



# Community and Economic Development

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## Joint CAMPO/AAMPO Policy Board Agenda

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**Date:** Wednesday, Dec 8, 2021  
**Time:** 3:30 to 5:30 pm  
**Location:** Via Zoom by clicking [HERE](#)  
 Phone: 1-669-900-6833  
 Meeting ID: 833 7657 4814  
 Password: 2020  
**Contact:** Steve Dobrinich, CAMPO or Catherine Rohan, AAMPO

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|----|------|---|---|
| 1) | 3:30 | <b>Welcome, Agenda Review, and Roll Call</b>  | <b>AAMPO Chair,<br/>Commissioner Pat<br/>Malone</b> |
| 2) | 3:35 | <b>Public Comments</b>  | <b>Chair</b>  |
| 3) | 3:40 | <b>Approval of Meeting Minutes (Attachment A)</b><br>March 10, 2021 joint MPO Policy Board meeting<br><br><i><b>ACTION:</b> Approve minutes</i>   | <b>Chair</b>  |
| 4) | 3:45 | <b>Regional Updates (Attachment B)</b> <ul style="list-style-type: none"> <li>• CAMPO Regional Transportation Plan</li> <li>• AAMPO Bicycle and Pedestrian Plan</li> <li>• Transit</li> </ul><br><i><b>ACTION:</b> Information only</i> | <b>CAMPO &amp;<br/>AAMPO staff</b>                  |
| 5) | 4:15 | <b><a href="#">Empower Benton County E-bike Rebate Program</a> (Attachment C)</b><br>Staff to provide information on E-bike rebate program thus far.<br><br><i><b>ACTION:</b> Information + Discussion</i>                              | <b>Kathryn Duvall</b>                               |

- 6) 4:30 **Highway 20** **Meltzer**
- ODOT HWY 20 Safety Project
  - Joint MPO Corridor Study

***ACTION:** Discussion & Recommendation*

- 7) 5:00 **Other Business** **Staff**
- Federal Transportation Bill Update
  - Safe Routes to School grant application opens Jan 2022

- 8) 5:15 **Adjournment** **All**
- Next meeting: TBD

**JOINT AAMPO & CAMPO  
POLICY BOARD REMOTE MEETING  
Wednesday, March 10, 2021  
3:30 – 5:30 pm  
Zoom Conference Call**

**DRAFT MINUTES**

**AAMPO Members:** Dave Beyerl, Ray Kopczynski, Greg Jones, Pat Malone, Savannah Crawford, Darrin Lane

**AAMPO Alternates:** Walt Perry, Georgia Edwards, James Feldmann

**CAMPO Members:** Alan Rowe, Matt Lehman, Andrew Struthers, Pat Malone, Savannah Crawford

**CAMPO Alternates:** Greg Gescher, James Feldmann, Matilda Novak

**Guests:** Mark Volmert, Staci Belcastro, Peter Troedsson

**Staff:** Jenny Glass, Catherine Rohan, Nick Meltzer, Steve Dobrinich, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Welcome, Agenda Review, and Roll Call		<b>Meeting called to order at 3:32 pm by CAMPO Chair Councilor Alan Rowe</b>
2. Public Comment		<b>There were no public comments.</b>
3. AAMPO Bicycle and Pedestrian Plan Update	<p>AAMPO Staff Catherine Rohan advised that in 2019 AAMPO decided to devote existing carry over funds to develop a Bicycle and Pedestrian Plan (BPP). The BPP is intended to improve opportunities for bicycle and pedestrian travel in the AAMPO area through project identification and policy and programing recommendations. None of the cities in the AAMPO area have a BPP. Rohan noted Attachment A, BPP Update memo which provides background information, work to date, and next steps.</p> <p>Work completed includes the development of plan vision and goals, existing conditions mapping, and community engagement. Work coming up in the next few months includes continued engagement, project identification, development of project prioritization criteria, and development of a preferred design treatment resource.</p>	

	<p>Rohan explained the mapping exercise, which allows users to go into the AAMPO area map and enter feedback online (e.g. new route suggestions). Staff Nick Meltzer noted that due to COVID, staff has tried hard to engage the community online as much as possible. Staff has attended many local community meetings and interfaced with local stakeholders in an attempt to build knowledge of AAMPO and the BPP.</p>	
<p>4. CAMPO Bicycle and Pedestrian Counters Update</p>	<p>CAMPO Staff Steve Dobrinich presented on the Eric E. Austin Memorial Bypass counting report. First, Dobrinich noted that CAMPO will proceed with two-week counts in several different locations of multi-use paths in Corvallis. He stated that currently there is a counter on Hwy 34 at the multi-use path near the golf course, and another one west of the OSU campus on Campus Way. CAMPO plans to move the counters around the different cities in the CAMPO area. Dobrinich moved on to provide the eight week report on the Eric E. Austin counts noting that the report is divided into four parts; 1. Eight Week Summary Data, 2. Daily &amp; Weekly Totals, 3. Hourly Totals, and 4. Weather. Dobrinich noted that during the counting period the path averaged more than one thousand users each week.</p> <p>Currently, CAMPO is focused on multi-use paths. Closer to the Spring time, CAMPO will move on to on-road locations and are looking into the logistics of how that will be done. CAMPO identified 10-15 priority locations throughout the region that staff will perform counts on. Counts will take place at the same locations during different times of the year in order to get seasonal comparison data. Staff plans to return to the Eric E. Austin Memorial Bypass for additional counts in May and June.</p> <p>Councilor Walt Perry asked if staff will be able to differentiate between destination or recreational driven trips. Staff Dobrinich advised that informed assumptions could be made based on day and time of travel. However, that cannot be differentiated.</p> <p>Councilor Alan Rowe stated that it will be interesting to see if and how COVID affected travel.</p>	

