

-2-

Tuesday, September 12, 1989 - 9:00 AM

Multnomah County Courthouse, Room 602

EXECUTIVE SESSION

Executive Session regarding Real Estate Transactions [as allowed under ORS 192.660(1)(e)]

9:30 AM

Public Hearing regarding the purchase of Duniway Center

Tuesday, September 12, 1989 - 1:30 PM

Multnomah County Courthouse, Room 602

INFORMAL BRIEFINGS

1. Legislative and legal update on emergency medical services planning - Gary Oxman, Joe Acker, Larry Kressel.
2. Briefing on Operational Planning (phase 2 of Strategic Planning) and discussion of proposed schedule and components - Jack Horner, Dave Warren.
3. Progress report on activities of Integrated Criminal Justice Information Project - Dave Bogucki.
4. Informal Review of Formal Agenda of September 14

PUBLIC TESTIMONY WILL NOT BE TAKEN AT INFORMAL MEETINGS

Tuesday, September 12, 1989 - 7:00 PM

Joint Board Meeting
Multnomah County Board of Commissioners, Gresham City Council

Gresham City Hall
Conference Rooms A & B
1333 N.W. Eastman Parkway, Gresham, Oregon

AGENDA

1. Call Meeting to Order
 - A. Introductions
2. Roads Report
 - A. Discussion of Sumner Sharpe's Report and possible subsequent actions.
3. Bureau of Emergency Communications
 - A. Update and concerns relating to operation and upgrading of BOEC.
4. Library
 - A. Update on governance changes, fundraising and planning.
5. Adjournment

Wednesday, September 13, 1989 - 8:30 AM - 3:30 PM

Policy Development Committee Meeting

Conference Room B
2nd Floor, Portland Building
1220 S. W. 5th Avenue
Portland, Oregon 97204

Agenda will include reports from human service issue area subcommittees.

Thursday, September 14, 1989 - 9:30 AM

Multnomah County Courthouse, Room 602

Formal Agenda

REGULAR AGENDA

DEPARTMENT OF HUMAN SERVICES

- R-1 Budget Modification DHS #6 transfers \$18,000 in the Director's Office from Capital to M&S for Rental and Supplies in replacement of the WANG OIS 140 system.

DEPARTMENT OF JUSTICE SERVICES

- R-2 In the matter of ratification of an Intergovernmental Contract with Oregon State Marine Board for the Sheriff's Office to conduct marine law enforcement activities during 89/90.
- R-3 In the matter of ratification of an Intergovernmental Agreement with U. S. Department of Energy, Bonneville Power Administration, to continue the lease of Biddle Butte property microwave radio station site.

BOARD OF COUNTY COMMISSIONERS

- R-4 Proclamation in the matter of Proclaiming October 1-7, 1989 as Minority Enterprise Development Week in Multnomah County.
- R-5 In the matter of adoption of the Metropolitan Community Action Issue Resolution Team report.
- R-6 Resolution in the Matter of placing on the November 7, 1989 election a ballot measure to authorize a three year serial levy to fund operation of Inverness Jail, construction and operating costs for an additional 210 beds at Inverness Jail, and operating costs for 120 Alcohol and Drug Treatment Residential beds for sentenced offenders

WORK SESSION

Continuing discussion regarding Corrections Issues

Thursday Meetings of the Multnomah County Board of Commissioners are recorded and can be seen at the following times:

Thursday, 10:00 PM, Channel 11 for East and West side subscribers

Friday, 6:00 PM, Channel 27 for Rogers Multnomah East subscribers

Saturday 12:00 PM, Channel 21 for East Portland and East County subscribers

0500C.64-68

DATE SUBMITTED 9/7/89

(For Clerk's Use)
Meeting Date 9/19/89 Am
Agenda No. 2nd #1

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Emergency Medical Services

Informal Only* 9/12/89
(Date)

Formal Only _____
(Date)

DEPARTMENT Nondepartmental

DIVISION County Chair's Office

CONTACT Fred Neal

TELEPHONE X-3308

*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Gary Oxman, Joe Acker, Larry Kressel

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Legislative and legal update on emergency medical services planning.

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

INFORMATION ONLY PRELIMINARY APPROVAL POLICY DIRECTION APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 30-40 minutes

IMPACT:

PERSONNEL
 FISCAL/BUDGETARY
 General Fund
 Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: *Gladys McCoy*

BUDGET / PERSONNEL _____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.



Emergency Medical Services

Multnomah County · City of Portland · Fairview · Gresham · Troutdale · Wood Village

MEMORANDUM

TO: Interested Parties

FROM: Joe E. Acker III

DATE: September 7, 1989

SUBJECT: Informal Board of County Commissioners Briefing

The Board will informally meet September 12, 1989, at 1:30pm to discuss various EMS concerns. The address is 1021 SW Fourth, 6th floor. (Courthouse)

EMS Legislature Update - G. Oxman, MD, Health Officer
SB 979

EMS Legal Update - L. Kressel, County Counsel
Appellate Court
Circuit Court

EMS ASA Plan Processing - J. Acker, EMS Director

EMS System Options Status - J. Acker, EMS Director
2 ASA/Commercial Bid
Public Provider
1 ASA/Commercial Bid
Public Date Setting

EMS System Issues - J. Acker, EMS Director

[5857E-m]

1989 SEP 11 PM 2:04
CLERK OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY
OREGON



CITY OF GRESHAM

Management Services Department
501 N.E. Hood Avenue, Suite 100
Gresham, Oregon 97030-7395
(503) 661-3000

BOARD OF
COUNTY COMMISSIONERS
1989 OCT 19 PM 2:44
MULTNOMAH COUNTY
OREGON

October 17, 1989

Ms. Jane McGarvin
Clerk of the Board
Multnomah County
1021 SW Fifth, Room 606
Portland, OR 97204

Dear Jane:

Enclosed please find a copy of the minutes and exhibits for the September 12, 1989, joint meeting of the Multnomah County Board of Commissioners and Gresham City Council.

Following approval of your board and any necessary corrections, I will mail you a final copy for Chair McCoy's signature.

Thank you for your cooperation in this matter.

Sincerely,

PHYLLIS R. BROUGH
Deputy City Recorder

Enclosure

c: Maureen Swaney, City Recorder

MULTNOMAH COUNTY BOARD OF COMMISSIONERS &
GRESHAM CITY COUNCIL
JOINT SPECIAL SESSION
CITY OF GRESHAM CONFERENCE ROOMS A & B
SEPTEMBER 12, 1989 - 7 PM

I. OPENING

A joint session of the Multnomah County Board of Commissioners and Gresham City Council and was called to order by Mayor Gussie McRobert on the 12th day of September, 1989, at the hour of 7:09 p.m., in Conference Rooms A and B, Gresham City Hall, 1333 NW Eastman Parkway, Gresham, Oregon.

COMMISSIONERS PRESENT:

GLADYS McCOY, CHAIR
GRETCHEN KAFOURY
SHARRON KELLEY
PAULINE ANDERSON,
RICK BAUMAN

COUNCILORS PRESENT:

GUSSIE McROBERT, MAYOR
BERNIE GIUSTO
JOEL MALONE
MARY WALKER
BARBARA WIGGIN
RODGER CLAWSON

STAFF PRESENT:

F. WALLACE DOUTHWAITE, GRESHAM CITY MANAGER
ART KNORI, GRESHAM POLICE CHIEF
JOE PARROT, GRESHAM FIRE CHIEF
GRANT NELSON, STAFF ASSISTANT/COUNTY CHAIR'S OFFICE
DEBBIE MILLER, STAFF ASSISTANT/CITY FIRE DEPT.
BETTY LARSON, EXTENSION SERVICES DIRECTOR, LIBRARY
CHUCK FESSLER, MULTNOMAH COUNTY SHERIFF'S OFFICE

OTHERS PRESENT:

SUMNER SHARPE, CONSULTANT; COGAN, SHARPE, COGAN

All people seated at the table introduced themselves.

Mayor McRobert explained that the procedure of this session would be conducted in a manner similar to workshops sessions; i.e., citizen comments would be received at the end of the agenda.

II. ROADS REPORT

Sumner Sharp explained that he had been asked to set the basis for the development of an intergovernmental agreement. He gave a background report regarding his process to complete this task and said he would have no proposal for this meeting.

He reported that his purpose in the roads transfer process is to set the stage for the intergovernmental agreement. A letter will be sent to all interested parties by September 13 with more details. The process of meeting one-on-one with the elected officials will begin in

October; a copy of Mr. Sharpe's proposal will be received prior to the meeting. His proposal will be refined after these meetings and a joint session will be held about the end of October to review the document. Mr. Sharpe anticipates that the final proposal will be used by a technical committee to develop the intergovernmental agreement, which should be completed by January 1990.

Commissioner Bauman arrived at the meeting.

Mr. Sharpe said he has reviewed the initial ten-plus options with all parties and there are no new options. All parties are anxious to resolve the manner; the State has an interest in the jurisdictions' coordination. Mr. Sharpe's proposal is based on his own good judgment and not on the majority opinion. The City of Portland agreement will remain the same.

III. LAW ENFORCEMENT

Mayor McRobert announced that she had wanted to pull this item, however, the agenda had already been distributed. The Mayor would prefer to replace this item with the full-service District Court issue, if there is time and agreement.

IV. BUREAU OF EMERGENCY COMMUNICATIONS (BOEC)

Mayor McRobert asked for a update based on the passage of the City of Portland's 9-1-1 levy.

Chief Knori gave a background report (Exhibit A) and explained that proposals to contract a study of the situation had been rejected. The IBM Corporation offered to supply a consultant/facilitator for the users to determine the needs of the emergency communications' program. The facilitator works with the needs assessment project team comprised of representatives from the participating parties.

Chief Parrot introduced Debbie Miller, Gresham's representative on the project team; she is attending this meeting to answer questions.

Mr. Nelson announced that he had received assurance from Portland City Commissioner Dick Bogle that Portland's support would be received as soon as Portland Mayor J. E. Clark returned from out of town. Mr. Nelson said that the agreement is flexible.

Councilor Giusto expressed concern about the funding of the enhancements. He noted that this program included a \$5.5 million enhancement of which \$2.5 million could be capital expenditures. If Gresham's portion equaled ten percent of the \$5.5 million for a total of \$550,000 over three years, Councilor Giusto asked from where would the money come.

Chief Parrott responded that the needs assessment is now being done by the project team. Until that assessment is completed there is no firm plan on how the levy will be spent. The levy will begin in July 1990.

Mr. Nelson noted that the current enabling agreement has no termination date.

Councilor Giusto said the question is whether or not Gresham can afford to stay in the agreement.

Ms. Miller said the needs assessment team is behind schedule; the interviews have been completed; a report should be available in two to three weeks. Ms. Miller has requested approximate costs for the City of Gresham's FY 91 budget purposes; Portland has a tentative schedule on the use of levy funds.

