



LINN COUNTY SHERIFF'S OFFICE

Jim Yon, Sheriff

1115 S.E. Jackson Street

Albany, OR 97322

Phone: 541-967-3950

www.linnsheriff.org

MEMORANDUM

To: Linn County Board of Commissioners

From: Captain Todd Vian

Date: April 16, 2019

Re: Aramark Resolution and Order 2019-101

The Sheriff's Office requests the Board approve Resolution and Order 2019-101 amending the contract with Aramark to **reflect the change in CPI by 2.9%**. Inmate meal costs are calculated using the CPI. **This is an annual adjustment** to the food service contract.



LINN COUNTY JUVENILE DEPARTMENT

104 4th SW, Room 200 / PO Box 100

Albany OR 97321

Phone: 541-967-3853 Fax: 541-967-4268



REPORT TO COMMISSIONERS

Update for March 2019

Submitted by Torri Lynn; Juvenile Department Director

Detention

Benton: 6 youth were held for 59 total of days of care, 3 females and 3 males.

Total Admissions to Detention = 7

Average Length of Stay = 8.4 days

Average Daily Population = 1.9 youth

Linn: 35 youth were held for 330 total of days of care, 8 females and 27 males.

Total Admissions to Detention = 36

Average Length of Stay = 9.2 days

Average Daily Population = 10.6 youth

Time for Change Program: 0

Measure 11 Youth: 1 Benton, 1 Yamhill

Probation

The Juvenile Department received 95 referrals during the month of March 2019.

Of the 95 referrals, 5 represent dependency, 50 status and 39 criminal.

There are currently 283 youth in the Probation Unit either on probation or pending court with 46 of those being assessed high-risk.

There are currently 242 youth under the Community Programs Unit serving on informal probation and the Intervention Specialist is currently serving 38 youth.

Victim Advocate is serving 93 .

Cases Unassigned: 31

Torri Lynn
Director
Juvenile Department

tlynn@co.linn.or.us

Rob Perkins Jr.
Community Programs
Manager

rperkins@co.linn.or.us

Lisa Robinson
Probation Manager

lrobinson@co.linn.or.us

Tracy Vaughan
Office Manager.

tvaughan@co.linn.or.us

Kevin Husk
Detention Manager
Linn Benton Detention Center
(541) 791-9397
khusk@co.linn.or.us

OYA Cases: 59

Work Crew

Tier 1 – 9 youth completed 64 hours of community service in 2 project days. In 2018 15 youth completed 180.75 hours of service during the same time period.

Tier 2 – 61 youth completed 1,095 hours of work crew in 24 project days. In 2018 62 youth completed 868.50 hours of service during the same time period.

Miscellaneous Business -

Torri Lynn
Director
Juvenile Department

tlynn@co.linn.or.us

Rob Perkins Jr.
Community Programs
Manager

rperkins@co.linn.or.us

Lisa Robinson
Probation Manager

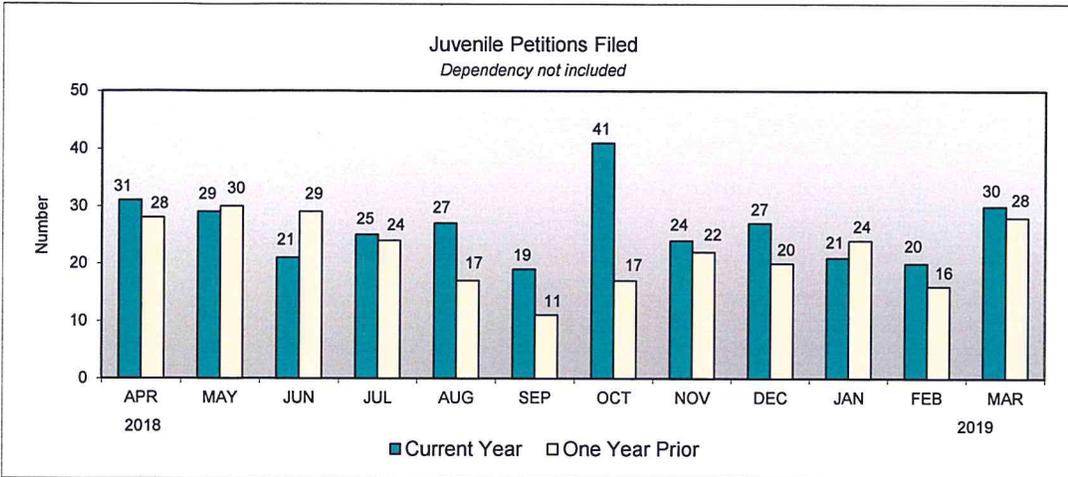
lrobinson@co.linn.or.us

Tracy Vaughan
Office Manager.