<p>5. Regional Projects of Significance</p>	<p>Staff Nick Meltzer provided an overview of the following projects:</p> <p>Corvallis to Albany Bike Path – the project is moving along; CAMPO provided a letter of support for Benton County’s application to the Community Paths Program. If selected, the project would fund the construction of a new segment of path along Hwy 20 between Pilkington Ave and Merloy Ave.</p> <p>CAMPO Regional Transportation Plan (RTP) – CAMPO just started the update process for the RTP. CAMPO and AAMPO are working jointly with ODOT’s Transportation Planning and Analysis Unit (TPAU) to update the region’s travel demand model. Staff expects to have continued discussions with MPO members in regards to the model and RTP update going forward.</p> <p>Salem to Albany Corridor Feasibility Study project – this is an ongoing project that AAMPO staff Rohan has been engaged in. The project is looking at the feasibility of transit between Salem and Albany. There was a community meeting recently and there is an associated open house where a survey will be available to submit feedback.</p>	
<p>6. ODOT Regional Project Updates</p>	<p>Savannah Crawford noted that the weight restriction on the Van Buren Bridge is changing from 40-tons to 12-tons later this month. The change will mean that transit buses and large trucks will need to use an alternate route. Detour signs will be put out later in March.</p> <p>Savannah Crawford, ODOT Area 4 Manager reviewed ODOT specific projects within the AAMPO and CAMPO areas via an online mapping webpage. Crawford noted that the mapping webpage shows all the projects in the State Transportation Improvement Program (STIP) but that her focus would be on the ODOT projects within the two MPO regions. The webpage includes project summaries, project manager contacts, and the costs and phases of the projects. There is also a link to each project’s webpage that includes additional information.</p> <p>Crawford moved on to review the following projects:</p> <ul style="list-style-type: none"> <li>• US 20: Philomath Couplet</li> </ul>	<p><b>Savannah Crawford will send a report on the projects to Staff Meltzer in order for staff to distribute to members.</b></p>

	<ul style="list-style-type: none"> <li>• Hwy 99W: ADA Ramp Projects</li> <li>• Hwy 99W: Facility Plan</li> <li>• Hwy 99W: Two Safety Improvement Project</li> <li>• Hwy 34: Stormwater Improvements Project</li> <li>• Hwy 34: Van Buren Project             <ul style="list-style-type: none"> <li>○ Is the plan to use the Harrison Street Bridge to be a two-way during the rebuild?                 <ul style="list-style-type: none"> <li>▪ No, there will be a detour bridge built north of the existing alignment, and then ODOT will remove the Van Buren Bridge and start constructing the new alignment.</li> </ul> </li> <li>○ When will the detour bridge be usable?                 <ul style="list-style-type: none"> <li>▪ Summer of 2022</li> </ul> </li> </ul> </li> <li>• Hwy 34: Signal Rebuild on Harrison Street Bridge</li> <li>• Hwy 99W: Paving Project</li> <li>• US 20: Safety Improvements Corridor</li> <li>• I5: Paving Project</li> <li>• I5: Culvert Repairs</li> <li>• Hwy 164: Bridge Strengthening Project &amp; Pavement Overlay</li> <li>• Hwy 99E: Intersect Project</li> <li>• US 20: Median Barrier</li> <li>• US 20: Signage Improvements &amp; Rebuilding Traffic Signal</li> <li>• Queen Avenue: not an ODOT project, but funded by ODOT rail</li> <li>• US20: Intersection Improvements</li> <li>• Hwy 34 &amp; Hwy 99E: Bridge Improvement Project</li> </ul>	
<p>7. Highway 20 Collaboration</p>	<p>Staff Nick Meltzer noted that members received an attachment in their agenda packets in the form of a memo. The memo includes background information on the Hwy 20 discussion. There had been a lot of momentum for the discussion prior to the COVID-19 pandemic and staff is working to pick up the conversation again. Meltzer provided a presentation for members which included more background and context on previous discussions.</p> <p>In 2019 AAMPO and CAMPO were CC'd on a letter to ODOT about the growing congestion along Hwy 20 and the need for a "third bridge"</p>	<p><b>Consensus for AAMPO/CAMPO staff to submit a letter of intent for TGM grant funding.</b></p> <p><b>Staff to forward the following to members:</b></p> <ul style="list-style-type: none"> <li>• ODOT mapping web link</li> <li>• Hwy 20</li> </ul>

