lieberman reported that the Accelerator recently re-located to SW Fourth Street and SW Madison Avenue.

Mr. Lieberman clarified for Councilor Hogg that Economic Development Manager Nelson was an active participant in the Accelerator. Mayor Manning added that OSU Vice President for Research Spinrad was a member of the City's Economic Development Commission.

C. Proclamation of Fire Prevention Week – October 6-12, 2013

Mayor Manning said she would read the proclamation during the Fire Department open house October 12.

D. Proclamation of Try Transit Week – October 7-12, 2013

Mayor Manning read the proclamation.

Public Works Director Steckel reported the launching of a new software to determine when a public transit bus would arrive at a stop, available at [www.CorvallisTransit.com](http://www.CorvallisTransit.com). Potential public transit riders could select links to determine when a bus would reach a specific spot, within a 30-minute time period. Staff was installing quick-response codes (QRCs) at bus stops that, upon scanning and entering the five-digit stop code, would provide bus-arrival information. Staff sought to make the public transit system more user friendly and easier for novice transit users. She noted that these efforts aligned with the City's commitment from the OSU/City Collaboration Project.

## V. VISITORS' PROPOSITIONS

Kirk Bailey reported that the In-fill Task Force initially had two general classes of actions: limited-scope Land Development Code (LDC) amendments, such as improving solar access language and developing fencing options for deer control; and larger research projects, involving creating guidelines for "best practices" developments, particularly in older residential areas, and improving application of pedestrian-oriented design standards (PODS). The guidelines and PODS seemed best addressed together. The Task Force was working on the design guidelines and was interested in the Council's responses to the OSU/City Collaboration Project recommendations regarding LDC amendments. If the Task Force was to develop design guidelines, it should do so before or after the City's design standards effort. The Task Force did not have immediate recommendations for the Council. The Task Force gained two new planning members (Kelsey Moldanke and Ross Parkerson).

Mr. Bailey explained that the Task Force was comprised of community volunteers working on in-fill development and other issues over the past three or four years. The Task Force received community input and developed recommendations for City staff.

Lori Stephens added that the Task Force began reviewing the PODs and understood that the City would seek a consultant to review the PODs. She hoped that the consultant was familiar with municipal issues.

In response to Councilor Traber's inquiry, Mr. Bailey said the Collaboration Project design guidelines recommendations aligned well with the Task Force's review of design guidelines. The Task Force reduced a long list of tasks and was working on design guidelines that would work well with those recommended by the Collaboration Project Neighborhood Planning Work Group. The Task Force considered focused LDC amendments and would like to be a stakeholder in any consultant-led Community Development Department efforts to implement design standards.

Ms. Stephens added that the Task Force was willing to review the guidelines and the LDC to determine what should be amended and review the Neighborhood Planning Work Group's recommendations. The Task Force believed the Work Group's recommendations should be incorporated into the design guidelines.

Mayor Manning recessed the meeting from 6:30 pm until 6:32 pm while staff attempted to correct audio system problems.

Betty Griffiths was a member of the OSU/City Collaboration Project Neighborhood Planning Work Group but testified from her personal perspective. She referenced pages 8-10 of Attachment 2 to Community Development Director Gibb's September 30 staff report and expressed concern that the recommendations seemed to be combined into eight large projects termed "design standards," which could be intimidating for citizens and developers and prompt a long, complicated process. The Work Group attempted to develop recommendations to address specific neighborhood problems. Some of the Work Group's recommendations could be considered design standards; some of the elements were not in the LDC but could be added. The Work Group requested that the Planning Commission make amendments to the PODs and that the In-fill Task Force develop design guidelines. After the LDC amendments, the Work Group could determine whether it was appropriate to create design standards. She hoped that the Council would approve recommendations 3 and 4 regarding PODS without

waiting for a consultant; the Task Force was ready to proceed with developing recommended amendments to existing LDC text.

Ms. Griffiths confirmed for Councilor Traber that she would like the Council to proceed with recommendations 3 and 4, with the Task Force developing specific LDC text amendments regarding PODS. She would prefer that all eight recommendations be approved and suggested that the Task Force could pursue all of the recommendations. The Task Force had already begun reviewing the PODS.

Molly Wolfe said her home would be affected by the proposed Residential Parking District (RPD) Program expansion. Her property did not have off-street parking. On-street parking was limited to one side of the street in front of her home, and she did not want the street to feel like a parking lot with regulated parking spaces. She also did not want to pay to park in front of her house or obtain parking permits for guests. She believed her neighborhood streets functioned well in terms of parking and that the proposed RPD Program amendments would negatively impact neighborhood livability. She urged the Council to not change parking in her neighborhood.

Randy Chakerian, HNA president, explained that the Harding neighborhood was bounded by NW Harrison Boulevard, NW 36th Street, NW Grant Avenue, and NW 29th Street, approximately one mile northwest of OSU's campus and in the northwest corner of the Collaboration Project study area. He reviewed his memorandum (Attachment A), noting that the HNA's survey was distributed to 130 members, 38 of whom responded. Harding Neighborhood was farther from campus than other neighborhoods and designated for lower densities of residential development; therefore, fewer residents considered parking a problem on neighborhood streets. He urged the Council and staff to be flexible entering Phase 2 of the RPD Program expansion and remember the Council's goal that RPDs were intended to improve neighborhood livability.

Councilor Brown noted that current RPD B would be included in Phase 2 of the RPD Program expansion. He said he would do all he could to ensure that Harding Neighborhood residents had the option of joining or not joining a RPD. He noted that residents may have different perspectives 18 months after RPD Program expansion Phase 1 was implemented.

Mr. Chakerian said the HNA offered to work with Urban Services Committee (USC) regarding RPD Program expansion.

Tom Jensen commented on various subjects:

- The Public Participation Task Force (PPTF) meetings were listed on the City's Web site as the first and third Mondays, but the Task Force met Thursdays. The meetings were scheduled for 11:00 am, but more public participation could be gained with a different meeting time.
- The majority of OSU/City Collaboration Project recommendations placed the burden of implementation on the City; a few involved OSU, but none involved only OSU.
- Corvallis School District 509J (509J), Corvallis Senior Center, and Benton County Health Department (BCHD) were not consulted regarding the RPD Program expansion. These entities' contacts with the Collaboration Project Steering Committee elicited assurance that recommendations were not "set in stone."
- The RPD Program expansion was promoted as being "zero net" – no financial gain or loss. Staff estimated implementation and operation costs for a permit-only RPD Program at \$670,000 and an estimated revenue of \$670,000 from tickets. Based upon those estimates, he questioned why he would need to pay for a permit to park in front of his house. Staff estimated implementation

costs of \$917,000 for a RPD Program that allowed two hours of free parking, with \$475,000 in continuing operating costs; full implementation was estimated to generate \$1.3 million in revenue. He questioned the sources of the estimates and whether affected parties were consulted. He was unable to ascertain the goal of the RPD Program expansion. He developed a format to reduce commuter traffic and parking by allowing residents to park for free and charging non-residents the OSU parking permit fee to obtain a permit to park in the RPDs. He considered it unfair to charge residents to park in front of their homes.

Councilor Brown clarified that USC's goal regarding the RPD Program expansion involved neighborhood livability, as defined by neighborhood residents. He acknowledged that the cost and revenue estimates may not be accurate, but the Council asked staff to develop estimates based upon scenarios. He e-mailed 509J's Superintendent asking the District Board's opinion regarding the RPD Program expansion. He offered to contact Senior Center staff and BCHD Director Mitch Anderson.

Jeff Hess reviewed that Avery Addition residents asked to speak to the Council last year about a pending development in their neighborhood and were directed to the OSU/City Collaboration Project Work Groups. He understood that some of the neighbors' suggestions to the Work Groups would be included in tonight's presentation to the Council. He reviewed the actions that prompted the neighbors to address the Council last year. Neighbors witnessed a development they considered a business, prompting a campaign of lawn signs in front yards of buildings they considered houses. Neighbors saw developments designed and operated as businesses, with appearances and aesthetics of businesses. He asserted that business building and landscaping designs were based upon returns on investments and were different from those for residential homes. He considered it a mistake to consider student-housing developments as residences, rather than businesses. He said the LDC amendment to address parking for multi-bedroom developments already failed, and developers found ways to circumvent the LDC provisions. A new duplex development in his neighborhood was advertised as having an office that could be used as a bedroom. He asserted that a duplex could be developed and marketed as having two bedrooms and three offices that could be used as bedrooms, thereby circumventing the on-site parking requirement for bedrooms.

Councilor Hogg noted that new duplex developments with ten individually locking bedrooms were being rented by the bedroom, creating, essentially, boarding houses in historic neighborhoods.

## VI. CONSENT AGENDA

Councilor York asked to remove the PPTF minutes from the Consent Agenda.

Councilors Traber and Sorte, respectively, moved and seconded to adopt the Consent Agenda as follows:

- A. Reading of Minutes
  - 1. City Council Meeting – September 16, 2013
  - 2. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)
    - a. Airport Commission – August 6, 2013
    - b. Bicycle and Pedestrian Advisory Commission – September 6, 2013
    - c. Citizens Advisory Commission on Civic Beautification and Urban Forestry – September 12, 2013
    - d. Commission for Martin Luther King, Jr. – July 23 and August 27, 2013

- e. Corvallis-Benton County Public Library Board – August 7 and September 11, 2013
  - f. Parks, Natural Areas, and Recreation Board – August 15, 2013
  - g. Planning Commission – August 21 and September 4, 2013
  - i. Watershed Management Advisory Commission– June 26, 2013
  - j. Willamette Criminal Justice Council – June 19, 2013
- B. Announcement of Appointments to Citizens Advisory Commission on Transit (Huber, Trelstad)
  - C. Approval of increasing 0.50 FTE in Human Resources Division
  - D. Authorization to enter into and for the City Manager to sign an Intergovernmental Agreement with Linn-Benton Community College for advisory services to new and existing companies
  - E. Schedule an Executive Session for October 21, 2013, at 6:00 pm or following the regular meeting under ORS 192.660(2)(d) (status of labor negotiations)
  - F. Confirmation of an Executive Session for October 7, 2013, following the regular meeting under ORS 192.660(2)(i) (status of employment-related performance)

The motion passed unanimously.

#### VII. ITEMS REMOVED FROM CONSENT AGENDA

- A. Reading of Minutes
  - 2. For Information and Filing (Draft minutes may return if changes are made by the Board or Commission)
    - h. Public Participation Task Force – September 19, 2013

Councilor York noted that the meeting minutes format differed from those of other boards, commissions, and committees. The PPTF minutes highlighted key discussion points.

Councilors York and Traber, respectively, moved and seconded to accept the Public Participation Task Force September 19, 2013, minutes. The motion passed unanimously.

#### VIII. UNFINISHED BUSINESS

- A. Public Participation Task Force funding request

PPTF Chair Kent Daniels noted that the City Web site error regarding PPTF meeting dates and times was corrected. He explained that the meetings were scheduled when a majority of PPTF members could attend. Each PPTF meeting included opportunity for visitors' propositions. He reviewed the PPTF's charge from the Council and thanked Councilors York and Hervey for their time and service to the Task Force.

Annette Mills noted that the PPTF was comprised of eight citizens, two City Councilors, and one City staff member. The PPTF met twice with a high level of participation. She acknowledged the lack of uniformity in the generation and formatting of minutes for each board, commission, and committee. Task Force members discussed the need to explore options for minutes preparation and hoped to generate a model for generating and formatting minutes. Task Force members presented their desired outcomes from the group, and brainstorming resulted in six broad categories for focus: how the PPTF functioned; the PPTF's work products; City boards, commissions, and committees; communication, participation, decision making, and general outcomes; neighborhoods and neighborhood associations; and inclusiveness and diversity. The PPTF reviewed its charge from the Council and determined how to address the key issues it was assigned. PPTF sub-groups were reviewing the costs of supporting advisory bodies, the number and scope of advisory bodies, and the Council Liaison role. A sub-group outlined a process for gathering models from other communities. Another sub-group developed a survey to solicit input from advisory body members.

Mr. Daniels said the PPTF developed a budget recommendation for the Council and asked staff to develop cost estimates. The Task Force emphasized frugality and limiting the need for significant staff support or the use of outside facilitation or assistance. He and Ms. Mills reviewed staff's cost estimates and believed they could be reduced by adjusting the recorder costs, decreasing the room rental rate, and decreasing costs for printing and additional materials, resulting in a budget request of \$3,780, including support from the City Manager's Office Governance Division. The PPTF believed the room rental cost could be eliminated by advance scheduling and being flexible in terms of meeting dates to utilize City-owned facilities. Minutes preparation changes could reduce the recorder costs to a total PPTF support cost of less than \$3,000. He clarified for Councilor Traber that the PPTF's proposal was close to staff's Option 1 cost scenario.

Councilor Brauner appreciated the PPTF proceeding so quickly. The Council established the goal of increased public participation with the caveat of not spending excessive financial resources. No funds were budgeted for the goal. He considered the request for \$3,000 very modest. He thought it was reasonable for the Council to fund an advisory body that enabled achieving a Council goal. He acknowledged staff's concern regarding the source of the requested funds.

Councilors Brauner and Hirsch, respectively, moved and seconded to approve funding the Public Participation Task Force for \$3,000 by reducing the budget for the Council goal of housing by \$3,000.

Councilor York said she and Assistant to City Manager/City Recorder Louie created a minutes format that may be suitable to the PPTF. It was hoped that the PPTF would find a minutes format that met its needs and extend it to most of the City's other non-quasi-judicial advisory bodies.

Councilor Traber noted that it was quicker and easier to review the PPTF's recent meeting notes. He concurred with Councilor Brauner that the \$3,000 request was modest. He said he would support the motion. He expressed concern about the time and effort the Council spent discussing transferring a relatively small dollar amount and suggested that the Council

find a more-efficient way of accomplishing such transfers, noting the personnel costs represented by staff in the meeting room.

The motion passed unanimously.

IX. STANDING COMMITTEE REPORTS AND ORDINANCES, RESOLUTIONS, AND MOTIONS

A. Human Services Committee – September 17, 2013

1. Rental Housing Program Annual Report

Councilor York reported that an advisory group was drafting a proposed property maintenance code. Staff reported that there may be a slight easing in student rental housing demand.

Councilors York and Beilstein, respectively, moved and seconded to accept the Rental Housing Program Annual Report. The motion passed unanimously.

2. Parks and Recreation Master Plan

Councilor York reported that the Committee received a presentation regarding the Parks and Recreation Master Plan, which contained many significant issues and identified extensive future work. The Committee approved two additional recommendations to the Plan regarding comprehensive planning of adjacent parks and conservation of historic structures. Following the Council's action tonight, the Plan would be presented to the Planning Commission for review of land use issues. The Council would then review it again for final adoption.

Councilors York and Beilstein, respectively, moved and seconded to forward the Parks and Recreation Master Plan to the Planning Commission, amended to include Human Services Committee's additional language regarding park planning and conservation of historic structures.

Councilor Traber expressed support for the motion, noting that the Plan included exciting features. He was concerned about a lack of Plan discussion regarding a strategy to maintain City park amenities. He believed the Plan should include more details regarding how the City would achieve its administrative strategy of ensuring that operational resources and funding needs kept pace with development. He opined that more work was needed regarding this and the strategy of how to change the decision criteria on actually doing parks implementation.

Councilor Sorte said he kept seeing the Corvallis Senior Center in various master plans. He opined that the Center was in the correct location performing the proper function. He urged the Council to not micro-manage parking and consider how the City developed a neighborhood with diverse ages and cultures and how removing the Center because of a City-caused problem would be beneficial. He noted that senior centers were often re-located to the periphery of communities, moving seniors

away from core community activities. He suggested that the Council find solutions and that data be adjusted to reflect actual community statistics.

The motion passed unanimously.

B. Urban Services Committee – September 17, 2013

1. Airport Minimum Standards For Commercial Aeronautical Activities and Airport Handbook Review

Councilor Brown reported that the Committee reviewed the technical documents, which were evaluated by the Airport Commission with community input.

Councilors Brown and Hogg, respectively, moved and seconded to adopt the proposed amendments to the Airport Minimum Standards For Commercial Aeronautical Activities and Airport Handbook. The motion passed unanimously.

2. Residential Parking Districts Expansion

- Two-Hour Free Parking Time Limit
- Expansion Phasing Schedule
- Enforcement Issues

Councilor Brown explained that many inter-connected issues must be addressed before a RPD Program was developed and presented for Council approval. Residential parking affected the entire community. The Committee was still discussing Program issues. The Council approved expanding the RPD Program to resolve parking problems, with a two-phase implementation. The Council approved the Committee's goal of developing a RPD Program to improve neighborhood livability. The Committee discussed implementing an expanded RPD Program as soon as possible, which the Committee and staff determined would be September 1, 2014, coinciding with expiration of current RPD permits and the beginning of OSU's academic year. The City would coordinate RPD Program implementation in conjunction with OSU's revised parking plan and permit rate structure. In the meantime, staff would conduct outreach to inform the community of the RPD Program.

The Committee agreed to recommend a permit-only RPD Program, as it would improve neighborhood livability. Some portions of the proposed RPDs encompassed mixed uses, which would warrant permit exceptions.

Parking enforcement involved severe implications for the City's budget, administration, and the goal of neighborhood livability. A permit-only RPD Program would be easier to administer with less work. Enforcement would be reasonable, especially during the first few days of the new Program. Parking enforcement personnel could conduct two circuits of the various RPDs each day on a random basis, not needing to monitor parking spaces for occupancy exceeding two hours. Random circuits would make it more difficult for Program violators to know when a parking enforcement officer would be in the area. Police Chief Sassaman believed the RPD Program, as proposed thus far, could be enforced with one more

parking enforcement officer. A RPD Program that allowed two hours of free parking would require two more parking enforcement officers for efficacy.

The Committee would like to present the Council with a fully developed RPD Program for approval before soliciting broad citizen input.

Councilor Sorte concurred with Councilor Brown's report and with Councilor Hogg's statement that it was impractical to instruct Police personnel how to enforce the RPD Program. He concurred with Ms. Steckel's statement that allowing two hours of free parking would not improve neighborhood livability. He noted that people with on-campus parking permits searched for available parking spaces, and this situation could exist in neighborhoods that allowed two hours of free parking. The City must balance the needs of residents without off-street parking, parking permit issuance guidelines, and the acknowledgement that free parking could prompt drivers to speed through neighborhoods searching for open parking spaces.

Councilor Beilstein said he supported a permit-only RPD Program concept, concurring with Councilor Sorte that free-parking spaces would be heavily used and would encourage people to use personal vehicles because they may find free parking for two hours. He noted that OSU did not offer free on-campus parking. However, a permit-only RPD Program must address situations of occasional visitors; OSU addressed these situations with paid parking lots. He urged the Committee to consider metered parking as a part of the parking solution, particularly near Chintimini Park. Metered parking with a high rate per time period may deter students near the Park, opening parking spaces for Corvallis Senior Center patrons.

Councilor Brown assured Councilor Beilstein that the Committee would consider parking meters near the Senior Center. He assured Councilor Sorte that the Committee discussed reasonable enforcement in a light-hearted manner. The Committee did not indicate how Police staff should do their job and expected that citations would be issued as warranted.

This topic was presented for information only.

- C. Administrative Services Committee – None.
- D. Other Related Matters
  - 1. Deputy City Attorney Brewer read a resolution relating to insurance coverage for City volunteers.

Councilors Hirsch and Brown, respectively, moved and seconded to adopt the resolution.

Councilor Sorte asked the Council to oppose the resolution temporarily. He said he discussed the issue with Finance Department Customer Service Manager Krieg, who handled the City's risk management. He acknowledged that City volunteers should not be considered to have an assumed wage when they were injured while volunteering for the City. Volunteers should not be included in the City's on-the-job

injury reporting profile. He was concerned that the Council be given some scenarios to choose from regarding insuring City volunteers. From Mr. Krieg's estimate, the City had many volunteers equating to 40 to 50 full-time equivalent employees. He said the \$15,000 medical expense benefit cited in the resolution would not adequately compensate someone who fell down some stairs. The Affordable Health Care Act should provide good coverage for City volunteers, placing the City in a secondary-coverage position. Mr. Krieg told him that staff did not investigate higher insurance limits or opportunities for volunteers to purchase insurance. Councilor Sorte suggested that, rather than exempting specific groups, the City have criteria for exemption. He did not believe City Councilors should be covered by the City's workers' compensation insurance, while City Hall Ambassadors were not covered. He suggested that the Council define high-risk volunteer positions and examine workers' compensation coverage for those positions. Alternatively, if a claim exceeded the \$15,000 limit cited in the resolution, the medical claim would become a tort claim.

Councilor Hirsch noted that opposing the resolution now would stop remedies that would be effective immediately, whereas reviewing alternatives might postpone effectiveness of another solution. The solution represented by the proposed resolution could be superseded by a future resolution.

Mr. Brewer clarified that the Council could adopt the resolution and direct staff to present other options, oppose the resolution and direct staff to present other options, or table the resolution and request additional information before voting on the resolution.

Councilor Brauner noted that the insurance coverage was renewed each November 1. He expected that staff could conduct Councilor Sorte's suggested evaluation and enable the Council to approve a resolution before the current insurance coverage expired. He believed Councilor Sorte requested a thorough review before the insurance coverage was renewed again. He said he would support the resolution to renew the existing coverage and would not oppose staff reviewing alternatives before next year's renewal, taking into consideration the Affordable Health Care Act.

Human Resources Manager Altmann Hughes confirmed Councilor Sorte's observation that the proposed resolution represented a change in workers' compensation coverage. Staff proposed moving volunteers to a separate coverage plan, which would have coverage limitations.

Finance Director Brewer noted Councilor Sorte's inquiries of Mr. Krieg regarding the premium cost to cover volunteers under a \$30,000 or \$45,000 limitation. Without premium information, staff could not present a recommendation. If the Council did not adopt the resolution now, volunteers would be covered under the current workers' compensation policy. Staff should be able to provide alternative coverage information for the next Council meeting.

Ms. Altmann Hughes clarified that the current workers' compensation plan would renew November 1. She further clarified for Councilor Brauner that the existing

coverage could not be renewed on a monthly basis, as it was normally renewed for longer periods. She expected that staff could provide the requested information for the next Council meeting.

Councilors Brauner and Sorte, respectively, moved and seconded to table action on the workers' compensation coverage for volunteers until the October 21, 2013, Council meeting. The motion passed unanimously.

Councilor Traber questioned why City Councilors, public safety, and Parks and Recreation Department volunteers were combined into one group for insurance coverage.

Mayor Manning recessed the meeting from 8:13 pm until 8:17 pm.

2. Mr. Brewer read a resolution accepting a Benton Soil and Water Conservation District grant (\$3,000) for Chip Ross Natural Area Phase 2 vegetation health assessment project.

Councilors Hirsch and Sorte, respectively, moved and seconded to adopt the resolution.

RESOLUTION 2013-32 passed unanimously.

#### X. MAYOR, COUNCIL, AND STAFF REPORTS

##### A. Mayor's Reports

Mayor Manning reported that a 21-member delegation returned from a trip to Uzhgorod, Ukraine. She was very proud of the Corvallis Sister Cities Association's work in Uzhgorod and Gondar, Ethiopia, regarding medical care and education.

##### B. Council Reports

Councilor Beilstein invited the community to the annual NAACP Soul Food Dinner, which welcomed students to OSU. The City's Commission for Martin Luther King, Jr., was participating in the event.

Councilor Beilstein referenced the *Hourly Trader* publication of the Corvallis Hour Exchange. He explained that the Hour was a local currency that could be exchanged for more than 200 goods and services. More than 100 people participated in the October 5 quarterly Hour Trading Gathering.

Councilor Brown referenced his memorandum to the Mayor and Council regarding the housing study *ad hoc* committee, which held its first meeting, and its intended actions over the next five months.

Councilor Traber reported that Corvallis Homeless Shelter Coalition (CHSC) was still seeking a permanent solution and did not have any specific updates. CHSC signed a lease for this winter's cold-weather overnight shelter in the same location as last year

(530 SW Fourth Street). CHSC was training volunteers and beginning move-in activities. Key contacts to manage 900 volunteers would be trained beginning October 12, the facility would be set up October 19, and an open house would be held October 27.

Councilor Hirsch said he attended the recent League of Oregon Cities' (LOC) annual conference, including a session that addressed the impact of elderly citizens on public safety resources. He noted that elderly citizens were an increasing segment of the population. While considering the impact of OSU students on the community, the Council should also consider the impacts of elderly citizens in relation to public safety components in the upcoming levy ballot measure.

Councilor Hirsch announced that he was cast to play Max in the Majestic Theatre's "The Sound of Music" production. He encouraged the community to attend the performances.

Councilor York reported that she attended the LOC's annual conference and a one-day conference at Dr. Martin Luther King, Jr., Park hosted by the Parks and Recreation Department, Restore Oregon, and Preservation Works.

Mayor Manning recessed the meeting from 8:25 pm until 8:29 pm.

Councilor Hogg reported that he would miss the next Council meeting, while he escorted his father to Washington, DC, with Honor Flight, which flew World War II veterans to view the World War II Memorial.

C. Staff Reports

1. Council Request Follow-up Report – October 3, 2013

XI. NEW BUSINESS

A. Sather Right-of-Way Vacation

Mr. Brewer explained that statutory processes proscribed the process for situations such as the Sather annexation, where a road right-of-way was under Benton County's jurisdiction but within the City Limits. Following a standard public process, the County vacated portions of the right-of-way inside and outside the City Limits. The City could vacate the right-of-way by accepting the County's public process and adopting a resolution.

Mr. Brewer read a resolution relating to the Sather Right-of-Way Vacation.

Councilors Hirsch and Sorte, respectively, moved and seconded to adopt the resolution.

RESOLUTION 2013-33 passed unanimously.

XII. PUBLIC HEARINGS – None.

VIII. UNFINISHED BUSINESS – Continued

- B. Collaboration Corvallis recommendations including Land Development Code amendments prioritization

Community Development Director Gibb noted that tonight's presentation involved recommendations for which the City would be solely or jointly (with OSU) responsible for implementation.

Mr. Gibb and Planning Division Manager Young conducted a PowerPoint presentation of the Collaboration Project action items (Attachment C)

Non-LDC-Related Action Items:

- The City currently has a role in OSU's student orientation programs.
- The City's previous conflict mediation/resolution program and staff position in the Police Department were terminated many years ago because of budget reductions. The Collaboration Project Steering Committee recommended resuming a program in conjunction with OSU.
- The proposed Community Relations Advisory Committee would address issues that arise after the three-year Collaboration Project ends.

Mayor Manning recommended that these action items be referred to Human Services Committee (HSC). She noted that Action Item 5-1 (Community Relations Advisory Committee) needed more discussion between the City and OSU regarding formation and staffing from the two entities.

Councilor York referenced the Council's approved process of referring Collaboration Project recommendations to a Council Standing Committee or the Planning Commission and asked why Action Item 5-1 would not be handled in that manner.

Mr. Gibb responded that the issue could be referred to a Committee; however, more work was needed, after which staff could present the issue to the Council for direction. At this time, the recommendation needed to be more developed in conjunction with OSU.

Mayor Manning confirmed that she would refer to HSC Action Item 5-1, once it was ready for consideration. The Action Item was not ready for referral because OSU would have a direct role in it. OSU indicated that one of its new hires would address communication and outreach.

Councilor York said she wanted to be sure the Council followed its approved process.

Councilor Traber referenced Action Item 4-4 regarding mediation/conflict resolution, noting a starting direction of hiring staff for a formal position. He inquired about discussions of utilizing existing programs.

Mr. Gibb said the Collaboration Project Steering Committee did not necessarily mention staffing, but he was referencing the previous City staff position. The Action Item would be a collaboration with OSU.

Councilor Sorte recalled that mediation was previously handled through the Victim-Offender Reconciliation Program, which was very effective. After the Program ended, the City assumed a mediation role. Conflicts were community issues, and OSU should participate. He urged staff to seek a non-profit organization to handle mediation and not to place the program in the Police Department.

Councilors Traber and Beilstein, respectively, moved and seconded to proceed with staff's recommendations regarding Action Items forwarded by the OSU/City Collaboration Project Steering Committee:

- Approve Action Items 4-1, 4-3, and 4-4 for implementation consideration and forward them to Human Services Committee for further review, discussion with OSU, and development of a recommendation to the City Council by spring 2014.
- Approve Action Item 5-1 for implementation consideration, including consultation with OSU, with a target date for Council review and decision by summer 2014.

Councilor Brauner noted that the motion involved implementation consideration and did not imply that the Action Items would be pursued.

Councilor York reiterated that the Council should follow the agreed-upon process for all Action Items.

The motion passed unanimously.

LDC-Related Collaboration Action Items – "Package 1":

Mr. Gibb explained that some of the LDC-related Action Items in "Package 1" were presented by Avery Addition residents and ultimately recommended by the Neighborhood Planning Work Group. Mr. Young reviewed the action items in "Package 1."

- Action Item 2.1 would provide an exemption from parking requirements for affordable housing units with four or five bedrooms.
- The definition of "family" would be amended to include domestic partnerships, as defined in State statutes.
- The definition of "residential home" would be amended to correctly reference applicable State law.
- The lot line adjustment process sometimes created unusable areas; staff would revise criteria to avoid these problems.
- Set-backs for all units in zero-lot-line or attached-unit developments should be consistent among the units.
- Including 50 percent of abutting rights-of-way in density calculations for re-plats and minor land partitions could result in developments with unintended consequences.
- Currently, major lot development option applications required notifying property owners within 300 feet of the development site; the Action item would increase the notification area to 500 feet.
- Citizens urged not applying the development density calculation rounding process to in-fill developments. If a density calculation resulted in a fractional unit, the density would be rounded downward, rather than upward. In-fill developments would be allowed at a lower density than typical rounding would allow.

Mr. Gibb noted that the Planning Division's Work Program assigned high priorities to Collaboration Project recommendations. In addition, staff proposed two other Planning Division Work Program priorities: 1) Council approve Action Items 4-1, 4-3, and 4-4 for implementation consideration and forward them to a Council Standing Committee for further review, discussion with OSU, and development of a recommendation to the City Council by spring 2014; and 2) Council approve Action Item 5-1 for implementation consideration, including consultation with OSU, with a target date for Council review and decision by summer 2014.

LDC-Related Collaboration Action Items – "Package 2":

- Action Items 2-10 through 2-17 primarily involved exploring and considering the recommendations.
- A maximum floor-area ratio for in-fill development would consider land area, existing patterns of scale and mass, and hold new developments to similar standards.
- An average front yard set-back for residential in-fill developments would replicate the set-backs of existing neighborhood homes and create a consistent "street presence."
- Multi-dwelling developments would be reviewed to determine if PODS should be applicable to other building types.
- Requiring off-street parking at rear of in-fill development lots would replicate historic patterns in neighborhoods.
- Neighborhood design guidelines would be aspirational but not mandatory. The In-fill Task Force expressed an interest in developing this document.

Future LDC Amendment Package:

- The City could consider developing a package of clear and objective neighborhood-specific design standards applicable in certain areas but not throughout the community. Such standards would consider characteristics in older neighborhoods near the prospective developments.
- The Historic Preservation Lite concept would not involve a detailed review of an application; it would create a threshold that would prompt a historic review. The goal of preserving historic character would be balanced with staff review time.

Mr. Gibb noted that LDC-Related Collaboration Project Action Items "Package 1" could be developed over the next few months with anticipated public hearings during February or March 2014. "Package 2" Action Items were more complex and must be developed as a group; this work could take six to eight months.

Mr. Gibb explained that the In-fill Task Force was asked to develop design guidelines and was prepared to do so. It was now a matter of timing how the various projects would align. Staff would request that the Task Force be represented on the neighborhood design standards work group, as well.

Mr. Young reported that he met with the In-fill Task Force regarding the design guidelines concept. Task Force members shared their desire to assist in developing design standards. Staff did not want to create a duplicate effort, so it was seeking Council direction regarding how to bring together multiple efforts.

Mr. Gibb clarified for Mayor Manning that the In-fill Task Force was working on Action Item 2-19.

Collaboration Project Neighborhood Planning Work Group Chair Trish Daniels explained that the Work Group generally agreed on the recommendations. A few issues prompted intense discussion and split votes. The Work Group's greatest struggle was processing the vast amount of information.

Councilor Traber inquired whether asking the In-fill Task Force to conduct a particular task would make it more subject to the State's public open meetings laws and minutes requirements.

Mr. Brewer responded that any advisory body to a governing body was subject to the public meetings laws, including the requirements for meeting minutes.

Ms. Daniels noted that all In-fill Task Force meetings were publicly announced.

Councilor Sorte commented that group homes were a major issue in Ward 7, and there seemed to be less oversight of such residences than citizens would like. He believed the issue of exemptions on parking requirements for affordable housing could be easily addressed and should be based upon United States Department of Housing and Urban Development (HUD) guidelines, rather than other criteria. He said he intended to pursue reducing the number of unrelated adults allowed to live in one dwelling unit, which could improve livability in neighborhoods.

Ms. Daniels said the Work Group discussed the intent of the parking exemption only applying to residential developments that met HUD criteria for affordability. The Work Group was familiar with and would consider the concerns Councilor Sorte expressed.

Ms. Daniels said the Work Group had an intense discussion regarding reducing the allowed number of unrelated adults who could live in a residence. Only two Work Group members voted to reduce the number. The group was reluctant to take this action because it could create the appearance of a bias against low-income people and those who were not college students.

Councilor Sorte acknowledged Ms. Daniels' statements. He hoped the Collaboration Project Manager would suggest that the Steering Committee address concerns related to group homes. He believed the issue should be considered by a Council Standing Committee or the Steering Committee. He said he would present other considerations to these bodies.

Councilor Brown said he would likely support Councilor Sorte's request.

In response to Councilor Brauner's inquiries, Mr. Gibb explained that the LDC-related Action Items in "Package 2" should be considered collectively. "Package 1" Action Items would be presented to the Planning Commission during February or March 2014; the timing was based upon the smaller amount of necessary work on the Collaboration Project Steering Committee's recommendations. "Package 2" Action Items would require more work and time and should be ready for the Planning Commission during summer 2014. "Package 2" Action Items were not ready for LDC consideration.

Councilors Brauner and Sorte, respectively, moved and seconded to approve staff's recommendations regarding OSU/City Collaboration Project Steering Committee Land Development Code-related Action Items "Package 1":

- Action Items 2-1 through 2-9.
- Develop LDC text amendments to facilitate Code-compliance changes within approved planned developments.
- Develop LDC Chapter 2.9 amendments to streamline certain types of historic reviews in the OSU Historic District.

The motion passed unanimously.

Mr. Gibb summarized that "Package 2" involved seeking design expertise and working with a work group to develop specific recommendations for the Planning Commission to consider.

Councilors Sorte and Hogg, respectively, moved and seconded to approve staff's recommendations regarding OSU/City Collaboration Project Steering Committee Land Development Code-related Action Items "Package 2":

- Approve Action Items 2-10 through 2-17 for development of a neighborhood in-fill design standards proposal for presentation to the Planning Commission as LDC Amendment Package 2, with ultimate adoption by the City Council.
- Approve Action Item 2-18 related to design guidelines and request that the In-fill Task Force develop concepts for consideration by City staff and the Planning Commission.

The motion passed unanimously.

Mr. Gibb referenced the options of funding the approved work with existing Fiscal Year 2013-2014 budget resources or seeking grants. Time would be needed to secure grants and engage a consultant. The City budget included \$25,000 that could be used with a consultant.

In response to Mayor Manning's inquiry, Mr. Gibb said seeking a grant could require three or four additional months of work. Staff believed the City had a good chance of obtaining a grant. Mr. Young added that he worked with Oregon Department of Land Conservation and Development staff on similar issues. However, \$25,000 was designated in the budget for this project.

Mr. Gibb clarified for Councilor Brauner that staff estimated it would need \$50,000 worth of assistance, but a significant amount of the work could be accomplished with the \$25,000 budgeted.

Councilor Brauner said he would not want an outside consultant conflicting with local experts and staff.

Mr. Gibb assured the Council that there should not be conflicts. There would be value in bringing in expertise, but local resources and stakeholders would be involved.

Mr. Young commented that the In-fill Task Force publicly noticed its meetings and prepared "action" minutes of its meetings.

Noting that seeking a grant would delay work on the Action Items by three or four months, Councilor Traber questioned whether a State-selected consultant would provide more expertise than was available through City advisory bodies.

Mr. Gibb responded that a State-approved consultant may not provide a greater amount of expertise than a consultant selected through a local process.

Councilors Traber and Sorte, respectively, moved and seconded to use budgeted funds to pursue work on the OSU/City Collaboration Project Steering Committee recommendation directions approved tonight.

Councilor Brauner opined that it would be better to proceed without waiting for grant funding and a State-approved consultant. Many citizens would like the "Package 2" action items enacted as soon as possible. Councilor Hogg concurred.

The motion passed unanimously.

Mr. Gibb noted that Action Items 2-19 and 2-20 and the package of future LDC amendments were lower in priority than "Packages 1 and 2."

Councilors Traber and Hogg, respectively, moved and seconded to support staff's recommendations that OSU/City Collaboration Project Steering Committee recommended Action Items 2-19 and 2-20 be included in a future Land Development Code text amendment package. The motion passed unanimously.

Mayor Manning read a statement, based upon changes in Oregon laws regarding executive sessions. The statement indicated that only representatives of the news media, designated staff, and other Council-designated persons were allowed to attend the executive session. News media representatives were directed not to report on any executive session discussions, except to state the general subject of the discussion, as previously announced. No decisions would be made during the executive session. She reminded Council members and staff that the confidential executive session discussions belonged to the Council as a body and should only be disclosed if the Council, as a body, approved disclosure. She suggested that any Council or staff member who may not be able to maintain the Council's confidences should leave the meeting room.

Councilor Hervey arrived at this time.

*The Council entered executive session at 9:38 pm.*

Council President Hervey facilitated the City Manager's annual performance review.

XIII. ADJOURNMENT

The meeting was adjourned at 10:10 pm.

APPROVED:

ATTEST:

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY RECORDER

**TO:** Mayor and City Council, City Manager, Director of Public Works  
**FROM:** Randy Chakerian, President & Mindy Perez, Secretary-Treasurer,  
Harding Neighborhood Association (HNA)  
**RE:** Neighborhood Survey and several recommendations regarding proposed Parking  
Districts  
**DATE:** October 7, 2013

#### Executive Summary

Several weeks ago, as a follow-up to the USC's Sept. 17 meeting, Harding Neighborhood Association (HNA) conducted a brief 5-question on-line survey\* to assess residents' opinions regarding proposed parking districts. Survey responses support the following conclusions:

1) We do not generally have a parking problem in Harding neighborhood at this time.

Slightly more than half of our survey respondents currently rely on on-street parking for their parking needs (Q1), but 80% reported no problems with finding on-street parking, even on blocks where parking is limited to one side of the street (Q2).

2) Our residents anticipate that parts of the neighborhood will likely have a parking problem when districts are implemented in adjacent neighborhoods.

70% of respondents expect that they will be negatively impacted if an adjacent parking district is implemented (Q3). It was expected that drivers would want to take advantage of free, non-permit parking that would be available in most of the Harding neighborhood.

3) We strongly support a phased implementation of parking districts.

By far the largest majority of respondents (87%) agreed with USC's preference for a phased implementation (Q5). We believe this will provide a basis for us to judge the desirability and feasibility of implementing a parking district (Zone B) in Harding neighborhood.

4) We prefer allowing free two-hour parking vs. an "all-permit" policy.

In contrast to the "all-permit" approach the USC will recommend to you on Oct. 7th, 70% of respondents prefer allowing free two-hour parking in Harding neighborhood (Q4). Many added comments questioning whether residents should be required to obtain permits at all.

5) In additional comments, roughly half of survey respondents expressed general skepticism about parking districts. One individual perhaps best summed up this broad sentiment by noting that "Right now we have a very minor problem with parking, but the proposed permit system would turn it into a serious problem." We encourage you to read these and other equally thoughtful comments in the attached "SurveyMonkey" pdf file.

## Recommendations

Based on this survey, as well as our review of relevant City proceedings to date (including Minutes from USC's Sept. 17 meeting), HNA offers the following recommendations to Council:

- 1) Phase in the parking districts, deferring a decision on Zone B for a second phase. This will allow us time to see whether a parking district is in fact needed. 80% of respondents do not experience limited parking today, and nearly 90% prefer a phased approach.
- 2) If Zone B is implemented, allow two hours of free parking. Two-hour free parking will allow easy access for guests, contractors, etc., and help maintain livability in our neighborhood. 70% of respondents preferred this option. Additionally, Zone B is far enough from OSU that students would have a difficult time parking here and getting to and from class in two hours.

We recognize that USC will recommend an "all-permit" policy to Council. In reviewing the Minutes from USC's Sept. 17 meeting, however, we note that Councilors Brown, Hervey and Hogg all expressed the opinion that both the two-hour free parking and "all-permit" options could be viable, and indeed had proved so in Corvallis and other cities. We hope that Council will be flexible in implementing parking districts, and be open to adjusting parking-district parameters as they apply to specific neighborhoods.

- 3) We applaud and take to heart Council's stated goal that you are creating parking districts to promote "neighborhood livability," and we hope this will continue to be your guiding principle. We are a neighborhood first and foremost, and will become a parking district only out of necessity: We do not want to see our residential streets become a "parking lot for commuters" (in the words of several respondents).

If Zone B is to be implemented in a second phase, please allow us to participate in defining its boundaries and other parameters, such as whether to allow free two-hour parking or to follow an "all-permit" approach. We are the people who live here, and the people who will have to live with a parking district and its consequences. We love our neighborhood and keenly desire to maintain its high quality of life.

Thank you for your consideration.

\* pdf enclosures:

Expanded Summary of HNA's Parking District Survey

Full SurveyMonkey report (with apologies for SurveyMonkey's small default type face -- it can be temporarily enlarged for easier reading)

**To: Corvallis City Council**  
**From: Dan Brown, Chair**

**October 7, 2013**

**Subject: Council Housing Study *ad hoc* Committee**

The organizational meeting of the committee was held on the afternoon of October 3, 2013. Members Beilstein, Brauner, and Brown attended. Staff members Ken Gibb and Kent Weiss were present also. Brown was selected to chair the committee.

We agreed that the 2013 deadline was unrealistic, but that July 31, 2014 would allow us to complete the goal by the end of this Council term. We expect that substantially less than the \$125,000 budget “set aside on a one-time basis for accomplishing the Council goal associated with the housing study” will be spent on this project. We discussed the Request for Proposals, research design, data needs, and staff requirements.

The committee discussed the process the committee will use to complete our assignment. The diagram on the next page outlines what we expect to do. We will work on the second column, i.e. *Research Requirements*, for the next meeting, which we expect will take place during the third week of October.

### **2013-14 Council Housing Goal**

By the end of 2013, the Council will have access to comprehensive and objective information about the demands for housing in the Corvallis Urban Growth Boundary and the causes of the current housing mix.

By the end of 2014, the Council will create policies, regulations, and strategies to help meet the housing needs of those who live here or wish to live here.

**PROPOSED COUNCIL HOUSING GOAL PROCESS SEQUENCE – (10-7-2013, db)**

≈2 weeks	≈6 weeks	≈6 weeks	≈6-1/2 months	Phase 2: ≈5 months
<p><b>Research Questions:</b></p> <p>What does Council need to know?</p> <p align="center"><i>(Why? implied)</i></p>	<p><b>Research Requirements:</b></p> <ul style="list-style-type: none"> <li>• Answers to Qs</li> <li>• Data sources</li> <li>• Methods</li> <li>• Vendors</li> <li>• Etc.</li> </ul>	<p><b>Research Design and RFP:</b></p> <p>Determine:</p> <ul style="list-style-type: none"> <li>• <i>What?</i></li> <li>• <i>How?</i></li> <li>• <i>Who?</i></li> <li>• <i>When?</i></li> <li>• <i>How much?</i></li> </ul>	<p><b>Complete Research Project:</b></p>	<p><b>Council Action:</b></p> <p>What does Council need to do?</p> <ul style="list-style-type: none"> <li>• No change</li> <li>• Change policies</li> <li>• Take direct action</li> </ul>
<p><b>List Research Questions:</b></p> <p><b>Q1.</b> <b>Q2.</b> . . . <b>Q21.</b> . . <b>Qn</b></p>	<p>Get Staff Insights</p> <p>Ideas from Governments:</p> <ul style="list-style-type: none"> <li>• CAMPO, ODOT</li> <li>• Employment Div.</li> <li>• Housing</li> <li>• OSU, 509J</li> <li>• Benton and Linn Cos.</li> <li>• Etc.</li> </ul> <p>Seek Cooperation in studies:</p> <ul style="list-style-type: none"> <li>• OSU</li> <li>• City</li> <li>• 509J, Benton</li> <li>• Samaritan, etc.</li> <li>• Chamber</li> <li>• Etc.</li> </ul>	<p>Secondary Data</p> <p>City Database</p> <p>Survey(s)</p> <p>“Library” Research</p> <p>Start outline for committee proposal to Council</p>	<p><b>Tasks:</b></p> <ul style="list-style-type: none"> <li>• Collect Data</li> <li>• Analyze Data</li> <li>• Report</li> <li>• Modify Database</li> <li>• Scenarios</li> <li>• Continue outline for committee proposal to Council</li> </ul>	<p>Consultant Report</p> <p>Committee Proposal</p> <p>Work Session(s)</p> <p>Community Input</p>
<p>(1) Committee develops general framework for project</p>	<p>(2) Identify readily available data</p> <p>(3) Committee develops statement of work (<b>SOW</b>)</p>	<p>(4) Request consultants’ response to <b>SOW</b> and qualifications</p> <p>(5) Select consultant based on their approach and qualifications</p> <p>(6) Refine project scope (committee, consultants and staff)</p> <p>(7) Finalize project cost and timeline</p> <p>(7) Execute contract</p>		

**Collaboration Project – Action Items**

**I. Non-LDC Collaboration Recommendations:**

- Item 4-1 (Pg. 2): OSU with City assistance should further develop off-campus orientation programs.
- Item 4-3 (Pg. 3): City and OSU should develop and implement a community/neighborhood welcome program.
- Item 4-4 (Pg. 3): OSU and the City should make available a mediation/conflict resolution service for community members.
- Item 5-1 (Pg. 7): City and OSU should form an ongoing Community Relations Advisory Committee to continue the Collaboration project over time.

**I. Non-LDC Recommendations (Cont')**

**Recommendations:**

- *Staff recommends that the City Council approve Items 4-2, 4-3 and 4-4 for implementation consideration and forward them to a Council standing committee for further review, discussion with OSU and development of a recommendation to the City Council by spring 2014.*
- *Staff recommends that the City Council approve Item 5-1 for implementation consideration including consultation with OSU with a target date for Council review and decision by summer 2014.*

**II. LDC Related Collaboration Items – Package #1**

- These recommendations are relatively straight forward with clear direction from the Collaboration Project.
- **Tasks**
  - oItem 2-1 (Pg. 1): Exemption of affordable housing projects from 4/5 bedroom parking requirements
  - oItem 2-2 (Pg. 1): Change the definition of family to include domestic partnership
  - oItem 2-3 (Pg. 1): Add the definition of “residential home” to the LDC
  - oItem 2-5 (Pg. 4): Revise lot line adjustment review criteria to not allow “unusable areas”

**II. LDC Related Collaboration Items – Package #1 (Cont')**

- oItem 2-6 (Pg. 4): Increase setback standards for zero lot line, single attached units
- oItem 2-7 (Pg. 5): Change density calculations for replats and minor land partitions to not count 50% of the abutting rights-of-way
- oItem 2-8 (Pg. 5): Increase public notice area for Major Lot Development Option applications
- oItem 2-9 (Pg. 6): Change minimum density requirements for infill development

**II. LDC Related Collaboration Items – Package #1 (Cont')**

- In addition to the above Collaboration LDC related proposals, Staff recommends that the following concepts be developed for Planning Commission and City Council review:
  - A. Develop a LDC text amendment to facilitate code-compliant changes within approved Planned Developments
  - B. Develop LDC Chapter 2.9 amendments that would streamline certain types of historic reviews in the OSU Historic District
- These 2 items are high priorities in the Planning Work Program along with Collaboration recommendations.

**II. LDC Related Collaboration Items – Package #1 (Cont')**

**Recommendations:**

- *Staff recommends that the Council approve Items 2-1 through 2-9 and Items A and B above for further development by Staff and presentation to the Planning Commission and Historic Resources Commission in LDC amendment package # 1, ultimately to be adopted by the City Council.*

**III. LDC Related Collaboration Items – Package # 2**

- Items 2-10 – 2-17 provide the basis for “infill” neighborhood design standards
  - ❖ Framed as “explore” and “consider”
  - ❖ Much more work to do to ground truth the concepts, consider other potential approaches and to develop specific, clear and objective code language
  - ❖ Design expertise, work group assistance and public process needed

**III. LDC Related Collaboration Items – Package #2 (Cont’)**

- Item 2-10 (Pg. 8): Explore development of a maximum Floor Area Ratio for residential infill development
- Item 2-11 (Pg. 8): Explore development of an average front yard setback for residential infill development
- Item 2-12 (Pg. 8): Review existing Pedestrian Oriented Design Standards (PODS) and revise to provide for more varied design
- Item 2- 13 (Pg. 9): Review existing LDC to determine if additional dwelling types should be regulated by PODS

**III. LDC Related Collaboration Items – Package #2 (Cont’)**

- Item 2-14 (Pg. 9): Explore LDC changes that would require placement of off-street parking towards the rear of infill lots and to enable parking facilities to be placed at the rear of lots
- Item 2-15 (Pg. 9): Consider LDC changes to require variations in roof plane orientation in multi-family projects
- Item 2-16 (Pg. 9): Consider LDC changes that would require exterior building wall and roof articulation and roof plane orientation to all residential areas of the City
- Item 2-17 (Pg. 9): Consider LDC changes that would increase window coverage requirements for dwelling units.

**III. LDC Related Collaboration Items – Package #2 (Cont’)**

- Item 2-18 (Pg. 10): Recommend that the Infill Design Task Force or another work group be asked to work on neighborhood design guidelines

**Recommendations:**

- *Staff recommends that the City Council approve Item 2-18 related to design guidelines and request that the Infill Task Force develop concepts for consideration by City Staff and the Planning Commission.*
- *Staff recommends that Items 2-10 through 2-17 be approved by the City Council for development of a neighborhood infill design standards proposal for presentation to the Planning Commission as LDC amendment Package #2 with ultimate adoption by the City Council.*

**IV. Future LDC Package**

- Item 2-19 (Pg. 11): Recommend that the City consider the development of a package of clear and objective neighborhood - specific design standards that would be applied in certain areas rather than city-wide.
- Item 2-20: Development of “Historic Preservation Lite” concept that would provide an opportunity for property owners to voluntarily participate in a regulatory process related to demolition and/or redevelopment of their property. It is recommended that incentives for participating in this program be created.
- Potential Rezoning Recommendations.

**Recommendations:**

*Staff recommends that Items 2-19 and 2-20 be approved for consideration in future LDC amendment packages.*

**V. Projected timing of LDC Packages # 1 and # 2**

- Package #1 to be developed over the next few months with public hearings in February/March
- Package #2 to run concurrently with #1
  - 6-8 months of work
  - start time TBD based on Council direction regarding state grant assistance or current budget
  - Planning Commission consideration could occur by Summer 2014

**Recommendations**

❖ **Package 1:**

- *Staff recommends that the Council approve Items 2-1 through 2-9 and Items A and B above for further development by Staff and presentation to the Planning Commission and Historic Resources Commission in LDC amendment package # 1, ultimately to be adopted by the City Council.*

**Recommendations Con't**

❖ **Package II**

- *Staff recommends that the City Council approve Item 2-18 related to design guidelines and request that the Infill Task Force develop concepts for consideration by City Staff and the Planning Commission.*
- *Staff recommends that Items 2-10 through 2-17 be approved by the City Council for development of a neighborhood infill design standards proposal for presentation to the Planning Commission as LDC amendment Package #2 with ultimate adoption by the City Council.*

**Recommendations Con't**

❖ **Future LDC Package**

- *Staff recommends that Items 2-19 and 2-20 be approved for consideration in future LDC amendment packages.*

**MINUTES OF THE JOINT MEETING OF THE  
BENTON COUNTY BOARD OF COMMISSIONERS AND THE CITY OF  
CORVALLIS CITY COUNCIL**

**August 15, 2013**

**Sunset Building**

**Research Way, Corvallis, Oregon**

**6:00 p.m., Large Meeting Room**

**Benton County: Annabelle Jaramillo, Chair; Linda Modrell, Commissioner; Jay Dixon, Commissioner;**

**Corvallis City Council: Julie Manning, Mayor; Mike Bielstein, Dan Brown, Richard Hervey, Roen Hogg, Biff Traber Penny York, Councilors**

**Excused: Bruce Sorte, Joel Hirsch, Hal Brauner, Councilors**

**Guests: Glencora Borradaile**

**Staff: Dennis Aloia, Benton County Chief Operating Officer; Mitch Anderson, Charlie Fautin, Benton County Health; Steve Deghetto, Corvallis Parks and Recreation; Jim Patterson, Corvallis City Manager; Kevin Perkins, Benton County Board of Commissioners' Recorder**

Chair Jaramillo called the meeting to order at 6:00 p.m.

- I. Opening – Annabelle Jaramillo, Chair, Benton County Board of Commissioners**
  - A. Introductions**
  - B. Pledge of Allegiance**
  - C. Announcements**

**II. Comments from the Public**

Glencora Borradaile, Corvallis

Borradaile encouraged the Council and Board to review the transportation corridor work between Eugene and Portland and help to identify a single route or take no action at all. One of four possible routes under consideration currently go through Corvallis; the decision should be made by 2015, and while the cost of full implementation has not been allocated it is designated as a high speed railway corridor. In favor of this proposal she stated that two thirds of the Corvallis workforce does not live in Corvallis and increasing numbers of workers will either increase the density of the city or create increased burdens on the existing transportation by commuting. Additionally, younger generations are either delaying the desire to drive or choosing not to drive at all. Providing transportation that does not rely on personal cars will help attract that sector of the workforce. Environmentally speaking, trains are much more sustainable than cars and the alternate fuels and electric cars will not reduce the carbon footprint to the same level as trains. She stated that if personal vehicle motor vehicles become cost prohibitive people will choose to work and spend where they live. Public transit needs to be as easy as possible to make

its use appealing. Corvallis is a relatively small town compared to the other towns under consideration for possible locations for a station.

In response to a question from Bielstein, Borradaile stated that one route goes through Corvallis, one up I-5, one along existing tracks and the final is near the existing routes; all of the possible routes pass through Albany.

Beilstein stated that an alternative could be to improve the transportation connections between Corvallis and Albany.

Borradaile stated that connectivity is not a consideration in the funding.

### **III. Review Agenda**

The following items were added to the agenda:

- 6.1 Passenger Rail – Richard Hervey, Corvallis City Councilor

### **IV. Information Items**

#### **4.1 Healthy Communities Project, Robert Wood-Johnson Foundation Grant – Karen Emery, Corvallis Parks and Recreation**

Deghetto and Fautin described the project that is underway as a joint project between the County, the City and others community partners. Deghetto described the efforts the City Parks and Recreation underwent to address a drop in participation; the dip in enrollment and the identified factors caused the department to look into areas of cooperation with the County and other organizations to build capacity, he described the outreach efforts seeking participation from the various parts of the community including the Latino and business communities. Increased utilization of the family assistance funding and expansion of marketing efforts have resulted in greater participation across the board in the Parks and Recreation Department programs. Adding a soccer school and bilingual exercise programs have been implemented and have been used as an example by the Wood-Johnson foundation. The joint effort has caused the Parks and Rec department to expand its efforts to identify and secure a wider array of community partners and using the existing systems rather than create new systems to address community concerns. City staff has worked to develop community gardens, increase Supplemental Nutrition Assistance Program (SNAP) and Women, Infants, and Children (WIC) utilization, create multi-modal paths, examine land use regulations, and many other components that factor into the health of a community. Even small things are being considered such as the contents of the Parks and Rec's vending machines and the menu at summer programs. Preventing the chronic diseases that are preventable is the larger overall goal; such efforts have now become rooted in the work culture of each of the departments. A substantial amount of work remains but they are on their way.

Fautin discussed the history of the effort in the Health Department, which began with a grant opportunity from the Robert Wood-Johnson foundation. Bridging the organizational gaps between the City and County was a daunting task, however, the increased cultural competency component, learning how the parks and rec program contributes to a healthy community and helping the parks and rec staff learn more about

health related concerns has been very productive opening the door to more cross jurisdictional personnel efforts. He believes that everyone who began in this effort has remained committed to the effort.

Deghetto discussed a specific effort that led a local businessman to contribute a bicycle clinic and to give a bicycle to a deserving child on occasion or when need warranted. Such a success will lead more businesses to become partners in the effort as more businesses see the positive results and want to be associated with the program.

Fautin stated that this is particularly important because this is the first generation that children are projected to have shorter lives than their parents. Working to reduce chronic disease and other healthy community efforts can help to rectify that situation.

In response to a question from Jaramillo, Deghetto stated that they have had interest expressed by the City of Albany and the Linn County Extension office about being partners in the programs; it is important that staff is not being seen as forcing it on an another agency but rather that it is presented as an opportunity to help improve their community. It must also be structured so that it is inclusive and inviting, only then will residents seek out the opportunity to join the effort as a volunteer or participant.

In response to a question from Hervey, Deghetto confirmed that the initial grant is nearly expended, however, there has been funding for a youth employment effort from the Benton County Foundation. The Boys and Girls Club has a workforce training program that they conduct in conjunction with their summer camp programs and other job related skills classes. In the future they would like to create a junior entrepreneur program running concessions at community events, but that will take a significant amount of work and planning. The Boys and Girls Club has secured other grants that they use to fund programs in partnership with the Parks and Rec Department, such as swimming lessons.

In response to a question from Bielstein, Deghetto stated that in terms of cost recovery, this was one of the “perfect storm” pieces. Consultants and public outreach helped to define the community’s priorities, which are individual to each portion of the community. The need for cost recovery has not been an impediment and in some cases actually helped; family assistance participants have helped to fill the minimum participation levels which has kept more full fare participants in activities that otherwise would not have met the minimum participation levels.

## **V. Discussion Items**

### **5.1 A Presentation and Discussion of Mental Health Systems in Benton County – Mitch Anderson, Benton County Health Department**

Anderson discussed the many aspects of the mental health system and funding in the State of Oregon, the services available through Benton County, and its impacts on the community. He provided an outline to the Council and Board for reference (Exhibit 1). Fundamentally, it is an extremely complex system therefore his presentation was a very rough overview.

In response to a question from York, Anderson stated that solving all of the gaps in the systems for youth and adults will not be a straight line; the funding flows are in flux and shift frequently. Realigning the contracts for the Coordinated Care Organizations (CCOs) and then determining how to match funding to system design to incentivize the

right actions will be a huge effort; retraining the full provider network to focus more on outcomes will be the biggest challenge. Another challenge that staff will work to address is the perception that there is new money in the system due to the CCOs, but in reality there is less.

## **5.2 Explore Topics for Future Meetings – Commissioner Annabelle Jaramillo, Benton County; Mayor Julie Manning, City of Corvallis**

The Board and Council agreed that areas of mutual interest include healthy communities, housing and homeless issues, economic development and transportation.

Bielstein suggested greater focus on regional transportation solutions, such as the 99w Express.

Jaramillo stated that she had a conversation with the OSU Extension director about his interest in economic development activities; putting Derek Goodwin in touch with Tom Nelson would be very productive given the contribution of the Extension Office in the area.

Hervey stated that the Council has a goal of economic development with local funding as well as agricultural development, even though little agricultural activity takes place inside the City; such a goal requires collaboration with the other cities and the County.

Brown stated that the issue of regionalization should be examined in relation to transportation, employment, housing and economic development.

Modrell commented that all these efforts are interrelated as well as water issues.

Traber stated that the broader question is how to address the interconnectivity issues without limiting the discussion to one topic area and how to partner with more of the local governments in the mid- and south valley area.

York commented that a common base of knowledge needs to be established and the issues properly framed before progress can be made.

## **VI. Other**

### **6.1 Passenger Rail – Richard Hervey**

Hervey stated that he has been involved in the passenger rail discussion and invited Ms. Borradaile to speak during the Public Comment portion of this meeting. He does not have a positive view of the car's future, but the Corvallis Municipal airport has reached its maximum capacity and in the future if rail access is not available it is likely to push business away.

Modrell concurred and added that there is nothing to lose by pushing for the Corvallis passenger route, even though she does not believe that is a likely outcome, but the future is always uncertain. However, it at least remains in the discussion if more funding becomes available.

Brown commented that Corvallis is not on I-5, the airport is maxed out, and if the railroad misses Corvallis it is likely that Corvallis will wither and decline. He cannot imagine high-speed rain through town, but connectivity to other locations may help.

Traber cautioned the group to also advocate for freight rail as well; insisting on a passenger only line would cause similar trouble as exists now with scheduling passenger and freight rails. Any economic development discussions need to include discussions about freight as well.

Jaramillo stated that she would be willing to work with the OSU Extension officer to put him in touch with the economic development staff at the City of Corvallis and recommend that Extension staff attend a City Council meeting in the near future.

Brown suggested that the City Council and Board of Commissioners meet jointly three times a year, but not during the summer nor during the holidays.

Traber said that meeting quarterly on a set date would be helpful, Hervey concurred.

**VII. Adjournment**

Jaramillo adjourned the Board meeting at 7:24 p.m.

\_\_\_\_\_ (date)  
Annabelle Jaramillo, Chair

\_\_\_\_\_ (date)  
Linda Modrell, Commissioner

\_\_\_\_\_ (date)  
Jay Dixon, Commissioner

# DRAFT

## CITY OF CORVALLIS MINUTES OF THE ARTS AND CULTURE COMMISSION SEPTEMBER 18, 2013

### Attendance

Brenda VanDevelder, Chair  
Rebecca Badger, Vice Chair  
Shelley Moon  
Patricia Daniels  
Charles Creighton  
Larry Rodgers  
Karyle Butcher  
Joel Hirsch, Council Liaison

### Staff

Karen Emery, Director  
Mark Lindgren, Recorder

### Visitors

Kyle DeVaul  
Cynthia Spencer

### Absent/Excused

Elizabeth Westland

### SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations
III. Review of Minutes- July 17, 2013	X		
IV. Visitor Propositions	X		
V. Corvallis Arts Center- DeVaul	X		
VI. A&CC Goal 3 as Related to Subcommittees- Direction			Motion passed to combine Goals II and III.
VII. Subcommittee Reports	X		
VIII. Economic Development Commission Meeting Summary & Strategic Plan Update	X		
IX. City Council Liaison Report	X		
X. New Business	X		
XI. Adjournment	X		The next Arts and Culture Commission meeting is scheduled for 5:30 p.m, October 16, 2013 at the Parks and Recreation Conference Room.

### CONTENT OF DISCUSSION

- I. **CALL TO ORDER.** Chair Brenda VanDevelder called the meeting to order at 5:31 p.m. She asked Larry Rodgers to make his presentation regarding his recent discussion with the mayor first under New Business, since he had to depart shortly.

**II. INTRODUCTIONS.****III. REVIEW OF JULY 17, 2013 MINUTES.**

Karyl Butcher moved and Trish Daniels seconded to approve the July 17, 2013 minutes as presented; motion passed.

**IV. VISITORS PROPOSITIONS. None.****V. CORVALLIS ARTS CENTER - DEVAUL.**

Chair Brenda VanDevelder introduced new Corvallis Arts Center (CAC) Director Kyle DeVaul, hired in July. DeVaul said her background was in a wide range of arts administration, mostly in marketing and development for performing arts organizations. These included opera and theater companies, and Rutgers and Montclair Universities in New Jersey. She has also done a lot of consulting, saying that it helped getting outside professional opinions. She moved to Corvallis recently from Maine.

She said the CAC was strong and stable but still had a lot of room for growth and change. The Center is doing interdisciplinary planning, with a strategic planning meeting next week. She said the intent was to serve the community and will be reaching out to get input. She said she saw a lot of potential in the Corvallis community. Daniels related that arts education was an important part of the ACC's mission. DeVaul said the arts are used at the CAC as a tool to teach other subjects, along with enrichment. Daniels said as schools are forced to cut arts programs, the Arts Center's work in this area becomes even more important.

Butcher said she has been concerned about the relatively lack of visibility of the commission even after several years, and asked how other areas around the country have increased visibility. Badger related that there have been extensive Facebook discussions. DeVaul replied that some similar commissions have broken off into independent non-profit organizations; she cited the successful, well-funded Baltimore Office of Promotion in the Arts as an example, saying it now puts on the largest arts festival in the country. She related that the relatively small and modestly funded community of Bangor, Maine had a year-round equity theater company, a Shakespeare festival, the American Folk Festival and the new KahBang Festival, featuring national performers. She said that this reflected the quality of the work, and getting and developing audiences. This drives the market, rather than the market driving you.

**VI. A&CC GOAL 3 AS RELATED TO SUBCOMMITTEES- DIRECTION.**

Chair Brenda VanDevelder said there was previously discussion of combining Outreach and Promotion Goals, since there was a big overlap between the two.

**Butcher moved to combine Goals II and III; Badger seconded; motion passed unanimously.**

**VII. SUBCOMMITTEE REPORTS.**

Chair Brenda VanDevelder related that the Marketing Committee (Badger, Westland, and herself) was working on Fall Festival items.

Daniels related that there was a meeting of representatives of most of the performing arts organizations at the Whiteside Theater last Friday to discuss the CAFA Program. The new materials that the BCCC developed were presented and there was discussion of the new OSU performing arts position.

Daniels said she presented the CAFA materials, including the CAFA brochure (which has since been revised). Emery said the department has discussed distributing materials to families that receive recreation scholarships. Moon highlighted the need for teaching performance etiquette (some people have never attended a performance before), and emphasized the need for a person of color to make those presentations. Butcher noted that she herself hadn't grown up with any experience with arts performances, and hadn't known what to expect, how to dress, what to do, etc.

Daniels said Moon made a great presentation and Badger highlighted the website. Badger said the website was designed using grant funds from the BCCC. Moon related that she'd emphasized the concept of "Corvallis Arts for *All*". Badger related that there was a lot of energy there; Butcher agreed that this was the time to work together. Daniels related that the CAFA representatives got applause for their presentation.

Badger said she'd email members the draft new CAFA materials to review before they go to print. Butcher suggested creating bookmarks, saying they were very popular; Daniels said there was a limited printing budget. VanDevelder said this program is an important example of what would not exist without the commission.

Creighton asked how we can track how effective the program is; Daniels replied that the mechanism is the arts organizations tracking tickets usage at concerts and performances. She said the frequency of reporting will be discussed next month; that will have to be reported as part of the grant. Badger said the website will track usage.

Moon asked the commission to look again at its Vision Statement.

VanDevelder said the other marketing piece is outreach to the community, with a presence at the Fall Festival. Badger said the ACC had agreed to take on the Arts for All Booth, and have commission volunteers talk to people. She said that OPAL developed a survey for volunteers to have a vehicle to talk to people about. There will be a Year of Culture poster, a CAFA poster, and a poster that recognizes businesses that support performing artists, "Arts is Good for Business". The BCCC grant will pay for the printing and pay for ads in the Corvallis Advocate. Butcher suggested producing a button with the slogan "Arts is Good for Business".

Badger reported that the survey will solicit people's thoughts on arts and culture; some students will also be there to help with the survey. She highlighted the need for commissioners to sign up for shifts; VanDevelder added that this is a chance for arts organizations' members to participate, too.

Badger said she needed any feedback on the draft survey immediately. Butcher suggested labeling questions regarding age and income as "optional". VanDevelder said the first question was "Do you live here?" Emery suggested clarifying question #2: "Where do you most likely attend an arts event?"

## **VIII. ECONOMIC DEVELOPMENT COMMISSION MEETING SUMMARY & STRATEGIC PLAN UPDATE**

VanDevelder said the commission had been discussing the Strategic Plan since April. Commissioners presented to the Economic Development Commission (EDC) in August. She said there was not resounding support from the EDC, but the event generated dialog and elicited some inquiries from the public via the Gazette-Times coverage. Parks and Recreation allocated \$10,000 to the commission for the Plan, and several commissioners met and decided the commission needed to work on the scope for

an RFP. An informal bid process requires three contractors to bid on the project; the commission's work tonight is to develop the scope of the project. The commission should tonight decide what is possible in the \$10,000 range. She distributed a more refined version of the Strategic Plan.

VanDeVelder said the project had four primary goals for a consultant: To determine the economic impact of the nonprofit arts and culture sector; determine what Corvallis must have in place to become an national arts destination; determine other communities' source of funding to make arts and culture thrive; and develop an action plan based on conversations between the community, stakeholders (including OSU), a review of the compared cities, and the compiled data.

She said data from local non-profits was available via their 1099 forms, the 2012 survey, and the upcoming Fall Festival survey to determine the social impact of the arts and culture. She highlighted national data and studies and other elements to be part of the packet for the consultant. She clarified that goal #4 involved re-surveying Corvallis arts and culture organizations. She sought input.