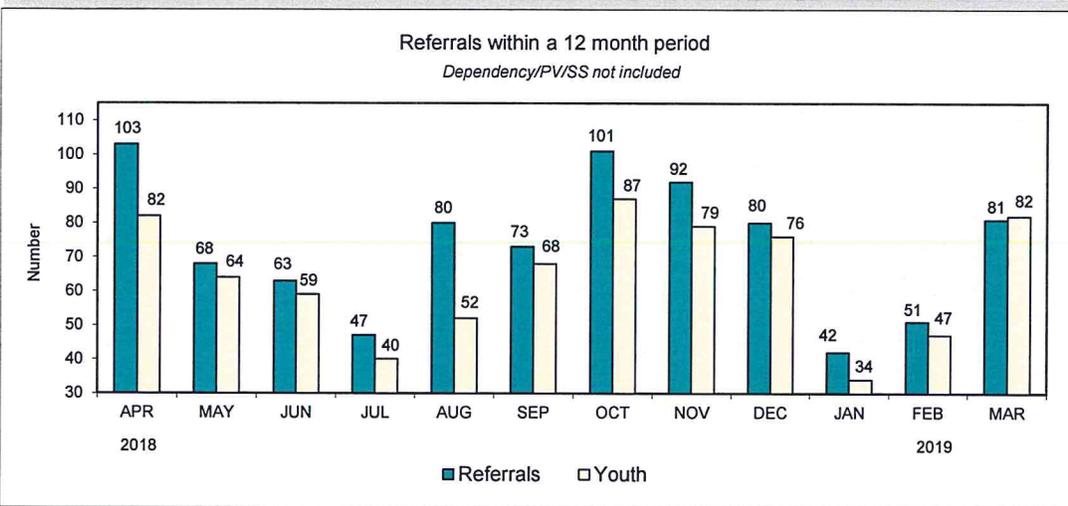
tvaughan@co.linn.or.us

Kevin Husk
Detention Manager
Linn Benton Detention Center
(541) 791-9397
khusk@co.linn.or.us

