

**CITY OF MILWAUKIE
CITY COUNCIL WORK SESSION
SEPTEMBER 2, 1997**

Mayor Lomnicki called the work session to order at 4:00 p.m. in the second floor conference room at Milwaukie City Hall.

Councilors present: Tomei, Schreiber, Kappa, and Trotter.

Staff present: City Manager Bartlett; Assistant City Manager Richards; Fire Chief Bruegman; Community Development Director Collins; Information Services and Technology Manager Atanes; Civil Engineer Roeger; and Engineering Intern Shelton.

Information Sharing

The group discussed the feasibility and implications of the proposed Enterprise Zone and the work session tentatively scheduled for the September 16, 1997. All agreed more information was needed. **Councilmember Tomei** provided a *Willamette Week* article regarding a Precision Castparts worker's salary. The issue may be whether or not an Enterprise Zone is acceptable to the community. A letter was being drafted addressing the City's concerns. Councilmembers discussed Milwaukie's relationship with the Clackamas County Board of Commissioners.

Bartlett introduced Laura Atanes, Information System and Technology Manager, recently hired by the City.

Fire Service Report

Bruegman presented the staff report on *Planning for the 21st Century and Beyond, Fire/EMS Strategic Business Plan 1997 - 2001*.

Bartlett noted two additional memos to the Mayor and City Council from Bruegman. One provided additional information on the Commission on Fire Accreditation International (CFAI), and the other compiled and prioritized recommendations from the Emergency Services Consulting Group (ESCG) report. Two citizen involvement meetings are scheduled to discuss the ESCG recommendations pursuant to Council's request: the Historic Milwaukie NDA meeting on September 11 at 7:00 p.m. and the MDDA Board Meeting on September 12 at 7:30 a.m.

Bruegman said the Strategic Business Plan recognized long-term organizational needs from an internal perspective. Formal adoption of the Plan does not commit the City Council to any long-term funding.

Bartlett said the Plan assumes the entities are in business together for the next five years of the agreement and provides strategic guidelines under which the organizations would operate as one functionally-consolidated group.

Bruegman added that the Plan would be a living document providing information to the budget process and focusing on an organizational mission. The Plan outlined service level objectives including response times, staffing, per capita costs and fire losses, and dispatch and turnout times. The Plan's goals and objectives should support these service levels. After the goals are adopted, an implementation plan will be developed.

Bruegman discussed *Standards of Response Coverage* and the ability to provide adequate resources in fire combat situations. He reviewed EMS needs and response times.

The final section of the Plan addressed *Strategic Programs*. Response Mapping and Community Emergency Response Teams (CERT) will be the focus during the next twelve months.

Councilmember Tomei referred the page ES-8 and asked for clarification of the standardization of pre-emergency plans. **Bruegman** said Fire Zone is a software program that develops a database used in response services. Capt. Johns is working with the Sabin Skill Center on the project.

Councilmember Kappa said the Plan leads to functional consolidation. **Bartlett** said the Plan itself clarifies goals and objectives.

Councilmember Kappa referred to page ES-1 and the objective of a four-minute response time in the urban service area. He asked about the concern in the northern section of Milwaukie with a five-minute response time. **Bruegman** said there would be 90 % reliability. He discussed Portland Engine Co. 20 and the ability of an effective automatic aid agreement to meet the response time.

Mayor Lomnicki noted the Plan did not make any reference to closing the downtown Milwaukie station or changing response times. He referred to page ES-7 and said it did not seem to preclude the City of Milwaukie from being a standalone agency. **Bruegman** said the Plan would still be used if Milwaukie were a standalone operation.

Mayor Lomnicki asked how difficult it would be for the City to alter its relationship with the two districts in the future. **Bartlett** said the Plan addressed non-standard processes and was begun well before the Snook contract.

Bruegman said, even if the City decides to be a standalone agency, the Plan will still provide good organizational tools.

Councilmember Schreiber felt the City needed to prepare for both consolidation and being a standalone agency.

Councilmember Trotter said closing the City Hall station cannot happen without organizational consolidation.

Mayor Lomnicki understood Waverley would be beyond the four-minute response area and discussed mutual aid service.

Bartlett discussed the Public Safety Building traffic study and the potential need to extend 36th Avenue or construct an overpass to support future growth.

Mayor Lomnicki was concerned the public might think the City Council had formally decided there would be a merger or consolidation. The Plan is a standardization strategy, and, even if the City decides not to participate, it can be modified for Milwaukie's internal use.