Butcher asked DeVaul for input; she replied that becoming a national destination was perhaps too ambitious, saying that a *regional* destination might be a more realistic start. She said that becoming a national destination requires a lot of dollars. She suggested the plan incorporate collaborations between business, non-profit, and public sectors; VanDeVelder concurred.

DeVaul said most grant funding was currently going to a field called "creative placemaking". Butcher cautioned that many probably don't understand the phrase "creative placemaking" yet; DeVaul agreed that only granting and non-profit sectors would likely understand it at this point. Daniels reported that one of three focuses of the Oregon Arts Commission will be creative placemaking.

Creighton said having a short statement seemed more manageable. VanDeVelder agreed on changing "national" destination to "regional". Regarding Goal #3, determining sources of information, DeVaul suggested adding the idea of partnerships to the goal, and suggested including how to leverage existing resources, as well as how to get the resources that are needed. Daniels noted that it's not just about money; leveraging relationships should be a separate item, perhaps within Goal #4. DeVaul said the plan could include earned income, so there could be consideration of activities that make money, instead of just asking for grant money and sponsorships.

Butcher said that things that needed to be in place to become a regional arts and culture destination included a collaborative factor; relationship building; and determining what had to be in place financially. Creighton questioned the importance of bring people from outside the community; Butcher replied that Corvallis residents were currently traveling elsewhere to have arts and culture experiences; the issue is what will it take for Corvallis residents to have those experiences here.

Daniels said it was an important goal; Butcher said it was about figuring out how to leverage resources to create critical mass. VanDeVelder summarized "Determine what Corvallis needs to have in place to become a regional destination arts and culture community to make local arts thrive, and to strengthen our community's cultural identity". DeVaul highlighted the concept of "community identity", saying that her experience was that these conversations happen in the context of tourism, since many of the partnership dollars come from that. She said the idea of helping strengthening core competencies of arts organizations was important.

In regard to Goal #4, the group agreed to add "support" to the comparisons with other cities. DeVaul suggested including not only *where* the funding would come from, but also the *how* of funding.

Creighton asked if this would be used to develop the RFP; VanDevelder said it would. Emery said it is important for candidates to be able to estimate how much it will cost, the expectations for the number of visits to the commission, etc. VanDevelder said the commission would provide 1099's of Corvallis arts and culture organizations, in order to cut costs for the consultants. Badger said most consultants will be familiar with such issues; DeVaul agreed that it was very standard, and consultant should be able to help the commission frame the work.

Butcher suggested running the draft by the Oregon Arts Commission (OAC) for review; Badger added that the OAC should be able to suggest people to talk to. Creighton cautioned that \$10,000 was only enough for a good start. DeVaul said Americans for the Arts performs economic impact studies of communities for \$5,500; they did one for Eugene and Portland, and they can be viewed online. A consultant could contract this aspect of the work out to the group. Emery said part of the outcome should be a work plan for the commission; VanDevelder said the commission was looking for more than economic impact.

Emery suggested the next step was to share the edited document with Rodgers. Butcher suggested running the edit by the OAC first, within the next few days. VanDevelder summarized the outcome is to have an RFP out before the October meeting; Emery said it may take longer. VanDevelder will email out the revised draft to commissioners.

VanDevelder asked members to sign up for the Fall Festival booth and reported that funds from the Benton County Cultural Coalition (BCCC) was funding the Year of Culture effort.

VanDevelder said there were two stakeholder meetings before the commission was formed, and there should be another. There will be discussions on setting the date.

She related she and Badger attended the Monday City Council meeting, which issued a mayoral proclamation for the Oregon Day of Culture: "Whereas in Corvallis and Benton County, arts and culture provide opportunities for artists to work professionally, contribute to the region's economic vitality and the quality of life..". She said the mayor was supportive of the quantitative and qualitative value that the arts bring to the community.

#### **IX. CITY COUNCIL LIAISON REPORT.**

Council Liaison Joel Hirsch asked if Visit Corvallis was contributing, saying that the director had sounded open to giving money; commissioners encouraged him to follow up on that. VanDevelder asked if there was a channel to make a financial request of Visit Corvallis; Hirsch suggested inviting the director to a commission meeting to ask for funds. Emery said she would contact the director, Mary Pat Parker.

VanDevelder said she'd presented to the EDC not to ask for funds, but simply to emphasize the role of arts and culture to economic development and the need for collaboration. Hirsch predicted the Council will slowly come along; the process is evolving.

Daniels thanked Emery for the department's contribution and Hirsch's advocacy for the commission. Hirsch related the Majestic Theater had just hired a new Executive Director, Tinamarie Ivey, and highlighted the upcoming production of "The Sound of Music".

#### **X. NEW BUSINESS.**

Larry Rodgers related he recently met with Mayor Manning regarding the job search for OSU's new performing arts director. There was discussion of how OSU's and the City's work could dovetail, as well as the ACC strategic plan's section on economic development and arts and culture. He said the mayor expressed interest in Rodger's talking to a Portland consultant, whose work could cost \$25,000. He will contact the consultant to get scope and scale of the work and what the firm could do for the commission. He said getting a fuller pre-proposal from a number of consultants could help become a next step and there could be discussion on how to finance it.

Butcher said that the delay in the process was leaving the commission stuck, and emphasized that there must be an RFP process. She said a consultant may find it helpful to look at the existing scope of work. Rodgers said he felt that the commission's goal of developing a strategic plan was attainable. VanDevelder said the goal of this meeting was to establish a well structured RFP, which would include scope.

Rodgers said that the new leadership in the Corvallis arts community should be helpful with the process. Daniels related that several commissioners have met with representatives from performing arts group. There's a lot of new, dynamic leadership, and people are excited about the new OSU performing arts position. Council Liaison Hirsch asked about the hiring timeline; Rodgers expected there would be an announcement on a new OSU performing arts director accepting the position within three to four weeks.

**XI. ADJOURNMENT:** Meeting adjourned at 7:01 p.m.

**CITY OF CORVALLIS  
ECONOMIC DEVELOPMENT COMMISSION  
Minutes – September 9, 2013**

**Present**

Elizabeth French, Chair  
Jay Dixon  
Ann Malosh  
Pat Lampton  
Jason Bradford  
Biff Traber, Council Liaison

**Staff**

Tom Nelson, Economic Development Manager  
Amy Jauron, Economic Development Officer  
Claire Pate, Recorder

**Visitors**

Sean Stevens

**Excused Absence**

Skip Rung, Vice-Chair  
Nick Fowler  
Rick Spinrad  
Tim Weber

**SUMMARY OF DISCUSSION**

	Agenda Item	Summary of Recommendations/Actions
I.	Call to Order/Introductions	
II.	Approval of Minutes <ul style="list-style-type: none"> <li>• July 8, 2013</li> <li>• August 12, 2013</li> </ul>	Both sets approved, with one revision for July 8, 2013 minutes
III	Visitor Comments	None
IV	Election of officers	Chair French and Vice-Chair Rung were re-elected..
V	Strategy/Business Activity Update	
VI	Preparation for Report to Council (October 7, 2013)	
VII	Next Meeting Agenda	
VIII	Adjournment – 4:48 pm	Next meeting scheduled for 3 pm; Madison Avenue Meeting Room. October 14, 2013

**CONTENT OF DISCUSSION**

**I. CALL TO ORDER.**

Chair French welcomed everyone to the meeting.

## II. APPROVAL OF MINUTES.

### A. July 8, 2013:

Chair French noted one revision: page 7, next to last paragraph, change "Research" to "Reser's." Commissioner Dixon **moved** approval of the minutes as revised; Commissioner Malosh seconded the motion which passed unanimously.

### B. August 12, 2013:

Commissioner Lampton **moved** approval of the minutes; Commissioner Dixon seconded the motion which passed unanimously.

## III. VISITOR COMMENTS.

None

## IV. ELECTION OF OFFICERS.

**MOTION:** Commissioner Lampton **moved** to re-elect Chair French and Vice-Chair Rung to their current positions. Commissioner Dixon seconded the motion which passed unanimously.

## V. STRATEGY AND BUSINESS ACTIVITY UPDATE

### Discussion of Metrics

ED Manager Nelson referred to the Strategy/Business Activity update report in the packet, and he said that staff were continuing to fine tune and update the metrics. He noted that there was a difference in the numbers used by ED Officer Jauron for her report on company visits due to the different time frames. Chair French cautioned against having discrepancies in the numbers since this could create confusion and uncertainty about whether contacts or visits had been counted twice. Mr. Nelson said that he would be using his new software, Executive Pulse, to track the metrics which should take care of that issue.

Commissioner Bradford asked if the metrics would eventually also provide comparator data for other towns that have similar demographics. Mr. Nelson said that they had subscribed to ESRI Business Analyst from which they will be able to pull good information relating to comparables. He intended to put that report together soon. In addition, they will be using another ESRI product called Tapestry which identifies psychographic profiles for a specific locale. He has done this for Corvallis/Benton County and will do a "hard copy" report on this as well.

Economic Development Officer Jauron said that she had begun using the NAICS Codes to identify the companies she has visited to date, and handed out a report showing the detail. She also included a listing of the top business-related challenges that had been mentioned by the businesses she visited. Her report gives a more detailed breakdown of the specific issues in each category.

In response to a question from Commissioner Malosh, Ms. Jauron said that her goals for the company visits include getting familiar with the businesses located in the community and ensuring that they understand what resources are available, especially on a local level.

Commissioner Lampton noted that one of the challenges listed was difficulty in working with the City, and asked for elaboration. Staff noted that perception played a role in it, but basic concerns included length of time to process applications and the high cost of fees. The recently implemented process of having applicants meet in one room with all involved staff

assembled prior to applications being filed has helped with this. Chair French noted the need to emphasize to businesses with this concern that the City has implemented changes and they need to give the process another chance.

Commissioner Malosh suggested that it would be helpful to quantify the level of concern along with the listing of business-related challenges; i.e. is something just a minor annoyance or is it of enough concern that a business is not able to expand or is considering relocation.

#### **Marketing Update – Google Analytics**

Manager Nelson said that it takes about 18 months to start getting really good analytics with people driven to visit the website. They are able to track the number of hits the website gets, but it will take a few months to get good information since the developer was still working on the site in August. They are still working on search engine optimization to get the right words on the site which will attract visitors. Chair French suggested that as staff do their visitations they should encourage businesses to view the site.

ED Officer Jauron said they were looking into getting new business cards which would reflect the new market brand and contain the website address. Since this would be different from the typical City of Corvallis business cards they would be getting clearance for this first.

## **VI. PREPARATION FOR REPORT TO COUNCIL**

### **A. Report Strategy results to date**

Chair French advised that that the Economic Development Commission and staff were scheduled to give an ED Strategy/workplan annual report to City Council at the October 7, 2013, City Council meeting, scheduled for 6:00-6:30pm. She urged the commissioners to attend the meeting if they were available. She would work with Vice-Chair Rung and Manager Nelson on the ten-minute presentation which would basically cover how the ED Strategy has been playing out to date using the metrics and statistics that have been developed. Mr. Nelson said that after the ten-minute Strategy update, City Council would be getting an update on the South Willamette Valley Regional Accelerator and Innovation Network (RAIN). Chair French noted that Vice-Chair Rung would be out of town and unable to attend. Commissioner Bradford said he would attend. Chair French said she would be happy to send out a draft of whatever graphics and information that will be part of the presentation, prior to the Council meeting.

### **B. Address Council Goal**

Chair French reviewed progress to date on addressing City Council's goal of having the EDC review the ED Strategy to determine if it needed changing or supplementing to incorporate agricultural-related business, local investment, and the arts and culture. The Commission had heard presentations from, and held discussions with, representatives of the three areas of interest. The intent at this meeting was to determine if there was a need to change the Strategy or whether the Strategy, with its overarching reach, already incorporated those areas of interest. Additionally, Chair French asked for input as to how best to present to Council its findings

Council Liaison Traber offered some background as to the genesis for consideration of the three specific areas of interest, though he cautioned that he was only one of nine councilors and could not represent all of their interests. His sense was that there was a generalized feeling that agricultural-related business, which includes food processing,

were left out of the Strategy in that the focus seemed to be on high-paying jobs and high-tech industry. Local investment was identified because of the emphasis in the Strategy on qualified investor-oriented investments. Arts and culture was included because of its importance as a part of the fabric of the community, and it was suggested that it might be considered as an economic activity and part of this particular Council goal. He also suggested that since they were still engaged in having discussions, it might make more sense to have the EDC hold an initial discussion with the Council's Administrative Services Committee. In this way, there would be more of an opportunity for discussion rather than presenting to the full City Council where the formal setting might not offer as much opportunity for give-and-take.

Chair French then asked for commissioner input, and the following are highlights of the discussion:

- It is important for the ED Strategy to be industry-neutral, which is why it does not call out any particular industry. If a change is made to incorporate a particular industry or sector, this will encourage other industries/sectors to push for a specific mention.
- Agricultural-related business already fits into all three of the ED Strategy Big Ideas, in that those goals include any industry that is traded sector.
- It might be more suitable to specifically target some of these interests as part of the Vision 2020 Statement and the 2013-14 Update; not necessarily as part of the ED Strategy.
- Local investment already fits under the umbrella of the ED Strategy. Smaller Step #5 relates to pursuing outside resources to fund expanded business development programs in Benton County.
- Agricultural-related businesses are generally place-based, and local investment tends to make them a more stable part of the economy in that they are committed to staying and not shopping around for other locations. It is a unique level of commitment, as compared with some traded sector high-tech businesses that can pick up and move operations more readily as has happened in the past.
- Agricultural-related business opportunities inside the City seem limited, but it is a major industry in Benton County.
- OSU Extension already has as its focus providing support for agricultural-related businesses and growth in that sector, and they already have approximately the same amount of funding as the City/County Economic Development office. It makes sense to collaborate with them as a viable, organized and funded institution, and to support their efforts to increase funding as needed. This fits within Smaller Step #2 which calls out for support of local and regional partners.
- OSU Extension's focus is on the larger agricultural commodity market; whereas the EDO is more focused on small businesses and helping them come to market.
- Though Smaller Step #2 is intended to be inclusive, the examples it cites are high tech-oriented. It might make it clearer that the intent is to be inclusive by using an example from the agricultural sector.
- Dr. McGorin's (OSU Food Innovation Center) presentation relating to the food processing industry suggested that this sector required low wages, low taxes, and low rental/real estate costs to succeed. Those attributes do not seem to fit well with this community.
- However, it is already part of the EDO's strategy to assist small businesses and startups to grow, and there have been initiatives with several agricultural-related/food processing businesses along those lines.

- Local food production is an important component, but with the very limited funding for Economic Development it seems that the focus should be on those parts of the strategy that are most likely to result in more jobs and growth of the local economy and tax base.
- Some of the smaller food manufacturing entities are using agricultural products grown in Benton County. This provides added value. An example of this is a startup making spirits out of rye grass seed.
- Arts and culture are part of the fabric of the community, but it is not a good fit within the ED Strategy. The Arts and Culture Commission need to make their case before the City Council for additional funding to accomplish a strategic plan.
- The EDC was charged with helping the City get out of financial straits, and the rational response is to support those sectors that generate tax revenue for the City.
- Though the EDC views success with the Strategy as resulting in revenue for the City which in turn supports the cultural programs, it is important to bring the rest of the community along with that notion. There is perhaps a lack of understanding in the larger community with how economic development brings in the revenue that supports arts and culture, and the Commission needs to do a better job of communicating this.

The consensus was that agricultural-related industry was already a part of the Strategy, and there had never been any intent to exclude this sector. There was a definite need to have this conversation with City Council to explain how the Strategy was intended to be inclusive and not specific to any one industry.

Manager Nelson said that local investment options were also already a part of the Strategy and were covered by Smaller Step #5; he would continue to collaborate with the Sustainability Coalition, OCWCOG, and other resources to inform businesses and local investors about investing and funding opportunities. Chair French suggested that part of the EDO work plan should be to help organize and sponsor a workshop for entrepreneurs about how to access available funding, and how to become bankable. Partners in this effort could also be Citizen's Bank and the local credit unions. Education is a major part of the local investment effort. It was agreed that there was not a need for changing the Strategy, but that there was a need to partner with appropriate local groups to sponsor and schedule some workshops to get information out about local investment opportunities.

Commissioner Bradford added that though the consensus was that the Strategy already covers both agricultural-related industry and local investment, Council's request to have these areas considered had stimulated connections and good discussion with the various partners in these efforts. It was important to communicate this to City Council as well.

Chair French then opened a discussion about arts and culture, and there was consensus around the importance of arts and culture in the community. A case could also be made that a healthy workforce is important to economic development, but it dilutes the ED Strategy if it readjusts its focus to take into account all of these considerations. The consensus was that it was important to keep the ED Strategy's current focus, and to not dilute it. The Arts and Culture Commission should be encouraged to seek support from the City Council for their important endeavors. There is also a case to be made for a partnership with Visit Corvallis.

It was agreed that the idea of taking these findings to City Council via a discussion first with Administrative Services Committee would be a good approach, and Chair French would be making that suggestion during the October presentation to City Council.

#### **VII. NEXT MEETING AGENDA.**

Chair French suggested that the October meeting would likely be an opportunity to discuss what the EDC's work plan should be; taking whatever cues they might get from City Council. They still need to look into whether there is an opportunity or need to undertake an Urban Renewal District effort. One opportunity might be working in collaboration with the 509J School District around improvements to Lincoln School in south Corvallis. There are a lot of people involved in such a venture, but with the long lead time involved in forming a district it would be important to have discussions around a holistic approach to south Corvallis redevelopment which might encompass the school, housing and industrial development.

Additionally, the October meeting might be a good time to invite representatives to give an update on the Venture Accelerator project.

#### **VIII. ADJOURNMENT.**

The meeting was adjourned at 4:48 pm. The next meeting will be held on October 14, 2013, at 3:00 pm in the Madison Avenue Meeting Room, 500 SW Madison.



Approved as submitted, October 8, 2013

**CITY OF CORVALLIS**  
**HISTORIC RESOURCES COMMISSION MINUTES**  
**SEPTEMBER 10, 2013**

**Present**

Lori Stephens, Vice Chair  
 Eric Hand  
 Rosalind Keeney  
 Cathy Kerr  
 Kristin Bertilson  
 Jim Ridlington, Planning Comm. Liaison

**Staff**

David Coulombe, Deputy City Attorney  
 Bob Richardson, Associate Planner  
 Carl Metz, Associate Planner  
 Jason Yaich, Planner  
 Mark Lindgren, Recorder

**Absent/Excused**

Geoffrey Wathen, Chair  
 Charles Robinson  
 Tyler Jacobsen  
 Roen Hogg, Council Liaison

**Guests**

Julie Hansen  
 Steve Drake  
 Rebecca Houghtaling

**SUMMARY OF DISCUSSION**

	Agenda Item	Held for Further Review	Recommendations
I.	Visitor Propositions		Julie Hansen sought advice regarding the impending demolition of the former Sunnyside School at 9th St. and Maxine.
II.	Public Hearings A. Wilson House (HPP13-00026)		A. Motion passed unanimously to approve the application as conditioned.
III.	Other Business/Info Sharing a. Presentation on Proposed OSU Street Standards. b. Correspondence from Josh Kahan regarding the OSU new classroom building. c. Sustaining Barns Workshop Sept. 21, 2013 d). SHO Mini-Grants Mailing		Rebecca Houghtaling presented proposed OSU Street Standards. Staff will mail owners of designated historic resources information on applying for mini-grants.
VI.	Minutes Review- August 13, 2013		August 13, 2013 minutes approved as presented.
VII.	Adjournment		Meeting adjourned at 7:10 p.m.

## **CONTENT OF DISCUSSION**

### **I. VISITOR PROPOSITIONS:**

Julie Hanson stated that she was attending on behalf of Sunnyside School, which is in her neighborhood, at Maxine and 9<sup>th</sup> Street. Built in 1911, it served as a one-room schoolhouse until 1929. She displayed photos of the school then and now. It is located near the old Elks Building at the north end of 9<sup>th</sup> Street. There is a pending demolition and the building has no protection. It is currently a private residence in RS-9, Medium Density. She related she'd tried to buy it and failed. It has been a rental and is in disrepair. She has suggested to the owner the possibility of moving the building and engaging an engineer to see if it was practical to move it. She expected it to be torn down soon if no action is taken to preserve it. She said it had fallen through the cracks and asked commissioners for their advice. She said it was included in the book "When School Bells Rang: Schools of Benton County, Oregon", by Marlene McDonald.

Lori Stephens asked for her contact information to further discuss it. She asked whether development plans for the site had been submitted; Ms. Hanson said she had not seen them yet.

### **II. PUBLIC HEARINGS –A. WILSON HOUSE (HPP13-00026)**

#### **A. Opening and Procedures:**

Chair Stephens reviewed the public hearing procedures. Staff will present an overview followed by the applicant's presentation. There will be a staff report and public testimony, followed by rebuttal by the applicant, limited in scope to issues raised in opposition and sur-rebuttal by opponents, limited in scope to issues raised on rebuttal. The Commission may ask questions of staff, engage in deliberations, and make a final decision. Any person interested in the agenda may offer relevant oral or written testimony. Please try not to repeat testimony offered by earlier speakers. It is sufficient to say you concur with earlier speakers without repeating their testimony. For those testifying this evening, please keep your comments brief and directed to the criteria upon which the decision is based.

Land use decisions are evaluated against applicable criteria from the Land Development Code and Comprehensive Plan. A list of the applicable criteria for this case is available as a handout at the back of the room.

Persons testifying either orally or in writing may request a continuance to address additional documents or evidence submitted in favor of the application. If this request is made, please identify the new document or evidence during your testimony. Persons testifying may also request that the record remain open seven additional days to submit additional written evidence. Requests for allowing the record to remain open should be included within a person's testimony.

The Chair opened the public hearing.

#### **B. Declarations by the Commission: Conflicts of Interest, Ex Parte Contacts, Site visits, or Objections on Jurisdictional Grounds**

1. Conflicts of Interest. None declared.
2. Ex Parte Contacts. None declared.
3. Site Visits. Commissioners Hand, Keeney and Bertilson made site visits.
4. Objections on Jurisdictional Grounds. No rebuttals or objections were made.

**C. Staff Overview:**

Planner Metz said the site was located at 136 NW 28<sup>th</sup> Street, in the College Hill-West National Register Historic District, and was listed as Historic/Contributing. It consists of a main 1.5 story house and a detached period garage. The proposal is to replace the existing single-frame tilt-up wood garage door with a four-section wood garage door with wood panels and a row of four by four divided-pane windows.

**D. Legal Declaration:**

City Deputy Attorney David Coulombe stated that the Commission would consider the applicable criteria as outlined in the staff report, and he asked that citizens direct their testimony to the criteria in the staff report or other criteria that they feel are applicable. It is necessary at this time to raise all issues that are germane to this request. Failure to raise an issue, or failure to provide sufficient specificity to afford the decision-makers an opportunity to respond, precludes an appeal to the State Land Use Board of Appeals on that issue.

The failure of the applicant to raise constitutional or other issues relating to proposed conditions of approval with sufficient specificity to allow the local government to respond to the issue precludes an action for damages in Circuit Court.

**E. Applicant's Presentation:**

Steve Drake displayed on his laptop photos of the building to the commissioners; he said some were in the packet. He said the state of the existing hardware prevented the door from closing, and felt the design of the existing door was not compatible with the design of the house. He highlighted sizes of panes on the house and panels on the neighbor's house.

Commissioner Keeney asked about the size of the replacement door; Mr. Drake replied that the replacement door was the same size.

**F. Complete Staff Report:**

Planner Metz said the proposal satisfied all the criteria in 2.9.90.068 and highlighted staff Conditions of Approval. Regarding 2.9.100.04.b1 and b2, he noted that the house was constructed in 1941 and was a Colonial style and was in a state of high integrity. The alterations are limited to the detached garage, which has a simpler design than the house. The alterations will not impact the design, style, appearance or historic integrity of the resource. The proposed garage door shares many features of the existing doors, including materials, painted finish, dimensions, and a similar pattern of raised wood panels. It was compatible with characteristics of the resource and the neighborhood as a whole; staff found it to be compatible. Regarding 2.9.100.04.b3, he said staff found that it met relevant criteria, including Facades, Building Materials, and Architectural Elements.

He stated that the proposed door was compatible with designated resources in the neighborhood. Staff found the proposal alterations were compatible with the resource and recommended approval, with Conditions of Approval.

**G. Public Testimony in favor of the application:** None.

**H. Public Testimony in opposition of the application:** None.

**I. Neutral testimony:** None.

**J. Additional Questions for Staff:** None.

**K. Rebuttal by Applicant:** None.

**L. Sur-rebuttal:** None.

**M. Additional time for applicant to submit final argument:**

The applicant waived the right to submit additional testimony and there was not a request for a continuance or to hold the record open.

**N. Close the public hearing:**

Commissioner Stephens declared the public hearing closed.

**O. Discussion and Action by the Commission:**

Commissioner Keeney moved to approve the application as conditioned in the staff report; Commissioner Bertilson seconded. Motion passed unanimously.

**P. Appeal Period:**

The Chair stated that any participant not satisfied with this decision may appeal to the City Council within 12 days of the date that the Notice of Disposition is signed.

### **III. OTHER BUSINESS/INFORMATION SHARING.**

New Associate Planner Carl Metz related that he recently arrived from Casa Grande, Arizona, where his work included historic preservation.

#### **a). Presentation on OSU Proposed Street Standards.**

Planner Richardson noted that OSU David Dodson had made an initial presentation during Visitors Propositions on proposed street standards several months ago, and on request of the commission he had asked OSU Planner Rebecca Houghtaling to return in order to present them further. He introduced City Planner Jason Yaich, as well.

Ms. Houghtaling said OSU would be requesting an LDC Text Amendment. She related that the campus was based on the Olmstead Plan, and was laid out on a grid pattern. Vehicular through-traffic was restricted largely to pedestrians and bicycles beginning in the 1960's, with access for public transit and emergency and service vehicles. The pedestrian-oriented design is intended to enhance OSU's character and foster safe convenient movement. She noted that since OSU's development began well over a century ago, many existing streetscapes in the OSU Zone do not comply with City standards. While most campus streets are private, Chapter 4.0 requires that *all* streets be upgraded to City standards with development, including new construction or re-development.

She stated the pattern of development will continue to be by projects, with new facilities incorporated into the existing fabric over time. While new development brings adjacent streetscapes into compliance with City standards, the result is a haphazard pattern of sidewalks, street trees and landscape strips. It is inconceivable the entire campus could be redeveloped to the point where City street standards would be fully implemented sufficiently to result in consistent streetscapes within the campus. The incongruity between the historic pattern and

current City standards has caused a random pattern of sidewalks and landscape strips, and is apparent in the streetscapes on recent projects. She said this had occurred recently with the Student Success Center, the OSU Beaver Store, and the Linus Pauling Science Center, among others.

The Native American Longhouse, a recent infill project, is a particularly jarring example, where the existing sidewalk was required to be moved six feet from the curb along the buildings frontage, within a block that otherwise has sidewalks adjacent to the curb, leading to an inconsistent streetscape in the campus' most visible area. She summarized that it looks odd and doesn't make sense.

She noted that relocating sidewalks due to LDC requirements would also necessitate moving the extensive utilities below them. She added that in the campus core and other areas, high volume pedestrian foot traffic makes it very difficult to maintain vegetation in planting strips between the street and sidewalk. She displayed photos of trampled vegetation in such areas. The local private campus streets function differently than local residential streets elsewhere in Corvallis, with restricted access. She said OSU would like the flexibility to place sidewalks, planting strips and bike lanes in locations that complement the historic campus grid pattern, protect existing mature vegetation, and are feasible, given the location of the utility infrastructure. Existing LDC street standards inadequately address the unique character, use, and physical circumstances of the OSU streetscape. The proposed LDC text amendment will codify the new OSU Zone Street Standards that respond to the campus's unique conditions.

To develop the new street standards, OSU staff inventoried aspects of public and private streets within the OSU Zone. A diverse staff work group reviewed each street segment and developed desired streetscapes based on existing conditions and projected future needs. Proposed changes were reviewed against the University's current infrastructure data and field-verified. The text amendment proposal would only be specific to improving streetscapes in the OSU Zone, would not alter City street standards in any other zone, and would allow for variation to maintain historic development patterns in the campus core while respecting City standards along the campus boundary. She explained the standards for campus streets had been broken down into three types of streets: Pedestrian Core, Sports Complex, and University Collector (primarily 30<sup>th</sup> and Washington).

Rosalind Keeney asked about the proposed changes; Ms. Houghtaling said among OSU's requests were regarding the green streets in restricted access areas, or areas with curbside sidewalks, which don't meet City standards, saying OSU's usage resembled that of downtown. She said a planting strip would be on the inside of the sidewalk, instead, and that this would allow planting of large canopied trees. Locations of planting strips on collector streets would not be changed.

She said the new sidewalk on the east side of 26<sup>th</sup> Street doesn't make sense in a non-residential context. She said OSU staff were working with Fire Department and Public Works staff on the standards.

Cathy Kerr asked if there would be any limit on moving trees away from streets. Ms Houghtaling said trees should not be planted any closer than 20' from buildings, but OSU will continue to plant street trees, though there will not be a limiter. She said that large-scale trees would be planted, as they generally fit the scale of the buildings better.

Commissioner Keeney said she was hearing that OSU's primary concern was regarding the six-foot parking strip; Ms. Houghtaling agreed, adding that another aspect was the location. In the instance of University Collectors, 30<sup>th</sup> Street, a Contributing Resource in the district, requires

twelve feet of separation between the curb and the sidewalk; in most cases there are constraints on that. Commissioner Stephens added that City standards were not part of the Olmstead Plan. Ms. Houghtaling encouraged commissioners to submit any feedback of the language.

**b). Correspondence From Josh Kahan Regarding the OSU New Classroom Building.**

Planner Richardson highlighted Ms. Kahan's letter to the commission and the Division Manager.

**c). Sustaining Heritage Barns Workshop.** Planner Richardson related the Division bought four tickets for commissioners to attend the September 21 event to be held at the Walnut Barn at Martin Luther King, Jr. Park and the Knotts-Owen Barn at Owens Farm. The workshop is sponsored by the Restore Oregon Heritage Barn Taskforce. He added \$150 was donated.

**d). SHO Mini-Grants.** Planner Richardson said everyone owning designated historic resources would be contacted with post cards about available mini-grants from a \$5,000 SHPO grant. Owners must apply by July 31, 2014. The commission will review applications in February, perhaps in a special dedicated meeting. There are eligibility requirements in the grant program. The criteria are listed at the City website. Commissioner Keeney asked about publicizing the program; Planner Richardson replied he would issue a press release.

Commissioner Keeney highlighted a recent G-T article featuring a project on the photo survey of buildings on some 2,500 properties surrounding the university. Planner Richardson offered to schedule Commissioner Keeney's short presentation on the project if the commission wishes, and could link to it on the website, as well.

**IV. MINUTES REVIEW:**

**August 13, 2013-**

Commissioner Keeney moved and Commissioner Kerr seconded to approve the August 13, 2013 minutes as presented; motion passed.

**V. ADJOURNMENT:** The meeting was adjourned at 7:10 p.m.

<p><b>Draft</b>  <b>Subject to review &amp;</b>  <b>HCDC approval</b></p>
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**HOUSING AND COMMUNITY DEVELOPMENT COMMISSION  
MINUTES  
September 18, 2013**

Present

Judy Gibson, Chair  
David McCarthy, Vice Chair  
Kara Brausen  
Ed Fortmiller  
Gary Hamilton  
Kenny Lowe  
Gerry Perrone

Absent

Dave Henderer  
Roger Lizut, Planning Commission Liaison  
Biff Traber, City Council Liaison

Staff

Kent Weiss  
Terri Heine

**SUMMARY OF DISCUSSION**

Agenda Item	Action/Recommendation
I. Public Hearing: FY 12-13 Consolidated Annual Performance Evaluation Report (CAPER)	Approval
II. Consideration & Approval: HCDC Draft Minutes of July 31, 2013	Approval
III. Status: Loan Funds & Recent Rehab Loans	Information Only
IV. Other Business: HOME Rule Changes Training	Information Only

## CONTENT OF DISCUSSION

### **I. Public Hearing: FY 12-13 CDBG/HOME Consolidated Annual Performance Evaluation Report (CAPER)**

Chair Gibson opened the meeting and the public hearing for comments regarding the FY 12-13 CDBG/HOME Consolidated Annual Performance Evaluation Report (CAPER). Housing Division Manager Weiss noted that no public comments were received by staff in advance of today's meeting. As there were no visitors in attendance to provide comments, Chair Gibson closed the hearing. Weiss then provided an overview of the CAPER, noting that it is a HUD-required document summarizing the activities carried out during FY 12-13 which utilized funding from the Community Development Block Grant (CDBG) and HOME Investment Partnerships (HOME) programs to meet the needs of low income residents. The CAPER also evaluates program achievements against goals and strategies laid out in the City's CDBG/HOME Consolidated Plan.

Weiss noted that the FY 12-13 CAPER reflects the fifth and final year of operation under the FY 08-09 through FY 12-13 Consolidated Plan. For FY 12-13, the City was awarded \$460,528 in CDBG funding, and \$298,047 in HOME funding. Highlights include:

- through the end of FY 12-13, the City has disbursed 73% of the HOME funds awarded for projects in all program years, and has generated 290% of the HOME match required for those disbursements;
- completion of the 48-unit Alexander Seavey affordable rental project;
- 3,248 individuals were served through the Human Services Fund; and
- exceeding the five-year goal to rehabilitate 215 housing units by completing work on 218 units.

Weiss noted that the goal for the creation of 110 new housing units fell short at 60. This was due mostly to the goal being set too high to begin with, and then coupled with the economic recession and soft housing market during the Plan's five-year time period. Weiss added that the current Plan is written to reflect a more realistic goal, and takes into consideration the lower amounts of CDBG and HOME funding that the City has available to allocate. Staff sees it as positive that given the market conditions during the Plan's 5 year period, the City was still able to provide funding to a total of 292 affordable housing units, which is 82% of the original goal of 355 units.

Regarding HOME funds, Weiss noted that the City has continued to be able to meet timeliness requirements set by HUD for the distribution of those funds. Since the City first received HOME funding in FY 01-02, no two-year HOME commitment deadlines have been missed, nor have any five-year expenditure deadlines lapsed. Currently, HOME funds are dedicated to the following projects under construction: \$800,000 to the Willamette Neighborhood Housing Services' (WNHS) Seavey Community Land Trust (CLT) home ownership project and \$383,000 to WNHS's Lancaster Bridge rehabilitation project. About half of the \$800,000 for the CLT project has been spent, and \$330,000 has been spent to date for the Lancaster Bridge project.

Weiss noted that during FY 12-13, staff developed and completed an Analysis of Impediments to Fair Housing and a Fair Housing Plan. These reports were submitted to HUD and approval for both was received. Weiss noted that getting approval of these reports straightaway is quite rare as HUD is wanting to see considerably more information included in the documents than in the past, including information regarding achievement of goals. Weiss noted that Housing Program Specialist Bob Loewen was instrumental in gathering the information and putting the reports together.

Chair Gibson thanked Weiss for his overview. Following a brief discussion, Commissioner McCarthy moved, with Commissioner Fortmiller's second, that the HCDC approve the CAPER as submitted. The motion passed unanimously.

## **II. Consideration & Approval: HCDC Draft Minutes of July 31, 2013**

Chair Gibson asked for consideration for the HCDC draft minutes of July 31, 2013. The minutes were approved unanimously.

## **III. Status: Loan Funds and Recent Rehab Loans**

Weiss reported that two Essential Repair (ER) rehabilitation loans have closed since the last meeting, adding that several are in the application/review process. Regarding First Time Home Buyer (FTB) loans, Weiss noted that two loans have closed since the last meeting. He added that as the six Seavey CLT homes are finished and sold, some of those home buyers may take advantage of the FTB program as well.

## **IV. Other Business: HOME Rule Changes Training**

Weiss noted that he will be traveling to Seattle later today to take part in a HUD briefing on the new HOME rule where the significant recent changes in the rules for that program will be introduced. Some of the regulatory changes are in regard to how potential projects are to be evaluated, and if those projects are eventually funded, how they are to be monitored while construction is underway and during the years following project completion. Regulations in regard to HOME rent restrictions will also be discussed.

There being no further business, the meeting was adjourned at 12:45 p.m.

# MINUTES

**Wednesday – September 18, 2013 3:00-4:30 PM**

**In Attendance:**

- |   |   |   |   |
|---|---|---|---|
| <input type="checkbox"/> Mike Beilstein             | <input checked="" type="checkbox"/> Kevin Bogatin   | <input checked="" type="checkbox"/> Justin Carley (p) | <input type="checkbox"/> Bill Currier             |
| <input checked="" type="checkbox"/> Brett Deedon    | <input type="checkbox"/> Jay Dixon                  | <input checked="" type="checkbox"/> Ken Elwer(p)      | <input type="checkbox"/> Max Frederick            |
| <input checked="" type="checkbox"/> John Haroldson  | <input type="checkbox"/> Rick Hein                  | <input checked="" type="checkbox"/> Dan Hendrickson   | <input type="checkbox"/> Linda Hukari             |
| <input checked="" type="checkbox"/> Scott Jackson   | <input type="checkbox"/> Bessie Johnson             | <input type="checkbox"/> Charla Koepp                 | <input checked="" type="checkbox"/> Sharon Konopa |
| <input checked="" type="checkbox"/> Mario Lattanzio | <input type="checkbox"/> Dave Mazour                | <input type="checkbox"/> Steve Mitchell               | <input type="checkbox"/> Mary Moller              |
| <input checked="" type="checkbox"/> Jeanne Nelson   | <input type="checkbox"/> Nicolas Ortiz              | <input checked="" type="checkbox"/> Jim Patterson     | <input checked="" type="checkbox"/> Jon Sassaman  |
| <input checked="" type="checkbox"/> Terry Thompson  | <input checked="" type="checkbox"/> Stewart Wershow | <input checked="" type="checkbox"/> Deb Williams (p)  | <input type="checkbox"/> Locke Williams           |
| <input type="checkbox"/> Tara Williams              | <input checked="" type="checkbox"/> Carl Yeh        | <input checked="" type="checkbox"/> Penny York        | <input type="checkbox"/> Charles Yutzie           |
| <input checked="" type="checkbox"/> Present         | <input type="checkbox"/> Absent                     |   |   |

Members Present: =17 **Quorum** (32 positions filled: quorum requirement: 16)

**Vacancies:**

Adair Village Citizen Rep, Adair Village City Councilor, OSU: Director Dept. of Public Safety, Philomath City Manager/Rep, Rep of Crime Victims

**Staff:**

Jodi Robin

**Guests:**

David Clark, Joel Pickerd, Diana Rabago, and ASOSU: Maile Wu

**ACTIONS:**

- Action Item** – The June 2013 minutes were approved as submitted.

**UPCOMING MEETINGS (3:00pm – 4:30pm):**

- October 16<sup>th</sup>
- November 20<sup>th</sup>
- No December Meeting
- January 15<sup>th</sup>
- February 19<sup>th</sup>
- March 19<sup>th</sup>
- April 16<sup>th</sup>
- May 21<sup>st</sup>
- June 18<sup>th</sup>
- No July Meeting

## Call to Order & Introductions

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Jon Sassaman called the meeting to order. The attendance roster was circulated and introductions made.

### 1. June 2013 Minutes

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**Action Item** –The June 2013 minutes were approved as submitted.

### 2. WCJC Committees, Projects and LPSCC Activities

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#### A. Drug Treatment Court- David Clark

Total Current Active Participants: 39

- Softball teams finished
- Bowling has started up again with partial support from the Friends of BC Treatment Courts
- DTC involved in a drug court peer review process; gone through our evaluation and waiting to do the same with the other drug court.
- Received CJC grant for 2 years! Though we will have to re-apply for our funds next year.
- Picnic was a mild success; we will reinvent it next year to be more in line with the new judge.
- Group of participants would like to be more involved in developing activities.
- Trying to document DTC activities on video, the program is in need of a videographer.

#### B. WCJC 2012-13 Year in Review/Work Plan- Ken Elwer/Jon Sassaman

*Handout Available*

The focus over the past year was on the adult correctional facility and the strategic planning process. In this coming year we are focusing on two of the goals outlined in the strategic plan: the mental health impact on the local criminal justice system and on developing a school safety report. Terry Thompson stated the Juvenile Department section of the report may need updating. The report will be updated to include any new information from the Juvenile Department and then dispensed to members. Penny York and Stewart Wershow questioned when the Lay Committee will be convening to work on the school safety report. Jon Sassaman said he will be checking in with Rick Hein, Lay Chair, regarding the progress of the report.

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#### C. Target Rich Gun Violence Intervention (TRGVI) in Benton County- John Haroldson *Handout Available*

TRGVI is a scaled back version of the Intervention model that the District Attorney's Office recently tried to get funded, unsuccessfully. Under the Intervention model, a prosecutor would have been designated to manage both a multi-disciplinary team and to develop a community prosecution model, which is similar to a community policing model.

Mr. Haroldson said he would like to focus today on some of the challenges and obstacles we face when we talk about target rich violence.

What is target rich violence? Target rich violence is violence aimed at areas of high human concentration with the purpose of maximizing the number of human casualties. Some of these crimes are so horrific and shocking to the human conscience that they are not only hard to believe, but even harder to accept as anything more than an aberration. Unfortunately, target rich violence has become a norm in our society according to what the statistics can prove, with an average of approximately 1 event per month.

Types of Target Rich Violence:

1. Thrill kill: Much like a video game, the killer sets up a situation to kill as many as possible, then the killer usually commits suicide.
  2. Hate crime/Anti-government
  3. Work place violence
- 

WCJC - Benton County's Local Public Safety Coordinating Council  
(LPSCC)

120 NW 4<sup>th</sup> Street, Corvallis, OR 97330 ■ Phone: 541.766.6647 ■ Jodi.robin@co.benton.or.us

#### 4. Domestic Violence

Mr. Haroldson shared many slides demonstrating national cases that are examples of target rich violence. Examples included: The Washington DC shooting, The Sandy Hook massacre, Aurora Theater shooting, University shootings, family violence shootings, etc.

What have we learned about mass shootings?

- Primarily single attackers
- Average age 43.4
- More than half involved schools or workplaces: Thrill kill or suicide by cop.
- Other places include malls, restaurants, religious and government buildings.

How can a community better communicate and not be so isolated? We need to be more proactive before something irreversible happens. What is the impact of changing societal norms?

The Intervention Model focuses on getting people to communicate. A stakeholder's roundtable model/MDT is needed to share information.

Local Issues: Individuals in our community who pose a threat:

Sandy Dwyer- has made threats to "do something that will make Sandy Hook look small."

Grant Accord- Currently in custody for threats towards West Albany Schools.

Orion Cannon- Known to use drugs and have weapons. He had been making plans to shoot people on LBCC campus.

George Urbach-Anti-Government individual, has threatened to "kill cops" who come on his property.

Matthew Rosen- Has had a lot of involvement with the system, has mental health issues with isolated drug history.

Colin Behee- Involved with child pornography and a fascination with weapons.

Steven Ewing- Highly educated, terrorized his parents, he went to prison. Fascinated with military gear and weapons, and has threatened the District Attorney.

Phillip Sanders- involved in the Sovereign Citizen movement.

Cody Crawford- Responsible for the local mosque bombing.

Anthony Rodriguez- A methamphetamine user with mental health issues.

Challenges to the Intervention Model:

- 1). Confidentiality: Legal obstacles to information sharing.
- 2). "Minority Report": Fear of process that seeks to label people for conduct not yet committed.
- 3). "Little Boy who cried Wolf: Alarm associated with risk notifications.
- 4). Double standards- you will be attacked for profiling if you intervene early or attacked for not intervening: you will be questioned as to why you didn't intervene.

We need to adopt an informational model. We could provide trainings through the Chamber of Commerce to local businesses to raise a greater level of awareness. We need to have a really good inventory of all the services that are available. We need to raise the level of communication to intervene and avoid an issue.

Moving forward:

- Develop information sharing efficiencies.
- Clarify scope of information that can be shared.
- Identify a bank of resources available in our community for individuals.

Jeanne Nelson reminded the WCJC members that individuals have a choice whether they want to participate in mental health services or not, you cannot make someone participate.

Maile Wu added that staff trainings at schools would be another great way to raise awareness.

### **3. Other Business- Jon Sassaman**

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There is a free, one-day LPSCC training in Portland, Oregon on December 6<sup>th</sup> regarding “What Works: Health Care Transformation, Mental Health, and Public Safety.” If any WCJC members are interested in attending please contact Jodi Robin, WCJC Coordinator.

A Youth Mental Health group is currently forming. Any WCJC members interested in participating please contact Penny York.

Sharon Konopa notified the WCJC that on November 5<sup>th</sup> Albany will have a general obligation bond on the ballot to fund a new police station and to replace the downtown fire station. The new bond would not raise the current tax rate.

### **Call for Additional Agenda Items- Jon Sassaman**

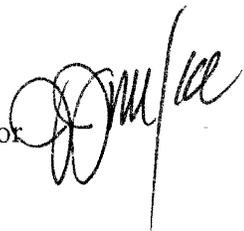
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None noted.

**Adjournment** The meeting was adjourned at 4:00pm

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MEMORANDUM

**To:** City Council Members  
**From:** Julie Jones Manning, Mayor   
**Date:** October 15, 2013  
**Subject:** Appointment to Downtown Commission

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I am appointing the following person to the Downtown Commission for the term of office stated:

Alan Wells  
Term expires June 30, 2016

Alan is a long-time Corvallis resident and will represent the community on the Commission.

I will ask for confirmation of this appointment at our next Council meeting, November 4, 2013.

**MEMORANDUM**

**To:** City Council Members  
**From:** Julie Jones Manning, Mayor   
**Date:** October 15, 2013  
**Subject:** Vacancy on Bicycle and Pedestrian Advisory Commission

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Glencora Borradaile has resigned from the Bicycle and Pedestrian Advisory Commission. Glencora represented pedestrians on the Commission. Her term on the Commission expires June 30, 2014.

I would appreciate your nominations of citizens to fill this vacancy.

1070

MEMORANDUM

**To:** City Council Members

**From:** Julie Jones Manning, Mayor



**Date:** October 15, 2013

**Subject:** Confirmation of Appointments to Citizens Advisory Commission on Transit

---

At our last regular meeting, I appointed the following persons to the Citizens Advisory Commission on Transit for the terms of office stated:

Cassie Huber  
Term expires June 30, 2016

Brandon Trelstad  
Term expires June 30, 2016

I ask that you confirm these appointments at our next Council meeting, October 21, 2013.

1071

\*\*\*MEMORANDUM\*\*\*

To: Mayor and City Council

From: Tony Krieg, Customer Services Manager 

Subject: Liquor License Investigation-New Outlet- Jackson's Food Stores, Inc

Date: October 7, 2013

The City has received an application from John Jackson and Cory Jackson, Owner and Secretary of Jackson's Food Stores Inc, doing business as Jackson's #110, located at **2075 NW Circle Blvd, Corvallis, Or 97330**. This application is for a **New Outlet with an Off-Premise Sales liquor license**.

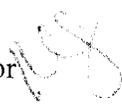
An affirmative recommendation has been received from the Police, Fire, and Community Development Departments. No citizen comments or input were received regarding this application for endorsement. Staff recommends the City Council authorize endorsement of this application.

**Off-Premises Sales**

This license allows the holder to sell factory-sealed containers of wine, malt beverages and cider "to go." Malt beverages cannot be sold in single containers larger than two and one quarter gallons.

## MEMORANDUM

To: Mayor and City Council

From: Mary Steckel, Public Works Director 

Date: October 14, 2013

Subject: Long Term Right-of-Way Permit Request at 1<sup>st</sup> Street and Jackson Avenue

### **Issue:**

Gerding Builders has requested use of the public right-of-way (ROW) for a time period in excess of the authority granted to the City Manager in Corvallis Municipal Code (CMC).

### **Background:**

Gerding Builders currently has a 30-day permit from Community Development, Development Services to use the area as described below. They are requesting to extend their use of the public ROW until August of 2014. The request involves closing the sidewalk and parking stalls along the south side of NW Jackson Avenue from NW 1<sup>st</sup> Street to the alley, and providing a pedestrian "tunnel" over approximately 150 feet of the sidewalk along the west side of NW 1<sup>st</sup> Street from NW Jackson Avenue south. In the spring or summer of 2014 the tunnel will be removed and the sidewalk on that section of NW 1<sup>st</sup> Street will be reconstructed. The intent of the closure and the tunnel are to protect the public from potential hazards caused by construction activities associated with the Water Street Market Apartments, a new four-story mixed use structure on the existing vacant lot located at the southwest corner of 1<sup>st</sup> Street and Jackson Avenue.

CMC Section 6.02.010 authorizes the City Manager to close a street or any portion thereof for up to 30 days for street repairs and CMC Section 6.09.070 authorizes the City Manager to close a street or any portion of a street for public or semi-public purposes for up to five days. Both referenced sections of the CMC allow the City Council to authorize longer closures.

### **Discussion:**

The contractor intends to use the sidewalk and parking area along the property frontage on NW Jackson Avenue for materials staging and primary construction access to the project. Closing this area during construction will mitigate the safety hazards associated with the project. The pedestrian tunnel along NW 1<sup>st</sup> Street will minimize the danger to pedestrians during construction of the vertical elements of the project, while maintaining pedestrian access along the west side of NW 1<sup>st</sup> Street. Access to all adjacent buildings will still be available. The request may be considered a semi-public purpose use for CMC 6.09.070. The \$100 fee for the permit is established in Community Development Department Procedure 3005, Permits to Occupy/Obstruct the Public Right-of-Way, last reviewed in November of 2011.

The ROW closure will result in a loss of five parking spaces on NW Jackson Avenue. These are currently 10-hour metered spaces but a traffic order has been processed that will convert them to 2-hour metered spaces prior to occupancy of the retail portion of the project. Further, there are currently 30 parking spaces in the lot the new building will occupy. Vehicles currently using this lot will likely be seeking on-street parking in the area once the lot is no longer available. Construction workers will be required to park in the free on-street parking north of Van Buren Avenue on NW 1<sup>st</sup> Street. The sidewalks on both NW 1<sup>st</sup> Street and this section of NW Jackson will be reconstructed as part of the project next summer.

Staff made contact with the Corvallis Farmer's Market and the businesses located on NW Jackson Avenue

between 1<sup>st</sup> and 2<sup>nd</sup> Streets: Sibling Revelry, Sky High Brewing, Big River Restaurant/Eat & Drink 101, and Peak Sports. Attached are both a copy of a letter from the owner of Sibling Revelry and a copy of a letter signed by all of the above business representatives. Most of the individuals contacted expressed varying degrees of concern for the loss of the five parking spaces and the safety of pedestrians who may walk in the street upon encountering the half-block sidewalk closure rather than cross to the north side of Jackson Avenue to use that sidewalk. Staff questioned Gerding Builders about their ability to place the job trailer on-site for at least part of the construction. The applicant indicated it would be very difficult to do so while utility, foundation and building activities were taking place. However, once the building is completed to a point where the contractor's office and staged materials could be moved inside, they will remove these items from the ROW. This could result in reopening the parking spaces and sidewalk as early as April of 2014.

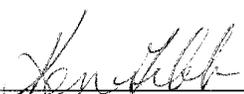
In response to concerns expressed about the safety of pedestrians, the contractor provided an alternate plan that would construct a 4-foot wide pedestrian accessway along the north edge of the five parking spaces affected by the request. Because of the danger posed by construction traffic entering and leaving the site, they proposed closing the accessway during construction hours, typically weekdays between 7 a.m. and 5 p.m. However, staff believes it will be safer to direct pedestrians to the north side of Jackson Avenue rather than to install a pedestrianway, since drainage, curbs, and fence footings all pose potential safety issues for pedestrians.

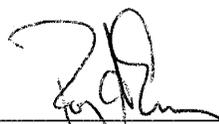
Based on the constraints of the site and the nature of the work, safety considerations for pedestrians, and the construction schedule submitted by the contractor, staff recommends that the Council give staff the authority to issue permits to use the ROW through August 31, 2014. However, staff intends to issue permits for 3-4 months at a time, to evaluate the progress of the work and the potential for opening the sidewalk and parking area sooner than August of 2014.

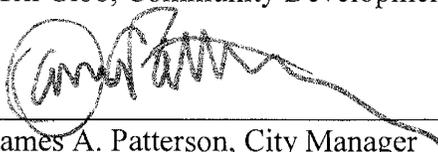
**Recommendation:**

That the City Council authorize staff to issue a series of long term right-of-way permits to allow a closure of the parking and sidewalk areas on the south side of NW Jackson Avenue from NW 1<sup>st</sup> Street to the alley, and a pedestrian protection tunnel on the west side of NW 1<sup>st</sup> Street from NW Jackson Avenue south for approximately 150 feet, valid until August 31, 2014.

Review and concur:

  
\_\_\_\_\_  
Ken Gibb, Community Development Director

  
\_\_\_\_\_  
Roy Emery, Fire Chief

  
\_\_\_\_\_  
James A. Patterson, City Manager

Attachments: ROW Permit Application  
Gerding Builders' letter  
Sidewalk Protection Map  
Revised Sidewalk Protection Plan  
Letter from Sibling Revelry  
Letter from Adjacent Businesses



Community Development  
Development Services Division  
501 SW Madison Avenue  
P.O. Box 1083  
Corvallis, OR 97339-1083  
(541) 766-6929  
FAX: (541) 754-1792  
www.CorvallisPermits.com

LONG-TERM

RIGHT-OF-WAY PERMIT APPLICATION

Date: 9/11/13 Associated permit: BLD 12-01257 ROW -

Name: CHRIS GREGG, GARDING BUILDERS Phone #: 541-230-4031

Address: PO Box 1082, Corvallis, OR 97339

Site Address: 118 NW JACKSON AVE (WATER STREET MARKET APARTMENT PROJECT)

A Right-of-Way (ROW) Permit is required any time the public ROW will be occupied or blocked in any manner for any length of time. Please use this application for short term occupancy of the ROW for work associated with an activity permitted through Development Services.

Prior to applying for a Right-of-Way permit, please answer the following questions:

- Y /  N Is there any way to do this without occupying the public right-of-way?
- Y / N Have the adjacent neighbors and businesses been notified?
- Y / N Has the impact on adjacent neighbors and businesses been minimized?
- Y / N Has garbage, mail, and delivery service schedules been considered?
- Y / N Have bus schedules (City and school) been considered and accommodated if necessary? NA
- Y / N Has pedestrian, bicycle, and vehicular safety been accounted for?

Submit the items on the following checklist to Development Services at least **one week** prior to your planned Right-of-Way use.

Checklist:

- Brief **narrative** explaining the work that is proposed.
- Site plan** showing the extent of the work.
- Traffic Control Plan** showing the entire area that will be impacted by your procedure. This shall show placement of all signs in compliance with the current Oregon Department of Transportation "Oregon Temporary Traffic Control Handbook" and account for closure of sidewalks and bike lanes.
- Anticipated **schedule** of when the work will occur and anticipated time frame. If you do not know the exact date, provide a range of dates with the anticipated times of operation and state that the actual date will be provided at least 48 hours in advance. This information is needed to notify emergency services.
- Neighboring properties have been notified.
- The associated fee: ~~\$25 for 2 weeks (not to exceed 4 weeks)~~
- This completed form.

ATTACHED \$100 FEE

SEP 11 2013



## GERDING BUILDERS, LLC

Benefiting Communities Throughout the Northwest Since 1967

RE: Water Street Market Apartments  
Long-Term ROW Permit Application  
Reference BLD12-01257

### Brief Narrative

The project comprises construction of a four-story mixed use structure in what is now the gravel lot north of the Water Street Market on the corner of 1<sup>st</sup> Street and Jackson Avenue. Construction will begin in mid-September and will be completed in late summer 2014. To enable construction, two areas of public right-of-way will be affected as shown on the attached plan:

- (1) The Jackson Avenue sidewalk and parking spaces adjacent to the north side of the property will be fenced off. This area is needed for the construction trailer and material staging. It is not possible to create a pedestrian path along the existing Jackson Avenue sidewalk without creating a safety hazard for pedestrians since that will be the primary construction labor and material route of access.
- (2) The sidewalk along 1<sup>st</sup> Street adjacent to the property will have access limited by fencing and a pedestrian tunnel as shown on the attached plan. In addition, the sidewalk will be closed near the end of the project during the time it is demolished and replaced.

### Site Plan

Refer to the attached plan.

### Traffic Control Plan

Refer to the keyed notes on the attached plan.

### Schedule

The estimated schedule milestones for ROW measures are as follows:

- Jackson Avenue fencing will be installed during the week of September 16<sup>th</sup> under the short-term ROW permit already approved.
- The fencing along the 1<sup>st</sup> Street sidewalk will be installed in October before site excavation and utility construction begins.
- The pedestrian protection tunnel along the 1<sup>st</sup> Street sidewalk will be installed by December before the vertical building element construction begins.
- The 1<sup>st</sup> Street sidewalk near the intersection with Jackson Avenue will be closed in late September and early October to complete public utility connections in 1<sup>st</sup> Street.
- The 1<sup>st</sup> Street sidewalk will be closed in its entirety in early summer 2014 for new

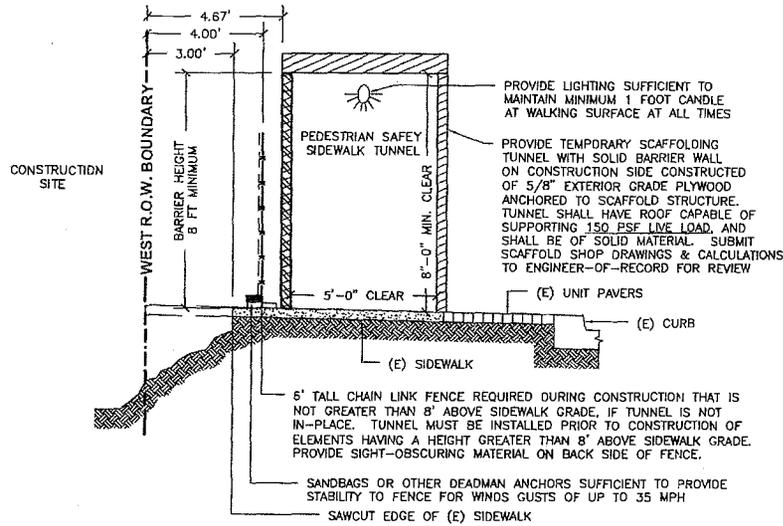
sidewalk construction.

- All ROW measures will be removed at the completion of the project in August 2014.

#### Construction Hours

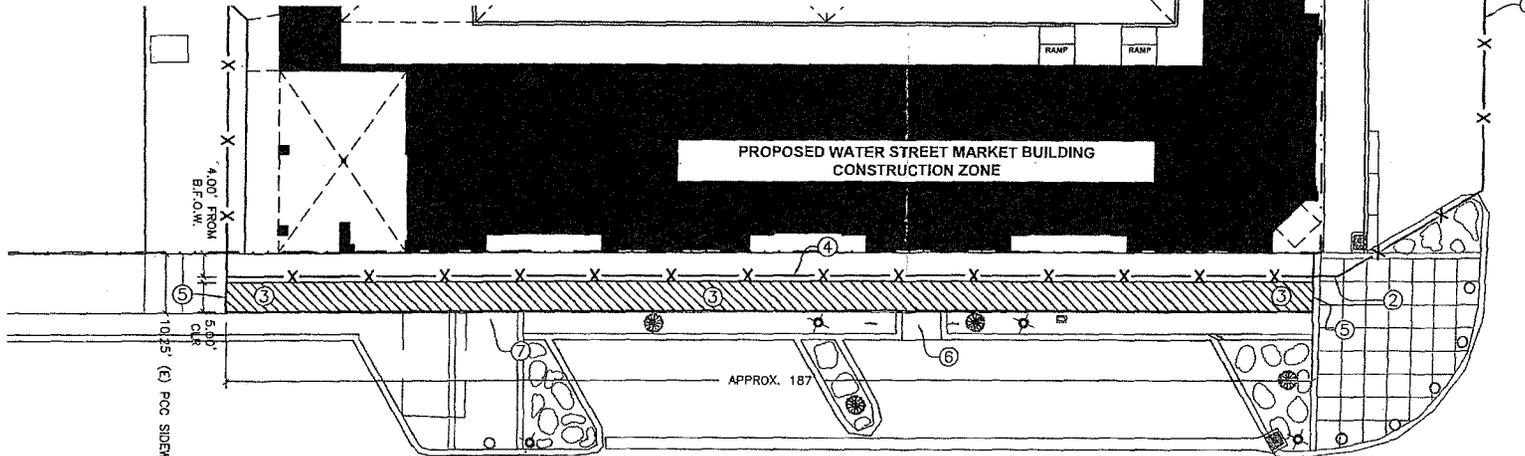
Normal construction hours will be from 7 am to 4:30 pm weekdays. Occasional construction activities may occur later in the day or on weekends as the project demands. In addition, the Jackson Avenue ROW area will be occupied by the construction trailer and materials for the duration of the project. Therefore, it isn't practical to remove fencing and the pedestrian tunnel in the evenings or on weekends.





2 **SIDEWALK FENCING & TUNNEL SECTION**  
CS-01

SCALE 1" = 4'



1 **SIDEWALK PEDESTRIAN PROTECTION PLAN**  
CS-01

SCALE 1" = 20'

*Intersection @ 1st*

*Sidewalk closed ahead Cross Here*

**PILLAR CONSULTING GROUP, INC.**  
1800 SW WESTERN BLVD, STE 290  
CORVALLIS, OREGON 97333  
PHONE: 541-752-9202  
WWW.PILLAR-INC.COM

REGISTERED PROFESSIONAL ENGINEER  
#19668PE

DIGITAL SIGNATURE  
OREGON  
JOSHEP W. MCCORMACK  
MARCH 10, 1989  
RENEWAL 12/31/12

KEYED NOTES

- 6' HIGH TEMP CHAIN LINK FENCE
- POST "SIDEWALK CLOSED" SIGN PROVIDED BY CITY
- ERECT TEMPORARY SCAFFOLD PEDESTRIAN PROTECTION TUNNEL PRIOR TO STARTING CONSTRUCTION OVER 8' IN HEIGHT SEE DTL 2, SHT CS-01
- 6' HIGH TEMP CHAIN LINK FENCE WITH SIGHT OBLSCURING DEBRIS BARRIER (I.E. PLYWD), SEE DTL 2, SHT CS-01
- PEDESTRIAN TUNNEL ENTRY/EXIT - PROVIDE SIGN
- PROVIDE 5' WIDE ENTRY TO TUNNEL AT SIDEWALK RAMP WITH ENTRY/EXIT SIGNAGE
- PROVIDE 5' WIDE ENTRY TO TUNNEL NEAR BIKE SHELTER WITH ENTRY/EXIT SIGNAGE

0 1" THE BAR ABOVE IS 1-INCH LONG WHEN DRAWING IS PLOTTED TO SCALE.

No.	Revision/Issue	Date

Project Name and Address  
**SIDEWALK PROTECTION**  
WATER STREET MARKET APPTS  
118 NW JACKSON AVENUE  
CORVALLIS, OR

Proj#: 2012028 Sheet  
Date 11/21/12  
Scale 1" = 20' **CS-01**

CS-01.dwg  
3/19/2007

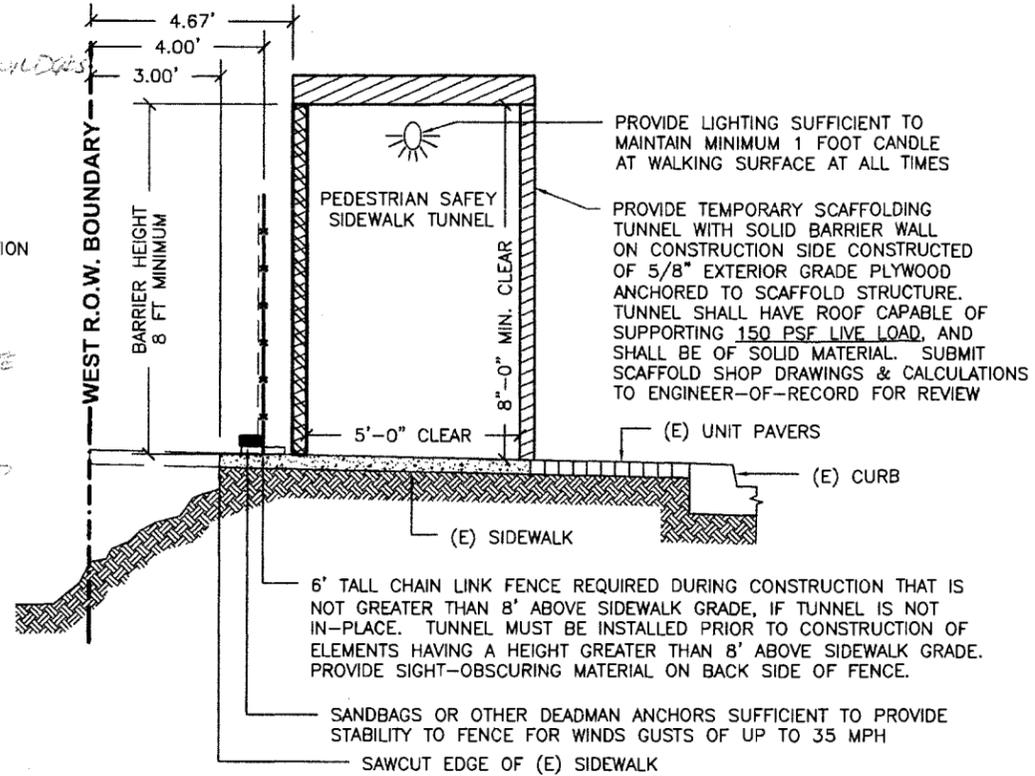
PROPOSED ADJUSTMENT FOR PEDESTRIAN PATH ADDITION

REVISED PER DISCUSSION WITH LISA SCHERF, PUBLIC WORKS  
 CHRIS GIGER, GENERAL BOUNDARIES  
 10/3/13

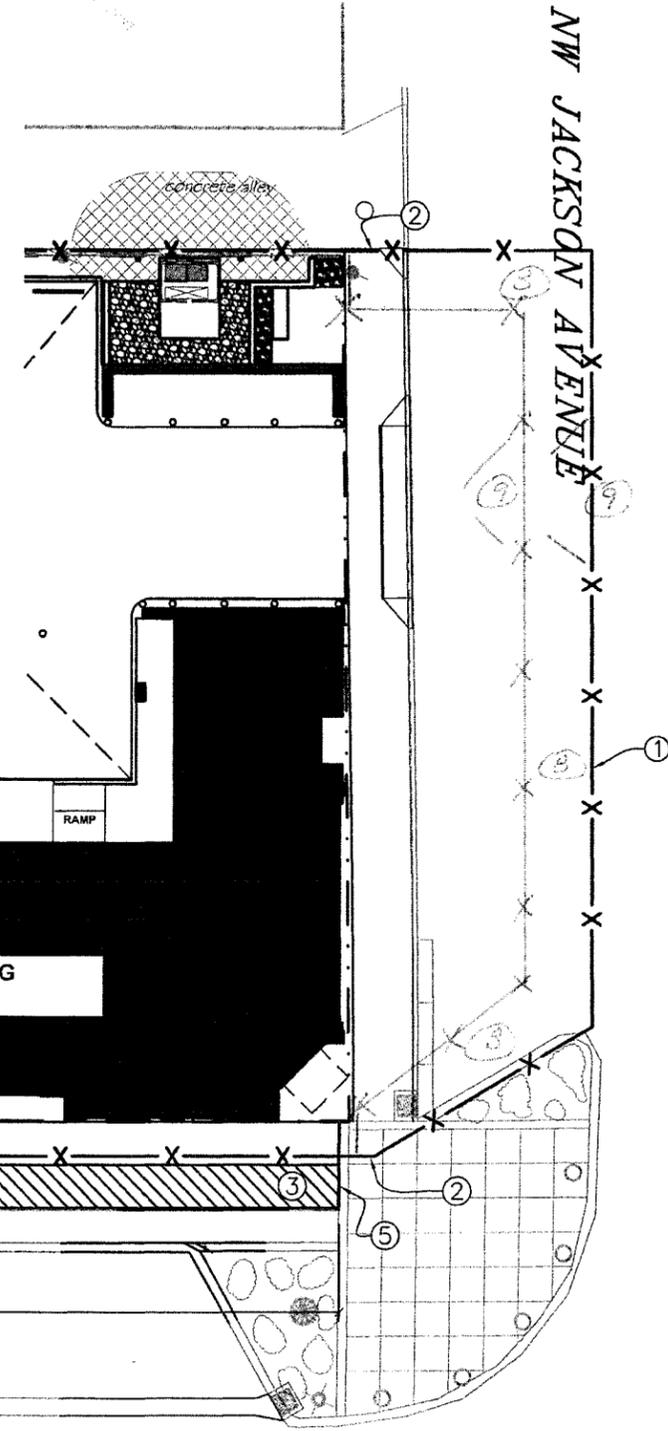
② 4' WIDE PEDESTRIAN ACCESS GATE WITH SIGN "CLOSED DURING CONSTRUCTION"; GATE TO BE OPEN ON WEEKENDS AND WEEKDAY EVENINGS

③ 4' WIDE PEDESTRIAN PATH WITH FENCING BOTH SIDES AVAILABLE WEEKDAY EVENINGS AND WEEKENDS

⑨ CONSTRUCTION VEHICLE AND MATERIAL ACCESS POINT. NO PEDESTRIAN ACCESS OR CROSSING DURING CONSTRUCTION HOURS.