	<p>across the Willamette River. The CAMPO Board invited the authors of the letter to a meeting and learned that the concern was more about finding solutions to the growing congestion, vs the specific need for a bridge. The MPOs held a joint Board meeting and intended to follow up on the discussion. Staff is holding today's joint meeting to assist with the continuation of the discussion.</p> <p>In researching the issue, staff found CAMPO applied for a 2008 TGM project, with support from the City of Albany and the Cascades West Area Commission on Transportation (CWACT). The grant was unsuccessful, but the issue did lead to the current Hwy 20 safety improvement project.</p> <p>Staff has identified a three step process to approach the issue; Step 1. Define the need and find data to support it, Step 2. Explore different approach strategies (e.g. Transportation Demand Management, traffic signal improvements, increased transit service, capacity expansion), and Step 3. Perform a study to evaluate projects and funding opportunities. Staff Meltzer moved on to review the three specific approaches.</p> <p>Meltzer went on to discuss the Transportation Growth Management (TGM) program as a possible funding source for studying the Hwy 20 corridor. Meltzer provided an overview of past projects from around the State which received TGM funding with a focus on projects similar to the Hwy 20 effort.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Where people live vs where they work directly impacts the unemployment rate for both communities because the unemployment rate is based on where a person lives.</li> <li>• How will heavy commercial traffic play a role in the planning? <ul style="list-style-type: none"> <li>○ Could look at ODOT traffic data that captures the type of vehicles traveling the corridor. It is unsure if ODOT can fully answer that question. There are competing data points that one is looking at because there has not been a broad study of the entire corridor.</li> </ul> </li> </ul>	<p><b>Presentation</b></p> <ul style="list-style-type: none"> <li>• <b>Memo on redefining what an urban area is</b></li> </ul>
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	<ul style="list-style-type: none"> <li>• How will the Millersburg Intermodal Facility and the Salem to Albany Transit affect the travel area? <ul style="list-style-type: none"> <li>○ There is probably an idea of how much traffic the intermodal facility project will generate. However, it is unknown where the traffic would come from. At this time the answer is unknown.</li> </ul> </li> <li>• In the past when this topic came up the intent was to make Philomath the western limits of the Hwy 20 study area. Is that still the plan? <ul style="list-style-type: none"> <li>○ Yes</li> </ul> </li> <li>• Philomath just completed a housing analysis that staff may utilize the data from for the population analysis.</li> </ul> <p>Meltzer moved on to advise that under the Board’s direction; COG could apply for TGM grant funds to develop a corridor investment strategy that would:</p> <ul style="list-style-type: none"> <li>• Examine regional population and job growth</li> <li>• Identify existing choke points</li> <li>• Evaluate incremental improvements to improve efficiency of the current system</li> <li>• Determine at what (or if) highway capacity improvements will be needed</li> <li>• Planning level cost analysis</li> </ul> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Is there a timeline/deadline for the TGM grant proposal? <ul style="list-style-type: none"> <li>○ Letters of intent are due at the end of the month and full applications are due in July. If successful, projects would need to be completed within 12-18 months.</li> <li>○ ODOT staff Savannah Crawford stated that she would need to abstain from the TGM application process. She also suggested that if the Board’s moved forward, they need to have a clear understanding of ODOT’s role to continue to work with staff.</li> </ul> </li> </ul> <p>Councilor Ray Kopczynski made a motion for AAMPO/CAMPO staff to</p>	
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	submit a TGM letter of interest for grant funds. Councilor Dave Beyerl seconded the motion. AAMPO/CAMPO Board members met consensus.	
8. Future Joint Meeting Agenda Topics	<p>Next Joint Meeting</p> <ul style="list-style-type: none"> <li>• Hold two meetings for year, next meeting in the Fall of 2021</li> </ul> <p>Agenda topics:</p> <ul style="list-style-type: none"> <li>• ODOT project updates</li> <li>• Hwy 20 Update</li> <li>• General MPO project updates</li> <li>• Regional Transit Update</li> <li>• Millersburg Intermodal Facility Update <ul style="list-style-type: none"> <li>○ Intent is to provide a method to shippers to the Seattle /Tacoma area</li> </ul> </li> </ul>	
9. Adjournment		<b>Meeting adjourned at 5:03 pm.</b>

# REGIONAL UPDATES

CAMPO RTP

AAMPO BIKE/PED PLAN

TRANSIT PROJECTS



Albany Area MPO/Corvallis Area MPO Joint Policy Board Meeting

December 8, 2021

# CAMPO REGIONAL TRANSPORTATION PLAN

- The Regional Transportation Plan (RTP) is a long range (20 year) plan that identifies the needs of the transportation system for all modes (including walking, biking, driving, transit)
- Federal requirements specify that the RTP must be updated every five years (last update 2017)
- The RTP includes goals, objectives, transportation modeling and a list of projects to meet the demand of the transportation system

