

City of Brookings WORKSHOP Agenda

CITY COUNCIL

Monday June 5, 2017, 4:00pm

City Hall Council Chambers, 898 Elk Drive, Brookings, OR 97415

A. Call to Order

B. Roll Call

C. Topics

1. CTR Franchise Fee [City Manager, Pg. 2]
 - a. CTR Free Services [Pg. 4]
 - b. Franchise Fee Revenue Comparables [Pg. 5]
2. Curbside Recycling Carts [City Manager, Pg. 6]
 - a. Proposal from CTR [Pg. 8]
 - b. CTR Residential Service Rates [Pg. 10]
3. Speed Limit on Chetco Avenue [Public Safety, Pg. 11]
 - a. ODOT Order [Pg. 13]
4. Frontage Road Parking [Planning, Pg. 14]
 - a. Concept Plans [Pg. 15]
 - b. Rays Existing Parking Lot [Pg. 17]
5. Strategic Plan [City Manager, Pg. 18]
 - a. Strategic Plan with Revisions [Pg. 19]

D. Council Member Requests for Workshop Topics

E. Adjournment

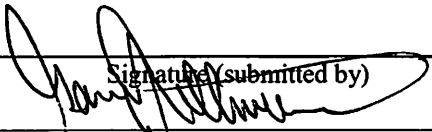
All public City meetings are held in accessible locations. Auxiliary aids will be provided upon request with at least 72 hours advance notification. Please contact 469-1102 if you have any questions regarding this notice.

CITY OF BROOKINGS

Council WORKSHOP Report

Meeting Date: June 5, 2017

Originating Dept: City Manager




Signature (submitted by)

City Manager Approval

Subject: CTR Franchise Fee

Financial Impact:

Potential increase in City revenue of \$93,000 annually.

Reviewed by Finance & Human Resources Director: 

Background/Discussion:

Franchise fees were a topic of discussion during the 2017-18 budget development by the Budget Committee/City Council. Along with property tax and business license, Franchise Fees are among the most common sources of local government revenue in Oregon. In 2015-16, the City collected \$106,409 in Franchise Fee revenue from all sources.

Franchise Fees are charged as part of an agreement between local governments and utilities that use public rights-of-way. These agreements ensure that companies receiving special use of rights-of-way are paying fees to reimburse local governments for use of public services. Franchise agreements outline the terms under which utility companies use city rights-of-way, including compensation requirements. Franchise fees are typically calculated on a percentage of the revenues derived from sales of the utility company to customers within the City.

Franchise Fees are most commonly associated with public utilities that use the public streets and rights-of-way to conduct their business. Under the terms of franchise agreements, these utilities have the authority to erect and maintain distribution poles and underground facilities along sidewalks and roadsides; excavate into City streets to install and maintain facilities; and operate sometimes heavy construction or maintenance equipment on City streets. Essentially, for these utilities, their place of business is the public right-of-way. Waste collection services are also often subject to a franchise for the use of public streets by collection trucks and placement of collection containers.

In Brookings, the following entities have franchise agreements with the City:

Curry Transfer and Recycling
Charter Communications
Frontier Communications
Mettel Communications

LS Networks
Ringcentral Inc.
Coos Curry Electric Cooperative

Charter Communications pays a Franchise Fee of 5.0 per cent, the maximum allowed by law, while telecommunications companies pay a rate of 7.0 per cent, also the maximum allowed by law.

The City increased the Franchise Fee for Frontier Communications from 3.3 per cent to 7.0 per cent in 2012. Under State Law, the maximum rate for telecommunications companies is 7.0 per cent.

The City collects a Franchise Fee from Curry Transfer and Recycling (CTR) of one-half of one percent.

The City entered into the current agreement with Coos Curry Electric Cooperative (CCEC) in 1953. At that time, the City and CCEC entered into what amounts to a barter agreement with respect to the Franchise Fee. Instead of collecting a monetary fee, the consideration is that CCEC provides street lighting within the City at no cost. With the exception of the green light poles in the downtown area, CCEC owns the street lights and provides the maintenance and electricity at no cost to the City. Additional street lights are provided by CCEC based upon population growth, or if the City agrees to pay for additional lights above the number established through the franchise agreement lighting/population formula. Only cities served by CCEC have this type of in lieu arrangement.