**2 SIDEWALK FENCING & TUNNEL SECTION**  
 CS-01  
 SCALE 1" = 4'



**1 SIDEWALK PEDESTRIAN PROTECTION PLAN**  
 CS-01  
 SCALE 1" = 20'

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 CORVALLIS, OR

Proj#: 2012028 Sheet  
 Date 11/21/12  
 Scale 1" = 20' **CS-01**

CS-01.dwg  
 3/19/2007

Cathy Holdorf  
Sibling Revelry  
145 NW 2nd St  
Corvallis, OR 97330

9/25/13

Jeff McConnell  
Engineering Supervisor  
City of Corvallis  
501 SW Madison  
Corvallis, OR 97330

RECEIVED

Development, Engineering

Dear Mr McConnell,

I am writing in regards to the blocking off of the sidewalk and parking spaces on Jackson St between 1st and 2nd streets, due to upcoming construction. This is a terrible section to block off for a length of time.

First off, consider the pedestrians. Throughout this morning there was a near constant flow of pedestrians walking IN THE STREET on Jackson around the trailer enclosure, making their way from the riverfront back to their cars (on 2nd St and beyond). Many were women with small children. The sidewalk on this block is always well-used by pedestrians who've either parked on 1st Street to visit nearby businesses or by people who've visited the Riverfront Park but parked elsewhere. The very popular fountain is at the end of Jackson, and many parents with strollers and small children in tow are in the area for much of the year. Our business is open 7 days/week all year and we see many people walking this stretch from morning to evening time every day.

It is inconvenient, but also downright dangerous to block off this section of sidewalk. If nothing else, the construction site should be required to leave a protected walking passage through this area, as was done when work on our building (at 2nd and Jackson) was done during this last year.

Secondly, making these parking places unavailable is a major added detriment to ours and other area businesses. While one may note that it is only 5 spots, it is losing 5 PRIME spots in addition to losing all of the spots that were formerly in the parking lot there (maybe 35?), so that all of those who would have parked in the lot are now using other nearby spots and sending our customers further afield.

PLEASE consider re-opening the sidewalk (at least) and the parking spaces (we really need them) while this construction is going on, by not renewing the permit blocking this area off.

Thank you for your attention and time. I hope you'll note our concerns.

Sincerely, *Catherine Holdorf*

Catherine Holdorf  
Co-owner, Sibling Revelry

Jeff McConnell  
Engineering Supervisor  
City of Corvallis  
501 SW Madison  
Corvallis, Oregon 97330

RECEIVED

RECEIVED

Dear Mr. McConnell:

We are writing on behalf of the undersigned to ask that the construction trailer currently residing in the public right of way in the 100 block of NW Jackson Avenue be permanently removed at the end of its current thirty day occupancy permit.

As we are certain you are aware, automobile parking spaces in this area of the Downtown business district are already in short supply. In our opinion, the location of this trailer has created a significant barrier to customer access to our businesses and Riverfront Park due to its placement in an area traditionally reserved for customer parking.

In addition, as a positive consequence of the twice weekly Corvallis Farmer's Market and the fountain plaza, shoppers and families often elect to visit our establishments by foot. The placement of barrier fencing across the sidewalk has unduly forced them to walk in the vehicle travel lanes on Jackson Ave. Due to the popularity of the park and its amenities with citizens of all ages a significantly unsafe situation has been created as well as an atmosphere that is counter to doing business here in the neighborhood.

We are not unsympathetic to the needs of the developer in staging their project but would note that the trailer has been located in the right of way for nearly a week without any evidence of use. We survive and create economic prosperity for the community as a direct result of customer accessibility. We can't help but to be reminded of the particularly onerous occupation of the public right of way by the developer of the Elements Bldg. on 2<sup>nd</sup> St. for over two years and would like to avoid a similar situation in our location.

We thank you for your attention to our request.

Sincerely,

The Undersigned Business Representatives

*[Handwritten signatures]*  
Sky High Brewing  
Laughlin's Planet  
Brent Belloni Bike repair

*[Handwritten signatures]*  
Catherine Holden SIBLING REVELRY  
Cafe  
Peak Sports

# MEMORANDUM



TO: Mayor and City Council  
FROM: Roy A. Emery, Fire Chief  
RE: Intergovernmental Agreement - OSU Athletic Department  
DATE: October 3, 2013

---

## **Background**

Oregon State University Athletics is required to provide emergency medical services (EMS) standby at its various athletic events.

## **Discussion**

The City of Corvallis Fire Department has been providing this coverage for more than thirty years with no formal agreement in place. This intergovernmental agreement merely formalizes that practice.

The system that is in place works well and is in the best interest of both parties.

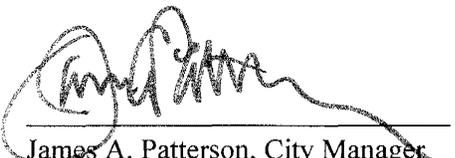
## **Financial Impact**

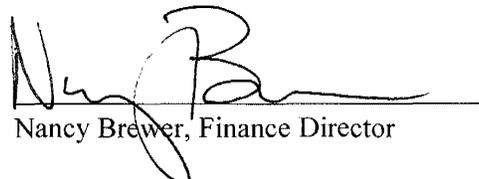
The provision of EMS standby services generates revenue for the City. Formalizing this through the intergovernmental agreement will not change the revenue projections.

## **Requested Action**

Approve the attached intergovernmental agreement.

REVIEWED & CONCUR:

  
James A. Patterson, City Manager

  
Nancy Brewer, Finance Director

**City of Corvallis / Oregon State University  
Intergovernmental Agreement  
Ambulance Standby for Athletic Events**

The CITY OF CORVALLIS, a municipal corporation of the State of Oregon, hereinafter referred to as "City," and the State of Oregon, acting by and through the State Board of Higher Education on behalf of Oregon State University, Intercollegiate Athletics, hereinafter referred to as "OSU," and jointly referred to as "PARTIES," or individually as a "PARTY," mutually agree as follows:

All written notifications under this contract shall be addressed to:

For the City

Randy Harrison  
Battalion Chief  
Corvallis Fire Department  
400 NW Harrison Blvd.  
Corvallis, OR 97330

w/copy to:  
Fire Chief  
Corvallis Fire Department  
400 NW Harrison Blvd.  
Corvallis, OR 97330

For OSU

Mark Spencer  
Intercollegiate Athletics  
Oregon State University  
114 Gill Coliseum  
Corvallis, OR 97331

w/copy to:  
Procurement and Contract Services  
Oregon State University  
Attn: Contracts Officer  
644 SW 13<sup>th</sup> Street  
Corvallis, OR 97333

1. TERM

- 1.1 CITY and OSU enter into this Intergovernmental Agreement pursuant to ORS 190.010. The term of this Agreement shall begin November 1, 2013, and continue to July 31, 2016.
- 1.2 In the event this Agreement crosses fiscal years, funding for future fiscal years is contingent upon the CITY and OSU adopting appropriations.

2. SCOPE (the "Services")

- 2.1 CITY shall provide emergency medical services and ambulance standby in conjunction with OSU athletic events.
- 2.2 CITY shall provide appropriate number of staff for each Event to ensure the safety of athletes and spectators. The number of CITY personnel may vary for each event due to the number of attendees.
- 2.3 OSU shall provide advance notice to CITY of each such event to CITY as soon as possible. The parties shall mutually determine and agree, in advance of each event, to the actual number of CITY staff necessary to perform the services.
- 2.4 CITY shall provide its assign staff with all appropriate and necessary equipment to complete the services for each event.

### 3 COST of SERVICES

- 3.1 Compensation. OSU shall reimburse the CITY for actual personnel hours used to provide the services described herein. CITY shall invoice OSU according the following rates:

Emergency Medical Technician Hourly Rate	\$ 75.00
Staffed Ambulance Rate	\$250.00

- 3.2 CITY shall submit invoices monthly to OSU. Invoices shall reflect the actual hours of the work performed charged at the rates defined above. CITY shall include with invoice an itemized report reflecting the number of personnel, hourly rate and number of hours and date of performance and any other detail supporting the amount of invoice.

### 4 PARTIES mutually agree as follows:

- 4.1 The City shall work with OSU's Associate Athletic Director / Facilities & Operations in coordinating the performance of the Services described herein.
- 4.2 The PARTIES intend that, in performing the Services described herein, each shall act as an independent contractor and shall have the control of the work and the manner in which it is performed. Neither CITY nor OSU is to be considered an agent or employee of the other.
- 4.3 Subject to the limitations and conditions of the Oregon Tort Claims Act ORS 30.260-30.300, each party agrees to hold the other harmless, to indemnify and to defend the other, its officers, agents, volunteers and employees from any and all liability, actions, claims, losses, damages or other costs including attorneys fees and witness costs that may be asserted by any person or entity arising from, during, or in connection with the performance of the work described in this Agreement, when such liability, action, claim, loss, damage or other cost results from the actions of that party in the course of this Agreement. Nothing in this Agreement shall be deemed to create a liability for any party in excess of the Oregon Tort claims limits for either party.
- 4.4 All employers, including CITY, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage, unless such employers are exempt under ORS 656.126.
- 4.5 Records/Inspection: CITY shall maintain records of its charges to OSU under this Agreement for a period of not less than three (3) full fiscal years following CITY'S completion of the Services. Upon reasonable advance notice, OSU or its authorized representative may from time to time inspect, audit, and make copies of any of CITY'S records that relate to this Agreement. If an audit by OSU discloses that payments made to CITY were in excess of the amount to which CITY was entitled under this Agreement, CITY will promptly pay to OSU the amount of such excess.
- 4.6 This Agreement shall not be assigned, nor shall duties under this Agreement be delegated, and no assignment or delegation shall be of any force or effect without the written approval of the contracting officers of OSU and CITY.
- 4.7 Either PARTY may terminate this Agreement provided that the terminating PARTY provides the non-terminating PARTY with a thirty (30) day written notice of the date and year in which the termination will be effective or on such date which is mutually agreeable by the PARTIES.

- 4.8 PARTIES shall comply with all applicable federal, state and local laws, rules and regulations on nondiscrimination in employment. The parties agree not to discriminate on the basis of race, religion, religious observance, gender identity or expression, color, sex, marital status, familial status, citizenship status, national origin, age, mental or physical disability, sexual orientation, or source or level of income in the performance of this Agreement.
- 4.9 Personal Identifying Information: PARTIES agree to safeguard personal identifying information in compliance with Oregon Revised Statute ORS 646.600, the Oregon Consumer Identity Theft Protection Act and the Fair and Accurate Credit Transaction Act provisions of the Federal Fair Credit Reporting Act.
- 4.10 PARTIES shall comply with the Americans with Disabilities Act of 1990 (Pub. Law No. 101-336), ORS 30.670 to ORS 30.685, ORS 659.425, ORS 659.430, and all regulations and administrative rules established pursuant to those laws.
- 4.11 This writing is intended both as the final expression of the agreement between the PARTIES with respect to the included terms and as a complete and exclusive statement of the terms of the agreement. No modification of this Agreement shall be effective unless and until it is made in writing and signed by both PARTIES.

Effective as of the date last written below.

CITY OF CORVALLIS

The State of Oregon acting by  
and through the State Board of Higher Education  
on behalf of Oregon State University,  
Intercollegiate Athletics

By: \_\_\_\_\_  
City Manager

By: \_\_\_\_\_  
Contracts Officer  
Procurement and Contract  
Services

Date: \_\_\_\_\_

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Corvallis City Attorney

Date: \_\_\_\_\_

**\*\*MEMORANDUM\*\***

TO: Mayor, City Council

FROM: Nancy Brewer, Finance Director 

DATE: October 18, 2013

SUBJECT: Intergovernmental Agreement – City of Corvallis / Lebanon Fire District

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**I. ISSUE**

Council approval is required to enter into an Intergovernmental Agreement with the Lebanon Fire District to provide assistance and training for ambulance billing.

**II. DISCUSSION:**

The Finance Department currently has a vacant accounting specialist position that specializes in ambulance billing. This vacancy has resulted in a need for an experienced ambulance billing professional to assess and audit department procedures and to train existing staff. The Lebanon Fire District has such an individual and is agreeable to provide support to the City on a temporary basis as per the terms of the attached Intergovernmental Agreement.

**III. RECOMMENDATION:**

As a consent agenda item, staff requests approval of the Intergovernmental Agreement between the City of Corvallis and the Lebanon Fire District.

Review and Concur:

  
\_\_\_\_\_  
Jim Patterson, City Manager

**INTERGOVERNMENTAL AGREEMENT  
PURSUANT TO ORS CHAPTER 190**

This agreement is made this 18 day of October, 2013, between the **City of Corvallis**, a political subdivision of the State of Oregon, and the **Lebanon Fire District**, a unit of local government existing under the laws of the state of Oregon, having its primary place of business at 1050 W. Oak Street, Lebanon, Oregon, hereinafter referred to as "LFD", and the **City of Corvallis**, a municipal corporation and subdivision of the State of Oregon, with its primary business address of 501 SW Madison Corvallis, Oregon, hereinafter referred to as "City" .

**RECITALS:**

**WHEREAS**, ORS 190.010 provides that a unit of local government may enter into a written agreement with any other unit of local government for the performance of any or all functions and activities that a party to the agreement, its officers or agencies, have authority to perform; and

**WHEREAS**, the City is in need of help with their ambulance billing, and

**WHEREAS**, "LFD" has a person with expertise in ambulance billing and is willing to make that help available to the City, and

**NOW, THEREFORE**, in return for the mutual promises and covenants contained herein, the parties to this agreement agree as follows:

- 1) **Term of Agreement.** The term of the agreement shall be from the date signed until termination as determined in Section 4., paragraph a.
- 2) LFD shall have the following responsibilities with respect to this agreement:
  - a. LFD will provide its ambulance billing specialist to the City on a periodic basis to assist in getting the City's billing system functional (the schedule will be agreed upon by the City, LFD and the billing specialist);
  - b. LFD will continue to pay wages and benefits for the employee while they are working for the City;
  - c. The billing specialist will assist by reviewing current practices and to advise the City on best practices;
  - d. The billing specialist will assist in training personnel at the City in the procedures needed to bill an EMS call properly.
- 3) The City shall have the following responsibilities with respect to this agreement.
  - a. The City agrees to compensate LFD for the costs incurred in providing a billing specialist to assist with the City's ambulance billing, this will include:
    - i. Hourly wages normally earned by a billing specialist (this will be at straight time rate unless employee works overtime for the City then overtime rates apply);
    - ii. Costs of benefits for the employee;

- iii. Cost of travel for employee between Lebanon and Corvallis;
- iv. Per hour costs including benefits are \$39.60 for straight time hours and \$55.02 for overtime hours. Travel is calculated at \$21.00 per day.
- b. The City will schedule time needed with the billing specialist at least two weeks in advance and coordinate that with LFD and the billing specialist;
- c. The City will provide all needed access, materials, and assistance needed to do the job requested;
- d. The City will provide a safe and comfortable working environment for the employee;
- e. The City will not discriminate or create a hostile work environment for the employee.

4. **General Provisions**

- a. Termination. This Agreement may be terminated at any time by mutual written consent of the parties. Either party may, at its sole discretion, terminate this agreement, in whole or in part, upon 30 days notice to the other party.
- b. Indemnity. City and District shall be responsible individually with respect to their respective employees, for providing for employment-related benefits and deductions that are required by law.
- c. Hold Harmless. Subject to the limitations and conditions of the Oregon Tort Claims Act ORS 30-260-30.300, the parties agree to hold the other harmless, to indemnify and to defend the other, its officers, agents and employees from any and all liability, actions, claims, losses, damages or other costs including attorney's fees and witness costs that may be asserted by any person or entity arising from, during or in connection with the performance of the work described in this agreement. Nothing in this hold harmless shall be deemed to create a liability in excess of the Oregon Tort Claims limits for either party.
- d. Amendment. The terms of this agreement may not be waived, altered, modified, supplemented or amended, in any manner whatsoever, except by written agreement signed by both parties.
- e. Non-Discrimination. The parties agree not to discriminate on the basis of race, religion, sex, sexual orientation, color, age, family status, marital status, source of income, national origin or mental or physical disability in the performance of this Agreement.
- f. Public Contracting. The provision of ORS 279 shall apply to this Agreement.
- g. Attorney's Fees. If any action is instituted by either party in connection with any claim or controversy arising out of this Agreement, attorney's fees may not be awarded by a court of competent jurisdiction and each party shall bear its own expense of such action.
- h. Severability. If any part paragraph, section or provisions of the Agreement is adjudged to be invalid by any court of competent jurisdiction, such adjudication shall not affect the validity of any remaining section, part or

provision of this Agreement.

- i. Governing Law. This agreement and the parties' rights under it shall be construed and regulated by the laws of the State of Oregon and venue for any dispute hereunder shall lie in Albany, Linn County, Oregon.

WHEREFORE, the parties have executed this agreement on the 18 day of October, 2013.

**City of Corvallis**

By: \_\_\_\_\_  
Jim Patterson, City Manager

**Lebanon Fire District**

By: \_\_\_\_\_  
Dan Woodson, Chief

Approved at to Form

\_\_\_\_\_  
City Attorney



## MEMORANDUM

**DATE:** October 15, 2013

**TO:** Mayor and City Council

**FROM:** Ken Gibb, Community Development Director *Ken Gibb*

**SUBJECT:** Schedule public hearing to consider 1). A Comprehensive Plan Map Amendment (Maxine Avenue Comprehensive Plan Amendment CPA12-00001), to change the existing Residential - Low-density (LD) land use designation on the subject property to Residential - Medium-Density (MD) on the City's Comprehensive Plan Map; and 2). An appeal of the Planning Commission's denial of the applicant's request to change the existing RS-3.5 (Low Density Residential) Zoning designation on the subject property to RS-9 (Medium-density Residential (ZDC13-00001)).

---

Staff request that the City Council schedule a public hearing on November 4, 2013, to consider the subject Comprehensive Plan Map Amendment (CPA), and appeal of the Planning Commission's Zone District Change decision. The Planning Commission reviewed the CPA request at its October 2, 2013, public hearing, and recommended that the City Council deny the proposed Comprehensive Plan Amendment request.

**URBAN SERVICES COMMITTEE  
MINUTES  
October 8, 2013**

Present

Dan Brown, Chair  
Richard Hervey  
Roen Hogg

Visitors

Randy Chakerian  
Betty Griffiths  
Jeff Hess  
Tom Jensen  
Laura Lahm Evenson

Staff

Jim Patterson, City Manager  
Nancy Brewer, Finance Director  
Ken Gibb, Community Development  
Director  
Mary Steckel, Public Works Director  
Stephen DeGhetto, Assistant Parks and  
Recreation Director  
Sharon Bogdanovic, Senior Center  
Supervisor  
Emely Day, City Manager's Office

**SUMMARY OF DISCUSSION**

Agenda Item	Information Only	Held for Further Review	Recommendations
Visitors' Comments • Residential Parking Districts	Yes		
I. Council Policy Review and Recommendation: CP 91-7.07, "Sanitary Sewers; Responsibility for"			Affirm Policy
II. Residential Parking Districts Expansion • Exemptions to Permit-Only Program Policy	Yes		
III. Other Business			

**CONTENT OF DISCUSSION**

Councilor Brown called the meeting to order at 5:00 pm.

Visitors' Comments

Randy Chakerian, Harding Neighborhood Association (HNA) President, said the boundary for proposed Residential Parking District (RPD) C primarily encompassed the Chintimini Park neighborhood but included four blocks of the Harding Neighborhood (bordered by NW 29th Street (29th), NW Harrison Boulevard (Harrison), NW 31st Street (31st), and NW Polk Avenue), which was zoned for medium- and medium-high-density residential developments. The remainder of the Harding Neighborhood was zoned for low-density residential development. As the RPD Program expansion continued, he felt an impingement on the integrity of the Harding Neighborhood boundaries (29th, Harrison, NW 36th Street, and NW Grant Avenue). The Oregon State

University (OSU)/City Collaboration Project study area cut through the Harding Neighborhood, and proposed RPD C included four blocks of the Neighborhood. The four blocks cited were slated for Phase 1 of the PRD Program expansion; he asked if their inclusion could be postponed until Phase 2. He said the Collaboration Project Neighborhood Planning Work Group discussed reducing the zoning density designations for some of the areas in proposed RPD C currently zoned for high-density residential development. He would like time for the Neighborhood to prepare for Phase 2 of the RPD Program expansion. He explained that his testimony was prompted by a Neighborhood resident on 31st across from Harding School who parked his commercial vehicles along the street and would be impacted by the RPD.

In response to Councilor Hervey's question about the HNA survey, Mr. Chakerian said he was unable to determine which HNA members gave which responses, as the responses were anonymous.

Councilor Hervey noted that the Collaboration Project survey suggested that respondents closer to OSU's campus favored parking districts, versus respondents who lived farther from the campus.

Mr. Chakerian said many residents closer to OSU's campus were unhappy about possibly needing to purchase parking permits and being subject to a RPD.

Councilor Brown responded that the Committee would soon decide the boundary of RPD Program expansion Phases 1 and 2.

Mr. Chakerian inquired whether RPD boundaries would include both sides of streets or be in the middle of streets. He noted that a RPD on one side of a street would prompt people to park free for extended durations on the other side of the street.

Councilor Brown assured Mr. Chakerian that he would ensure that HNA residents had opportunity to say whether they wanted to be included in a RPD. He noted that Neighborhood residents may be more receptive to a RPD in the future.

Mr. Chakerian said he expected the Harding Neighborhood to be heavily impacted by spillover parking from nearby RPDs.

Laura Lahm Evenson, Cedarhurst Neighborhood Association President, explained that the Cedarhurst Neighborhood encompassed the south side of Harrison through NW Jackson Avenue (Jackson) west of NW 35th Street and would be in proposed RPD I. A few Neighborhood residents were involved in the Collaboration Project, and some residents discussed whether the Neighborhood would be included in a RPD. She acknowledged the extensive work invested through the Collaboration Project and by Urban Services Committee (USC). Few of her neighbors were aware of a proposed RPD. She said there were some parking problems on Jackson, no problems on NW Van Buren Avenue (Van Buren), and parking was prohibited along Harrison. Residents questioned why they must pay to park along the streets in front of their homes. She believed neighborhoods should be involved in decisions regarding RPDs and be able to vote whether they wanted to be in a RPD. She did not envision a need for a RPD in her neighborhood, but residents along Jackson might feel differently. She encouraged the Committee to involve

neighborhoods early in the RPD development process and allow neighborhood residents to vote regarding inclusion in a RPD.

Councilor Brown noted that the Council existed to serve the community. The City was committed to public participation. Proposed RPD I was slated for inclusion in Phase 2 of the RPD Program expansion, so a decision regarding RPD I would be made sometime in the future. RPD Program expansion Phase I would be implemented September 1, 2014; and City staff would assess how that implementation impacted non-residents currently parking in RPDs. In the meantime, neighbors could discuss the PRD Program.

Jeff Hess referenced his previous suggestion of creating parking "districts" for each address, with a property being issued parking permits based upon the number of parking spaces fronting the property. Properties with multi-unit developments would need to provide off-street parking, as they would not be allowed on-street parking. The Collaboration Project parking surveys were conducted during early-morning hours to determine how much of the parking problem was attributable to developments and to commuters; most of the parked vehicles were related to developments. Several neighborhoods had significant parking utilization during early-morning hours, before OSU commuters arrived. He expected the parking problems to increase as RPD permits were issued based upon the number of kitchens in developments. He elaborated that residential densities were increased, with more kitchens per development, resulting in more parking permits for limited on-street parking. He believed high-density developments were created with the belief that occupants of some of the units would not have private vehicles. Some neighborhoods were approaching the situation of not having any available on-street parking spaces. A RPD based upon address would remove boundary issues. The Collaboration Project Steering Committee's goal of residents being able to park within one block of their home could not realistically be achieved because of the high-density developments in neighborhoods. He urged the Committee to consider what conditions would be significantly improved if parking could be improved and develop ideas to achieve that goal. Parking enforcement could be by complaints, reducing enforcement costs.

Councilor Brown acknowledged that random parking enforcement could be based upon complaints. An address-based parking permit theory was not presented by the Collaboration Project Steering Committee, was interesting, and would be discussed by USC.

Councilor Hervey inquired how an address-based parking permit program might be impacted by developments that complied with the current Land Development Code (LDC) regarding off-street parking. He expressed concern that high-density developments might be treated differently from nearby low-density developments, resulting in "taking" issues.

Mr. Hess responded that his theory would treat all properties consistently in that property development would determine on-street parking spaces. Some developments may have fewer parking spaces than bedrooms because of the property's street frontage. High-density developments, constructed during the past several years, prompted the existing parking problems. A RPD Program would not be fair to everyone; neighborhoods not experiencing parking issues would develop parking problems as people were forced to find parking outside a RPD. He believed an address-based parking permit concept would result in free parking permits because

of lower enforcement costs. Residents may be resistant to needing to obtain guest parking permits for visitors. If a resident "controlled" who parked in front of their house, they would not complain about a guest parking there.

Tom Jensen lives near Chintimini Park and questioned the reason for expanding the RPD Program. His neighborhood would be impacted by Phase 1 of the RPD Program expansion. He said the staff report indicated that full or phased implementation would generate so much revenue in relation to Program design costs and continuing costs that, under the proposed "zero net" concept, he should receive a refund of his parking permit fee. He was told that the estimates were not firm, so he questioned why the City should proceed with the project. The RPD Program expansion was intended to improve neighborhood livability, but he did not believe it would improve his livability. He appreciated the goals cited in the August 20 staff report (ensure the public right-of-way remained a resource for all; reduce non-resident parking in residential neighborhoods; reduce commuter, non-resident parking in residential neighborhoods; eliminate non-resident parking in residential neighborhoods; reduce the amount of parking turnover; and maximize the use of the public right of way for resident purposes). He said those goals would improve his neighborhood livability. The Collaboration Project Parking and Traffic Work Group's (PTWG) goals (reduce negative neighborhood parking impacts; promote effectiveness of on-campus parking utilization management; promote use of the Corvallis Transit System and other alternate modes; minimize unintended parking impacts outside of the Collaboration Project study area; implement financially self-sustaining parking management strategies; create parking management strategies that, across neighborhoods, were effectively implemented, enforced, and financially managed, including promoting parking citation payment and collection; and strategies implemented by September 2013) were not strong enough to improve his livability. He would be required to pay \$150 for a RPD permit. He believed neighborhood livability goals could be achieved by creating one RPD, with residents receiving free parking permits and non-residents purchasing permits for the same fee charged for parking permits on OSU's campus. He believed the City should not pay the costs of parking problems caused by commuters. He also believed commuters, rather than residents, should pay for parking permits.

Councilor Brown noted that thousands of residents would be impacted by the RPD Program expansion, and not everyone impacted would be completely happy. Lack of on-street parking was a community problem, and the City was asked to develop a solution.

Mr. Jensen said the parking problems in the proposed RPDs was attributable to OSU, but the City did not have the right or ability to ask OSU to provide more on-campus parking and housing. He questioned why the City was resolving the problem, and he believed the burden was being put on residents.

Betty Griffiths Parks, Natural Areas, and Recreation Board Chair, said the Board approved considering access needs for older adults parking at the Senior Center and considering special permits or exceptions to the proposed RPD that would be adjacent to the Center. She believed the Center would be highly impacted by proposed RPD C that would border the south side of the Center and be included in Phase 1 of the RPD Program expansion. She noted a newer apartment development on NW Taylor Avenue (Taylor) between NW 25th Street (25th) and NW 27th Street (27th). Since OSU's academic year began, there were very few parking spaces available during

the day on 27th, NW 28th Street, and 29th between Harrison and NW Lincoln Avenue. She did not really want the City to expand proposed RPD C. The Senior Center had 38 off-street parking spaces, including two handicap-access parking spaces. Depending upon activities at the Center, 50 to 100 or 150 seniors could be at the Center during the day, making parking a very serious problem for Center patrons. She acknowledged that the Parks and Recreation Facilities Plan indicated that the Center was a good facility in a poor location. However, the City must take a short-term approach to accommodating senior citizens. She did not believe that metered parking spaces near the Senior Center would be helpful because it was likely that the metered parking spaces would be occupied by students. It might be helpful to set aside a number of permits (optimally, 40 to 50) designated for Center patrons and parking spaces near the Center. She noted 28 parking spaces on the north side of NW Tyler Avenue (Tyler) between 25th and 27th and 20 parking spaces along the east side of 27th between Tyler and NW Polk Avenue. This suggestion represented the Board's request. Parking permits could be included with program registrations but would need to be transferrable.

Councilor Brown assured Ms. Griffiths that USC would address her concerns. He acknowledged that the problem existed, and he expected that it would worsen. He noted that extensive pressure would be placed on the area surrounding Chintimini Park, adversely affecting Senior Center patrons. There was already a parking time limit exception near the Center, and some type of exception would be needed in the future. He noted that parking permits were not guarantees of parking spaces; they authorized the permit holder to seek a parking space.

Ms. Griffiths suggested that a portion of the on-street parking be designated for Senior Center patrons with Center-issued permits. She added that some people did not utilize the Center because of the parking issue.

In response to Councilor Hogg's inquiry about designating more on-street parking spaces as handicap-accessible to "reserve" the spaces for Senior Center patrons, Senior Center Supervisor Bogdanovic said the Center had two off-street, handicap-accessible parking spaces. Designated parking along Tyler might help, but she was not sure if there was enough space to accommodate the requirements for handicap-accessible parking spaces.

I. Council Policy Review and Recommendation: CP 91-7.07, "Sanitary Sewers; Responsibility for"

Public Works Director Steckel reported that staff amended the Policy to conform to the new Policy template; staff did not recommend substantive changes.

Based upon a motion moved and seconded by Councilors Hogg and Hervey, respectively, the Committee unanimously recommends that Council affirm Council Policy CP 91-7.07, "Sanitary Sewers; Responsibility for" in its new format.

## II. Residential Parking Districts Expansion

- Exemptions to Permit-Only Program Policy

Ms. Steckel noted that the RPD Program expansion Phase 1 map was amended to separate RPDs D and J at NW Kings Boulevard. Some areas encompassed by the proposed RPDs had prohibited parking on one side of narrow residential streets. It may be necessary to establish more such restrictions in order to ensure two lanes of vehicle passage.

Councilor Brown distributed his "Hierarchy of Committee Decisions Worksheet (Attachment A), which he developed to help organize the various elements under consideration. Lack of on-street parking was identified as a community problem, and USC adopted a goal of improving neighborhood livability via RPDs based upon zoning designations. USC also approved a phased implementation of the RPD Program expansion and a permit-only system. The Committee must now determine exemptions and enforcement.

Ms. Steckel noted that unique circumstances within the overall goal should be addressed. In response to Councilor Brown's inquiry, she said RPD boundaries currently encompassed both sides of a street or extended to the middle a street depending upon the situation and the desired effect. It would be easier for the public to understand if both sides of a street were included within a RPD.

Councilor Brown said he was particularly concerned about RPD boundaries near the Senior Center. In Phase 1 of the RPD Program expansion, the Council should determine how to address the area around the Senior Center, rather than making decisions about each boundary independently.

Councilor Brown surmised that the "no parking" exception would continue in most cases, including in proposed RPD A. He expected that exceptions would continue for commercial areas. An exception was not needed for employee parking at Benton County Health Department (BCHD); it could be handled through priorities, with residents having first priority for RPD permits, followed by non-residents, until the approved parking-utilization level was reached. This might be a better way of handling the situation than reserving parking spaces around the facility. Parking near schools would not be a problem with Phase 1 of the RPD Program expansion; however, the USC should plan for school neighborhoods before implementing Phase 2. Harding School would be immediately impacted with Phase 1 implementation, regardless whether the RPD boundary was in the middle of 31st or encompassed both sides of the Street. He urged resident-only parking in neighborhoods closest to OSU's campus. USC previously identified "hot spots" where 100 percent of available parking spaces were utilized during the day and parking space demand exceeded the supply of available spaces. He noted that the Phase 1 boundary was along Harding School and the Senior Center, so both facilities would be impacted by implementation of Phase 1.

Councilor Hervey concurred with most of Councilor Brown's supplement to the staff report.

RPD A –

Ms. Steckel noted that much of proposed RPD A was in an existing RPD, and the parking restrictions of that RPD would be retained in the new RPD. Most of proposed RPD A was residential in nature. Staff did not recommend additional exceptions to the area.

Councilor Brown noted that OSU monitored neighborhood parking. The area bordered by NW 30th Street, NW Johnson Avenue (Johnson), 27th, and Van Buren was identified as a "hot spot" with 100 percent parking utilization. He believed a resident-only format would be useful in this area. The south side of Johnson was bordered by OSU permit-only parking lots. NW Orchard Avenue was not included in proposed RPD A and was heavily used, likely by OSU students and staff, and would probably be impacted by a nearby permit-only RPD. He was only aware of OSU parking data in the Johnson area and existing RPD B, which would be proposed RPD D.

Ms. Steckel noted that the City could determine a desired parking capacity level within a RPD. Resident parking permits could be sold up to the determined parking capacity; permits for any remaining parking capacity could be sold to non-residents.

Councilor Brown noted that proposed RPD A would more than double the number of current parking spaces. Data did not indicate that the neighborhoods north of Van Buren were considered on-street parking "hot spots." Enlarging a RPD would change the number of parking spaces that would comprise the determined parking capacity.

Councilor Hogg acknowledged that the College Hill RPD was already full, so no non-resident parking permits should be sold for the area. He also believed non-resident permits should not be sold for the Central Park RPD because doing so would defeat the purpose of having a RPD. He suggested that the parking utilization rate be reduced to 75 percent for other RPDs, consistent with the PTWG's recommendation. He said an 85-percent utilization rate was based upon a scenario of all drivers parking perfectly. The neighborhood streets did not have painted parking space markings, garbage and recycling carts were placed in parking spaces on collection days, and some drivers parked in a manner that occupied two parking spaces. Some of the proposed RPDs were unique, with multiple uses and impacts on employees of nearby establishments.

Ms. Steckel explained that existing RPD A was considered full because of non-resident permit holders parking in the neighborhood. Based upon staff's data and a 75-percent utilization rate, if all residents purchased the maximum number of allowed permits, the RPD would have 60 to 65 percent parking utilization.

Councilor Hogg noted the high density of development in proposed RPD A, contributing to the parking utilization level. He suggested that the City could review the RPDs one year after establishment. He cautioned that imposing a RPD and not allowing people to park would defeat the purpose of the City's efforts.

Councilor Hervey referenced statements that neighborhoods near OSU's campus were always at full parking capacity. If the neighborhoods were restricted for resident-only parking, some parking spaces would be opened. However, non-residents who previously parked in the neighborhoods would need to park in neighborhoods farther from the campus. This may not be an appropriate solution. He suggested that USC consider RPD sub-districts to mitigate parking "hot spots." He questioned the benefits of restricting parking within a RPD to residents, when only a few blocks of the RPD were considered "hot spots."

City Manager Patterson noted that public streets belonged to the City and its citizens. He acknowledged that the City's decisions would change people's habits. He suggested a strategy of directing displaced vehicles to available on-campus parking, which, in some instances, was underutilized. The Council would decide the structure of the RPDs, with citizen input. He acknowledged that the City was in control of the process at this time and must get the RPD Program as correct as possible upon implementation and make adjustments as necessary.

Councilor Brown opined that prohibiting non-resident parking in RPDs and establishing RPD fees higher than fees to park on OSU's campus would be incentives for non-RPD residents to park on the campus.

Mr. Patterson clarified that the City was committed to work with OSU to find ways to jointly address livability issues. City and OSU representatives discussed implementing RPDs at approximately the same time for the greatest effectiveness. The City should make clear to OSU its intention of directing non-RPD residents to park at OSU's on-campus parking facilities. USC must still decide whether RPD residents would be charged for parking permits.

Councilor Hervey expressed his understanding that non-resident RPD permits would be more expensive than OSU permits for the Reser Stadium parking lot. RPD resident permit fees would be based upon estimated revenues to pay RPD Program expenses.

Councilor Brown clarified that a parking permit was not a guarantee of a parking space within a specific area. The permit would entitle the holder to seek a parking space within a specific RPD. Some people may choose to pay a higher fee to park in a RPD, rather than at Reser Stadium. USC was not considering an option to entitle residents to park in front of their homes.

Councilor Hervey noted the City's work with OSU to improve on-campus transit, so more people would be willing to park at Reser Stadium. He suggested that USC discuss a possible fee structure.

Ms. Steckel responded that making too many changes to a strict permit-only RPD would impact even random enforcement and the necessary fees to recover RPD Program costs.

Ms. Steckel summarized the Committee's observations and discussions of the various proposed RPDs:

- A – Determine whether the RPD would require permits or allow periods of free parking.
- C – Additional consideration was needed because of the Senior Center.
- D – Existing restrictions for businesses would be retained.
- E – Primarily consisted of residential neighborhoods; no need for exceptions for businesses.
- F – Additional consideration was needed because of Central Park.
- G – Resident and non-resident permits without exceptions should be fine.
- J – Additional consideration was needed because of the Library.

Councilor Brown opined that USC was not under a time pressure for a public process. He would prefer resolving all of the details to avoid making a poor decision because of a self-imposed deadline.

Ms. Steckel cautioned that some residents of proposed RPDs were not aware of USC's work. A targeted outreach could avoid later citizen objections. She suggested a postcard campaign directing people to information on the City's Web site. Councilors Brown and Hervey concurred.

In response to Mr. Patterson's inquiry, Councilor Hogg suggested that the neighborhoods adjacent to or encompassing Central Park and College Hill should be restricted to resident-only parking. Parking meters or kiosks adjacent to Central Park might be a viable option to allow limited non-resident parking with easy enforcement.

Councilor Brown acknowledged that resident-only parking would be easy to enforce.

RPD C (Senior Center) –

Councilor Brown suggested including Chintimini Park in Phase 1 of the RPD Program expansion.

Councilor Hervey suggested extending the RPD boundary along 27th to Taylor and across the St. Mary's Catholic Church property to NW 23rd Street. Parking spaces along 27th would be needed for Park purposes.

Ms. Steckel cautioned that many townhouses were along Taylor and would be part of the expanded RPD and eligible to purchase parking permits. Councilor Hervey clarified that he would include only the Park and the sides of the streets abutting the Park. This would provide more flexibility in addressing parking issues related to the Senior Center.

Senior Center Supervisor Bogdanovic said the Church partnered with the Center and other agencies for use of the Church's parking lot but asked that the lot not be used when it was needed for Church functions.

Councilor Hogg encouraged staff to investigate converting some on-street parking spaces to handicap-accessible parking for Senior Center patrons. He concurred with changing the RPD boundary as Councilor Hervey suggested.

Ms. Steckel cautioned that handicap-accessible parking restrictions would be effective 24 hours per day, while a RPD would restrict parking for specific time periods. She also cautioned that the City should strive to treat all uses equally and not make too many exceptions for City facilities.

Councilor Brown observed that RPD C would need parking permits transferrable among Senior Center patrons. Ms. Steckel responded that staff would probably prefer guest passes for Center patrons that were not related to specific vehicles.

Councilor Brown noted the lack of sufficient on-street parking for BCHD, particularly if people currently parking as non-residents in existing RPD A sought parking in proposed RPD C.

Ms. Steckel responded that the Land Development Code included off-street parking requirements for various facilities to accommodate staff and guests. The facility occupant could decide how its off-street parking was used.

Councilor Brown commented that the BCHD facility was constructed before the LDC was adopted. The City allowed BCHD to "inherit" a bad situation, and BCHD provided needed services to low-income people. He opined that the City should determine how to help BCHD while being fair to residents and businesses within the proposed RPDs.

Ms. Steckel responded that granting 40 to 50 on-street parking spaces to the Senior Center for its patrons and 120 parking spaces to BCHD would leave no available on-street parking spaces for RPD residents.

Mr. Patterson suggested that part of the parking solution could involve using some of City-owned Chintimini Park property for Senior Center parking.

Ms. Steckel offered an alternative of not including proposed RPD C in Phase 1 of the RPD Program expansion and letting the parking situation, in essence, resolve itself. She explained that BCHD would be given 90 parking permits, based upon one permit per 400 square feet of office space. BCHD had more than 120 employees, and they dedicated their on-site parking lot to BCHD clients.

RPD D (NW Monroe Avenue/Campus Hill) --

Ms. Steckel noted that several businesses were located along NW Monroe Avenue (Monroe); the western end of the proposed RPD included fraternities, sororities, and a new apartment development.

Councilor Brown said OSU's study indicated that parking utilization vastly exceeded capacity in a portion of proposed RPD D, which might warrant resident-only parking restrictions.

Councilor Hervey expected that the existing parking meters along Monroe for businesses would be retained. He observed that religious establishments in proposed RPD D were primarily for OSU students, who walked to the facilities. He would support leaving the existing parking restrictions and determining how to handle parking permits.

Councilor Brown noted that retaining the existing parking exemptions would not increase parking enforcement cost.

Ms. Steckel observed that parking meters were often vandalized and had associated costs for coin collections and maintenance.

Councilor Hogg referenced Councilor Beilstein's suggestion of increasing parking meter fees.

RPD E –

Ms. Steckel noted that proposed RPD E had some restricted parking because of narrow streets. The parking restrictions could be reviewed for retention or change.

Councilor Hervey noted that proposed RPD E bordered Franklin Square. When Phase 1 of the RPD Program expansion is implemented, more people may seek parking near the park. Mid-day today, he observed that the streets bordering the park were filled to capacity. It may be appropriate to install parking meters near the park so people from outside the neighborhood could access the park.

RPD J (Library) –

The western portion of proposed RPD J included a portion of existing RPD B, with many parking restrictions. The Library is at the southeast corner of RPD J.

Councilor Hervey noted the lack of parking meters for businesses away from OSU's campus and questioned whether meters should be installed to aid customers in accessing the businesses. The ten-hour meters on Jackson behind the Library were heavily used; the two-hour meters across the street were not heavily used. He suggested that the meters could be removed and the parking spaces incorporated into the RPD. Ms. Steckel noted a suggestion to change the two-hour parking meters to ten-hour parking meters to enhance Downtown employee parking.

RPD F (Central Park) –

Councilor Hogg suggested parking meters along Monroe and SW Eighth Street, bordering Central Park. Councilor Hervey concurred, suggesting that the parking meters along Monroe could be more expensive than those in the Library parking garage, which were seldom used.

RPD G –

The area encompassed in proposed RPD G was primarily developed for residential purposes, was indicated as a "hot spot" by the PTWG, and had the highest parking utilization rate, possibly because of OSU employees parking in the neighborhood. This could be a good area for sale of non-resident RPD parking permits to support the RPD Program. Ms. Steckel confirmed that the PTWG and OSU had different definitions of parking "hot spot."

Committee members indicated directions to staff from today's discussion:

- Informational postcards.
  - Postcards to addresses in Phase 1 would provide more-detailed information.
  - Postcards to addresses in Phase 2 would indicate future action.
- RPD parking permit fees.
- Overall parking permit fee structure.
- Cost of parking permits for OSU Sectors C and D.

Councilor Hogg noted that he would miss the Committee's October 22 meeting but would like to participate in the Committee's discussion of parking permit fees. Committee members and staff agreed to postpone further RPD discussions until the Committee's November 5 meeting. Ms. Steckel asked staff to e-mail her specific questions for future Committee discussion.

This issue was presented for information only.

III. Other Business

- A. The Urban Services Committee meeting scheduled for October 22, 2013, was canceled.
- B. The next regular Urban Services Committee meeting is scheduled for November 5, at 5:00 pm, in the Madison Avenue Meeting Room.

Councilor Brown adjourned the meeting at 6:50

Respectfully submitted,

Dan Brown, Chair

To: Urban Services Committee  
From: Dan Brown

October 8, 2013

**Subject: Hierarchy of Committee Decisions Worksheet**

**Implementation Time Frame**



**Public Process**



**Revenue & Fines & Fees ----- (Signs)**



**Exceptions ----- Enforcement**



**Permit-Only Parking (types of permits)**



**Phased Implementation (boundaries)**



**Sub Districts based on Zoning (boundaries)**



**RPD is the Chosen Solution**



**Goal is Livability**



**Lack of On-Street Parking is a Community Problem**

# MEMORANDUM

**TO:** Urban Services Committee

**DATE:** September 20, 2013

**FROM:** Mary Steckel, Public Works Director 

**SUBJECT:** Periodic Review of Council Policy 91-7.07, Responsibility for Sanitary Sewers

**I. PURPOSE**

Council Policy 91-7.07, Responsibility for Sanitary Sewers, is scheduled for review in October, 2013.

**II. BACKGROUND**

Council Policy 91-7.07 was adopted in 1980 and last modified in 2009. It identifies the parties responsible for extension of sewer mains, as well as installation of service laterals to individual accounts.

**III. DISCUSSION**

The only modifications proposed for CP 91-7.07 are the addition of "Goal" and "Background" language in support of the new policy format.

**IV. RECOMMENDATION**

That the USC recommend to the City Council affirmation of CP 91-7.07 as identified in the attached document.

Review and Concur:



Nancy Brewer  
Finance Director



James A. Patterson  
City Manager

GG/tf  
Attachment

**CITY OF CORVALLIS**  
**COUNCIL POLICY MANUAL**

**POLICY AREA 7 - COMMUNITY IMPROVEMENTS**

**CP 91-7.07**            **Sanitary Sewers; Responsibility for**

**Adopted August, 1969**

Revised February 4, 1980

Affirmed October 7, 1991

Affirmed November 4, 1996

Revised February 5, 2001

Affirmed October 17, 2005

Revised November 2, 2009

**7.07.010**            **Purpose**

To establish a payment responsibility policy regarding repair and maintenance of sewer mains in the public right-of-way or easement, once they are constructed or rehabilitated to City construction standards, and on extension of the City's sewer collection system.

**7.07.020**            **Goal**

Identify responsibilities with respect to the extension, repair, and maintenance of the piped sanitary sewer collection system.

**7.07.030**            **Background**

**7.07.031**            As established in Chapter 4 of the Land Development Code, the extension of public services to serve new development is the responsibility of that development. Infrastructure expansions must be undertaken in an orderly, logical manner that not only provides service to current development, but to future development in the surrounding service area.

## Council Policy 91-7.07

### 7.07.040     Policy

#### 7.07.041     Service Connections

- a. The City accepts responsibility for service connections located within the public right-of-way. (A service connection is defined as the line connecting the structure served to the City sewer system.) The property owner is responsible for repair and maintenance of the balance of the service connection, from the public right-of-way (or property line) to the structure. The previous statement refers to all of that portion of the service connection located on private property.
  
- b. It is the present practice for the City, in installing the sewer main in street right-of-way, to locate "Ys" as required and then extend the sanitary sewer service connections to the property line. This is done to eliminate the need for tearing up street paving as individual houses or structures are connected to the City sewer system. The location of these service connections is carefully recorded. However, if the location is lost, the City has responsibility in two ways: (1) the cost of searching for the lost line is paid for by the City for all residential, commercial and industrial development; and, (2) assuming the property has been included in an improvement district and has paid for the sewer line and the service connection to the property line, the City has the responsibility to provide at City expense, a new service connection from the City sewer to the property line.

#### 7.07.042     Facility Extensions

Extension of the City sewer collection system to all properties within the Corvallis City limits shall be done in a logical manner based on facilities and land-use planning for sanitary sewer service to areas beyond the property desiring service. When serviceable properties lie beyond a proposed development, the owner of the proposed development shall extend sewer facilities to the boundary of the development. It is the intent of this policy to ensure that the extension of sewer collection facilities be done in a planned manner which allows adjoining properties reasonable access to such facilities. Property owners paying for the cost of infrastructure extensions may be eligible for a future reimbursement from other benefitted properties. Nothing in this policy shall prevent the City from requiring or allowing a parcel beyond the proposed development from participating in the costs of the improvement.

**Council Policy 91-7.07**

7.07.050      Review and Update

This Community Improvements Policy shall be reviewed every four years in October by the Public Works Director and updated as appropriate.

## MEMORANDUM

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September 30, 2013

TO: Urban Services Committee

FROM: Mary Steckel, Public Works Director 

SUBJECT: Collaboration Recommendation to Expand Residential Parking Districts—  
Exceptions to Permit-Only District Implementation, Public Process on First  
Round of District Design

### ISSUE

The Urban Services Committee (USC) desired to discuss the potential exceptions to a permit-only design for Residential Parking Districts (RPD) and staff requested a discussion of the preferred public process to gather input on the design of RPDs as currently configured.

### BACKGROUND

The Collaboration Corvallis Parking and Traffic Work Group (Work Group) recommended elements of a RPD program, including a suggested scope for the expansion and a suggested design, which was to retain the ability for anyone to park free on the street within a district for up to 2 hours. Staff suggested an alternative program design that would require anyone desiring to park on the street within a district to first obtain a parking permit. This would include residents, non-residents, contractors, vendors, guests and customers of businesses within the district.

At the August 6 meeting, USC contemplated whether to expand RPDs, along with three decision points on the design of the program. They recommended to the full City Council to expand RPDs, to not pursue a pilot district, and to not employ a petition process when making decisions about RPD expansion. At the August 19 meeting, the City Council approved the recommendations.

On August 20, USC reviewed expenditure and revenue assumptions for two program designs (2-hour free and permit-only) under two implementation strategies (Full and Phased). They agreed that the body to take public input and formulate the RPD program design should be USC, that the goal of the RPD program should be neighborhood livability, that a phased approach was preferred, and that multiple districts should be created. USC also determined that the RPD program elements would be shared with the full Council via committee report, and that the Council vote would occur after USC developed a fully-formed proposal. At the September 3 meeting, the Council concurred with the direction on these items and approved the program goal of neighborhood livability.

On September 17, USC reviewed information provided by staff on how parking needs of various groups might be met in the permit-only scenario; on outstanding RPD program elements that require Council direction; and on the feasibility of completing the RPD expansion by January 2014. They also deliberated on the enforcement level desired, as this decision determines the number of new enforcement staff needed. They came to a consensus to move forward with a permit-only program design, to target a September 2014 implementation date, and to aim for two enforcement trips through each of the RPDs in an 8-hour period. It was determined that one additional Parking Enforcement Officer would be needed under this RPD design for the phased implementation.

DISCUSSION

***Exceptions to Permit-only Design***

Based on public input and Committee deliberations, USC desired to review the proposed RPDs in more detail to determine whether exceptions to a permit-only design were appropriate in some areas. Staff developed maps (Attachment A) to aid in this discussion that show the location of current parking restrictions and parking meters, as well as the civic, religious, and business facilities (drawn from the Benton County Assessor's Property Class System). Large-scale versions of the maps will be brought to the meeting to facilitate Committee review.

***Public Outreach Process on RPD Elements to Date***

Key decisions made by USC at the last meeting affect the signage and enforcement staff components of the implementation process. Before time and funds are expended to move forward on these components, the approval of the full Council should be secured. Otherwise, there is the potential that these decisions could be reversed or modified at a point in the process too late to recover from without additional, unnecessary expenditures. It is likely that the full Council will desire to hear from the public on the program design as currently configured by USC before they are prepared to render a decision.

Staff recommends seeking feedback now on decisions made about the level of enforcement, the implementation timeframe, the boundaries of the phased approach, the number of RPDs, the permit-only design and any exceptions to permit-only RPDs proposed by USC at the October 8 meeting.

Staff suggests providing a postcard to each affected address directing the recipient to the web site for detailed information on the RPD design proposal and requesting feedback be provided either in writing or in person to a future USC meeting. In addition, staff would work with *Gazette-Times* and *Barometer* reporters to get the information out to the general public. Further refinement and discussion of this approach would be expected at the USC meeting.

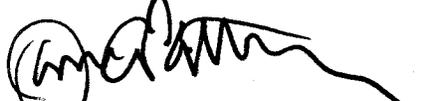
NEXT STEPS

Staff anticipates providing additional information to Council in response to specific questions posed after deliberations on the materials presented to date. USC will determine an appropriate public input process on the RPD element decisions made so far and give direction to staff on how to move forward. Another set of RPD program elements will be selected and staff will be asked for additional data that will aid deliberations. An updated list of the outstanding elements is provided in Attachment B.

REQUESTED ACTION

That the USC review this information, ask questions, and provide direction on exceptions to the RPD permit-only program design and an initial public outreach effort.

Reviewed and concur:

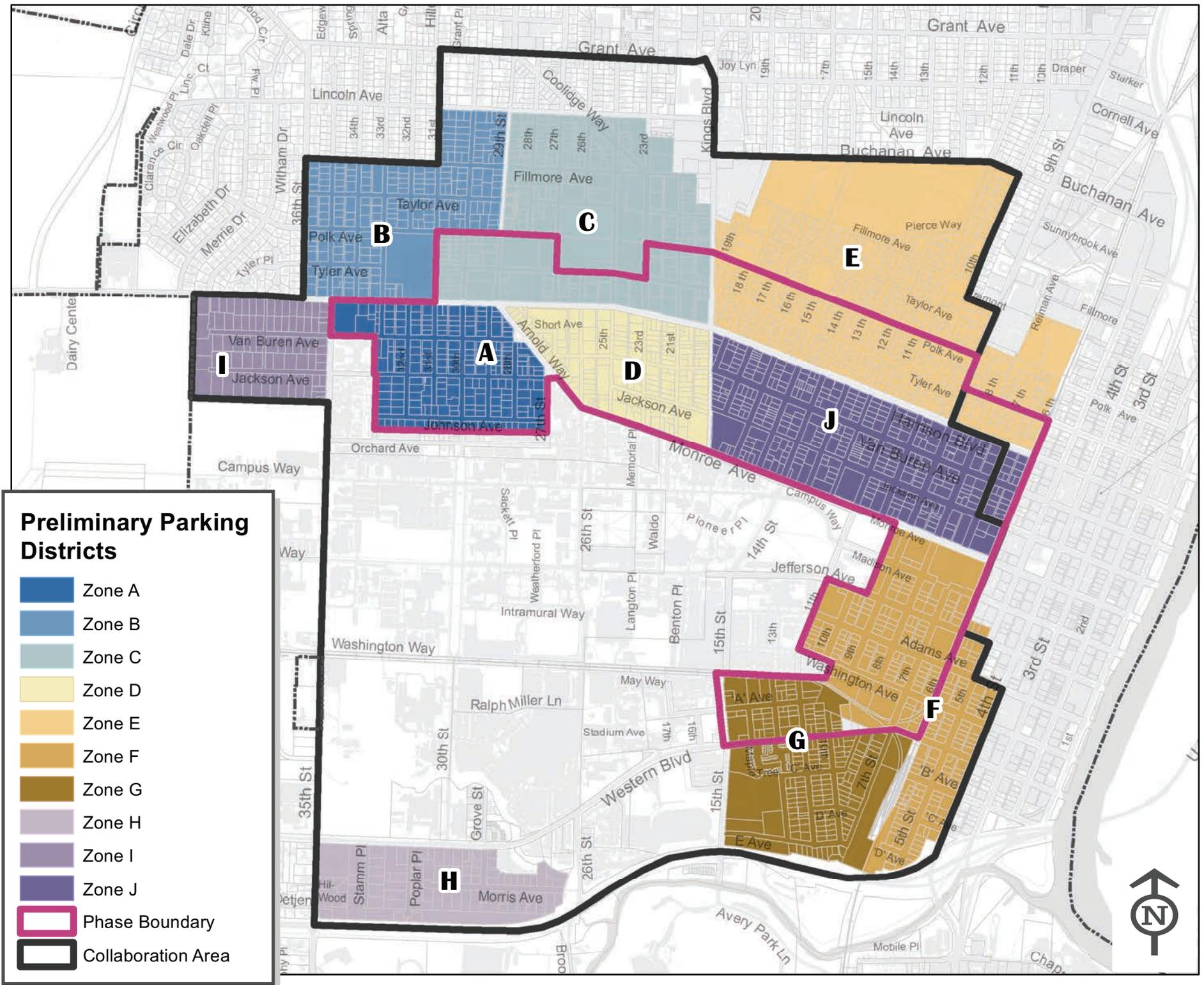
  
James A. Patterson, City Manager

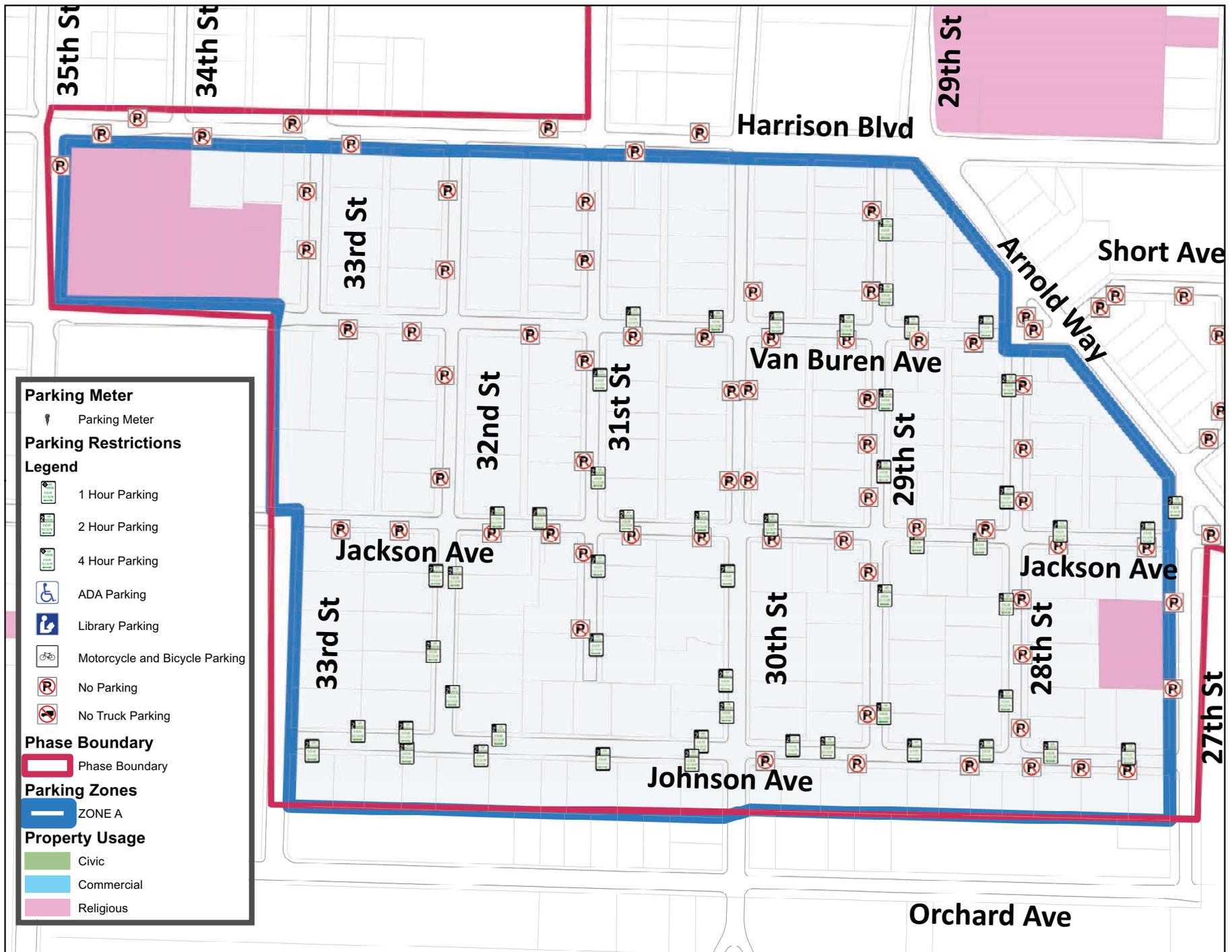
  
Ken Gibb, Community Development Director

  
Jon Sassaman, Police Chief

  
Nancy Brewer, Finance Director

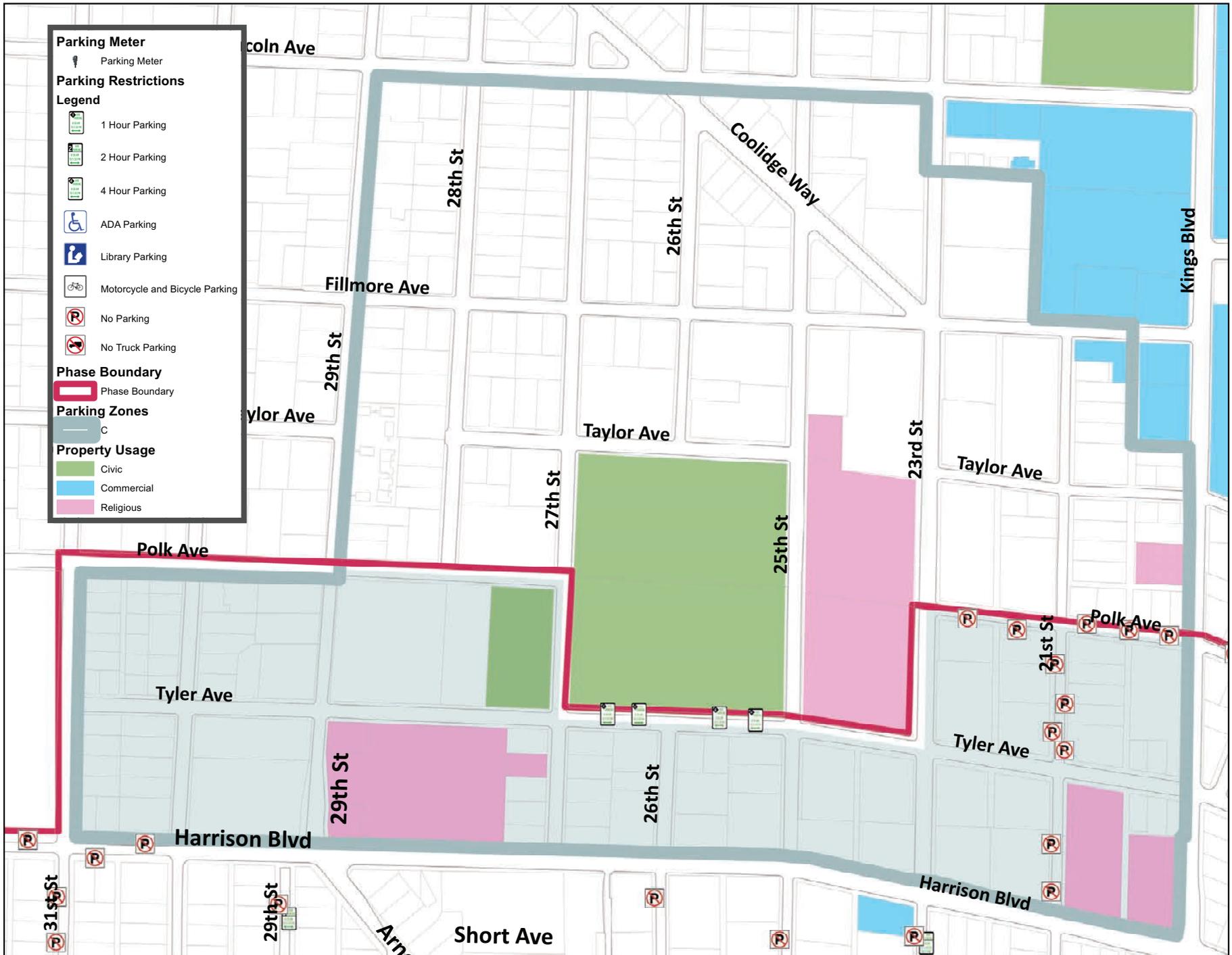
Attachment A—Packet of maps of proposed RPDs  
Attachment B—Updated list of outstanding program elements





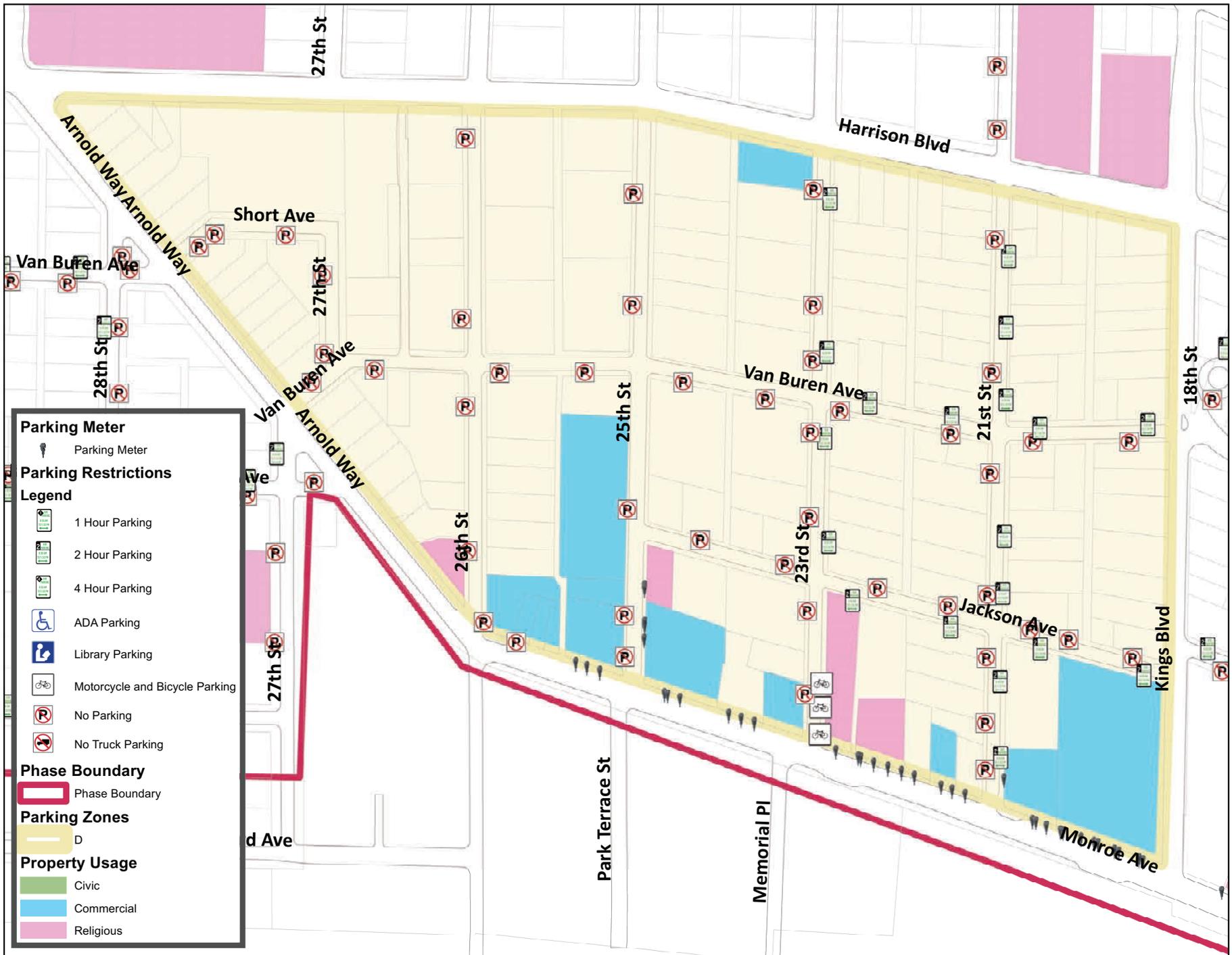
# Proposed Parking Districts - ZONE A Restrictions