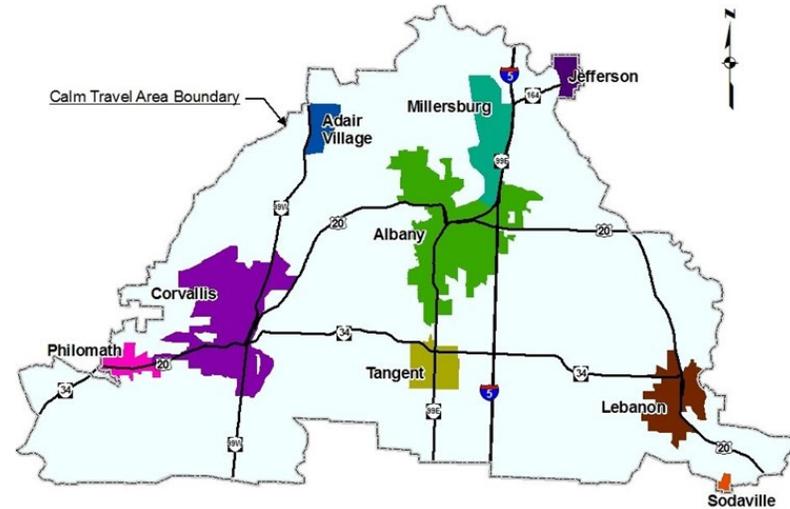
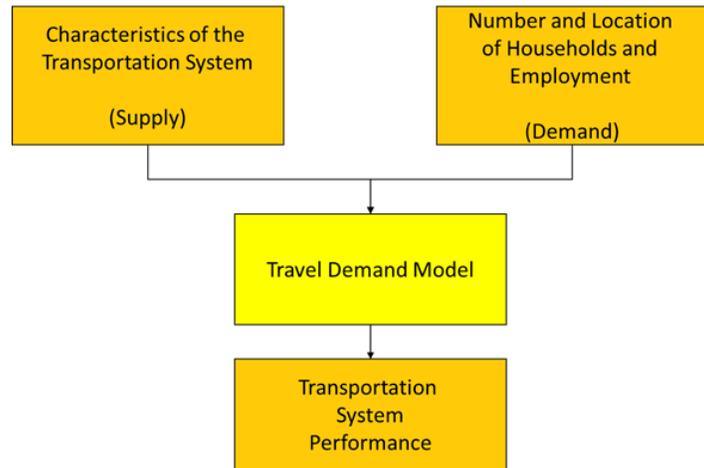


# RTP PROCESS + PUBLIC INPUT

- Policy Board served as Project Advisory Committee, with support from Technical Advisory Committee
- Virtual Open House Events
  - July 20 (2 sessions) –Reviewed existing conditions and transportation demand model
  - October 25 (2 sessions) –Revised RTP goals and future scenarios Analysis
  - December/January –Will provide overview of draft RTP
- Two online surveys (Goals and Metrics Survey, Project Priorities Survey)