Councilor Giusto said the policy of "who pays what" should be discussed before the hardware considerations are determined.

Mr. Nelson responded that the needs assessment team's work is important for each jurisdiction in determining whether or not they wish to remain in the system.

Mr. Nelson also reported that according to the City of Portland, the largest funding will be necessary in FY 91 at \$3.8 million.

Chair McCoy announced that the County is not considering a levy for this program.

V. LIBRARY

Betty Larson gave a status report on the new branch being built in Gresham: The building is 50 percent complete; construction is three weeks ahead of schedule; the dedication will be January 7, 1990, at 2 p.m. followed by a week of special activities; tours of the building will be given the afternoon of the September 30th Teddy Bear parade; Jackie Dolan, Gresham Branch Librarian, is organizing volunteers to move the books from the old to the new building; the Gresham Branch will be closed from January 1 to 8 and reopened on January 9; the fund raisers' goal is \$300,000: \$80,000 for books and the balance for special features; to date, \$10,000 has been raised.

Chair McCoy addressed the governance issue: For more than 70 years the Library Association has governed the library. The Association announced last September that the group no longer wished to govern but wished to restrict activities to fund raising. Amiable negotiations have continued for one year. The new governing board, the Multnomah County Library Commission, is comprised of 13 members. The major issue was the control of the endowment fund but that has been settled. A contract is expected within two weeks between the Association and the County Board of Commissioners, and an agreement between the County Board of Commissioners and the Library Commission. A major issue to be resolved is the pension plan.

Chair McCoy announced an interim director is being recruited to fill Sarah Long's position; Ms. Long resigned as Director of the Library.

Ms. Larson addressed the planning process used by the Multnomah County Library: The first long-range plan was conducted in 1986 and covered three years through 1990; update of the plan began about 18 months ago and is now in draft form which will be revised after a series of regional public hearings.

VI. CITIZEN INPUT

Frank Gearhart, 2103 NE 24th Court, Gresham, commented on the roads report: Gresham's staff report dated January, 1988 may be outdated. He said there is a need for and asked how much public input has and will be received on this issue.

Andy Myers, 450 NE Paropa, Gresham, commented on the library's funding: It is not a good idea to fund the library from levies because of the uncertainty of the funding source.

Chair McCoy responded in agreement. She noted that this opinion is also stated in the strategic plan; however, Multnomah County has not had a new tax base since 1956. County strategic planning is occurring now for the first time.

Commissioner Anderson added that the County's attempt to create a special district had been voted down by Portland residents. She also noted that Ms. Long's opinion is that the three-year levy vote is a type of vote-of-confidence by the citizens. A county income tax and a rollback of property taxes is also being considered.

VII. DISTRICT COURT

There was consensus to add to the agenda the issue of Gresham's District Court services.

Councilor Giusto said the idea of a full-service district court in this area had been raised by District Attorney Michael Schrunk at a Gresham City Council orientation session. Based on the Gresham Police Department's increased work load and the growth of the jurisdiction, there appears to be a need. Councilor Giusto had not brought his information on this issue because it had been pulled from the agenda during the agenda's initial development.

Chief Knori reported that Gresham's workload would warrant a full-service district court. The district court currently services Gresham four days per week now for traffic incidents only. It is expensive to send Gresham police officers to Portland for court appearances.

Chuck Fessler reported that a municipal court had been operating in Gresham 20 years ago, before the cities decided to go from municipal to district courts. About 15 years ago, the courts realized there was

a problem with the downtown location of the district court and instituted a one-day per week service in Gresham. The inconvenience to the witness is more important than higher costs caused by lack of a full-service district court which would be important to the community and convenient to the public.

Commissioner Kafoury suggested that now would be a good time to deal with this issue because the circuit court judges are asking the Commissioners to fund juvenile facility remodeling; two new judges who will be arriving in 1991.

In order to get the necessary data, Chief Knori said he would discuss the issue with the District Attorney's office.

Chair McCoy suggested that the Justice Coordinating Council (JCC) would be the next step. Commissioner Kafoury agreed, but suggested that a little political work be done first.

Mr. Fessler reported that Sheriff Skipper supports the concept of a full-service court in the Gresham area but needs data regarding the costs and logistics of the matter; Sheriff Skipper sits on the JCC.

Mayor McRobert noted that Chief Knori is not a member of the JCC.

Mr. Fessler said support would also be needed from the cities of Troutdale, Fairview, and Wood Village.

Regarding acceptance of the night court program, Mr. Fessler said the the response is generally favorable from police officers; the judges are the greatest detractors; however, night court is good for the jails, and the issue could be used in support of the full-service district court.

Councilor Giusto will ask Gresham's City Manager to appoint a contact person from Gresham to work on this project.

VIII. ADJOURNMENT

Mayor McRobert thanked Chair McCoy for suggesting this joint session.

The meeting adjourned at 8:23 p.m.

GUSSIE McROBERT
Mayor

GLADYS McCOY
Chair

PHYLLIS R. BROUGH
Deputy City Recorder

EXHIBIT " A "

Date: Sep 12, 1989

By: PR Brough

MEMORANDUM--Gresham Fire Department
Gresham Police Department

TO: Wally Douthwaite, City Manager
Mayor McRobert
City Councilors

FROM: Joe Parrott, Fire Chief
Art Knori, Police Chief

REF: Dispatch System Update

DATE: September 6, 1989

The City of Gresham currently purchases dispatch service for police, fire and emergency medical from the City of Portland. Police and EMS dispatch come from the Bureau of Emergency Communications at the Kelly Butte center and fire dipatch comes from the Portland Fire Bureau from a site located on NE Pacific in Portland.

Several intergovernmental agreements are in place which describe the type of service provided and the cost of that service. Two agreements, an enabling agreement and a performance agreement cover police and EMS dispatch service and a seperate service agreement for fire dispatch.

Police dispatch service will cost Gresham \$454,418 this fiscal year. EMS dispatch service will cost \$113,604 and fire dispatch service will cost \$101,300 this year for a total expenditure for dispatch service of \$669,332. In fiscal year 1987-88 our cost was \$549,995 and in fiscal year 1988-89 our cost was \$640,233.

In June, 1989 the City of Portland proposed to its voters a \$7.5 million special levy to upgrade the emergency dispatch system. This levy passed and is expected to provide enhanced 9-1-1 telephone service, an upgrade of the computer dispatch hardware and software and a consolidation of fire dispatch service into the Bureau of Emergency Communications.

A needs assessment analysis and system design is currently underway to determine the best way to upgrade the existing system. Gresham is represented on the project team which is preparing this report. To date the team has conducted surveys of all participants in the dispatch system and is consolidating that information so that it can be used to develop a system which will meet the needs of those who receive dispatch service from the system.

Several key items of information are still unknown to us.

First, can a system be designed that will meet our needs as well as all other participants in the dispatch system? What will be the costs to Gresham if we choose to continue as a participant? The costs are two-fold. First will we be obligated to pay a portion of the system enhancement costs and if so how much will that be and when will it be due and payable? Second will we experience continued cost increases as we have in the past?

Finally, will Gresham have an effective voice in emergency dispatch policy and operational issues as part of a regional, multi-user, system.

Based on the answers to those questions Gresham will need to decide whether it is in our best interest to continue as a participant in a regional dispatch system or will we be better off developing our own dispatch center for all or part of our dispatch needs.

Gresham officials criticize street report

Split-control idea eyed by county finds little support

By **MAYA BLACKMUN**
of The Oregonian staff

GRESHAM — A consultant for Multnomah County tentatively has recommended the county give Gresham control over neighborhood streets while the county maintains jurisdiction over the major arterials within the city.

City officials who reviewed the draft Thursday didn't think much of the idea.

"I don't understand how that works," Gresham Councilman Bernie Giusto said. "It's an either/or deal."

Giusto said Gresham needed to have complete control over all the roads to do long-term planning and eliminate a host of problems created by the confusion caused by county-owned streets within the city.

About 50 percent of the roads within the city are owned and maintained by the county. Gresham has lobbied for control over the roads within city limits, saying that county control of the roads causes problems with scheduling, land-use policies, transportation, development and street maintenance standards.

Sumner Sharpe of Cogan Sharpe Cogan Planning and Management Services was hired by the county to study the issue and make a recommendation on how best to manage the roads in East Multnomah County.

He is now reviewing the proposal with the jurisdictions involved. Gresham was first, and Sharpe will take the proposal to the county, Fairview, Wood Village and Trout-

dale.

Giusto also criticized the proposal because he said it didn't address the financial aspects of the problem.

Sharpe's proposal recommends that cities be given responsibility for all roads that are completely within their jurisdiction. Gresham would gain 53.4 miles of roads under that recommendation.

But Sharpe also recommends that a subregional network of arterials and collectors be established with Multnomah County in control, saying that if they were turned over to cities the network would be fragmented.

Sharpe also recommended that the cities be given the option of taking over development reviews from the county for roads within the cities.

But Mayor Gussie McRobert said that she didn't believe that the county would be willing to give up development-review control.

She said that city officials asked for figures to support the conclusions reached in the report. In particular, county officials have said that if Gresham was given control of all roads within city limits, the county would not have the resources to serve the other cities in East Multnomah County.

"I think you have to prove from the beginning that it doesn't work," she said.

McRobert said she also takes issue with the document's definition of a regional network.

"This is a Multnomah County syndrome," she said.

Sharpe said after all of the jurisdictions have reviewed the proposal, he would respond to their concerns in a final draft. He said that he hoped the document would be available by the end of November and that negotiations could begin on an intergovernmental agreement that could be signed by January.



The Oregonian/ROGER JENSEN

Councilman Bernie Giusto says Gresham should have control over arterials such as Division Street, which runs through the heart of town.

Lutheran school gets grant

Portland Lutheran High School at 16301 S.E. Division St. has been awarded a \$3,300 grant for the 1989-90 school year from Aid Association for Lutherans to provide tuition assistance to six students.

AAL is a fraternal benefit society based in Appleton, Wis.

MEMORANDUM--Gresham Fire Department
Gresham Police Department

TO: Wally Douthwaite, City Manager
Mayor McRobert
City Councilors

FROM: Joe Parrott, Fire Chief
Art Knori, Police Chief

REF: Dispatch System Update

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A needs assessment analysis and system design is currently underway to determine the best way to upgrade the existing system. Gresham is represented on the project team which is preparing this report. To date the team has conducted surveys of all participants in the dispatch system and is consolidating that information so that it can be used to develop a system which will meet the needs of those who receive dispatch service from the system.

Several key items of information are still unknown to us.