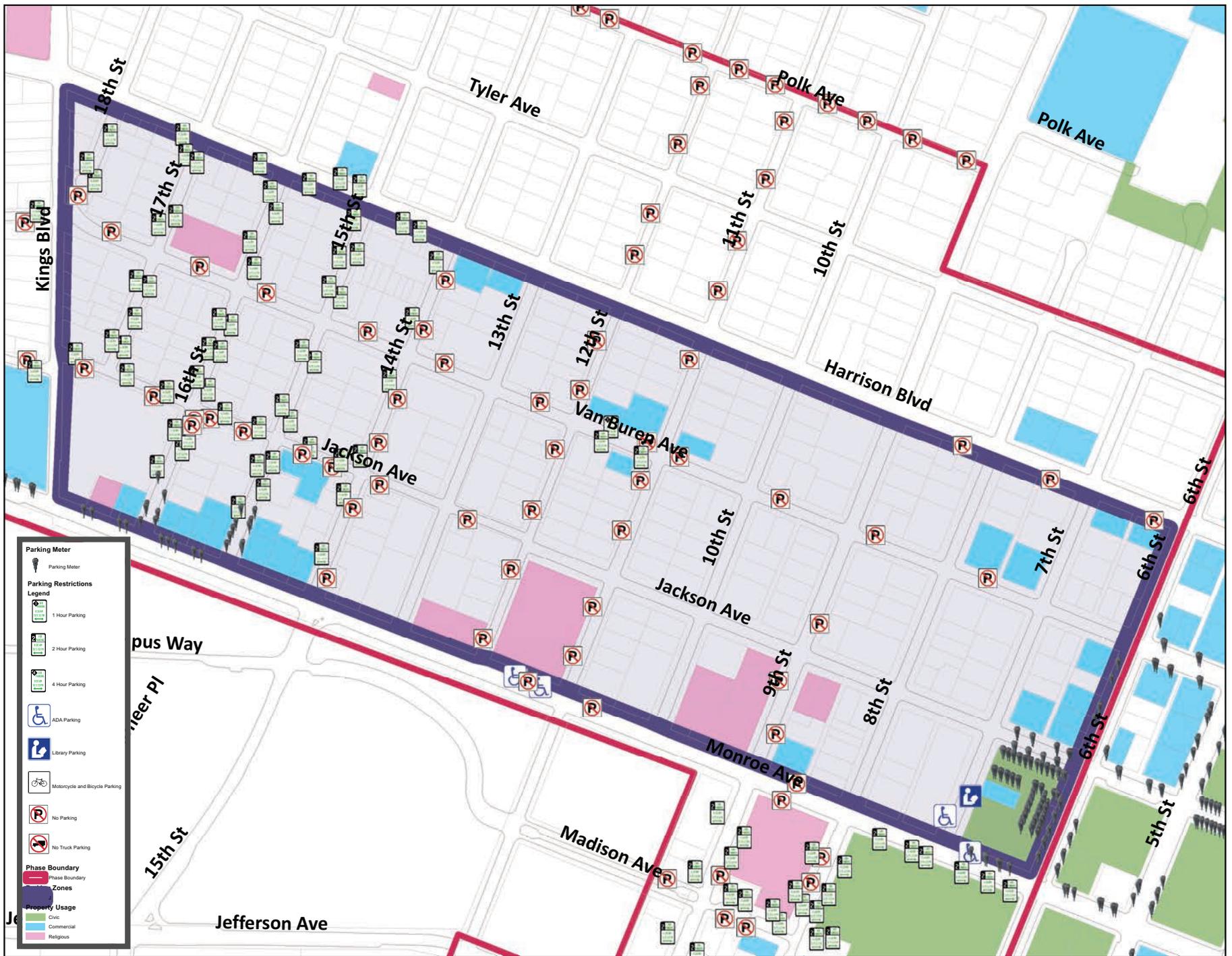
# Proposed Parking Districts - ZONE C Restrictions





# Proposed Parking Districts - ZONE D Restrictions

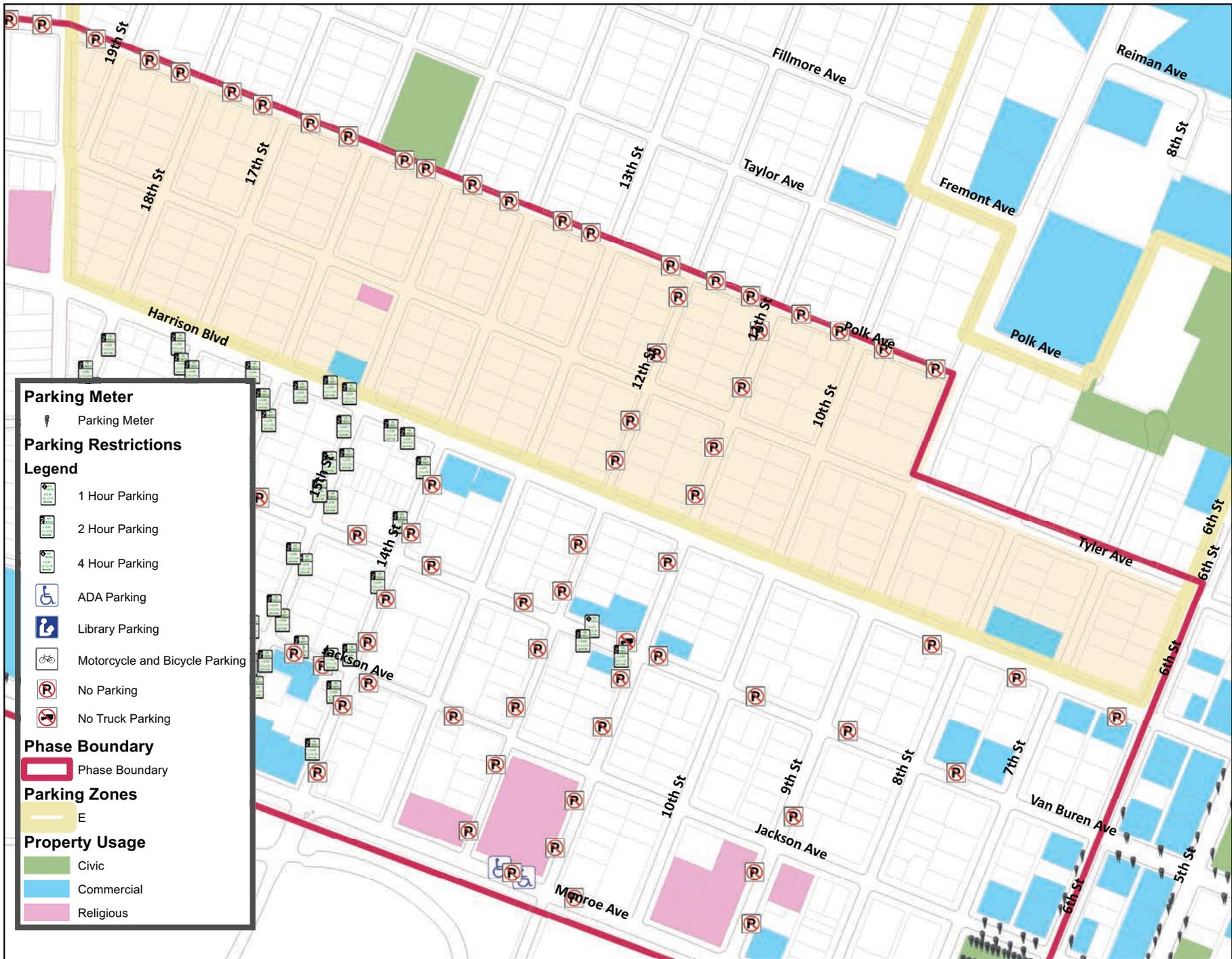




# Proposed Parking Districts - ZONE J Restrictions

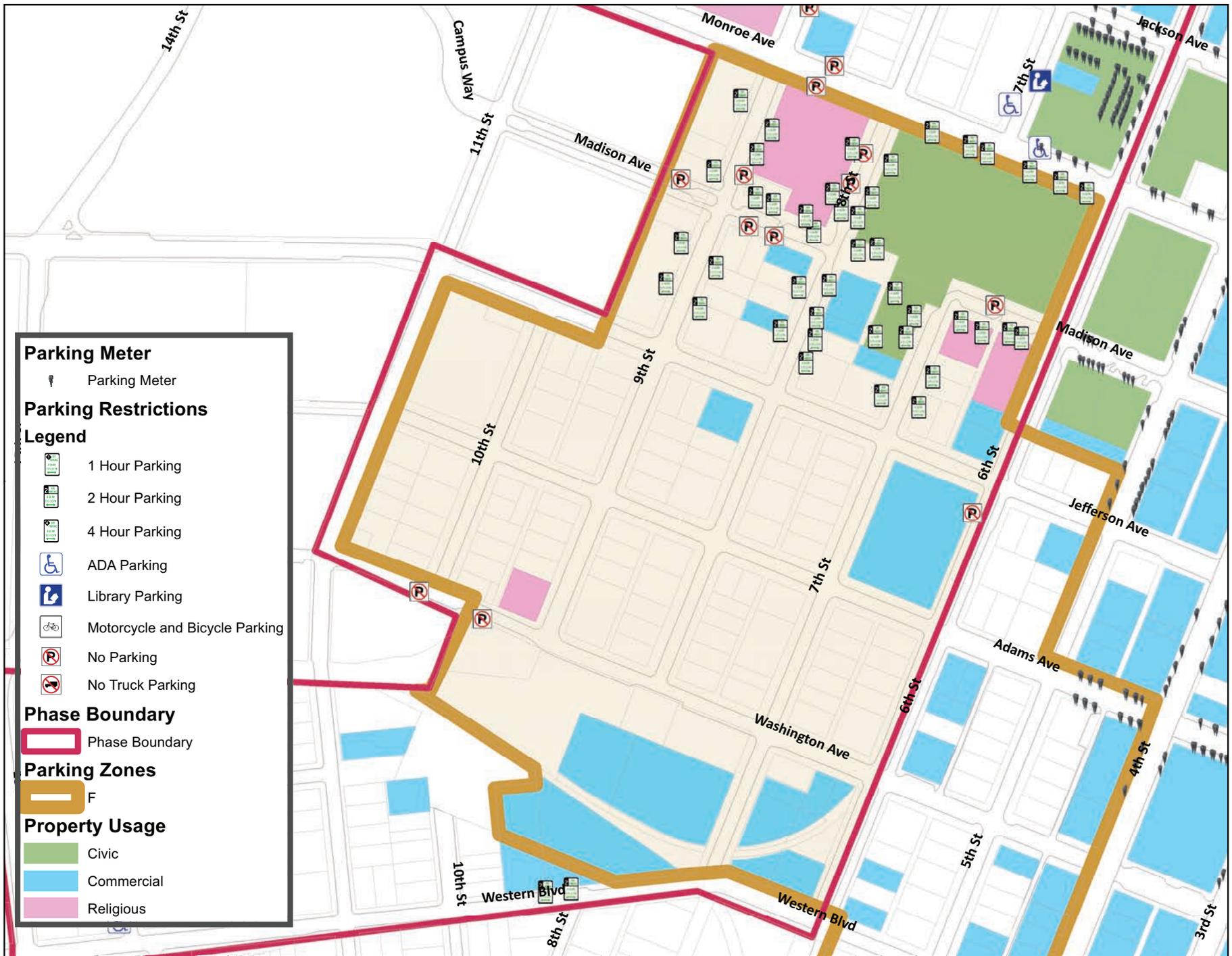
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 8 October 2013 Urban Services Committee





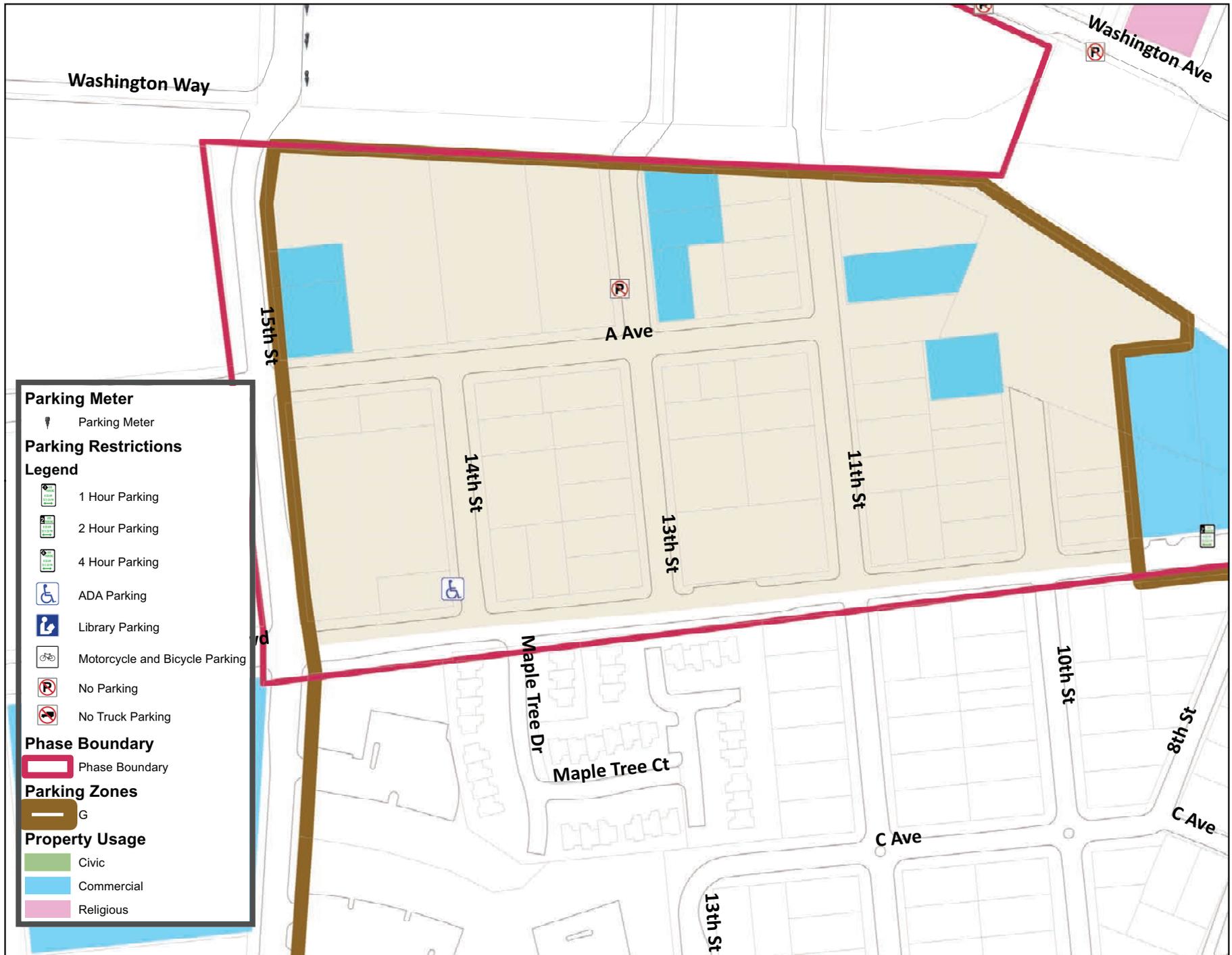
# Proposed Parking Districts - ZONE E Restrictions





# Proposed Parking Districts - ZONE F Restrictions





# Proposed Parking Districts - ZONE G Restrictions



RPD Program Elements Requiring Discussion--UPDATED  
September 27, 2013

At the September 17 Urban Services Committee meeting, staff distributed a list, drawn from several sources, of program elements that required City Council direction. The list has been updated to include comments provided at that meeting. The items in ~~strikeout~~ are considered by staff to be completed.

**From USC Councilors (based on August 20 USC meeting minutes)**

- 1) ~~One RPD or another number of RPDs~~
- 2) ~~One half or three fourths mile from the center of OSU's campus core or from the campus border~~
- 3) ~~Phased or full implementation~~
- 4) Two hours of free parking or no free parking
- 5) ~~Implementation schedule~~

**From Councilor Hervey (based on handout at August 20 USC meeting)**

- 1) Process to use on making final decisions
- 2) ~~2-hour parking versus all-day permits~~
- 3) ~~Number of parking districts~~
- 4) Boundaries of parking districts
- 5) ~~Whether to phase the implementation~~
- 6) Whether to include some level of parking ticket revenues in the fee structure and if so, how much
- 7) Fee structure for residents/non-residents
- 8) How to address impacts on downtown businesses
- 9) What consideration does USC make regarding the Library and LBCC
- 10) ~~When to put changes in place~~
- 11) Define the process that would be used by resident to reverse USC decisions

**From Councilor Brown (based on comments at September 17 meeting)**

- 1) Non-resident permits
  - a) Available in all districts or restricted
  - b) Methodology to determine number to be sold
  - c) Price
- 2) Employee permits
  - a) Mechanism to determine availability
  - b) Methodology to determine allocation
  - c) Price

**From Staff (based on September 6 staff report)**

General Topics for Implementation

- 1) ~~Enforcement expectations~~
  - a) ~~Desired number of times enforcement cycles through each district during a day~~
  - b) ~~Desired enforcement philosophy (i.e., strict = any violation receives a ticket; reasonable = discretion applied; light = primarily warnings, repeat offenders are ticketed; 'grace period' = when only warnings are issued)~~
- 2) Resident permits
  - a) Desired level of transferability between vehicles
  - b) Number per property determined by same number for all (i.e., per kitchen), or to include a deduction for off-street parking capacity, or other methodology
- 3) Guest permits
  - a) Desired parameters for who is eligible to receive them (i.e., only those who purchase resident permits)
  - b) Number that are provided for free and number that are provided for a fee
  - c) Mechanisms to limit abuse
  - d) Length of time the permit is valid
- 4) Cost recovery model for up-front and ongoing program expenditures (i.e., from permit sales or tickets or a combination)
- 5) Expectation for public outreach/education before final program design is adopted by City Council

Specific Topics for Permit-Only Scenario

- 1) Target for maximum percentage of parking usage
- 2) Methodology for determining off-street parking capacity
- 3) Methodology for allocating available parking spaces between residents and non-residents
- 4) Contractor permits
  - a) Number available to each contractor
  - b) Valid in one or more RPDs
  - c) Obtained by contractor or resident

Longer Term Program Topic Decisions

- 1) Level and type of tracking mechanisms for evaluation of program success (i.e., number of tickets per district)
- 2) Expanded use of parking meters to regulate parking turnover
- 3) Guidelines for RPD district formation beyond the Collaboration process (i.e., minimum size, formation mechanism)

**Mullens, Carrie**

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**From:** Emery, Karen  
**Sent:** Friday, September 20, 2013 2:40 PM  
**To:** Mullens, Carrie  
**Cc:** 'Betty and Bob'  
**Subject:** For USC October 8th meeting

Carrie,  
The Parks, Natural Areas and Recreation Board made the following motion at their September 19, 2013 meeting. Please forward to the Urban Services Committee for their October 8, 2013 meeting. This is in regards to parking districts and parking permits.

Deb Rose moved and Michael Mayes seconded that the board recommended that as the City looks at establishing the parking district, to take into consideration the access needs of older adults for parking at the Senior Center and to consider special permits or exceptions; motion passed.

Thanks.

Karen Emery, Director  
Corvallis Parks and Recreation  
541 754-1703

## PARKING PERMITS FOR NEAR-CAMPUS NEIGHBORHOODS

As residents of the College Hill West Historic Neighborhood we are concerned and very opposed to having to purchase parking permits to park in front of our own residence. We are also concerned about the inconvenience of having to acquire permits for our visitors. As residents we pay city taxes for maintenance of streets and feel that should entitle us to some precedence over students, most of whom pay no city taxes. We do not believe we should have to compete with University students and staff to park in our own neighborhood. If they are trying to avoid University parking fees, they should have to pay more than the University fee for passes to park in nearby neighborhoods. There should be a disincentive to their avoiding university parking fees - not an incentive by allowing them to compete with neighborhood residents.

The need for parking districts is driven by the University, not neighborhood residents. The University should provide parking for all of its staff and students. If it cannot do so and requires the city and residents to subsidize its parking needs, it should then bear all the costs associated with that need including no-cost permits for neighborhood residents and their guests and administration/enforcement of parking district regulations. Costs generated for the city by the University should be borne by the University, not city residents/taxpayers.

We are leaving for a three-week vacation, but we wanted to briefly convey our thoughts and concerns, as it sounds like parking district decisions may be made in our absence. Again our primary points regarding a potential parking district in our neighborhood are:

- + Free parking passes for all residents and their guests within the neighborhood.
- + Precedence for such passes for residents over commuting students/staff.
- + Parking districts in neighborhoods near campus are necessitated because the University does not provide adequate parking for its students and staff. All costs for administration and enforcement of such districts should be borne by the University.
- + Students/staff trying to avoid University parking fees, should have to pay more than the University fees for passes to park in nearby neighborhoods.

If the intent of parking districts is improved community livability, the citizens/residents of the community should have some precedence and not have to bear the costs of such districts. Thank you for considering our concerns.

Mike Harvey and Joni Quarnstrom

Corvallis, OR 97330

Cc: Bruce Sorte  
Mindy Perez (Harding Neighborhood Association)

**Louie, Kathy**

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**Subject:** RE: residential parking districts

-----Original Message-----

From: Steckel, Mary  
Sent: Sunday, September 29, 2013 10:17 AM  
To: Louie, Kathy  
Subject: FW: residential parking districts

Kathy,

Please include in USC packet for the 8th.

Thanks,  
Mary

---

From: Ward 1  
Sent: Thursday, September 26, 2013 3:42 PM  
To: Rollie & Paulette Baxter  
Cc: Steckel, Mary  
Subject: Re: residential parking districts

Rolland,

Thanks for your comments. I've been giving the issue and your thoughts a lot of consideration.

I don't have much to add or disagree with. I'm sure that the parking and traffic problems are a result of the rapid growth of OSU and the unintended consequences of some land use decisions as well as the lack of some land use actions. I expect that we will handle three groups somewhat differently: residents and property owners, visitors to residents and businesses, and OSU students and employees.

As to a strategy to deal with OSU, that's probably at least as complex as land use regulations. Unintended consequences, again.

I really appreciate your analysis. I'm copying Mary Steckel because I believe that Public Works is responsible for gathering public input on this issue.

Penny

----- Original Message -----

From: Rollie & Paulette Baxter  
To: [ward1@council.corvallisoregon.gov](mailto:ward1@council.corvallisoregon.gov)  
Sent: Wed, 18 Sep 2013 16:32:46 -0700 (PDT)  
Subject: residential parking districts

Ms. York,

I have been watching the neighborhood / OSU parking issues and the recommendations of the collaboration group. And I see that Council will likely be moving forward with parking districts on a "permit only" basis. I know this is a very complex issue with many varying needs and preferences. And I do not pretend to have the level of information that you and other Councilors have. But I do have a couple of thoughts or opinions.

- 1) There are actually two parking issues in these neighborhoods: A) Parking for the people who live, work, or visit in the neighborhoods and B) parking for students and faculty who want to access OSU campus but don't want to park at Rea ser Stadium. These are different issues and, in my opinion, require different strategies.
- 2) The issue of parking for owners, tenants, visitors and the like is one created by the City. Created on purpose. The City increased densities and decreased parking standards. The City did this at the urging of people who believed that higher densities were THE right way to approach land use planning in Corvallis. They further believed that fewer people were going to have cars and a high proportion of residents would walk, use bikes or transit. Many people do use transit, bikes or walk. But there is no evidence that people have given up their cars. If anything, automotive transportation has become cheaper and more available. In any case, t he Council agreed and the comp plan and codes were changed to permit higher densities, fewer parking spaces and bigger footprints . As a result, many neighborhoods do not have sufficient parking even for those living in the neighborhood. Council has somewhat modified the parking standards, but the damage has already been done. The permit system is likely a rational tool to help with this problem. It is unfortunate, but perhaps necessary. If people don't like this approach, they should not purchase homes or rent homes in one of these districts.
- 3) The issue of OSU parking is another issue created by the City. The City has permitted the university to continue to build without providing any parking in proximity to the uses they are creating. The City doesn't do this for other businesses and shouldn't do it for OSU. Clearly, parking is needed on the north side of campus. And the City should not have to provide it. The Council should terminate, cancel or otherwise reject the OSU land use plan and direct that they provide parking in close proximity to all campus uses. Until this is done, there will continue to be parking issues associated with OSU students and faculty. OSU will object and throw up roadblocks. But the truth is that they could provide the parking if they were willing. They are not willing. The "collaboration" is a sham. The University has millions and millions for buildings. They have bonding capacity. They do not lack the money. They lack honesty and a willingness to solve the problems that they have created (with the cooperation of the City). Time to tell the university that they have to change. The residential parking districts are not going to solve this problem and people in the neighborhoods shouldn't have to put up with faculty and student parking simply because the university won't provide parking.

Thanks for listening. I suspect these parking problems will persist for many years to come.

Rolland Baxter  
-Ward1

**To: Urban Services Committee**  
**From Dan Brown**

**September 30, 2013**

**Subject: I sent this message to Staff after the last USC meeting.**

As the City Manager pointed out at the September 17, 2013 USC meeting, we are faced with a “community-wide” parking problem. No decision we make will be perfect for everybody, and the idea that “free parking is a right” will not survive. On-street parking will continue to be a problem, and the livability problem will continue to be more intense the closer to campus one resides.

### **Types of Parking Permits**

Permit-only parking envisions means that cars which do not have a valid permit in a RPD will be cited. Permits are District specific (A through I). A permit is just a hunting license, i.e. having a parking permit does not ensure that a permit holder can find a convenient parking place. Right now four types of permits are being discussed:

#### **Resident Permits**

Annual . . . for a fee = resident discount . . . 2 permits per kitchen (kitchens “permitted” by the City only) . . . group housing will be offered fewer permits than previously . . . residents have priority access to permits (up to maximum utilization standard) . . . residents can obtain guest permits . . . resident permits are transferable only by removing from car and getting a new tag (This is an enforcement issue.)

#### **Non-Resident Permits**

Limited to a single RPD . . . annual, no refund . . . for a fee = same or higher than OSU parking in sectors “C” and “D” on north side of campus . . . transferable from car to car . . . no guest permits.

#### **Benton County Health Department**

BCHD is a non-residential use in the proposed Residential Parking District, and they foresee problems. They ask for priority in assigning nonresident permits and that the permits would be transferable from car to car. The facility was located and built many decades ago without any inclination about today’s parking situation. Now, there is little opportunity to expand off-street parking facilities. Customers’ and employees’ ability to find parking is already challenged as college students have moved their cars north. BCHD is serviced by bus Route 7; this means that some employees could use fareless transit from their homes and that others could “park-and-ride” leaving their cars beyond the RPD during the day.

#### **Guest Permits**

Residents with residential permits can obtain guest permits, but no permit means no guests on the street. The cost increases as the number of requested guest permits goes up. Experience shows that having a guest permit does not ensure that one will be able to find a parking space.

#### **Contractor Permits**

These permits are a cost of doing business. Contractors currently use guest permits, but we may decide that they can buy their own permits. That decision will come later.

## Exceptions to Permit-Only Parking

The proposed map of the Residential Parking District Area covers diverse zoning, not all of which is residential. Today, there are a myriad of regulations in order to address unique needs. As far as I know, most beneficiaries of these special regulations do not currently pay for signs or for enforcement.

I would expect that we will make exceptions to the umbrella (permit-only or two-hour free parking) in order to continue to address various needs. I prefer to identify them all before we start Phase 1.

**No Parking** – The song asks, “what part of ‘no’ don’t you understand.” A huge proportion of the curbs in the proposed district do not allow on-street parking, and there is no impetus to change this exception. Variations of “no” include:

No Parking	No Parking any Time
No Parking in this Block	No Parking this Side of the Street
No Parking School Days	Bike Lanes, Yellow Curbs, and Bus Stops
Cycle Parking Only	No Truck Parking

I have seen violations of the no parking regulation in District “A.”

**Business Customer Parking** – There are businesses in mixed-use parts of the Residential Parking Districts. A shift to permit-only parking will eliminate free parking for customers. Within the boundaries of the proposed RPD, one can now find free on-street parking for 30 min, for 1hr hour, for 2hr, and all-day. (Outside the district, 15 min and 3hr parking are additional options allowed by the City.) Most of the following are presently not affected by all-day permit parking.

**Stover, Evey, and Jackson** – 2hr free parking

**Rain Shed** – 1hr free parking

**Shop and Go** – 1hr free parking

**Valley Eye Care** – 1hr free parking

**Superette** – 30min free parking and commercial vehicle reservation

**Walt’s Market** – free diagonal parking, no signs (may be off-street?)

**Benton County Health Center** – Free parking now.

**Monroe Area** and streets north of Monroe are currently the sites of parking meters.

In the context of permit-only parking, meters may be the best way to protect business interests.

I expect that exceptions to permit-only parking will be required for businesses. In the context of the new regulations, any free parking near campus with a duration of longer than 1hr will attract commuters, thus, such signs may be counter-productive for business purposes. In mixed use areas, it will be necessary to decide if a home-business is a residence or a business and regulate accordingly.

**Employee Parking** - Currently I know of no employee-only, on-street parking in the RPD. It would make sense that employees have higher priority to purchase a permit (up to the maximum utilization standard) over people who do not live or work in the RPD. (The BCHD is probably the biggest example of this. Unlike OSU, however, BCHD has no ability to provide additional off-street parking for employees – while maintaining parking for County Health Department customers.)

## **Parking at City Parks**

**Central Park / Arts Center** – Central Park is a destination facility for all comers. Parking for park users is found mostly in Parking District C; thus there is either 2hr free parking or all-day parking with permit. On the north side, there is 2hr free parking (without all-day permits) on Monroe. These few Monroe spaces will become very attractive to commuters who attend classes on the east side of campus. In the future, meters look like a feasible way for motorists to access Central Park

**Chintimini / Senior Center** – The Senior Center is designed for city-wide use. Presently at Chintimini, there is free all-day parking on the north – these spaces will change to permit parking with the RPD. The current 4hr free parking on east and south will be EXTREMELY attractive to commuters. 2hr meters would probably work better for the Senior Center. However, given the changed parking situation in this neighborhood, the best solution may be to move the Senior Center out of that congested area.

**Franklin Park** – There is free parking around Franklin Park on one side of the street. What little parking there is - is mostly located in front of people's homes. Meters would look odd in the neighborhood. We can hope that Phase 2 will not be necessary???

### **Public Library and Washington Park**

From the maps, I can't tell if these facilities are in the RPD or not

**School Parking** – Three schools are located in the RPD, all in Phase 2. However, I think we should anticipate what to do with them now.

**Harding Center** – You can park around the school grounds all day for free and many people do so during the school year. Phase 1 will make parking permit-only on 31<sup>st</sup> across from the school. I imagine that Harding Center will be the first school to be affected by Phase 1 as commuters in search of free parking abandon Parking District "A."

**Franklin School** – Franklin School is the only "school of choice" in Corvallis; many parents drive their kids there and drop them off. The street in front of the school has "no parking" signs covering different parts of the school day. Across the street in back of Fred Meyer, which is technically not in the RPD, there is 2hr free parking during the "school day."

**Corvallis High School** – The neighborhood south of Buchanan has no special parking regulations and accommodates a lot of high school student parking. On the north side of the building, there are signs reserving a bus pick-up and drop-off area for school busses.

### **Resident Only Parking –**

I think we should consider resident-only parking for people who live in "hot spots." This term has been used by different people to represent different standards. In the neighborhood parking surveys, started in 2005, OSU uses it to mean that utilization exceeds 100% using current City standards. These "hot spots" are the areas closest to the north side of campus where the classroom buildings are located and where OSU has eliminated many parking lots.

When classes are in session, neighborhood spaces are filled. Residents with permits can't park on the street near their houses during the day, and neither can their guests. Unsafe conditions are created because street sweepers can't pick up the fallen leaves until winter break. (Leaves clog the street drains, pool water, the water freezes, causing icy patches).

## Louie, Kathy

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**From:** Steckel, Mary  
**Sent:** Monday, September 30, 2013 1:18 PM  
**To:** Ward 3; Ward 2; Ward 4  
**Cc:** Patterson, Jim; Louie, Kathy  
**Subject:** Residential Parking Districts

Councilors Hogg, Hervey and Brown,

I received a phone call from a citizen this morning who lives around 16<sup>th</sup> and Polk. She was distressed to find all the on-street parking in her neighborhood occupied this morning now that OSU is back in session.

She wanted me to share with the USC members that OSU should open the Reser parking lot back up for free parking (as according to her they had done in the past), that there should not be any free parking allowed in her neighborhood, and that permits should only be available for residents.

She feels like she has made a lot of concessions already in dealing with OSU students, such as loud noises at night, drunken behavior, and damage to her property. Forcing OSU to deal with the parking problem they have created is a little thing to ask in return.

Thanks,  
Mary Steckel  
Public Works Director

**Louie, Kathy**

---

**Subject:** RE: Parking Districts/Permits

**From:** Ward 3  
**Sent:** Tuesday, October 01, 2013 8:30 AM  
**To:** Louie, Kathy  
**Subject:** FW: Parking Districts/Permits

Testimony for USC.  
Richard

**From:** coxrehn  
**Sent:** Tuesday, September 24, 2013 3:27 PM  
**To:** [ward4@council.corvallisoregon.gov](mailto:ward4@council.corvallisoregon.gov)  
**Cc:** [ward2@council.corvallisoregon.gov](mailto:ward2@council.corvallisoregon.gov)  
**Subject:** Parking Districts/Permits

I do not live in the area of Corvallis being considered for Parking Districts, but I do take a yoga class at the Senior Center 3 mornings a week. Parking is always difficult since the lot is usually full and when OSU is in session, street parking is at a premium. I don't know what a solution to the parking problem is, but I hope the city council will consider those of us who use the Senior Center. Perhaps we could display our Gold Passes, required by most users of the Senior Center programs, on our dashboards when we must find street parking. Thank you.

Linda Rehn  
Corvallis, OR 97333

To: Urban Services Committee  
From: Dan Brown

October 8, 2013

**Subject: Hierarchy of Committee Decisions Worksheet**

**Implementation Time Frame**



**Public Process**



**Revenue & Fines & Fees ----- (Signs)**



**Exceptions ----- Enforcement**



**Permit-Only Parking (types of permits)**



**Phased Implementation (boundaries)**



**Sub Districts based on Zoning (boundaries)**



**RPD is the Chosen Solution**



**Goal is Livability**



**Lack of On-Street Parking is a Community Problem**

**ADMINISTRATIVE SERVICES COMMITTEE  
MINUTES  
October 9, 2013**

Present

Councilor Biff Traber, Acting Chair  
Councilor Joel Hirsch

Staff

Jim Patterson, City Manager  
Nancy Brewer, Finance Director  
Kris De Jong, Public Works Admin Division Manager  
Adam Steele, Franchise Utility Specialist  
Carla Holzworth, City Manager's Office

Absent

Councilor Hal Brauner (excused)

Agenda Item	Information Only	Held for Further Review	Recommendations
I. LS Networks Franchise Extension			Adopt an ordinance for a non-exclusive telecommunications franchise with LS Networks fixing terms, conditions, and compensation, and stating an effective date upon passage by the City Council and approval of the Mayor.
II. Fourth Quarter Operating Report			Accept the fourth quarter operating report for Fiscal Year 2012-13.
III. Other Business	*		

Acting Chair Traber called the meeting to order at 3:31 pm.

**I. LS Networks Franchise Extension**

Mr. Steele said LS Networks has complied with their current agreement for the past ten years, there have not been any post-construction right-of-way issues, and staff recommends approval of the franchise extension.

In response to Councilor Hirsch's inquiry, Mr. Steele said the 7% commission on gross revenues amounts to about \$8,000 per year. Revenues have fluctuated slightly, but in general it has been steadily rising due to the number of subscribers in their customer base.

In response to Councilor Traber's inquiry, Mr. Steele said the LS Networks franchise agreement with the City is for telephone exchange services, but they conduct business in many other areas.

**The Committee unanimously recommends Council** adopt an ordinance for a non-exclusive telecommunications franchise with LS Networks fixing terms, conditions, and compensation, and stating an effective date upon passage by the City Council and approval of the Mayor.

## II. **Fourth Quarter Operating Report**

Ms. Brewer said the report is coming to the Committee later than usual due to the Hewlett-Packard (HP) decision. The full impact to 2013 tax revenue is not yet known, as Benton County may hold back additional money to pay potential HP interest over two or three years.

Generally, the City ended the fiscal year as expected, except for the General Fund due to the HP issue. The shortfall may have to be addressed in the FY 2013-14 revised budget. Ms. Brewer reviewed the staff report and she noted the fourth quarter operating report is available on the City's website.

In response to Acting Chair Traber's inquiry, Ms. Brewer said there was no HP impact in FY 2012-13. The information came to the City late enough in the year and the refund occurred in July, so the cost hit the FY 2013-14 budget. When the FY 2013-14 budget was adopted, Council still did not have the final adjudicated number, so it could not have been factored into the budget. Due to the Department of Revenue's appeal, it is not known if the impact will be to 2012 or 2013 values.

Ms. Brewer said the Department of Revenue filed an appeal, so it will likely be at least one year before oral arguments are heard by the Supreme Court. Ms. Brewer said the principal has already been paid back, so additional interest cannot be accrued. However, because the case has been appealed, by law Benton County cannot pay back the interest. When the Supreme Court rules, if they uphold HP in total, then Benton County has to pay back interest accrued thru June 15, 2013.

Benton County's plan is to reserve money from tax turnovers, but they have not said if they will withhold the money over a two year or three year period. The County wants to ensure enough cash is on hand so they don't have to request more money from taxing jurisdictions when the case is adjudicated.

In response to Councilor Hirsch's inquiry about the Mayor's letter asking HP for forgiveness of the interest expense, Ms. Brewer said since an appeal is pending, there is nothing yet for HP to do.

Administrative Services Committee  
October 9, 2013

In response to Acting Chair Traber's inquiry, Ms. Brewer said staff is looking at the property maintenance program to see if there are current duties that can be covered by program fees and how grants might be maximized to recover more costs.

**The Committee unanimously recommends Council** accept the fourth quarter operating report for Fiscal Year 2012-13.

Councilor Hirsch complimented Ms. Brewer and her staff for their thorough work; Acting Chair Traber agreed.

**III. Other Business**

The next Administrative Services Committee meeting is scheduled for 3:30 pm, Wednesday, October 23, 2013 in the Madison Avenue Meeting Room, 500 SW Madison Avenue.

Respectfully submitted,

Biff Traber, Acting Chair

MEMORANDUM

TO: Administrative Services Committee  
FROM: Mary Steckel, Public Works Director   
DATE: July 23, 2013  
SUBJECT: LS Networks Telecommunications Franchise

**ISSUE:**

LS Networks, a competitive local telecommunications service provider has submitted a request to renew its telecommunications franchise (Ordinance 2003-37) that expires on November 3, 2013.

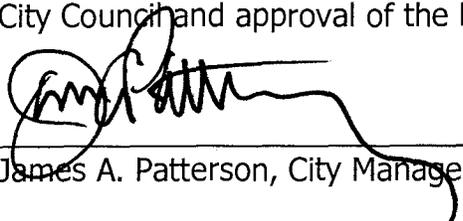
**DISCUSSION:**

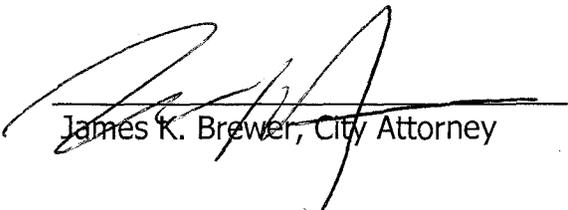
LS Networks has met all the conditions and requirements of the existing franchise, therefore, staff is proposing to renew the non-exclusive, ten-year telecommunications franchise agreement (attached). The agreement is subject to the conditions of the Master Telecommunications Ordinance 99-26 and Corvallis Municipal Code, including requirements for compensation, insurance, performance surety, and indemnification.

The terms of the proposed franchise agreement are consistent with previous City Council direction to establish proper management authority within public rights of ways and to receive maximum compensation allowed by law for such use. LS Networks will continue to pay a franchise fee of 7% of gross revenues earned within the Corvallis city limits.

**RECOMMENDATION:**

Staff recommends the Administrative Services Committee recommend City Council adopt an ordinance for a non-exclusive telecommunications franchise with LS Networks fixing terms, conditions, and compensation, and stating an effective date upon passage by the City Council and approval of the Mayor.

  
James A. Patterson, City Manager

  
James K. Brewer, City Attorney

## ORDINANCE 2013-

### **AN ORDINANCE GRANTING TO LS NETWORKS A NONEXCLUSIVE FRANCHISE FOR THE PROVISION OF TELECOMMUNICATIONS SERVICES WITHIN THE CITY OF CORVALLIS, AND STATING AN EFFECTIVE DATE**

WHEREAS, LS Networks, hereinafter referred to as "Grantee", provides telecommunications services within the city of Corvallis, Oregon; and

WHEREAS, Grantee has applied for a telecommunications franchise pursuant to Ordinance 99-26, an ordinance relating to telecommunications infrastructure located in the public rights of way, and the City of Corvallis (City) has reviewed said application and has determined that it meets all the requirements of the City's Ordinance subject to the terms and conditions stated herein;

#### **NOW, THEREFORE, THE CITY OF CORVALLIS ORDAINS AS FOLLOWS:**

Section 1. The City intends, by the adoption of this franchise, to encourage the continued development and operation of telecommunications facilities within the city of Corvallis. This Ordinance shall be known as the LS Networks Telecommunications Franchise Ordinance. Within this document, it shall also be referred to as "this Franchise" or "the Franchise".

Section 2. Grant of Franchise. The City hereby grants to Grantee, a nonexclusive franchise to use the public rights of way within the city to provide telecommunications services, subject to the provisions of Corvallis Municipal Ordinance 99-26 and the Corvallis Municipal Code or as hereafter enacted or amended. Ordinance 99-26, an ordinance relating to telecommunications infrastructure located in the public rights of way, shall be incorporated into this Franchise as though it were a part of it, specifically including but not limited to the requirements for compensation, insurance, performance surety, and indemnification.

Section 3. Term. The term of this Franchise shall be for ten (10) years, commencing with the effective date of this Ordinance.

Section 4. Franchise Area. The Grantee is authorized by this Franchise to make reasonable and lawful use of the public rights of way within the boundaries of the city of Corvallis or as these boundaries may be extended in the future.

Section 5. Franchise Fee. As consideration for the use of the City's rights of way, Grantee shall remit to the City a franchise fee of seven (7) percent of gross revenues earned within the city less the cost of leasing telecommunications facilities from the owner of such facilities. Grantee's franchise fee payments to the City shall be due quarterly within (30) days following the end of each quarter. Within thirty (30) days after the termination of this Franchise, compensation shall be paid for the period elapsing since the end of the last quarter for which compensation has been paid. In the event any payment due quarterly is not received within thirty (30) days from the end

of the preceding quarter, or is underpaid, Grantee shall pay in addition to the payment, or sum due, interest at a rate no higher than the current legal interest rate on judgments in the State, calculated from the date the payment was originally due until the date the City receives the payment. Additionally, if any payment becomes ninety (90) days in arrears, a ten (10) percent penalty shall be applied. In the event the obligation of Grantee to compensate the City through franchise fee payments is lawfully suspended or eliminated, in whole or part, then Grantee shall pay to the City compensation equivalent to the compensation paid to the City by other similarly situated users of the rights of way for Grantee's use of the rights of way, provided that in no event shall such payments be less than the equivalent of seven percent (7%) of Grantee's gross revenues (subject to the other provisions contained in this Franchise).

Section 6. Performance Surety. The City reserves the right to require a performance surety at any time during the term of this Franchise, in form and substance acceptable to the City, as security for the full and complete performance of a franchise granted under this Ordinance.

Section 7. Franchise Acceptance. Within thirty (30) days of the passage of this Ordinance by City Council, Grantee shall file with the City Manager certificates of insurance and an unconditional written statement accepting the terms and conditions of this Franchise grant. Failure to fulfill this requirement shall nullify and void this Ordinance, and any and all rights of Grantee to own or operate a telecommunications facility within the Franchise Area under this Ordinance shall be of no force or effect.

Section 8. Franchise Nonexclusive. The Franchise hereby granted is not exclusive, and shall not be construed as any limitation on the right of the City to grant rights, privileges and authority to other persons or corporations or to itself to make any lawful use of the City's rights of way.

Section 9. Effective Date. The Ordinance shall become effective on November 4, 2013.

PASSED by the Council this \_\_\_\_ day of \_\_\_\_\_, 2013.

APPROVED by the Mayor this \_\_\_\_ day of \_\_\_\_\_, 2013.

EFFECTIVE this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
Julie Manning, Mayor

ATTEST:

\_\_\_\_\_  
Kathy Louie, City Recorder

## MEMORANDUM

August 28, 2013

TO: Administrative Services Committee  
FROM: Nancy Brewer, Finance Director **NB**  
SUBJECT: **Fourth Quarterly Operating Report**

### I. Issue

To review and accept the Fourth Quarterly Operating Report for FY 12-13.

### II. Discussion

The Fourth Quarterly Operating Report (QOR) has been published on the City's web site and is available for review. Revenues at the end of the fourth quarter of the fiscal year are about 93% of budgeted total revenues. Operating revenue of \$90 million received year-to-date is almost exactly the same total dollars as in prior years, but higher transient room tax receipts and charges for service revenues served to offset lower property tax and grant revenues.

Operating expenditures across departments were roughly as expected and comparable to the prior year at about 92% of the amended budget. While every department was carrying at least one vacancy at quarter end (for just over a 9% vacancy rate Citywide), personnel service savings are not as significant as they have been in prior years due primarily to increases in healthcare costs over budgeted levels as well as higher casual and overtime costs associated with backfilling for vacant positions. Many regular staff recruitments are still on hold since each position must be justified in this fiscally constrained time, and some hiring has been delayed deliberately to cover for the higher health costs being incurred this fiscal year.

In summary, while financial performance in all funds is generally at expected levels, the following situations are noteworthy:

- The General Fund (all tax funds combined) did not end the fiscal year in as good a financial position as staff had hoped when the FY 13-14 budget was adopted by the City Council. Though most departments met the savings levels identified when discretionary spending was placed on hold to allow for the Hewlett-Packard refund in FY 13-14, revenues did not achieve the expected levels. Significant impacts include:
  - Property tax revenues were impacted more than expected by a combination of lower growth in assessed value than projected (0.5% vs. 3%) as well as a May refund from Benton County to Timberhill Development for their appeal of assessed value; the City's share of the revenue loss was \$95,000.
  - Revenue shortfalls in ambulance collections, municipal court fines, franchise fees and State shared liquor tax revenues may have a significant impact on the ending fund balance once the year-end work is complete.
- The Community Development Revolving Fund continued its negative cash and fund balance position into the fourth quarter, due to the HOME grant reimbursement lag, inadequate grant coverage of project-related overhead, and requirements to first spend program income before grant proceeds. As of June 30, the Fund received an interfund loan from the Development Services Fund of \$80,000 in order to attain a positive year-end balance. More information on repayment of the loan (which must occur by the end of FY 13-14 per local budget law) and plans to ensure long-term fund sustainability will be forthcoming to ASC and City Council as the Fund Manager continues to review potential service and program changes in the coming months.

Attached to this memo is the executive summary for the Fourth QOR (Attachment A) and the Property Tax Funds Combined income statement (Attachment B). The executive summary includes some basic economic information, an analysis of any significant variances from expected financial performance, an income statement for all funds combined, and a summary of operating expenditures by fund and by department. The summary also includes a table showing all the budget amendments approved so far this fiscal year by the City Council. These amendments all have the effect of increasing total appropriations for the City above what was in the adopted budget.

The Capital Project budget is over 39% expended at the end of the fourth quarter. Capital project work and the related spending tend to fluctuate each year, with delays causing carry-overs to future years or savings from conservative budgeting typically resulting in less than 100% of budget being accomplished. The following projects were completed by the end of the fourth quarter:

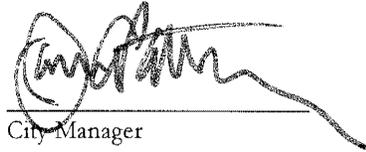
- Phase I of the Fire Drill Tower relocation;
- Osborn Aquatic Center UV in the large pool;
- Pedestrian crossings on 9<sup>th</sup> Street;
- Reservoir Road Improvements (City funded SDC share only);
- Sidewalk Infill;
- Traffic signal at 26<sup>th</sup> and Western;
- North Hills First Level Reservoir improvements;
- Taylor Plant facility (pipe and mixing improvements);
- All scheduled infrastructure maintenance work for the street, water, wastewater, and storm water systems.

The Quarterly Operating Report also includes an update on the status of City Council Goals as of June 30, 2013.

### **III. Requested Action**

Review the Fourth Quarterly Operating Report, and recommend the City Council accept the report.

Review & Concur:



City Manager

## FOURTH QUARTERLY OPERATING REPORT FISCAL YEAR 2012-2013

### EXECUTIVE SUMMARY

August 23, 2013

The Quarterly Operating Report is usually produced and published on the City's web site within 45 days of the close of each fiscal quarter based on Financial Policy 10.04.050, then shared with the City Council's Administrative Services Committee to provide citizens, the Budget Commission, and City Council with information about the City's financial performance for the quarter. This quarter is late as staff has been working through the full impact of the Hewlett-Packard appeal decision that is further discussed in this summary and in other materials provided to the City Council.

This Executive Summary provides highlights of the City's financials. The remainder of the report covers:

- The revenue and expenditure performance for each of the operating funds in an income statement format that includes operating and non-operating revenues, expenditures and total fund activities. The first income statement presented in that section shows results year-to-date for all property tax funds combined.
- Departmental information including updated performance measures for the quarter as well as accomplishments and pending work plan items. This section also includes a report on vacancies;
- Capital Improvement Program (CIP) status report on the various projects underway year-to-date; and
- An update on City Council Values and Goals.

The FY 12-13 budget was prepared and adopted during challenging economic times and in a highly fiscally constrained environment for the City. A recessionary economy including high unemployment and stagnant property values, plus slowed development, as well as lower than historical revenues in both FY 10-11 and FY 11-12, were all taken into account when developing the budget. Despite these factors, demand for many City services continues to be strong, which in the face of the relatively flat or declining revenue stream continues to have a negative impact on fund balances across the organization.

The Federal Open Market Committee (FOMC) statement released in late July suggests that the economy has expanded at a modest pace during the first half of the calendar year. Although the unemployment rate is still elevated, labor market conditions have shown improvement in recent months. At 6.0% unemployment in June, on a seasonally adjusted basis, Corvallis continues to fare better than the State and the Nation. Household spending and the housing sector have strengthened, mortgage rates have risen somewhat, and fiscal policy continues to restrict economic growth. Inflation has been running slightly below the Committee's long-term objective of 2%, apart from temporary variations that create energy price fluctuations, but longer-term inflation expectations have remained stable. The FOMC expects that, with appropriate policy accommodation, economic growth will pick up from its recent pace and the unemployment rate will gradually decline toward levels the Committee deems consistent with its statutory mandate to foster maximum employment and price stability. The Committee will continue to monitor incoming information on economic and financial developments and has decided to keep the target range for the federal funds rate exceptionally low (i.e., in the 0 to

quarter percent range) as long as the national unemployment rate remains above 6.5%, and inflation projections deviate from the Committee's longer-run goal.

The City's financial performance through the fourth quarter of the fiscal year generally has been as expected, with operating expenditures at nearly 92% of budget, approximately 3.24% more than last year. Percentages of budgeted revenues are down a total of 0.29% points from the prior year; however, there was still nearly \$9.7 million more in income than in FY 11-12, which is attributable to a debt refunding of three utility-backed loans in the Water and Wastewater Funds. The approximate \$12.3 million in proceeds from the 2012 Full Faith & Credit Refunding Obligations are reflected in Other Financing Sources and produced a net present value savings to the City of roughly \$1,579,690.

Property tax revenue ended FY 12-13 at only 96% of budget and lower than FY 11-12. Some of this reduction was expected as the levy for the City's general obligation bond issue was decreased considerably in FY 11-12 so the total tax levy was lower than prior years. However, as noted in previous quarterly reports, most of the below estimate performance is the result of only half a percent growth in assessed value versus the three percent projected. In late May the City was also notified that Hewlett-Packard, the City's largest single taxpayer, had prevailed in its appeal of the 2008, 2009, and 2010 tax assessments, resulting in an estimated \$2.1 million refund the City will make in FY 13-14. Several other smaller, but still costly appeals were also resolved in the fourth quarter which resulted in even lower tax revenue than previously estimated.

There has been an increase in Charges for Service revenues, which was largely driven by development project application fees, but is higher in nearly all funds, contributing to a nearly \$1.9 million increase over last year and a slightly greater percentage of budget overall than forecast. Miscellaneous revenue received is significantly greater when compared to last year, primarily due to receipt of sizeable Business Energy Tax Credits this fiscal year that pertained to prior year Transit operations. In Property Tax Funds combined, there were increases in Charges for Service and Miscellaneous revenue due to recovery of bad debts and miscellaneous gifts/donations, but these were largely offset by lower than budgeted traffic fines collected, franchise fees, and federal grant dollars.

As of the end of the fourth quarter for the fiscal year, total operating expenditures are less than 92% of budgeted expenditures, but are virtually identical in total to last year's spending levels. The variance against budget is driven primarily by less capital outlay, special project expenditures, and savings due to personnel vacancies, as well as a halt on discretionary spending in the latter half of the fourth quarter to help make up the refund needed for Hewlett-Packard's (HP) successful property tax appeal.

The Fire Department spent less on capital outlay and special projects (i.e., fewer vehicle replacements were made) than in FY 11-12. Community Development housing grant-related expenditures were less than 50% of budgeted levels in both fiscal years. Due to project delays, roughly \$1.6 million in CDBG and HOME project expenditures, and related revenues, will be carried forward to FY 13-14. In addition to the slower than anticipated projects, lower awards of federal funding for the CDBG and HOME programs have negatively impacted the fund's cash position in FY 12-13; as such, an interfund loan of \$80,000 was made to the CD Revolving Fund by the Development Services Fund to remedy ending fund balance at fiscal year end. This loan will be re-paid in FY 13-14.

The following table compares year-to-date actuals with budget for all funds in both FY 12-13 and FY 11-12:

REVENUE	AMENDED BUDGET	4th Quarter FY 12-13	UNAUDITED FY 12-13	FY 12-13 % REC/EXPEND	Y-T-D FY 11-12	FY 11-12 % REC/EXPEND
Budgeted Fund Balance	\$28,532,414					
Property Taxes	\$23,904,680	\$1,120,755	\$22,980,336	96.13%	\$24,447,883	101.05%
Other Tax	1,270,650	524,058	1,396,192	109.88%	1,239,155	107.64%
Licenses/Permits	8,740,150	2,735,951	8,706,886	99.62%	8,599,094	107.14%
System Development Charges	1,989,780	863,557	2,244,088	112.78%	3,556,321	262.46%
Charges for Service	37,738,370	10,364,559	39,020,016	103.40%	37,148,806	100.38%
Intergovernmental	17,335,633	2,792,317	10,957,243	63.21%	12,351,866	68.97%
Fines/Forfeitures	1,283,410	303,976	1,151,014	89.68%	1,234,516	89.09%
Miscellaneous	2,767,850	1,198,975	3,594,519	129.87%	2,697,026	84.12%
Other Financing Sources/Transfers in	24,023,308	1,542,277	20,585,909	85.69%	9,665,021	68.79%
<b>TOTAL CURRENT REVENUE</b>	<b>\$119,053,831</b>	<b>\$21,446,425</b>	<b>\$110,636,204</b>	<b>92.93%</b>	<b>\$100,939,688</b>	<b>93.22%</b>
<b>EXPENDITURE BY DEPARTMENT</b>						
City Manager's Office	\$3,302,670	\$675,425	\$2,922,667	88.49%	\$2,854,817	93.29%
Community Development	7,506,640	1,405,099	5,628,433	74.98%	5,516,416	63.32%
Finance	4,790,210	1,250,941	4,678,527	97.67%	4,872,487	97.11%
Fire	10,455,220	2,660,359	10,175,170	97.32%	11,015,257	96.75%
Library	6,054,010	1,579,218	5,811,236	95.99%	5,901,472	89.94%
Park & Recreation	6,080,310	1,960,996	6,063,447	99.72%	5,683,815	93.23%
Police	13,031,970	3,179,671	12,613,589	96.79%	12,574,930	95.77%
Public Works	29,744,922	7,136,013	26,188,091	88.04%	26,048,091	85.75%
Non-Departmental	1,512,927	311,307	1,466,677	96.94%	1,260,044	92.16%
<b>TOTAL OPERATING EXPENDITURES</b>	<b>\$82,478,879</b>	<b>\$20,159,029</b>	<b>\$75,547,837</b>	<b>91.60%</b>	<b>\$75,727,329</b>	<b>88.36%</b>
Debt Service	\$4,734,140	\$2,073,632	\$4,660,413	98.44%	\$8,182,617	100.00%
Capital Projects	9,687,779	1,222,194	3,820,729	39.44%	5,718,392	46.71%
Transfers Out / Other Financing Uses	26,348,831	1,527,638	22,742,369	86.31%	9,616,496	68.45%
Contingencies/Reserves	1,611,260	0	0	0.00%	0	0.00%
<b>TOTAL ALL EXPENDITURES</b>	<b>\$124,860,889</b>	<b>\$24,982,493</b>	<b>\$106,771,348</b>	<b>85.51%</b>	<b>\$99,244,834</b>	<b>81.65%</b>
<b>CURRENT REVENUES LESS</b>						
<b>TOTAL EXPENDITURES</b>	<b>(\$5,807,058)</b>	<b>(\$3,536,068)</b>	<b>\$3,864,856</b>		<b>\$1,694,854</b>	

In general, the status of the City's finances was in line with expectations at year-end. Revenues before final accruals total \$110,636,204, and are at 92.93% of the Amended Total Revenue Budget of \$119,053,831. The Amended Budget reflects the adopted budget, plus any amendments approved by the City Council via resolution during the course of the fiscal year. In FY 12-13, the following amendments to the budget were approved:

Date	Amendment Type	Resource	Fund	Department	Net Expenditure Impact
7/2/2012	Res - Grant	EPA Grant	Storm Water	Public Works	\$ 45,620
7/16/2012	Res - Grant	ODOT Grant	Transit	Public Works	\$ 8,964
8/6/2012	Res - Grant	State of Oregon EUDL Grant	General	Police	\$ 4,760
9/4/2012	Res - Grant	FEMA Homeland Security	Fire & Rescue	Fire	\$ 4,504
11/4/2012	Res - Grant	FEMA Office of Emerg Mgmt	CIP	Parks & Rec	\$ 193,911
11/19/2012	Res - 2012 Refunding Obligations	Proceeds of Debt Issuance	Water & Wastewater	Public Works	\$ 12,289,035
11/19/2012	Res - Donation	Anonymous Donor	Parks & Recreation	Parks & Rec	\$ 9,000
12/3/2012	Res - Grant	Oregon Water Resources	Wastewater	Public Works	\$ 38,632
2/4/2013	Res - Payment	NW Natural Gas	Parks & Recreation	Parks & Rec	\$ 141,180
3/18/2013	Res - Grant	ODOT Grant	General	Police	\$ 142,210
4/1/2013	Res - Grant	Home Fire Sprinkler Coalition Grant	Fire & Rescue	Fire	\$ 1,000
5/20/2013	Res - Grant	Benton Soil & Water Conservation Grant	Parks & Recreation	Parks & Rec	\$ 2,000
				Total Increase	\$ 12,880,816

Significant revenue highlights include:

- **Property taxes** totaled \$22,980,336 through the fourth quarter, which equals 96.13% of the budgeted property tax revenue. Year-to-date property tax revenues are about \$1.4 million less than last fiscal year's results for the same time period, due primarily to a lower debt levy amount based on the front-loaded structure of debt service payments for the 2009 General Obligation refunding

bonds; and a property tax appeal won by the Timberhill development, which meant less property tax turnover in the last quarter of the fiscal year. Prior year delinquent account collections are lagging last fiscal year by about \$200,000 year-to-date, but the decrease is partly offset by the 0.5% increase in current year permanent rate levy revenues based on assessed value growth.

- **Other Taxes** are collected from hotels in the form of room taxes and totaled \$1,396,192 or 109.88% of budget and are higher in total compared to last fiscal year due to good attendance at fall sporting events and some signs of mild economic recovery.
- **Licenses, Fees and Permits** totaled \$8,706,886 which represents 99.62% of the amended budget and is below budget as a percentage received when compared with the same time last year. The largest portion of this category is franchise fees, which underperformed in FY 12-13 primarily due to utility conservation efforts and decreasing land line use. The transportation maintenance and sustainability initiative fees, as well as Development Service permit fees came in on target at year-end.
- **System Development Charges** were \$2,244,088 which represents 112.78% of the amended budget and is substantially higher than anticipated both this year and last due to OSU-related activity. In both FY 12-13 and 11-12, the higher percentage of actuals YTD compared to budget was due to un-forecasted increased development for off-campus student housing. SDC income, being of restricted use, has been isolated here and in the income statements from “other charges for service” so as to ensure the understanding that this significant incremental dedicated funding source is not available for operational spending.
- **Charges for Services** (not including SDC’s) were \$39,020,016, which represents 103.40% of the amended budget. This revenue type is slightly above target as a percentage of budget and is mostly attributable to: aquatics recreation charges; development services plan reviews; and Water Fund metered revenue. While these results served to attain higher than budgeted revenues in total, Parks & Recreation Fund non-aquatics recreation program revenues were \$158,000 lower than projected while Fire and Rescue Fund’s ambulance revenue were \$186,000 lower than projected which negatively impacted these two funds’ bottom lines.
- **Intergovernmental** revenues are below target at \$10,957,243 and 63.21% of budget and are lower than the same time last year. However, actual receipts may end up higher once all year-end accruals of grants are recorded. The receipt of grant monies tends to be volatile and highly dependent on timing of related expenditures.
- **Fines & Forfeiture** receipts related to Municipal Court ended up under budget and lower than last year due primarily to fewer traffic and parking fines issued, partly as a result of patrol staffing vacancies. However, now with fully staffed parking enforcement, as well as a significant fine increase for violations in residential parking districts that went into effect September 2012, revenues are expected to rebound slightly in the next fiscal year. While some improvement continues to be noted from concentrated efforts related to collections in the past several years, after turning over about \$2.1 million in traffic and \$510,000 in parking delinquencies, these accounts have 88% and 62% of their respective balances still outstanding.
- **Interest earnings** totaled \$296,147 at the end of the fourth quarter, which represents 130.58% of budgeted interest and is about 93% of last year’s earnings at this same point in time. The City’s

investment advisory firm has helped bolster what earnings there are in this category; however, the market continues to hover at historic lows, and this situation is expected to prevail through at least mid-2015 according to the Federal Open Market Committee.

Operating expenditures for all funds totaled \$75,547,838 or 91.60% of the Amended Operating Expenditure Budget which is lower than last year in total dollars expended but slightly above as a percentage of budget. These results are primarily due to less spending early in the year on special projects and capital outlay and less discretionary spending later in the fiscal year due to HP's property tax appeal win. Community Development typically under-expend its grant appropriations due to the length of time between grant approval and project completion for housing loan projects; however, grant allocation availability from the federal government in recent years, particularly for administrative cost coverage, is also significantly lower than in previous years which has had an impact on the Department's operations.

Non-operating expenditures, which include capital projects, transfers, debt service, and contingency, totaled \$31,223,511 or 73.67% of the \$42,382,010 Amended Non-Operating Budget. In total, expenditures through the fourth quarter were \$106,771,349 or 85.51% of the \$124,860,889 budgeted, compared to 81.65% for the fourth quarter of last fiscal year. A breakdown of departmental expenditures by category is provided below:

**OPERATING EXPENDITURES BY DEPARTMENT**

DEPARTMENT	AMENDED BUDGET	PERSONNEL SERVICES	SUPPLIES & SERVICES	CAPITAL OUTLAY	TOTAL EXPENDITURES	% OF AMENDED BUDGET
<i>Total Budget by Category</i>		\$46,005,670	\$33,926,489	\$2,546,720	\$82,478,879	
City Manager's Office	\$3,302,670	\$1,253,639	\$1,669,028	\$0	\$2,922,667	88.49%
Community Development	7,506,640	3,531,522	2,048,899	48,012	5,628,433	74.98%
Finance	4,790,210	3,154,311	1,524,216	0	4,678,527	97.67%
Fire	10,455,220	8,313,251	1,836,658	25,262	10,175,170	97.32%
Library	6,054,010	3,901,897	1,909,340	0	5,811,236	95.99%
Parks & Recreation	6,080,310	3,601,271	2,421,615	40,561	6,063,447	99.72%
Police	13,031,970	9,600,691	2,777,680	235,218	12,613,589	96.79%
Public Works	29,744,922	11,161,337	13,544,208	1,482,546	26,188,091	88.04%
Non Department	1,512,927	0	1,466,677	0	1,466,677	96.94%
<b>TOTAL</b>	<b>\$82,478,879</b>	<b>\$44,517,920</b>	<b>\$29,198,320</b>	<b>\$1,831,598</b>	<b>\$75,547,838</b>	<b>91.60%</b>
Percent of Budget		96.77%	86.06%	71.92%	91.60%	

Significant expenditure highlights include:

- Personnel Services** totaled \$44,517,920 or 96.77% of the amended budget of \$46,005,670 and, though lower in total dollars spent, was slightly higher as a percent of budget than in FY 11-12. Spending decreased \$606,996 year-over-year primarily due to 12.92 less authorized FTE in 12-13 vs. 11-12 and due to vacancies throughout the City serving to offset higher healthcare costs. Additionally, Exempt, AFSMCE, CRCCA, IAFF, and CPOA bargaining units agreed to no COLA increases in FY 12-13 and flat to declining health benefit premiums in calendar 2013.
- Supplies and Services** totaled \$29,198,320 or 86.06% of the amended budget of \$33,926,489. The dollars spent in FY 12-13 are approximately 4% lower than the amount spent in FY 11-12 due to fewer special projects and less discretionary spending with an eye toward attaining a sustainable budget.

- **Capital Outlay** totaled \$1,831,598 or 71.92% of the amended budget of \$2,546,720. The dollars spent in FY 12-13 are approximately \$306,000 less than in FY 11-12 due in part to the timing of planned purchases for additional vehicles for the Police and Public Works departments. Capital purchases do not tend to follow a regular pattern other than to sometimes weight toward the end of the fiscal year, if practical, to ensure that sufficient budget remains for the acquisition.

### NON OPERATING EXPENDITURES

- **Capital projects** totaled \$3,820,729 or 39.44% of the amended budget of \$9,687,779. Capital project expenditures tend to fluctuate year-over-year, and there are always projects that are either carried forward into following years or simply do not come to fruition. For FY 12-13, several projects have been carried forward to FY 13-14.
- **Debt service** payments totaled \$4,660,413 or 98.44% of the total budget of \$4,734,140, which, though a lower dollar amount in total due to less debt outstanding, is aligned with the percentage of budget spent at the same time last fiscal year.
- **Transfers and Other Financial Uses** totaled \$22,742,369 or 86.31% of the amended budget of \$26,348,831. The majority of the transfers are related to capital projects. Other Financial Uses are related to the debt refunding identified previously. See the Capital Improvement Program section for information on the status of capital projects.

Please note that a [reader's guide](#) to some of the terminology used throughout the report is available through the hyperlink provided. As always, if you have questions or concerns about the information in this report, please do not hesitate to contact me at (541) 766-6990 or via e-mail at [nancy.brewer@corvallisoregon.gov](mailto:nancy.brewer@corvallisoregon.gov).

Nancy Brewer  
Finance Director

**PROPERTY TAX FUNDS COMBINED\***

REVENUE	AMENDED BUDGET	4th Quarter FY 12-13	UNAUDITED FY 12-13	FY 12-13 % REC/EXPEND	4th Quarter FY 11-12	Y-T-D FY 11-12	FY 11-12 % REC/EXPEND
Budgeted Fund Balance	\$5,271,580						
Property Taxes	\$21,002,640	\$888,254	\$20,126,321	95.83%	\$1,258,081	\$20,508,584	101.16%
Other Tax	1,270,650	524,058	1,396,192	109.88%	433,597	1,239,155	107.64%
Licenses/Permits	5,708,610	1,823,657	5,564,426	97.47%	1,926,958	5,710,001	101.51%
Charges for Service	5,856,500	1,174,711	5,814,654	99.29%	1,267,487	5,633,617	102.99%
Intergovernmental	4,309,570	636,335	3,908,911	90.70%	914,972	4,230,717	85.39%
Fines/Forfeitures	830,110	173,050	685,823	82.62%	199,463	805,078	82.44%
Miscellaneous	574,030	137,526	596,840	103.97%	79,770	485,154	128.05%
Other Financing Sources	2,845,350	291,224	2,368,142	83.23%	227,967	1,895,078	97.88%
<b>TOTAL CURRENT REVENUE</b>	<b>\$42,397,460</b>	<b>\$5,648,816</b>	<b>\$40,461,308</b>	<b>95.43%</b>	<b>\$6,308,295</b>	<b>\$40,507,383</b>	<b>99.36%</b>

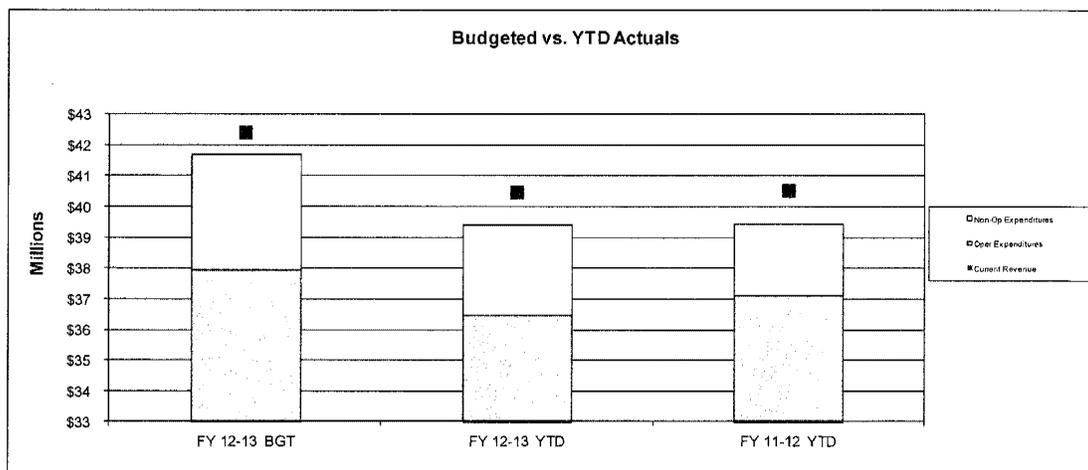
**EXPENDITURE BY DEPARTMENT**

City Manager's Office	\$380,000	\$106,236	\$231,272	60.86%	\$0	\$0	0.00%
Community Development	1,311,410	310,098	1,225,394	93.44%	301,540	1,256,557	92.63%
Finance	629,740	146,807	599,019	95.12%	157,553	659,182	97.27%
Fire	10,455,220	2,660,359	10,175,170	97.32%	2,635,931	11,015,257	96.75%
Library	6,023,510	1,578,779	5,780,864	95.97%	1,643,758	5,901,472	90.35%
Parks and Recreation	6,080,310	1,960,996	6,063,447	99.72%	1,453,980	5,683,815	93.23%
Police	10,499,190	2,550,684	10,120,728	96.40%	2,619,357	10,188,973	96.14%
Public Works	1,218,900	262,794	982,569	80.61%	325,762	1,172,385	71.37%
Non-Departmental	1,362,100	311,307	1,323,230	97.15%	338,572	1,258,694	92.15%
<b>TOTAL OPERATING EXPENDITURES</b>	<b>\$37,960,380</b>	<b>\$9,888,059</b>	<b>\$36,501,692</b>	<b>96.16%</b>	<b>\$9,476,454</b>	<b>\$37,136,334</b>	<b>93.65%</b>
Debt Service	\$243,880	\$0	\$243,872	100.00%	\$0	\$244,422	100.00%
Transfers	3,005,900	627,997	2,675,287	89.00%	348,520	2,068,450	88.49%
Contingencies/Reserves	512,850	0	0	0.00%	0	0	0.00%
<b>TOTAL ALL EXPENDITURES</b>	<b>\$41,723,010</b>	<b>\$10,516,056</b>	<b>\$39,420,852</b>	<b>94.48%</b>	<b>\$9,824,974</b>	<b>\$39,449,206</b>	<b>92.70%</b>

**CURRENT REVENUE LESS**

<b>TOTAL EXPENDITURES</b>	<b>\$674,450</b>	<b>(\$4,867,240)</b>	<b>\$1,040,457</b>		<b>(\$3,516,679)</b>	<b>\$1,058,177</b>	
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\* Includes General, Parks & Recreation, Fire & Rescue, and Library Funds



**\*\*MEMORANDUM\*\***

**TO:** Mayor, City Council

**FROM:** Tony Krieg, Customer Services/Property Risk Manager

**DATE:** October 15, 2013

**SUBJECT:** Council Follow Up: Volunteer Accident Medical Coverage

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**I. ISSUE**

City Council requested additional information regarding staff's proposal for volunteer accident medical insurance coverage. The request included a clarification of overall goals of implementing volunteer accident coverage, defining subject and non-subject worker volunteer positions and researching other carriers to determine if better coverage is available at similar costs.