# TRAVEL DEMAND MODELING

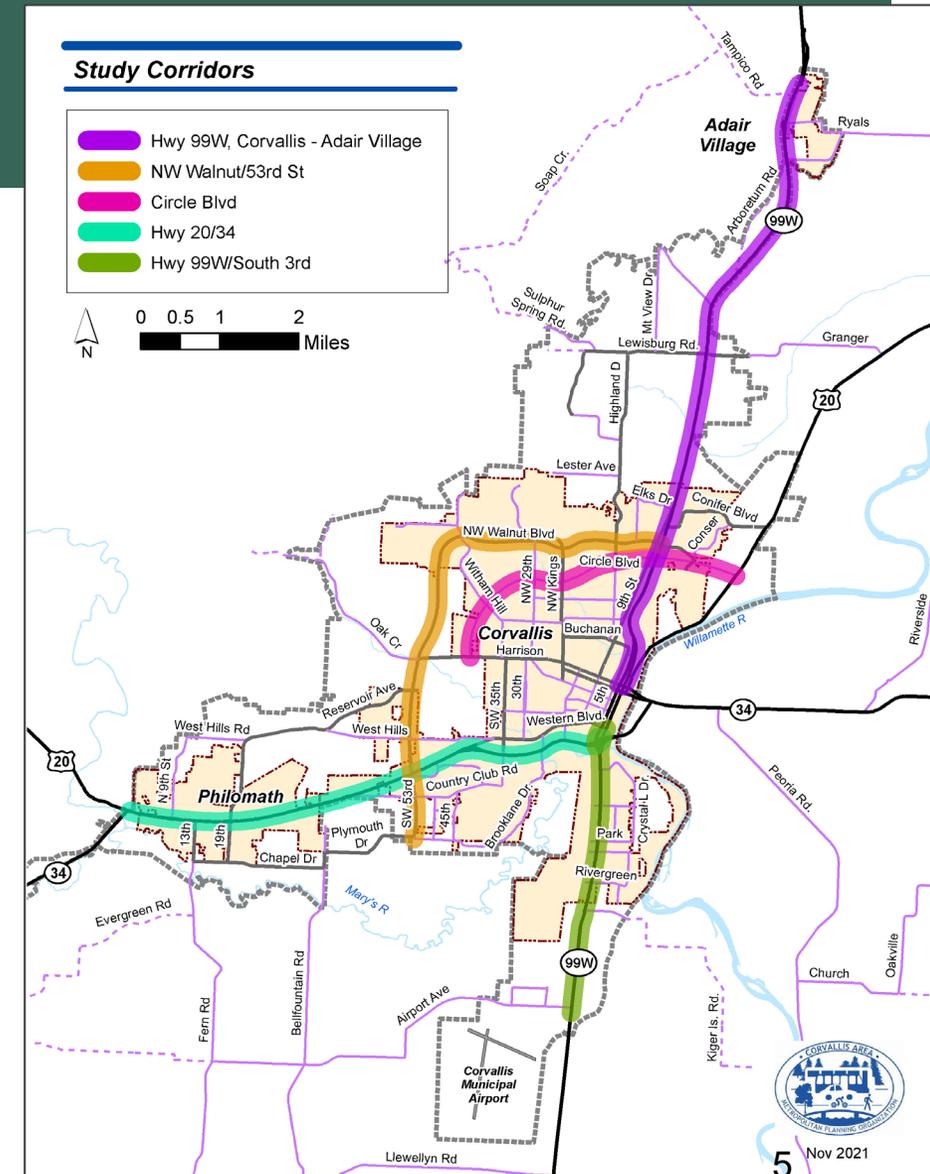


Statistic	2019	2040 Estimated (approx.)*	Change
Population	67,506	89,000	21,500 (+32%)
Households	28,619	39,000	10,400 (+36%)
Jobs	34,559	39,800	5,200 (+15%)

\*2040 values are estimated using State of Oregon population and employment data

# CORRIDOR ANALYSIS APPROACH

- CAMPO RTP focuses on regional travel corridors:
  - Highway 99W in South Corvallis
  - Highway 99W between Adair Village and Corvallis
  - Highway 20/34 between Philomath and Corvallis
  - Circle Boulevard
  - Walnut Boulevard → 53<sup>rd</sup> Street
- Focus placed on connections between cities, less emphasis on neighborhood streets
  - Addressed through TSPs adopted in 2018



# PROJECT TIMELINE

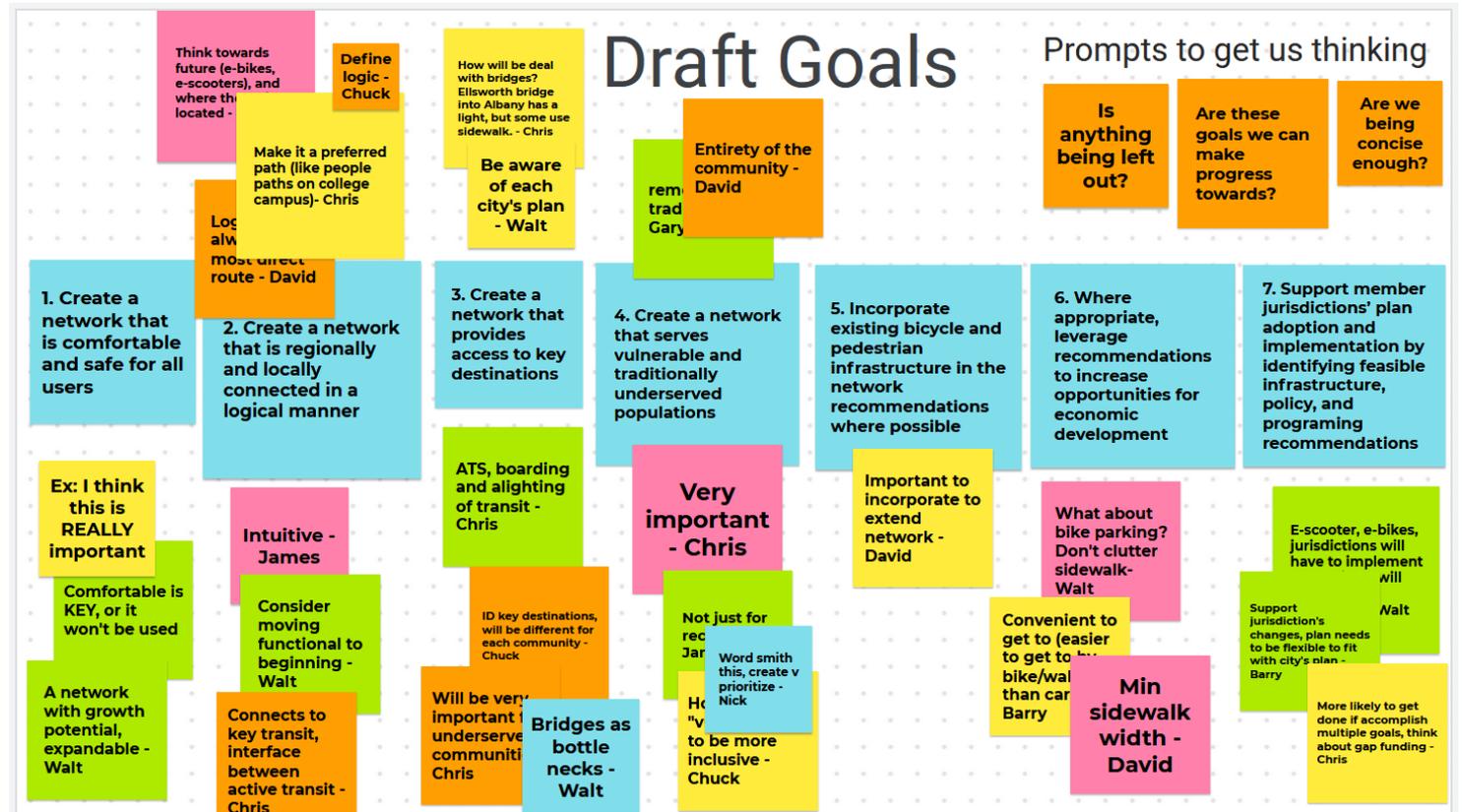
	2021 Q2		2021 Q3			2021 Q4			2022 Q1		
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Existing Conditions Analysis											
Initial Public Outreach											
Future Conditions Analysis											
Intermediate Public Outreach											
Identify Strategies and Projects to Meet Goals											
Capital Investment and Financial Plan											
Draft RTP Report											
Final Public Outreach											
Finalize and Adopt RTP											