First, can a system be designed that will meet our needs as well as all other participants in the dispatch system? What will be the costs to Gresham if we choose to continue as a participant? The costs are two-fold. First will we be obligated to pay a portion of the system enhancement costs and if so how much will that be and when will it be due and payable? Second will we experience continued cost increases as we have in the past?

Finally, will Gresham have an effective voice in emergency dispatch policy and operational issues as part of a regional, multi-user, system.

Based on the answers to those questions Gresham will need to decide whether it is in our best interest to continue as a participant in a regional dispatch system or will we be better off developing our own dispatch center for all or part of our dispatch needs.

JOINT MEETING ANNOUNCEMENT

GRESHAM CITY COUNCIL - MULTNOMAH COUNTY COMMISSION
GRESHAM CITY HALL - CONFERENCE ROOMS A&B
1333 N.W. EASTMAN PARKWAY, GRESHAM, OREGON

SEPTEMBER 12, 1989 - 7:00 P.M.

A joint meeting with the Gresham City Council and Multnomah County Commissioners, will be held on the 12th day of September, 1989, at the hour of 7:00 p.m., in conference rooms A & B, Gresham City Hall, 1333 N.W. Eastman Parkway, Gresham, Oregon. Topics of discussion include roads report, law enforcement, bureau of emergency communications, and library update.

/s/ Maureen Swaney
City Recorder

/s/ Jane McGarvin
Clerk of the Commission

Outlook Public Notice, Saturday, September 9, 1989
Courtesy copies to Oregonian and Cable Access

TRANSMISSION REPORT

:CITY OF GRESHAM (SEP 06 '89 14:12)

DATE	START TIME	REMOTE TERMINAL IDENTIFICATION	MODE	TIME	RESULTS	TOTAL PAGES	DEPT. CODE
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FAX TRANSMITTAL MEMO

TO: Outlook
DEPT: Public Notice FAX #: _____
FROM: Swaney PHONE: _____
CO: City FAX #: _____
Post-it brand fax transmittal memo 7671

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CITY OF GRESHAM
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

MEMORANDUM

TO: Mayor and City Councilors
FROM: Gregory E. DiLoreto, P.E., City Engineer
DATE: September 1, 1989
RE: MULTNOMAH COUNTY COMMISSIONERS' MEETING



In preparation for your joint meeting with the Multnomah County Commissioners on September 12, 1989, I have attached a copy of the staff report prepared in January 1988 for assuming jurisdiction over all roads within the City of Gresham. This staff report outlines the history of this issue, justification for assuming jurisdiction, the City's proposal, and the necessary employees and equipment to carry out the proposal. Using 1988 dollars, the estimated expenditures are based upon the County's budget for those roads within the City of Gresham. I have also attached news articles which appeared at the time supporting the City's position.

I have attached the City's staff response to Multnomah County Department of Environmental Services report analyzing our initial proposal. In our response we repeat the conclusions offered in the County's report and our comments to those conclusions.

Finally I have attached the staff report regarding the Road Consortium issue discussed in 1983 through 1986.

If you should have any questions on any of the material presented, please contact me.

jb

pc F. Wallace Douthwaite, City Manager

Attachments



CITY OF GRESHAM

**PROPOSAL FOR ASSUMING JURISDICTION
OVER ALL ROADS WITHIN GRESHAM CITY LIMITS**

January 1988

The following City staff contributed to this proposal:

City Manager	F. Wallace Douthwaite
Assistant City Manager for Community and Economic Development	Diane Jones
City Engineer	Gregory E. DiLoreto
Transportation Engineer	Dave Rouse
Transportation Planner	Richard Ross
Superintendent of Operations and Maintenance	Ray Perkins

For the past several months the City of Gresham has been studying the impacts of acquiring jurisdiction of the County roads within the Gresham City limits. In addition, we have looked at the necessary revenue required to perform this function and an implementation plan. This report summarizes our findings.

BACKGROUND

In March 1983, Multnomah County resolved to phase out its delivery of urban services normally provided by municipalities. These services were to be assumed by the incorporated municipalities. One element was the provision of road services to County residents.

In 1983, Don Barony & Associates conducted a study for Multnomah County's Department of Environmental Services which discussed who should have jurisdiction over roads in the Mid-Multnomah County area. The study was to determine the best future approach of those activities among the County's jurisdictions. The study concluded that agreement should be reached between the City of Portland and Multnomah County transferring road responsibilities to the City of Portland. Additionally, the study concluded that at such time when Gresham had annexed the majority of the area within its Urban Services Boundary, it too should become the primary transportation service provider of roads within its boundary. In February 1984, the City of Portland negotiated an agreement with Multnomah County in which Portland assumed jurisdiction over County roads within its Boundary. In conjunction with accepting those roads, Portland received a share of the County's State and Local Gas Tax revenues to offset the costs of operating and maintaining that system.

In 1984, the City of Gresham received a memorandum from Earl Blumenauer, then Multnomah County Commissioner, in which he indicated that through informal conversations with staff representatives from each jurisdiction in Multnomah County discussion had ensued regarding the possibility of a single public works transportation organization for the balance of County roads East of the Portland Urban Services Boundary. The proposal was that the County would reconfigure its service delivery approach as a consortium with the County as the lead agency. The cities of Gresham, Troutdale, Maywood Park, Fairview and Wood Village were invited to explore the concept of a consortium and examine related transportation policy, budgeting and resource allocation. Participation in the consortium would be voluntary leaving open the options of cities continuing with their own public works transportation activities or reaching an agreement with the County on an individual basis. An additional element of the proposal was that within five years the County would transfer the lead of the consortium to the operation and management of Gresham with the County becoming a participant in the consortium.

At the time the proposal was formulated, no one knew how quickly the annexations in the Gresham area would occur and when the Gresham Urban Services Boundary would become the city limits. Therefore, work began on the feasibility of a roads consortium. After nearly 19 months of study, it was concluded in October

1986 that no significant benefit was to be realized from a roads capital improvement consortium because of current funding arrangements; however, there was still the issue of whether operations and maintenance could be cost effective with the consortium approach.

In January 1987, after careful review of the consortium proposal, the City of Gresham staff prepared a report recommending to the City Council that the City of Gresham no longer continue its participation in the road consortium. The City Council adopted that recommendation and Gresham formally ended its discussions.

Following that, several issues regarding road jurisdiction began emerging in the City. With the expansion of Gresham's City limits corresponding to the inclusion of those County roads within the City's boundaries, it became increasingly difficult and yet more critical to reach consensus with the County over numerous policy issues on transportation. As a result, City staff formed a study group to research the possibility of the City of Gresham assuming road responsibilities for County roads within the Gresham City limits.

COUNTY ROADS: AN URBAN SERVICE ISSUE, JUSTIFICATION FOR ASSUMING JURISDICTION

Problems that the City of Gresham faces when an outside jurisdiction controls road services within a city limits can be broken into two areas: development and capital improvement projects. Since the City controls the land use process and the County controls the roads, the efficient resolution and coordination of land use and transportation issues are hindered because the City does not control the timing, content or consistency of County review and decisions affecting vital City interests.

With respect to development projects, the issue of jurisdiction is significant in the overall planning and development of an economic strategy for the City. An outside single purpose road agency will not share the same priorities or concerns that the City of Gresham would have with respect to its transportation system.

Coordination of capital improvement projects also presents a problem. The City of Gresham forms a Technical Committee each year to review its capital improvement projects list. The Technical Committee consists of City staff from various departments throughout the City whose responsibility is to review all capital improvement projects so that a coordinated effort can be devised and a priority ranking established. With an outside jurisdiction controlling roads, other public facility improvements can be driven by the improvement to those roads without regard for Council priorities. In addition, application of outside jurisdiction road standards may be different than the City of Gresham standards. In order to provide consistent public improvement standards for developers to follow, uniform ownership of the roads is desired. Management of multi-utility construction projects is also cumbersome when the road provider is a jurisdiction other than the City. This is manifested in utility design and construction conflicts as well as inconsistent or non-existent public information.

If Gresham is to provide a full range of services to all of its citizens, the City should be in control of its road services. This would allow Gresham to plan transportation in conjunction with other capital improvements and land uses as well as respond to citizen requests for pothole patching, signing, striping and traffic control requests, snow removal services and formation of Local Improvement Districts (LIDs). It also allows the City to provide transportation planning within its city--planning that is consistent and complementary to land use goals.

There can be no doubt that difficulties are created by overlapping responsibilities and conflicting jurisdictional goals of the street system within Gresham's boundary. With the City's commitment to provide a full range of urban services, it is no longer effective or efficient for the City to be responsible for land use, sewer and water lines and the ability to create LIDs along our streets without assuming full responsibility and control of the street system. Without full authority of the street system within our services boundary, the City does not control its own destiny in achieving and integrating the goals of economic development, improved traffic flow and coordinated land use planning.

Full Acquisition of County Roads - The Proposal

Following the acceptance and full annexation of County roads by the City of Portland, Multnomah County will have 384 miles of County roads remaining. Of those 384 miles, 122 miles will be within the Gresham Urban Services Boundary.

At present the City of Gresham has 94.7 miles of City streets under its jurisdiction. Of those 94.7 miles, only two miles are classified arterial--Eastman Parkway and Highland Drive.

Of the 122 miles of County roads within the Gresham Urban Services Boundary, 36 miles are classified as arterials, 35 miles as collectors and 51 miles as local streets. To assume the responsibility for the operation, maintenance and capital improvements for the additional 122 miles, City staff has estimated the following additional staff will be needed:

Engineering

- (1) Traffic Engineer responsible for design and review of traffic control devices on City CIP projects as well as reviewing traffic control devices required as a result of development.
- (1) Design Engineer responsible for design and construction administration of City CIP projects.
- (3) Engineering Technicians responsible for drafting and surveying of City CIP projects.
- (1) Permit Technician responsible for issuance of permits for road openings and street closures due to utility work.
- (1) Office Assistant II responsible for secretarial and filing required in the transportation group.

PROPOSAL FOR ASSUMING JURISDICTION
OVER ALL ROADS WITHIN GRESHAM CITY LIMITS

January 1988

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Planning

- (1) Transportation Planner for planning, citizen involvement and environmental impact work for arterial and collector street improvement projects, preparing a program for local road improvements of substandard residential streets, and developing a transportation-traffic data base system and map.

Operations

- (1) Electrical Supervisor and one (1) Electrical Technician responsible for maintenance of traffic lights.
- (1) Street Maintenance Supervisor and eight (8) Utility Workers responsible for repair and maintenance of City streets including pothole patching, sign installation, traffic markings, street sweeping and roadside weed control.
- (.5) Office Assistant II responsible for secretarial work and answering phones.