Linn County Juvenile Department
MARCH 2019 Statistics

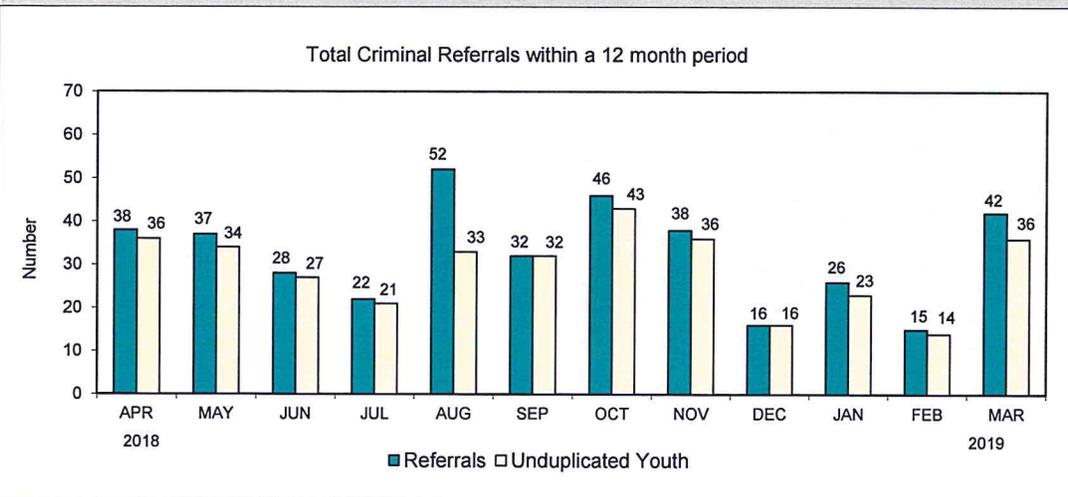


PETITIONS	
Current	315
Last	266
Difference	49



REFERRALS	
Current	881
Last	917
Difference	-36

YOUTH	
Current	770
Last	737
Difference	33

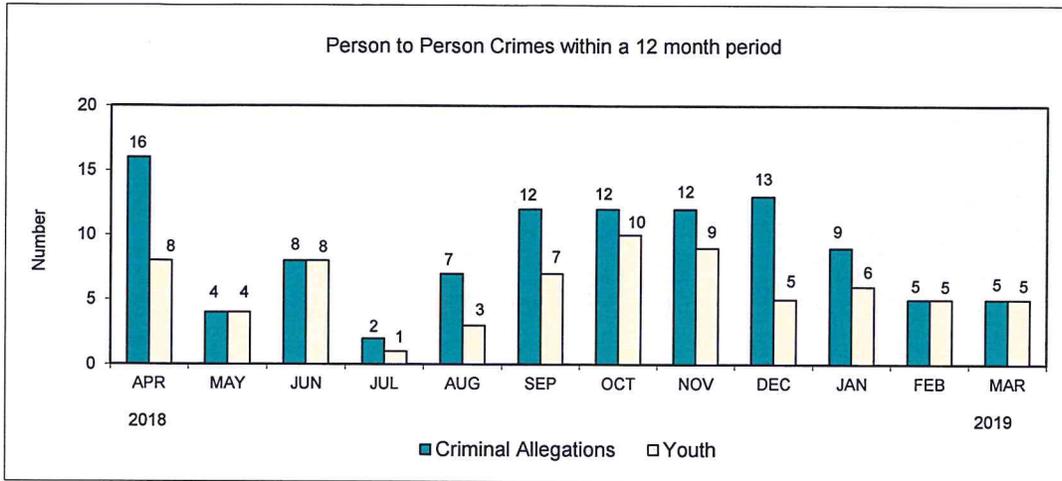


CRIMINAL REFERRALS	
Current	392
Last	385
Difference	7

YOUTH	
Current	351
Last	349
Difference	2

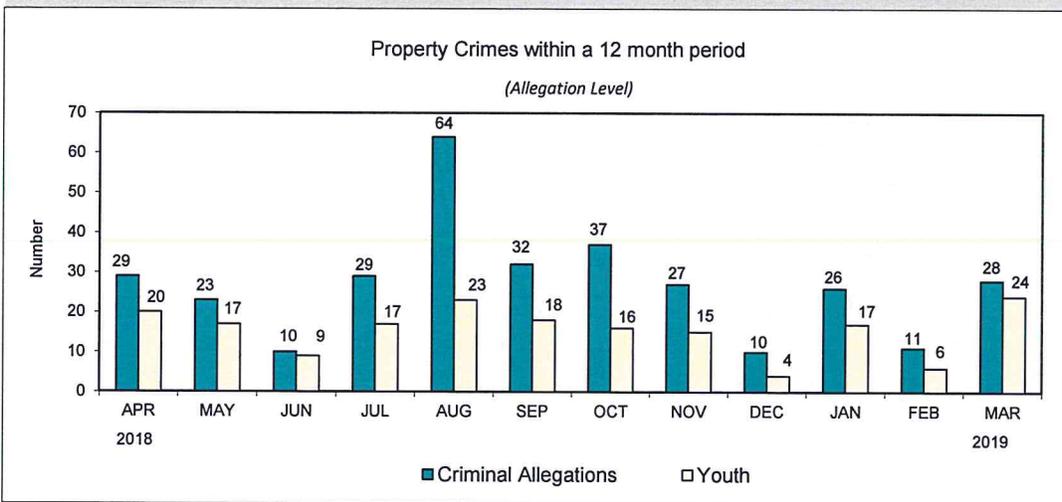
Linn County Juvenile Department
MARCH 2019 Statistics

Note: Person, Property & Drug Crimes are at the ALLEGATION level.