**II. DISCUSSION:**

The primary goals associated with moving volunteers to an accident medical policy are to eliminate volunteer claims from affecting the City's Workers' Compensation claims history, reducing program costs including a time-loss benefit that requires the City to pay an assumed wage and continuing to provide an adequate level of accident medical insurance coverage to protect the well-being of the City's volunteers.

Oregon Revised Statute classifies unpaid volunteers into two categories, subject and non-subject workers. For the most part, all of the City's volunteers are non-subject workers and therefore not required by law to be covered under a workers' compensation program. In order to reduce volunteer claims that affect the City's workers' compensation history going forward requires moving volunteers from workers' compensation coverage to an accident medical insurance policy. In doing so, the value of the volunteer service must continue to be recognized so the coverage must maintain an adequate level of coverage to protect the well being of the volunteer. The proposed volunteer insurance plan previously submitted to Council from Hartford Insurance carried a limit of \$15,000 per person medical expense benefit, a death benefit and a limited dental benefit. In working with our insurance broker, staff has identified an optional plan that will provide a much better medical expense benefit. The policy is offered by CIMA Companies Inc., under their Volunteers Insurance Services (VIS) program which specializes in volunteer coverage. Under this policy, there is a \$50,000 primary medical expense benefit for a covered accident at a total annual cost of \$4.25 per volunteer; slightly less than the cost of the Hartford policy. With this policy, the limit is applied per accident which means if one person were involved in an accident the policy would provide a \$50,000 medical expense reimbursement. If two volunteers were involved in the same accident, the same \$50,000 would be allotted for accident reimbursement. However, the City has never

experienced a single accident that involved more than one volunteer. This policy also has a death benefit, a limited dental benefit and a \$50 repair or replacement of eyeglass frames. Under either policy, the volunteer does not have an option to purchase additional coverage nor is there a time-loss benefit option. Based on volunteer claim history, the CIMA policy provides a substantial benefit to the volunteer and provides a level of benefit that protects the City against an additional tort claim.

When it comes to determining what volunteer positions should be covered under the City's workers' compensation plan, several factors should be considered such as cost, the volunteer activities performed on a regular basis, level of commitment required, duration of the volunteer activity, and level of supervision. Police and Fire volunteer activities are generally excluded from most accident medical insurance policies due to the types of activities they perform on a regular basis. Due to the nature of these activities, staff supports these volunteers to be covered under the City's workers' compensation plan due to the likelihood of injury in the line of duty.

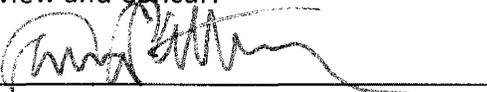
As for Mayor and City Council, there is a substantial commitment to serve the community for a set duration. These volunteers are not supervised and are invited to attend numerous activities away from City Hall. The City's workers' compensation carrier, City County Insurance Services (CIS), breaks out public officials as an individual group and with pricing discounts, the annual premium is \$1.80 (for the entire group). Given the extremely low cost of the annual premium and the additional level of coverage provided by the workers' compensation plan, staff continues to support the inclusion of Mayor/Council in this program.

Following the effective date, supervisors will provide each volunteer with a sign-off form explaining the move to a volunteer accident medical insurance coverage and providing a summary of the coverage.

**IV. RECOMMENDATION:**

The resolution (attached) requires all volunteers (non-subject workers) to be covered under an Accident Medical policy with a \$50,000 medical expense reimbursement per accident. Public safety volunteers, Mayor and City Council will continue to be covered under the City's workers' compensation program. The annual premium for the Accident Medical policy as quoted from CIMA Insurance with a \$50,000 medical expense benefit is \$2,762 for 650 volunteers. This coverage option will reduce the City's workers' compensation premium, limit the adverse impact of volunteer claims on the City's claims experience while maintaining a high level of coverage for all volunteers performing services for the City.

Review and Concur:

  
\_\_\_\_\_  
James A. Patterson, City Manager

  
\_\_\_\_\_  
Mary Beth Altman Hughes, HR Manager

**RESOLUTION 2013 -**

Minutes of the \_\_\_\_\_, Corvallis City Council meeting, continued.

A resolution submitted by Councilor \_\_\_\_\_.

WHEREAS, the City of Corvallis elects the following:

Pursuant to ORS 656.031, volunteer personnel in public safety, Mayor and City Council shall be considered as subject volunteers for the City of Corvallis and be eligible for workers' compensation coverage and noted on City County Insurance Services (CIS) payroll schedule. All other volunteers shall be considered non-subject volunteers and shall be covered by an Accident Medical Policy with a \$50,000 medical expense benefit per accident as listed in this resolution; and

1. An assumed monthly wage of \$800 will be used for public safety volunteers and an aggregate assumed annual wage of \$2,500 will be used for the Mayor and City Council for the performance of administrative duties; and
2. The City shall maintain separate official membership rosters for each category of volunteers meeting the above criteria and shall furnish membership rosters to CIS upon request; and
3. If any subject volunteer as listed above is injured while performing any duties arising out of and in the course of the employment as volunteer personnel under ORS 656.202, such volunteer may file a claim for benefits as exclusive remedy; and
4. Under ORS 656.027, all non-subject volunteers are not required to be covered by Worker's Compensation Insurance and with the exception of Public Safety and Mayor/Council, shall be provided an Accident Medical Policy with a \$50,000 medical expense benefit per accident.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES to provide to volunteers workers' compensation insurance coverage and/or Accident Medical Policy coverage as indicated above effective November 1, 2013. This resolution shall be updated annually.

Upon motion duly made and seconded, the foregoing resolution was adopted, and the Mayor thereupon declared said resolution to be adopted.

---

Councilor

**Louie, Kathy**

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**Subject:** RE: Open House Proclamation

-----Original Message-----

From: Manning, Julie  
Sent: Monday, October 14, 2013 10:44 AM  
To: Patton, Jim  
Cc: Emery, Roy; Patterson, Jim; Prechel, Jeffrey; Louie, Kathy  
Subject: RE: Open House Proclamation

Wonderful!

Kathy, could we include this overview for the upcoming City Council meeting packet?

Thanks again.

-----Original Message-----

From: Patton, Jim  
Sent: Monday, October 14, 2013 9:16 AM  
To: Manning, Julie  
Cc: Emery, Roy; Patterson, Jim; Prechel, Jeffrey  
Subject: RE: Open House Proclamation

Mayor,

Thank you so much for coming and sharing the fire prevention week proclamation and other good words.

As always it was my true pleasure bringing this event to the community.

Just by way of recap;

I would estimate we entertained/educated nearly 1500 citizens during the 4 hours we were open  
108 children were fitted with a new bike helmet with a new bike helmet 2/3 of which were provided free  
of charge (Thanks to Mid-Valley Bike Club)  
125 families completed a child ID kit complete with attached photo, finger prints, and DNA sample  
(Thanks to CPD Cadets!!)  
Dozens of home free escape plans were completed by families  
We Handed out nearly 400 free red plastic fire helmets, (Thanks to Barker Uerling Insurance Co.)

This event is staffed by Corvallis Volunteer Firefighters, OSU Women Athletes, Various Community  
Volunteers, and the 3-person paid crew from Station 1.

We collect more in donations for the event then we expend from our Department budget.

We successfully met our goals of:

Educating the public on fire and health related issues Displaying our facilities and apparatus and equipment to  
the taxpayers Mingling with the public Demonstrating what we do and how well we do it Allowing children the  
opportunity to experience what firefighters do, to include: Sliding the fire pole, dressing up in firefighter gear,  
performing firefighter operations, playing a real life Wii Firefighter Game, and even assisting with a special  
rescue team demonstration thanks to Lt. Anderson

Overall a great and successful day for all.

Sincerely,

Jim Patton  
Fire Prevention Officer  
Corvallis Fire Department  
office: 541-766-6903  
fax: 541-766-6938

-----Original Message-----

From: Manning, Julie  
Sent: Monday, October 14, 2013 8:15 AM  
To: Patton, Jim  
Cc: Emery, Roy; Patterson, Jim  
Subject: RE: Open House Proclamation

Good Morning,

I just wanted to tell you how impressed I was by all the activities that took place on Saturday. You and your colleagues did a great job organizing a variety of educational and fun things that helped kids (and their parents) learn more about fire safety and preparedness in general. I can see why this is such a popular event each year.

Thank you for inviting me to participate. (I didn't even mind that Sparky got more attention than the Mayor...)  
:)



## City Manager Monthly October 2013

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### ***FY 14-15 Budget Development, thinking Pink and Halloween – A message from City Manager Jim Patterson***

The Great Recession has dramatically changed fiscal conditions in the State of Oregon, our region, and the City of Corvallis. The impact of declining revenues and structural budget deficits has created a universal call for a transformative shift in local government, and that includes Corvallis. The City Council two (2) years ago began to provide actionable financial policy to begin the process of achieving a financially sustainable budget. Over the course of the development of the last two budgets, the “needle hasn’t moved” and therefore more needs to be done to preserve essential services, lay the foundation for sustainable economic growth, and create an environment in which the City lives within its means while citizens can thrive.

Since arriving in Corvallis as the City Manager in October of 2011 and proposing two budgets, I have emphasized the need to think differently about local government, challenge the status quo, and put the City of Corvallis budget on a trajectory that ensures sound financial footing over the long term. The City has exhausted its capacity to bridge the revenue gap with short term strategies. While we have made some progress there is much more that needs to be achieved to address long term sustainability. To that end, I have identified at least six steps to long-term budget sustainability. Those six steps include:

- Implement a firm expenditure limit
- Integrate priority based budgeting
- Better manage the size and compensation of the City workforce to improve efficiency
- Improve budget development transparency
- Examine inventory of real property assets for possible sale or repurposing
- Build a healthy reserve to protect against future financial downturns

This change in our organizational financial management will be transformational and at the same time difficult. Our purpose will be clear:

- Develop and adopt a budget that meets the sustainable budget goal – five (5) years out.
- Develop, implement, monitor, and report on the budget in the most efficient method possible.
- Develop a budget that speaks to what we will accomplish as an organization – and not focus on what we cannot afford to do any longer.
- Improve organizational efficiency and transparency

Transforming city government and resetting the City budget involves an ongoing program of review and adaptation. It is my opinion that it cannot be a one or two time event or an episodic response to a temporary or cyclical change in market dynamics. The current fiscal crisis we are confronting is an opportunity to build on strengths and overcome weaknesses. We cannot be afraid to eliminate or suspend non essential activities. We must identify new and more productive ways to achieve essential outcomes.

The shift in thinking required for a successful transformation will require a blending of a positive long-term vision of the City with a nimble, adaptive short-term response to rapidly changing conditions. It would be my hope that as we make the budget development process more transparent, citizens will help identify the enduring values and priorities for our City that will allow policy makers to make certain that imminent budget reductions preserve those

services and activities that our taxpayers consider essential. The public from all walks of life must be an active participant. An informed, engaged public can play a critical role in assessing and shaping priorities and supporting elected officials as they make difficult decisions. These changes in our budget process and organizational financial management will set us on a trajectory for a stable and sustainable budget over the long-term.

The month of October is National Breast Cancer Awareness Month so Think Pink! Halloween also comes at the end of the month. Downtown Corvallis and our neighborhoods will be bustling with people out on Halloween night. Remember to be on the lookout for the trick-or-treaters and their families. Make sure to take flashing safety lights or glow sticks to make everyone more visible and safer at night. Ideally, young children should be accompanied by adults and for older children, they should trick-or-treat in groups. Although product tampering is rare, tell children to bring all the candy home to be inspected before consuming anything. If you have pets, strangers visiting in strange costumes can be unsettling so don't let your pets dart outside when you open the door. Most of all, have a safe and fun Halloween.

Enjoy the fall season here in the Willamette Valley and our great City!



\*\*\*\*\*  
**CITY MANAGER'S REPORT**

**OCTOBER 15, 2013**

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**# 2013-09**

**REPORTING PERIOD:    SEPTEMBER 2013**

**I. ORGANIZATIONAL HIGHLIGHTS**

- The Council reviewed its earlier meeting time change and approved an Ordinance to change the meeting time from 6:00 pm to 6:30 pm.

**II. MAYOR'S DIARY**

I have engaged in the following activities, in addition to meeting and corresponding with constituents and presiding at the twice-monthly City Council meetings and meetings with Council leadership:

Speaking engagements

- Day of Service and Remembrance for September 11, 2011, attacks
- Rotary Club of Corvallis After 5
- Leadership Corvallis' first session of the program year
- Dedication of Rotary Picnic Shelter at Willamette Park
- "Supper at SAGE (Starker Arts Garden for Education)" event
- Fundraiser for Community Outreach, Inc.

Special meetings

- Attended Governor's signing of Senate Bill 241, providing funding for the Regional Accelerator and Innovation Network (RAIN)
- Accompanied Corvallis delegation on visit to Corvallis' sister city of Uzhgorod, Ukraine; will meet with the Mayor and City Council, participate in TOUCH (Take One Ukrainian Child's Hand) program activities at local schools, visit a local health clinic, and attend the annual City Days event
- Facilitated planning for a reception with Nancy Golden, Oregon's interim Chief Education Officer
- Met with core team and with Scott Nelson in the Governor's office to discuss next steps concerning Oregon RAIN
- Met with Representative Gelser to discuss topics of mutual interest
- Met with Benton County Commissioner Dixon to discuss topics of mutual interest
- Met with Larry Rodgers, Dean of OSU's College of Liberal Arts, to discuss arts/culture planning

- Met with individuals planning a "Get Involved" event to inform citizens about how to become involved in local government activities
- Met with individuals interested in establishing a sister city relationship with the city of Manado, Indonesia
- Participated in telephone interviews with candidates for the Cascades West Council of Governments (COG) Executive Director position
- Attended Cascades West COG Board meeting
- Participated in a research interview to assist the Oregon Cultural Trust with strategic planning efforts
- Participated in United Way Day of Caring
- Attended a fundraiser for the Boys and Girls Club of Corvallis
- Attended a fundraiser and served as judge for the Chili Cook-Off benefitting the Benton County Sheriff's Office

#### Proclamations

- International Days of Peace
- Oregon Days of Culture

#### Appointments

- Budget Commission
- Citizens Advisory Commission for Civic Beautification and Urban Forestry
- Parks, Recreation and Natural Areas (2)

### III. PUBLIC WORKS

#### A. Department Highlights

##### *Administration Division*

- Reviewed 215 applications and conducted interviews for the vacant Administrative Specialist position in the Public Works front office.
- Coordinated efforts for the residential parking permit annual renewal process. Public Works experienced record foot traffic in September selling more than 290 permits.
- Completed the necessary programming steps to create templates in the new Accela work order management software. These templates will allow Public Works to track critical asset information, such as pipe size, location, and material type, on infrastructure components.

##### *Transportation Division*

- Staff assisted the Corvallis Sustainability Coalition, Corvallis Bike Collective, and Corvallis School District 509J with their Car Free Day Festival September 22. This included hosting a booth on Transportation Options, providing bicycle racks and fencing for the event's bicycle parking and the Collectives' Bike Swap, and hosting a tire toss for children.

- Staff assisted the Corvallis Sustainability Coalition with the set-up and staffing of valet bike parking for the Fall Festival September 27 and 28. This included coordinating the acquisition, delivery, and set-up of bicycle racks, barricades, and fencing for the parking area.
- Completed slurry and crack seal street maintenance projects.
- Installed a component of the new transit Vehicle Information System that allows tracking of actual arrival times at stops. Staff was able to do a soft launch in time for the first day of OSU classes, meeting the commitment to the OSU/City Collaboration Project time frames.

#### *Utilities Division*

- Managed sewer and storm utility systems to provide service during a record rainfall event with a torrential downpour of 1.6" in one hour and a total of 3" in 24 hours.
- Completed Rock Creek bridge replacement in partnership with the United States Forest Service (USFS). The USFS managed the project to completion ahead of schedule and under budget.
- Distributed 35 rebates for high-efficiency toilet installations for the quarter ending September 30.

## **IV. CITY MANAGER'S OFFICE**

### **A. Department Highlights**

- Received one Notice of Tort Claim; information is available for review in the Assistant to City Manager/City Recorder's office.
- The Economic Development Office responded to three national and one local recruitment leads, two expansion leads, one retention lead, and one start-up lead.
- The Economic Development Officer made five first-time visits to traded sector businesses.
- The Economic Development Office is coordinating logistics for the following events:
  - Monthly Pub-Talks for the Willamette Innovators Network
  - Monthly Willamette Innovators Network Board meetings
  - Willamette Innovators Network Expo and Ignite event November 18
- A City-sponsored Ward 2 meeting was held September 10. Eighteen citizens attended the meeting, along with Councilor Hogg and staff from several City departments.
- The Public Participation Task Force held its first meeting September 19.
- Completed all legal notice requirements for the November 5 special election.

## **V. COMMUNITY DEVELOPMENT**

### **A. Department Highlights**

- Development Services Division staff processed 49 residential and 66 non-residential plan reviews for proposed construction projects and conducted 1,241 construction inspections.
- Created 54 new Code Enforcement Program cases as a result of citizen complaints received.
- Of the 300 plumbing, mechanical, and electrical permits issued during September, 120 (or 40 percent) were issued online.
- Planning Division staff received five land use applications, including two Historic Preservation Permit applications and three Minor Re-plat applications.
- Planning Division staff issued decisions on four land use applications, including two Historic Preservation Permits, a Minor Partition, and a Property Line Adjustment.
- The Planning Commission held public hearings on the Campus Crest and the Ninth Street and Maxine Avenue land use applications.
- Housing Division staff completed a draft Fiscal Year 2012-2013 Consolidated Annual Performance Evaluation Report (CAPER) for the City's Community Development Block Grant and HOME Investment Partnerships Program. The CAPER was presented for consideration and approved by the Housing and Community Development Commission, after which it was submitted for United States Department of Housing and Urban Development (HUD) approval.
- During September, Housing Division staff provided one down payment-assistance loan of \$10,631 to help a low-income family purchase their first home. One Essential Repair program loan of \$57,209 was also approved and closed. This loan will help a very-low-income homeowner carry out needed repairs on their home. Finally, a Neighborhood Improvement Program loan of \$13,522 was approved and closed and will help a low-income family with funding for needed home repairs.
- Housing Division staff received 59 Rental Housing Program-related contacts outlining 88 separate issues, with 27 issues related to habitability and 61 of a non-habitability nature. Fifteen of the habitability issues reported are or may be subject to the Rental Housing Code, so Housing Division staff are working with complainants to confirm violations and then, as applicable, achieve resolution or move to enforcement.
- During September, the OSU/City Collaboration Project Parking and Traffic Work Group met once to review the Draft Pedestrian/Bicycle Safety Corridor Assessment; the Neighborhood Planning Work Group met twice to review the Final Draft Demolition Recommendation and to finalize the Re-zoning Recommendations.
- Staff met twice with an advisory group related to the development of a property maintenance code program, as recommended by the Collaboration Project Steering Committee.

**VI. FINANCE**

**A. Department Highlights**

- Municipal Court staff, Customer Services Manager, and MIS Manager attended three software demonstrations for electronic parking citation systems.
- Budget staff developed a new, simpler, stream-lined, sustainable-budget process.
- Finance staff met with SunGard Chief Executive Officer to discuss ongoing OneSolution conversion and implementation challenges.
- Risk Management selected AssetWorks, Inc., to perform on-site property appraisal that includes data collection, valuation estimates, and supplemental data needed for insurance underwriting purposes. The proposal includes a Web-based property management system that provides the City with the ability to manage, report, and perpetuate valuation data going forward.

**VII. FIRE**

**A. Department Highlights**

*Operational*

<b>Response Activity - September 2013</b>	<b>City</b>	<b>Non-City</b>	<b>Total</b>
Fires	4	0	4
Overpressure/Rupture	1	0	1
Requests for Ambulance	254	93	347
Rescue (Quick Response Team)	90	25	115
Hazardous Condition	15	4	19
Service Requests	64	8	72
Good Intent	37	18	55
False Calls	38	4	42
Other	0	1	1
<b>TOTAL RESPONSES OVERALL</b>	<b>503</b>	<b>153</b>	<b>656</b>

- Fire Prevention Officer Patton held the seventh annual OSU living group fire academy September 25. The academy is designed to educate fraternity and sorority leaders on fire safety practices intended to protect their houses and residents.
- Fire Marshal Prechel is attending the National Fire Academy in Emmitsburg, Maryland.
- Staff is preparing to sell an engine and brush rig. Both units are out of service and have been declared surplus.

## VIII. LIBRARY

### A. Department Highlights

- The 2012-2013 Oregon Public Library Annual Statistical Report was completed and submitted to the State Library. Many measures saw increases over the previous year, including circulation up 24,870 to 1,706,953; number of reference transactions up 54,132 to 266,708; and program attendance up 7,231 to 44,379.
- Four new self-check stations were installed, replacing older equipment. One catalog station was also moved during this project to give it a more dependable connection to our system.
- Seven responses to our request for proposal for periodicals services were received and evaluated. The "intent to award" letter was sent, indicating our decision to offer the contract to Wolper Information Services.
- Staff members are testing text messaging services for library notifications. A patron will be able to choose to receive text messages about arrived holds and overdue items, instead of receiving e-mail messages or telephone calls.
- Summer Reading for Adults was very successful, with 167 participants reading 918 books!
- The Graphic Novel Book Club met September 3 to discuss *The Book of Genesis* by R. Crumb. This newest of the Library's book clubs was started in May and has attracted a core group of people, some of whom are new to the graphic format.
- The Banned Books Week display featured caution tape and books wrapped in black paper with "Banned" stamps on them. Many people stopped by the reference desk to ask questions about banned books and comment on the display. We posted photos of the display on our Facebook page and received 24 likes!
- We completed our annual review of magazine subscriptions. Some lower-use titles were cancelled to make room for high-interest titles. New subscriptions will begin in January through our new periodicals vendor, Wolper Information Services.
- Philomath Community Library saw much more patron traffic in August compared to last year. Staff has been kept very busy. Two examples of popular programs are Baby Storytime and LEGO Day. Both programs will continue to be offered throughout the year.
- The Library has a new partnership with Strengthening Rural Families Parent Enhancement Program in Monroe and Philomath.
- New wall shelving was installed at Monroe Community Library. The shelving was another gift from the OSU Beaver Store.
- All service points enjoyed a phenomenal summer, with both Philomath and Corvallis having \$1,000 winners in the College Savings Plan contest. The Friends of the Library will receive \$500 for each winner.

- The 2013-2014 Ready to Read Grant was submitted to the Oregon State Library. The Library will be receiving \$9,824 to be used for early literacy activities and summer reading incentives.
- Eager Beaver Cabinetry is busy building the new display wall cases for the entry into the children's area. Each child who participated in the summer reading program filled out a reading log and placed a colored stone in a jar. The goal was to fill up two jars with the stones, and then the new display wall would be built. This incentive was a great success! The project is made possible with Friends of the Library Summer Reading funds.

## **B. Other**

- Continued planning for the October 16 Staff In-service Day to take place at the Monroe Community Library. Representatives from each division are on the committee.
- The Library Management Team hosted a Staff Appreciation Day. Yummy treats for the staff were enjoyed at the main and branch Libraries.
- The planter box on the front patio was repaired, and the *Story Time* statue was returned to its usual spot. The planter had been leaking down into the Extension Services office in the basement.
- A Papa's Pizza employee sponsored a fundraiser for the Friends of the Library, which brought in over \$600 from pizza eaters.
- Friends of the Library held their Fall Festival Book Sale in the Main Meeting Room instead of out on the front patio. The location provided more space for books, as well as for a membership table, and protected books and shoppers from the rainy weather.

## **IX. PARKS AND RECREATION**

### **A. Department Highlights**

#### *Administration/Planning*

- Received a grant from the Oregon Parks and Recreation Department for \$60,500 for the rehabilitation of Arnold Park.
- Completed acquisition of Coronado Park.
- Completed construction of the Rotary Picnic Shelter at Willamette Park.

#### *Aquatic Center*

- More than 1,000 children and adults participated in A Parent's Night Out, Family Movie Night, and the Labor Day Special Swim.
- Special Olympics Oregon swim practices began, with 40 participants.
- Adult and senior therapy and fitness classes had more than 1,600 participants during September.
- Youth and adult swimming and water safety classes has more than 850 registrations for September.

#### *Parks and Natural Areas*

- Heritage Tree Program committee selected the first four Heritage Trees into the program.
- Parks Operations staff helped set up and clean up for Fall Festival, mitigating potential damages related to heavy rains and winds.
- Parks crews cleaned up downed limbs and trees throughout the parks and trail system.
- Parks staff supported the Barn Restoration Workshop conducted at Owens Farm.
- Concluded the season for Parks casual staff.

#### *Recreation*

- Fall flag football was expanded to Ashbrook Independent School.
- A survey of this summer's Youth Volunteer Corps participants indicated 90 percent would volunteer again, and 98 percent said their experience gave them more confidence in themselves.
- Registration numbers for youth basketball and fencing were up over previous years.
- Amy-Rose Wootton joined the Department as the new AmeriCorps member this year. She is originally from Florida and has a strong background in at-risk, heavily adjudicated youth. She will coordinate the Youth Advisory Board members and meetings and is responsible for several youth activities throughout the year.

#### *Senior Center*

- Celebrated National Senior Center Month with an event open to the public. More than 120 people attended the free lunch hosted by the Joe Beaver Radio Show. Stoneybrook Lodge, The Regent, and other local sponsor donations made this event possible.
- More than 200 citizens received food care, had their blood pressure checked, received health insurance counseling, completed the driver safety class, or attended a support group meeting for memory loss, Parkinson's or low vision.
- More than 100 people enrolled in Tai Chi, Gentle Yoga, and Nia fitness classes.

## **X. POLICE**

### **A. Department Highlights**

Officers investigated 2,506 incidents this month. Following are the highlights:

- A detective assisted in the investigation of two separate On-Line Sexual Corruption of a Minor cases that originated in other states. The detective set up an on-line persona of a 14-year-old girl. "She" was contacted by a man named "Charley," who said he was from Virginia. After asking some questions, he provided "her" with access to his private picture album, which consisted of sexually explicit pictures. He also then engaged in sexually explicit

conversation. While viewing "Charley's" account, the detective noticed a picture of him with a young girl. Concerned for the unknown girl, the detective contacted the Northumberland County Sheriff's Office; and they stated they would pursue the investigation. The second contact was from "John" in California. Believing he was corresponding with a 14-year-old girl, he engaged in a highly sexual conversation. He sent "her" sexually explicit pictures of himself and urged her to send him pictures. The suspect was extremely persistent for the "girl" to send him pictures. The detective forwarded the suspect's information to a police department in California for follow-up.

- Street Crimes detectives observed a man driving a vehicle who they confirmed had a suspended driver's license. Detectives contacted the man shortly after he parked his pick-up truck in an alley. A tow truck was called to tow the pick-up truck; and while conducting an inventory search, detectives located a handgun in a backpack on the back seat. Detectives secured the truck to obtain a search warrant. They were granted a search warrant for the truck, in which they also located and seized methamphetamine and packaging materials. They determined the gun had been reported stolen in a car prowler the previous month. The 50-year-old man was charged with Possession of Weapons by Felons and Driving While Suspended Misdemeanor. The investigation is ongoing.
- Patrol responded to a report of a man who ripped the door off the hinges at a downtown business then broke out the window of a second business. When officers attempted to stop him, he fled on foot but was quickly apprehended. The suspect was charged with Criminal Mischief, Disorderly Conduct, and Interfering with Police.
- A man contemplated suicide by jumping off the Van Buren Street Bridge. He had straddled the rail and was in a position to jump into the Willamette River. A day shift officer walked up to him and pulled him off the railing. He was taken to Good Samaritan Regional Medical Center.
- Day Shift Officers responded to the Downtown Intermodal Mall, where callers reported a man threatening others with a knife. Officers located and detained three men, one of whom, a felon, brandished a switchblade knife toward the others. All three were charged with Disorderly Conduct; and the convicted felon was charged with Unlawful use of a Weapon, Unlawful Possession of a Weapon by a Felon, and Disorderly Conduct.

*9-1-1 Center Calls for Service*

- The Corvallis Regional Communications Center dispatched 3,744 calls for police, fire, and medical assistance this month as follows:

POLICE		FIRE AND MEDICAL	
Corvallis Police	2,506	Corvallis Fire/Ambulance	536
Benton County Sheriff	493	Other Fire/Medical	71
Philomath Police	138		
<b>TOTAL</b>	<b>3,137</b>	<b>TOTAL</b>	<b>607</b>

## **B. Other**

- Crime Analyst Neet and Dispatcher Graves attended CopLink training at the Department of Justice.
- Sergeant Harvey and K-9 Xar, and Officer Sapp and K-9 Roxy attended the fall Oregon Police Canine Association seminar in Medford, Oregon.
- Greek Liaison Officers participated in the Fall Greek Liaison Orientation. Approximately 50 Greek leaders attended.
- Day shift officers attended Car Free Day at Eric Scott McKinley Skate Park
- Officer Hinckley completed an Identity Theft awareness presentation to Hurley Financial Group.
- Sergeant Marr completed two presentations for incoming OSU freshmen students regarding City ordinances.
- Sergeant Marr completed a safety awareness presentation to employees of Citizen Bank.
- Officer Stauder completed a Karly's Law presentation in Douglas County, Oregon, to Department of Human Services and law enforcement members.
- Sergeant Goodwin attended a CAD Zone training course for accident reconstruction.
- Officer Gilder attended a Traffic Crash Investigators training in Hood River, Oregon.
- Staff attended annual firearms in-service training at the outdoor range.
- Officer Stauder attended re-certification training for conducting child interviews.

## **XI. MISCELLANEOUS**

- Attached is the City Attorney's Office Report to the City Council for September.

James A. Patterson  
City Manager

## CORVALLIS CITY COUNCIL GOALS 2013-2014

PREFACE:

This is an update on work accomplished on Council Goals during the last quarter, with a summary of expected work to be accomplished in the future. The City Council goals continue to reflect an ongoing commitment to the overarching goals of:

- ♦Diversity                      ♦Citizen Involvement                      ♦Sustainability                      ♦Cost Efficiency

Council goals are also connected to both the Vision 2020 Statement Categories and the City Manager’s Core Responsibilities:

Goals	Corvallis 2020 Vision Statement Categories	City Manager’s Core Responsibilities
<p><b><u>SUSTAINABLE BUDGET</u></b>  <b>Council will achieve a sustainable budget where recurring revenues equal or exceed recurring expenditures in all City funds by continuing to seek expenditure efficiencies and by exploring and implementing a broad range of revenue sources.</b></p> <p><u>Accomplished through September 30, 2013:</u></p> <ul style="list-style-type: none"> <li>• Public Works reviewed data provided by a consultant, Raftellis Financial Consultants, to identify options to improve the current utility rate structure to ensure equitable and defensible cost recovery in the three utility enterprise funds.</li> <li>• The City manager worked to develop a revised budget model that would address financial sustainability for the next five years.</li> <li>• The legislature, meeting in special session, passed a bill to further modify PERS cost-of-living-adjustments. If the language in the bill withstands an expected appeal to the Oregon Supreme Court, employer PERS rates should stabilize somewhat in ratings for July 1, 2015 and July 1, 2017 rate changes.</li> </ul> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> <li>• The City Manager will present the new budget model to the Budget Commission on October 8.</li> <li>• Budget development work for FY 14-15 will begin.</li> </ul>	Culture/Recreation Central City Economic Vitality Education/Human Services Governing and Civic Involvement Protecting the Environment Where we Live	Resident Well Being Public Safety Livability Infrastructure Economic Vitality

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
<p><b><u>ECONOMIC DEVELOPMENT</u></b></p> <ul style="list-style-type: none"> <li>▪ Economic Development Commission will review and possibly supplement the current economic development strategy incorporating aspects of agriculture-related businesses, local investment, arts and culture, as well as the City's overarching goals.</li> <li>▪ The Economic Development Commission will provide recommendations to the Council by the end of 2013.</li> <li>▪ Council takes action by mid-2014.</li> </ul> <p><u>Accomplished through September 30, 2013:</u></p> <ul style="list-style-type: none"> <li>• The Economic Development Commission has taken the Council's goal under advisement, and has invited representatives of the various constituencies to present at EDC meetings. The EDC will present an update and a response at the Council's November 4, 2013 meeting.</li> <li>• The new Economic Development Officer started July 1, 2013. She has made 28 first-time business visits and 4 follow-on visits in the past quarter.</li> <li>• The Economic Development Office has responded to requests from 8 business start-ups, 9 business expansions, 4 business retentions, and 13 business recruitments in the first quarter.</li> <li>• The Economic Development Office commissioned Cleland Consulting to develop a branding and marketing strategy, web portal, and social media campaign. The YesCorvallis website was launched in July 2013.</li> </ul> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> <li>• The Economic Development Officer will continue to implement the business retention and expansion program in FY 13-14.</li> <li>• The Economic Development Office will partner with the OSU Venture Accelerator to further innovation commercialization efforts in FY 13-14.</li> <li>• The Economic Development Office will partner with the Small Business Development Center to establish a robust business assistance program in FY 13-14.</li> <li>• The Economic Development Office will partner with industrial land owners and developers to certify, and subsequently market their sites in FY 13-14.</li> </ul>	<p>Culture/Recreation Central City Economic Vitality</p>	<p>Resident Well Being Public Safety Livability Infrastructure Economic Vitality</p>

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
<p><b><u>CITY/ OSU COLLABORATION</u></b></p> <p><b>The Collaboration Corvallis project will be completed by the end of 2014 with Council approved recommendations implemented or planned, including a collaboration framework for the future.</b></p> <p><u>Accomplished through September 30, 2013:</u></p> <ul style="list-style-type: none"> <li>• Police Department staff enhanced communication with Oregon State Police-OSU and Office of Student Conduct related to off-campus incidents.</li> <li>• The Parking and Traffic and Neighborhood Planning Workgroups each met several times in the first quarter. Parking and Traffic continued work on the Draft Pedestrian/Bicycle Safety Corridor Assessment; the Neighborhood Planning Workgroup continued work on the final draft demolition recommendation and to finalize the rezoning recommendations.</li> <li>• Public Works completed the initial launch of software that will provide access to real-time transit bus location information; meeting one of the Parking and Traffic Work Group's recommended actions within the estimated timeframe.</li> <li>• Working with OSU, Public Works Transportation staff has been in discussions with OSU marketing staff to develop a marketing plan to promote the transit system in general and the new system that provides real-time bus ETA by stop (Vehicle Information System or VIS). These actions support the overall Collaboration goals of increasing transit ridership and discouraging OSU related parking in neighborhoods.</li> <li>• Public Works, along with Finance, Police and Community Development, facilitated discussions at Urban Services Committee meetings to develop parameters of an expanded residential parking district program. Consensus reached to date include number of new districts; general boundaries of those districts and a restriction on parking to vehicles with permits.</li> <li>• Community Development staff formed a workgroup to advise staff in the development of a property maintenance code as recommended by the Collaboration project and requested by the City Council. The advisory group met twice during the quarter.</li> </ul> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> <li>• The Neighborhood Planning and Parking and Traffic Workgroups are finalizing their recommendations to present to the Steering Committee in November.</li> <li>• The Steering Committee is scheduled to meet on November 8th to receive the workgroup's recommendations.</li> <li>• Community Development Staff will be seeking Council direction in early October regarding moving forward with potential Land Development Code Amendments and other recommendations from the Collaboration Work Groups.</li> <li>• With advice from the PMC advisory group, staff will develop a recommendation to the City Council on a property maintenance code and associated program elements.</li> <li>• City staff will continue to work through the residential parking districts program elements with USC and do a preliminary public outreach to the potentially affected properties.</li> </ul>	<p>Central City Economic Vitality Education/Human Services Governing and Civic Involvement Where we Live</p>	<p>Resident Well Being Public Safety Livability Infrastructure Economic Vitality</p>

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
<p><b><u>HOUSING</u></b>  <b>By the end of 2013, the Council will have access to comprehensive and objective information about the demands for housing in the Corvallis Urban Growth Boundary and the causes of the current housing mix. By the end of 2014, the Council will create policies, regulations, and strategies to help meet the housing needs of those who live here or wish to live here.</b></p> <p><u>Accomplished through September 30, 2013:</u></p> <ul style="list-style-type: none"> <li>• Councilors Beilstein, Brauner and Brown have been selected to represent the City Council in completing this goal.</li> </ul> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> <li>• The committee will meet with Community Development staff during the quarter to develop a project framework, identify available/desired data, develop a statement of work, and begin a consultant solicitation process.</li> <li>• Community Development Staff expect to submit a grant request to DLCD's Technical Assistance Program in early October to help fund an update to the City's Buildable Lands Inventory. Information from the updated BLI will provide additional housing-related information to the community and decision-makers.</li> </ul>	<p>Central City  Economic Vitality  Education/Human Services  Protecting the Environment  Where we Live</p>	<p>Resident Well Being  Livability  Infrastructure  Economic Vitality</p>
<p><b><u>HOMELESS COLD WEATHER SHELTER</u></b>  <b>Participate in the development of a plan to find a permanent solution by December 2014 for a cold weather shelter and daytime drop-in center.</b></p> <p><u>Accomplished through September 30, 2013:</u></p> <ul style="list-style-type: none"> <li>• The winter shelter intends to open November 1, 2013 and run through the end of March 2014, with operations to again be located at 530 SW 4<sup>th</sup> Street.</li> <li>• The annual contract with Corvallis Homeless Shelter Coalition for operating funding was completed with payment anticipated to begin in December after the first month of shelter operations is complete.</li> <li>• Community Development staff met with Coalition representatives on several occasions to identify land use and building issues associated with potential sites for a permanent shelter.</li> </ul> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> <li>• The CHSC continues to evaluate opportunities to acquire a building that will house a men's and women's shelter, drop-in center and meal site.</li> </ul>	<p>Central City  Education/Human Services  Governing/Civic Involvement  Where we Live</p>	<p>Resident Well Being  Public Safety  Livability  Infrastructure</p>

Goals	Corvallis 2020 Vision Statement Categories	City Manager's Core Responsibilities
<p><b><u>PUBLIC PROCESS AND PARTICIPATION</u></b>  <b>By December 2014, the Council will revise its processes and structures into a more effective and efficient citizen engagement program to develop diverse future leaders, enhance communication between citizens and the Council, help connect citizens to each other to strengthen community and neighborhoods, and utilize the expertise of citizen-volunteers in solving community problems.</b></p> <p><u>Accomplished through September 30, 2013:</u></p> <ul style="list-style-type: none"> <li>• The City Council established the Public Participation Task Force and the Mayor appointed ten members.</li> <li>• The Public Participation Task Force held its first meeting on September 19.</li> </ul> <p><u>Next Steps:</u></p> <ul style="list-style-type: none"> <li>• The Task Force will present a funding request to Council at their October 7 meeting.</li> <li>• The Task Force will review the PPFT charge and prioritize what to do, how to do it, and set a timeline for the work.</li> <li>• The Task Force will determine expectations for presentations by department heads. Suggested points of discussion include how the system of boards and commissions is currently working, the impacts of any changes, and how boards and commissions work with citizens.</li> <li>• The Task Force will establish a regular meeting time and location.</li> </ul>	Culture/Recreation Central City Economic Vitality Education/Human Services Governing and Civic Involvement Protecting the Environment Where we Live	Resident Well Being

**Accomplishments toward the Overarching Goals and Values (Diversity, Citizen Involvement, Sustainability and Cost Efficiency):**

- **CITIZEN INVOLVEMENT:**

- o The award-winning City Hall Ambassador program continued to provide opportunities for citizens to volunteer and learn more about their City government.
- o Police Department staff and volunteers attended every National Night Out party in Corvallis to interact with community members and address neighborhood concerns.
- o Police Department continued public outreach through the use of Facebook and MyPD applications to inform citizens of department activities and increase citizen involvement and participation.
- o The Planning Commission scheduled an additional public hearing in September, as well as holding two public hearings at the LaSells Stewart Center, to accommodate a large number of community members wishing to participate during their review of a high-profile land use case.
- o Parks and Recreation held ten public meetings through the Boards and Commissions it supports this quarter.
- o Parks and Recreation offered a variety of volunteer opportunities to engage residents of all ages in the community.
- o Parks and Recreation engaged with residents through its FaceBook pages.

- **SUSTAINABILITY:**

- Police Department staff has begun researching the benefit of converting department vehicles to operate on propane as well as fuel.
- Public Works implemented an Emergency Ride Home program in conjunction with the Cascades West Council of Governments rideshare program. This is available to any employee of Benton, Linn or Lincoln Counties who walks, bicycles, carpools, or vanpools to work.
- Public Works distributed 35 rebates for the High Efficiency Toilet retrofit incentive program saving both water resources, treatment of wastewater and cost of water service to the community. Corvallis water rates vary based on amount of use and elevation level, however it is estimated that over the lifetime of these new fixtures \$1,006 to \$2,865 per toilet will be saved.
- Public Works completed the 2013 Sidewalk Safety Program which includes all citizen requests to date. The Sidewalk Safety Program repairs and replacements were completed in the north Central Business District, NW Grant Avenue, NW 29th Street and NW 12th Street areas.
- Library and Building Maintenance began replacing turf at the library with plantings which will use less water and be easier to maintain, as part of a phased in project.

- **DIVERSITY:**

- The Commission for Martin Luther King, Jr. held an event to celebrate the 50<sup>th</sup> anniversary of Dr. King's I Have a Dream speech.
- Police developed and implemented a recruitment action plan for the positions of police officer targeted to increase the number of female and minority applicants.
- Library installed a hearing loop system in the Main Meeting Room, making the room more accessible for hearing-impaired meeting attendees.

- **COST EFFICIENCY:**

- Public Works completed the 2nd Street pavement re-surfacing project between July 22nd and 25th. The contractor was able to complete the project one day early due to working at night. City staff installed new parking and pavement markings on the new asphalt surface. The striping technique used for the pavement markings saved \$2,270 in materials and an estimated \$9,000 in labor costs.
- Public Works Administration, in conjunction with the Utilities Division, transitioned administrative tasks associated with the Cross-Connection/ Backflow Prevention Program to administrative staff allowing Utilities crew members to have more time in the field working within their core competency.
- Additional library self-check machines were installed and configured to accept credit and debit card payments.
- Shelving installation was completed at the new Monroe Community Library, using shelving given to the library by the OSU Book Store due to their relocation and change in mission.

## DEPARTMENT ACCOMPLISHMENTS

### CITY MANAGER'S OFFICE

- o Governance staff assisted the Mayor with coordinating the 2013 Oregon Mayors' Conference, which was held in Corvallis in July. Over 120 Mayors and guests visited Corvallis.
- o The Economic Development Office coordinated the Oregon Economic Development Association Summer Conference. Attendance was triple the average of prior conferences.
- o Assistant to City Manager/City Recorder filed the City Services Levy and 49th Street Annexation measures paperwork with Benton County Elections for the November 5 ballot.

### COMMUNITY DEVELOPMENT

- o Received U.S. Department of Housing and Urban Development approval of the City's FY 13-14 through FY 17-18 Consolidated Plan and FY 13-14 Action Plan to guide investment of the City's Community Development Block Grant and HOME Investment Partnerships program resources.
- o Dan Carlson, the City's Building Official, was recognized as the 2013 Oregon Building Officials Association's (OBOA) Building official of the Year.
- o A portion (\$5,000) of the Historic Preservation (SHPO) grant will be used to fund the Corvallis Historic Preservation Project (CHPP) matching grant program. This pilot program will award matching funds in amounts of \$500 to \$1,000 to owners of privately owned buildings to encourage historically compatible projects affecting the exterior of historic buildings.
- o The department was also able to utilize a small portion of the SHPO Grant in support of a conference held at the Knotts-Owens Barn, listed as one of Restore Oregon's Most Endangered Places for 2013.

### FINANCE DEPARTMENT

- o Budget staff developed the detail associated with the City Manager's new sustainable budget process and will work with departments to implement the new budget plan.

- o AssetWorks Inc. was selected through a bid process to perform an on-site appraisal of all City properties and facilities to ensure accurate valuations for insurance coverage.
- o Finance (MIS, Municipal Court, Customer Services), CPD and Parking Enforcement staff previewed several electronic parking enforcement software solutions. Once all of the software demonstrations have been completed, staff will select a vendor that can provide an electronic parking citation and parking district solution within budget.
- o Staff met with SunGard's Chief Executive Officer and staff to discuss OneSolution software conversion and implementation challenges.
- o MIS staff implemented a new email policy which includes quotas for email storage and journaling of all emails for a period of ten years.

### FIRE DEPARTMENT

- o Corvallis Fire personnel responded on four separate conflagrations over the summer (Pacifica, Grouse Mountain, Dads Creek, and Douglas Complex).
- o Along with Public Works staff, Chief Emery and Fire Marshal Prechel met with Biff Traber and Skyline West neighbors on the evening of September 5. The main points of discussion involved fire protection options for the area, the possibility of a secondary residential emergency evacuation route, and the level of road maintenance the City would provide.
- o The annual Open House & Safety Fair will be held at Stations 1 and 6 on October 12 (noon to 4:00).
- o The county-wide burn ban that was initiated in May is still in effect. It is expected to be "lifted" sometime in October.

### LIBRARY

- o The Summer Reading Program for youth and adults was extremely successful this year, with especially high program attendance in the branch libraries. Two participants won the statewide drawing for \$1,000 each from the Oregon College

Savings Plan, which also netted the Friends of the Library \$1,000 for their sponsorship of Summer Reading. Participants also read to earn some improvements at the library this year instead of receiving individual participation trinkets-display boxes from the younger children and a 3D printer from the teens.

- The Second Chance program, a fine forgiveness program for youth, began. Its goal is to allow children and teens to reinstate their library privileges lost due to high fines.
- The City of Monroe officially accepted ownership of the new Monroe Community Library.
- The Corvallis and Philomath libraries were both summer meal sites for the federal free lunch program, provided by the school districts.
- Over 1,200 people donated to the Library, Friends of the Library, and Library Foundation this past fiscal year, necessitating the construction of additional donor boards.

#### **PARKS & RECREATION**

- The Avery Park Dinosaur Bones restoration project was completed and the grand opening event was attended by many.
- Repairs and upgrades were installed to the Riverfront fountain to maintain compliance with water quality standards.
- Staff has implemented the Collaborative Youth Exploration program in concert with the Benton County Foundation and Corvallis Boys and Girls Club.
- Parks & Recreation hosted the Compeones De Salud Soccer Tournament and Family Weekend at Willamette Park. The event had 16 participating teams and over 1,500 visitors for the health fair events.
- The City received a grant from the Oregon Parks and Recreation Department of \$60,500 for the expansion of Arnold Park play area.
- Improvements and acquisition of Coronado Park was completed.
- Heritage Tree Program committee selected the first four Heritage Trees for the program
- A survey of this summer's Youth Volunteer Corps participants indicated 90% would volunteer again, and 98 % said their experience gave them more confidence in themselves. Completion of this survey and submitting to the national organization in a timely manner warranted the program a \$250 acknowledgement.

- Over 1,000 children and adults participated in Parents Night Out, Family Movie Night, and the Labor Day Special Swim at OAC.
- Over 5,000 adults and seniors participated in Fitness and Therapy classes in the first Quarter of FY 13-14 at OAC.
- Almost 9,000 children and adults participated in swimming and water safety classes at OAC in the first quarter of FY 13-14.
- The Parks & Recreation Department held the grand opening for the Rotary picnic shelter at Willamette Park.

#### **POLICE DEPARTMENT**

- Opened a CPD substation within the Emergency Department of Good Samaritan Regional Medical Center.
- CPD staff participated in the Law Enforcement Torch Run for Special Olympics in July. Staff also volunteered at the Special Olympics Oregon State Summer Games.
- Corvallis Police volunteer Auxiliary coordinated the National Night Out on August 6<sup>th</sup>. 22 neighborhood events were registered and visited.
- A Tactical Action Plan was implemented for the Independence Day Holiday, Festival and fireworks display. Officers were deployed on bicycle to maintain a visible presence.
- Cadets attended the Annual Oregon Law Enforcement Challenge in August. Competing against 16 other law enforcement agencies, CPD Cadets won awards in the following events: Impaired Driver Investigation; Marksmen Shooter, Domestic Violence Investigation and Building Searches.
- Staff continued work on implementing e-citation software and began researching an e-parking solution.

#### **PUBLIC WORKS**

- Migrated a critical Public Works data processing server to a large cloud-based virtual environment for better redundancy and the ability to backup/clone data as needed. This server aggregates and processes data from many facets of Public Works to update GISMO, the department's mapping and infrastructure information program.
- Coordinated efforts for the residential parking permit annual renewal process. Public Works experienced record foot traffic in September selling over 290 permits.

- o Completed installation of a new main entry-road bridge to the City's watershed in collaboration with the US Forest Service. The project was completed ahead of time and under budget.
- o Facilitated license agreements for existing right-of-way encroachments at the Willamette Neighborhood Housing Lancaster Bridge development.
- o Initiated construction of three Capital Improvement Projects: the Corvallis to Albany Trail, Storm Drain Replacement and Sewer Rehabilitation.
- o Public Works safety manual was completed and training with all department staff has begun.
- o Promoted active transportation by supporting a number of community events, including a Farmer's Market booth for August in Motion, family bike rides for the SAGE Garden Hoedowns, the Corvallis Sustainability Coalition's Carfree Day, a display bus and booth at da Vinci Days, valet parking for both da Vinci Days and Fall Festival, and a well attended information table at the 509J School District "Staff Wellness Rally."
- o Managed sewer and storm utility systems to provide service during a record rainfall event with a torrential downpour of 1.6 inches in an hour and a total of 3 inches in 24 hours.
- o Completed construction of the 2013 Re-surfacing project on Satinwood Street, between Walnut Boulevard and Elks Drive, and 36th Street/Witham Hill Drive, between Harrison Boulevard and Hayes Avenue.
- o Completed 2013 Crack and Slurry Seal project on NW Silktassel Avenue and in the SW Barley Hill areas.

## MEMORANDUM

October 17, 2013

TO: Mayor and City Council  
FROM: Nancy Brewer, Finance Director  
SUBJECT: **Property Tax Assessed Value FY 13-14 - Update**

The City received its property tax certification from Benton County this week. Assessed values for the City's code areas increased by 1.5% for the 2013 tax year. This is an improvement on the net 1% decrease in total valuation that City staff anticipated based on the outcome of the HP Appeal and other known assessed value impacts from 2012, but was not the "3% automatic increase" many citizens believe the City receives. The 3% "allowed" assessed value increase occurred for most residential and commercial property but a significant amount of the growth was offset by the HP, Timberhill and other 2012 property valuation decreases. New additions to the tax roll from commercial and multi-family developments such as the Walmart/Buffalo Wild Wings Market Center and the 7<sup>th</sup> St. Station apartments provided a boost in total valuation. Additionally, City staff had assumed a conservative 10% depreciation of industrial properties that did not materialize at quite that level this year.

Despite the higher than anticipated growth rate, the projected increase in tax collections remains significantly impacted by other reductions such that the net improvement over the Adopted Budget property tax collection assumptions is only expected to be about \$288,720. Here is a summary of those issues:

- The Hewlett-Packard (H-P) appeal to the Supreme Court by Department of Revenue (DOR) is not expected to be resolved until FY 14-15 at the earliest. Pending a Supreme Court decision, Benton County has deferred billing \$437,743 in FY 13-14 taxes (\$92,868 is the City's direct share).
- The City paid Benton County \$1,444,430 on July 15 for the City's share of the principal amount owed as a result of the Court decision.
- The 12% interest that had accumulated on the taxes since the original 2008 H-P appeal is estimated at \$1.7 million county-wide and will be paid to H-P if the Supreme Court finds in H-P's favor on the appeal.
  - The County will reduce tax collections by \$506,000 in total (\$107,349 is the City's share) for the interest related to the Machinery & Equipment valuation (an agreed upon valuation adjustment) that can be paid now.
  - The County will also reserve \$300,000 in respect of the remaining potential future liability (\$63,649 is the City's direct share).
  - If no decision is reached by next year when the 2014 taxes are certified, the County expects to hold back the remaining \$900,000 (an estimated \$190,800 for the City's direct share) at that time to add to the interest reserve.
- This year's tax billing for Comcast includes a \$747,803 deferred billing (\$158,648 is the City's direct share) based on the valuation amounts in contention by Comcast that are under appeal, also at the Supreme Court. The Comcast case has had a hearing; a decision could be issued at any time. .
- In addition to the City's direct share on the above items, the Benton County Library Service District levy and the Corvallis Rural Fire Protection District levy will have similar adjustments made that will impact the expected revenues from those two entities.

Property Tax Source:	Adopted <sup>1</sup> FY 13-14	Revised FY 13-14	Change
Permanent rate (incl. delinquent)	\$18,975,500	\$19,220,250	\$244,750
General Obligation Bonds	1,148,000	1,148,000	0
Local Option Levy	1,788,640	1,811,680	23,040
Benton County Library Service District	2,287,000	2,281,860	(5,140)
Corvallis Rural Fire District (80%)	1,149,650	1,175,720	26,070
Totals:			\$288,720

The higher than anticipated Assessed Value in 2013 is expected to have a net positive impact on future year projected revenues versus what was shown in the Adopted FY 13-14 Budget document General Fund financial plan. Finance Department staff will work with Benton County staff over the next several months to develop a final projection for FY 14-15 budgeting.

City staff will continue to monitor the situation closely and advise Council as more information becomes available.

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<sup>1</sup> Per Adopted FY 13-14 Budget Document General Fund Financial Plan values, revised for HP refund in June 2013

**Corvallis / Benton County Economic Development Office  
 Monthly Business Activity Report to Corvallis City Council  
 October 8, 2013**

**Start-ups:**

- Followed up on a local start-up lead
- Met with a local chemical company start-up

**Retention / Expansion:**

- Followed up on a community development issue with a local business
- Worked with Community Development to coordinate a business expansion project
- Followed up on a business retention lead with a local manufacturer

**Recruitment:**

- Worked on a Project Shore
- Worked on state lead – Project Sextant
- Met with a potential recruitment client to show them property at the Airport Industrial Park
- Responded to state lead – Project CH13

<b>Assisted with</b>	<b>Past Month</b>	<b>Since July 1, 2013</b>
Start-up	2	9
Expansion	2	8
Retention	1	4
Economic Development Officer visits	5	28
Recruitment	4	13

## Monthly EDC Strategic Plan Update

### Big Ideas:

1. Provide critical financial assistance to growing businesses through tools such as (a) Urban Renewal Districts and (b) a local economic development loan program. Supports goals 1, 2a, and 3 (if URD covers one or more EZ locations).
  - Responded to requests for information concerning financing alternatives
  - Responded to requests for information concerning Enterprise Zone incentives
  
2. Leverage the OSU-Corvallis relationship and Memorandum of Understanding to provide unprecedented advantages to Corvallis-based startups, including research infrastructure access, incubator/accelerator resources, HR and purchasing infrastructure, and innovative community networking. Supports goals 1 and 2a.
  - On-going meetings and participation with the Venture Accelerator / RAIN team
  
3. Support business growth by providing properly zoned and serviced land and maintaining a timely and predictable development review process. Verify via benchmarking that Corvallis is best-in-class regarding comparable university towns across the U.S. Supports goals 2a, 2b, 3.
  - a. In particular, pursue opportunities to develop a research park for science intensive companies, ideally ones that have strong synergy with OSU research strengths. Consider public investment opportunities for such a park, ranging from public ownership to infrastructure development and business financing tools.
    - Significant properties have been identified to address this idea
    - Properties have been added and updated in Expand In Oregon database
  
  - b. An opportunistic, but nevertheless valuable, strategy is to recruit new tenants for vacant space in Enterprise Zone areas (HP campus, Sunset Research Park, Airport Industrial Park) as well as to invest in additional land and building resources designed to meet the needs of scientific- and technology-oriented business and industry.
    - On-going referral to businesses seeking land and building space
    - Responded to six leads concerning space this month
  
4. Recognize that economic development must be a core/organic local government service as opposed to an entirely outsourced effort. Accordingly, create and staff a permanent city/county Economic Development Office, reporting to the city manager, to implement the above actions, manage business outreach and assistance; coordinate business lead responses and community and business asset promotion; and propose and implement new efforts to ensure Corvallis's competitiveness for

business investment. Supports ALL goals.

- The Corvallis / Benton County Economic Development Office is fully staffed

### **Smaller Steps:**

1. Develop a best-in-class information gateway portal that will provide resources to support business development with information about demographics and economics, technical and financial assistance programs, available land and building resources (Goals 1, 2a, 2b, and 3).
  - The City website continues to be updated with current demographic information, links for assistance, and upcoming events
  - Expand In Oregon database has been updated
  - The new website has been launched ([www.YesCorvallis.org](http://www.YesCorvallis.org)). We are using Google Analytics to analyze activity on the site. A Marketing Plan has been developed to keep the site current, and use it to address the primary focus of the strategy.
    - Assist with business start-ups
    - Leverage the OSU-Corvallis relationship and promote the OSU Venture Accelerator
    - Promote business retention and expansion efforts
    - Promote “good” development in industrial areas
    - Promote Economic Development efforts to the community at large
2. Support programs sponsored by local and regional partners to facilitate innovation, entrepreneurship, and business investment. Examples include the Willamette Angel Conference and Willamette Innovators Network (Goals 1 and 2a).
  - Coordinated WiN board meetings and planning meetings
  - Coordinating monthly WiN Pub Talks were scheduled for September 10<sup>th</sup>, October 8<sup>th</sup>, and November 12<sup>th</sup>.
  - Coordinating WiN Expo for November/2013
3. Build a strong relationship with the local business community through the account manager concept, and an ongoing Business Visitation program involving government and community leaders (Goals 2a and 2b).
  - Continue to have joint business visits with Business Oregon BDO, Sean Stevens
  - New EDO has is setting up weekly meetings and joint visits with Business Oregon BDO, Sean Stevens, as well as solo meetings (See Report)
4. Ensure that City has an effective and productive relationship with Business Oregon, the State’s economic development agency, for access and response to business development leads (Goal 3).
  - Hosted a Team Oregon – Food Processing meeting in Corvallis in September

5. Pursue outside resources to fund expanded business development programs in Benton County (Goals 1, 2a, 2b and 3).

- Mostly accomplished, but will continue to pursue other resources as they become available

6. Provide a business-oriented welcoming program for key recruits of local employers (Goals 2a, 2b, and 3).

- Since we engaged Civic Outreach for this service in January/2013, 53 businesses, and 70 executives have been greeted.

**ADMINISTRATIVE SERVICES COMMITTEE  
SCHEDULED ITEMS**

**October 17, 2013**

MEETING DATE	AGENDA ITEM
October 23	<ul style="list-style-type: none"> <li>• Enterprise Zone Application – Forbidden Fruit Ciderhouse, LLC (2 Towns)</li> </ul>
November 6	<ul style="list-style-type: none"> <li>• 2014 Land Use Fee Review</li> <li>• Council Policy Review and Recommendation:               <ul style="list-style-type: none"> <li>• CP 94-2.09, "Council Orientation"</li> <li>• CP 92-1.05, "Miscellaneous Property Ownership"</li> <li>• CP 91-3.04, "Separation Policy"</li> <li>• CP 04-1.09, "Public Access Television"</li> </ul> </li> <li>• Utility Rate Annual Review</li> </ul>
November 20	<ul style="list-style-type: none"> <li>• </li> </ul>
December 4	<ul style="list-style-type: none"> <li>• Visit Corvallis First Quarter Report</li> <li>• Downtown Corvallis Association First Quarter Report – Economic Improvement District</li> <li>• Comprehensive Annual Financial Report</li> <li>• First Quarter Operating Report</li> </ul>
December 18	

**ASC PENDING ITEMS**

- |  |                       |
|--|-----------------------|
| • Comcast Franchise Renewal Update                               | Public Works          |
| • Council Policy Review and Recommendation:                      |                       |
| • CP 96-6.03, "Economic Development Policies"                    | CMO                   |
| • Economic Development Policy on Tourism                         | Community Development |
| • Municipal Code Review: Chapter 4.01, "Solid Waste Regulations" | Community Development |
| • Rooster Ban  | Police                |
| • Tax Incentive Program for Downtown Area                        | Community Development |

**Regular Meeting Date and Location:**

Wednesday of Council week, 3:30 pm – Madison Avenue Meeting Room

**HUMAN SERVICES COMMITTEE  
SCHEDULED ITEMS**

**October 17, 2013**

MEETING DATE	AGENDA ITEM
October 22	No meeting
November 5	<ul style="list-style-type: none"> <li>• Arts and Culture Organizations Introduction</li> <li>• Council Policy Review and Recommendation:               <ul style="list-style-type: none"> <li>• CP 92-4.05, "Library Meeting Rooms Policy"</li> </ul> </li> </ul>
November 19	<ul style="list-style-type: none"> <li>• Municipal Code Review: Chapter 5.03, "Offenses" (Smoking Enforcement Hiatus); Chapter 8.10, "Tobacco Retail Licenses"</li> </ul>
December 3	<ul style="list-style-type: none"> <li>• 2014-2015 Social Services Priorities and Calendar</li> <li>• Council Policy Reviews and Recommendations:               <ul style="list-style-type: none"> <li>• CP 07-4.16, "Code of Conduct for Patrons at Parks and Recreation Facilities, Events, and Programs"</li> <li>• CP 92-5.04, "Hate/Bias Violence"</li> </ul> </li> </ul>
December 17	

**HSC PENDING ITEMS**

- Municipal Code Review: Chapter 5.01, "City Park Regulations" Parks & Recreation  
(Alcoholic Beverages in Parks)
- Municipal Code Review: Chapter 9.02, "Rental Housing Code" Community Development
- OSU/City Collaboration Project Recommendations (Action Items Community Development  
4-1, 4-3, 4-4, 5-1)

**Regular Meeting Date and Location:**

Tuesday of Council week, 2:00 pm – Madison Avenue Meeting Room

**URBAN SERVICES COMMITTEE  
SCHEDULED ITEMS**

**October 17, 2013**

MEETING DATE	AGENDA ITEM
October 22	No meeting
November 5	<ul style="list-style-type: none"> <li>• Council Policy Review and Recommendation:               <ul style="list-style-type: none"> <li>• CP 04-1.08, "Organizational Sustainability"</li> </ul> </li> <li>• Residential Parking Districts Expansion</li> </ul>
November 19	
December 3	
December 17	

**USC PENDING ITEMS**

- Airport Master Plan Public Works
- Council Policy Review and Recommendation: Public Works
  - CP 91-9.03, "Parking Permit Fees"
- Municipal Code Review: Chapter 8.13, "Mobile Food Units" Community Development
- NW Cleveland Avenue Traffic Update (February 2014) Public Works

**Regular Meeting Date and Location:**

Tuesday of Council week, 5:00 pm – Madison Avenue Meeting Room

## UPCOMING MEETINGS OF INTEREST



### City of Corvallis

**OCTOBER 2013 - JANUARY 2014**

(Updated October 17, 2013)

#### **OCTOBER 2013**

<b>Date</b>	<b>Time</b>	<b>Group</b>	<b>Location</b>	<b>Subject/Note</b>
17	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station	
19		No Government Comment Corner		
<b>21</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>	
22		No Human Services Committee		
22		No Urban Services Committee		
22	5:00 pm	Cmsn for Martin Luther King, Jr.	Library Board Room	
23	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
23	5:00 pm	Watershed Management Adv Cmsn	Madison Avenue Mtg Rm	
24	5:30 pm	OSU/City Collaboration Project	Osborn Aquatic Center	
		Neighborhood Planning Work Grp	Conference Room	
26	10:00 am	Government Comment Corner	Library Lobby - Mike Beilstein	
28	3:00 pm	<i>CIP Commission Meeting</i>	<i>Downtown Fire Station</i>	<i>department presentation (Public Works)</i>
29	3:00 pm	<i>CIP Commission Meeting</i>	<i>Downtown Fire Station</i>	<i>department presentations (Parks and Rec, Fire, Comm Dev)</i>
29	4:00 pm	<i>Property Maintenance Code Advisory Group</i>	<i>Library Main Meeting Rm</i>	
29	5:30 pm	OSU/City Collaboration Project Parking and Traffic Work Group	Madison Avenue Mtg Rm	
30	7:00 pm	<i>CIP Commission Meeting</i>	<i>Downtown Fire Station</i>	<i>public hearing and deliberations</i>

#### **NOVEMBER 2013**

<b>Date</b>	<b>Time</b>	<b>Group</b>	<b>Location</b>	<b>Subject/Note</b>
1	7:00 am	Bicycle and Pedestrian Adv Cmsn	Madison Avenue Mtg Rm	
2	10:00 am	Government Comment Corner	Library Lobby - Richard Hervey	
<b>4</b>	<b>6:00 pm</b>	<b>City Council Executive Session</b>	<b>Downtown Fire Station</b>	
<b>4</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>	
5	7:00 am	Airport Commission	Madison Avenue Mtg Rm	
5	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
5	4:00 pm	Downtown Parking Committee	Downtown Fire Station	
5	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
6	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
6	7:00 pm	Planning Commission	Downtown Fire Station	
6	7:30 pm	Library Board	Library Board Room	
7	7:30 am	Investment Council	Madison Avenue Mtg Rm	
7	11:00 am	<i>Public Participation Task Force</i>	<i>Madison Avenue Mtg Rm</i>	
<b>7</b>	<b>5:30 pm</b>	<b>Joint City Council/County Board of Commissioners Meeting</b>	<b>Madison Avenue Mtg Rm</b>	
8	2:00 pm	OSU/City Collaboration Project Steering Committee	Downtown Fire Station	

9		No Government Comment Corner		
11		City Holiday – all offices closed		
12	8:20 am	Citizens Advisory Cmsn on Transit	Madison Avenue Mtg Rm	
12	3:00 pm	Economic Development Cmsn	Madison Avenue Mtg Rm	
12	4:00 pm	<i>Property Maintenance Code Advisory Group</i>	<i>Library Main Meeting Rm</i>	
12	7:00 pm	Historic Resources Commission	Downtown Fire Station	
13	5:30 pm	Downtown Commission	Madison Avenue Mtg Rm	
14	8:30 am	Citizens Advisory Cmsn on Civic Beautification and Urban Forestry	Parks and Rec Conf Room	
14	3:00 pm	<i>CIP Commission Meeting</i>	<i>Downtown Fire Station</i>	<i>deliberations, if needed</i>
16	10:00 am	Government Comment Corner	Library Lobby - Julie Manning	
<b>18</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>	
19	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
19	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
20	12:00 pm	Housing and Comm Dev Cmsn	Madison Avenue Mtg Rm	
20	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
20	5:30 pm	Arts and Culture Commission	Parks and Rec Conf Room	
20	7:00 pm	Planning Commission	Downtown Fire Station	
21	11:00 am	<i>Public Participation Task Force</i>	<i>Madison Avenue Mtg Rm</i>	
21	3:00 pm	<i>CIP Commission Meeting</i>	<i>Downtown Fire Station</i>	<i>deliberations if needed</i>
21	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station	
23	10:00 am	Government Comment Corner	Library Lobby - Richard Hervey	
26	5:00 pm	Cmsn for Martin Luther King, Jr.	Madison Avenue Mtg Rm	
27	5:00 pm	Watershed Management Adv Cmsn	Madison Avenue Mtg Rm	
28		City Holiday – all offices closed		
29		City Holiday – all offices closed		
30		No Government Comment Corner		

**DECEMBER 2013**

<b>Date</b>	<b>Time</b>	<b>Group</b>	<b>Location</b>	<b>Subject/Note</b>
<b>2</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>	
3	7:00 am	Airport Commission	Madison Avenue Mtg Rm	
3	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
3	4:00 pm	Downtown Parking Committee	Downtown Fire Station	
3	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
4	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
4	7:00 pm	Planning Commission	Downtown Fire Station	
4	7:30 pm	Library Board	Library Board Room	
5	11:00 am	<i>Public Participation Task Force</i>	<i>Madison Avenue Mtg Rm</i>	
6	7:00 am	Bicycle and Pedestrian Adv Cmsn	Madison Avenue Mtg Rm	
7	10:00 am	Government Comment Corner	Library Lobby - Bruce Sorte	
9	3:00 pm	Economic Development Cmsn	Madison Avenue Mtg Rm	
9	7:00 pm	Mayor/City Council/City Manager Quarterly Work Session	Madison Avenue Mtg Rm	
10	8:20 am	Citizens Advisory Cmsn on Transit	Madison Avenue Mtg Rm	
10	7:00 pm	Historic Resources Commission	Downtown Fire Station	
11	5:30 pm	Downtown Commission	Madison Avenue Mtg Rm	
12	8:30 am	Citizens Advisory Cmsn on Civic Beautification and Urban Forestry	Parks and Rec Conf Room	

14	10:00 am	Government Comment Corner	Library Lobby - Mike Beilstein
<b>16</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>
17	2:00 pm	Human Services Committee	Madison Avenue Mtg Rm
17	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm
18	12:00 pm	Housing and Comm Dev Cmsn	Madison Avenue Mtg Rm
18	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm
18	5:30 pm	Arts and Culture Commission	Parks and Rec Conf Room
18	7:00 pm	Planning Commission	Downtown Fire Station
19	11:00 am	<i>Public Participation Task Force</i>	<i>Madison Avenue Mtg Rm</i>
19	6:30 pm	Parks, Natural Areas, and Rec Brd	Downtown Fire Station
21	10:00 am	Government Comment Corner	Library Lobby - TBD
25		City Holiday - all offices closed	
28	10:00 am	Government Comment Corner	Library Lobby - TBD

### JANUARY 2014

Date	Time	Group	Location	Subject/Note
1		City holiday - all offices closed		
4	10:00 am	Government Comment Corner	Library Lobby - TBD	
<b>6</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>	
7	12:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
7	5:00 pm	Urban Services Committee	Madison Avenue Mtg Rm	
8	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
8	5:30 pm	Downtown Commission	Madison Avenue Mtg Rm	
9	11:00 am	<i>Public Participation Task Force</i>	<i>Madison Avenue Mtg Rm</i>	
11	10:00 am	Government Comment Corner	Library Lobby - TBD	
13	3:00 pm	Economic Development Cmsn	Madison Avenue Mtg Rm	
14	8:20 am	Citizens Advisory Cmsn on Transit	Madison Avenue Mtg Rm	
14	7:00 pm	Historic Resources Commission	Downtown Fire Station	
15	12:00 pm	Housing and Comm Dev Cmsn	Madison Avenue Mtg Rm	
15	7:00 pm	Planning Commission	Downtown Fire Station	
18		No Government Comment Corner		
20		City holiday - all offices closed		
21	12:00 pm	Human Services Committee	Madison Avenue Mtg Rm	
<b>21</b>	<b>6:30 pm</b>	<b>City Council</b>	<b>Downtown Fire Station</b>	
21		No Urban Services Committee		
22	3:30 pm	Administrative Services Committee	Madison Avenue Mtg Rm	
23	11:00 am	<i>Public Participation Task Force</i>	<i>Madison Avenue Mtg Rm</i>	
25	10:00 am	Government Comment Corner	Library Lobby - TBD	
28	5:00 pm	Cmsn for Martin Luther King, Jr.	City Hall Meeting Room A	

**Bold** type – involves the Council  
CIP – Capital Improvement Program  
TBD – To be Determined

~~Strikeout~~ type – meeting canceled  
HRC – Historic Resources Commission

*Italics* type – new meeting  
PC – Planning Commission

# MEMORANDUM

**TO:** Mayor and City Council

**FROM:** Mary Steckel, Public Works Director 

**DATE:** October 7, 2013

**SUBJECT:** Intergovernmental Agreement with Oregon State University

## I. ISSUE

Staff proposes an intergovernmental agreement (IGA) with Oregon State University (OSU) for improvements to the intersection of 15<sup>th</sup> Street and Washington Way. These improvements are being required of OSU in conjunction with construction of a new residence hall in the vicinity.