In addition, we would need to acquire certain pieces of construction and maintenance equipment. Those pieces are:

- Medium trucks, 6-10 yard dump (3)
- Light trucks, 1/2 ton, 3/4 ton, 1 ton (6)
- Signal truck (1)
- Sign truck (1)
- Paint truck (1)
- Sweeper (1)
- Vac-All (1)
- Flusher truck (1)
- Road grader (1)
- Tractor and mower (1)
- Backhoe (1)
- Small paver (1)
- 5-ton vibratory paving roller (1)
- Sanders for snow removal (3)
- Snowplows (4)
- Air compressor (1)
- Pavement saw (1)
- Tar pot (1)
- Crack seal pot (1)
- Heavy trailer (1)
- Excavator (1)

We have reviewed the County's capital improvement and overlay program for the next five years and have identified those facilities which the County plans to improve in the Gresham Urban Services Boundary. We have identified what Federal funding is expected to be available for those projects, and estimated City match requirements. From this, the estimated budget including the existing City street budget would be as follows assuming control of County roads within the Gresham City Limits July 1, 1988.

Estimated expenditures:

<u>Engineering</u>	\$ 570,600
<u>Planning</u>	129,500
<u>Operations</u>	1,614,000
<u>Equipment</u> (lease per year)	203,000
<u>Capital</u>	2,116,000
<u>Space</u> (lease per year)	100,000
Total	\$4,733,100

It should be noted that the capital line item can be adjusted to fit the revenues available. In addition, a transfer of equipment from Multnomah County to the City of Gresham would offset the \$203,000 equipment lease per year.

In determining the revenue required to balance the budget, our projected FY88-89 revenue for streets is \$1,610,000, which would require a transfer from Multnomah County of \$3,123,100. A formula for determining this amount on a yearly basis must be adopted. The formula must take into account the effect of inflation, and additional funds that the County would receive. The current funding arrangement between Multnomah County and the City of Portland, while considered unfair by some, comes closest to equating the resources available to the road-mile responsibility.

The advantages and disadvantages with respect to the City of Gresham assuming jurisdiction of all roads within its City Limits would be as follows:

1. Advantages

- o Improved coordination of land use and transportation policies.
- o Authority to establish transportation policies and implementation strategies for the entire roadway system as opposed to only certain segments.
- o Eliminates different standards of maintenance.
- o Coordinated system of maintenance and capital priorities.
- o We can respond directly to citizen and business inquiries and complaints regarding road services.
- o Continuation of joint planning on a regional basis.

2. Disadvantages

- o County may oppose based on their position that the arterial system is a regional system; however, the County is turning over the entire road system in Portland's urban services area to the City of Portland.

- o City Operations has inadequate space and storage; however, this must be solved whether or not we take over the County roads, and in fact, some monies are budgeted in our proposed FY88-89 budget.
- o Without a funding agreement between the City and County, the City cannot financially implement acquisition of additional road responsibilities.

CONCLUSION

The City has been unable to identify any significant disadvantages with respect to the City of Gresham assuming jurisdiction of all County roads within its services boundary. Therefore, the Gresham City Council on November 21, 1987 unanimously approved the City of Gresham to begin negotiations with Multnomah County for Gresham to assume full jurisdiction over all County roads within the services boundary.

Again, the advantages would be the coordination of land use and transportation policies, the authority to establish transportation policies and implementation strategies for the entire roadway system within our services boundary as opposed to only certain segments within the City, elimination of different standards of maintenance, coordination of system and maintenance and capital priorities and ability to respond directly to all citizen inquiries and complaints. As stated in the beginning of this report, in 1983, Multnomah County resolved to phase out its delivery of urban services normally provided by municipalities. To date, the City is supplying full police and fire service, land use and building inspection, development and maintenance of parks and sewer to all Gresham city residents. We believe that Multnomah County in keeping with its philosophy should agree to the transfer of road services to the City of Gresham.



Road repairs may raise sewer costs

CHRISTY TRUE
The Outlook staff
Outlook
12/16/87

The cost of sewer connections for some newly annexed Gresham residents may be higher than city officials estimated if the city has to share in the cost of repairing streets torn up during sewer installation.

The city will begin installing three miles of 10-inch diameter sewer lines in parts of Gresham early next year to comply with an order from the state Environmental Quality Commission.

While the city is responsible for installing the sewers, the county is responsible for maintaining the quality of the arterial roads where the sewers will be installed.

City and county officials disagree on how the streets should be repaired after they are cut for the installation of sewer lines, but both sides say they believe they can reach a satisfactory agreement.

Representatives of the two jurisdictions have met several times and will meet again in January to try to compromise on how road quality should be maintained and who should pay for it. City Engineer Greg DiLoreto said he does not know if the solution will cause the expected sewers' cost to the taxpayers to increase.

The county wants the streets that are torn up by sewer installations to be completely recovered with a new asphalt surface, while city officials said the quality of the street can be maintained by simply filling in the trenches where the sewer lines go.

The sewer project is expected to cost \$3 million, but about \$1 million will be paid by a grant from the Environmental Protection Agency, said Mel Miracle, project development engineer for Gresham. The remaining cost will be paid by local improvement districts and connection fees will be paid by residents who will use the sewer lines.

However, the \$3 million estimate assumed the city would not have to pay for any street overlays.

The county will propose that Gresham share in the cost of overlays that are necessary because of the sewer project but were not planned by the county, said Mike Gilsdorf, program staff assistant for

"Our feeling is that the city should share in the cost of the road if the life of the road was not fully lived," he said.

For example, the expected life of an arterial road overlay is 12 years, Gilsdorf said. If the city cuts into the road to install sewers when it is only six years old, then the city should pay for half of the cost of the overlay, he said.

In the past, when the county has been in the same situation with Portland, Portland has paid a share of the cost, Gilsdorf said. The county will ask Portland for the same agreement when Portland tears up roads still in the county's jurisdiction, he said.

County officials are concerned that unless the roads are completely repaved, the filled trenches will cause a bumpy surface when the asphalt settles.

DiLoreto said the city can eliminate a rough surface caused by filled trenches by frequently inspecting them and making repairs when needed.

Some of the roads where sewers will be installed were scheduled for overlays in the next two years anyway.

County and city officials are cooperating so that when possible, city crews can install the sewer lines before the county repaves the road and save the cost of a second overlay, DiLoreto said.

The sewers will serve three main areas, all of which will be connected to the Gresham sewer plant at Northeast Sandy Boulevard and 201st Avenue, and an area in Rockwood near 174th Avenue and Division Street.

Construction is expected to start in early 1988 and the connections to the sewer line should be completed in 1989.

The local improvement district assessments will be levied near the end of 1989 and residents have until March 1990 to connect. The connection fee is paid when the resident connects to the sewer line.

Keep sewer cost within reason

Outlook 12/16/87

Multnomah County and city of Gresham officials ought to be deeply concerned by the chance that a disagreement over road repairs required during construction of the midcounty sewer project will result in higher sewer connection costs for homeowners.

At issue is whether the city of Gresham will be required to fully resurface county roads that are torn up as sewer interceptors are installed. The city will soon begin installing three miles of the sewer lines as part of a state-ordered project that will bring sewers to areas of midcounty now served by septic tanks and cesspools.

Installation of the sewer interceptors is expected to cost \$3 million, of which about \$1 million will be funded through a federal grant. The balance of the project will have to be paid by property owners being assessed charges through the formation of local improvement districts. These property owners also can expect to pay several thousands of dollars more to connect their residences' sewer systems to the sewer lines. In all, the midcounty sewer project will cost in excess of \$350 million.

The dispute over whether or not full street overlays should be required is pertinent because the city of Gresham budgeted to resurface only the area of a street disturbed by construction. County officials believe the full surface width of road should be restored to meet county road standards for smoothness.

Full resurfacing of affected streets may be more visually appealing and may limit the chance of any uneven settling of a road surface, but at what cost to whom?

Residents of midcounty who are being required to hook up to sewers already face huge individual connection and overall project costs. It is neither fair nor appropriate business practice to continually amend the range of costs that homeowners may be required to pay because two governments cannot agree on policies.

We recognize that the county is responsible for protecting the public's investment in local roads, but some concessions on full maintenance may be required because of the extraordinary costs that midcounty residents will be required to bear because of the sewer project.

It is imperative for city of Gresham and county officials to quickly work out their differences while keeping an eye focused on what is both best and affordable for the citizens involved.

Gresham: Road Warrior

Oregonian 12/12/77

The Gresham City Council's recent resolution asking for control of the city's roads does indeed create problems for Multnomah County, which has been holding many of them in trusteeship while Gresham matures. Currently, because of the pace of annexation and the county's continuing maintenance of many of Gresham's larger roads, the county controls — and receives state gas tax money for — more of Gresham's roads than Gresham does.

This gives Gresham, now the fourth-largest city in the state, less control over its own destiny than many far smaller ones have.

On the other side of mid-Multnomah County, Portland simply has been taking over the roads, and the accompanying revenues, as it takes over the neighborhoods. Now, the county also wants to renegotiate that agreement.

County officials say that if they maintain the present agreement with Portland, and make the same deal with Gresham, it will leave the county with insufficient revenues and road resources to maintain the roads it will be left responsible for, in Troutdale, Wood Village, Fairview and the unincorporated areas.

Very possibly true, and very possibly not Gresham's problem.

Throughout urban Oregon, road maintenance is a municipal responsibility, for understandable reasons. Road policy must be closely coordinated with planning, sewer and urban development policies, and it makes little sense to divide them up among different jurisdictions.

Moreover, it has been the consistent policy of all concerned that Multnomah County is getting out of the municipal service business, concentrating on the equally vital human services field. Making an exception here would turn the county government into a social services agency with a road crew.

County officials are now calling for an overall reconsideration of road responsibilities and revenues. It is hard to disagree with an invitation to talk, as long as basic principles are clear:

1. Urban roads should be a city responsibility.
2. Gresham is the fourth-largest city in Oregon, and Portland the largest.
3. Multnomah County should be adjusting to a new role, not seeking to retain as much as possible of its old one.

Road transfer should proceed

Outlook 12/23/77

A proposal by the city of Gresham to take over the responsibility for all Multnomah County roads within the city limits is a plan that has come of age.

And while the topic is generally not the kind of issue that should draw much citizen interest, the public should take more than casual note. The proper or improper design, construction and maintenance of local roads affects as many people or more than police and fire services.

A transfer of the more than 120 county road miles to the city of Gresham makes good politics and business sense.

First of all, requiring Gresham to be responsible shortens the delivery of service and accountability between elected officials and the people. Second, Gresham being solely responsible for the roads would streamline a mismatch of planning that often occurs as zoning and public improvements sought by the city are heavily influenced or delayed by a third party — Multnomah County's road department. And third, the proposal is consistent with a 1964 road transfer agreement between the county and the city of Portland.

But such will likely not be reason enough to convince county officials to approve a road transfer. Politics and funding already imperil it.