Councilmember Kappa said closing the City Hall station is a separate issue and needs to go through a public process.

Councilmember Trotter discussed the long-term cost effectiveness of building an overpass to save \$1 million a year.

Bruegman said the service level objectives were nationally-based guidelines which would be relevant if the City were to remain a standalone agency or if it decided to consolidate.

Councilmember Tomei asked the scope of the statistical information.

Bruegman said the data is from 77 departments located throughout the country. The survey provides benchmark information and noted the "mean" column provided comparisons for the ESCG recommendation.

Mayor Lomnicki asked for clarification of the "square miles per station" data.

Bruegman made the comparison that if the City of Portland had the same density of stations as Milwaukie, it would have 70 instead of the existing 28. If the City of Milwaukie decides to remain a standalone agency, then two stations are appropriate. He said there is an effort to minimize redundancy and to consider the effectiveness of current locations.

Mayor Lomnicki asked if the City would be planning for the future by closing the downtown station based on its Regional Center designation with higher densities and increased activity. **Bruegman** suggested shifting the paradigm and considering a roving station.

Councilmember Schreiber discussed EMS service delivery. **Bartlett** said some cities have gone to fully-certified ALS police officers.

Councilmember Kappa asked that there be more discussion of the Plan before it comes to the City Council as an action item.

Responding to an earlier comment on the 90% reliability on page ES-1, **Councilmember Trotter** pointed out this referred to the second response. Four minutes is still the first response goal. **Bartlett** said the 90% reliability should be included for both.

Mayor Lomnicki referred to page ES-9 and the issues of subsidizing future growth and urban and rural service levels. If the City were to become part of a larger organization, he felt there would be equity issues for those living in heavily urbanized areas who may have to capture expansion costs.

Councilmember Trotter said the Plan addressed the dual standard issue and the two types of service needs.

Bruegman said, working collectively, providers can offer better service levels. He felt expectation levels between the urban and rural areas were different.

Councilmember Trotter said the City of Milwaukie will have the opportunity during the next few months to look at the issues as Oak Lodge and Clackamas plan for consolidation.

Fire Capt. Johns discussed mutual aid to Portland and ALS responses.

Councilmember Trotter asked if there was a schedule for the ESCG report. **Bartlett** said he planned to schedule work sessions in October. Summaries and minutes will be available to Council from each of the citizen involvement meetings.

Bruegman reviewed his memo regarding the ESCG recommendation priorities.

Councilmember Schreiber asked Bruegman if he felt any items in the ESCG were inappropriate. **Bruegman** responded he did not see any "red flags."

Mayor Lomnicki said he might challenge some of the findings from a political point of view, but he felt the quality of the information could be trusted.

Councilmember Trotter recommended developing a list of issues that would have to be resolved before implementing any contractual agreements. **Bartlett** said some issues would depend on what the City Council identifies as its service level objectives.

Councilmember Trotter said the labor contract, for example, was one issue since the City has four years left on its current bargaining unit agreement. He suggested validating the ESCG report with previous studies such as the Carlson report. **Bartlett** said some of the data could be used for comparison, but there have been some significant changes due to Measure 50.

Mayor Lomnicki pointed out the numbers do not tell the full story because of the voter-passed serial levies for a new station and new equipment.

Councilmember Trotter said the report says funding needs will decrease if the City of Milwaukie decides to consolidate or contract for services.

Councilmember Schreiber said tax payers need to know if their assessments will be reduced or if funds will go to other City services.

Enterprise Zone

This item was re-scheduled for the September 16, 1997, work session.

County Gas Tax and Vehicle Registration Fee Ordinances

Bartlett presented the staff report. The Board of County Commissioners is asking mayors to agree to the Financial Terms of the proposed sharing of the Gas Tax and Vehicle Registration Fee. The county indicated it would like to have as many cities as possible participate. He reviewed discussions between the County and cities regarding sharing election costs vs. sharing campaign costs.

County ordinances reflected the changes recommended by the Mayors and Managers with a 60/40 split between the County and City in the first year. He discussed the projected amount over the next 10 years and added there are fewer restrictions on vehicle registration fee usage than gas taxes. The County has asked each entity for a project priority list.

Mayor Lomnicki said the split would be 60/40 in first year and re-adjust based on negotiations in the second year.