The City collects a Franchise Fee from Curry Transfer and Recycling (CTR) of one-half of one percent of their basic solid waste collection service. This is the lowest rate in the State. By example, Brookings collects \$9,237 in Franchise Fees from CTR while a city of like size...Seaside...collected \$45,063 in 2011 with a rate of 3.0 per cent. According to CTR representatives, a franchise fee of 5.0 per cent would generate about \$102,000 annually, a net increase of about \$93,000. CTR also provides certain services at no cost (see attached) valued at \$36,888. This is equal to about 1.94 per cent of revenue. Thus, the combined cash payment and service value is equal to about 2.44 per cent of revenue. Note that in Coos Bay, for example, CTR's parent company Waste Connections pays a franchise fee of 5.0 per cent and provides free service to the City.

According to CTR representatives, a 5.0 per cent franchise fee would result in a residential customer rate increase for a 32 gallon container (most commonly used) of \$1.12 per month; and a rate increase of \$13.00 per month for a two-gallon commercial container. Rate increases would vary for other container sizes.

CTR is planning to request an annual CPI increase of 1.75 per cent effective July 1. They are also preparing a recycling proposal that would increase the residential fee by as much as \$3.75 per month.

Attachment(s):

- a. List of 'free' services provided by CTR.
- b. Franchise Fee revenue comparables.

Franchise Fees

CURRY TRANSFER & RECYCLING
PO BOX 4008
BROOKINGS, OR 97415

541-469-2425

800-826-9801

Fax 541-469-1048

Date 3/31/2017

Stmt 170331

CITY OF BROOKINGS
 898 ELK DRIVE
 BROOKINGS, OR 97415

Franchise Schedule- Services and Payment

Services

Date	Account	SERVICE LOCATION	DESCRIPTION	AMOUNT
3/31/2017	2265	PUBLIC WORKS	4 YDS WEEKLY	\$ 482.62
	2265	SEWER PLANT	3 YD WEEKLY GRIT	\$ 978.83
	2265	SEWER PLANT	1.5 YD WEEKLY GARBAGE	\$ 190.77
	2265	SEWER PLANT	1.5 YD WEEKLY GARBAGE	\$ 190.77
	2827	CITY HALL	AUTOLOCK	\$ 4.07
	2827	CITY HALL	(4Y Container 3Y provided /ranchise Agrmt)	\$ 362.11
	2827	CITY HALL	COMMINGLE DUMPSTER	\$ 40.41
	2827	CITY HALL	CARDBOARD DUMPSTER	\$ -
	2827	RENT MISC	OFFICE RECYCLING- CART	\$ 1.96
	26004	Swimming Pool/ Sport Park	4YDS WEEKLY Seasonal	\$ 482.62
	2265	SEWER PLANT	COMMINGLE DUMPSTER	\$ 40.41
	2265	SEWER PLANT	CARDBOARD DUMPSTER	\$ -
	2827	Chetco Ave	(6) 64G WEEKLY COMMUNITY CARTS	\$ 299.70
		Services Rendered		\$ 3,074.27
		Services provided as a percent of revenue		1.94%

Payment

One half of one percent	Revenue	
0.50%	\$158,335.49	\$791.68
	Payment Submitted	\$791.68

Year To Date Services And Payment

Services Provided	\$	9,261.57
Franchise Fee YTD	\$	2,317.54
Total	\$	11,579.11

* In question. CTR researching.