Multnomah County already has transferred responsibility for most other urban services to the cities of Portland and Gresham, making the county a mere shadow of its former self and largely limiting its governmental role to corrections, library services, some countywide law enforcement and human services. County officials appear unwilling to further divest the county of even more responsibility or political turf by giving up county roads in Gresham.

As for funding, Gresham will not assume responsibility for the county roads — a \$4.2 million annual burden — unless the city can fund the program. To obtain such funding, Gresham will have to convince the county and the city of Portland to include Gresham in a funding plan that already gives Portland the largest share of new state gas tax funds available to be spent in Multnomah County for road improvements.

A solution to both the funding issue and the debate over whether Gresham should assume responsibility for county roads within the city cannot be made in a vacuum and cannot be achieved quickly.

The city of Gresham will carefully have to build its case for the transfer from the top down and the bottom up. In fact, as the city lobbies state, county and Portland leaders on its case, it must build a strong show of support from the average city resident, motorist and business person.

That process will take time. But it will allow the cities of Portland and Gresham and Multnomah County to sit down at the same table — at the same time — to discuss the best solution to building, maintaining and funding local road projects.

Such talks are not a two-party conversation. They must be concluded on a three-government party line.

CITY OF GRESHAM
COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT

MEMORANDUM

TO: F. Wallace Douthwaite, City Manager
Diane G. Jones, CEDD Director

FROM: Gregory E. DiLoreto, P.E., City Engineer 

DATE: March 14, 1988

RE: RESPONSE TO THE TRANSFERRING ROAD RESPONSIBILITY REPORT PREPARED
BY MULTNOMAH COUNTY DEPARTMENT OF ENVIRONMENTAL SERVICES
DIVISION OF TRANSPORTATION

The City has reviewed the report your Transportation Division has prepared in response to our proposal for the City of Gresham assuming jurisdiction for all roads within its city limits. We are disappointed in the report in that we feel it failed to address the issues we raised in our proposal to you. The conclusions in the report are not supported by facts but are rather bare assertions. We will respond to the report by reviewing the conclusions that were reached since they summarize the back-up data submitted.

- o "Reorganization of County road responsibilities between the City and the County is not as straightforward as a similar restructuring of the City of Portland. Portland and the County were both large, efficient, experienced and offered a full range of road services. Each organization was also primarily responsible for providing only road-related services. They shared a historic responsibility and had a relatively equal investment in the system, and they each expected to continue to provide services at the same relative levels without major reorganizational changes."

Response:

We fail to see that the County is providing services that Gresham currently does not offer. We have a separate street engineering section as well as a separate street operations maintenance section. We are currently responsible for nearly 100 miles of roads within our City. Those responsibilities range from arterials to local residential streets. We question the efficiency of the large Multnomah County organization since the report does not show costs supporting the efficiency of the County Transportation Division. With respect to recent experience, it is interesting to note that many capital improvement projects the County Transportation staff have attempted to do this construction season have been delayed due to their inability to comply and coordinate with other agencies.

With respect to City experience, the County staff notes in their report that the City of Gresham staff is not certified to do Federal Aid projects. We contacted the Regional Federal Aid Specialist for the Oregon Department of Transportation who stated that the City of Gresham is certainly qualified to do Federal Aid work and reminded us that in the last five years we had undertaken three such projects.

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We agree that shifting road responsibilities to Gresham and to Portland will shift the County's road transportation division's emphasis from an urban to a rural provider. However, the County is in the process of transferring the majority of its urban roads to the City of Portland, and at such time as that transfer is completed, Multnomah County will have only 22 miles of urban roads in the cities of Fairview, Troutdale, Wood Village, Maywood Park and Lake Oswego; and 118 miles within the City of Gresham. However, the County will have 247 miles of rural roads to maintain. It would be ineffective to maintain such a small urban mileage as opposed to turning that mileage over to an agency which is equipped to deal with all of the urban problems by providing a full range of municipal urban services.

In addition, our proposal called for a reduction in County work force of only 24 percent and a reduction in total road mileage at the end of the transfers to Portland and Gresham of 31 percent. We fail to see how this small reduction in County work force would have any impact on the County's ability to continue its remaining road function. If anything, it would appear they would have more than adequate staff to meet their obligation as a rural road provider. Comparisons we have made with a neighboring county having a rural system similar in size to Multnomah County shows that it maintains this system with 28 employees and a \$2.4 million budget. This is a system in which all of the roads are paved except in one or two small sections.

- o **"The existing County Transportation organization is focused to provide transportation services system-wide to the public. Over time, systems have been developed and economies have been reached as a result of this focus. A decrease in resources and responsibilities will impact the organization and efficiencies that have been developed to provide transportation services will be lost."**

Response:

These resources and efficiencies have already been lost when the County made the decision to transfer most of its urban road responsibilities to the City of Portland. The City of Gresham is merely asking that the County continue that original transition decision by completing the transfer of urban road responsibilities. Again, once the ultimate transfer is complete to Portland, Multnomah County will have 85 percent of the remaining urban road system inside the City of Gresham. We believe that the County should now attempt to concentrate on providing one type of road system as opposed to attempting to provide for a small urban system and a larger rural system. In fact, if review is made of the 1984 intergovernmental agreement between Portland and Multnomah County transferring transportation services, we see several principles

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regarding urban services which the County should now apply to the transfer of its remaining urban road services to Gresham. These principles are as the County agreed in 1984:

- (1) WHEREAS, the City and County find that the most cost effective and rational method for the delivery of urban services in urban, unincorporated areas is through full service City government.
- (2) WHEREAS, the County has adopted Resolution A which provides for the reduction of County urban services to rural levels and for the concentration of County resources on County-wide services such as human services, justice services and library services.
- (3) WHEREAS, the County and the City recognize that the long-term interests of each jurisdiction are best served through the full implementation of the City's Urban Services Policy and the County's Resolution A.

- o **"The relative differences in the approach to service delivery, economies of scale, efficiency and maturity of Gresham and the County is considerable."**

Response:

We agree that the differences in approach to service delivery, efficiency and maturity are considerable, and in fact, it is the basis for our entire proposal. Our proposal dealt with three areas including development, capital improvements and citizen complaints, and the different approaches have continued to cause difficulties created by overlapping and conflicting jurisdictional goals and policies. As for the maturity of our organization versus the County organization, we only point out that our proposal does include the transfer of 19 County employes, who we assume have the maturity of managing and implementing a large organization. We might also point out that over the past two years the County has not undertaken a large number of capital improvement projects in relation to the number of employes and dollars available to them, and are currently running a cash carryover for 1987-88 which is 30 percent of their budget. Given the County's current project list, we see little evidence of this carryover being reduced, and in fact, believe it will be increased in 88-89.

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- o **"Reduced responsibilities and resources to meet them will force a change in the approach to the service delivery by the County. The present proactive program approach to preventative road maintenance and capital needs will change to a reactive as needed approach."**

Response:

We take strong exception to this statement. We see no reason why the County cannot continue a pro-active program approach to road maintenance activities. The County will be dealing with a smaller amount of road responsibilities, yet based on the numbers the County has provided, we show they will have over \$18,000 per centerline mile of road to maintain a 247-mile rural system. Yet, if they retain the urban roads in Gresham and do not complete the transfer of roads to Portland, they still have only \$18,000 per centerline mile; and, an urban system is more expensive to maintain than a rural system.

The County has characterized the City as operating on a reactive and "as needed" approach to road responsibilities. The City is in the third year of its pavement management system and is operating a pro-active program. The City has been planning capital improvement projects through a CIP document for the past several years. Specific projects are programmed to be completed in each year of the five-year plan. The plan is updated annually in conjunction with the City's budget process. Multnomah County's CIP document, on the other hand, is merely a list of all the projects they think need to be done, yet there is little adherence to that document, which has caused many of the problems the City faces. In addition, the year in which those County CIP projects are to be completed is not assigned and, as a result, County staff are unclear which year a particular project is to be implemented, hence resulting in the confusion between our agency, the County, and other utility companies. Based on the construction projects Multnomah County plans to do this fiscal year, it appears the City of Gresham will do more road capital improvement projects than Multnomah County. Indeed, we question the County's approach and why a capital improvement projects program cannot be implemented and completed in a systematic way.

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- o "If roads are transferred to the City of Gresham, personnel transfers and the timing of transfers will likely surface as a major issue. The number and classes of employes, the wide differences and rate of compensation and different bargaining units pose a considerable problem."

Response:

We are concerned as to how this conclusion was reached since review of the County's Table II shows that in almost all employe classifications the City of Gresham salaries are equal to the Multnomah County salaries. The major difference is related to engineers' salaries in which the City's are higher than Multnomah County. In our other classifications, the City's maximum monthly salary is within a few dollars of the County's maximum monthly salary.

- o "Revenues derived from the Portland formula are not adequate for the County. If a decision is made to change the County role by transferring roads to Gresham, it can't be done on the basis of the present Portland formula. The formula must be changed for both Portland and Gresham to allow the County to be a viable provider of transportation services for its remaining responsibility"

Response:

The City of Gresham's proposal did not mention the Portland formula. We fail to see how this is an issue in the report prepared by Multnomah County. Our proposal merely showed what was needed to balance the budget in order for us to provide the exact same services that the County currently provides, those services and dollar amounts having been derived from the 1987-88 County budget. If another formula is to be adopted, that is certainly within the realm of discussion, but to tie our proposal to the Portland formula has no merit since we did not request that formula in our proposal.

- o "Arguments for and against the proposal to transfer road responsibilities from the County to the City of Gresham suggests that the transfer would benefit the City of Gresham in the short run, but would be at the expense of Multnomah County and its broader constituency in the long run."

Response:

Again, we do not understand how this conclusion has been reached. We tend to see it in a reverse order in that it would benefit the City of

Gresham and all of our constituents. In the long run, the City would be able to provide urban-level services to all the residents within its boundary. Multnomah County would be able to concentrate its efforts on a rural road system with an amount of funding available for that rural system equivalent to what is needed for an urban system. With a 247-mile rural road system to maintain and \$18,000 per centerline mile available, previous studies have shown that to be more than adequate to provide a first-rate road system for the rural portion of Multnomah County and thereby leaving the urban road services to be divided between the cities of Portland and Gresham. With respect to service to the remaining cities in East Multnomah County, the City of Gresham would be willing to work with those cities in providing road maintenance on a contracted basis, not unlike what we currently provide the cities of Wood Village and Fairview for wastewater treatment.

- o "Currently, communication and coordination problems exist between the County and Gresham. None of these problems is insurmountable if both parties would sit down and resolve them. Many of Gresham's present concerns could be addressed by the development of joint strategies and policies in lieu of reassigning responsibilities."

Response:

We have no problem with this conclusion and heartily endorse such action. We feel, however, for this proposal to succeed there needs to be a formal agreement spelling out not only the responsibilities of each agency but what the end results will be of such an agreement. We feel that if this proposal is to be workable there must be identifiable goals. However, ultimately control of all roads within the City must be turned over to the City of Gresham.