## II. BACKGROUND

As part of its arterial and collector street reconstruction program, the City will be reconstructing 15<sup>th</sup> Street between Western Boulevard and Jefferson Avenue during the summer of 2014.

As a condition of constructing a new dorm scheduled for occupancy in the fall of 2014, OSU is required to make improvements to the intersection of 15<sup>th</sup> Street and Washington Way. These include: realignment and signalization of the intersection, additional street width for turn lanes, and reconstruction of the railroad crossing as a result of intersection realignment. In addition, OSU intends to relocate a City water main in Washington Way to eliminate a conflict with planned storm water treatment facilities. Construction of the improvements is required to be completed with the dorm construction and as a result, will overlap with the City's street reconstruction project.

Because these two projects overlap in both time and space, City staff and OSU staff have developed an IGA to insure the most efficient implementation of both projects for the two organizations.

## III. DISCUSSION

Combining City and OSU projects into a single project will eliminate inevitable conflicts between the two during construction if implemented under separate contracts. A single project has the potential for being completed in a shorter period of time with much less impact and confusion to the public. A single project may also enjoy economies of scale that would not be available if the projects are implemented separately.

Some of the improvements required of the OSU dorm project are System Development Charge (SDC) eligible. These include the new traffic signal and related turn lanes, as well as new bike lanes on Washington Way. Total funding for the combined project for the two fiscal years is as follows:

	<u>FY 13-14</u>	<u>FY 14-15</u>	<u>Total</u>
Street Reconstruction/ Surface Transportation Program Grant	\$400,440	\$449,320	\$849,760
Transportation SDC Eligible	0	704,000	704,000
OSU Participation	600,000	1,928,000	2,528,000
Totals	<u>\$1,000,440</u>	<u>\$3,081,320</u>	<u>\$4,081,760</u>

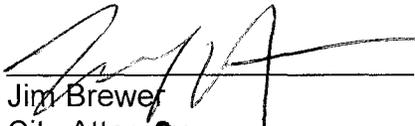
Construction of the project will begin this spring, and as a result, staff requests an increase to this fiscal year's appropriations for OSU's share of the project funding (\$600,000). The City's SDC funding and OSU's FY 14-15 funding will be budgeted through the Capital Improvement Program (CIP) process for next fiscal year.

#### IV. RECOMMENDATION

That City Council approve this agreement by taking the following actions:

1. Make a motion authorizing the City Manager to sign the intergovernmental agreement with OSU to implement the joint project at 15<sup>th</sup> Street and Washington Way; and
2. Adopt the attached resolution adopting a supplemental budget and authorizing the Finance Director to make adjustments to FY 13-14 budget appropriations on the basis of the increased and unanticipated revenue (to be read by the City Attorney).

Review and Concur:

  
\_\_\_\_\_  
Jim Brewer  
City Attorney

  
\_\_\_\_\_  
James A. Patterson  
City Manager

  
\_\_\_\_\_  
Nancy Brewer  
Finance Director

## INTERGOVERNMENTAL AGREEMENT

THIS AGREEMENT is entered into by the STATE OF OREGON acting by and through the STATE BOARD OF HIGHER EDUCATION on behalf of OREGON STATE UNIVERSITY ("OSU"), and the CITY OF CORVALLIS, OREGON ("CITY"). This Agreement is entered into under the authority of ORS 190.010.

WHEREAS, CITY and OSU each have construction projects planned along 15<sup>th</sup> Street in the vicinity of Washington Way, the scopes of work of which have common elements and are scheduled to occur during the same time frame:

- (a) the OSU plans to relocate and construct a new Washington Way approach to 15<sup>th</sup> Street which will include intersection signalization, improvements to the 15<sup>th</sup> Street railroad crossing and approach, and realignment of an existing water line under Washington Way, hereinafter referred to as the "OSU WASHINGTON WAY PROJECT" and further described on the attached Site Map and incorporated to this Agreement as Attachment B; and
- (b) the CITY plans to reconstruct 15<sup>th</sup> Street between Jefferson Avenue and Western Boulevard, herein referenced as the CITY 2014-15 STREET RECONSTRUCTION PROJECT;

WHEREAS, CITY and OSU recognize that it is in the best interest of each party and the most efficient use of public resources for CITY and OSU to work cooperatively; and

WHEREAS, THE CITY has proposed to OSU, and OSU has accepted, that the administration and construction of the OSU WASHINGTON WAY PROJECT be incorporated into the construction of the CITY 2014-15 STREET RECONSTRUCTION PROJECT and bid as one project.

NOW, THEREFORE the purpose of this Agreement is to describe each Party's role and responsibility and financial obligations for the completion of the OSU WASHINGTON WAY PROJECT. The parties agree as follows:

### **A. ROLES AND RESPONSIBILITIES**

1. The CITY shall provide the day-to-day administration of the construction of the OSU WASHINGTON WAY PROJECT. OSU understands the CITY will bid the work for the OSU WASHINGTON WAY PROJECT together with the CITY 2014-15 STREET RECONSTRUCTION PROJECT.
2. The final design plan created by OSU's design team and submitted for approval to CITY in August, 2013 may be used by the CITY to create a design plan and bid documents specific to the 15<sup>th</sup> Street railroad crossing and approach, 15<sup>th</sup> Street and Washington Way intersection signalization, and the realignment of an existing water line under Washington Way.

3. OSU shall be responsible for the costs the CITY incurs for the design, administration and construction of the OSU WASHINGTON WAY PROJECT and shall reimburse the CITY for actual costs based on monthly invoices for work performed.
4. OSU shall provide additional design support to CITY for the OSU WASHINGTON WAY PROJECT as needed at no cost to the CITY. Such request for additional support shall be submitted to OSU to the University Civil Engineer's office in OSU's Capital Planning and Development department.
5. OSU shall be responsible for the required demolition of campus structures for the OSU WASHINGTON WAY PROJECT. Such work shall be completed before April 1, 2014 so as not to conflict with the construction schedule.
6. OSU shall be responsible to complete an environmental investigation prior to dedicating public right-of-way necessary to establish a realignment of 15<sup>th</sup> Street. Upon the CITY's acceptance of the environmental investigation, the CITY shall provide survey services and prepare right-of-way dedication documents. All work described in this paragraph 6 shall be at the expense of OSU.

## **B. FINANCIAL CONSIDERATIONS**

1. OSU and CITY shall share in the funding of the OSU'S WASHINGTON WAY PROJECT as follows:
  - a. CITY staff will identify components of the OSU WASHINGTON WAY PROJECT that may be eligible for funding by revenues collected from System Development Charges (SDCs). CITY will propose to City Council that SDC revenues be used to fund eligible components, if any, and seek authorization from the City Council to apply such revenues toward the cost of constructing the OSU WASHINGTON WAY PROJECT. The City Council approves SDC expenditures as well as those costs related to CITY's 2013-14 Street Reconstruction Project through its Capital Improvement Program (CIP) budgeting process. Adoption of the CITY's FY14-15 budget is expected in June, 2014.
  - b. OSU agrees to reimburse CITY for all OSU WASHINGTON WAY PROJECT costs incurred by the CITY except the cost of components approved by City Council to be paid for by SDC revenues.
  - c. Attachment A to this AGREEMENT is provided to illustrate expected costs for various elements of PROJECT as well as an expected apportionment of costs to CITY and OSU. Both parties agree that these numbers are preliminary and subject to change. City will provide an update to this document at 50% design, 95% design, and at bid award.

2. CITY shall invoice the OSU for design work on two occasions: upon completion of 50% design review and upon completion of bidding.
3. CITY shall invoice the OSU for construction costs on a monthly basis based on contractor billings, staff time, and incidental construction management expenses incurred.
4. OSU will pay all CITY invoices within 30 days of receipt of correct invoice.

### **C. MUTUAL UNDERSTANDINGS**

1. This Agreement is effective as of the date of the last signature below (the "Effective Date") and shall remain in effect for 24 calendar months following the date of the last signature below (the "Term"). Upon mutual agreement of the parties, the Term may be extended for an additional two 1-year periods. For the purposes of this Agreement, any work performed between September 17, 2013 and the Effective Date, shall be covered by the terms of this Agreement.
2. OSU agrees that the design work it undertakes will be reviewed and approved by the CITY and OSU performance of such design work shall follow sound practices of engineering, including the City of Corvallis Standard Construction Specifications.
3. Neither party may assign this Agreement. Any attempt to assign the Agreement by either party will be void.
4. Both parties shall comply with all applicable Federal, State and local laws, rules and regulations.
5. Either party may terminate this Agreement upon giving the other party 30 days' written notice of its intent to terminate. Any such termination of this Agreement shall be without prejudice to any obligations or liabilities of either party already accrued prior to such termination.
6. Modifications to this Agreement are valid only if they are made in writing and are signed by both parties.
7. OSU and CITY are the only parties to this Agreement and are the only parties entitled to enforce its terms. Nothing in this Agreement gives, is intended to give, or will be construed to give or to provide, any benefit or right, whether directly, indirectly, or otherwise, to third persons unless such third persons are individually identified by name herein and expressly described as intended beneficiaries of the terms of this Agreement.
8. THIS AGREEMENT CONSTITUTES THE ENTIRE AGREEMENT BETWEEN THE PARTIES. NO WAIVER, CONSENT, MODIFICATION OR CHANGE OF TERMS OF THIS AGREEMENT SHALL BIND EITHER PARTY UNLESS IN WRITING AND SIGNED BY BOTH PARTIES. SUCH WAIVER, CONSENT, MODIFICATION OR CHANGES MADE SHALL BE EFFECTIVE ONLY IN THE SPECIFIC INSTANCE

AND FOR THE SPECIFIC PURPOSE GIVEN. THERE ARE NO UNDERSTANDINGS, AGREEMENTS OR REPRESENTATIONS, ORAL OR WRITTEN, NOT SPECIFIED HEREIN REGARDING THIS AGREEMENT. OSU, BY SIGNATURE BELOW, ACKNOWLEDGES THAT OSU HAS READ THIS AGREEMENT, UNDERSTANDS IT AND AGREES TO BE BOUND BY ITS TERMS AND CONDITIONS.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement.

CITY OF CORVALLIS, OREGON

HIGHER

STATE

\_\_\_\_\_  
James A. Patterson                      Date  
City Manager

Approved as to Form:

\_\_\_\_\_  
Jim Brewer                                      Date  
City Attorney

STATE OF OREGON ACTING BY AND THROUGH THE STATE BOARD OF

EDUCATION ON BEHALF OF OREGON

OSU

*Katie Lanker*                      *9/19/13*  
\_\_\_\_\_  
Katie Lanker, CPPB                      Date  
Contracts Officer  
Procurement and Contract Services

## Attachment A

**15th Street/Washington Way Improvements  
Preliminary Cost Estimate  
August 16, 2013**

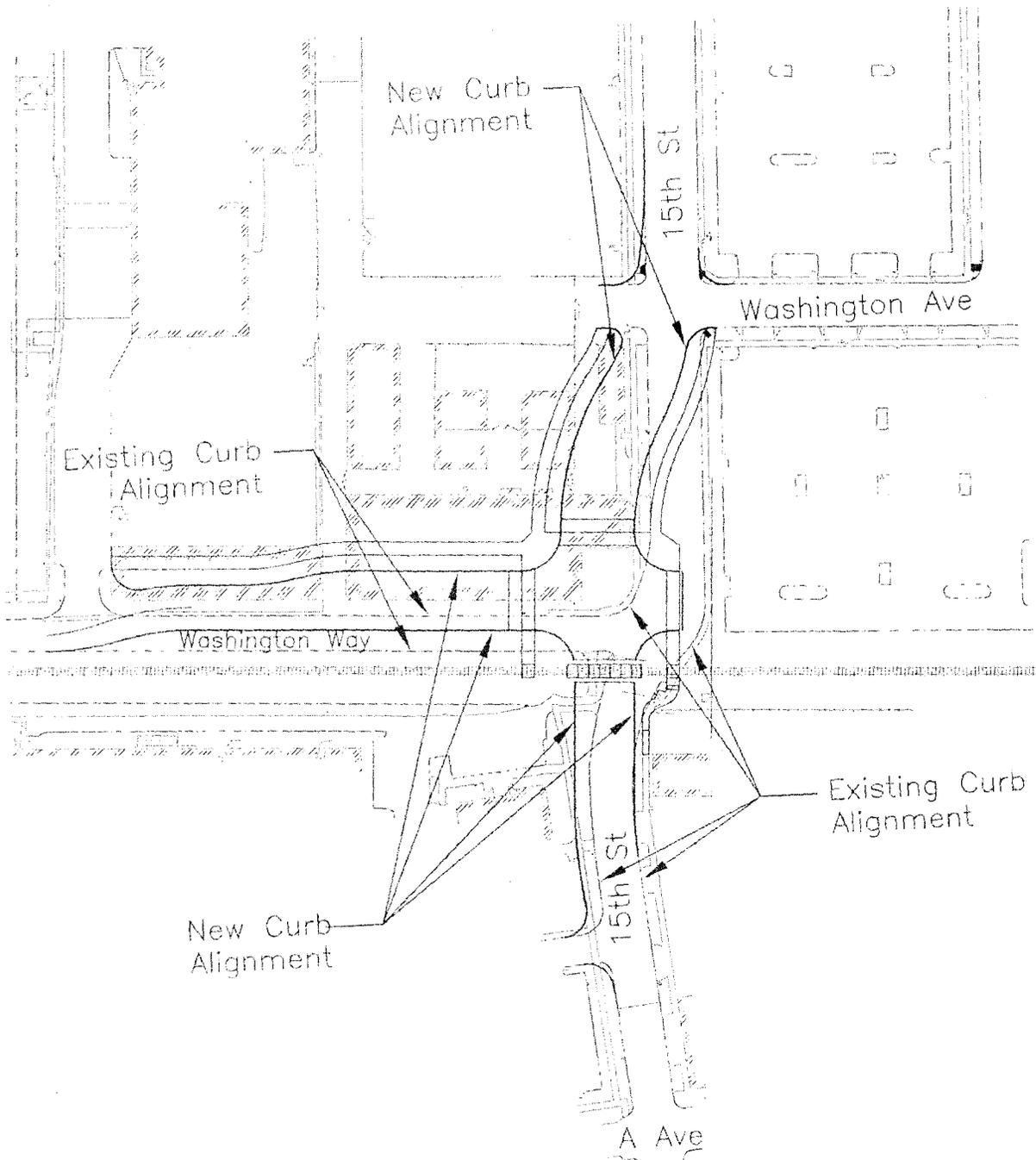
SUB-PROJECT TOTALS	Funding			TOTAL ESTIMATED COST
	City Street Reconstruction	OSU Responsibility <sup>1</sup>		
		SDC Eligible	Non-SDC	
15th Street: Western to May	\$442,000	\$0	\$0	\$442,000
15th Street: May to Washington Ave.	\$0	\$578,000	\$1,236,000	\$1,814,000
15th Street: Washington Ave. to Jefferson	\$407,000	\$0	\$0	\$407,000
Washington Way	\$0	\$126,000	\$934,000	\$1,060,000
Water Line Relocation	\$0	\$0	\$358,000	\$358,000
<b>PROJECT TOTAL</b>	<b>\$849,000</b>	<b>\$704,000</b>	<b>\$2,528,000</b>	<b>\$4,081,000</b>

**Notes:**

- Improvements identified as OSU Responsibility are those that have either been requested by OSU, or required as a condition of developing the Student Residence Hall. Certain elements (e.g. bike lanes, turn lanes, traffic signal) are eligible for funding from City Systems Development Charges (SDCs) at the discretion of the City Council. City staff will propose SDC funding of eligible elements for FY14-15 as part of this year's capital budgeting process. Authorization of SDC expenditures by City Council will be through the adoption of the FY14-15 budget, expected in June, 2014.

15th Street/Washington Way Improvements  
Site Map: Existing and Proposed Alignments  
August 16, 2013

Attachment B



## RESOLUTION 2013-

Minutes of the October 21, 2013 Corvallis City Council meeting, continued.

A resolution submitted by Councilor \_\_\_\_\_.

WHEREAS, ORS 294.471(1)(a) provides for the governing body of any municipal corporation to make a supplemental budget if a condition occurs which had not been ascertained at the time of the preparation of a budget for the current year which requires a change in financial planning; and

WHEREAS, ORS 294.471(3) provides that as long as the estimated expenditures contained in a supplemental budget do not differ by greater than 10% of the Fund's regular budget for the fiscal year, no public hearing or publication of the budget is required; and

WHEREAS, the 2013-14 approved budget includes appropriations for the Capital Improvement Fund that totaled \$6,334,925; and

WHEREAS, the City and Oregon State University (OSU) propose to enter into an Intergovernmental Agreement (IGA) for the City to manage a single project that combines the City's 15<sup>th</sup> Street Reconstruction Project with OSU's improvements to 15<sup>th</sup> Street and Washington Way as required as a condition of the new residence hall project; and

WHEREAS, the City Council finds that it is in the public interest to have the City manage the joint construction project with financial contributions from both the City and OSU; and

WHEREAS, Oregon State University will pay the City for OSU's share of the project expenses as identified in the required conditions of approval for the new residence hall being constructed adjacent to this project with amounts estimated to total \$600,000 in FY 13-14 and another \$1,928,000 to be contributed in FY 14-15 for construction that would be budgeted and occur after July 1, 2014; and

WHEREAS, the City Council finds that it is in the public interest to begin the work on the project as soon as possible so that construction will occur in 2014 and that initiating the project will cause the City to incur expenses not anticipated when the FY 13-14 budget was adopted;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES that the fiscal year 2013-14 supplemental budget of \$6,934,925 is hereby adopted; and

BE IT FURTHER RESOLVED that the appropriations for the fiscal year beginning July 1, 2013, and for the purposes discussed above, are hereby increased as follows:

<u>CAPITAL IMPROVEMENT FUND</u>	<u>INCREASE</u>
Capital Projects	\$ 600,000

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Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted, and the Mayor thereupon declared said resolution to be adopted.

RESOLUTION 2013-\_\_\_\_

Minutes of the October 21, 2013, Corvallis City Council meeting, continued

A resolution submitted by Councilor \_\_\_\_\_.

WHEREAS, the City of Corvallis supports the Oregon Passenger Rail Project that will improve the frequency, convenience, speed, and reliability of passenger rail service along the Oregon segment of the federally designated Pacific Northwest Rail Corridor (PNWRC) as a sustainable, multimodal transportation solution for the Willamette Valley, and;

WHEREAS, the City of Corvallis is committed to offering the public alternative transportation choices and decrease intercity and regional travel demands on congested highway corridors like Interstate 5, Oregon State Highway 99 West, United States Highway 20, and Oregon State Highway 34, by expanding mobility and increasing connectivity for rail travel throughout the neighboring communities between Eugene and Portland, and;

WHEREAS, it is vitally important to Corvallis area citizens, businesses, institutions of higher education, and tourism industries within the proposed rail corridor to improve intercity passenger rail mobility and accessibility, reduce vehicle emissions, and promote community health and quality of life, and;

WHEREAS, the passenger rail design will support and protect freight-rail capacity and investments within the proposed corridor that will expand economic development and job growth for long-term local investment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES that the City Council commends the ongoing design efforts of the State of Oregon to provide safe and efficient passenger rail service; and that;

1. We strongly urge increased investment in both capital and operating funds for high-speed and intercity passenger rail.
2. More specifically, we urge strong support and increased investment in the planning, design, and construction of facilities and high-speed rail, where appropriate, that enhance intercity passenger rail service between neighboring communities throughout the Willamette Valley.
3. We urge investment in programs and projects that will link intercity passenger rail to other modes of transportation in a seamless, efficient manner.

BE IT FURTHER RESOLVED that the City Council hereby directs the Mayor to send a copy of this resolution to our Federal representatives and State representatives for their due consideration and enactment that ensures the continued efforts to design and construct a State-supported, multi-regional, high-speed and intercity passenger rail service.

\_\_\_\_\_  
Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted; and the Mayor thereupon declared said resolution to be adopted.

**Sunnyside School of Corvallis  
3140 NW 9<sup>th</sup> Street**



Circa 1912



2013

**Things to know about the school**

Year Built	1912 (this is 20 years older than Soap Creek School)
Location	North Corvallis near Elks and 9 <sup>th</sup> St.; this is the schools original location.
Other names of the school	Bryant School, Mudflat School
Dates of operation as a school	1912 to 1929
Dates as a residence	1929 to 2013
Zoning of property	RS 9 (1.34 acres)
Tie to Knott's – Owens Farm	Mrs. Knotts taught there and all three Knott children attended the school
Future of the school	<b>Demolition if not moved off the property by January 15, 2014</b>

**Proposal Before the Corvallis City Council**

The owner of the structure has agreed to allow it to be moved; private funding is secured to move the structure to the Knott's-Owens farm approximately one mile away.

On October 17, the Parks, Natural Areas and Recreation Commission unanimously agreed to recommend that the City Council accept Sunnyside School as a future visitor center for the Knotts-Owens Farmstead. Consistent with the existing Owens Farm master plan, Sunnyside School would be located south and east of the historic farmstead complex. As time is of the essence, we encourage the City Council to adopt the recommendation of PNARC.

# Testimony Concerning Up Zoning proposed by Neighborhood Planning Work Group

The OSU/ City of Corvallis Collaboration was established to develop solutions to problems in the Project Area. One of the work groups is the Neighborhood Planning Workgroup. They plan to recommend the down zoning of areas around the university. Since such down zoning would result in a loss of overall density, the state requires that they identify areas to be up zoned. The work group has started to identify properties outside of the project area to be up zoned.

I would like to request the following:

1. The city council review the criteria used by the work group to select properties for up zoning. Such a review will assure that the most current policy ideas are used rather than the outdated vision plan which several councilors have indicated they would like to revise.
2. The city council requests the work group to notify affected property owners before the group finalizes its rezoning recommendations. Such notification would allow people to know what is happening and would promote citizen involvement. Testimony from the property owners could reveal issues that the work group may have missed.

The work group has been working with a consultant and city planning staff. The city council makes policy for the city and should be involved in deciding what criteria are used. It would be unfortunate to spend time and money on a report that the council would reject.

I have been disturbed by what I see is a piecemeal approach to rezoning the city. In times of budget shortfalls and reduced revenues, I believe a more fiscally responsible approach would be to put off zoning considerations until the city is ready to tackle a full comprehensive plan update.

Stewart Wershow

  
Corvallis Oregon



**Press Release**  
Da Vinci Days  
October 21, 2013

**Contact: Michael Dalton**  
541-757-6363  
davinci@davinci-days.org

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### **Reinventing da Vinci Days**

The board of directors of da Vinci Days, the mid-Willamette Valley's arts and science festival, has voted unanimously to suspend operations of the three-day event while festival leaders, volunteers, and community members engage in a strategic assessment and planning process to determine the festival's future, including the prospects of reinventing the festival.

As a result, there will not be a da Vinci Days Festival in summer 2014.

"Our choice simply is to reconnect with the community to ask what would Leonardo da Vinci do? After all, da Vinci is not only our festival's namesake, but he was western civilization's most noted inventor and a foremost Renaissance artist. We think the answer is that he would imagine the future, not the past, and he would innovate," Dalton said.

The da Vinci Days Festival was launched in 1987 to showcase the innovation and creativity of Corvallis and the state of Oregon. Over the years, the festival has offered a mix of music, artistic expression, film showings, educational and scientific opportunities for all ages to learn about how innovative technology influences people's daily lives.

"da Vinci Days is a non-profit, volunteer-managed festival that is financially supported largely by admissions and concessions revenue and sponsorship support," said Michael Dalton, festival board chair and interim festival manager.

"Over the years, it has been increasingly difficult to secure sufficient festival sponsorships and attract sufficient paying attendance to sustain the current and future operations of the festival," Dalton said.

"While board members and key festival organizers recognize the amazing contributions that the da Vinci Days Festival has provided the community, and while we recognize strong and loyal community interest in the festival, for da Vinci Days to continue, it must be a financially sustainable event," Dalton said.

"With a process of community engagement, we want to reassess the festival by imagining the future," Dalton said. "We think that through a process of strategic assessment, community leaders can determine whether reinvention and a different business model will sustain a festival of this nature going forward."

###

## **The Benefits of Public Transit & Walkability**

A “walkable city” is one that is pedestrian-centric, with multiple transit options (such as passenger rail, bikeways, and buses).

Cities with a high walkability rating have the following benefits: 1) a thriving economy; 2) a safe and healthy citizenry; and 3) sustainable for generations to come.

### **A Thriving Economy**

#### **Walkability’s Green Dividend**

There is a positive relationship between walkability and a thriving economy.

- A city with a high “Walk Score” (such as Portland) is one with high real estate value: each point in the score equals \$500 to \$3,000 dollars.
- Portlanders on average drive 20 percent less. This 20 percent less driving equals 1.5 percent of all personal income earned in the region, or \$1.5 Billion (plus the 43 minutes per day not wasted in traffic).
  - a. The savings are more likely to stay local than if spent on the automobile.
  - b. Portlanders have an above average consumption of recreation of all kinds

#### **Walkability Protects City from Energy Inflation**

An Environmental Protection Agency study found, state by state, that there’s an inverse relationship between vehicle travel and economic productivity: the more miles that people in a given state drive, the weaker it performs economically.

- Walkable cities fare better economically than car-dependent ones.
  - The cities with the largest drops in housing value (such as Las Vegas, down 37 percent) have been the most car-dependent, and the few cities with housing prices gains ... have good transit alternatives.
  - When gasoline broke \$4.00 per gallon and the housing bubble burst, the epicenter of foreclosures occurred at the urban periphery.

- Households in the “auto zone” devote roughly a quarter of their income to transportation, while those in walkable neighbors spend well under half that amount.
- At some point it will become much more expensive to drive around every American city. When this happens the cities that remain competitive will be the ones with comprehensive transit networks surrounded by high-density neighborhoods.
- The typical household savings accrued from good public transit service clearly outpaces the cost of that service.
- Job Creation
  - Road and highway work, with its big machines and small crews, is notoriously bad at increasing employment. In contrast, the construction of transit, bikeways, and sidewalks performs 60 percent to 100 percent better.

### **A Safe and Healthy Citizenry**

The biggest health risks people face are from the built environment: lack of exercise, trees, sidewalks, and public transportation.

- Exercise
  - Transit users are more than three times as likely as drivers to achieve the CDC-recommended thirty minutes of daily physical activity.
  - Over the past decade, there has been a series of studies that attribute obesity and its related illnesses directly to the automotive lifestyle.
  - A sedentary person’s risk of dying prematurely from any cause can plummet by nearly 20 percent if he or she began brisk walking (or the equivalent) for 30 minutes five times a week.
- Car crashes
  - Car crashes have killed over 3.2 million Americans, considerably more than all of our wars combined.

### **Sustainable For Generations to Come**

#### **The Automobile’s Carbon Footprint**

- Automobile use is the greatest contributor to most people’s total carbon footprint
  - **Hybrids are not the answer.** Their marginal

improved gas mileage offers a feel-good way to drive more miles in increasingly larger vehicles.

- **Electric cars are not the answer.** In the U.S. an electric-powered car is essentially a coal-powered car, and clean coal is an oxymoron.
- Location is the reason.
  - The city versus the suburb
    - Living in the city is the place where people have the smallest environmental footprint—the denser the better.
    - Places should be judged not by how much carbon they emit, but by how much carbon they cause us to emit.
    - Our location's greatest impact on our carbon footprint comes from how much it makes us drive.
  - Green products are no substitute for location.
    - Green products (photo-voltaic systems, LEED certified homes, etc.) often have a statistically insignificant impact on our carbon footprint compared to our location.
    - The most “green” home (with Prius) in a sprawling suburban neighborhood loses out to the least green home in a walkable neighborhood.

RECEIVED

PROPOSED AMENDMENT IN BOLD FACE

RESOLUTION 2013-\_\_\_

OCT 21 2013

CITY MANAGERS OFFICE

Minutes of the October 21, 2013, Corvallis City Council meeting, continued

A resolution submitted by Councilor \_\_\_\_\_

from Denis White

WHEREAS, the City of Corvallis supports the Oregon Passenger Rail Project that will improve the frequency, convenience, speed, and reliability of passenger rail service along the Oregon segment of the federally designated Pacific Northwest Rail Corridor (PNWRC) as a sustainable, multimodal transportation solution for the Willamette Valley, and;

WHEREAS, the City of Corvallis is committed to offering the public alternative transportation choices and decrease intercity and regional travel demands on congested highway corridors like Interstate 5, Oregon State Highway 99 West, United States Highway 20, and Oregon State Highway 34, by expanding mobility and increasing connectivity for rail travel throughout the neighboring communities between Eugene and Portland, and;

WHEREAS, it is vitally important to Corvallis area citizens, businesses, institutions of higher education, and tourism industries within the proposed rail corridor to improve intercity passenger rail mobility and accessibility, reduce vehicle emissions, and promote community health and quality of life, and;

WHEREAS, the passenger rail design will support and protect freight-rail capacity and investments within the proposed corridor that will expand economic development and job growth for long-term local investment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORVALLIS RESOLVES that the City Council commends the ongoing design efforts of the State of Oregon to provide safe and efficient passenger rail service; and that;

1. We strongly urge increased investment in both capital and operating funds for high speed and intercity passenger rail.
2. More specifically, we urge strong support and increased investment in the planning, design, construction of facilities and high speed rail, where appropriate, that enhance intercity passenger rail service between neighboring communities throughout the Willamette Valley.
3. We urge investment in programs and projects that will link intercity passenger rail to other modes of transportation in a seamless, efficient manner.
4. **We ask that the Oregon Passenger Rail Project perform an Environmental Impact Statement that includes a route visiting Corvallis in their study and that a full survey of potential demand be performed in Corvallis and at Oregon State University.**

BE IT FURTHER RESOLVED that the City Council hereby directs the Mayor to send a copy of this resolution to our Federal representatives and State representatives for their due consideration and enactment that ensures the continued efforts to design and construct a State-supported, multi-regional, high-speed and intercity passenger rail service.

\_\_\_\_\_  
Councilor

Upon motion duly made and seconded, the foregoing resolution was adopted; and the Mayor thereupon declared said resolution to be adopted.

ATTACHMENT E  
Page 524-g

Testimony of Denis White on Proposed Resolution in Support of the Oregon Passenger Rail Project

21 October 2013

Mayor and Council Members:

The long range vision of the Oregon Passenger Rail Project is especially important in view of the possible major changes to the economy and social conditions accompanying the changes in climate over the next one hundred or more years.

Not only could passenger rail service be an important part of future transportation in the Interstate 5 corridor but rail connections to major cities in the Valley not on I5 would be important as well. Corvallis with its large student population and many traveling residents is likely to be a major source of potential trips.

Benton County is to be commended for doing its part in preparing for a future with more rail traffic. I believe that CAMPO has considered some kind of rail connection between Corvallis and Lebanon that would intersect a passenger rail line near the I5 corridor. The City of Corvallis should step up and join in forward-looking thinking about a railroad future.

Therefore, I support the Resolution on the Oregon Passenger Rail Project that is included in tonight's packet but I wish to propose an amendment. I think we need to specifically ask the Project to study possible service to Corvallis. Since drafting the amendment I have learned that an Environmental Impact Analysis probably will be conducted only on the preferred alignment, and that traffic demand studies are being performed, so those aspects of the amendment may not be necessary. Nevertheless I hope the Council will adopt an amendment that clearly supports rail passenger service to Corvallis.

Thank you.

Dear Kitty Piercy, Mayor of Eugene, John Russell, Russell Development Company, Inc, Charlie Hales, Mayor of Portland, Tom Hughes, Metro Council President, Rod Monroe, State Senator, South Metro Region, Jeremy Ferguson, Mayor of Milwaukie, Anna Peterson, Mayor of Salem, Sara Gelser, State Representative, Vicki Berger, State Representative, Sharon Konopa, Mayor of Albany, Nancy Nathanson, State Representative, Lee Beyer, State Senator, Springfield, Hillary Wylie, Springfield City Council, Neil McFarlane, Manager, TriMet, Mark Frohnmayer, Arcimoto, Oregon Transportation Commission, E. Walter Van Valkenburg, OR Business Development Commission, Mike Quilty, Rogue Valley Clean Cities Coalition, and Governor John Kitzhaber,

We are pleased to present you with this petition affirming this statement:

**"Bring reliable, frequent passenger rail to Corvallis, OR: make the route through Corvallis in the Oregon Passenger Rail project a reality."**

Attached is a list of individuals who have added their names to this petition, as well as additional comments written by the petition signers themselves.

Sincerely,  
Glencora Borradaile

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Barbara Baker  
Portland, OR 97213  
Oct 19, 2013

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Train station in Corvallis would relieve: masive one-way daily commutes in and out of town, OSU game-day congestion, student move-in/out jams, and clogging from other special events. Also maintaining a station in Albany important, especially for commuter congestion.

Kevin Grant  
Corvallis, OR 97330  
Oct 19, 2013

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Suzanne Lamon  
Salem, OR 97301  
Oct 18, 2013

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Kristin Bradford  
Corvallis, OR 97330  
Oct 18, 2013

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Bringing passenger rail service to Corvallis would eliminate the current hassle of needing to get a car or bus ride to Albany's train station. Including Corvallis on a passenger rail line would surely encourage more people in this town who have strong business or academic connections to Portland or Eugene to take the train!

Karl Hartzell  
Corvallis, OR 97333  
Oct 18, 2013

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One of the historic moments in the history of Oregon State University and of Corvallis is the arrival by train of a young Linus Pauling. His education here led ultimately to two individual Nobel Prizes. Let's revive this mode of transportation to Corvallis/OSU!

John S Dearing  
Corvallis, OR 97330-5531  
Oct 17, 2013

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We would love to have passenger rail to Portland and points north! We already take the train to Portland and Seattle on occasion. This would make it easier and more frequent.

Kari van Zee  
Corvallis, OR 97330  
Oct 17, 2013

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Kathleen Ely  
Helena, MT 59601  
Oct 16, 2013

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Pieter van Zee

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This would be an amazing addition for Corvallis!

Kate Marcille  
Corvallis, OR 97330  
Oct 15, 2013

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Reliable passenger rail service for Corvallis would make for easier collaboration between the two major state universities. My reasons for leaving Corvallis were all tied up with lack of opportunity. Having had the option to live in Corvallis and work in Portland would have changed all that.

Juliana Lynn  
Corvallis, OR 97330  
Oct 15, 2013

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HWY 99 Railway!

Thomas Stokely  
Monmouth, OR 65738  
Oct 15, 2013

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I visit Corvallis often and would love to have passenger rail service there.

Colleen Merickel  
Windsor, CA 95492  
Oct 15, 2013

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Mario A. Magaña  
Corvallis, OR 97330  
Oct 15, 2013

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Tanya Beckman  
Corvallis, OR 97330  
Oct 15, 2013

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Rhonda Simpson  
Corvallis, OR 97330  
Oct 15, 2013

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MaLinda Lyman  
Independence, OR 97351  
Oct 14, 2013

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Corvallis would benefit greatly from an inter-city rail line much like they did in the early 20th century.

Eric Bryant  
Albany, OR 97321  
Oct 14, 2013

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Robert Ouellette  
New Britain, CT 06051  
Oct 14, 2013

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It sounds like a good idea to me!

James McGuire  
Eugene, OR 97401  
Oct 14, 2013

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Barbara Ray  
Salem, OR 97301  
Oct 14, 2013

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Our friends and relatives in Corvallis and those who wish to visit and do business with them deserve better public transportation.

Laura Kiely  
Seattle, WA 98144  
Oct 14, 2013

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Silvina de Brum  
Oregon, OR 97330  
Oct 14, 2013

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Hans Nussbaum  
Corvallis, OR 97086  
Oct 14, 2013

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DJ Zissen  
Corvallis, OR 97330  
Oct 14, 2013

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Althea Rizzo  
Salem, OR 97302  
Oct 14, 2013

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Marilyn Kennelly  
Yachats, OR 97498  
Oct 14, 2013

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Long overdue.

Jerome Garger  
Yachats, OR 97498  
Oct 14, 2013

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Steven F Salman  
Springfield, OR 97478  
Oct 11, 2013

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Barbara Ashman  
Corvallis, OR 97330-1921  
Oct 10, 2013

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Ursula Tabor  
Albany, OR 97321  
Oct 10, 2013

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tanya cole  
Newport, OR 97365  
Oct 9, 2013

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BC Lee  
Corvallis, OR 97330  
Oct 9, 2013

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magellan media  
Corvallis, OR 97330  
Oct 9, 2013

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Mark Lindgren  
Corvallis, OR 97330  
Oct 9, 2013

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Brian Juenemann  
Eugene, OR 97402  
Oct 9, 2013

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Gigi Viveiros-Black  
SALEM, OR 97304  
Oct 8, 2013

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Colin Winkler  
Salem, OR 97302  
Oct 8, 2013

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sue theolass  
Eugene, OR 97402  
Oct 8, 2013

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This is a natural route that would ease vehicle traffic on Interstate 5 as well as Highway 99.

aleta miller  
Eugene, OR 97402

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Tamara Vidos Glencross  
Springfield, OR 97477  
Oct 7, 2013

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Sherwood Reese  
Eugene, OR 97403  
Oct 7, 2013

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Sandy Heath  
Philomath, OR 97370  
Oct 7, 2013

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Dorothy Attneave  
Eugene, OR 97403  
Oct 7, 2013

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Dan  
Junction City, OR 97448  
Oct 7, 2013

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Jim Cantey  
Corvallis, OR 97333  
Oct 7, 2013

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Diane Sanders  
Corvallis, OR 97330  
Oct 7, 2013

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Muriel Michael  
Salem, OR 97306  
Oct 7, 2013

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Mike Fischer  
Albany, OR 97321  
Oct 7, 2013

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Amy Price  
Elmira, OR 97437  
Oct 7, 2013

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Cheryl Hummon  
Salem, OR 97302  
Oct 6, 2013

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Doby Finn  
Monmouth, OR 97361  
Oct 6, 2013

Oct 6, 2013

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Such a sensible idea. We live in Eugene and rely on the train to get to Portland and Seattle. Hope residents of Corvallis can look forward to the same benefits.

nowell king  
Eugene, OR 97403  
Oct 6, 2013

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Jessica cagle-Faber  
Junction city, OR 97448  
Oct 6, 2013

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attila karolyi  
Philomath, OR 97370  
Oct 6, 2013

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Maria Sause  
Newport, OR 97365  
Oct 6, 2013

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Leslie Friedman  
Junction City, OR 97448  
Oct 6, 2013

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Thomas Tilque  
Salem, OR 97306  
Oct 6, 2013

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This would be a great help for many people

Susan Kephart  
Salem, OR 97302  
Oct 6, 2013

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Ursula Marinelli  
Newport, OR 97365  
Oct 6, 2013

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I love to ride the train. We ride the Max in Portland whenever we take a plane. We leave our car in Aloha and take the train. It is wonderful. A train to Corvallis would be super. HML

Helen Laughlin  
Alsea, OR 97324  
Oct 6, 2013

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glenora chamberlin  
stayton, OR 97383  
Oct 6, 2013

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Priscilla Hoobler  
Corvallis, OR 97330  
Oct 5, 2013

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Sunja Goldenrose  
Eugene, OR 97402  
Oct 5, 2013

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Patrick McCafferty  
Salem, OR 97317  
Oct 5, 2013

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Cheryl Hanks-Hicks  
Springfield, OR 97477-2186  
Oct 5, 2013

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Terri Gundelach  
Springfield, OR 97478  
Oct 5, 2013

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Chris Concilla  
Turner, OR 97392  
Oct 5, 2013

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manuela  
springfield, OR 97478  
Oct 5, 2013

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Claudia Koche  
Eugene, OR 97402  
Oct 5, 2013

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Diana Saxon  
Salem, OR 97301  
Oct 5, 2013

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Merri Richeson  
Waldport, OR 97394  
Oct 5, 2013

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carolyn wells  
Springfield, OR 97477  
Oct 5, 2013

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joan benson  
eugene, OR 97403  
Oct 5, 2013

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The more rail and other mass transit, the better for everyone.

Mark Siemens  
Eugene, OR 97402  
Oct 5, 2013

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I agree!

Djohariah Toor MA/MFT  
Waldport, OR 97394  
Oct 5, 2013

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Stephen Wessels  
Corvallis, OR 97330  
Oct 5, 2013

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Jonni Hudgens  
Albany, OR 97322  
Oct 5, 2013

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Brian Keele  
Salem, OR 97306  
Oct 5, 2013

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LORNA SHACKELFORD  
SALEM, OR 97302  
Oct 5, 2013

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Corvallis is a dynamic part of the Willamette Vally. There are many reasons to consider connections to Corvallis a win win for all of those who will use our future transportation systems. The process of planning should not be determined by the limiting interests of simple math. We are communities with a whole potential that are only realized by planning that recognizes the interconnectedness and needs, not just budget restrictions.

Todd Hildebrandt  
Elmira, OR 97437-0189  
Oct 5, 2013

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Would also like to see hi speed rail from Vancouver BC/Seattle to Eugene along I-5 corridor

Scott Browning  
Brownsville, OR 97327  
Oct 5, 2013

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Dai Crisp  
Philomath, OR 97370  
Oct 5, 2013

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Robert Peeks  
Corvallis, OR 97330  
Oct 5, 2013

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Sasha Eckert  
Scio, OR 97374  
Oct 5, 2013

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John Murphy  
Corvallis, OR 97333  
Oct 5, 2013

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Richard Covington  
Miami, FL 33132  
Oct 5, 2013

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Allen Buell  
Philomath, OR 97370  
Oct 5, 2013

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Dawn Godsey  
Eugene, OR 97404  
Oct 5, 2013

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Catherine D. H.  
Stayton, OR 97383  
Oct 5, 2013

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Dee Marie Ramirez  
Salem, OR 97306  
Oct 5, 2013

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Deborah Craig  
Eugene, OR 97402  
Oct 5, 2013

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Thais  
Corvallis, OR 97330  
Oct 5, 2013

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Dave Plaehn  
Corvallis, OR 97330  
Oct 5, 2013

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Shiao-ling Yu

Shiao-ling Yu  
Corvallis, OR 97331

Oct 5, 2013

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Heather Morijah  
Albany, OR 97321  
Oct 5, 2013

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Why not.? And why so so late?

Richard a Littman  
Eugene, OR 97401  
Oct 5, 2013

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Charles Carmichael  
Eugene, OR 97404  
Oct 5, 2013

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This has been needed for many years!

Merri Carlisle  
Veneta, OR 97487  
Oct 5, 2013

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Gordon Lent  
Eugene, OR 97401  
Oct 5, 2013

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Melissa Davis  
Philomath, OR 97370-9707  
Oct 5, 2013

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tony hayden  
lebanon, OR 97355  
Oct 5, 2013

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With the congestion on I-5 and climate concerns, a rail project that includes Corvallis makes sense.

Judith Stauffer  
Eugene, OR 97402-7530  
Oct 5, 2013

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At least look into the feasibility.

Michael Gross  
Cascadia, OR 97329  
Oct 5, 2013

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Caroline Zaworski  
Corvallis, OR 97330  
Oct 5, 2013

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Brian Evans  
Salem, OR 97304  
Oct 5, 2013

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marguery lee zucker  
Eugene, OR 97403  
Oct 5, 2013

---

Hope Shepherd  
Springfield, OR 97477  
Oct 5, 2013

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Wendy Clements  
Eugene, OR 97404  
Oct 5, 2013

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As OSU grows, an alternative to thousands more cars in town is a worthy goal!

charles sexton  
Philomath, OR 97370  
Oct 5, 2013

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James  
Salem, OR 97301  
Oct 5, 2013

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Carole Burns  
Albany, OR 97322  
Oct 5, 2013

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Westin Haynes  
Corvallis, OR 97330  
Oct 5, 2013

---

Laura M. Ohanian  
Eugene, OR 97440  
Oct 5, 2013

---

Please make High Speed railroad a reality like they have in Japan and Europe. Would the I-5 corridor work?

Anne Stein  
Brownsville, OR 97327  
Oct 5, 2013

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OR  
Eugene, OR 97401  
Oct 5, 2013

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Oct 5, 2013

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John Dubois  
Waldport, OR 97394  
Oct 5, 2013

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How about a reliable High Speed Network, we lag so far behind Europe in this regard. They all have trains that run between 150mph and 200mph.

Adrian Lawler  
Eugene, OR 97402  
Oct 5, 2013

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Debbie Wilson  
Albany, OR 97322  
Oct 5, 2013

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George Slawson  
Salem, OR 97306-9200  
Oct 5, 2013

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william jerome  
Eugene, OR 97401  
Oct 5, 2013

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Frank Gornto  
Springfield, OR 97477  
Oct 5, 2013

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Karen Koepl  
Salem, OR 97304  
Oct 5, 2013

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carole Biondello  
eugene, OR 97405  
Oct 5, 2013

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Laura Peckyno  
Corvallis, OR 97330  
Oct 5, 2013

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Donna Byrd  
Eugene, OR 97401  
Oct 5, 2013

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It would be great to have passenger rail go from Eugene, through Corvallis, through Monmouth, McMinnville to Portland. We could celebrate our wine industry with a tasting train. Let's do it!

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John Skelton  
Salem, OR 97304  
Oct 5, 2013

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Helen Caswell  
Salem, OR 97302  
Oct 5, 2013

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karen  
Eugene, OR 97403  
Oct 5, 2013

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Tom Berg  
Eugene, OR 97402  
Oct 5, 2013

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Lisa J. Taylor  
Waldport, OR 97394  
Oct 5, 2013

---

Edward Dee  
Albany, OR 97321  
Oct 5, 2013

---

Would definitely make it easier for me to visit family.

---

Katrina DiFonzo  
Corvallis, OR 97330  
Oct 5, 2013

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Jessica Sullivan  
Corvallis, OR 97333  
Oct 5, 2013

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Stella Meinzer  
Corvallis, OR 97333  
Oct 5, 2013

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Ellen Kraus  
Corvallis, OR 97330  
Oct 5, 2013

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Shannon  
Jefferson, OR 97352  
Oct 5, 2013

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Dennis Murphy  
Eugene, OR 97402  
Oct 5, 2013

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Wanda Salyard  
Eugene, OR 97402  
Oct 5, 2013

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Bonny Tibbitts  
Eugene, OR 97404  
Oct 5, 2013

---

Leonora M. Cohen  
Corvallis, OR 97330-1255  
Oct 5, 2013

---

David Peck  
Salem, OR 97317  
Oct 5, 2013

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BernadetteRobinson  
Siletz, OR 97380  
Oct 5, 2013

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Karen-McFarlane Holman  
Salem, OR 97302  
Oct 5, 2013

---

Bring passenger rail to the coast, too! It would benefit us far more than boondoggle highways and elite-only air service.

---

Carol van Strum  
Tidewater, OR 97390  
Oct 5, 2013

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Karen Utley  
Salem, OR 97302  
Oct 5, 2013

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Passenger rail travel can make Oregon distinct and convenient.

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Candy Neville  
Eugene, OR 97401  
Oct 5, 2013

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Andrea Laliberte  
Brownsville, OR 97327  
Oct 5, 2013

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travis bazanele  
Corvallis, OR 97333  
Oct 2, 2013

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William Curran  
Corvallis, OR 97330  
Oct 2, 2013

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rose welch  
Corvallis or, OR 97333  
Oct 2, 2013

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N. Hommes  
Oregon State Univ, OR 97331  
Oct 2, 2013

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Let's RIdе! Cha!

---

David Solum  
Corvallis, OR 97330  
Oct 2, 2013

---

This would greatly help our non-driving population and would turn currently dangerous infrastructure to something great for the community.

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John Giacoppe  
Corvallis, OR 97333  
Oct 2, 2013

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Aaron Simpson  
Corvallis, OR 97330  
Oct 2, 2013

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Jean Marr  
Corvallis, OR 97333  
Oct 2, 2013

---

Kathryn Neil  
Philomath, OR 93730  
Oct 2, 2013

---

Brian Brush  
Corvallis, OR 97330  
Oct 2, 2013

---

yes plz

---

Josie  
South Hill, WA 98375  
Oct 2, 2013

---

Alexandra Stern  
Portland, OR 97213  
Oct 2, 2013

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Kyla Tom  
Corvallis, OR 97330  
Oct 2, 2013

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Todd Kulesza  
Corvallis, OR 97330  
Oct 2, 2013

---

I would love to ride the passenger train from Corvallis OR to Eugene, Portland and Seattle. Please!

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Teresa Matteson  
Corvallis, OR 97330  
Oct 1, 2013

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Phillip  
Corvallis, OR 97333  
Oct 1, 2013

---

A passenger rail through Corvallis will be important; it will be used by many people including students and alleviate traffic on I5.

---

Machteld Mok  
Corvallis, OR 97330  
Oct 1, 2013

---

This is a visionary project and long overdue. Corvallis, that already supports a comprehensive sustainability coalition, should be included in this transit project.

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Jean Sullivan  
Corvallis, OR 97333  
Oct 1, 2013

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Maryanna Negley  
Corvallis, OR 97333  
Oct 1, 2013

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mark willhoit  
corvallis, OR 97333  
Oct 1, 2013

Corvallis, OR 97330  
Sep 30, 2013

---

Bringing passenger rail to Corvallis will help reducing the commuting time between Albany, Salem and Corvallis

Huafeng Jin  
Redmond, WA 98052  
Sep 30, 2013

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jennifer hamilton  
Corvallis, OR 97330  
Sep 30, 2013

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Alan Hemmingsen  
Corvallis, OR 97330  
Sep 30, 2013

---

I have taken Amtrak from Portland to Albany many times. I truly feel that if the train were made available there would be less commuters on the road. It is a wonderful way to travel and i know my family would use it more if it were available in Corvallis

Sandra Sutherland  
Corvallis, OR 98330  
Sep 30, 2013

---

It would be nice to have passenger rail through Corvallis even though driving to Albany to catch Amtrak is not that big a deal for me, but I have a car. Having a rail link to Eugene and Portland would mean I would travel there more often, especially as I get older.

Stewart Holmes  
Corvallis, OR 97333  
Sep 30, 2013

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Bob Devine  
Corvallis, OR 97330  
Sep 30, 2013

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Sherry Rosen  
Corvallis, OR 97330  
Sep 30, 2013

---

Brian Dougherty  
Corvallis, OR 97330  
Sep 30, 2013

---

Carol Fischler  
Corvallis, OR 97340  
Sep 30, 2013

---

maria Reader  
Philomath, OR 97370  
Sep 29, 2013

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Tanya Shively  
Philomath, OR 97370  
Sep 29, 2013

---

Jodi Russell  
Corvallis, OR 97330  
Sep 29, 2013

---

Susan Zarembo  
Corvallis, OR 97330  
Sep 29, 2013

---

Margaret Taylor  
Corvallis, OR 97330  
Sep 29, 2013

---

Laura  
Philomath, OR 97370  
Sep 29, 2013

---

Janet Hackett  
Corvallis, OR 97333  
Sep 29, 2013

---

Bruce Weber  
Corvallis, OR 97330  
Sep 29, 2013

---

John Lovejoy  
Lebanon, OR 97355  
Sep 29, 2013

---

ROBERT T HUDSPETH  
Corvallis, OR 97330  
Sep 29, 2013

---

dan farber  
corvallis, OR 97330  
Sep 29, 2013

---

We already have tracks waiting for the next train.

Fredriksen Freda  
Corvallis, OR 97330

Sep 29, 2013

---

I am a senior citizen and would love to be able to ride to Portland.

Donna McKinney  
Corvallis, OR 97330  
Sep 29, 2013

---

Need to bring back passenger rail as oil prices increase.

Jeff Bramlett  
Salem, OR 97304  
Sep 29, 2013

---

G U  
Corvallis, OR 97330  
Sep 29, 2013

---

Albany and Corvallis NEED running passenger trains. Often its the only affordable means of transport for our family to go visiting outside of the state as well as family visiting us!

Jeanne Gold  
Albany, OR 97321  
Sep 29, 2013

---

Christel I Sanders  
Corvallis, OR 97330  
Sep 29, 2013

---

Leonard Higgins  
Corvallis, OR 97339  
Sep 29, 2013

---

Passenger train service is one of the parts of working towards a cleaner environment for present and future generations. Light rail trains connecting Oregon towns would be terrific!

Anne filson  
Corvallis, OR 97330  
Sep 29, 2013

---

Amber Horvath  
Salem, OR 97304  
Sep 29, 2013

---

It makes so much sense to have a passenger rail link from Corvallis, especially with all of the students at OSU

Chris Wiliams  
Corvallis, OR 97330  
Sep 29, 2013

---

Dana reason  
Corvallis, OR 97333  
Sep 29, 2013

---

Dan  
Corvallis, OR 97330  
Sep 29, 2013

---

MElanie Feder  
Philomath, OR 97370  
Sep 29, 2013

---

Linda Gallon  
Corvallis, OR 97330  
Sep 29, 2013

---

Laura South  
Corvallis, OR 97330  
Sep 29, 2013

---

We already have the infrastructure in place. Let's make this happen!

---

Patrice Thomas  
Corvallis, OR 97330  
Sep 29, 2013

---

Lisa  
Corvallis, OR 97333  
Sep 29, 2013

---

Lucia R. Durand  
Corvallis, OR 97330  
Sep 29, 2013

---

Jacob Petersen-Perlman  
Corvallis, OR 97330  
Sep 29, 2013

---

Joel inman  
Corvallis, OR 97330  
Sep 29, 2013

---

Want passenger rail stop in Corvallis!

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Mindy trask  
Corvallis, OR 97330  
Sep 29, 2013

---

Bring reliable, frequent passenger rail to corvallis

Estela Thomann  
Corvallis, OR 97330  
Sep 29, 2013

---

Richard Taylor  
Corvallis, OR 97330  
Sep 29, 2013

---

Frances Biel  
Corvallis, OR 97330  
Sep 29, 2013

---

Connect Corvallis, home to OSU and HP, and one of the most highly educated and active Oregon communities!

ken bronstein  
Corvallis, OR 97330  
Sep 29, 2013

---

Eva Journey  
Sweet Home, OR 97386  
Sep 29, 2013

---

Yes please! We need to expand and promote affordable rail for Oregon's future. Our economy (Jobs) and our environment will benefit.

Laura King  
Corvallis, OR 97330  
Sep 28, 2013

---

Susanne Taylor  
Corvallis, OR 97330  
Sep 28, 2013

---

Rebecca Noble  
Eddyville, OR 97343  
Sep 28, 2013

---

kiana jones  
corvallis, OR 97333  
Sep 28, 2013

---

Lisa Broeffle Lee  
Corvallis, OR 97330  
Sep 28, 2013

---

Sarah Karr  
Corvallis, OR 97330  
Sep 28, 2013

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Robert Monasky  
Corvallis, OR 97330  
Sep 28, 2013

---

Since OSU is in Corvallis, it would make alot of sense to have students, as well as residents, be able to access Portland by rail.

Amy Schoener  
Philomath, OR 97370  
Sep 28, 2013

---

As a former resident and frequent visitor, this would be such an improvement. Currently Albany is the closest option for rail service, and it's not that convenient.

Susie Thomas  
Boston, MA 02114  
Sep 28, 2013

---

lucy watts  
Corvallis, OR 97330  
Sep 28, 2013

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Matthew crouch  
Blodgett, OR 97326  
Sep 28, 2013

---

Alexandra Stone  
Corvallis, OR 97330  
Sep 28, 2013

---

Davidge Richrds  
Corvallis, OR 97330  
Sep 28, 2013

---

I regularly make trips from Corvallis to Eugene or Portland & would gladly take advantage.

Tom Popowski  
Corvallis, OR 97333  
Sep 28, 2013

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maria hudspeth  
corvallis, OR 97330  
Sep 28, 2013

---

Clara Thomann  
Corvallis, OR 97330  
Sep 28, 2013

---

You might not have realized how quickly Corvallis is growing -- we are now well over 60,000 residents and the OSU student population will be at 30,000 before we know it. We are a perfect place to expand passenger rail access. Please consider us when making decisions.

Janet Nishihara  
Corvallis, OR 97330  
Sep 28, 2013

---

This would be an important service to our area. Good public transit services are needed here because of the large student population. Oregon State University is the largest employer in the area and so there are a lot of single drivers on the road. Better public transportation would offer a better way to get to work.

Deborah Carroll  
Adair Village, OR 97330  
Sep 28, 2013

---

Dana Jones  
Philomath, OR 97370  
Sep 28, 2013

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Signe Henriksen  
Philomath, OR 97370  
Sep 28, 2013

---

Heather Rutherford  
Corvallis, OR 97333  
Sep 28, 2013

---

Elizabeth Ehlert  
Portland, OR 97214  
Sep 28, 2013

---

Excellent ! I travel through Oregon so much...family goes to U of O often, DO IT !

P lazzar  
Woodinville, WA 98072  
Sep 28, 2013

---

This makes so much sense.

Jory Aronson  
Portland, OR 97213  
Sep 28, 2013

---

Having leaved in Princeton for a year I could imagine a reliable, convenient and frequent service along the I5 corridor with a local bus or `trolley' service connecting Corvallis. It would make Oregon (and the Pacific NorthWest) in the right direction, appropriate for the 21st century.

Enrique Thomann  
Corvallis, OR 97330  
Sep 28, 2013

---

Patrick C. Tempel  
Bay City, OR 97107-9633  
Sep 28, 2013

---

Lindsey Vining  
Corvallis, OR 97330  
Sep 28, 2013

---

Sara Williams  
Corvallis, OR 97330  
Sep 28, 2013

---

Holly Bakker  
Philomath, OR 97370  
Sep 28, 2013

---

Rachel Barton  
Corvallis, OR 97330  
Sep 28, 2013

---

Helen Chesbrough  
Corvallis, OR 97333  
Sep 28, 2013

---

Amber Caudell  
Williams, OR 97544  
Sep 28, 2013

---

Mary Flahive  
Corvallis, OR 97330  
Sep 28, 2013

---

as a frequent rider of amtrack i find it a hardship to have to depart from Albany. Many times I have seen college students arrive on the sunday night train with no public transportation back to Corvallis available. I have transported them frequently back to OSU. Our population deserves connections to Corvallis.

susan merrill -  
corvallis, OR 97330  
Sep 28, 2013

---

rail is right!

lilly crowheart  
Eugene, OR 97401  
Sep 28, 2013

---

Willow Fox  
Seattle, WA 98122  
Sep 28, 2013

---

Sharon King  
Corvallis, OR 97330  
Sep 28, 2013

---

Great idea for community service, and efficient energy use

Joan Linse  
Corvallis, OR 97330  
Sep 28, 2013

---

Bringing the rail system through Corvallis is such a great idea. It will make transportation much easier for those who prefer not to use a car. We have community and students who would benefit from this. It will attract people for everyday transportation. And will attract people who just want to ride the rails and see the other towns.

china johnson  
Corvallis, OR 97333  
Sep 28, 2013

---

Dee Roy  
Albany, OR 97321  
Sep 28, 2013

---

James Reismiller  
Corvallis, OR 97330  
Sep 28, 2013

---

Heather Boright  
Albany, OR 97321  
Sep 28, 2013

---

all the way to Eugene, please!

Ben Barrett  
Eugene, OR 97403  
Sep 28, 2013

---

We need this rail line. It's an embarrassment that we don't have one already.

Bryan Bernart  
Philomath, OR 97370  
Sep 28, 2013

---

DEREK KLINGEMAN  
MINNEAPOLIS, MN 55409  
Sep 28, 2013

---

Patricia Keilbach  
Eugene, OR 97401  
Sep 27, 2013

---

Rachell B. Carlisle  
Corvallis, OR 97330  
Sep 27, 2013

---

barbara rossi  
corvallis, OR 97339  
Sep 27, 2013

---

Marjorie Gear  
Corvallis, OR 97330  
Sep 27, 2013

---

Bring reliable, frequent passenger rail to Corvallis, OR: make the route through Corvallis in the Oregon Passenger Rail project a reality.

Eric Dickey  
Corvallis, OR 97330  
Sep 27, 2013

---

Alicen Bartholomeusz  
Corvallis, OR 97330  
Sep 27, 2013

---

Steve Lambott  
Corvallis, OR 97330  
Sep 27, 2013

---

Corvallis, only a quick 15 minutes off the interstate, is a VERY forward-thinking city with literally tens of thousands of environmental-minded citizens. I can instantly name you hundreds of people I know who would utilize Passenger Rail to travel to other Valley cities for school, work, commerce, volunteering, entertainment, you name it. PLEASE make sure to include us in your discussion. Corvallis IS part of the I-5 corridor, and Passenger Rail would ensure we're not cut off from the flow. Driving to Albany to catch a train has certainly not been ideal.

Jeanette Hardison  
Corvallis, OR 97330  
Sep 27, 2013

---

Steve Hiebert  
logsdan, OR 97357  
Sep 27, 2013

---

J Compere  
Corvallis, OR 97333  
Sep 27, 2013

---

john madsen  
Mill City, OR 97360  
Sep 27, 2013

---

robert w brittin  
blodgett, OR 97236  
Sep 27, 2013

---

The reason Corvallis will be underrepresented by bodies physically present is that we don't have a cheap reliable way to move from here to other cities!!!!

Colleen  
Corvallis, OR 97330  
Sep 27, 2013

---

Bryony DuPont  
Corvallis, OR 97330  
Sep 9, 2013

---

Kyle Niemeyer  
Corvallis, OR 97330  
Sep 9, 2013

---

Kaili Oyster  
Corvallis, OR 97330  
Sep 7, 2013

---

Claire binci  
Corvallis, OR 97330

Sep 5, 2013

---

Jens Gilman  
Corvallis, OR 97330  
Sep 3, 2013

---

Gaole Jin  
Corvallis, OR 97330  
Sep 3, 2013

---

Tami Bottero  
corvallis, OR 97330  
Sep 2, 2013

---

Tracie Bristol  
Corvallis, OR 97330  
Sep 1, 2013

---

This can really help develop the area

Tim Babcock  
Lebanon, OR 97355  
Aug 23, 2013

---

John Lee  
Corvallis, OR 97330  
Aug 22, 2013

---

Alex Synan  
BAKER CITY, OR 97814  
Aug 18, 2013

---

Darlene Veenhuizen  
Corvallis, OR 97330  
Aug 18, 2013

---

Adam Rockwell  
Corvallis, OR 97333  
Aug 17, 2013

---

Corrie Berman  
Howard Beach, NY 11414  
Aug 16, 2013

---

Andy Brickman  
Corvallis, OR 97330  
Aug 16, 2013

---

Doug Sackinger  
Corvallis, OR 97330  
Aug 16, 2013

---

Would take cars off the roads. Give low income people another option of traveling.

Regina Berman  
Corvallis, OR 97333  
Aug 16, 2013

---

I would rather ride a train than drive in the ever increasing traffic and at the future price of fuel.

John C Burgess  
The Dalles, OR 97058  
Aug 15, 2013

---

Let's save the highways for what they're really needed for. We can move people well with a good rail system.  
Thanks.

Michael Conrad  
Corvallis, OR 97333  
Aug 15, 2013

---

Timothy Kealy  
Corvallis, OR 97330  
Aug 15, 2013

---

Rachel V  
Corvallis, OR 97333  
Aug 13, 2013

---

Great idea!

Ben Maxon  
Corvallis, OR 97333  
Aug 12, 2013

---

This is a requirement of future liveability in the Willamette Valley.

linda modrell  
Philomath, OR 97370  
Aug 5, 2013

---

Rail in corvallis would be a great addition to the state. Lots of students at osu could use it

Ed O'Donnell  
Corvallis, OR 97330  
Aug 1, 2013

---

having rail access through cirvallis allows the 26k students of OSU greater mobility, and reduces the need of motor vehciles in the valley

matthew audie  
corvallis, OR 97330  
Aug 1, 2013

---

Misha Kleronomos  
Corvallis, OR 97330  
Jul 31, 2013

---

Jerry Hull  
Corvallis, OR 97333  
Jul 29, 2013

---

The Monroe/Harrisburg connection actually existed long ago. It's still just farmland. An Albany, Corvallis, Eugene rail link is completely practical and would have huge ridership.