# QUESTIONS ON CAMPO RTP UPDATE



# AAMPO BICYCLE & PEDESTRIAN PLAN (BPP)

- Kicked off in September 2020
- First regional bicycle and pedestrian plan. Able to look at regional connections and new best practices.
- Expected to be completed this winter



# AAMPO BPP: TIMELINE

FALL '20

WINTER '20

SPRING '21

SUMMER '21

FALL '21

WINTER '21



Existing conditions analysis



Stakeholder engagement + Website launch



Survey #1 + Network recommendations



Survey #2 + Project prioritization



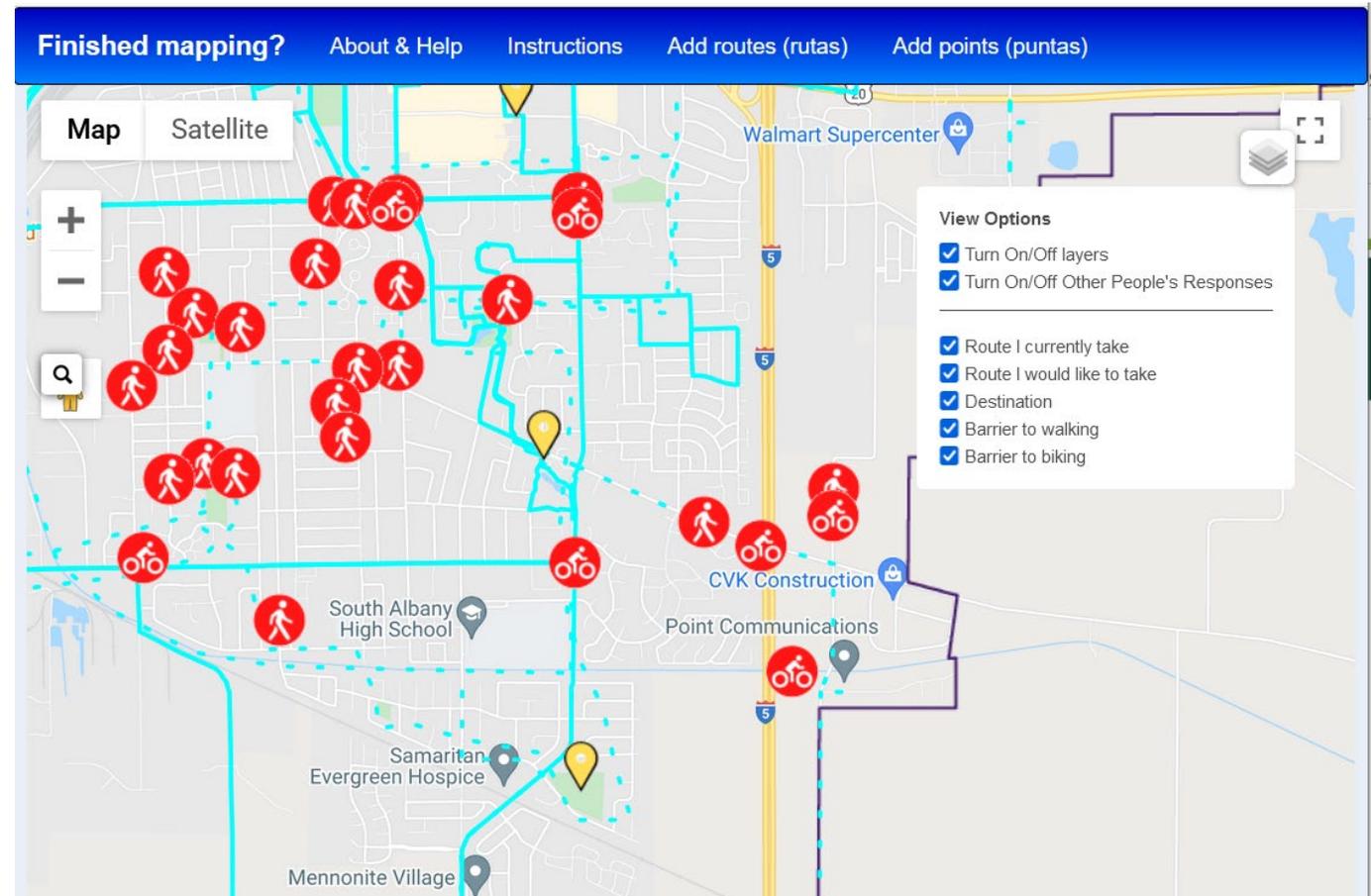
Policy & programming recommendations + Plan writing