In addition, the County suggests that we revisit the old Roads Consortium idea that was proposed in 1985. We have attached to this proposal the City's report regarding our decision to not participate in the Roads Consortium. We list seven points as to why we feel the Roads Consortium idea is not workable. We have reviewed our report and we still conclude that the Roads Consortium is not a workable idea for the City of Gresham.

In conclusion, we can state only what we have said previously in our original proposal to you. There can be no doubt that difficulties are created by overlapping responsibilities, conflicting jurisdictional goals of the street system within Gresham's boundary. The advantages of a coordinated land use and transportation policy, the authority to establish transportation policy and implementation of strategies for the entire roadway system within our urban services boundary as opposed to only certain segments within the City, the elimination of different standards of maintenance, the coordination of system

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and maintenance and capital priorities and the ability to respond directly to all citizen inquiries and complaints we feel would be in the best interests of all citizens of the City of Gresham. As stated previously in 1983, Multnomah County resolved to phase out its delivery of urban services normally provided by municipalities. To date, the County has been committed to that cause transferring police, land use and building inspection, development and maintenance of parks and sewer to Gresham in addition to transferring its urban road responsibilities to the City of Portland. We believe that Multnomah County in keeping with this philosophy should agree to transfer road services to the City of Gresham.

cc: Mayor Deyo and City Councilors

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT
ENGINEERING DIVISION

Multnomah County Proposal for Road Maintenance (Roads Consortium)

Staff Report
Prepared By
Greg DiLoreto, P.E.
City Engineer

History

The subject of a Roads Consortium in East Multnomah County has been debated for the past several years. The earliest correspondence in our file begins in March 1983, when a memorandum came to this city from Don Barney, a consultant, requesting help on a study that he was performing for Multnomah County's Department of Environmental Services. The study was to determine the best future approach of road maintenance duties among the County's jurisdictions. In February 1984, the City received a memorandum from Earl Blumenauer, then Multnomah County Commissioner, in which he indicated that there would soon be a City of Portland/Multnomah County agreement regarding the consolidation of all road and other public works activity within the City of Portland. Commissioner Blumenauer indicated that through informal conversations with representatives on the staff level from each of the jurisdictions in Multnomah County, discussion had ensued regarding the possibility of a single public works authority for the balance of the County East of the Portland Urban Services boundary. The proposal was that the County would reconfigure its service delivery mechanism as a consortium with the County as the lead agency. The cities of Gresham, Troutdale, Maywood Park, Fairview and Wood Village would be invited to participate on issues of public works policy, budgeting and research allocation. Participation would be voluntary and the cities could continue with their own public works activities or reach agreement with the County on an individual basis. Regardless of the initial approach, within five years the County would transfer the consortium to the operation and management of Gresham with the County becoming a participant in the consortium. Following this memorandum, a resolution was prepared establishing the East Multnomah County Public Works Consortium. (See attached copy of resolution.)

Over the next year, work continued on the Road Consortium. A capital improvements policy for the entire East County area projects as well as operation and maintenance of roads in the East County area was discussed. Finally, after nearly 19 months of study, it was concluded in October 1985 that no significant benefit was to be realized from a joint capital improvement consortium because of the current funding arrangements. At that point, County staff recommended that analysis begin on a joint operation and maintenance consortium. In December 1985, the cities indicated to Multnomah County that they were interested in analyzing the feasibility of a combined County/East County Cities Road Operation and Maintenance organization

consortium. Work then progressed on a combined County/East County Cities and Multnomah County Operations and Maintenance Program. In November 1986, a proposal was submitted by Multnomah County outlining four potential strategies for a joint Operations and Maintenance Program. Those four strategies were:

1. Multnomah County would provide a full range of road operation and maintenance regardless of resource contribution possible by the cities, e.g., Gresham would transfer all of our road maintenance dollars and the County would be responsible for all road maintenance within our boundaries.
2. Full service except for asphalt overlay work regardless of contributions. Cities would contribute additional funds for overlay work.
3. County would provide essential services governed by revenue constraints. Operations and maintenance activities would equal only the revenue that was contributed by the cities.
4. Cities would contract with the County for selected services.

Review of Proposal by County

In December 1986, City staff met with County staff to discuss the November proposal. As mentioned previously, the November proposal contained four alternatives for operations and maintenance services consortium. The recommended proposal to the cities by County staff in its December meeting was a combination of alternative (3) and alternative (4). The County would provide essential services driven by resource restraints for certain activities. In effect, the County proposal was that it would perform maintenance on Gresham streets based on available funds. Maintenance consisted primarily of placing an asphalt overlay on a number of streets within the City with some crack sealing and street sweeping seven times per year. The streets to be overlaid were selected from the visual rating performed by County personnel originally completed in July 1984 and updated in July 1986. For the most part, the recommended solution to the maintenance problems on those streets was placement of an asphalt overlay. In some cases, the County recommended grinding and perhaps placing filter fabric before resurfacing. However, the cost presented to us by the County included only the cost to overlay the street. The cost did not include the cost of grinding or of filter fabric placement. In addition, it was noted by County staff that grinding may be accomplished only if there is more than one lift of asphalt on the street or if the asphalt is of sufficient depth to allow the removal of a deteriorated section. In many cases, Gresham city streets have only one two-inch lift of asphalt which would not allow for grinding of the pavement.

For the past two years, City staff have been working on a Pavement Management System (PMS) for the streets of Gresham. The system has been developed by an outside consulting firm for the City. While waiting for the system to be developed, very little maintenance work has been performed on City streets; however, in the process of gathering the information for the PMS, City of Gresham operations and maintenance personnel have performed an exhaustive investigation on the condition of nearly every mile of streets in the City. The conclusion from their detailed analysis of our streets together with advice from the PMS consultant has indicated that overlaying is not the solution to all our problems. City staff compared the results of our PMS with the proposed method of correction by the County and of the 20 projects listed by the County for the year one program, only six were candidates for overlay by the PMS. The other 14 will require more or less rehabilitation than an overlay. It was for that very reason that City staff have not performed significant maintenance on our streets for the past two years. In an attempt to spend the funds in the most cost-effective manner, we have waited for the results of the PMS. The PMS system shows that in some cases we need only to place a sealcoat on the street which is a savings of three to five times the cost of an overlay.

Nine of the projects listed in the first year of the County's program, require reconstruction. According to the PMS study, these pavements have deteriorated to the point where an overlay will provide only a minimum life extension to the pavement and within three to five years it will have failed again. The only long-term solution is reconstruction. The 20 projects the County designated in year one to be overlaid would cost \$343,000; however, this would not provide the long-term solution to the pavements. According to the PMS report, the appropriate maintenance and repair to these 20 streets would cost approximately \$1.1 million.

We do not question the County staff's recommendation of overlaying. Given the time constraints with other work, County staff were able to perform only a windshield survey of the pavements and could not perform the detailed, exhaustive analysis that City staff conducted. We believe that had County staff had the time available they would have reached similar conclusions.

While others may be critical of the City for not performing major maintenance on its streets within the past two years, while awaiting the results of the PMS, the City will now be able to spend its street funds in the most cost-effective manner, both in the short-term and in the long-term.

Several other points must be addressed in evaluating and reaching a conclusion for the operations and maintenance proposal submitted by the County.

1. As stated previously, the City is ready to initiate repairs based on information from the PMS. Based on the information in the PMS system, we hope the City can save considerable dollars by applying the most cost-effective maintenance methods.

2. There are some services for which the City may want to contract; however, the City would probably be best served if it reviewed those items individually and selected those items for which it wished to contract with the County on an as-needed basis.
3. The County has indicated that the operations and maintenance roads consortium could provide help with respect to emergency situations. However, our investigation indicates that City crews will sand a County road located within the City if that road is of lesser priority to the County and City crews happen to be in the area. We believe that this give-and-take arrangement is of mutual benefit to the citizens of Gresham and the County, and if City crews have completed the sanding of their streets they certainly can help the County.
4. A concern of City staff is the response to citizens' questions with respect to street-related issues within the City of Gresham. Citizens do not know who has jurisdiction over the streets in front of their houses. Citizens know they live within the City and pay property taxes to the City of Gresham. Consequently, they assume that all the services they receive should and do come from the City of Gresham. When problems develop on the street in front of their house, their first call is to the City of Gresham. Citizens will not appreciate an answer by City staff that says that the County is responsible for those streets and that they must call the County to get service. We could mitigate this situation by calling the County ourselves when a problem occurs; however, we as a city would have no control over when the problem is corrected and a frustrated citizen will not be upset with the County but will be upset with the City.
5. Setting priorities for maintenance work is a concern. We believe the County would be fair in the selection of maintenance projects and allow the City input into the process; however, the priority of projects may not always correspond to the timing or concerns of the City of Gresham.
6. One of the activities proposed by the County is street sweeping. The County has proposed to sweep streets an average of seven times per year. Under current City practice, some of Gresham's streets are swept more times than seven per year and, in other cases, certain

streets are swept fewer than seven times per year. We believe that the County would be willing to sweep the City's streets any number of times for which the City is willing to pay. The concern is the loss of flexibility. The City now has the flexibility to sweep streets on a scheduled or on an as needed basis which may occur when a neighborhood has a block party and the street needs sweeping the next morning or during the Mt. Hood Festival of Jazz when the City wishes to perform extra street sweeping activities. These unanticipated sweepings may not fit in with the County's work plan. Flexibility on street sweeping is beneficial to the citizens.

7. The final issue raised with the proposal is overall flexibility of the operations and maintenance program and the expenditure of street funds in the City. This year a project--Highland Drive Extension--required funds which had been previously budgeted for other uses in the street program. Had we been members of a road consortium and contributed our funds to the consortium, it is unlikely that we would have had the flexibility to use funds for the Highland Drive Extension. For example, scheduled work may have already been done by the County using those funds and leaving no opportunity to redesignate sufficient funds to do the Highland Drive Extension. It is lack of flexibility that is of concern. Given the fact that we prepare a budget six to seven months prior to the beginning of a fiscal year, it is important to have the flexibility with those funds should emergency conditions or unanticipated projects arise.

Recommendation

Following over two years exhaustive work for the roads consortium, and review of the data by City staff, it is recommended that the City of Gresham not participate further in the roads consortium program for the above-stated reasons. We feel that the Multnomah County staff has done an outstanding job in preparation of this program. We feel that they have certainly made some very good comments and recommendations. However, given the issue of response to citizens who pay taxes in Gresham and the flexibility afforded by having the street program contained within our jurisdiction, and finally the exhaustive study made by City staff as to the need for the type of maintenance and the integration of the Pavement Management System in our streets program, we recommend discontinuing participation in this program.