Phil Sollins  
Corvallis, OR 97339  
Jul 28, 2013

---

Hilary Boudet  
Corvallis, OR 97333  
Jul 26, 2013

---

Nicholas Snowhill  
Eugene, OR 97405  
Jul 25, 2013

---

This would be great for people that commute to work and school. It would ease overcrowding on the highways and reduce traffic accidents.

Candace Helm-Hathaway  
Corvallis, OR 97333  
Jul 24, 2013

---

Let's do it! I my lifetime. I'm 63.

Doug Eaton  
Corvallis, OR 97333  
Jul 24, 2013

---

Linda Lutnesky  
Corvallis, OR 97330  
Jul 24, 2013

---

---

Thea  
Warrenton, OR 97146  
Jul 24, 2013

---

Robert Chapman  
Albany, OR 97322  
Jul 23, 2013

---

Awesome! Needed~ get with the times ;-)

---

Jill Lee  
Corvallis, OR 97330  
Jul 23, 2013

---

Nicholas Nelson  
Albany, OR 97322  
Jul 23, 2013

---

I commute to Corvallis from Portland and would love to get off of I5. Current train service makes it impractical to spend a work day in Corvallis from Portland.

---

Ken Dragoon  
Portland, OR 97211  
Jul 23, 2013

---

niya lee  
Silver City, NM 88016  
Jul 23, 2013

---

We have a new Amtrak station in Oregon City. Can we go to Corvallis now?

---

Russ Woodward  
Oregon City, OR 97045  
Jul 23, 2013

---

This would make collaboration between Corvallis and Portland businesses many times easier. This would be a great economic benefit!

---

Kalin Lee  
Corvallis, OR 97333  
Jul 23, 2013

---

This would be fantastic!

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Catherine Golan  
Corvallis, OR 97330  
Jul 23, 2013

---

Restore passenger train service to & from Corvallis now!

Kathleen Harris  
Corvallis, OR 97330  
Jul 23, 2013

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Cub Kahn  
Corvallis, OR 97330  
Jul 22, 2013

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Monn Sabine  
Corvallis, OR 97333  
Jul 22, 2013

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Jessica Hobbs  
Corvallis, OR 97333  
Jul 21, 2013

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Janelle Lohr  
Corvallis, OR 97333  
Jul 21, 2013

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Susie Bassett  
Corvallis, OR 97333  
Jul 21, 2013

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Burke Anne Hammond  
Corvallis, OR 97330  
Jul 21, 2013

---

We would use this so much!!!!!!

Carolyn Kart  
Corvallis, OR 97333  
Jul 20, 2013

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I am from Buenos Aires, Argentina, thus for me is unthinkable to not have public transportation. None of my friends living there own a car or know how to drive, since there are hundreds of bus lines, subways, and trains that take you EVERYWHERE. I will be commuting everyday for work to Eugene, and I would love to seat in atrain, read, sleep, chat with other commuters, grade assignments, instead of driving on my own pollutting the environment unnecessarily, and wasting 2 hours of my day. Let's make Corvallis a city trully thoughtful about quality of life and quality of care for our environment. Let's cut the ties to oil companies. Let's build a rail!  
Nachi

natacha Oh  
corvallis, OR 97333  
Jul 20, 2013

---

Beeara Edmonds  
Corvallis, OR 97333  
Jul 20, 2013

---

I'd use it if it was here.

Dennis Clark  
Corvallis, OR 97333  
Jul 20, 2013

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Jodi Coleman  
Corvallis, OR 97333  
Jul 20, 2013

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Robert Monasky  
Corvallis, OR 97330  
Jul 20, 2013

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Devin Boner  
Arroyo Grande, CA 93420  
Jul 20, 2013

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Ayla Moretti  
Tukwila WA, WA 98188  
Jul 20, 2013

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George Brown  
Corvallis, OR 97333  
Jul 19, 2013

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Claire Wood  
Newport, OR 97365  
Jul 19, 2013

---

Connecting Oregon's major universities by rail makes sense on all levels.

Carmel  
Salem, OR 97301  
Jul 19, 2013

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Claudia Willnow  
Oregon State Univ, OR 97331  
Jul 19, 2013

---

Needs to be done. America's infrastructure to reliant on fossil fuels

james Lester  
CORvallis, OR 97331  
Jul 19, 2013

---

Ben Bodenmiller  
Corvallis, OR 97330  
Jul 18, 2013

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Jessica Picucci  
Corvallis, OR 97330  
Jul 18, 2013

---

Current public transportation into and out of Corvallis is abysmal. It's nearly impossible to get out of Corvallis on a weekend or after 3pm on a weekday. Passenger rail would close the gap between Corvallis and the rest of the Willamette Valley.

Nathan Hinkle  
Corvallis, OR 97333  
Jul 18, 2013

---

Ryan  
Corvallis, OR 97330  
Jul 18, 2013

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Julie Watson  
Corvallis, OR 97333  
Jul 18, 2013

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Christine Stanley  
Corvallis, OR 97333  
Jul 17, 2013

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Lori Peck  
Westwood Village, ID 83201  
Jul 17, 2013

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Sean Tripp  
Wapello, ID 83221  
Jul 17, 2013

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Rachel Brinker  
Corvallis, OR 97330  
Jul 17, 2013

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Elizabeth Runciman  
Corvallis, OR 97330  
Jul 17, 2013

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Prusella Synan  
Medical Springs, OR 97814  
Jul 17, 2013

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Larry Whitacre  
Portland, OR 97213  
Jul 17, 2013

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Carrie Taylor  
Corvallis, OR 97333  
Jul 17, 2013

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Claire Still  
Corvallis, OR 97333  
Jul 17, 2013

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Janice Lahr  
Corvallis, OR 97330  
Jul 17, 2013

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Carossa Cousing  
Corvallis, OR 97330  
Jul 17, 2013

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Tara Robinson  
Corvallis, OR 97330  
Jul 17, 2013

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Rob Cornell  
Corvallis, OR 97330  
Jul 17, 2013

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Marlene Klyer  
Corvallis, OR 97330  
Jul 17, 2013

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Ann E. Van Leer  
Croton on Hudson, NY 10520  
Jul 17, 2013

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Kate McCulloh  
Corvallis, OR 97330  
Jul 17, 2013

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Sterling Rose Cromin  
Corvallis, OR 97330  
Jul 17, 2013

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Marcus Looze  
Corvallis, OR 97330  
Jul 17, 2013

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Paul Thomas  
Corvallis, OR 97333  
Jul 17, 2013

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Margaret Kriz  
Corvallis, OR 97330  
Jul 17, 2013

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Anfisa Matreev  
Scotts Mills, OR 97375  
Jul 17, 2013

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Weston Saludek  
Corvallis, OR 97330  
Jul 17, 2013

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Stephanie Hills  
Corvallis, OR 97330  
Jul 17, 2013

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Bob Madar  
Corvallis, OR 97330  
Jul 17, 2013

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James V. Gau  
Corvallis, OR 97333  
Jul 17, 2013

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Kelly Thurman  
Corvallis, OR 97330  
Jul 17, 2013

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Kyla Lyon Hubert  
Corvallis, OR 97333  
Jul 17, 2013

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Margaret Leonard  
Eugene, OR 97401  
Jul 17, 2013

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Viki Shilaos  
Corvallis, OR 97330  
Jul 17, 2013

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Matt Hector  
Waterloo, OR 97355  
Jul 17, 2013

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H. LeBlanc  
Corvallis, OR 97330  
Jul 17, 2013

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Claire Friedrich  
Albany, OR 97321  
Jul 17, 2013

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Will Smith  
Albany, OR 97321  
Jul 17, 2013

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Phyllis Smith  
Albany, OR 97321  
Jul 17, 2013

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Rebecca Walker  
Reunion  
Jul 17, 2013

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Robyn Voice  
Corvallis, OR 97333  
Jul 17, 2013

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Malinda Cornish  
Albany, OR 97322  
Jul 17, 2013

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M. Matsumat  
Corvallis, OR 97330  
Jul 17, 2013

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Sharon Phipps  
Rose Lodge, OR 97367  
Jul 17, 2013

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L. Huddleston  
Corvallis, OR 97333  
Jul 17, 2013

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Chris Bayne  
Corvallis, OR 97330  
Jul 17, 2013

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Brenda Brown  
Corvallis, OR 97330  
Jul 17, 2013

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Kelly Culver  
Truckee, CA 96161  
Jul 17, 2013

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Gabrielle VanDevellder  
Corvallis, OR 97330  
Jul 17, 2013

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Christopher M. Joyner  
Toledo, OR 97391  
Jul 17, 2013

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Larry H. Joyner  
Corvallis, OR 97330  
Jul 17, 2013

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Mousa Diabat  
Oregon State Univ, OR 97331  
Jul 17, 2013

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Andrea Sesvers  
Corvallis, OR 97330  
Jul 17, 2013

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Barbara Bollinger  
Corvallis, OR 97330  
Jul 17, 2013

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Michael Harvey  
Corvallis, OR 97330  
Jul 17, 2013

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Cara Fritz  
Corvallis, OR 97330  
Jul 17, 2013

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Candi McCubbin  
Albany, OR 97321  
Jul 17, 2013

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Ken William  
Philomath, OR 97370  
Jul 17, 2013

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Rose Holdorf  
Corvallis, OR 97330  
Jul 17, 2013

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Todd Walker  
Corvallis, OR 97330  
Jul 17, 2013

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Kristy Rolen  
Corvallis, OR 97330  
Jul 17, 2013

---

Maxine Eches  
Corvallis, OR 97333  
Jul 17, 2013

---

Help connect us to other Oregon cities in a way more suitable than the current private automobile way (which is available only to some people).

Nancy Jamieson  
Corvallis, OR 97330  
Jul 17, 2013

---

Peter Christelit  
Schenectady, NY 12305  
Jul 17, 2013

---

Lauren Remenick  
Corvallis, OR 97330  
Jul 17, 2013

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Ashley Buxton  
Pittsfield Twp, MI 48104  
Jul 17, 2013

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Robin Heil  
Grand Junction, CO 81507  
Jul 17, 2013

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Gail Zera  
Corvallis, OR 97330  
Jul 17, 2013

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Jim George  
Corvallis, OR 97330  
Jul 17, 2013

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Eli West  
Corvallis, OR 97333  
Jul 17, 2013

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Marsha Wynn  
Corvallis, OR 97330  
Jul 17, 2013

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Diana Vasquez  
Corvallis, OR 97333  
Jul 17, 2013

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Liliana Aunta  
Corvallis, OR 97330  
Jul 17, 2013

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Joe Karchesy  
Corvallis, OR 97330  
Jul 17, 2013

---

Gordon F  
Corvallis, OR 97331  
Jul 16, 2013

---

Prashanth M  
Corvallis, OR 97330  
Jul 15, 2013

---

Todd  
Corvallis, OR 97330  
Jul 13, 2013

---

Ambrose Kucharski  
Corvallis, OR 97333  
Jul 12, 2013

---

As an avid railway user, ill sign this petition to help connect corvallis to eugene.

Ryan Gregory  
Corvallis, OR 97333  
Jul 12, 2013

---

Elizabeth Blass  
Corvallis, OR 97330  
Jul 12, 2013

---

U. Wheeling  
Corvallis, OR 97330  
Jul 11, 2013

---

I travel to Portland weekly. I would use improved rail service often!!!

Mark Gorzynski  
Corvallis, OR 97330  
Jul 10, 2013

---

Andy van brocklin  
Corvallis, OR 97330  
Jul 9, 2013

---

We need this through corvallis

Matt Sanchez  
Corvallis, OR 97330  
Jul 8, 2013

---

Gregg Olson  
Corvallis, OR 97330  
Jul 6, 2013

---

william hayden  
corvallis, OR 97333  
Jul 5, 2013

---

Kevin Ronkko  
Corvallis, OR 97330  
Jul 2, 2013

---

awni  
corvallis, OR 97333  
Jun 30, 2013

---

Alex Matiash  
Corvallis, OR 97331

Jun 29, 2013

---

Linda Faretto  
Corvallis, OR 97330  
Jun 29, 2013

---

Mecila Cross  
Corvallis, OR 97333  
Jun 28, 2013

---

Marilyn Petrik  
SWEET HOME, OR 97386  
Jun 27, 2013

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Connect the West Coast, from Canada to Mexico.

Max Mania  
Corvallis, OR 97330  
Jun 27, 2013

---

Michael Carrigan  
Eugene, OR 97402  
Jun 26, 2013

---

Jessica  
Corvallis, OR 97333  
Jun 26, 2013

---

bedo crafts  
Walden, OR 97424  
Jun 26, 2013

---

Alison Clement  
Corvallis, OR 97330  
Jun 26, 2013

---

Mary Vance  
Corvallis, OR 97330  
Jun 25, 2013

---

Sue Guss  
Corvallis, OR 97330  
Jun 25, 2013

---

We need public transportation more!

Mikio Miyazoe  
Corvallis, OR 97333  
Jun 23, 2013

---

Jane nichols  
Corvallis, OR 97330  
Jun 22, 2013

---

Thanks!

Annie Chozinski  
Corvallis, OR 97330  
Jun 22, 2013

---

Jon Gold  
Corvallis, OR 97330  
Jun 21, 2013

---

Amy McKee  
Corvallis, OR 97333  
Jun 21, 2013

---

It would be great if this connected to the PDX and EUG airports. Also, local teens, not just OSU students, would benefit from better access to cultural, educational and other opportunities in the larger metro areas in the state.

Lynn Ekstedt  
Corvallis, OR 97330  
Jun 21, 2013

---

A route through Corvallis would be a real improvement.

Russell Ruby  
Corvallis, OR 97330-5346  
Jun 21, 2013

---

Annee von Borg, MSW, MPH  
West Union, OR 97124  
Jun 20, 2013

---

Oceanah D'amore  
Talent, OR 97540  
Jun 18, 2013

---

Joseph Edge  
Portland, OR 97209  
Jun 17, 2013

---

Yes Please!

Linda Lieberman  
Corvallis, OR 97330

Jun 17, 2013

---

Emily A Morgan  
Portland, OR 97206  
Jun 17, 2013

---

Kaire Downin  
Lebanon, OR 97355  
Jun 17, 2013

---

Charles Odom  
Corvallis, OR 97330  
Jun 17, 2013

---

Brett Burkhardt  
Corvallis, OR 97333  
Jun 17, 2013

---

Kathleen Koch  
Lebanon, OR 97355  
Jun 17, 2013

---

Michelle Inderbitzin  
OR, United States 93770  
Jun 16, 2013

---

Mark  
Philomath, OR 97370  
Jun 16, 2013

---

We need to think seriously about more efficient ways to move people and commerce in our region. Clearly, the single-occupant vehicle model of commuting is decreasing in viability and desirability. Let's embrace a multimodal future for this region.

Ethan Hasenstein  
Corvallis, OR 97330  
Jun 16, 2013

---

Rachel Harrington  
Corvallis, OR 97330  
Jun 16, 2013

---

That would be great and then bring back the passenger train to the coast.

Karl Smiley  
Blodgett, OR 97326-9402  
Jun 15, 2013

---

Marie Martin  
Corvallis, OR 97330  
Jun 15, 2013

---

Leo W. Quirk  
Corvallis, OR 97333  
Jun 14, 2013

---

passenger rail from Corvallis would be used by 20,000 students who have residence in other places.

---

Mike Beilstein  
Corvallis, OR 97330  
Jun 14, 2013

---

kenneth winograd  
Corvallis, OR 97330  
Jun 14, 2013

---

peter hoang  
Corvallis, OR 97333  
Jun 14, 2013

---

This is common sense. The rail connecting a very important city would provide a boon to business and commerce.

---

Aaron Abb  
Corvallis, OR 97333  
Jun 13, 2013

---

Alexandra Vincent  
Corvallis, OR 97330  
Jun 13, 2013

---

And make sure we can carry our bikes on.

---

Paul Lieberman  
Corvallis, OR 97330  
Jun 12, 2013

---

Gregory Christensen  
Corvallis, OR 97333  
Jun 10, 2013

---

Susan Gere  
Portland, OR 97203  
Jun 9, 2013

---

Ed DICKEY  
Corvallis, OR 97333  
Jun 8, 2013

---

Olivia Poblacion  
Corvallis, OR 97330  
Jun 8, 2013

---

Connie Kyker  
Corvallis, OR 97330  
Jun 8, 2013

---

I have been wishing for something like this for some time now!

---

Ron Kyker  
Corvallis, OR 97330  
Jun 8, 2013

---

Chris Becker  
Eugene, OR 97403  
Jun 8, 2013

---

Public transportation in and out of Corvallis - especially on weekends - is abysmal. It is the biggest black mark on OSU's otherwise great sustainability record: you simply cannot get in and out of town reliably without a car. I would support a small increase in the OSU sustainability fee (or allocating a portion of the existing fee) to help fund this project.

---

NH  
Corvallis, OR 97330  
Jun 8, 2013

---

Tristan Wagner  
Portland, OR 97227  
Jun 7, 2013

---

Zach Henkin  
Oregon City, OR 97045  
Jun 7, 2013

---

Kirsten Tilleman  
Corvallis, OR 97333  
Jun 7, 2013

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Jacob Kollen  
Corvallis, OR 97333  
Jun 7, 2013

---

Katelyn Stevens  
Corvallis, OR 97330  
Jun 7, 2013

---

Otmar  
Corvallis, OR 97333  
Jun 7, 2013

---

The reduction of traffic issues on OSU home football game days seems reason enough to implement this, not to mention the year-round potential!

---

Andrea Norris  
Corvallis, OR 97330  
Jun 7, 2013

---

Claire Meints  
Corvallis, OR 97333  
Jun 7, 2013

---

Lindsay Jansen  
Corvallis, OR 97330  
Jun 7, 2013

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Brandon Trelstad  
Corvallis, OR 97330  
Jun 7, 2013

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James Teeter  
Portland, OR 97229  
Jun 7, 2013

---

Laura Brophy  
Corvallis, OR 97330  
Jun 7, 2013

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Clare Audrain  
Corvallis, OR 97333  
Jun 7, 2013

---

stacy bias  
Silverton, OR 97381  
Jun 7, 2013

---

David Ritter  
Corvallis, OR 97333  
Jun 6, 2013

---

Highly valuable for those of us unable to drive!

Leslie Wood  
Corvallis, OR 97333  
Jun 6, 2013

---

Mary Garrard  
CORVALLIS, OR 97330  
Jun 6, 2013

---

Karen Griswold  
Corvallis, OR 97330  
Jun 6, 2013

---

Passenger rail that enables riders to work in Portland but live in Corvallis would nourish our economy and reduce our dependence on OSU and HP.

Kevin Johnsrude  
Corvallis, OR 97330  
Jun 6, 2013

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Craig Minkler  
Corvallis, OR 97330  
Jun 6, 2013

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Katie Mitchell  
Corvallis, OR 97330  
Jun 5, 2013

---

Evan Sorce  
Salem, OR 97301  
Jun 5, 2013

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Laura O'Hair  
Corvallis, OR 97330  
Jun 5, 2013

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Phil Walter  
Corvallis, OR 97330  
Jun 5, 2013

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Suzanne Phillips  
Hermiston, OR 97838  
Jun 5, 2013

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Sharon Harada  
Portland, OR 97227  
Jun 5, 2013

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Matthew W Shuman  
Corvallis, OR 97330  
Jun 5, 2013

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Mariah  
Corvallis, OR 97330  
Jun 5, 2013

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Racheal Wilson  
Corvallis, OR 97330  
Jun 5, 2013

---

Yes, absolutely bring passenger rail.

---

Alex Cimino-Hurt  
Corvallis, OR 97333  
Jun 5, 2013

---

Jesse Grimes  
Corvallis, OR 97331  
Jun 4, 2013

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Daniel Atkinson  
Corvallis, OR 97333  
Jun 4, 2013

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Sean Brady  
Corvallis, OR 97333  
Jun 4, 2013

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Ellen Momsen  
Corvallis, OR 97333  
Jun 4, 2013

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Linda Harris  
Corvallis, OR 97333  
Jun 4, 2013

---

Please give us a train stop!!!!

---

Kadee Mardula  
Corvallis, OR 97333  
Jun 4, 2013

---

Mehiar Dabbagh  
Corvallis, OR 97330  
Jun 3, 2013

---

Johannes Liem  
Corvallis, OR 97333  
Jun 3, 2013

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Greeley Beck  
Corvallis, OR 97333  
Jun 3, 2013

---

Please! Corvallis residents and students need the rail transportation!

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Han-Jung Ko  
Corvallis, OR 97330  
Jun 3, 2013

---

The train station in Corvallis is very crucial for student like us!!

---

Arini Utami  
Corvallis, OR 97330  
Jun 3, 2013

---

Kelsey Kean  
Corvallis, OR 97330  
Jun 3, 2013

---

Katie Anthony  
Corvallis, OR 97333  
Jun 3, 2013

---

David Ruiz  
Corvallis, OR 97333  
Jun 3, 2013

---

Ben  
Corvallis, OR 97330  
Jun 3, 2013

---

Fawaz Alazemi  
Corvallis, OR 97330  
Jun 3, 2013

---

Diane Bill  
Frederick, MD 21702  
Jun 3, 2013

---

Pedram Payandehnia  
Corvallis, OR 97330  
Jun 3, 2013

---

Jessica Keune  
Corvallis, OR 97330  
Jun 3, 2013

---

As a student at OSU with no personal transportation this will be of great value.

Mayela Delatorre  
Corvallis, OR 97333  
Jun 3, 2013

---

Elizabeth O'Casey  
Corvallis, OR 97333  
Jun 3, 2013

---

Nicholas Bill  
Corvallis, OR 97333  
Jun 3, 2013

---

Lauren  
Corvallis, OR 97330  
Jun 3, 2013

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Morgan Bancroft  
Newport, OR 97333  
Jun 3, 2013

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Rachel Hotchko  
Corvallis, OR 97333  
Jun 3, 2013

---

Maxwell Taylor  
Corvallis, OR 97330  
Jun 3, 2013

---

Steven Mace  
Oregon State Univ, OR 97331  
Jun 3, 2013

---

I will be relocating Corvallis this year and would value rail service in Corvallis!

Chris Mihiar  
Upland, CA 91786  
Jun 3, 2013

---

Elle Davis  
Albany, OR 97322  
Jun 3, 2013

---

---

Maillard  
Wedgwood, WA 98115  
Jun 3, 2013

---

Claudia Recksiedler  
Corvallis, OR 97330  
Jun 3, 2013

---

Sean Smith  
Corvallis, OR 97330  
Jun 3, 2013

---

OSU students are in particular need for safe and reliable transit to Eugene and Portland.

---

Charles Lanfear  
Corvallis, OR 97330  
Jun 3, 2013

---

Lucas Fredericks  
Corvallis, OR 97330  
Jun 3, 2013

---

Wren  
Urbana, IL 61801  
Jun 3, 2013

---

Our growing college city would boom with reliable connections to Eugene, Salem, Portland.

---

Imran Hyder  
columbu, OH 43235  
Jun 3, 2013

---

Aliza  
Corvallis, OR 97330  
Jun 3, 2013

---

Ron Prevost  
Corvallis, OR 97333  
Jun 3, 2013

---

Robyn Pekala  
Corvallis, OR 97330  
Jun 3, 2013

---

I need to travel frequently from Corvallis to Portland and would benefit greatly from passenger rail!!!!

---

Catherine Polan Orzech  
Corvallis, OR 97330

Jun 3, 2013

---

Sarah Tuttle  
Corvallis, OR 97330  
Jun 3, 2013

---

Debra Higbee-Sudyka  
Corvallis, OR 97333  
Jun 2, 2013

---

Barack Hussein Obama  
Kenya  
Jun 2, 2013

---

Stacey Edwards  
Corvallis, OR 97330  
Jun 2, 2013

---

Thomas Lyons  
Portland, OR 97211  
Jun 2, 2013

---

Josh Jess  
Corvallis, OR 97330  
Jun 1, 2013

---

Michelle Jennings  
Lebanon, OR 97355  
Jun 1, 2013

---

yasmina ruiz ortin  
corvallis, OR 97333  
Jun 1, 2013

---

Natthaphon Raengthon  
Corvallis, OR 97330  
May 31, 2013

---

tal carmi  
Corvallis, OR 97333  
May 31, 2013

---

Kirsten Brookshire  
Mahogany Creek, Australia  
May 30, 2013

---

Nitish Kumar  
corvallis, OR 97330  
May 30, 2013

---

---

Christine Polo  
Kansas City, MO 64111  
May 30, 2013

---

About time!

Cynthia A. Williams  
Proctor, MT 59929  
May 30, 2013

---

Rodrigo Lopes  
Seattle, WA 98122  
May 30, 2013

---

Michele Kellison  
Corvallis, OR 97333  
May 30, 2013

---

Stefano Guerra  
Corvallis, OR 97330  
May 30, 2013

---

gosto

cidalia sousa  
loule, Portugal  
May 30, 2013

---

Venkata Rajesh Saranam  
Corvallis, OR 97330  
May 30, 2013

---

June Satak  
Corvallis, OR 97330  
May 30, 2013

---

John Morris  
Corvallis, OR 97330  
May 30, 2013

---

Laura de Sousa Oliveira  
Corvallis, OR 97333  
May 30, 2013

---

Ashley Bromley  
Corvallis, OR 97330  
May 30, 2013

---

Given the reliable and frequent rail service from Vancouver-Eugene, it seems extremely reasonable to extend a rail line interfacing with this system to Corvallis since it is a population hub in the area with large numbers of traveling students.

Daniel  
Seattle, WA 98105  
May 30, 2013

---

Peggy & Dale Donovan  
Corvallis, OR 97333  
May 30, 2013

---

Lillian Read  
Corvallis, OR 97333  
May 30, 2013

---

Linda Fayler  
Corvallis, OR 97333  
May 30, 2013

---

I frequently come to Corvallis to visit family from Seattle, and am ALWAYS struck with the extraordinary LACK of reliable, frequent passenger transportation into the Willamette Valley. WHY IS THIS ALLOWED to continue??

ani lea moriarty  
Deer Harbor, WA 98243  
May 30, 2013

---

Julia Waterhous  
Corvallis, OR 97330  
May 30, 2013

---

Cathy Van Lerberghe  
Corvallis, OR 97333  
May 29, 2013

---

Carol Cattrall  
Amity, OR 97101  
May 29, 2013

---

Anne Lindenfeld  
Corvallis, OR 97330  
May 29, 2013

---

Jan Dymond  
Corvallis, OR 97330  
May 29, 2013

---

Monica Roundy  
Corvallis, OR 97330  
May 29, 2013

---

Josiah Fisher  
Corvallis, OR 97333  
May 28, 2013

---

Elena Grupp  
Sioux City, IA 51103  
May 28, 2013

---

Kathleen Miller  
Corvallis, OR 97333  
May 28, 2013

---

Steve Drake  
Corvallis, OR 97330  
May 28, 2013

---

I'd love the ability to visit friends and family more frequently instead of having to get picked up somewhere in portland, albany or eugene.

---

Carmen Kwong  
Wedgwood, WA 98115  
May 28, 2013

---

Please bring rail to Corvallis! I've taken the train several times to Portland and Seattle, and it would be so much better to get on in Corvallis instead of driving to Albany or Salem.

---

Katie Maxey  
Corvallis, OR 97333  
May 27, 2013

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Kayla Reiman  
Middletown, CT 06459  
May 27, 2013

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Al Kitzman  
Philomath, OR 97370  
May 27, 2013

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Dennis Murphy  
CORVALLIS, OR 97333  
May 27, 2013

---

It would save so many resources for the citizens of Corvallis to travel to Portland and Eugene via train.

Michael Campbell  
Corvallis, OR 97330  
May 27, 2013

---

This would be a great help for all who cannot drive from Corvallis to Portland.

Judith B Fisher  
Covallis, OR 97330  
May 27, 2013

---

I would so use this for trips to Eugene and Portland!

Eileen Maxfield  
Philomath, OR 97370  
May 27, 2013

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Emily Green  
Corvallis, OR 97330  
May 27, 2013

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Cindy Scott  
Corvallis, OR 97330  
May 27, 2013

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Barbara Hanley  
Corvallis, OR 97330  
May 27, 2013

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Robert Verhoogen  
Corvallis, OR 97330-9788  
May 27, 2013

---

This would help a lot of people

Leslie Andress, RN  
Corvallis, OR 97333-2056  
May 27, 2013

---

Traffic on I-5, often one driver per car, between Corvallis and points north and south is becoming untenable. Train service would be a welcome, environmentally preferable and logical solution.

Pat Berman  
Corvallis, OR 97330  
May 27, 2013

---

I frequently ride Amtrak to Portland, Seattle & Bellingham, would love to be able to leave from my hometown instead of leaving my car in Albany. Once it was stolen while we were gone.

Janet Rasmussen  
Corvallis, OR 97330  
May 27, 2013

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Kim Sargent  
Corvallis, OR 97339  
May 27, 2013

---

I would certainly use this service as well as my friends on the coast who could get to a station on the coast to valley shuttle. Thanks for considering this wonderful idea! Gloria O'Brien

Gloria O'Brien  
Blodgett, OR 97326  
May 27, 2013

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warren lisser  
Philomath, OR 97370  
May 27, 2013

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Susan Klinkhammer  
Corvallis, OR 97330  
May 27, 2013

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Jeanne Raymond  
Corvallis, OR 97330  
May 26, 2013

---

Please include Corvallis in the Oregon Passenger Rail .

Jane Megard  
Corvallis, OR 97333  
May 26, 2013

---

I'd love to be able to use it. Sounds great!

LoErna Simpson  
Corvallis, OR 97330  
May 26, 2013

---

Much needed in our community

Penny Brassfield  
Corvallis, OR 97330  
May 26, 2013

---

Liz O'Donnell  
Corvallis, OR 97330  
May 26, 2013

---

What a wonderful thing, to have passenger train service that would connect the four large cities in the Willamette Valley. Bring it on!

Sue Dauer  
Salem, OR 97301  
May 26, 2013

---

Corvallis is one of the most thriving cities in Oregon and the Passenger Rail Project should include us.

Stephanie Hawkinson  
Corvallis, OR 97330  
May 26, 2013

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Gail Patterson  
CORVALLIS, OR 97330  
May 26, 2013

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Tracie Ross  
Corvallis, OR 97333  
May 26, 2013

---

We'd use it!

Kathleen Burt  
Corvallis, OR 97333  
May 26, 2013

---

Valerie White  
Corvallis, OR 97330  
May 26, 2013

---

i would use the passenger rail from Corvallis.

maggie wickham  
CORVALLIS, OR 97330-7900  
May 26, 2013

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Christina Fredrickson  
Corvallis, OR 97330  
May 26, 2013

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Paul Farber  
Corvallis, OR 97330  
May 26, 2013

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Vreneli Farber  
Corvallis, OR 97330  
May 26, 2013

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Andrew Osterhaus  
Corvallis, OR 97333  
May 26, 2013

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Sally Shaw  
Corvallis, OR 97333  
May 26, 2013

---

Folks in Corvallis, including OSU students travel!

Lois Malango  
Corvallis, OR 97330  
May 26, 2013

---

It's time to make alternative intercity travel more available to reduce automobile usage between these communities thus reducing pollution and congestion.

Carolyn Madsen  
Corvallis, OR 97330  
May 26, 2013

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Brenda Cobletntz  
Corvallis, OR 97330  
May 25, 2013

---

It would be good to include the link to the OPR on the page: <http://www.oregonpassengerrail.org/> and for the route map: <http://www.oregonpassengerrail.org/page/routes> for those seeking more information.

Michael Hill  
Alsea, OR 97324  
May 25, 2013

---

Gayle Allen  
Salem, OR 97302  
May 25, 2013

---

Yes! Please.

Margaret Michelle Wright-Watson  
Corvallis, OR 97330  
May 25, 2013

---

It is easier to take the train to Eugene, Portland, and Seattle when there is better connectivity between cities. We need better train coverage and increased frequency. The more people on trains, the less highway congestion. Better train service thus benefits even those people who think they'll not use it.

Kristin Anderson  
Corvallis, OR 97330  
May 25, 2013

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Marilyn Miller  
Corvallis, OR 97333  
May 25, 2013

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David Beran  
Corvallis, OR 97330  
May 25, 2013

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Claudia weintraub  
Corvallis, OR 97333  
May 25, 2013

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Linda DJ Easter  
Corvallis, OR 97333  
May 25, 2013

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Rail service offers benefits to the riders and to the environment---it takes much less energy to move goods including people and of course benefits people's peace of mind while traveling. It is a win-win. Expensive to develop but roads are expensive to maintain. Let's do as much as we can to achieve this.

roberta hall  
Corvallis, OR 97330-6535  
May 25, 2013

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Richardkeis  
Corvallis, OR 97330  
May 25, 2013

---

Having train service In Corvallis would greatly benefit our college town community.

Nancy votrain  
Corvallis, OR 97333  
May 25, 2013

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Janice Thompson  
Corvallis, OR 97333  
May 25, 2013

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Barbara Eveland  
Corvallis, OR 97333

May 25, 2013

---

Douglas Wood  
Corvallis, OR 97330  
May 25, 2013

---

If we could catch the train in Corvallis, OR, I would certainly use it. I am catching the train in a few weeks from Albany, OR. Convenience would be great.

Charlotte Headrick  
Corvallis, OR 97330  
May 25, 2013

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Ida Berniece Skinner  
Corvallis, OR 97330  
May 24, 2013

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Kate Beran  
Corvallis, OR 97330  
May 24, 2013

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Brigetta Olson  
Corvallis, OR 97333  
May 24, 2013

---

Please find a way to include Corvallis in the Oregon Passenger Rail system!!!

C D Carpenter  
Corvallis, OR 97333  
May 24, 2013

---

This would be a great mode of transportation for OR residents who need to go to other parts of the state for medical appointments who don't drive due to a physical disability.

Ryan Knight  
Mount Airy, MD 21771  
May 24, 2013

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Julie Livingston  
Albany, OR 97321  
May 24, 2013

---

My dad lives in Corvallis so I travel between there and Portland frequently. This would be great!

Kristine Guzman  
Portland, OR 97222  
May 24, 2013

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Larissa Kiyak-Boughton  
Eugene, OR 97401  
May 24, 2013

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Shawna Harvey  
Corvallis, OR 97330  
May 24, 2013

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Wendolyn Molk  
Corvallis, OR 97333  
May 24, 2013

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Urjita Parekh  
Corvallis, OR 97330  
May 24, 2013

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paul marinello  
Corvallis, OR 97333  
May 24, 2013

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mark warnock  
Corvallis, OR 97330  
May 24, 2013

---

It is time! With 25,000 students in Corvallis, it makes sense to bring reliable rail service to this city.

---

Gregg Kleiner  
Corvallis, OR 97333  
May 24, 2013

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Dian svendsen  
Philomath, OR 98370  
May 24, 2013

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Joe Gilray  
Corvallis, OR 97330  
May 24, 2013

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Michael Molk  
Corvallis, OR 97333  
May 24, 2013

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Nina Erlich-Williams  
CORVALLIS, OR 97330  
May 24, 2013

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Severn Williams  
Corvallis, OR 97330

May 24, 2013

---

I would ride the train from Corvallis to Portland or Eugene! Give us a train!

Kimberly Phillips  
Philomath, OR, OR 97370  
May 24, 2013

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Charles L. Fein  
Corvallis, OR 97339  
May 24, 2013

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Go passenger trains! Please support this.

Susan Hoffman  
Corvallis, OR 97330  
May 24, 2013

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Kris Wolters  
Corvallis, OR 97330  
May 24, 2013

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Rebecca Tully  
Corvallis, OR 97333  
May 24, 2013

---

Please bring the rail to Corvallis...I would use it!!!

Jim Gouveia  
Corvallis, OR 97330  
May 24, 2013

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melanie Marshall  
Corvallis, OR 97330  
May 24, 2013

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Sara Morrissey  
Philomath, OR 97370  
May 24, 2013

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Sharon McMurray  
Corvallis, OR 97330  
May 24, 2013

---

Corvallis deserves Rail transport!!

J. Renee Brooks  
Corvallis, OR 97333  
May 24, 2013

---

Lisa Battaglia  
Corvallis, OR 97339  
May 24, 2013

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Ronald Williams  
Corvallis, OR 97330  
May 24, 2013

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james brefeld  
eugene, OR 97405  
May 24, 2013

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Tanya Kiyak-Boughton  
Eugene, OR 97405  
May 24, 2013

---

Between about 1900 and 1940 there was an interurban rail system between Corvallis and Portland. I use Amtrak weekly between Albany and Tacoma, Wa. If we had a rail link between Corvallis and Albany coordinated with Amtrak North to Portland and South to Eugene it might be viable. There should also be more local trains serving the smaller towns. McMinnville, for instance. There is no Interstate highway competition in McMinnville.

---

Peter Sanford  
Corvallis, OR 97333  
May 24, 2013

---

Please! With one of Oregon's largest universities situated in Corvallis, this could dramatically reduce carbon emissions!

---

Larina Warnock  
Corvallis, OR 97330-1419  
May 24, 2013

---

It would be well utilized by the population of Corvallis--and the students attending OSU.

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Jerilyn Hall  
Corvallis, OR 97330  
May 24, 2013

---

Sean Ross  
Corvallis, OR 97333  
May 24, 2013

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Joanne Fitzgerald  
Corvallis, OR 97330  
May 24, 2013

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Stafford Johnson  
Corvallis, OR 97333  
May 24, 2013

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Larry Mahrt  
Corvallis, OR 97330  
May 24, 2013

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Leigh Stoller  
Corvallis, OR 97333  
May 24, 2013

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Time to MOVE ON

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Maya Despot MD  
Corvallis, OR 97330  
May 24, 2013

---

Sound like a great idea!

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John Ringle  
Corvallis, OR 97330  
May 24, 2013

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Helen Tennican  
Corvallis, OR 97330  
May 23, 2013

---

D.L.W.  
Corvallis, OR 97333  
May 23, 2013

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David  
Corvallis, OR 97330  
May 23, 2013

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Gloria  
Corvallis, OR 97330  
May 23, 2013

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Sandy Hom  
Corvallis, OR 97330  
May 23, 2013

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Marie L Long  
Corvallis, OR 97330  
May 23, 2013

---

Goran Jovanovic  
Corvallis, OR 97330  
May 23, 2013

---

I, for one, would leave my car home to go to Portland!

Dianne Roth  
Corvallis, OR 97330  
May 23, 2013

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Richard B Gold  
Corvallis, OR 97333  
May 23, 2013

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Yvonne Hilton  
Corvallis, OR 97330  
May 23, 2013

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debbie birdseye  
Corvallis, OR 97330  
May 23, 2013

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Christopher Sundahl  
Beaverton, OR 97008  
May 23, 2013

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Vicki Harlos  
Albany, OR 97321  
May 23, 2013

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Janet Farrell  
Corvallis, OR 97330  
May 23, 2013

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Susan Jepson  
OR, OR 97330  
May 23, 2013

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melinda winograd  
corvallis, OR 97330  
May 23, 2013

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Susan Tillitson  
Corvallis, OR 97330  
May 23, 2013

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Charles Harvey  
Corvallis, OR 97330

May 23, 2013

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Marianne Vydra  
Corvallis, OR 97330  
May 23, 2013

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mj austin  
Corvallis, OR 97330  
May 23, 2013

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Judy Ringle  
Corvallis, OR 97330  
May 23, 2013

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Juanita Guzman  
Corvallis, OR 97330  
May 23, 2013

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Sarah Kailin  
Corvallis, OR 97330  
May 23, 2013

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jim alexander  
Corvallis, OR 97330  
May 23, 2013

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Christopher M Neumann  
Corvallis, OR 97333  
May 23, 2013

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shirley Peterson  
Corvallis, OR 97333  
May 23, 2013

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Mary Craven  
Corvallis, OR 97330  
May 23, 2013

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MaryAnne Sellers  
Corvallis, OR 97333  
May 23, 2013

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Alan Kirk  
Corvallis, OR 97330-2269  
May 23, 2013

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Ash LeBre  
Corvallis, OR 97330  
May 23, 2013

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We are a growing college town plus many retirees....a train through Corvallis would thrive. I love to ride the train and most people I know would use it frequently. Please bring the train to Corvallis.

Cheryl McLain  
Corvallis, OR 97330  
May 23, 2013

---

Jennifer Kim  
Corvallis, OR 97333  
May 23, 2013

---

It would save a lot of carbon if light rail were an alternative to gas-guzzling cars !

irja galvan  
corvallis, OR 97330  
May 23, 2013

---

Chris J Poklemba  
Corvallis, OR 97333  
May 23, 2013

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Nancy Allen  
Corvallis, OR 97331-8542  
May 23, 2013

---

Joy Jensen  
Corvallis, OR 97333  
May 23, 2013

---

we would definitely use this rail service if it had a stop in Corvallis!

Harold J Haskins  
Corvallis, OR 97330  
May 23, 2013

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Linda Jewett  
Corvallis, OR 97330  
May 23, 2013

---

Peg Welch  
Corvallis, OR 97330-3109  
May 23, 2013

---

Yes!

Laura Mayer  
South Beach, OR 97366  
May 23, 2013

---

Daniel Rosenberg  
Corvallis, OR 97330  
May 23, 2013

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Jackie Lewis-Penner  
Corvallis, OR 97330  
May 23, 2013

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Nettie Schwager  
Corvallis, OR 97330-2618  
May 23, 2013

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Susan Creighton  
Corvallis, OR 97330  
May 23, 2013

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Gina Pasquini  
Corvallis, OR 97333  
May 23, 2013

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Katherine Donegan  
Corvallis, OR 97333  
May 23, 2013

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joel hirsch  
Corvallis, OR 97330  
May 23, 2013

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Beth Brown  
Corvallis, OR 97333  
May 23, 2013

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Jesse Boudart  
Portland, OR 97214  
May 23, 2013

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Nick and Sandy Houtman  
Corvallis, OR 97330  
May 23, 2013

---

Jeff Mull  
Corvallis, OR 97333  
May 23, 2013

---

I travel to Portland every other week and have long wished I could make the trip by rail.

Kathy Cafazzo  
Corvallis, OR 97330

May 23, 2013

---

Trains provide the most environmentally friendly method of mass transit. They allow hundreds of passengers to travel many miles with little carbon dioxide generation.

Elizabeth Waldorf  
Corvallis, OR 97330  
May 23, 2013

---

Christopher Leoni  
Milwaukie, OR 97222  
May 23, 2013

---

And we'll use it!

Drew Robertson  
Corvallis, OR 97330  
May 23, 2013

---

Virginia (Ginie) Capan  
Corvallis, OR 97333  
May 23, 2013

---

Sheila Smith  
Corvallis, OR 97330  
May 23, 2013

---

Kelley Kendall  
Corvallis, OR 97330  
May 23, 2013

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Roberta Marquis  
Molalla, OR 97012  
May 23, 2013

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Karen Herold  
Corvallis, OR 97330  
May 23, 2013

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I use public transportation regularly and would welcome expanded rail service passing through Corvallis.

Kenneth Smith  
Corvallis, OR 97330  
May 23, 2013

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Barbara Baldwin  
Corvallis, OR 97333  
May 23, 2013

---

I will take the train from Eugene to Corvallis from Monday to Friday.

Anuncia Escala  
Eugene, OR 97495  
May 23, 2013

---

so many of my friends and family would use this rail system! PLEASE IN CLUDE CORVALLIS!

teri turner  
corvallis, OR 97333  
May 23, 2013

---

Cassie Ceja  
Dallas, OR 97338  
May 23, 2013

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Diana Wesley Bay  
Portland, OR 97224  
May 23, 2013

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wendy sutton  
corvallis, OR 97333  
May 23, 2013

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Robert E. Malouf  
Corvallis, OR 97330  
May 23, 2013

---

Alice  
Corvallis, OR 97330  
May 23, 2013

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Jessica Harper  
Corvallis, OR 97333  
May 23, 2013

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This would be a great way to decrease automobile traffic up and down I-5. I would use it for trips to Portland and Eugene--please include parking for those of us from outside Corvallis!

Jane Cothron  
South Beach, OR 97366  
May 23, 2013

---

I'm tired of riding the stinky greyhound!

Amy Yates  
Corvallis, OR 97330  
May 23, 2013

---

Hillary Utt  
Corvallis, OR 97330  
May 23, 2013

---

Marilyn B Walker  
Corvallis, OR 97330  
May 23, 2013

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Setsuko Nakajima  
Corvallis, OR 97330  
May 23, 2013

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JP  
Corvallis, OR 97330  
May 23, 2013

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Amy Mayfield  
Corvallis, OR 97330  
May 23, 2013

---

katy blye  
corvallis, OR 97333  
May 23, 2013

---

This would be life changing for a lot of people.

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Amanda Hinman  
Corvallis, OR 97330  
May 23, 2013

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Jo Ann Casselberry  
Corvallis, OR 97333  
May 23, 2013

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Kate Hickok Feldman  
Philomath, OR 97370  
May 23, 2013

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Faith Reidenbach  
Philomath, OR 97370  
May 23, 2013

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Margaret Willowmoon  
Corvallis, OR 97339  
May 23, 2013

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Leonora Rianda  
Albany, OR 97321

May 23, 2013

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Robert White  
Corvallis, OR 97330  
May 23, 2013

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Courtney Loomis  
Corvallis, OR 97339  
May 23, 2013

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Betsey Harrington  
Corvallis, OR 97333  
May 23, 2013

---

Mass transit systems are sorely needed in this country and Corvallis is part of a long north /south corridor that seems to fit in with many people here willing to support such a project

Don Kraus  
Corvallis, OR 97330  
May 23, 2013

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Courtney Everson  
Corvallis, OR 97333  
May 23, 2013

---

Zac Bunsen  
Corvallis, OR 97333  
May 23, 2013

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Elizabeth Meskimen  
Corvallis, OR 97333  
May 23, 2013

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Virginia Shapiro  
Corvallis, OR 97330  
May 23, 2013

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Arwen Douglas  
Corvallis, OR 97333  
May 23, 2013

---

relan colley  
corvallis, OR 97330  
May 23, 2013

---

I've been traveling by train through places like Romania, Serbia, Croatia, and Slovenia for the last few weeks and it's a serious disgrace that these nations have a much better train infrastructure than the United States, which is supposedly the richest nation in the world. It's time to change this for we can do much better than this.

Brian Smith  
Canby, OR 97013  
May 23, 2013

---

Tim Faytinger  
Corvallis, OR 97330  
May 23, 2013

---

Barbara Mason  
Corvallis, OR 97330-2461  
May 23, 2013

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Annmarie O'Daniel  
Corvallis, OR 97333  
May 23, 2013

---

DEBORAH A KOHLER  
Corvallis, OR 97330  
May 23, 2013

---

Jeanine Sargent  
Corvallis, OR 97333  
May 23, 2013

---

It is more than time for efficient transportation options.

catherine stearns  
Corvallis, OR 97330  
May 23, 2013

---

Courtney Childs  
Corvallis, OR 97333  
May 23, 2013

---

great!

Elizabeth Waldron, MD  
Corvallis, OR 97330  
May 23, 2013

---

Naomi Hirsch  
Corvallis, OR 97330  
May 23, 2013

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Christine J Moore  
CORVALLIS, OR 97330  
May 23, 2013

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Carrie Shearer  
Corvallis, OR 97330  
May 23, 2013

---

Rosie Leung  
Seattle, WA 98105  
May 23, 2013

---

Elena Christie  
corvallis, OR 97330  
May 23, 2013

---

We have no viable transit from corvallis to eugene or portland please.. moveon

---

Riley Doraine  
Corvallis, OR 97330  
May 23, 2013

---

David Seltzer  
Corvallis, OR 97330  
May 23, 2013

---

I want to ride.

---

John M. Burt  
Corvallis, OR 97333  
May 22, 2013

---

This would link the three oregon colleges by public rail. The college education options in the state would rise.

---

Frank Griswold  
Corvallis, OR 97333  
May 22, 2013

---

Izella Stuiivenga  
Corvallis, OR 97333-1230  
May 22, 2013

---

Alice Fairfield  
Corvallis, OR 97333  
May 22, 2013

---

Lilith Meurer  
Portland, OR 97206

May 22, 2013

---

Gerald Shrader  
Dallas, OR 97338  
May 22, 2013

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Usha Honeyman  
Corvallis, OR 97333  
May 22, 2013

---

Michelle Miranda  
Monmouth, OR 97361  
May 22, 2013

---

Marcia J. Solomon  
Corvallis, OR 97333  
May 22, 2013

---

This would be huge for Corvallis and the valley!

Kalle  
Pleasant Hill, OR 97405  
May 22, 2013

---

Tara Hart Humphreys  
Milwaukie, OR 97267  
May 22, 2013

---

Erin Sneller  
Corvallis, OR 97330  
May 22, 2013

---

Allen Dean  
Corvallis, OR 97330  
May 22, 2013

---

This would be great for our community.

Summer Sweet  
Corvallis, OR 97330  
May 22, 2013

---

Jamie Ervin  
Corvallis, OR 97330  
May 22, 2013

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Tanya Katz  
Corvallis, OR 97330  
May 22, 2013

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Carolyn S. Powers  
Corvallis, OR 97333  
May 22, 2013

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Robert Ackerlind  
Corvallis, OR 97333  
May 22, 2013

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Corvallis has a highly educated and environmentally aware population over 50,000, is home Oregon State University with growing research base and international enrollment. Our bus system now operates fare free using bio fuels. Portland, Salem, Corvallis and Eugene are the natural link through the Willamette Valley to be tied into Seattle, Vancouver and eventually California.

Steve Trapp  
Corvallis, OR 97330  
May 22, 2013

---

Elizabeth J Young  
Corvallis, OR 97330  
May 22, 2013

---

Nina Joy Lawrence  
Corvallis, OR 97330  
May 22, 2013

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Pam Thompson  
Corvallis, OR 97330  
May 22, 2013

---

So many Oregon State University students enjoy visiting Portland. Let's get them off I-5 and onto rail.

MaryAnneNusrala  
Corvallis, OR 97330  
May 22, 2013

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Conner Malick  
Wilsonville, OR 97070  
May 22, 2013

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Austin Whitesell  
Wilsonville, OR 97070  
May 22, 2013

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Mahon Khoshzaban  
Corvallis, OR 97330  
May 22, 2013

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Manzar Khoshnevisan  
Corvallis, OR 97330  
May 22, 2013

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Masoud Zavarehi  
Corvallis, OR 97330  
May 22, 2013

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As a Corvallis native, a student, and someone who travels by passenger rail to get almost everywhere, a direct line through Corvallis could assist in student and professional travel to an important city in the Willamette valley. I believe that the number of passengers Amtrak sees in this stretch would substantially increase with a route through Corvallis.

Mitra Geier  
Corvallis, OR 97330  
May 22, 2013

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Glenna Pittock  
Corvallis, OR 97330  
May 22, 2013

---

Hilma Kaye  
Corvallis, OR 97333  
May 22, 2013

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Thomas Stephenson  
Portland, OR 97206  
May 22, 2013

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John McGlone  
Corvallis, OR 97333  
May 22, 2013

---

Margaret Wilson  
Corvallis, OR 97339  
May 22, 2013

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Rebecca Schoon  
Portland, OR 97211  
May 22, 2013

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I commute between Portland and Corvallis twice a week and would love it if I could take a train and didn't have to drive.

Megan Cahn  
Portland, OR 97206  
May 22, 2013

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I was stood up by a cancelled greyhound (southbound from Corvallis to Eugene) two weeks ago. There is a need for this service!

Susanna Snyder  
Corvallis, OR 97330  
May 22, 2013

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Celestine Gambatese  
Corvallis, OR 97330  
May 22, 2013

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I lived in Corvallis and now visit frequently. I ride the Amtrak at every chance I get. Bringing passenger rail to Corvallis would definitely increase ridership.

Laurel Moulton  
Pt Angeles, WA 98363  
May 22, 2013

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Christine Wolf  
Milwaukie, OR 97222  
May 22, 2013

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Marfa Levine  
Corvallis, OR 97333-1213  
May 22, 2013

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Bonnie Ruder  
Eugene, OR 97405  
May 22, 2013

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Jamie Petts  
Corvallis, OR 97330  
May 22, 2013

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Jenny Corey  
Corvallis, OR 97333  
May 22, 2013

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Kelly Benarieh  
Corvallis, OR 97330  
May 22, 2013

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Jeffrey Miller  
Corvallis, OR 97333  
May 22, 2013

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Bettina Schempf  
Corvallis, OR 97333

May 22, 2013

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David H Bailey  
Corvallis, OR 97330  
May 22, 2013

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Christian Eberhardt  
corvallis, OR 97333  
May 22, 2013

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Stanley A. Moore Jr  
Corvallis, OR 97330  
May 22, 2013

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Gary Barnes  
Corvallis, OR 97330  
May 22, 2013

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Randy Bray  
Corvallis, OR 97330  
May 22, 2013

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Jordyn Nagle  
Portland, OR 97202  
May 22, 2013

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I support passenger rail service to Corvallis and support this petition.

Thomas D. Wogaman  
Corvallis, OR 97330  
May 22, 2013

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Daniel Arbogast  
Corvallis, OR 97333  
May 22, 2013

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Heidi Boyer  
Corvallis, OR 97330  
May 22, 2013

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Daniel Bauer  
Albany, OR 97321  
May 22, 2013

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Olivia Salamon  
Corvallis, OR 97333  
May 22, 2013

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Robert Pucillo  
Corvallis, OR 97333  
May 22, 2013

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Sherry Litke  
Corvallis, OR 97330-5419  
May 22, 2013

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I often ride the train from Albany, Oregon to Klamath Falls, Oregon via Eugene. I would LOVE to have Amtrak stop in Corvallis, as would MANY OSU students!!!!

Barbara Marraccini  
Corvallis, OR 97333  
May 22, 2013

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Joni Q  
Corvallis, OR 97330  
May 22, 2013

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Let us fight global climate change now with infrastructure investment and also realize this is a good move for commerce.

M. Osborne  
Corvallis, OR 97330  
May 22, 2013

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Grace Durelli  
Corvallis, OR 97330  
May 22, 2013

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hari jot  
Corvallis, OR 97333  
May 22, 2013

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Linda Sue Kobold  
Corvallis, OR 97330  
May 22, 2013

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Rob Gandara  
Corvallis, OR 97330  
May 22, 2013

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It's about time--everyone needs to use mass transit more, and especially rail, to travel longer and longer distances. I'm a confirmed train rider, and having a terminal in Corvallis will really help

John Tietjen and Pat Cummins  
Corvallis, OR 97330-9612  
May 22, 2013

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Michael LeJeune  
Pleasant Hill, OR 97455  
May 22, 2013

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Anita Guerrini  
Corvallis, OR 97330  
May 22, 2013

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carolyn latierra  
Corvallis, OR 97333  
May 22, 2013

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Jim Wong  
Corvallis, OR 97330  
May 22, 2013

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Camille Freitag  
Corvallis, OR 97330  
May 22, 2013

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Ashley Schroder  
Beaverton, OR 97006  
May 22, 2013

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Michaela Hammer  
Corvallis, OR 97330  
May 22, 2013

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Janice Blumer  
Corvallis, OR 97330  
May 22, 2013

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John maddy  
Corvallis, OR 97330  
May 22, 2013

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Diane Arney  
corvallis, OR 97333  
May 22, 2013

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Peggy Fletcher  
Corvallis, OR 97330  
May 22, 2013

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Rebecka Weinsteiniger  
Corvallis, OR 97333  
May 22, 2013

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Angela Kneece  
Corvallis, OR 97330  
May 22, 2013

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Bart Spiller  
Corvallis, OR 97330  
May 22, 2013

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Kristina  
Corvallis, OR 97330  
May 22, 2013

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Christopher Legg  
Corvallis, OR 97333  
May 22, 2013

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marlene hylton  
albany, OR 97322  
May 22, 2013

---

Long overdue. It would be BOOKED!!!

Linda Chisholml  
Corvallis, OR 97333  
May 22, 2013

---

I agree 100%. I would use rail service if it were available to me. I know others would also.

Rhonda Shult  
Corvallis, OR 97330  
May 22, 2013

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Bryan Feyerherm  
Corvallis, OR 97333  
May 22, 2013

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Dr Robert L. Stebbins  
Corvallis, OR 97333  
May 22, 2013

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Marissa L Fleming  
Corvallis, OR 97330  
May 22, 2013

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There are 2,500 international students currently attending Oregon State University who can't vote on this important issue, but I know would greatly benefit from a rail system that would enable them to live in Corvallis without a car. Let's give them access to see more of our beautiful state easily, efficiently and sustainably!

Lindy Osborne  
Corvallis, OR 97330  
May 22, 2013

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Daniel D Roby  
Corvallis, OR 97330  
May 22, 2013

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Steven Strauss  
Corvallis, OR 97333  
May 22, 2013

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Béatrice Moissinac  
Corvallis, OR 97330  
May 22, 2013

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Richard R. Conklin  
Corvallis, OR 97333  
May 22, 2013

---

I would like to travel directly from Corvallis, to Eugene, Salem, and beyond without using my car. Please make that a reality!

Dana Allen  
Corvallis, OR 97330  
May 22, 2013

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Peter Hinckle  
Corvallis, OR 97330  
May 22, 2013

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Trains are a great way to travel. we don't need all those cars on the road puffing out CO2.

vicki Osis  
Newport, OR 97365  
May 22, 2013

---

OSU has more foreign students every year. They need transportation to Portland and PDX. Pls get Corvallis frequent stops on the new passenger rail line. Thank you!

Amy Spies  
Corvallis, OR 97330  
May 22, 2013

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Frank Mazzetti  
New York City, NY 10011  
May 22, 2013

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Kristi Hager  
Corvallis, OR 97333  
May 22, 2013

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Melinda S Riggs  
Corvallis, OR 97333  
May 22, 2013

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Aubrey Leung  
Corvallis, OR 97330  
May 22, 2013

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It's about time these cities are given transportation between them. Waaaay overdue!

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Joseph E. Worth  
Philomath, OR 97370  
May 22, 2013

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Gayle Brody  
Corvallis, OR 97330  
May 22, 2013

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Lucy Bauer  
Corvallis, OR 97333  
May 22, 2013

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I would so use this all the time.

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Charlotte A Willer  
Milwaukie, OR 97339  
May 22, 2013

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debbie  
Corvallis, OR 97330  
May 22, 2013

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Kelly Holcomb  
Corvallis, OR 97330  
May 22, 2013

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Steven Friedman  
Corvallis, OR 97330  
May 22, 2013

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Laura Dunn  
Corvallis, OR 97330  
May 22, 2013

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Dan Coffman  
Corvallis, OR 97330  
May 22, 2013

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Blake Vawter  
Corvallis, OR 97330  
May 22, 2013

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Kristi Crofoot  
Corvallis, OR 97330  
May 22, 2013

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Allen W. Todd  
Corvallis, OR 97330  
May 22, 2013

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Karen  
Albany, OR 07321  
May 22, 2013

---

DO IT!!!

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Amanda Long  
Corvallis, OR 97330  
May 22, 2013

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Julia Bradshaw  
Corvallis, OR 97333  
May 22, 2013

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Lisa Stout  
Corvallis, OR 97330  
May 22, 2013

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Elizabeth  
Corvallis, OR 97330  
May 22, 2013

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Michael F Olson  
Corvallis, OR 97330  
May 22, 2013

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Yes, Please!

John  
Corvallis, OR 97333  
May 22, 2013

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Ann Vong  
Corvallis, OR 97330  
May 22, 2013

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Lucy  
Corvallis, OR 97330  
May 22, 2013

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Janice Harmon  
Corvallis, OR 97330  
May 22, 2013

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If a passenger rail came to Corvallis, I would definitely use it, and often

Lori Bullis  
Corvallis, OR 97333  
May 22, 2013

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Drew Desilet  
Oregon State Univ, OR 97331  
May 22, 2013

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Elizabeth Field  
Corvallis, OR 97330  
May 22, 2013

---

Yes please! This would be great for Corvallis!

Laurie McKenzie  
Corvallis, OR 97330  
May 22, 2013

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Tyson Schoepflin  
Corvallis, OR 97330  
May 22, 2013

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Bring reliable, frequent passenger rail to Corvallis, OR: make the route through Corvallis in the Oregon Passenger Rail project a reality.

Claire Renard  
Corvallis, OR 97333  
May 22, 2013

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Please!

Sarah Farrell  
Corvallis, OR 97330  
May 22, 2013

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Jean Weisensee  
Corvallis, OR 97333  
May 22, 2013

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Jake Jones  
Corvallis, OR 97330  
May 22, 2013

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Robin Ozretich  
Corvallis, OR 97333  
May 22, 2013

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Janice Rosenberg  
Corvallis, OR 97333  
May 22, 2013

---

I would use passenger rail between Eugene and Portland ALL THE TIME.

Jennifer  
Corvallis, OR 97339  
May 22, 2013

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Barbara Schmedding  
Corvallis, OR 97333  
May 22, 2013

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Stephanie Jenkins  
Corvallis, OR 97330  
May 22, 2013

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This would make life a whole lot easier since I need to go to either Eugene or Portland every weekend and I hate the drive and buses are even worse!

Rob Gibson  
Corvallis, OR 97333  
May 22, 2013

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Maxine Eckes  
Corvallis, OR 97333  
May 22, 2013

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Allen Thompson  
Corvallis, OR 97330  
May 22, 2013

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Tobias Policha  
Springfield, OR 97477  
May 22, 2013

---

Corvallis greatly needs the passenger rail to route through Corvallis with university and retirement populations who will take advantage of this transportation.

Joanne Shreeve  
Corvallis, OR 97330  
May 22, 2013

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Karen Brayton  
Corvallis, OR 97330  
May 22, 2013

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I travel frequently to Salem and Portland and would love to be able to use the train instead of driving.

Wendy Robinson  
Corvallis, OR 97330  
May 22, 2013

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Nathan Sexton  
Corvallis, OR 97333  
May 22, 2013

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Sandra Verhoogen  
Corvallis, OR 97330  
May 22, 2013

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Donald Beran  
Corvallis, OR 97330  
May 22, 2013

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Jeannie Ramsey  
Corvallis, OR 97333  
May 22, 2013

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Robert Lloyd Smith  
Corvallis, OR 97330  
May 22, 2013

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maureen puettmann  
Corvallis, OR 97330  
May 22, 2013

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Delette Huffman  
Portland, OR 97266  
May 22, 2013

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Peter and Nancy Ewald  
Corvallis, OR 97333  
May 22, 2013

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Coral Duvall  
gladstone, OR 97027  
May 22, 2013

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Marie Mingo  
Corvallis, OR 97330  
May 22, 2013

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Valerie Wolfe  
Corvallis, OR 97330  
May 22, 2013

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Jordan White  
Corvallis, OR 97330  
May 22, 2013

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Kenneth Philbrick  
Corvallis, OR 97330  
May 22, 2013

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Leslie Eleveld  
Portland, OR 97202  
May 22, 2013

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chris nordyke  
Corvallis, OR 97330  
May 22, 2013

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susan nevin  
corvallis, OR 97330  
May 22, 2013

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Alicia Leytem  
Corvallis, OR 97333  
May 22, 2013

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Inge King  
Corvallis, OR 97330  
May 22, 2013

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hilarie phelps  
Corvallis, OR 97330  
May 22, 2013

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Keri Cribbs  
Corvallis, OR 97333  
May 22, 2013

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Holley Lantz  
Corvallis, OR 97330  
May 22, 2013

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Todd Dalotto  
Corvallis, OR 97333  
May 22, 2013

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Lynn  
Corvallis, OR 97330  
May 22, 2013

---

Corvallis,home of OSU, has many students, faculty and citizens who would make full use of extended rail service through Corvallis. Thank you

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Connie Ash  
Corvallis,, OR 97330  
May 22, 2013

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Donna McGeein  
Corvallis, OR 97333  
May 22, 2013

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Mark S. Mangus  
Corvallis, OR 97333  
May 22, 2013

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Marie Brucker  
Corvallis, OR 97330  
May 22, 2013

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Matthew Stalter  
Corvallis, OR 97333  
May 22, 2013

---

I would take the train more often, if it stopped in Corvallis. My friend, that is legally blind, would find it much easier to get to her MD appts in Portland.

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Dianne Cassidy  
Corvallis, OR 97330

May 22, 2013

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Bridget Egan  
Corvallis, OR 97339  
May 22, 2013

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Miriam Collett  
Corvallis, OR 97330  
May 22, 2013

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PLEASE!!!

Dominique Bachelet  
Corvallis, OR 97330  
May 22, 2013

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Stephen Pierce  
Corvallis, OR 97333  
May 22, 2013

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Jasper Phillips  
Corvallis, OR 97330  
May 22, 2013

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It would be an option for people commuting from Albany to Corvallis.

Karen Johnston  
Albany, OR 97321  
May 22, 2013

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Shona L Coelho  
Albany, OR 97321  
May 22, 2013

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Vananh Nguyen  
Corvallis, OR 97330  
May 22, 2013

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Becky Evans  
Corvallis, OR 97330  
May 22, 2013

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Train service to Corvallis would be an eco friendly alternative for anyone driving to Portland or Eugene.

Dian Cummings  
Corvallis, OR 97330  
May 22, 2013

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ann phillips  
Portland, OR 97212  
May 22, 2013

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Karl McCreary  
Corvallis, OR 97330  
May 22, 2013

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Sarah Saul  
Corvallis, OR 97333  
May 22, 2013

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Estefania Elorriaga  
Corvallis, OR 97330  
May 22, 2013

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Train connections to Portland; Salem, and Eugene through Corvallis would cut down in our ridiculous use of cars and CO2 emissions.

Carol Gold  
Corvallis, OR 97333  
May 22, 2013

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DT Sikich  
Corvallis, OR 97330  
May 22, 2013

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Sean Delohery  
Corvallis, OR 97330  
May 22, 2013

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Colin Cigarran  
Corvallis, OR 97330  
May 22, 2013

---

Yes!!! Connect us with our metropolitan neighbors and infuse our growing town with more opportunities for commerce, travel and jobs!!!!

Holly Strassner  
Albany, OR 97321  
May 22, 2013

---

Laila Cusick  
Corvallis, OR 97330  
May 22, 2013

---

Yes! Passenger trains to Corvallis, please!

sharon  
Corvallis, OR 97330  
May 22, 2013

---

What a difference this would make to Corvallis!

Catherine Williams  
Corvallis, OR 97330  
May 22, 2013

---

This makes sense as our OSU students would have more options, and we are planning ahead for our future!

Joy Mamoyac  
Corvallis, OR 97330  
May 22, 2013

---

Julie  
Philomath, OR 97370  
May 22, 2013

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Chris Crabtree  
Corvallis, OR 97333  
May 22, 2013

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Annie Farber  
Corvallis, OR 97330  
May 22, 2013

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Johanna Lounsbury  
Corvallis, OR 97333  
May 22, 2013

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Adam Race  
Corvallis, OR 97330  
May 22, 2013

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We sure could use that to our benefit!

Tracey  
Corvallis, OR 97330  
May 22, 2013

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Todd Jones  
Corvallis, OR 97330  
May 22, 2013

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Marian Ladenburg  
Corvallis, OR 97333  
May 22, 2013

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Henrietta Chambers  
Corvallis, OR 97333  
May 22, 2013

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fiona moore  
covallis, OR 97333  
May 22, 2013

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Andy Gallagher  
Corvallis, OR 97330  
May 22, 2013

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Linda Lamb  
CORVALLIS, OR 97330  
May 22, 2013

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Marg Bartosek  
Corvallis, OR 97330  
May 22, 2013

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Kerry Bliss  
Corvallis, OR 97330  
May 22, 2013

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Robert M. Storm  
Corvallis, OR 97333  
May 22, 2013

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Irene Schoppy  
Corvallis, OR 97330  
May 22, 2013

---

Yes, it makes common sense to do this.!

---

nh  
Corvallis, OR 97330  
May 22, 2013

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Robert Baldwin  
Corvallis, OR 97333  
May 22, 2013

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Susan Nelson  
Corvallis, OR 97333

May 22, 2013

---

I would love to see frequent, reliable passenger rail service to Corvallis. Developing frequent, reliable rail passenger service in the Northwest is essential to a strong and healthy environment and economy. That said, current emphasis needs to be improving service in the existing corridor in order to increase ridership. Currently, bus connections between Corvallis and Albany are inadequate. The FIRST step in bringing passenger rail to Corvallis is to improve connecting bus service between Corvallis and Albany.

Dan McFarling  
Beaverton, OR 97007  
May 22, 2013

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Jan Schroeder  
corvallis, OR 97330  
May 22, 2013

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A long term investment in sustainable transportation.

jim sackinger  
Corvallis, OR 97330  
May 22, 2013

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Rail between Corvallis and Portland/Salem would significantly improve my life.

Kenneth Walsh  
Corvallis, OR 97330  
May 22, 2013

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molly engle  
Corvallis, OR 97330  
May 22, 2013

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Linda Hardison  
Corvallis, OR 97330  
May 22, 2013

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Jeannine Turner  
Corvallis, OR 97333  
May 22, 2013

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Carol Anne Larsen  
Corvallis, OR 97330  
May 22, 2013

---

This would make it so much easier on me and my elderly parents and our sons to visit our family in Corvallis.