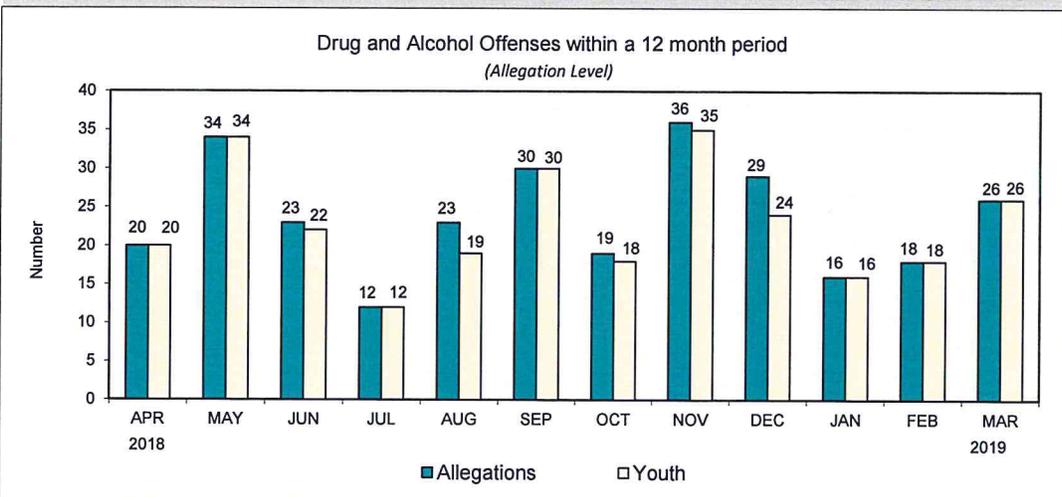
CRIMES	
Current	105
Last	101
Difference	4

YOUTH	
Current	71
Last	63
Difference	8



CRIMES	
Current	326
Last	271
Difference	55

YOUTH	
Current	186
Last	198
Difference	-12



CRIMES	
Current	286
Last	273
Difference	13

YOUTH	
Current	274
Last	265
Difference	9



Linn County Parks And Recreation

Memo

To: Board of County Commissioners
From: Brian Carroll, Parks Director
Date: 4/11/2019
Re: BOC Meeting Agenda Summary for Stayton Bridge Boat Ramp Replacement Project Contract Signing

- **Stayton Bridge Boat Ramp ITB Bid Award:** I would like to recommend the Linn County Board of County Commissioners sign a construction contract for the Stayton Bridge Boat Ramp Replacement Project with Legacy Contracting Inc. of Stayton Oregon. Legacy bid a total price of \$199,968.00 for the Project. We have not received any protest after the notice of intent to award the contract to Legacy. Legacy has provided all of the necessary paper work required.
- We received four itemized bids for this project. Legacy Contracting was the low bidder based on total price. I asked the Oregon State Marine Board Facilities Staff (OSMB), who designed and wrote the specifications for the project, and the Linn County Road Departments Engineering Staff (LCRD) to analyze the bids and provide me with a recommendation. Both OSMB and LCRD agreed that the Legacy bid met all requirements for the project and their bid was very close to the Engineer's project estimate for the project. Therefore, I believe Legacy Contracting should be awarded the contract for reconstruction of the Stayton Bridge Boat Ramp.



Linn County Road Department

*Providing safe and efficient transportation to
citizens and visitors of Linn County.*

Memorandum

Date: 4/18/2019

To: Linn County Board of Commissioners

From: Darrin Lane, Roadmaster 

RE: Background Information for Agenda Items – 4/23/2019

The Road Department has the following items on the Board of Commissioners agenda for the weekly meeting on April 23, 2019. The following is a brief description of the items.

Resolution & Order 2019-111, Intersection Paving - Albany Maintenance District

This Resolution & Order authorizes the Roadmaster to execute a purchase order for paving services from Eugene Sand Construction in the amount of \$73,596.50 for intersection paving in the Albany Maintenance District in preparation for the 2019 surface treatments.

Resolution & Order 2019-112, Intersection Paving - Halsey Maintenance District

This Resolution & Order authorizes the Roadmaster to execute a purchase order for paving services from Eugene Sand Construction in the amount of \$125,982 for intersection paving in the Halsey Maintenance District in preparation for the 2019 surface treatments.

We request your approval.