Bartlett discussed the level of maintenance needed by urban and rural roads. Cities would have to negotiate among themselves on how to share funds. There have also been talks about joint projects for county roads within cities to bring them up to urban standards. Regarding the request for project priority lists, he felt the cities needed to maintain flexibility to address changing conditions such as the ability to match funds for an ODOT project.

Mayor Lomnicki felt the maintenance backlog, TSP, and School Trip Safety Program projects could be used without being prohibitive.

Councilmember Trotter suggested using TSP graphics to indicate long-range goals and making it clear in the text that this is a five- to ten-year program.

It was consensus to put this on the regular session agenda as an action item.

Public Works Department Projects

School Trip Safety Program

Shelton reviewed the background and indicated about 50% of the four participating schools' projects have been or will soon be completed. Some of the projects, due to their scope, were rolled into the Lake Road Multimodal Plan, Transportation System Plan (TSP), or the Neighborhood Traffic Management Plan(NTMP). Public Works felt other projects were the responsibility of the School District, and other items were determined not appropriate. The goal of moving some of the projects into the long-range plans were to minimize duplication of effort and reduce conflicting priorities.

Council indicated it would like an annual update of completed projects, and **Mayor Lomnicki** suggested it be prepared before the budget process to provide a better understanding of the problems and needs. The budget drives what projects can be done in the broader context of all City programs.

Councilmember Schreiber said the public needs to know the cycle in order to submit its requests.

Neighborhood Traffic Management Program

Shelton provided an update on the Neighborhood Traffic Management Program (NTMP). Citizens requested traffic calming on twenty-nine City streets, and seven of them qualified for the NTMP.

Councilmember Trotter referred to the ranking list that included 32nd Avenue from Harrison to Johnson Creek Blvd. He was not sure the entire length of 32nd Avenue qualified since some of it is zoned CSO and commercial. He understood the NTMP was for residentially-zoned areas. He suggested asterisks indicating all of 32nd Avenue was not eligible under existing legislation.

Councilmember Tomei referred to staff report page 9 and asked the total points for 22nd Avenue from McLoughlin Blvd. to Sparrow St. **Shelton** said the total number of points was 36.96. **Mayor Lomnicki** said it was eliminated from the NTMP because it is designated a minor arterial.

Shelton said the next step is to prepare letters to the initial requesters and contact the Neighborhood District Associations regarding the proposed action on those street that qualified.

Shelton asked for comments on the process. **Councilmember Tomei** felt a group of people, rather than an individual, should make a request.

Councilmember Trotter believed the ordinance contained a process. Streets must compete with each other annually.

Mayor Lomnicki said projects have to be done with available funds. There may be circumstances, such as traffic routing changes, under which a project would have to be re-evaluated.

The group briefly discussed the “No Thru Trucks” sign proposal on the regular session agenda and some of the clarification questions members planned to ask of staff.

Mayor Lomnicki adjourned the work session at 6:45 p.m.

Pat DuVal, Recorder

Mayor Lomnicki reconvened the work session at 8:40 p.m.

Bartlett discussed upcoming City Council activities:

1. Iwaki Delegation Itinerary;
2. Fall Retreat scheduled for September 27 with planning work session on September 23, 5:00 - 7:00 p.m. at City Hall;
3. Forecast 97 scheduled for September 22, 23, and 24.

Recall Petition

Beery reported on the prospective petition received Friday August 29, 1997, and the potential recall of the Mayor and two Councilors. She reviewed the recall process based on the Oregon Constitution and Oregon Revised Statutes. There were several problems with the forms filed with the City Elections Officer. It was her opinion that all three petitions should be rejected and a letter sent to the petitioners indicating the deficiencies. She reviewed the SEL forms and areas that needed to be addressed.

The Elections Officer had two options: accept forms, start the 90-day clock, and ask for corrections; or reject the forms and give the petitioners an opportunity to correct the deficiencies. If the petition were accepted for filing, there would be election law violations to report.

The group discussed the time remaining in office, and **Beery** reviewed Charter provisions and the ability to gather a quorum. She gave an overview of the timelines involved with the recall petition.

Councilmember Kappa asked if the Mayor and two Councilors could be reappointed by the remaining members. **Beery** said they could not. The group discussed term limits.

Mayor Lomnicki said if enough signatures were gathered for a special election, there would be five days in which to resign or issue a 200-word statement for the voters pamphlet.

Beery said the position would be declared vacant when done so officially by the Elections Officer.

The work session adjourned at 9:12 p.m.

Pat DuVal
City Recorder