Franchise Fee Revenue Comparisons Cities of Like Size

City	Population	Revenue
Talent	(6270)	\$490,000 ⁽¹⁾
Seaside	(6585)	\$706,000
Scappoose	(6745)	\$459,000
Madras	(6265)	\$406,540
Brookings	(6565)	\$106,409
Brookings+		\$237,297 ⁽²⁾

(1) Includes July 1, 2017, increase in Pacific Power franchise rate from 5.0 to 7.0 percent

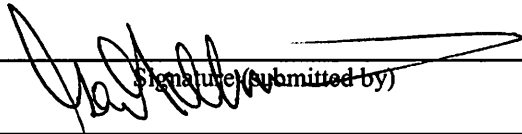
(2) Includes value of services provided by CCEC and CTR at no charge

CITY OF BROOKINGS

Council WORKSHOP Report

Meeting Date: June 5, 2017

Originating Dept: City Manager




Signature (Submitted by)

City Manager Approval

Subject: Possible Recycling Collection Changes and Fees

Financial Impact:

Refuse/recycling rate increase of up to \$3.75 per month for residential customers; possible reduction for larger trash bin customers.

Reviewed by Finance & Human Resources Director: 

Background/Discussion:

The City has received a proposal from Curry Transfer and Recycling (CTR) to undertake a major change in the manner in which recyclables are collected in the City, together with a new recycling service fee. This would affect residential curbside customers only.

CTR is proposing to replace the existing 18-gallon mixed recycling container (blue bin) with a roller cart. They would provide either a 96-gallon or 65-gallon roller cart. The roller carts would be similar to the refuse roller carts. Customers would continue to use a bin (yellow bin) for glass. All other recyclables would be placed in the roller cart.

Under the new program, recyclables would be collected every-other week on the same day as regular trash service; recyclables are currently collected weekly.

All CTR customers would be required to subscribe to the recycling roller bin service. A separate fee would be charged; \$3.75 per month for the 96-gallon roller bin or \$3.65 for a 65-gallon cart.

The roller carts would be large enough to accommodate larger recycling items, such as large cardboard boxes.

The goal of the program is to increase the level of recycling in the community. Overall, Curry County is below the State recycling rate goal. According to the Oregon Department of Environmental Quality (DEQ), the agency that enforces the State's solid waste regulations, data reported by counties and waste haulers indicated that those communities in which roller carts were used for recycling averaged 711 pounds of recyclables per household per year, as compared to 547 pounds per household per year in communities using bins. There was no information immediately available on how the implementation of a roller cart program increased the diversion of recyclables from trash in rural communities.

CTR reports that they currently collect and ship about 66 tons of recyclables per month. They report that the cost of collection is approximately \$35.00 per ton and the cost of shipping to a recycling center is about \$50 per ton. CTR reports that the average revenue from the sale of recyclables is \$2.00 per ton. CTR reports that the new roller bin program would require CTR to purchase new collections trucks for the recyclables.

Current residential customer rates for trash collection are \$21.93 per month for a 32-gallon roller bin, \$32.91 for a 48 gallon roller bin and \$43.86 per month for a \$64-gallon roller bin. The smallest size trash collection bin available is 32-gallon. Thus, for a 32-gallon customer, the recycling fee would amount to a rate increase of 17 per cent. Customers who use larger trash finds may be able to save money by increasing recycling and moving to a lower smaller trash bin. By separate request, CTR is proposing a general rate increase effective July 1, 2017 to \$22.22, \$33.34 and \$44.43 respectively

Attachment(s):

- a. Proposal from CTR.
- b. CTR residential service rates.



City of Brookings
Gary Milliman
898 Elk Dr
Brookings Or 97415

RE: Cart Recycling Proposal

April 20, 2017

Dear Gary:

CTR is pleased to present you with the option of implementing a curbside cart recycling program in the City of Brookings. Cart recycling has become the norm in solid waste services and we feel the City of Brookings deserves the opportunity to participate in a modernized program.

Curry County is 6% below its goal for the State of Oregon's recycle recovery rate. Implementing a cart recycling program allows residents increased volume for material and promotes more opportunity to recycle. The top 15 Counties in Oregon by pounds of recycle per individual all provide cart recycling to the residents in the Cities and urban growth boundaries. With Brookings being the largest most densely populated city in Curry County, allows ample opportunity to increase the recovery rate and capture missing recyclables.