Plan review + Plan editing & adoption

# AAMPO BPP: HIGHLIGHTS

- AAMPO's first open house/webinar
- First time using interactive survey mapping tool - Wikimaps
- Lots of “cold” emails to community partners / introducing AAMPO to community members



# QUESTIONS ON AAMPO BPP?



# REGIONAL TRANSIT UPDATES

- Service Expansion
  - Coast to Valley
  - Linn Benton Loop
  - Corvallis Transit
  - Albany Transit
- Driver shortages continue to be an issue (potential joint MPO project)
- Plans for new service
  - 99W Pilot
  - Salem to Albany (2023-2025 expected)

# PLANNING/DESIGN PROJECTS

- OSU/LBCC Mobility Hubs
  - Mobility Hub → Multimodal connection center
  - Led by Steph Nappa
  
- Lincoln, Benton, Linn Human Services Coordinated Plans
  - Rural transit plans for seniors and people with disabilities
  - Led by Catherine Rohan

## SMART MOBILITY HUBS

**Mobility Hub Concept**

1 Bikeshare	5 Package delivery	9 Wireless EV charging
2 Carshare	6 Mobile retail services	10 Neighborhood electric vehicles (NEVs)
3 Scootershare	7 Microtransit	11 Rideables
4 On-demand rideshare	8 Smart parking	12 Shared, connected, and autonomous vehicles

**SANDAG**

- **Transit**
- **Car share**
- **EV charging**
- **Bike share/Bike Racks**
- **Kiosks**
- **Wi-Fi**

SANDAG Concept, San Diego, CA

# Empower Benton County Electric Bicycle Instant Rebate Program Information



## 1. Program Overview

The City of Corvallis received a grant from Pacific Power to incentivize the purchase of electric bicycles (E-bikes) for eligible participants. The purpose of this “instant rebate” program is to introduce more people to this form of electric mobility. Some riders have found that E-bikes encourage them to bike further and more often than they would with a non-electric bicycle.

## 2. What is an Electric Bicycle (E-bike)?

An electric bicycle (E-bike) has an electric motor that provides pedal assist. The pedal assist feels like an extra boost to the rider. Some models also have a throttle that provides propulsion without pedaling. E-bike electric motors are powered by a battery that can be charged with an included charger by a regular household 110v outlet. Electric bicycles come in many different styles including cargo, cruisers, mountain, and folding bicycles.

## 3. Who qualifies?

In order to qualify for the program, individuals must be:

- a. Age 18 or over;
- b. Live in Benton County and in a house serviced by Pacific Power; and
- c. Be a part of a family that earns equal to or less than 80% of the median family income for the Corvallis Benton County area. The applicant can prove income eligibility in one of the following two ways:
  - (1) The applicant can affirm their family’s income based on the table below, or
  - (2) The applicant can demonstrate compliance by showing that they are current participants in one of the following programs: SNAP/TANF (Oregon Trail Card), WIC, Section 8, or OHP.

<b>Family Size</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>
<b>80% (Low Income)</b>	\$47,600	54,400	61,200	68,000	73,450	78,900	84,350	89,800

(Staff may request proof of income during application review)

**Applicants need to fill out an application and be approved prior to being eligible to use an instant rebate under this program.**

**4. How much is the instant rebate?**

The instant rebate is \$200 less than the purchase price; maximum of \$1,200. For example: An \$1,100 E-bike would have a \$900 rebate (\$1,100-\$200), and a \$2,000 e-bike would have a \$1,200 rebate.

**5. What can the instant rebate be used to purchase?**

The instant rebate may be used to purchase an electric bicycle, as defined under Oregon State law. Electric bicycles are limited to Class 1 or 2 electric bicycles with a maximum assisted speed up to 20 mph. All state rules apply.

In addition to an E-bike, the rebate may be used to purchase a bicycle helmet, safety vest, bike light(s), and bike lock(s).

**6. What does a typical E-bike cost?**

E-bike prices vary based on features and build quality. Prices generally range from \$1,500 to \$3,500.

**7. What other costs are associated with owning an E-bike?**

E-bike ownership entails the initial equipment expenditure(s) as well as ongoing maintenance. Use of a helmet, safety vest, bike lights, and lock are highly recommended. Here is an example estimated budget for a \$2,200 E-bike (E-bike costs vary depending on model chosen):

a. Initial Purchase (estimates):

E-bike:	\$2,200
Helmet:	\$ 80
Safety vest:	\$15
Bike lights:	\$70
Lock:	\$60
Total before rebate:	\$2,425
<u>Less rebate:</u>	<u>-\$1,200</u>
Total after rebate:	<b>\$1,225</b>

b. Ongoing maintenance (estimate):

Annual maintenance: **\$250**

c. As needed costs associated with brake adjustments, flat tire fixes, etc. (Costs vary)

## 8. Are the number of instant rebates limited?

Yes. The City has grant funding for a total of approximately 50 rebates, however the supply of E-bikes is currently limited due to pandemic-related high demand and supply chain challenges. The City will initially award 10 instant rebates and may award additional rebates from this application pool if the supply of available e-bikes increases in Benton County. The program will be evaluated on an ongoing basis and a future round may be opened, based on local supply. If the number of eligible participants exceeds the number of instant rebates available, the instant rebates will be awarded on a lottery basis.