LINN COUNTY GENERAL ADMINISTRATION

300 Fourth Avenue, SW (Room 201), PO Box 100, Albany OR 97321-0031
Phone (541) 967-3825 Fax (541) 926-8228

Accounting/Payroll, Personnel Services, Data Processing,
General Services/Facilities, Printing/Supplies, Veterans' Services

BOARD OF COMMISSIONERS

John K. Lindsey
Roger Nyquist
Will Tucker

RALPH E. WYATT
Administrative Officer

To: Board of Commissioners

From: Bill Palmer, Linn County Accounting Officer

Date: April 18, 2019

Re: Resolution & Order 2019-117 and 2019-118

The following item(s) are scheduled to be heard on April 23, 2019:

Resolution & Order 2019-117

Superion Software Amendment

This contract amendment allows us to add Employee Online to our current financial suite of software in OneSolutions.

We do not intend to spend the entire cost shown in this contract amendment. The consulting/training costs will not be fully spent. We plan on training several super-users who will train remaining employees.

Resolution & Order 2019-118

Assessment & Taxation Grant

Linn County is applying to the Department of Revenue in order to participate in the Assessment and Taxation grant. This state grant provides funding for counties to help them come into compliance or remain in compliance with ORS 308.027, 308.232, 308.234, Chapters 309, 310, 311, 312, and other laws requiring equity and uniformity in the system of property taxation.

Linn County has undertaken a self-assessment of its compliance with the laws and rules that govern the Oregon property tax system. Linn County is generally in compliance with ORS 308.027, 308.232, 308.234, Chapters 309, 310, 311, 312, and other laws requiring equity and uniformity in the system of property taxation.

Linn County agrees to appropriate the budgeted dollars based on 100 percent of the expenditures certified in the grant application in the amount of \$3,595,139. If 100 percent is not appropriated, no grant shall be made to the county for the quarter in which the county is out of compliance.

April 23 Agenda Item

To: Board of Commissioners
From: Linn County Transportation Advisory Committee
Mark Volmert, Special/Rural Transportation Coordinator
Subject: ODOT STIF Formula Fund Plan

Recommendations:

The Transportation Advisory Committee recommends that the Board of Commissioners:

1. Approve Resolution and Order No. 2019-105 approving the Linn County Statewide Transportation Improvement Program Plan;
2. Authorize the Linn County Special/Rural Transportation Coordinator to submit the Linn County Statewide Transportation Improvement Program Plan to the Oregon Department of Transportation; and
3. Authorize the Linn County Special/Rural Transportation Coordinator and the Linn County Transportation Advisory Committee to work with ODOT during its review of the STIF Plan, answer questions and provide additional supportive information if requested.

Background:

The Legislative Assembly, with the passage of HB 2017 (the 2017 comprehensive transportation funding bill), established a one-tenth of 1% employee payroll tax dedicated to public transportation. 90% of the revenue is allocated, by formula, to counties, transit districts and Native American tribes for allocation to public transportation service providers. 5% is allocated to a statewide competitive discretionary grant program. 4% is allocated to a statewide competitive grant program for intercommunity transportation services. 1% is allocated to ODOT for administration and for technical assistance to rural communities.

The December 2018 estimated STIF revenue, published by ODOT in partnership with the Oregon Department of Revenue, is \$666,000 for the third and fourth quarters of 2018-2019; \$1,537,000 for 2019-2020; and \$1,763,000 for 2020-2021. The actual allocations will depend on the quarterly revenue received by the state from the employee payroll tax and distributed on a formula basis to counties, transit districts and Native American tribes.

The procedures and requirements regarding the ODOT Statewide Transportation Improvement Fund (STIF) are established in Oregon law (HB 2017 session, as amended by HB 4059 2018 session) and Oregon Administrative Rules (732-040-

0000 through 732-044-0050), ODOT guidance documents and procedures and in Linn County code and Linn County Transportation Advisory Committee's bylaws.

Eligible projects funded through Linn County STIF formula funds will expand or improve public transit services within one or between communities inside and adjacent to Linn County.

HB 2017 and Oregon Administrative Rules place a high priority on transportation projects that serve areas with a high concentration of low-income households. Low-income households are those with an annual income of 200% or less of the current federal poverty limit. The statewide average of low-income households is 34%. 38% of Linn County households are reported by the U.S. Census Bureau to have an annual income of 200% or less of the current federal poverty level.