Arly Helm  
Grass Valley, CA 95945  
May 22, 2013

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Dennis Stillwaggon  
corvallis, OR 97333  
May 22, 2013

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Maureen Frank  
Corvallis, OR 97333  
May 22, 2013

---

Public transportation is so important! It mobilizes citizens in so many more ways than just the obvious.

---

Hannah Lucas  
Corvallis, OR 97333  
May 22, 2013

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Sarah Finger McDonald  
Corvallis, OR 97330  
May 22, 2013

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David Wells  
Corvallis, OR 97330  
May 22, 2013

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Will Mustard  
Corvallis, OR 97330  
May 22, 2013

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Sally Utt  
Corvallis, OR 97330  
May 22, 2013

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Lucille Honig  
Corvallis, OR 97330  
May 22, 2013

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Phoenix Ries  
Corvallis, OR 97333-9563  
May 22, 2013

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Erik Magana  
Corvallis, OR 97330  
May 22, 2013

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Ilene McClelland  
Corvallis, OR 97330  
May 22, 2013

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I would LOVE to get on the train in Corvallis... to Eugene, to Portland!

Jim Good  
Corvallis, OR 97330  
May 22, 2013

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Annclaire Greig  
Covallis, OR 97330  
May 22, 2013

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Patricia Andersson  
Portland, OR 97202  
May 22, 2013

---

This is a very good alternative to auto dependency and about time!

Barbara Landau  
Corvallis, OR 97330  
May 22, 2013

---

Leslie Lundborg  
Corvallis, OR 97333  
May 22, 2013

---

Yes, this transportation option is badly needed here!

Kay campbell  
Corvallis, OR 97330  
May 22, 2013

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anne halgren  
Corvallis, OR 97333-1445  
May 22, 2013

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Meghna Babbar-Sebens  
Corvallis, OR 97330  
May 22, 2013

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Lisa Battaglia  
Corvallis, OR 97330  
May 22, 2013

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Ann Easterly  
Corvallis, OR 97330  
May 22, 2013

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Corey McKrill  
Seaside, OR 97138

May 22, 2013

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Mary Jo Wevers  
Corvallis, OR 97330  
May 22, 2013

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Heidi Van Zee  
Corvallis, OR 97330  
May 22, 2013

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Melissa murphy  
Albany, OR 97321  
May 22, 2013

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Nancy Lindsey  
Corvallis, OR 97330  
May 22, 2013

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Sharyn Clough, PhD  
Corvallis, OR 97330  
May 22, 2013

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David Loomis  
Corvallis, OR 97333  
May 22, 2013

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Let's get it done!

Simon Justice  
Corvallis, OR 97330  
May 22, 2013

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Emmy Woessner  
Corvallis, OR 97330  
May 22, 2013

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olivia Bogdan  
corvallis, OR 97330  
May 22, 2013

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James Brizendine  
Corvallis, OR 97330  
May 22, 2013

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I would ride this at least once a month!

Allyson Dean  
Corvallis, OR 97330  
May 22, 2013

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Marcie Wolf  
Corvallis, OR 97330  
May 22, 2013

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The connection of OSU and the Corvallis community by passenger rail service to Eugene and Portland would be wonderful!!! Another step forward in sustainable transportation!

Cathryn Kasper  
Corvallis, OR 97330  
May 22, 2013

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Rick Cooper  
Philomath, OR 97370  
May 22, 2013

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Brett Pynn  
Corvallis, OR 97330  
May 22, 2013

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Let's keep more cars off the road.

TERRY WEISS  
Corvallis, OR 97330  
May 22, 2013

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William Koch  
Corvallis, OR 97330  
May 22, 2013

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James Fisher  
Corvallis, OR 97330  
May 22, 2013

---

Yes, please connect Corvallis to passenger rail services in the Willamette Valley. It will greatly enhance other options presently available.

Mary Goff  
Corvallis, OR 97339  
May 22, 2013

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Jamaica Thompson  
Corvallis, OR 97333  
May 22, 2013

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Lorraine Anderson  
Corvallis, OR 97330  
May 22, 2013

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Michael Beachley  
Corvallis, OR 97330  
May 22, 2013

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michelle pangborn  
CORVALLIS, OR 97330  
May 22, 2013

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Gwendolyn Ann Hill  
Corvallis, OR 97333  
May 22, 2013

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Karl Schilke  
Corvallis, OR 97331  
May 22, 2013

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Leah Houtman  
Philomath, OR 97370  
May 22, 2013

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Joe Cone  
Corvallis, OR 97333  
May 22, 2013

---

Margaret K. Westfall  
Corvallis, OR 97330  
May 22, 2013

---

Access to a green, public means of linking Corvallis to the rest of the Willamette Valley would be a major boon to the citizens of Oregon.

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Brian Sidlauskas  
Corvallis, OR 97330-6800  
May 22, 2013

---

Rachel Houtman  
Philomath, OR 97370  
May 22, 2013

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Micha Simonich  
Corvallis, OR 97333  
May 22, 2013

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Jennifer Lorang  
corvallis, OR 97330  
May 22, 2013

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John Simonsen  
Corvallis, OR 97330-1319  
May 22, 2013

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Janet Nishihara  
Corvallis, OR 97330  
May 22, 2013

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Cassandra Schwartz Johnson  
Corvallis, OR 97333  
May 22, 2013

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Michel  
Corvallis, OR 97330  
May 22, 2013

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Passenger rail through Corvallis would be an amazing addition. Corvallis is a very metropolitan town because of HP and OSU. There are many people who frequently head up to Portland and Eugene. Right now the best option for doing this is to drive. But with the huge bicycle adoption in the city and the large number of students there are many without any real need for a car except for trips to the local big cities. Passenger rail in town would be much more accessible than trains from Albany and more comfortable, and thus more used, than buses. Also, I know that a lot of professionals at OSU and HP frequently use the quite expensive Hut Shuttle when flying out of Portland on business. An easy and affordable rail option to Portland would surely be welcomed and heavily used by these professionals.

Mark Crowley  
Corvallis, OR 97330  
May 22, 2013

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mike derocher  
Corvallis, OR 97333  
May 22, 2013

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We drive back and forth to Portland several times a week, either because of work or to visit family. I 5 is jammed with people like us and our cars. Reliable rail would make a huge difference for the people of Corvallis and for the environment.

Alison Clement  
Corvallis, OR 97330  
May 22, 2013

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For a future with fewer fossil fuel operated vehicles, enhancing the rail network in the Willamette Valley to include Corvallis makes complete sense.

Denis White  
Corvallis, OR 97333  
May 22, 2013

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Kathleen Fowler  
Corvallis, OR 97333  
May 22, 2013

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Matt Gregory  
Corvallis, OR 97330  
May 22, 2013

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This would be so nice!

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Edward Sackinger  
Klamath Falls, OR 97601  
May 22, 2013

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Bring rail passenger service back to Corvallis.

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Roger Keys Weaver  
Corvallis, OR 97330  
May 22, 2013

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Dagmar Johnson  
Corvallis, OR 97330  
May 22, 2013

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Chuck Forbes  
Corvallis, OR 97330  
May 22, 2013

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Julianne E Freeman  
Corvallis, OR 97330  
May 22, 2013

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Irina Phillips  
Corvallis, OR 97330  
May 22, 2013

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Shawn Tucker  
Corvallis, OR 97330  
May 22, 2013

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Brenna Johnson  
Corvallis, OR 97330  
May 22, 2013

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Steve George  
Corvallis, OR 97330  
May 22, 2013

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We have long-distance rail through Albany, but the schedule is too unreliable to use between Oregon cities. Corvallis would be ideal, especially near OSU.

Diana Ritter  
Albany, OR 97321  
May 22, 2013

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Caryn Davis  
Philomath, OR 97370  
May 22, 2013

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Sharon  
Corvallis, OR 97333  
May 22, 2013

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Abby Terris  
Corvallis, OR 97333  
May 22, 2013

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Deanna S Carr  
Corvallis, OR 97333  
May 22, 2013

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Astrid Peterson  
Corvallis, OR 97333  
May 22, 2013

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Please please please include Corvallis in rail systems!

Alex Stone  
corvallis, OR 97330  
May 22, 2013

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Venus  
Corvallis, OR 97333  
May 22, 2013

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Matt Fawcett  
Corvallis, OR 97330  
May 22, 2013

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Roger Hammer  
Corvallis, OR 97333  
May 22, 2013

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Daniel Wilbert Burleson  
Corvallis, OR 97330  
May 22, 2013

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Paul Primak  
Corvallis, OR 97331  
May 22, 2013

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Kenneth Larson  
Corvallis, OR 97330  
May 22, 2013

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Yes! Passenger rail to the masses!!

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Whitney Bonnett  
Corvallis, OR 97330  
May 22, 2013

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Paul Norberg  
Tualatin, OR 97062  
May 22, 2013

---

Please support Corvallis ... We urgently need rail connectivity within the Willamette Valley corridor .....  
regards, Chris Moser

---

Chris Moser  
OR, United States 97330-9705  
May 22, 2013

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Robert E Kennedy  
Corvallis, OR 97333  
May 22, 2013

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Sandra Arbogast  
Corvallis, OR 97330  
May 22, 2013

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Margot Mercer  
Corvallis, OR 97333  
May 22, 2013

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Patrick  
Corvallis, OR 97330  
May 22, 2013

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Alesha Jess  
Corvallis, OR 97330  
May 22, 2013

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amy lindsley  
Corvallis, OR 97333  
May 22, 2013

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Sarah Wiebenson  
Portland, OR 97214-3786  
May 22, 2013

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G. Whitley  
Corvallis, OR 97330  
May 22, 2013

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Leonard Litman  
Corvallis, OR 97330  
May 22, 2013

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Michele Justice  
Corvallis, OR 97330  
May 22, 2013

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Toby Pomeroy  
Corvallis, OR 97333  
May 22, 2013

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Annette Mills  
Corvallis, OR 97330  
May 22, 2013

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Becky Koepke-Hill  
Corvallis, OR 97330  
May 22, 2013

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shelley Willis  
corvallis, OR 97330  
May 22, 2013

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nancy Warren  
Corvallis, OR 97330  
May 22, 2013

---

Just do it!

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Mark Hessel  
Corvallis, OR 97333-3941  
May 22, 2013

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Leslie Melnyk  
Corvallis, OR 97330  
May 22, 2013

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Laura Peckyno  
Corvallis, OR 97330

May 22, 2013

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Anna Dewey  
Corvallis, OR 97333  
May 22, 2013

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We need connectivity to larger Oregon cities. We will use the train. We are a green community that should be rewarded for our commitment. Please help us by routing the train through our town.

Jeanene Loudon  
Corvallis, OR 97330  
May 22, 2013

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Katherine Han  
Corvallis, OR 97330  
May 22, 2013

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Patricia J Weber  
Corvallis, OR 97330  
May 22, 2013

---

I fully support this addition to passenger rail in Oregon!! Students have very limited options to connect to portland/Seattle airports without a car. This would be helpful to the university as well when hosting events that attract national or international guests. Many visitors are surprised at the lack of public transit connections to corvallis! As a train commuter, eliminating the drive to albany from Corvallis would make train travel viable to a much larger population.

Marissa Matsler  
Corvallis, OR 97330  
May 22, 2013

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Alena ROberts  
Corvallis, OR 97330  
May 22, 2013

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Lyn Larson  
Corvallis, OR 97330  
May 22, 2013

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Lisa Ede  
Corvallis, OR 97330  
May 22, 2013

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Hooray for trains to Corvallis! Please make it happen. :-)

Michelle Marie  
Corvallis, OR 97330  
May 22, 2013

---

If ridership is desired, the biggest population centers should all be linked.

Bart Eleveld  
Corvallis, OR 97330  
May 22, 2013

---

I travel by rail to Seattle or SF, but the trip from Corvallis to Eugene by car followed by Amtrak makes the journey to complex for the relatively short trip to Portland. If there were passenger rail from Corvallis to Portland, I'd support it at the ticket counter.

Jon Moulton  
Corvallis, OR 97330  
May 22, 2013

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John H Falk  
Corvallis, OR 97330  
May 22, 2013

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Nate marcel  
Verboort, OR 97116  
May 22, 2013

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Marisha Auerbach  
Portland, OR 97206  
May 22, 2013

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Jacob Weger  
Corvallis, OR 97330  
May 22, 2013

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Lisa Ni Bhraonain  
Corvallis, OR 97330  
May 22, 2013

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Jennifer Smits  
Corvallis, OR 97330  
May 22, 2013

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Randall Moore  
Corvallis, OR 97330  
May 22, 2013

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Barbara Anne Hiler  
Corvallis, OR 97330  
May 22, 2013

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Greg Pfarr  
Corvallis, OR 97330

May 22, 2013

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Jennifer Davidson  
Corvallis, OR 97330  
May 22, 2013

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Lynne Schauble  
Corvallis, OR 97333  
May 22, 2013

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Rawley Greene  
Corvallis, OR 97330  
May 22, 2013

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Passenger rail would be a great boon to the Corvallis community, which is striving for sustainability and dealing with transportation issues for a growing and thriving campus.

Christy Anderson Brekken  
Corvallis, OR 97330  
May 22, 2013

---

Reliable rail travel would be a wonderful addition and a better way to travel to other cities in the Valley. I love to "ride and rails."

Ann  
Corvallis, OR 97330  
May 22, 2013

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Nancy Reagan  
Corvallis, OR 97330  
May 22, 2013

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Kitzie Stern  
Corvallis, OR 97330  
May 22, 2013

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Andrew Millison  
Corvallis, OR 97333  
May 22, 2013

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Matthew Morris Crocker  
Corvallis, OR 97330  
May 22, 2013

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Don Alan Hall  
Corvallis, OR 97330-6535  
May 22, 2013

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Anne-Marie Deitering  
Corvallis, OR 97333  
May 22, 2013

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Megan Chambers  
Corvallis, OR 97330  
May 22, 2013

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Shannon  
Corvallis, OR 97330  
May 22, 2013

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Jannae  
Corvallis, OR 97330  
May 22, 2013

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Heidi Nevin  
Corvallis, OR 97330  
May 22, 2013

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Anne Nolin  
Corvallis, OR 97330  
May 22, 2013

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Josandra McLellan  
Corvallis, OR 97330  
May 22, 2013

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Jim Rankin  
Corvallis, OR 97330  
May 21, 2013

---

Bring us rail!

Russell Born  
Corvallis, OR 97330  
May 21, 2013

---

Our reliance on fossil fuels for transportation is a leading cause of global climate change. This is an important step to take!

Camille Hall  
Corvallis, OR 97330-9118  
May 21, 2013

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Carole Smith  
Salem,, OR 97301  
May 21, 2013

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Rebecca Olson  
Corvallis, OR 97333  
May 21, 2013

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Debby Vajda  
Corvallis, OR 97333  
May 21, 2013

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Fran Hast  
Seal Rock, OR 97376  
May 21, 2013

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Rennie Ferris  
Newport, OR 97365  
May 21, 2013

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Bring rail to Corvallis!!!

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Jeanne McCartney  
Salem, OR 97301  
May 21, 2013

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Marge Stevens  
Corvallis, OR 97330  
May 21, 2013

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Dick Meaney  
Albany, OR 97321  
May 21, 2013

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Bob Durst  
PHILOMATH, OR 97370  
May 21, 2013

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McKenzie Huso  
Corvallis, OR 97330  
May 21, 2013

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Karla Bufka  
Dallas, OR 97338  
May 21, 2013

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Bruce Pritchard  
Corvallis, OR 97330  
May 20, 2013

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Yes! This is what our rail dollars should go for, not fantasies of high-speed rail. Just bring us back the same level of service as we had in 1913. Stop wasting money on mega bridges and boondoggles for automobiles, and start getting Oregon ready for the post-auto age, which is fast arriving!

John Gear  
Salem, OR 97301  
May 20, 2013

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Yes more passenger rail locations!

Sarah Early  
Kelso, WA 98626  
May 20, 2013

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david hargreaves  
Corvallis, OR 97330  
May 20, 2013

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We think it is one heck of a good idea, and we would certainly make good use of the train

Jean Worth  
Philomath, OR 97370  
May 20, 2013

---

Stephen Wilson  
Gleneden Beach, OR 97388  
May 20, 2013

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Go Beavers!!!

Ed LaLonde  
Portland, OR 97213  
May 20, 2013

---

Anna Hartz  
Corvallis, OR 97330  
May 20, 2013

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John B. Hays  
Corvallis, OR 97330  
May 20, 2013

---

Yes, please!! This would be great for Corvallis and a great way for out-of-towners to come visit.

Chris Althouse  
Corvallis, OR 97333  
May 20, 2013

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Shelbie Carmony  
Corvallis, OR 97330  
May 20, 2013

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PLEASE!

Susan Salveson  
Corvallis, OR 97330  
May 20, 2013

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Celia stapleton  
Silverton, OR 97381  
May 20, 2013

---

Ildiko M. Overbay  
Corvallis, OR 97330  
May 20, 2013

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Joe Worth  
Wilsonville, OR 97070  
May 20, 2013

---

Just makes sense!

DAVID DYBWAD  
TACOMA, WA 98404  
May 20, 2013

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Mike Schrier  
HUBBARD, OR 97032  
May 20, 2013

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Robert Wery  
Eugene, OR 97401  
May 20, 2013

---

The benefits of having passenger service in Corvallis (and not being served by an Albany stop only) would be great from a ridership as well as mobility perspective for the greater Corvallis area and OSU.

Susan Wright  
Tigard, OR 97223  
May 20, 2013

---

This is so needed! Many students do not have cars, and direct rail service would be of great benefit to them as well as the community. Without a local airport, good affordable connections to Eugene and Portland are critical.

Mindy Crandall  
Corvallis, OR 97330  
May 20, 2013

---

Please bring passenger rail service to Corvallis. I would use this!

Colin McNultu  
Tigard, OR 97224  
May 20, 2013

---

Kirk Wydner  
Corvallis, OR 97330  
May 20, 2013

---

I would use rail connections between Portland and Corvallis at least 5 times per year.

Norma Jensen  
Portland, OR 97209  
May 20, 2013

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Please!!! This is so needed.

LYNN WORTH  
Lake Oswego, OR 97035  
May 20, 2013

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James Dagata  
Philomath, OR 97370  
May 20, 2013

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Charles Radosta  
Portland, OR 97219  
May 20, 2013

---

Passenger Rail would be great

Alicia Lyman-Holt  
Corvallis, OR 97330  
May 20, 2013

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shaun quayle  
Beaverton, OR 97006  
May 20, 2013

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Phillip Worth  
PORTLAND, OR 97205  
May 20, 2013

---

Jason Thomas  
Tigard, OR 97223  
May 20, 2013

---

I know numerous people who have families in Portland and go to school in Corvallis. They commute 3 times a week for classes. Passenger rail to Corvallis would relieve congestion by taking them off the road.

Chi Mai  
Rock Creek, OR 97229  
May 20, 2013

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David Kimdon  
Corvallis, OR 97333  
May 20, 2013

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Sandra Balzer  
Corvallis, OR 97333  
May 20, 2013

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james branske  
monmouth, OR 97361-1524  
May 20, 2013

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Robyn L. Bassett  
Portland, OR 97239  
May 20, 2013

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Mary Garcia  
Scotts Mills, OR 97375  
May 20, 2013

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John Helm  
Corvallis, OR 97333  
May 20, 2013

---

owen ryan  
corvallis, OR 97333  
May 20, 2013

---

yes yes!

k denzer  
blodgett, OR 97326  
May 20, 2013

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George Cooper  
Salem, OR 97302  
May 19, 2013

---

Stefanie Hood  
Corvallis, OR 97330  
May 19, 2013

---

Chris Meinke  
Corvallis, OR 97333  
May 19, 2013

---

claire long  
Corvallis, OR 97330  
May 19, 2013

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Jon Polansky  
Corvallis, OR 97333  
May 19, 2013

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Julie Firman  
Corvallis, OR 97333  
May 19, 2013

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Mario Montesano  
Turner, OR 97392  
May 19, 2013

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Raymond Malewitz  
Corvallis, OR 97330  
May 19, 2013

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marilyn g singh  
corvallis, OR 97330  
May 19, 2013

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Linda Hamner  
Philomath, OR 97370  
May 19, 2013

---

Burt Alber  
Philomath, OR 97370  
May 19, 2013

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Corvallis is a wonderful place to live but difficult to travel into and out of—passenger rail service in Corvallis would be great!

Cristina White  
Corvallis, OR 97330  
May 19, 2013

---

Nancy Roberts  
South Beach, OR 97366  
May 19, 2013

---

Eva  
Corvallis, OR 97339  
May 19, 2013

---

James Britton  
Sheridan, OR 97378  
May 19, 2013

---

Jeremy Colson  
Corvallis, OR 97333  
May 19, 2013

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Steven Esses  
Salem, OR 97309-0022  
May 19, 2013

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Passenger rail transportation would reduce the congestion on the roads for students and family traveling to this popular college town...and be in keeping with Corvallis' other environmentally friendly efforts.

Danielle Scott  
Keizer, OR 97303  
May 19, 2013

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Cliff Pereira  
Corvallis, OR 97333  
May 19, 2013

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We need to keep cars off the road as much as possible - and keeping train transportation easily available will go a long way towards doing this.

Terry Weiss, Mark Weiss  
Corvallis, OR 97330  
May 19, 2013

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As former student at OSU Corvallis, there is some need for this service, but, not on a scale that would warrant regular frequent service. A shuttle service to and from the existing Amtrak service along the I5 corridor would be wisest. Just think of the impact this would have on Civil War game day!

Jon Melendy  
Salem, OR 97306  
May 19, 2013

---

Cec Jensen  
Glenden Beach, OR 97388  
May 19, 2013

---

Greg Oline  
Rickreall, OR 97371  
May 19, 2013

---

ronald king  
Salem, OR 97304  
May 19, 2013

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John Simonds  
Philomath, OR 97370  
May 19, 2013

---

If it could be low enough fares to allow for mass transport once you arrive at your destination city I would be more inclined to travel on it. And would it be quicker to get around or just reduce auto's on the road?

Mandi  
Tangent, OR 97389-0311  
May 19, 2013

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Sandra Piper  
Corvallis, OR 97330  
May 19, 2013

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Cheri Clark  
Corvallis, OR 97333  
May 19, 2013

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This country could use an expansion/restoration of passenger rail service anywhere we can get it.

Kevin Sharbaugh  
Salamanca, NY 14779  
May 19, 2013

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James Huffendick  
Salem, OR 97302  
May 19, 2013

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John Mathison  
Corvallis, OR 97330  
May 19, 2013

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Julie Mathison  
Corvallis, OR 97330  
May 19, 2013

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Marjorie Ratliff  
CORVALLIS, OR 97330  
May 19, 2013

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Alan M. Kapuler PhD  
Corvallis, OR 97333  
May 19, 2013

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Carol Hulstrunk  
Corvallis, OR 97330  
May 19, 2013

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Sharilyn Ame  
Corvallis, OR 97333  
May 19, 2013

---

Corvallis is a busy, vibrant, well-educated little town that's 10 miles off the freeway. Passenger rail service would be a wonderful service for those of us who live here and folks to the north and south of us who would like to visit without having to drive.

---

Linda Audrain  
Corvallis, OR 97333  
May 19, 2013

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This is long overdue.

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Anita Parish  
Sweet Home, OR 97386  
May 19, 2013

---

Jaci Guerena  
Corvallis, OR 97333  
May 19, 2013

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Keyin Spelts  
Albany, OR 97322  
May 19, 2013

---

Public transportation should be at the top of every local government agenda. In Corvallis and even more so the rural communities near it, a passenger rail service through Corvallis would be a great service to our residents and to the environment.

Pauline Tanaka  
Alsea, OR 97324  
May 19, 2013

---

LONG SINCE OVERDUE- HOORAY FOR THE POSSIBILITY !!!! CMOORE

Carol M Moore  
Corvallis, OR 97330  
May 19, 2013

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Sarah R. Sapon-White  
Philomath, OR 97370  
May 19, 2013

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Ann Gaidos-Morgan  
Corvallis, OR 97330  
May 19, 2013

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Ken Kingsley  
Corvallis, OR 97330  
May 18, 2013

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kerstin frueh  
Corvallis, OR 97333  
May 18, 2013

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Susannah Grace Thiel  
Portland, OR 97202  
May 18, 2013

---

donna  
saem, OR 97302  
May 18, 2013

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Bruce Hecht  
Corvallis, OR 97333  
May 18, 2013

---

Carol Voeller  
SALEM, OR 97301  
May 18, 2013

---

Kathy Brewer  
Corvallis, OR 97333

May 18, 2013

---

Yes! Also, out to the coast from Corvallis to Newport. Great idea!!

Jeanne Anstine  
Newport, OR 97365  
May 18, 2013

---

Herbert m howell

Herb howell  
Monmouth, OR 97361  
May 18, 2013

---

Dick Thies  
Corvallis, OR 97333  
May 18, 2013

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William Little  
Albany, OR 97322  
May 18, 2013

---

sean  
corvallis, OR 97300  
May 18, 2013

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Emily  
Corvallis, OR 97330  
May 18, 2013

---

Sally Cook  
Salem, OR 97302  
May 18, 2013

---

Passenger rail for Corvallis would be a choice for a civilized and earth-friendly approach to transportation.

ROBERT ZUCCHI  
Corvallis, OR 97333-1869  
May 18, 2013

---

I think this would be something that a lot of people should use, as gas prices go up a good rail service will be a huge asset to everyone in this area. I think Sweet Home should be on the list of stops for the rail service. There are a lot of seniors here that could use the train.

David Petrik  
Sweet Home, OR 97386  
May 18, 2013

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Diane Thies  
Corvallis, OR 97333  
May 18, 2013

---

karen king  
monmouth, OR 97361  
May 18, 2013

---

Lee Cowan  
Salem, OR 97302  
May 18, 2013

---

Xiaoli Fern  
Corvallis, OR 97330  
May 18, 2013

---

I am 100% in favor of a passenger rail link to Corvallis. Want to cut down on air pollution from cars and reduce gasoline consumption and highway traffic? Passenger rail is the only practical way to do it. I would love to be able to take the train from Corvallis to visit my folks in Salem over the weekend. We need rail service and we need it ASAP.

---

Gabriel Bennett  
Keizer, OR 97303  
May 18, 2013

---

Christina Reagle  
Monmouth, OR 97361  
May 18, 2013

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Sheri Dover  
Corvallis, OR 97333  
May 18, 2013

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Sonya Burge  
Sweet Home, OR 97386-2710  
May 18, 2013

---

This would be awesome! Love to travel by train but going to Albany just never seems worth it.

---

Aly Welkley  
Corvallis, OR 97333  
May 18, 2013

---

Let's make mass transit a reality.

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Gerald Lorenz  
salem, OR 97306  
May 18, 2013

---

I have lived in Corvallis and wholeheartedly support bringing a reliable passenger rail system to Corvallis Oregon. It is the future! Thank you for your consideration. Sincerely, Cindy Guschov

Cindy Guschov  
Otis, OR 97368  
May 18, 2013

---

Corvallis needs and would use easier access to passenger rail for both residents and tourists.

Bobby Mauger  
Corvallis, OR 97333  
May 18, 2013

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Nancy Yoder  
Toledo, OR 97391  
May 18, 2013

---

Please please please! I much prefer riding the train to driving when I go to Portland or Eugene, but if I have to drive to Albany first it stops feeling like there's much point.

Joy Gipson  
Corvallis, OR 97330  
May 18, 2013

---

Corvallis is the 4th largest city in Oregon, but always gets left off of projects like this. We need passenger train connections to the other three large cities, Eugene, Salem, and Portland.

Mark Weiss  
Corvallis, OR 97330  
May 18, 2013

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Jo Hannan  
Salem, OR 97301  
May 18, 2013

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Suzannah L Doyle  
Corvallis, OR 97330  
May 18, 2013

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Lavinia Ross  
Sweet Home, OR 97386  
May 18, 2013

---

Corvallis is a city with a major state university, so it will add to ridership if trains service it.

Dan Scarl  
Salem, OR 97301  
May 18, 2013

---

jon hanzen  
salem, OR 97304  
May 18, 2013

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Judi Saam  
Corvallis, OR 97333  
May 18, 2013

---

I would make good use of it!

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Janice  
Falls City, OR 97344  
May 18, 2013

---

glen  
sealrock, OR 97376  
May 18, 2013

---

Linda Kapuler  
Corvallis, OR 97333  
May 18, 2013

---

GLEN HOWARD SMALL  
seal rock, OR 97376  
May 18, 2013

---

Laura Runnion  
Waldport, OR 97394  
May 18, 2013

---

Tim Prudhel  
Gleneden Beach, OR 97388-0313  
May 18, 2013

---

Nancy Matsumoto  
Corvallis, OR 97330  
May 18, 2013

---

Don't forget Corvallis!

---

Leigh Starcevich  
Corvallis, OR 97330  
May 18, 2013

---

debra mcguire  
toledo, OR 97391  
May 18, 2013

---

Christy Lee  
Salem, OR 97301  
May 18, 2013

---

Quick, regular passenger service to Eugene, Salem and Portland would be a huge benefit to our small, growing technical business.

Carl Niedner  
Corvallis, OR 97339  
May 18, 2013

---

Elizabeth Atly  
Newport, OR 97365  
May 18, 2013

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Robert Jones  
Corvallis, OR 97330  
May 18, 2013

---

Steve Hill  
Salem, OR 97305  
May 18, 2013

---

Nancy Coonridge  
Pie town, NM 87827  
May 18, 2013

---

John M. Luna  
Philomath, OR 97370  
May 18, 2013

---

I love to ride the rails!

Ellen Reger  
Falls City, OR 97344  
May 18, 2013

---

Frequent, fast, and dependable transportation between Albany and Corvallis will facilitate greater train use along the I-5 corridor.

Craig Wallace  
Albany, OR 97321  
May 18, 2013

---

Please bring passenger trains through Corvallis. I work in Salem, and would appreciate the opportunity to commute via rail.

Walter Terry Frueh  
Corvallis, OR 97333  
May 18, 2013

---

I am legally blind and I have a very difficult time getting public transportation, especially to Eugene. I always say, "You can't get there from here." Please, please consider this option carefully.

Vicki Hannah Lein  
Corvallis, OR 97330  
May 18, 2013

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A benefit to current and future businesses, to Oregon citizens, and to enhance tourism--let alone jobs, jobs, jobs!

Mary Beth Marvin  
Lincoln City, OR 97367  
May 18, 2013

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DeLynn Anderson  
Albany, OR 97321  
May 18, 2013

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Efrain M. Díaz-Horna  
Salem, OR 97304  
May 18, 2013

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Jeff Hino  
Corvallis, OR 97321  
May 18, 2013

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Catherine Walker  
Corvallis, OR 97330  
May 18, 2013

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I don't own a car nor do I drive. I have found that public transportation from Corvallis to Eugene, or north to Salem and Portland is infrequent at best. There is no real reliable way to get to these other cities. Please support passenger rail to Corvallis Oregon. Thank you.

patricia Thomas  
Corvallis, OR 97330  
May 18, 2013

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Rachel Robertson  
Corvallis, OR 97330  
May 18, 2013

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Tracy Dorgan  
Albany, OR 97321  
May 18, 2013

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Sara Lucas  
Corvallis, OR 97333  
May 18, 2013

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Kim Waldrep  
Sweet Home, OR 97386  
May 18, 2013

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june yee  
Corvallis, OR 97333  
May 18, 2013

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Burton Fein  
Corvallis, OR 97333  
May 18, 2013

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Rail travel existed for my grandparents and great grandparents who came to Oregon by rail from S Dakota in 1911. During my mother's childhood (b 1915) my grandfather worked in the Portland rail yards and got there and back by train from Falls City in Polk Co. I have a distinct impression of that era from family stories and believe beyond doubt that reliance on oil would be decreased by a modern version of what used to exist.

Violet Sunderland  
Dallas, OR 97338  
May 18, 2013

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Bring rail and fast rail to the Willamette Valley and to and through Corvallis, OR We want and need it.

Ken HOLT  
Corvallis, OR 97330  
May 18, 2013

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frances johnson  
Stayton, OR 97383  
May 18, 2013

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Janus Wilhelm  
Salem, OR 97305  
May 18, 2013

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gary matson  
salem, OR 97302  
May 18, 2013

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Bernard Holt  
Waldport, OR 97394  
May 18, 2013

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This rail service should have been established at least 30 years ago!

Daniel C. Tough Jr  
Blodgett, OR 97326  
May 18, 2013

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Pamela Holbrook  
Newport, OR 97365  
May 18, 2013

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It's too bad a petition campaign is required to further action on what should be a "no brainer" here in Oregon. However, Sign On!

Ronald W. Ball  
Blodgett, OR 97326-9712  
May 18, 2013

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Ingeborg Krebs  
Sweet Home, OR 97386  
May 18, 2013

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We need improved passenger rail throughout the US but Oregon is a good place to start!

Brian Lackner  
Monmouth, OR 97361  
May 18, 2013

---

You should definitely support this.

Teresa Maurmann  
Salem, OR 97304  
May 18, 2013

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Michael Singer  
Ashland, OR 97520  
May 18, 2013

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Janet Johnson  
Newport, OR 97365  
May 18, 2013

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Lois Lederman  
South Beach, OR 97366  
May 18, 2013

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Convenient public transportation that reduces the number of vehicles on the road, often occupied by one passenger, should be supported.

Amy Lev  
Philomath, OR 97370  
May 18, 2013

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Kathleen Foisie  
Monmouth, OR 97361  
May 18, 2013

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Ursula Trimble  
Waldport, OR 97394  
May 18, 2013

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Robert Waterhouse  
Scio, OR 97374  
May 18, 2013

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Corvallis is a growing, thriving community and should be served with passenger service along with Portland and Eugene

Jo Johnson  
Salem, OR 97302  
May 18, 2013

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Tamara P Manning  
Jefferson, OR 97352  
May 18, 2013

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blaine gilruth  
Philomath, OR 97370  
May 18, 2013

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sandra wiltsey  
Salem, OR 97303  
May 18, 2013

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we're getting out of our cars, but have no way to get to the bigger towns. passenger rail in Corvallis would allow much greater freedom

Shelley Ries  
Corvallis, OR 97333  
May 18, 2013

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Sara  
Salem, OR 97305  
May 18, 2013

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John Kirk  
Sweet Home, OR 97386  
May 18, 2013

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Sharon Bodman  
Siletz, OR 97380  
May 18, 2013

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beaR Pitts  
albany, OR 97321  
May 18, 2013

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Brad Attig  
Corvallis, OR 97333  
May 18, 2013

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roger paul  
Corvallis, OR 97330-1611  
May 18, 2013

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sherri willard argyres  
corvallis, OR 97330  
May 18, 2013

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Dave Plaehn  
Corvallis, OR 97330  
May 18, 2013

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Linda Snyder  
Salem, OR 97306  
May 18, 2013

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Bob Estabrook  
Salem, OR 97306  
May 18, 2013

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Jerilynn webber  
Philomath, OR 97370  
May 18, 2013

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John Kleckner  
Salem, OR 97301  
May 18, 2013

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Laura Smithers  
Albany, OR 97321  
May 18, 2013

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carolyn Choquette  
Philomath, OR 97370  
May 18, 2013

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Dale Cannon  
Monmouth, OR 97361  
May 18, 2013

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Think about a line to Newport in the future also.

Judith Clark Upton  
Newport, OR 97365  
May 18, 2013

---

Having worked in a domestic violence shelter, I can add this as another reason for dependable transportation in the I5 corridor. There has been talk of suspending bus service to Corvallis, making it even harder for people fleeing violence to get out of a dangerous situation. Train transport could, literally, be a life saver.

Wanda Terrell  
Corvallis, OR 97330  
May 18, 2013

---

Great idea to link University cities!

Lora R Fisher  
Salem, OR 97301  
May 18, 2013

---

Bring passenger rail to most cities.

Kevin Brown  
Silverton, OR 97381  
May 18, 2013

---

Lets make this happen

Ron Thiesen  
Corvallis, OR 07330  
May 18, 2013

---

This does not personally affect me, but since Corvallis is the location of Oregon State University, and midway between Portland and Eugene (Home of the University of Oregon) this makes a lot of sense, especially since it would not be out of the way.

Jan Frederick  
Silverton, OR 97381  
May 18, 2013

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Lisa Scrimenti  
Salem, OR 97305  
May 18, 2013

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Patricia Gorman-Russell  
Portland, OR 97236  
May 18, 2013

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Edward Waymire  
Philomath, OR 97370  
May 18, 2013

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Please provide frequent passenger rail service to Corvallis with connections to Eugene, Salem, Portland, and other destinations accessible by rail. I make this request for many reasons, including concerns about the environment, traffic congestion on I-5, and creating easier movement by Oregonians between different parts of the state. Please establish a rail route that includes Corvallis.

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Hiram James McLendon, Jr.  
Corvallis, OR 97330-1046  
May 18, 2013

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Laura Olah  
Lebanon, OR 97355  
May 18, 2013

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Yes, Yes, Yes. It would provide Corvallis and all of it's students access to other areas currently unavailable.

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Kathleen McCann  
Silverton, OR 97381  
May 18, 2013

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Anne Taliaferro  
Monmouth, OR 97361  
May 18, 2013

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Kenny Rowe  
Lebanon, OR 97355  
May 18, 2013

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Charles Aylworth  
Salem, OR 97302  
May 18, 2013

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Frank Ward  
Depoe Bay, OR 97341  
May 18, 2013

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David Ferguson  
Salem, OR 97301  
May 18, 2013

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Craig McLaughlin  
Salem, OR 97305  
May 18, 2013

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Vicki Kertz  
Salem, OR 97304  
May 18, 2013

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Corvallis is the missing link in the Cascades Corridor rail system. We need a good transportation connection to/from Corvallis & OSU.

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Laurie Dougherty  
Salem, OR 97301  
May 18, 2013

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roberta fitzpatrick  
salem, OR 97317  
May 18, 2013

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J Elaine Leppard  
Albany, OR 97321  
May 18, 2013

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Katelyn Lord  
Lincoln City, OR 97367  
May 18, 2013

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elinor whitney  
Blodgett, OR 97326-9405  
May 18, 2013

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Justin Bowman  
Salem, OR 97306  
May 18, 2013

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Payton James-Amberg  
Corvallis, OR 97333  
May 18, 2013

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Susan J. Noel  
Corvallis, OR 97333  
May 18, 2013

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Have wondered for along time why Corvallis got bypassed. Would love to see it happen

Margaret Karchesy  
Corvallis, OR 97330  
May 18, 2013

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Carol Spinney  
Corvallis, OR 97330  
May 18, 2013

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Christie Van Winkle  
Albany, OR 97322  
May 18, 2013

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Sidney A Rosen  
Corvallis, OR 97330  
May 18, 2013

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Tricia Thompson  
Brownsville, OR 97327  
May 18, 2013

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Susan Cooley  
Corvallis, OR 97330  
May 18, 2013

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We need rail service in corvallis

john Gaylord  
Corvallis, OR 97330  
May 18, 2013

---

Rail service to Corvallis would help reduce traffic and pollution as alumni from all over the state travel to OSU events and it would make it easier for students to get along without cars.

Marie Oliver  
Philomath, OR 97370  
May 18, 2013

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Bring the train to Corvallis

Peg elegant  
Corvallis, OH 97330  
May 18, 2013

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Dan McKenzie  
Corvallis, OR 97330-1837  
May 18, 2013

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Barbara Markello  
Corvallis, OR 97333  
May 18, 2013

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What a shame if passenger rail service were to continue to bypass Corvallis!

Jack S Duren  
Philomath, OR 97370  
May 18, 2013

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Sue Rutherford  
Philomath, OR 97370  
May 18, 2013

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For years I have been wanting train service in Corvallis. I ride Amtrak often and find it inconvenient to have to drive to Albany to board the train.

Julia Moore  
Corvallis, OR 97333  
May 18, 2013

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Louise-Annette Burgess  
Corvallis, OR 97333-1711  
May 18, 2013

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Craig Hall Cutting  
Corvallis, OR 97333  
May 18, 2013

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Al  
Corvallis, United States 97330-2196  
May 18, 2013

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Joey Kimdon  
CORVALLIS, OR 97333  
May 18, 2013

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Rhonda Mueller-Warrant

Rhonda Mueller-Warrant  
Corvallis, OR 97330  
May 17, 2013

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Karen Josephson  
Corvallis, OR 97333  
May 17, 2013

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Tanya Andersson  
Corvallis, OR 97333  
May 17, 2013

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Shauna Wilson  
Corvallis, OR 97333  
May 17, 2013

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Kelsey Price  
Corvallis, OR 97330  
May 17, 2013

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This is way overdue. We need reliable public transport from Corvallis to Eugene and Portland.

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Linda Sebring  
Corvallis, OR 97330  
May 17, 2013

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Nancy Geller  
Corvallis, OR 97330  
May 17, 2013

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I would travel to Portland and Eugene to see concerts.

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Chad DeMers  
Corvallis, OR 97333  
May 17, 2013

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Jeremy Green  
Corvallis, OR 97330  
May 17, 2013

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Jean Townes  
Corvallis, OR 97330  
May 17, 2013

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Robert Jarvis  
Corvallis, OR 97330  
May 17, 2013

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Anne Arquette  
Corvallis, OR 97333  
May 17, 2013

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Sean Wilde  
Dallas, OR 97338-9458  
May 17, 2013

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Corvallis and its region would benefit greatly at minimal cost.

Gregory A Williams  
Lake Oswego, OR 97035  
May 17, 2013

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Rail to Corvallis would be excellent , I would use this option!

Christina Calkins  
Corvallis, OR 97330  
May 17, 2013

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Karen Estlund  
Springfield, OR 97477  
May 17, 2013

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This would be a wonderful asset to our community.

Carol Carlson  
Corvallis, OR 97333  
May 17, 2013

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Barton Brown  
Corvallis, OR 97330  
May 17, 2013

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I live in Corvallis and wanted this option for years.

Charles C. Langford  
Corvallis, OR 97330-1904  
May 17, 2013

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Sandra Palmieri  
Philomath, OR 97370  
May 17, 2013

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Janet Campbell  
Corvallis, OR 97330  
May 17, 2013

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Nathan Gimbol  
Corvallis, OR 97330  
May 17, 2013

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End the tyranny of single passenger automobiles. Rail is the logical choice for trips that are beyond the range of feet or bicycles.

Paul Atwood  
Corvallis, OR 97330  
May 17, 2013

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Corvallis is avid about the environment. Bringing passenger trains here will be a smart move for the rail companies and for connecting us all.

Lainie Turner  
Corvallis, OR 97330  
May 17, 2013

---

YEA passenger rail to and from Corvallis! It's a delightful, relaxing and beautiful way to travel. Besides, the OSU student body is 25,000+ and growing - I can already envision special Civil War rail cars now . . .

Colleen Dyrud  
Corvallis, OR 97333  
May 17, 2013

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Kyle Bergmann  
Corvallis, OR 97330  
May 17, 2013

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GAIL WOLCOTT  
Corvallis, OR 97330  
May 17, 2013

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Sally Conolly  
Dallas, OR 97338  
May 17, 2013

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This is long overdue.

Richard Martin  
Corvallis, OR 97330-9465  
May 17, 2013

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Jim Hall  
Corvallis, OR 97330  
May 17, 2013

---

Any such route should maximize node population density at reasonable miles per 1,000 potential rider-ship. Cost need be a consideration, but fore-sight and vision should weigh-in strongly. Come through Corvallis and Albany.

Gary Chapman

Corvallis, OR 97330  
May 17, 2013

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Leela Devi  
Corvallis, OR 97333  
May 17, 2013

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Evviva Lajoie  
Corvallis, OR 97330  
May 17, 2013

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Jessica Groom  
Corvallis, OR 97333  
May 17, 2013

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Patricia Parcels  
Corvallis, OR 97333  
May 17, 2013

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I would like to see a passenger train coming through corvallis. I would definitely use it. Many people would.

kim cassidy  
Corvallis, OR 97333  
May 17, 2013

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Sharon Thornberry  
Philomath, OR 97370  
May 17, 2013

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Let's embrace the future!

Richard Liebaert  
Corvallis, OR 97330  
May 17, 2013

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I am for this even though I'll be hearing a lot more trains behind our farm. But a train whistle is also the sweet sound of fossil fuel savings.

Rebecca Landis  
Corvallis, OR 97333  
May 17, 2013

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Olaf Sweetman  
Corvallis, OR 97333  
May 17, 2013

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Elizabeth Grubb  
Corvallis, OR 97330  
May 17, 2013

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Dylana Kapuler  
Corvallis, OR 97333  
May 17, 2013

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Yes, I would like to see passenger rail to Corvallis and for service to other areas like Central Oregon and to Oregon Coastal cities, even if it is only once or twice a week.

Jacqueline Grubb  
Corvallis, OR 97330  
May 17, 2013

---

Bring reliable and frequent passenger rail to Corvallis, OR. Thanks!

Jean purviance  
Corvallis, OR 97330  
May 17, 2013

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George Duffy  
Corvallis, OR 97330  
May 17, 2013

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Mike Volpe  
Corvallis, OR 97333  
May 17, 2013

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We must reduce the number of vehicles on i5 - please consider this important effort

C a keith  
Corvallis, OR 97330  
May 17, 2013

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Paul Jenny  
Corvallis, OR 97333  
May 17, 2013

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Martha Foster  
Corvallis, OR 97330  
May 17, 2013

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George Beekman  
Corvallis, OR 97330  
May 17, 2013

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Andi Stephens  
Corvallis, OR 97333  
May 17, 2013

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Paul Karplus  
Corvallis, OR 97330  
May 17, 2013

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C Carter  
Corvallis, OR 97330  
May 17, 2013

---

I promise we would make much use of such a service.

Matt Mathews  
Corvallis, OR 97330  
May 17, 2013

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RUTH ROBERTS  
CORVALLIS, OR 97330  
May 17, 2013

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Peter Wong  
Corvallis, OR 97330  
May 17, 2013

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Ed Crist  
Corvallis, OR 97333  
May 17, 2013

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Mina Ossiander  
Corvallis, OR 97330  
May 17, 2013

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charlie ta  
Corvallis, OR 97330  
May 17, 2013

---

Corvallis has a major United States university, so why can I not get to it other than by car or unreliable bus?  
Rail service should come to Corvallis, please make it a reality.

Anthony Coleman  
Corvallis, OR 97333  
May 17, 2013

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Ted Brekken  
Corvallis, OR 97330  
May 17, 2013

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Mary Leigh Burke  
Corvallis, OR 97330  
May 17, 2013

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Sheila OKeefe  
Corvallis, OR 97330  
May 17, 2013

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Susan Sanford  
Corvallis, OR 97333  
May 17, 2013

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I'd love to be able to take the train to and from Corvallis, where I live!

Carla Wise  
Corvallis, OR 97330  
May 17, 2013

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Alison Myers  
Corvallis, OR 97330  
May 17, 2013

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Martha Smith  
Corvallis, OR 97333  
May 17, 2013

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Dale Plank  
Corvallis, OR 97333  
May 17, 2013

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Judy Hecht  
Corvallis, OR 97333  
May 17, 2013

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Xochil Morningstar  
corvallis, OR 97333  
May 17, 2013

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John G Booker Jr  
CORVALLIS, OR 97339  
May 17, 2013

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Todd jones  
Corvallis, OR 97330  
May 17, 2013

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If I didn't have to drive to Albany to get on/off the train I'd use it more.

Loreli Fister  
Corvallis, OR 97330  
May 17, 2013

---

By all means. Speaking for my self, family & friends. We would use the train.

Rod & Linda Terry  
Corvallis, OR 97330  
May 17, 2013

---

Terrific idea! Going to Albany to pick up or board passengers is ok AND it would be wonderful to do it in Corvallis!

Sue Lyn  
Corvallis, OR 97330  
May 17, 2013

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Ron Gibbons  
Corvallis, OR 97333  
May 17, 2013

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Karen Shell  
Corvallis, OR 97330  
May 17, 2013

---

We sometimes take the train to Portland/Seattle already, but would do so more often if we could catch the train here in Corvallis rather than having to arrange transportation to/from Albany.

Stony Lohr  
Corvallis, OR 97333  
May 17, 2013

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Why not? Look how many more cars be taken off the roads, I think it's a great idea!

Patricia Metzger  
Corvallis, OR 97330  
May 17, 2013

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Jodi Coleman  
Corvallis, OR 97333  
May 17, 2013

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Tom Denison  
Corvallis, OR 97330  
May 17, 2013

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Angela McClendon  
Corvallis, OR 97330  
May 17, 2013

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Carol Christ  
Dallas, OR 97338

May 17, 2013

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MARY CLEMENT-HILL  
CORVALLIS, OR 97333  
May 17, 2013

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Adele Kubein  
Corvallis, OR 97339  
May 17, 2013

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Lillian Rachele  
Corvallis, OR 97330  
May 17, 2013

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nancy baumeister  
corvallis, OR 97333  
May 17, 2013

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Karen powers  
Philomath, OR 97370  
May 17, 2013

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Susan Christie  
Corvallis, OR 97330  
May 17, 2013

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Sara zeman  
Corvallis, OR 97330  
May 17, 2013

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Yaney MacIver  
Corvallis, OR 97330  
May 17, 2013

---

I live in Corvallis, and I have to go to Albany to catch the train! Why? If there were a station in Corvallis, you better believe I'd be using that train to/from Portland or Seattle often. OFTEN.

---

Patricia Smith  
Corvallis, OR 97333  
May 17, 2013

---

Brett A Morrissette  
CORVALLIS, OR 97330  
May 17, 2013

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Denise Branam  
Corvallis, OR 97321  
May 17, 2013

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Stephen James Oder  
Corvallis, OR 97330  
May 17, 2013

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Andrew Marshall  
Dallas, OR 97338  
May 17, 2013

---

It does not make any sense to have public transportation between Eugene and Portland that does not come to Corvallis. We need policy makers to be visionaries, not reactionaries. Be brave, think big!

---

Angelica Rehkugler  
Corvallis, OR 97333  
May 17, 2013

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Curtis Day  
Corvallis, OR 97330  
May 17, 2013

---

I live in Corvallis and would love to have better ways to get to Portland and Eugene!

---

Aimee Glenn  
Corvallis, OR 97330  
May 17, 2013

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Richard L. Clinton  
Corvallis, OR 97330  
May 17, 2013

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Barbara Trione  
Corvallis, OR 97333  
May 17, 2013

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Daryl Monk  
Corvallis, OR 97330  
May 17, 2013

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Gail Robert  
Springfield, OR 97477  
May 17, 2013

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Evelyn Martin  
Corvallis, OR 97330  
May 17, 2013

---

Steff winder  
Corvallis, OR 97330  
May 17, 2013

---

I went to grad school at OSU and would have loved having passenger rail in Corvallis while I was there

Tracy Kugler  
Minneapolis, MN 55406  
May 17, 2013

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Doreen Millar  
Monroe, OR 97456  
May 16, 2013

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Sandy Riverman  
Corvallis, OR 97330  
May 16, 2013

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This is long overdue. I might add that it should be affordable, so that people can actually use it.

Carolyn Munford  
Corvallis, OR 97330  
May 16, 2013

---

Jonathan Carroll  
Corvallis, OR 97330  
May 16, 2013

---

This is a raily great idea.

James Barton  
Albany, OR 97321  
May 16, 2013

---

Saralynn Fenwick  
Dallas, OR 97338  
May 16, 2013

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Winnifred A Schoch  
Corvallis, OR 97330  
May 16, 2013

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Jamie Ervin  
Corvallis, OR 97330  
May 16, 2013

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Rev. Edgar Brandt  
Dallas, OR 97338-9623  
May 16, 2013

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Paul Paulson  
Corvallis, OR 97330

May 16, 2013

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Marilyn Firth  
Corvallis, OR 97330  
May 16, 2013

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Jeanne Holmes  
Corvallis, OR 97333  
May 16, 2013

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Theodora Crotti  
Corvallis, OR 97330  
May 16, 2013

---

Passenger rail is a fast, efficient, clean method of transit that would bring much more transit to Corvallis and open up the area to easier tourism.

Matthew Petersen  
Corvallis, OR 97330  
May 16, 2013

---

Please help Corvallis be connected by rail!

Joellen Jarvi  
Corvallis, OR 97330  
May 16, 2013

---

Glen Olson  
Corvallis, OR 97333  
May 16, 2013

---

Corvallis needs a way to get out of town to Salem, Portland and Eugene that can be easily accessed by the handicapped.

Dale F. Combes  
Corvallis, OR 97339  
May 16, 2013

---

GAIL WOLCOTT  
Corvallis, OR 97330  
May 16, 2013

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I ride the train to Edmonds, WA, several times a year to visit my grandchildren. My husband is frail & can no longer take me to & from the Albany station. It would be so much easier for us if Amtrak came to Corvallis. Lovely ride, by the way.

Beverly McFarland  
Corvallis, OR 97330  
May 16, 2013

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miriam edell  
corvallis, OR 97333  
May 16, 2013

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Robert Wisseman  
Corvallis, OR 97330  
May 16, 2013

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Jonathan Kaplan  
Corvallis, OR 97330  
May 16, 2013

---

Reliable rail service? Of COURSE we want it, of COURSE we'd use it.

---

Joni King  
Corvallis, OR 97339  
May 16, 2013

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Joyce Eberhart  
Corvallis, OR 97330  
May 16, 2013

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Betty Griffiths  
Corvallis, OR 97330  
May 16, 2013

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sandra schomberg  
corvallis, OR 97330  
May 16, 2013

---

Princeton has one why not OSU?

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John Gentile  
Corvallis, OR 97339  
May 16, 2013

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I think it is absolutely shameful that there is no easy way to get to Portland from Corvallis unless you drive. I would travel to Portland much more frequently if there was a public transportation option.

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Diana Di Leonardo  
Corvallis, OR 97330  
May 16, 2013

---

john rodecker  
Corvallis, OR 97330  
May 16, 2013

---

William  
United States 97370-9538  
May 16, 2013

---

yes! love the train and any thing that can improve reliability would let me ride it more...

Roberta Smith  
Corvallis, OR 97330  
May 16, 2013

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Mass transit is paramount for our environment. Bicycle and cargo racks need to be incorporated to really give it an edge over the automobile.

Victor Reppeto  
Dallas, OR 97338-1106  
May 16, 2013

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Rebecca Picton  
Corvallis, OR 97330-9601  
May 16, 2013

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Sean McLean  
Corvallis, OR 97330  
May 16, 2013

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Johnathon Holroyd  
Corvallis, OR 97333  
May 16, 2013

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Bart Bolger  
Corvallis, OR 97333  
May 16, 2013

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Nicholas Stewart  
Lebanon, OR 97355  
May 16, 2013

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A train thru Corvallis would be a dream come true, like traveling around Europe. Why are we so far behind the rest of the civilized world?

Harriet Plumley  
Corvallis, OR 97330  
May 16, 2013

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William Smyth  
Corvallis, OR 97330  
May 16, 2013

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Elizabeth  
Corvallis, OR 97330  
May 16, 2013

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Robin Comforto  
Corvallis, OR 97339  
May 16, 2013

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Why isn't the Mayor of Corvallis, Julie Manning, on the list of those contacted??

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Sarah Williams  
Corvallis, OR 97330  
May 16, 2013

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Bailey Payne  
Salem, OR 97330  
May 16, 2013

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Lindsey Almarode  
Corvallis, OR 97330  
May 16, 2013

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Elisabeth Cerny  
Corvallis, OR 97330  
May 16, 2013

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Bruce Martin  
Corvallis, OR 97333  
May 16, 2013

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Nancy J Froehlich  
philomath, OR 97370  
May 16, 2013

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Liz  
Corvallis, OR 97330  
May 16, 2013

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Amy  
Corvallis, OR 97330  
May 16, 2013

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Dan Herford  
Corvallis, OR 97330  
May 16, 2013

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It would be beneficial for the town and the university. OSU students could use the train to travel to and from their homes (many live in Portland), everyone in town could use it to reduce car usage, and it could be used by tourists coming to town as well as people coming to town for beaver games.

Mariah Johnson  
Corvallis, OR 97330  
May 16, 2013

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Increasing access to longer-range public transportation is one step closer to ending our dependence on the almighty oil barrel. Passenger rail in Corvallis is a great idea. It would definitely get used!

Anne HALpin  
Corvallis, OR 97333  
May 16, 2013

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Susan Crawford  
Corvallis, OR 97330  
May 16, 2013

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Pam Van Londen  
Corvallis, OR 97331  
May 16, 2013

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Leon  
Wheeling, IL 60090  
May 16, 2013

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Dakota Trufant  
Corvallis, OR 97330  
May 16, 2013

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It would be so great to have this option.

Penelope Larsen  
Eugene, OR 97401  
May 16, 2013

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Melvyn Garcia  
Corvallis, OR 97330  
May 16, 2013

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christine golfetto-dorr  
corvallis, OR 97330  
May 16, 2013

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Anja Erwig  
Corvallis, OH 97330  
May 16, 2013

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Judi kloper  
Corvallis, OR 97330  
May 16, 2013

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Laurie Childers  
Corvallis, OR 97333  
May 16, 2013

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I would take the train at least monthly if not more often if there was passenger service in Corvallis, Oregon.  
Please make it happen Thanks

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John Roullier  
Philomath, OR 97370  
May 16, 2013

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Martin Erwig  
Corvallis, OR 97330  
May 15, 2013

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Truck Yea! I mean train.. Please bring rail service here to Corvallis! I need reliable and stress free  
transportation to Washington and Southern Oregon!

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Benjamin E Roberts  
eagle point, OR 97524  
May 15, 2013

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betsey miller  
Philomath, OR 97370  
May 15, 2013

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stephanie gibner  
Corvallis, OR 97333  
May 15, 2013

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As someone committed to living car-free, light rail would make traveling easy and convenient. I think many  
people would choose to ride it rather than amtrak or grayhound.

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Sarah Taylor  
Corvallis, OR 97330  
May 15, 2013

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Andy Gray  
Bend, OR 97701  
May 15, 2013

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Mac Gillespie  
Corvallis, OR 97330  
May 15, 2013

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Bringing passenger rail to Corvallis will greatly increase the quality of life for students and full-time residents and will bring great economic benefit as well!

Brooke Kaye  
Corvallis, OR 97330  
May 15, 2013

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I love Corvallis and would definitely visit more often if I could get there by passenger rail.

Shannon LaBelle  
Vancouver, Canada  
May 15, 2013

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This would be a valuable service that I would use often and will help me to reduce my carbon footprint.

Kristine Paul  
Corvallis, OR 97333  
May 15, 2013

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I commute between Corvallis and Eugene. So even something which traverses the Willamette Valley through Albany and down to Eugene would be a great improvement!

David Buck  
Corvallis, OR 97330  
May 15, 2013

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Alysia Greco  
Corvallis, OR 97330  
May 15, 2013

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Chris  
Corvallis, OR 97333  
May 15, 2013

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This will help reduce trips on I-5 for sure, if it is frequent (more than twice/day).

Joni Zander  
Corvallis, OR 97330  
May 15, 2013

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I'm disabled and would love to travel by train rather than the hassles of my pickup. Also, the tenants of the growing car-free housing facilities will appreciate a train. Do it!!

Duane Lewis  
Corvallis, OR 97330  
May 15, 2013

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Amy Garrett

Corvallis, OR 97333  
May 15, 2013

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Angela Fendley  
Albany, OR 97322-6777  
May 15, 2013

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Kara Brausen  
Corvallis, OR 97330  
May 15, 2013

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Vernon Huffman  
Corvallis, OR 97330  
May 15, 2013

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Definitely think this would be a great transportation alternative for traveling throughout Oregon and (if possible) to Seattle.

Arden Perkins  
Corvallis, OR 97333  
May 15, 2013

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Bring it on!

joni plotkin  
Corvallis, OR 97330  
May 15, 2013

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Matthew Petersen  
Corvallis, OR 97330  
May 15, 2013

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I want a light rail now!

Jackie Shaw  
Corvallis, OR 97330  
May 15, 2013

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Carrie Burkholde  
Corvallis, OR 97330  
May 15, 2013

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Amanda Whitmire  
Corvallis, OR 97330  
May 15, 2013

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Kristin Latham  
Corvallis, OR 97330  
May 15, 2013

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Kimberly  
Bend, OR 97701  
May 15, 2013

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I would use light rail if it were an option.

Matthew C Graham  
Corvallis, OR 97333  
May 15, 2013

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Jackie Rockwell  
Corvallis, OR 97333  
May 15, 2013

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The 1st question my family gets asked about being car-free is how we get to other Oregon cities. That public mindset would be eliminated with rail service. That one big excuse for being car-free would be gone. We travel often, and getting to Albany takes time, money, and advanced planning... all that before I even get to the train station. This service in Corvallis would be greatly beneficial, not just to our family, but to the entire bicycling community that Corvallis has created.

Vivek Jeevan  
Corvallis, OR 97330  
May 15, 2013

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Susie Conley  
Corvallis, OR 97330  
May 15, 2013

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Holly Swisher  
Corvallis, OR 97330-4430  
May 15, 2013

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Dale Tronrud  
Springfield, Oregon, OR 97477  
May 15, 2013

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Camden Driggers  
Corvallis, OR 97331  
May 15, 2013

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viviane  
corvallis, OR 97330  
May 15, 2013

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Wendy Byrne  
Corvallis, OR 97330  
May 15, 2013

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Steven Hartman  
Albany, OR 97321  
May 15, 2013

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OSU and Corvallis wants the train!

Julie Green  
Corvallis OR, OR 97332  
May 15, 2013

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Michael Paulsen  
Albany, OR 97321  
May 15, 2013

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As a regular commuter to work in Portland from my home in Corvallis, I rely on the excellent Amtrak Cascades rail line to allow me to remain productive on commuting days. Currently my only option is to bicycle or bus to the Albany Amtrak station, which is discouraging to many people. Bringing the Pacific Northwest's wonderful passenger rail service to Corvallis would greatly increase ridership. This will allow many more people to do their inter-city commutes by active transport (cycling, walking, etc.), making Oregonians fitter, happier, and more productive!

Michael Gretes  
Corvallis, OR 97330  
May 15, 2013

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Marissa Solini  
Corvallis, OR 97330  
May 15, 2013

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sounds like a good idea if its not to expensive.

andrew shelton  
portland, OR 97225  
May 15, 2013

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Matthew Peter Edwards  
Corvallis, OR 97333  
May 15, 2013

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Molly Megraw  
Corvallis, OR 97330  
May 15, 2013

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Jeremy Willcock  
Corvallis, OR 97330  
May 15, 2013

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Andrew W. Davidson  
Oregon City, OR 97045  
May 15, 2013

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Glen Brumbach  
Corvallis, OR 97330  
May 15, 2013

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Jennifer Przybyla  
Corvallis, OR 97330  
May 15, 2013

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Rebecca Hutchinson  
CORVALLIS, OR 97330  
May 15, 2013

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I lived in Corvallis in 2011 and would love to return someday. Please bring passenger rail to the city!

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Kiri Wagstaff  
Monrovia, CA 91016-2417  
May 15, 2013

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Alcyon Lord  
Corvallis, OR 97330  
May 15, 2013

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Aaron Haworth  
Corvallis, OR 97333  
May 15, 2013

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Theresa  
Corvallis, OR 97330  
May 15, 2013

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Make many trips west. Would use the train from Cal to Corvallis, OR and to Portland, OR when available to visit friends. More cost effective than plane/car.

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Deborah Williams  
Fernandina Beach, FL 32034  
May 15, 2013

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Cindy Grimm  
Corvallis, OR 97330  
May 15, 2013

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John Conley  
Corvallis, OR 97331  
May 15, 2013

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Timothy Budd  
Corvallis, OR 97330  
May 15, 2013

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High speed passenger rail systems are used around the world. Someday the Northwest will have this technology. But in the mean time, this is a good first step towards the expansion of the passenger rail system in Oregon.

Joseph Prudell  
Corvallis, OR 97330  
May 15, 2013

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Meghan Karas  
Corvallis, OR 97333  
May 15, 2013

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Mike Rosulek  
Corvallis, OR 97333  
May 15, 2013

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Julia Rosen  
Corvallis, OR 97330  
May 15, 2013

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Sara Krainik  
Corvallis, OR 97330  
May 15, 2013

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Steven Redinger  
Albany, OR 97322  
May 15, 2013

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Let's bring civilized transport to more of Oregon!

Lawrence Plotkin  
Corvallis, OR 97330  
May 15, 2013

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Eduardo Cotilla-Sanchez  
Corvallis, OR 97333  
May 15, 2013

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YES PLEASE!

M'Liss Runyon  
Coravllis, OR 97330  
May 15, 2013

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I suspect that students make on the order of a thousand round trip car trips each weekend between Portland and Corvallis. Rail service could get these cars off I5.

Thomas G. Dietterich  
Corvallis, OR 97330  
May 15, 2013

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Brad Upton  
Corvallis, OR 97330  
May 15, 2013

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Connecting Corvallis and OSU to the rail system would be very convenient for a lot of people and encourage the use of public transportation.

Prasad Tadepalli  
Corvallis, OR 97330  
May 15, 2013

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C I Eseonu  
Corvallis, OR 97330  
May 15, 2013

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CLAY LOHMANN  
corvallis, OR 97330  
May 15, 2013

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Very much needed, and would see great use with the large student population

Carlos Jensen  
corvallis, OR 97333  
May 15, 2013

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People are waiting at the station as we speak.

Gerald Rooney  
Corvallis, OR 97330  
May 15, 2013

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Margaret Burnett  
Corvallis, OR 97339  
May 15, 2013

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With all of the Portland business travel that OSU people do, this would make an impact on time, sanity, I-5 congestion, smog, etc. Just be sure it has a good connection into the MAX.

Michael Bailey  
Corvallis, OR 97330  
May 15, 2013

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Glencora Borradaile  
Corvallis, OR 97330  
May 15, 2013

# 2015 Campus Master Plan Schedule

Updated October 2013

DATE	TASK OR ACTION ITEM
<b>KICK OFF AND COORDINATION</b>	
July 2011	Meet with City to review proposed CMP update schedule
Sept 2011	Present CMP update process to all Facilities Services staff at quarterly meeting
Sept 2011	Meet with Provost of VP to review schedule and discuss Dean involvement
Sept 2011	Inform Jock Mills and Steve Clark of community involvement efforts
<b>SHAPING THE CMP UPDATE</b>	
Oct 2011	Engage others such as CPC, AUAC, COSID, Space & Parking Committee, ATAC, Faculty Senate Exec Committee
Nov 2011	Conduct individual public outreach meetings with 7 neighborhood associations to review schedule, solicit concerns and obtain e-mail addresses for list serve
Dec / Jan	Conduct 2 outreach meetings with broader community to review schedule, solicit concerns and obtain e-mails
Feb 2012	Contact Bob Simonton at OUS regarding CMP update effort
<b>VISIONING, WORK SESSIONS, &amp; COMMITTEE WORK</b>	
Aug 2012	Form CMP steering committee
Sept 2012	Develop work plan for CMP update effort
Apr 2013	Former Director (Vincent Martorello) proposes draft edits to existing CMP
Aug 2013	University Planning staff workshop
Sept 2013	Listening sessions with selected CPC members and 4 City Council members
Oct 2013	Campus Planning Committee (CPC) Priority/Visioning Session
Oct 2013	University Planning meeting with City Staff to discuss options for Transportation Plan, Base Transportation Model, and Open Space reporting
Oct 2013	Conduct annual parking utilization study
Oct 2013	University Planning Staff review of CMP (detailed scope of proposed draft edits)
Oct/Nov 2013	Check in with Planning Commission and City Council
Nov 2013	Issue RFP for new transportation plan
Nov 2013	Conduct vehicle, bike, and ped counts at key intersections
Nov 2013	Campus Outreach and Engagement (Students, Staff, Faculty Senate Executive Committee, Campus Listening Sessions, Parking Committee, AUAC, ATAC, Space Committee)
Nov 2013	Obtain projections for facility needs (provost) (Ch. 3)
Nov 2013	Compare existing facilities with projected needs (Ch. 4)
Nov/Dec 2013	Campus & community workshop/open house
Nov 2013 – Mar 2014	University Planning staff drafts updates to CMP
Mar 2014	Review draft transportation plan and model
Mar 2014	Campus outreach – update on progress
Mar 2014	Work Session update with Planning Commission and City Council
April/May 2014	Internal review of draft red-line strike out edits to CMP and code amendments
June 2014	Complete draft red-line strike out edits to CMP
July/Aug 2014	Contingency (if needed)
<b>OUTREACH &amp; WORK SESSIONS</b>	
Sept 2014	Public outreach meeting #1 with campus & community to solicit feedback on CMP updates
Sept 2014	Hold joint work session #1 with Planning Commission and City Council
Oct 2014	Public outreach meeting #2 with campus & community to solicit feedback on CMP updates
Oct 2014	Hold Joint work session #2 with Planning Commission and City Council
Nov 2014	Public outreach meeting #3 with campus & community to solicit feedback on CMP updates
Nov 2014	Have technical editor review text
<b>APPLICATION SUBMITTAL AND PUBLIC HEARINGS</b>	
Dec 2014	Submit Comprehensive Plan Amendment and Land Development Code Text Amendment applications to City
Mar 2015	Submit final edits to CPA and LDT application
April 2015	Planning Commission hearing #1
May 2015	Planning Commission hearing #2
June 2015	City Council hearing #1
July 2015	City Council hearing #2
Aug 2015	CMP adopted by City Council
Sept-Dec 2015	Contingency (if needed)