## 9. Where can participants purchase an E-bike?

Any participating bike shop in Benton County that provides both sales and service to E-bikes. This rebate does not apply to online purchases at this time. It also does not apply to previous purchases. At the time of writing, the following bike shops in Benton County provide E-bike sales and service (listed alphabetically):

- Bike N Hike, 401 SW Third St, Corvallis
- Corvallis Cyclery, 344 SW 2nd St, Corvallis
- Corvallis Electric Bicycles, 1945 NW Kings Blvd, Corvallis
- Peak Sports Bike Shop, 135 NW 2nd St, Corvallis

## 10. How do I use the Instant Rebate?

Applicants that receive an instant rebate will be notified by the Economic Development Office and will be provided an instant rebate form. Applicants must apply and receive an award notification from the EDO before they shop for an E-bike. Due to an anticipated high number of applicants, all applicants may not receive the rebate. Participating bike shops will also be notified of the names of those who received a rebate.

Program participants may then shop for an E-bike and a bicycle helmet, safety vest, bike light(s), and bike lock(s) at a participating E-bike retailer. When the participant makes a purchase, the instant rebate will be applied at the time of sale. If a program participant would like to apply the instant rebate to the purchase of a helmet, safety vest, bike light(s), and/or bike locks(s) in addition to the E-bike, those items must be purchased at the same retailer and at the same time as the E-bike purchase.

## 11. How long do program participants have to purchase an E-bike?

During this initial round, the City anticipates notifying the first group of applicants if they have received the instant rebate in mid/late July 2021. The instant rebate will then need to be used to purchase and take delivery of an E-bike by **December 31, 2021**.

**12. Is financing available?**

Yes, once approved for the program, one option available to program participants is to apply for a personal loan through [Community Lending Works](#). Community Lending Works is a Community Development Financial Institution (CDFI) that provides access to capital and services to build assets in order to help people work their way towards financial stability.

E-bike retailers may also have financing options.

**13. When is the application deadline?**

Completed applications, consisting of the completed and signed application form, need to be received by **July 12, 2021 at 11:00 PM**.

Please submit applications to the Corvallis Benton County Economic Development Office at [ebikes@corvallisoregon.gov](mailto:ebikes@corvallisoregon.gov) or by mail or hand delivery to Corvallis Benton County Economic Development Office, City Hall, 501 SW Madison Ave, Corvallis, OR 97333. If delivered by hand, please place application materials in an envelope and label it: "Empower Benton County Application."

**14. Please remember this is a new program**

Please remember that this is a new program with the Corvallis Benton County Economic Development office. Staff may have questions during the application review process, and may need to request additional information to confirm program eligibility. Staff will work to make the whole process as transparent and easy as possible. Additionally, the pandemic has significantly affected the E-bike market, and unfortunately there may be a low supply of E-bikes in Benton County. The program may change during future application rounds; and may include the option to purchase an electric bicycle online with a lesser rebate amount.

**15. Is there anything else I should know?**

By submitting an application, applicant agrees that all information that has been provided is accurate to the best of their knowledge. Applicant understands that due to limited funding and local E-bike supply, a lottery system may be used and not all qualified applicants will receive the instant rebate award. Applicants must receive an award letter from the Corvallis Benton County Economic Development Office in order to use the instant rebate. If applicant is approved for an instant rebate, and purchases an electric bicycle, applicant agrees to:

- a. Maintain ownership of the electric bicycle for the first year after purchase.
- b. Maintain current contact information (ideally email) with the Corvallis Benton County Economic Development Office (EDO) for the first year after purchase.
- c. Respond to periodic requests for information from the EDO that ask for information on use of the electric bicycle and comments on the program. (The

EDO will not share your name, however, the EDO will use this information to evaluate this program)

- d. Adhere to all requirements of the Instant Rebate award.

In addition, applicant acknowledges that riding an electric bicycle entails risk, and applicant has been advised to wear and use safety equipment including a helmet and reflective vest and to follow all applicable state requirements.

Applicant shall indemnify, protect, defend, and hold City, its officers, agents, volunteers, and employees harmless against any actions, claim for injury or damage and all loss, liability, cost or expense, including court costs and attorneys fees, arising out of, or resulting directly or indirectly from, the performance of this program, except, to the extent not prohibited by ORS 30.140, for that resulting from the sole negligence of the City. Nothing in this agreement should be interpreted as imposing any liability on the City beyond the limits of the Oregon Tort Claims Act.

## **16. Still have questions?**

If you have questions, please contact the Corvallis Benton County Economic Development Office at [ebikes@corvallisoregon.gov](mailto:ebikes@corvallisoregon.gov). Or you may call or text us at (541) 248-0795: [www.yescorvallis.org/ebikes](http://www.yescorvallis.org/ebikes)

Kathryn Duvall, Economic Development Support Specialist

Jerry Sorte, Economic Development Supervisor