Linn County Allocation Process:

As discussed at the March 19 Board of Commissioners meeting, during the past year Local Public Transportation Service Providers and the Special/Rural Transportation Coordinator have reached out to communities to discuss transportation needs and the opportunities provided by the STIF program. This effort was consistent with the Special/Rural Transportation Program's Public Participation Program.

The TAC discussed transportation needs and opportunities at several meetings in 2018 and there was significant involvement by the Public Transportation Service Providers.

Preliminary transportation program improvements and funding concepts were shared with the Board of Commissioners during the past few months.

ODOT STIF administrative rules require transit districts/counties/tribes to work collaboratively with Public Transportation Service Providers to develop a method for sub-allocating STIF Formula Fund money to public transportation service providers. The rules require, as a starting point for funding prioritization, the amount of employee payroll tax revenue generated within the geographic territory of each public transportation service provider. This is intended only as a "starting point" for the funding prioritization process of districts/counties/tribes. ODOT specifically notes it is "not an entitlement to public transportation service providers and decision criteria may affect the prioritization of projects".

The Linn County TAC worked closely with Public Transportation Service Providers in Linn County regarding the sub-allocation method. It is important to note that three of the four managers of public transportation programs in Linn County have between 8 and 22 years of service on the TAC. The Special/Rural Transportation Coordinator provided information regarding population, income and jobs/wages.

TAC members and public transportation service providers worked on drafts of the sub-allocation method at the December 4 and January 31 TAC meetings and ODOT staff was present as an STIF resource.

The TAC and Public Transportation Service Providers considered it very important to consider far more items than the location where payroll taxes collected; and to provide a clear picture to local policy makers and the general public of the allocation factors that will be considered. They wanted to include the long list of HB 2017/ODOT OAR priorities (certainly with an emphasis on service to low income households). Population, improved service connections, gaps in service, service for high school students and the capability/capacity to deliver high priority and cost-effective service in a reasonable time frame are just some of the other factors. "Good value to taxpayers" is included as a specific factor in the allocation decision.

The sub-allocation method also outlines (1) the assessment of Albany, Millersburg and Tangent as a single "AAMPO area"; and (2) the general concept of allocating most of the first funding cycle revenue to communities that currently have an interest in expanding transit service as well as the capability/capacity to deliver high priority and cost-effective service in a reasonable timeframe. The working concept is to work with other communities in the next two years and look toward potential service to these areas in the second funding cycle.

The Board of Commissioners, on February 12, approved the sub-allocation method recommended by the TAC on January 31.

In early February notices were sent to all communities and Public Transportation Service Providers regarding the availability of applications for 2018-2021 STIF Formula Funds and a display ad was placed in the Albany Democrat-Herald.

Applications were received in late February and forwarded to TAC members and to the Board of Commissioners. At the March 5 TAC meeting all applicants made a presentation regarding their proposed projects and answered questions from TAC members.

The TAC carefully reviewed of the applications and thoroughly considered how the projects met the sub-allocation method including the location where the payroll tax is collected and service to low income households; as well as (a) priorities of the Legislative Assembly and the criteria listed in Oregon Administrative Rules including service to low income individuals/households; (b) the visions outlined in the Oregon Public Transportation Plan (c) transit opportunities and priorities outlined in local/regional transit plans; (d) partnerships, linkages and coordination of service with other transit providers; (e) an assessment of the interest that local communities have in expanding transit service; (f) the capacity/capability of the transit provider to initiate service in a cost-effective/"good value to taxpayers" and timely manner; and (g) the ability of the transit provider to address all

accountability and reporting methods required by ODOT and Linn County. The review also considered geographic equity.

Following discussions with Public Transportation Service Providers and following a public hearing the TAC made allocation recommendations to the Board of Commissioner.

STIF Allocations Approved by the Board of Commissioners:

On March 19 the Board of Commissioners approved STIF allocations as recommended by the Linn County Transportation Advisory Committee.

In addition to providing the local match required for the Medicaid Title XIX DD53 Local Match Program serving residents with intellectual/developmental disabilities the TAC's recommended allocations would fund the following expansion of public transportation services:

A. Linn Shuttle: Increases 7 daily runs to 10. Expands hours (last trip from Albany will be 9:00pm instead of 6:30pm and this will particularly assist LBCC students with evening classes). Adds Saturday service SH-Lebanon-Albany. Adds a third day of service to Cascadia (two round trips a day).