The Oregonian

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DONALD J. STERLING JR., Asst. to the Publisher

WEDNESDAY, MARCH 9, 1988

Unlock county's city grip

Why must Multnomah County's grip on municipal services be pried off finger by finger?

Just five years ago, the county was the second-largest city in Oregon in terms of providing municipal services. Wisely, the commissioners decided in 1983 to move the county out of the business of city-service delivery and focus on services it could deliver countywide, in return for taxes it collected countywide.

The latest chance to renege on that commitment involves whether the county should transfer to Gresham responsibility for its own roads.

The county has responsibility for 118 miles of streets within the Gresham urban services area; the city of Gresham has responsibility for 93 miles.

The county's transportation division has prepared an 85-page report that patronizingly says Gresham is too immature as a full-service city to handle its own streets and roads. This despite the fact that Gresham is smaller in population only than Portland, Eugene and Salem.

There is no reason why, after turning road responsibilities over to

Gresham, the Board of Commissioners could not continue to coordinate transportation planning among the cities and provide regional transportation leadership. As a non-player in the road-building business, it might find its overview of planning and funding equity more readily accepted by the other jurisdictions. It surely could not do worse in coordinating construction than has been the case historically: Just look at the city-county connections of Southeast Division Street and Powell Boulevard.

The county staff fears it would no longer have a transportation department large enough to operate efficiently if Gresham took over its own roads. But the county ought to be looking at contracting with Gresham and Portland for small-city and unincorporated service anyway, so county taxpayers don't have to support overhead for three road departments when two easily could do the job.

The county has an increasing burden of social and health services pressing on its limited resources. It has no good reason to stay in the business of delivering city services.



**GRESHAM CITY COUNCIL - MULTNOMAH COUNTY COMMISSION
GRESHAM CITY HALL - CONFERENCE ROOMS A & B
1333 N.W. EASTMAN PARKWAY - GRESHAM, OREGON**

SEPTEMBER 12, 1989 - 7:00 P.M.

I. CALL MEETING TO ORDER

A. Introductions

II. ROADS REPORT

Discussion of Sumner Sharpe's Report and possible subsequent actions.

III. LAW ENFORCEMENT

Sheriff's Department discussion of proposals for funding levels of service in rural areas and how that can affect Gresham

IV. BUREAU OF EMERGENCY COMMUNICATIONS

Update and concerns relating to operation and upgrading of BOEC

V. LIBRARY

Update on governance changes, fundraising and planning

VI. ADJOURNMENT

* * * *

AUG 31 1989



CITY OF GRESHAM

Management Services Department
501 N.E. Hood Avenue, Suite 100
Gresham, Oregon 97030-7395

FACSIMILE TRANSMISSION COVER SHEET

DATE:

8-31-89

TO:

JANE McGARVIN
Name

248-3308
FAX number

Co. Commission Office
Company

FROM:

MAUREEN SWANEY
Name

669-2302
Telephone number

CITY Recorder
Division

SUBJECT:

JOINT Agenda DRAFT

COMMENTS:

Do we need to check to see if we
need a spot for citizen comments?
IS TIME OK?

2 pages to follow (excluding this sheet)

Our facsimile telephone number is.....(503)661-6073
This number is to be used for business transmission
only, and is not available for advertising purposes.

Should you encounter difficulties with this
transmission, please call.....(503)669-2376

I N T E R O F F I C E M E M O R A N D U M

Date: 30-Aug-1989 01:49pm GMT
From: Gussie McRobert
MCRROBERT
Dept: City Council
Tel No: 666-1316

TO: See Below

Subject: Joint meeting with co. comm

ms,

I just spoke with Gladys. The agenda we agreed on was:

1. Roads Report: Discussion of Sumner Sharpe's report and possible subsequent actions.
2. Law Enforcement: Sheriff's Department discussion of proposals for funding levels of service in rural areas and how that can affect Gresham.
3. BOEC: update and concerns.
4. Library: Governance changes and update of fundraising and planning.

Maureen, Gladys suggested that you and Jane talk about the actual agenda format. I'll open the meeting and then I suggested that depending on the particular agenda item, she and I share the chair position.

The county will provide a discussion paper on roads and I think we we could have a short outline of our concerns as well.

Same with BOEC.

County provides report on library.

Prior to talking to the county board about regional parks and recreation programs, Gladys suggested that we have the Metro parks people give the council a presentaton.

Sorry this took so long.

gm

Distribution:

TO: Maureen Swaney (SWANEY)
TO: F. Wallace Douthwaite (DOUTHWAITE)

**GRESHAM CITY COUNCIL - MULTNOMAH COUNTY COMMISSION
GRESHAM CITY HALL - CONFERENCE ROOMS A & B
1333 N.W. EASTMAN PARKWAY - GRESHAM, OREGON**

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Update on governance changes, fundraising and planning

VI. ADJOURNMENT

* * * *

DATE SUBMITTED _____

(For Clerk's Use)
Meeting Date 9/12/89
Agenda No. PM 9/12/89 #2

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Briefing on Operational Planning

Informal Only* 9/12/89
(Date)

Formal Only _____
(Date)

DEPARTMENT General Services DIVISION Planning & Budget

CONTACT Jack Horner/Dave Warren TELEPHONE 248-3883

*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD Jack Horner/Dave Warren

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Overview of Operational Planning (phase 2 of Strategic Planning) and discussion of proposed schedule and components.

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

INFORMATION ONLY PRELIMINARY APPROVAL POLICY DIRECTION RATIFICATION

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 10 minutes

IMPACT:

PERSONNEL

FISCAL/BUDGETARY

General Fund

Other _____

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: *Jack Horner*

BUDGET / PERSONNEL *J. D. Snyder*

COUNTY COUNSEL (Ordinances, Resolution, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.