Below are key components to the cart recyclable program which I look forward to discussing.

Option 1 – 96gal/65gal Cart Recycling Program

- All participating customers will receive a roll cart
- Customers who utilize the cart may be able to downsize their trash service
- Customers will receive a 96gal cart picked up every other week
- Customers upon request could receive a 65 gal cart picked up every other week
- Glass will be picked up in the 18 gal bins the same week as the recycle
- All customers will receive an educational brochure to explain the program
- This option would equate to a price increase of \$3.75 per month

Option 2 – 96gal Cart Recycling Program

- All participating customers will receive a roll cart
- Customers who utilize the cart may be able to downsize their trash service
- Customers will receive a 96gal cart picked up every other week
- Glass will be picked up in the 18 gal bins the same week as the recycle
- All customers will receive an educational brochure to explain the program
- This option would equate to a price increase of \$3.65 per month

Best Regards,

Luke Pyke
Site Manager

Benefits of a Cart Recycling Program

- **More Recycling:** With the implementation of a cart collection system it will allow customers two and a half more times the space than our current system. With the added space people are less likely to carelessly throw away items that could be recycled. Customers who utilize the full potential of the cart may be able to downsize their trash cart.
- **Cleanliness:** Use of a cart with a lid reduces the incidence of wind-blown litter resulting in cleaner streets and storm water drainage systems. Carts also help prevent animal scavenging.
- **Ease of Use:** Rolling a wheeled cart to the curb is easier than carrying a bin or, in many cases, multiple bins to the curb. The carts are well engineered with a low center of gravity for stability helping them stay upright during wind storms.
- **Safety:** Automated cart collection is safer for our workers. Distracted drivers today represent a major safety risk for workers in the public streets. Based on the Bureau of Labor Statistics, solid waste collection is the 6th most dangerous job in the nation with many of the accidents resulting from public traffic.
- **Space for the cart:** The perception of a larger cart is commonly misunderstood as people believe they don't have the space. Below illustrates the carts have a similar foot print of what we are currently using with the difference being in the height. The 96-gallon carts have a footprint of 5.8sq.ft, 65-gallon carts have a 4.3sq.ft. footprint, and the current 18-gallon bin have a footprint of 2.95sq.ft. The new roll carts are larger than the 18 gallon bins but only by 2.85sq.ft. Please note, many residents have more than one bin and often leave larger recycling pieces outside of the bin for collection.





City of Brookings Rate Schedule

Exhibit A

Effective July 1, 2017

			Previous Year 2016	Rate Adjustment		New Rate 2017
Residential Cart Service						
32	gallon	per month	21.93	1.30%	0.29	22.22
48	gallon	per month	32.91	1.30%	0.43	33.34
64	gallon	per month	43.86	1.30%	0.57	44.43
96	gallon	per month	65.79	1.30%	0.86	66.65
Commercial Cart Service						
32	gallon	per month	24.97	1.30%	0.32	25.29
48	gallon	per month	37.46	1.30%	0.49	37.95
64	gallon	per month	49.95	1.30%	0.65	50.60
96	gallon	per month	74.92	1.30%	0.97	75.89
Commercial/Container Rental Service						
Per Loose Yard Trash Service			26.94	1.30%	0.35	27.29
Per Loose Yard Brush Service			13.50	1.10%	0.15	13.65
Per Loose Yard Metal Service			13.50	1.10%	0.15	13.65
Auto Lock Charge			4.07	1.30%	0.05	4.12
Dumpster Rental			15.66	1.30%	0.20	15.86
Extra bag- on route			5.82	1.30%	0.08	5.90
Medical Waste- 1 Gallon Sharps			25.59	1.30%	0.33	25.92
Medical Waste Tub collection per gallon			3.37	1.30%	0.04	3.41
Return Trip Charge- next day			12.98	1.30%	0.17	13.15
Roll- Off Daily Rent Charge			2.30	2.10%	0.05	2.35
Special Handling Charge			1.29	1.30%	0.02	1.31
Special Trip/ Off Route Trip/Delivery Charge			19.84	1.30%	0.26	20.10
Start; Stop; Resume; Seasonal Stop			7.03	1.30%	0.09	7.12
Recycling						
Residential recycle only (no solid waste service)			16.74 per month			
Commercial Cardboard- routed			up to 25% of commercial yard rate			
Commercial Commingle			up to 50% of commercial yard rate			
Heavy Roofing or Demolition			1.5 times yard rate			
Extra Heavy Demolition or Mechanically Compacted Waste			2.75 times yard rate			

CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: June 5th, 2017

Submitted by: **Chief Wallace 27813/201**

Originating Dept: Public Safety

City Manager: 

Request:

On May 16th 2017, I received an e-mail from Brookings City Manager Gary Milliman advising that Brookings City Councilor Bill Hamilton had requested an agenda item for the June workshop:

- Reduce speed limit on Chetco Avenue from the Bridge to Fifth Street.

The e-mail further stated the primary issue was speed of traffic. It further requested a memorandum completed by me describing the **current speed limit** and the **process for changing it**.

Current Speed Limit:

Northbound: The speed limit across the Chetco River Bridge is 45mph, just after the bridge the speed limit decreases to 35mph, and then decreases a second time to 25mph near Dairy Queen. The speed limit remains 25mph, until you reach the Les Schwab area where it increases to 35mph, through 5th Street and beyond.

Southbound: The speed limit at 5th Street is 35mph, as you near Les Schwab the speed limit lowers to 25mph, through the downtown area and then increases to 35mph, near Dairy Queen and then increases again to 45mph, as you get ready to cross the Chetco River Bridge.

Process for Change:

If a city or county thinks the speed for a particular street or highway should be changed it can make a request to ODOT for a review and investigation. Requests are submitted to the Traffic-Roadway Section via email to ODOTSpeedZoning@odot.or.us which initiates an investigation to determine if a speed zone should be changed. The region traffic engineering staff conducts an investigation using procedures in accordance with nationally accepted traffic engineering standards. Factors taken into consideration are crash history, roadside culture, traffic volumes, and roadway alignment, width and surface.

A major factor in establishing speed zones in consideration of the 85th percentile speed. This is the speed at or below which 85 percent of the vehicles are traveling. This is used as an indication of the speed most drivers feel is reasonable and safe.

When the investigation is complete, a report with photographs detailing the existing conditions and proposed changes is prepared. The report is sent to the city or county for review. If the city or county agrees with the recommendation, the new speed zone is established.

If ODOT and the local road authority cannot reach agreement on the setting of a speed zone, the speed zone request is referred to the Speed Zone Review Panel. The panel is comprised of representatives of the Oregon Transportation Safety Committee, the Oregon State Police, the Association of Oregon Counties, the League of Oregon Cities, and the Department of Transportation. The panel hears ODOT'S recommendations and testimony from the local road authority and makes the final decision. It is the responsibility of the road authority to install new speed zone signs,

Attachments:

See attached ODOT document completed in 2016 which reviewed all U.S. Hwy 101 speeds within Brookings Proper.

**ODOT Speed Zone Order #J9046 November 16, 2016
Curry Co. (Brookings)**

History:

Reportable crashes (over \$1500.00 in damage or injury) in the 25MPH zone between Alder and 5th on Chetco Avenue 2012-2016. (55)

Didn't see the vehicle in front of them stop = 10
Didn't see right-of-way traffic (pulled out in front of someone) = 21
Sideswipe/lane change = 7
Ran red light = 6
Other = 11 (Equipment, gas instead of brake, fail to maintain lane, etc.)

Recommended Action:

None by staff; further recommendations or action taken will be made by Brookings City Council.