B. Sweet Home Dial-A-Bus: Increases "Shopper" (deviated fixed route) from 8 hours a day to 16. Provides some service to high school students in the late afternoon (this meet STIF requirements to serve students in grades 9-12). Adds Saturday service to communities outside SH--40% of the Dial-A-Bus ridership live outside SH).

C. Lebanon Dial-A-Bus: Continues the deviated fixed route pilot program and expands its hours. Expands Dial-A-Bus service beyond the city boundaries to areas not currently served by any program. Establishes Saturday service linked to the Linn Shuttle's new Saturday service.

D. Linn-Benton Loop: As discussed for 18 months, an approximately doubling of existing service (co-funded by Benton County) with an emphasis on service to the general public (particularly low income residents). Youth pass program will help young people travel between Albany and Corvallis for work and other activities.

E. Albany Transit System: An approximate doubling of service, with some AAMPO/Section 5307 funds and a small allocation from Benton County (related to North Albany service) used in combination with STIF funds. Service expansion will be guided by the Albany Transit Development Plan (developed by the City of Albany and AAMPO).

The recommended allocations include \$498,000 (about 12%) in reserves. Reserve funds could, with the approval of the Board of Commissioners, be used to

supplement funded projects; and would also be available in the event STIF revenues are less than the estimated amount.

ODOT requests the identification of additional projects in the event STIF revenues are higher than the December 2018 estimate. Only projects that are included in the STIF Plan can be funded. If additional projects are not identified the STIF Plan would need to be amended (which involves a lengthy review including the Oregon Transportation Commission) or projects would need to wait for the 2021-2023 STIF allocation/Plan cycle. Three potential projects were identified by the TAC totaling an estimated \$525,000. This is about 13% of the first cycle's allocation. ODOT recommended the identification of projects totaling 30%. The TAC considers additional revenue of 13% to be optimistic; a 30% increase in revenue is not realistic.

On March 19 the Board of Commissioners also authorized the Special/Rural Transportation Coordinator and the Linn County Transportation Advisory Committee to develop a STIF Plan in accordance with ODOT regulations and forward it to the Board of Commissioners for review and action. In preparing the STIF Plan the TAC was authorized to make administrative adjustments to the allocations (for example, moving funds between different years and adjusting amounts based on revised budgets from transportation providers) as long as the adjustments are consistent with the STIF allocation methods approved by the Board of Commissioners and are clearly outlined when the STIF Plan is forwarded to the Board of Commissioners.

The attached final STIF allocation list includes five adjustments:

A reduction of funds to the Linn-Benton Loop from \$530,000 to \$421,000 to match "dollar for dollar" the Benton County STIF allocation. This is consistent with the revised 2018-2021 budget submitted by the City of Albany/Linn-Benton Loop staff;

An increase of funding to the Linn Shuttle from \$241,00 per year to \$256,000 per year. This adjustment, and the following adjustment to the Sweet Home Dial-A-Bus were made after additional discussions with the Executive Director of the Senior Citizens of Sweet Home and additional reflection of opportunities and requirements (including increased outreach/communication efforts);

An increase of funding to the Sweet Home Dial-A-Bus from \$140,000 per year to \$150,000 per year;

An accompanying increase in reserve funds from \$439,000 to \$498,000; and

On the expanded list (if additional revenue is received) a larger vehicle which the City of Lebanon would acquire, increasing the cost from \$70,000 to \$150,000.

Marsha Meyer has a copy of the lengthy STIF Plan for your review

Summary of STIF Formula Fund Allocations April 23 BOC Meeting

	2018-2019	2019-2020	2020-2021
Estimated Available Funds	\$3,966,000	\$1,537,000	\$1,763,000

Linn-Benton Loop

Bus acquisition, with equal contribution from Benton County

	\$110,000	\$110,000	
		\$264,000	

Expanded service operations, with equal funding from Benton County. In this funding cycle an approximate doubling of existing service. An expansion of evening service to better serve LBCC students who reside in Corvallis but the emphasis is on better service to the general public, particularly residents with low income. Youth pass for grade 9-12 students.