BOARD OF COUNTY COMMISSIONERS
CLATSOP COUNTY
OREGON
SEP -5 PM 4:52

Policy Development Committee

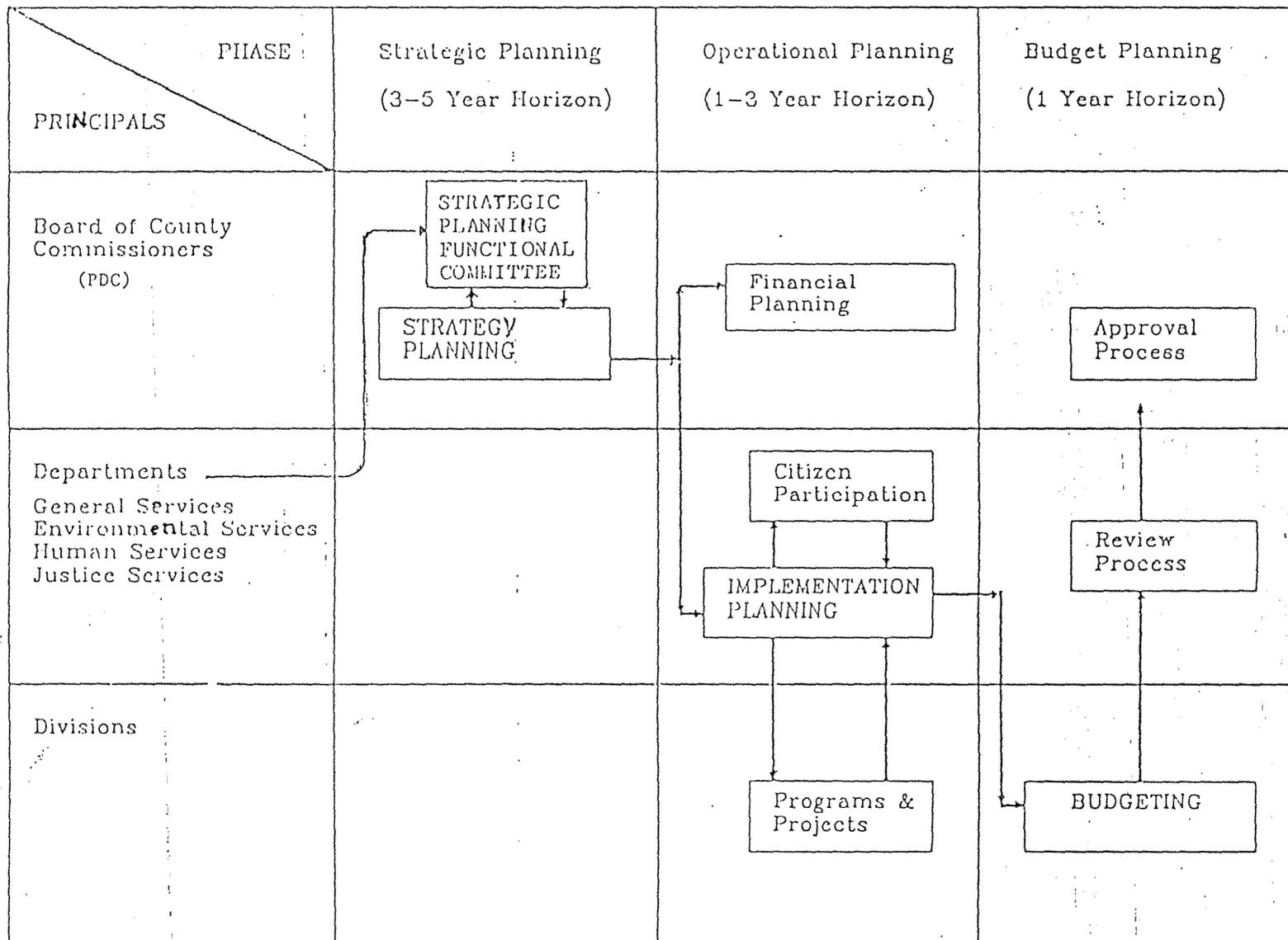
Operational Planning Decision Package

Planning & Budget Division
September 12, 1989

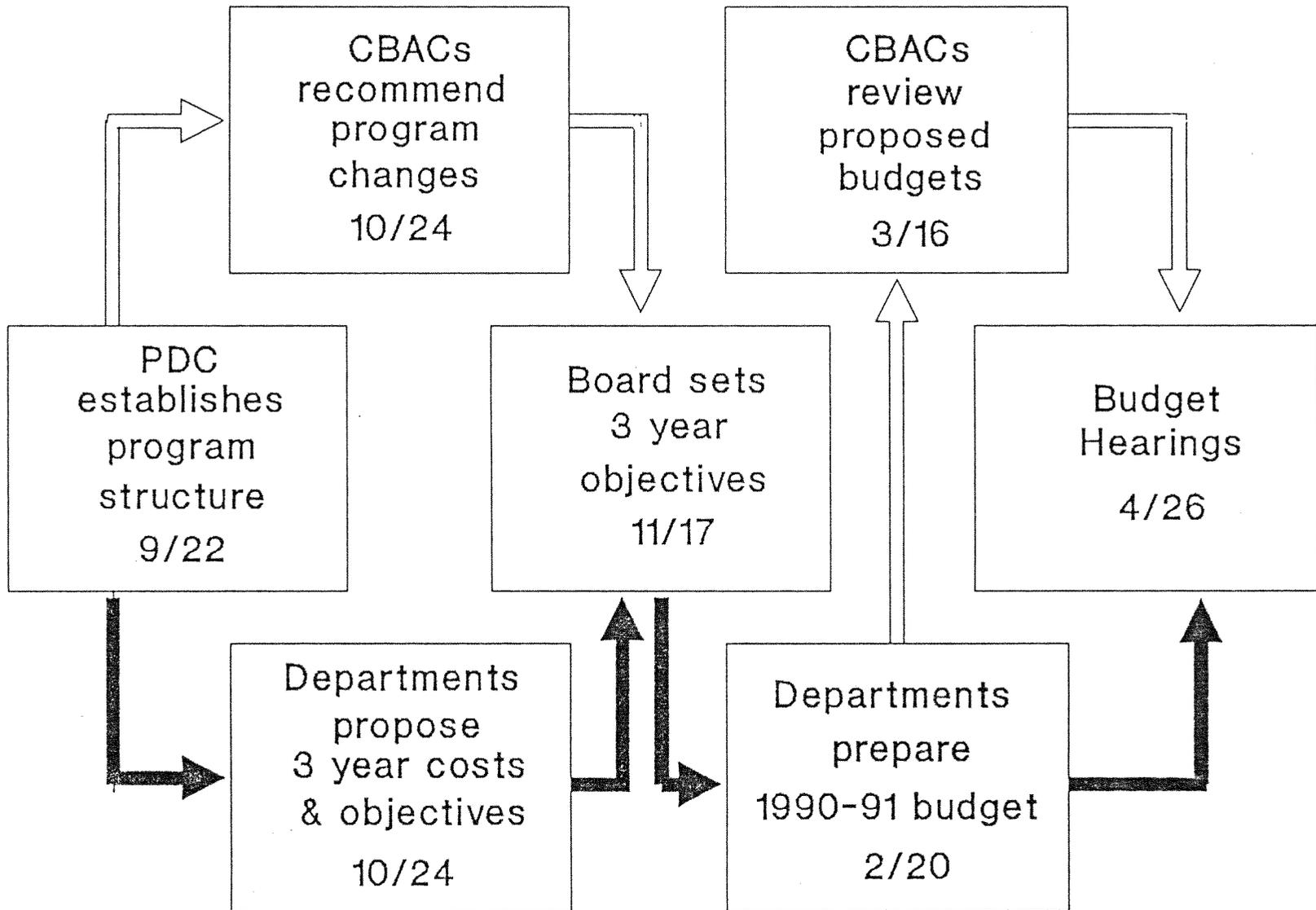
Flow Charts

MULTNOMAH COUNTY PLANNING PROCESS

Planning Framework



OPERATIONAL PLANNING



Outline of Process

September 12, 1989

OPERATIONAL PLANNING
Outline

PURPOSE:

- A. Focus Board attention on program objectives
- B. Focus Board decisions on a three year horizon

PROCESS:

I. Step One - Establish Programs (8/14-9/22)

- A. Planning & Budget / Departments propose program units. (8/14- 9/1)
- B. Board establishes programs (grouping program units together, ratifying program units to be used in the remainder of the process). (9/7-9/29 ??)

II. Step Two - Establish Three Year Objectives and Costs (9/11-10/24)

Department/division staff propose three year objectives for program units and measurements (where needed), incorporating any strategies resulting from strategy planning. (9/11-10/13) and estimate costs

III. Step Three - CBAC's Prepare Policy Recommendations for Board(9/25-10/24)

IV. Step Four - Board decides on three year objectives at public hearings (10/30-11/17)

- A. Departments propose three year objectives for programs
- B. CBAC's propose three year targets
- C. Board allocates estimated revenue to programs for each of next three years.
 - 1. Board eliminates program units or lowers objectives to be met until programs for three years fit within current projected revenues.
 - 2. Board decides whether to increase revenues, and which ones, to cover objectives not attainable within current resource estimates.
 - 3. Board prioritizes programs and objectives (+ or - 5% of General Fund?)to prepare for potential changes in revenues.

V. Step Five - Planning & Budget and Departments translate first year operational plan into starting point for 1990-91 Budget. (11/20-2/2/90)

VI. Step Six - Departments Prepare 90-91 Budget Request (1/8-2/20) to Implement First Year of Operational Plan

VII. Step Seven - Budget Hearings (4/?-4/26?)

9000F

Program Unit Examples

OPERATIONAL PLANNING PROGRAM COSTING

Program Name Juvenile Justice Detention Lead Agency DHS

Program Description

Maintain an environment for youth detained in the Donald E. Long Home that ensures public safety while providing services that meet the physical, mental and emotional requirement for each child.

Mandated

	Gen Fund	Other Revenue	Total	FTE
1989-90 Adopted	\$ <u>889,563</u>	\$ <u>456,536</u>	\$ <u>1,346,099</u>	<u>28.00</u>

Objectives

- Screen, evaluate and process all children brought to detention to ensure that statutory requirements are met and that children are placed in appropriate facilities.
- Log in all dependent youth referred via phone and delinquent youth brought to detention by law enforcement agencies, make computer entries and provide support services for detention operations.
- Provide support services to youth and families, including but not limited to close supervision that will allow the individuals to remain in their own home pending Court proceedings.
- Provide to Clackamas and Washington Counties detention services equal to those provided Multnomah County youth for a total of 12 youth per day.
- Provide liaison with facilities management for maintenance of the physical plant housing Juvenile Justice Division.

Identification of Mandates

419.488 et seq. transportation and safekeeping of children; 419.618 Multnomah County shall provide proper accommodations for detention rooms and hospital wards.

Other Revenue \$456,536

\$2,243 for supplies lost in fire at Laundry; \$6,000 for US Immigration; \$32,923 from USDA/National School Lunch; \$6,000 from US Marshal; \$80,529 in State Court Subsidies; \$328,841 for Regional Detention.

7995F

OPERATIONAL PLANNING PROGRAM COSTING

Program Name Accounting Lead Agency DES

Program Description:

Accounting performs the necessary accounting services for the Department of Environmental Services. It does road work cost accounting and the accounting required for petition street and sewer projects. It also provides financial management for the Department.

Mandated

	Gen Fund	Other Revenue	Total	FTE
1989-90 Adopted	\$ <u>0</u>	\$ <u>272,050</u>	\$ <u>272,050</u>	<u>5.00</u>

Objectives:

- Provide financial information to Department managers in a timely manner and in a form which assists them in meeting their objectives.
 - Cost accounting
 - Financial management and grant reporting
- Obtain reimbursement for services provided the public by the Department.
 - Bancroft assessment and other receivable collection
- Control the disbursement of funds in order to safeguard Department assets and minimize potential for additional liability.
 - Payroll and personnel records
 - Construction contracts and invoices

Calendar

BOARD DRAFT CALENDAR
Operational and Budget Planning
During FY 1989/90

<u>Activity</u>	<u>Target Date or Range</u>
BCC (PDC?) Makes program grouping decisions	By 9/29
BCC Approves 3 Year Objectives and Holds Public Hearing on Operational Planning	10/30 to 11/17
Chair issues Proposed Budget based on Plan	By 3/26
BCC Holds Budget Hearing(s)	4/10 to 4/26
BCC Adopts Budget	By 6/28

DATE SUBMITTED 9-1-89

(For Clerk's Use)
Meeting Date 9/12/89
Agenda No. 2nd PM #12

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: ICJIS Update

Informal Only* 9-12-89
(Date)

Formal Only _____
(Date)

DEPARTMENT DGS

DIVISION Administrative

CONTACT Dave Bogucki

TELEPHONE 3701

*NAME(s) OF PERSON MAKING PRESENTATION TO BOARD Dave Bogucki

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Progress report on activities of Integrated Criminal Justice Information Project.

See report from Linda Alexander to Gretchen Kafoury dated August 30 with attachments.

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

- INFORMATION ONLY
- PRELIMINARY APPROVAL
- POLICY DIRECTION
- APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 30 minutes

IMPACT:

PERSONNEL

FISCAL/BUDGETARY

-General Fund

Other _____

MULTI-COUNTY BOARD OF COUNTY COMMISSIONERS
OREGON
1989 SEP -5 PM 2:25

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Gretchen Kafoury

BUDGET / PERSONNEL _____ / _____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.

ICJIS
PROGRESS REPORT

SEPTEMBER 12, 1989

I. FRAMEWORK PROJECT: DATA MODEL

II. SHERIFF'S SYSTEMS

III. DISTRICT ATTORNEY'S SYSTEM

IV. COMMUNITY CORRECTIONS

V. INTERFACE WITH STATE COURT SYSTEM

VI. INTERFACE WITH PORTLAND POLICE/DISPATCH FUNCTIONS

DATE SUBMITTED 9/1/89

(For Clerk's Use)
Meeting Date 9/13/89
Agenda No. _____

REQUEST FOR PLACEMENT ON THE AGENDA

Subject: Policy Development Committee Meeting

Informal Only* September 13, 1989 8:30 to 3:30 Formal Only _____
(Date) (Date)

DEPARTMENT General Services DIVISION Planning and Budget

CONTACT Jack Horner/John Cronise TELEPHONE 248-3883

*NAME(S) OF PERSON MAKING PRESENTATION TO BOARD N/A

BRIEF SUMMARY Should include other alternatives explored, if applicable, and clear statement of rationale for the action requested.

Policy Development Committee. Agenda will include reports from human service issue areas sub-committies

Meeting will be in Conference Room B, 2nd flr Portland Building

(IF ADDITIONAL SPACE IS NEEDED, PLEASE USE REVERSE SIDE)

ACTION REQUESTED:

INFORMATION ONLY PRELIMINARY APPROVAL POLICY DIRECTION APPROVAL

INDICATE THE ESTIMATED TIME NEEDED ON AGENDA 8:30 AM to 3:30 PM

IMPACT:

PERSONNEL

FISCAL/BUDGETARY

-General Fund

Other _____

CLERK OF COUNTY COMMISSIONER
1989 SEP -5 PM 4:52
HAMILKIND COUNTY
OREGON

SIGNATURES:

DEPARTMENT HEAD, ELECTED OFFICIAL, or COUNTY COMMISSIONER: Madys McCaff

BUDGET / PERSONNEL _____

COUNTY COUNSEL (Ordinances, Resolutions, Agreements, Contracts) _____

OTHER _____
(Purchasing, Facilities Management, etc.)

NOTE: If requesting unanimous consent, state situation requiring emergency action on back.