	\$44,000	\$44,000	\$266,000
		\$39,000	\$118,000

Albany Transit System

Bus acquisition for ATS

	\$440,000		
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Expand/enhance ATS service. Initiate new routes and approximately double operating hours from 20 hours a day to about 40 hours, using the Albany/AAMPO Transit Development Plan as a guide.

	\$200,000	\$200,000	\$450,000
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In 2019-2020 a potential small increase in morning and evening service using existing buses. Funding for planning/development support for the approximate "doubling of service" in 2020-2021. Youth pass for grade 9-12 students.

Lebanon

Bus acquisition	\$70,000		
Expand Deviated Fixed Route Loop. Increase the service from 7 runs per day to 9 runs per day.	\$5,000	\$185,000	\$193,000
Add Saturday service, with linkage to Linn Shuttle			
Expand/enhance Dial-A-Bus service. Extend service from 4pm to 6pm and expand service area outside of the city limits	\$5,000	\$137,000	\$170,000

Senior Citizens of Sweet Home/Linn Shuttle

Increase routes from 7 per day to 10 day and increase service hours. Add Saturday service including a new stop at a major retail location.		\$241,000	\$241,000
Provide transportation for grade 9-12 students.		\$256,000	\$256,000

Senior Citizens of Sweet Home/Sweet Home Dial-A-Bus

Double the number of "Shopper" service hours per day from 8 to 16. Increase service from 5 days a week to 6. Provide service connections with the school district to augment service for grade 9-12 students.		\$140,000	\$140,000
Add Saturday service for Dial-A-Bus to address the needs of residents living outside the City of Sweet Home.		\$150,000	\$150,000

Linn County

Medicaid Title XIX DD53 Local Match Program to fund rides to I/DD clients (provided by the SCSH and City of Lebanon) between residences and vocational/employment centers. Leverages \$160,000 of annual Medicaid funds.		\$80,000	\$80,000
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Project planning, coordination and development.

\$30,000 \$30,000

As discussed at the Feb. 12 BOC meeting, this effort will assist local transportation programs in the planning, coordination and development of transportation service in 2019-2021; and in the review of needs and the development of potential options for 2021-2023

Administration

\$27,000 \$62,000 \$71,000

Total Requests \$3,468,000

\$657,000 \$1,229,000 \$1,641,000
\$547,000 \$1,403,000 \$1,518,000

Reserve Fund (2018-2021)

\$439,000 11%
\$498,000 12%

Projects for Expanded List Requested by ODOT

\$70,000 Lebanon Dial-A-Bus vehicle
\$150,000

\$175,000 Regional GPS/Bus Communication System

\$200,000 First Phase of Albany Bus Facility (Engineering and Design)

Meyer, Marsha

From: Diane Turnbull <Diane.Turnbull@upwardboundcamp.org>
Sent: Thursday, April 18, 2019 1:25 PM
To: Meyer, Marsha
Subject: Re: April 23, County Commissioner Meeting

Hi Marsha--

Upward Bound Camp serves adults with developmental and physical disabilities. We have been in operation for 40 years, the last 37 of which were in Marion County. From 1978 to 1981 we operated out of Longbow Organizational Camp.

In 2014 we purchased the Gates Elementary School in Linn County. Our goal was to transition all camp services to the Elementary School by 2020. Between 2015 and 2017 we worked to upgrade the property in preparation for serving campers and in 2018 we began offering intermittent programming at Gates. Now, in 2019, one year ahead of schedule, we are offering year around camp opportunities and operating solely out of the Gates Elementary School.

We serve campers ages 12 to senior adults. Camp experiences include archery, hiking, arts and crafts, music, drama, miniature golf, disc golf and water activities. In addition to providing camp sessions we have plans to open up our site for community access and currently work with MGRW to host a little league team for practices and home games as well as partnering with the Gates Fire Department for an annual Easter Egg Hunt and training sessions for their volunteers.

In the future we hope to add a splash pad to the site that can be accessed not only by our campers but also by community members on the weekends when we don't have campers.

As we upgrade the site to provide a wider variety of activities and community access we will be working with the county for permitting and licensing purposes. The County Commissioner Meeting seems like a great opportunity to let folks know what is happening here and what our plans are for the future.

Thank you for your consideration.

Diane

From: Meyer, Marsha <mmeyer@co.linn.or.us>
Sent: Thursday, April 18, 2019 1:09 PM