Whereas, pursuant to ORS 810.180, the Oregon Department of Transportation has been requested to establish designated speed(s) for the below described section(s) of state, county, city or federal agency highway as defined by ORS 801.305; and

Whereas, the State Traffic Engineer has been authorized to act on behalf of the Oregon Transportation Commission; and

Whereas, pursuant to ORS 810.180, an engineering and traffic investigation has been made; the data, facts, and information obtained in connection with said engineering and traffic investigation are on file in the office of the State Traffic Engineer at the Oregon Department of Transportation in Salem, Oregon; and

Whereas, based upon said engineering and traffic investigation, the Traffic Engineer has found that the speed designated in ORS 811.105 or ORS 811.111 is greater than is reasonable under the conditions found to exist upon the section(s) of highway for which a lesser speed is herein designated or that the speed designated in said statute is less than is reasonable under the conditions found to exist upon the section(s) of highway for which a greater speed is herein designated; and

Whereas, the provisions of ORS 810.180 respecting notice and hearing have been complied with:

It is Therefore Ordered that the designated speed for the following section(s) of highway be as follows:

Name Oregon Coast Hwy (US 101)

LOCATION OF TERMINI

From	MP	To	MP	Designated Speed (Miles/Hour)
<u>On Oregon Coast Hwy (US 101)</u>				
475 feet northwest of W Harris Heights Road	355.27	W Harris Heights Road	355.36	45 2
W Harris Heights Road	355.36	100 feet southeast of W Harris Heights Road	355.38	45 1
<u>On Oregon Coast Hwy (US 101) / Chetco Avenue</u>				
100 feet southeast of W Harris Heights Road	355.38	0.26 mile northwest of Parkview Drive	355.61	45 2
0.26 mile northwest of Parkview Drive	355.61	100 feet northeast of Pacific Avenue	357.06	35 2
100 feet northeast of Pacific Avenue	357.06	100 feet east of Alder Street	357.59	25 2
100 feet east of Alder Street	357.59	0.11 mile east of N Bank Chetco River Road	357.87	35 2
<u>On Oregon Coast Hwy (US 101)</u>				
0.11 mile east of N Bank Chetco River Road	357.87	0.14 mile west of Lower Harbor Road	357.99	45 2
0.14 mile west of Lower Harbor Road	357.99	300 feet northwest of Pedrioli Drive	359.50	45 1
1 ODOT - Road Authority 2 ODOT - Road Authority, City of Brookings - Interested Jurisdiction				
This rescinds Joint Order J7955 of 5/8/2007				

Speed Zone Order

Date November 16, 2016 Order No. J9046

Be it further ordered that this order will remain in effect until and unless rescinded by the State Traffic Engineer of the Oregon Department of Transportation.

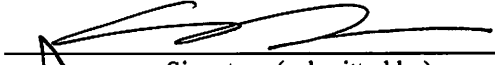
Bob Papp, PE, PLS, State Traffic-Roadway Engineer

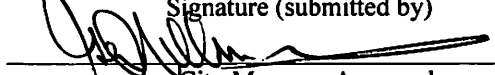
CITY OF BROOKINGS

COUNCIL WORKSHOP REPORT

Meeting Date: June 5, 2017

Originating Dept: Planning



Signature (submitted by)


City Manager Approval

Subject: Frontage Road Parking

Background/Discussion:

The City of Brookings 2015-17 Short Term Strategic Plan identifies the development of Recreational Vehicle (RV) parking as an objective in order to attract tourists to stop and visit our downtown. RV parking is limited in the Downtown District (Pacific to Oak) therefore locations outside the district are desired for development.

Frontage Road is located one block West of Pacific, between Ross Road and 5th Street. The street right of way is 45 ft curb to curb and in the past served as one of two primary connections to Chetco Avenue for 5th street traffic until the 5th Street intersection was developed in the early 1990's. The other primary connection was through what is now the old Rays parking lot connecting to Chetco Avenue near what is now Mini Pet Mart. This portion of the Old Rays parking lot now serves as RV parking as well as access to the bus shelter for both Curry Public Transit and The POINT intercity bus service.

Staff reached out to the three property owners along Frontage Road in January of 2017 to gage interest in a joint project where by the street right of way would be combined with the three businesses parking lots in order to create one large parking lot. All three agreed to discuss options the City may propose for any parking and access enhancements.

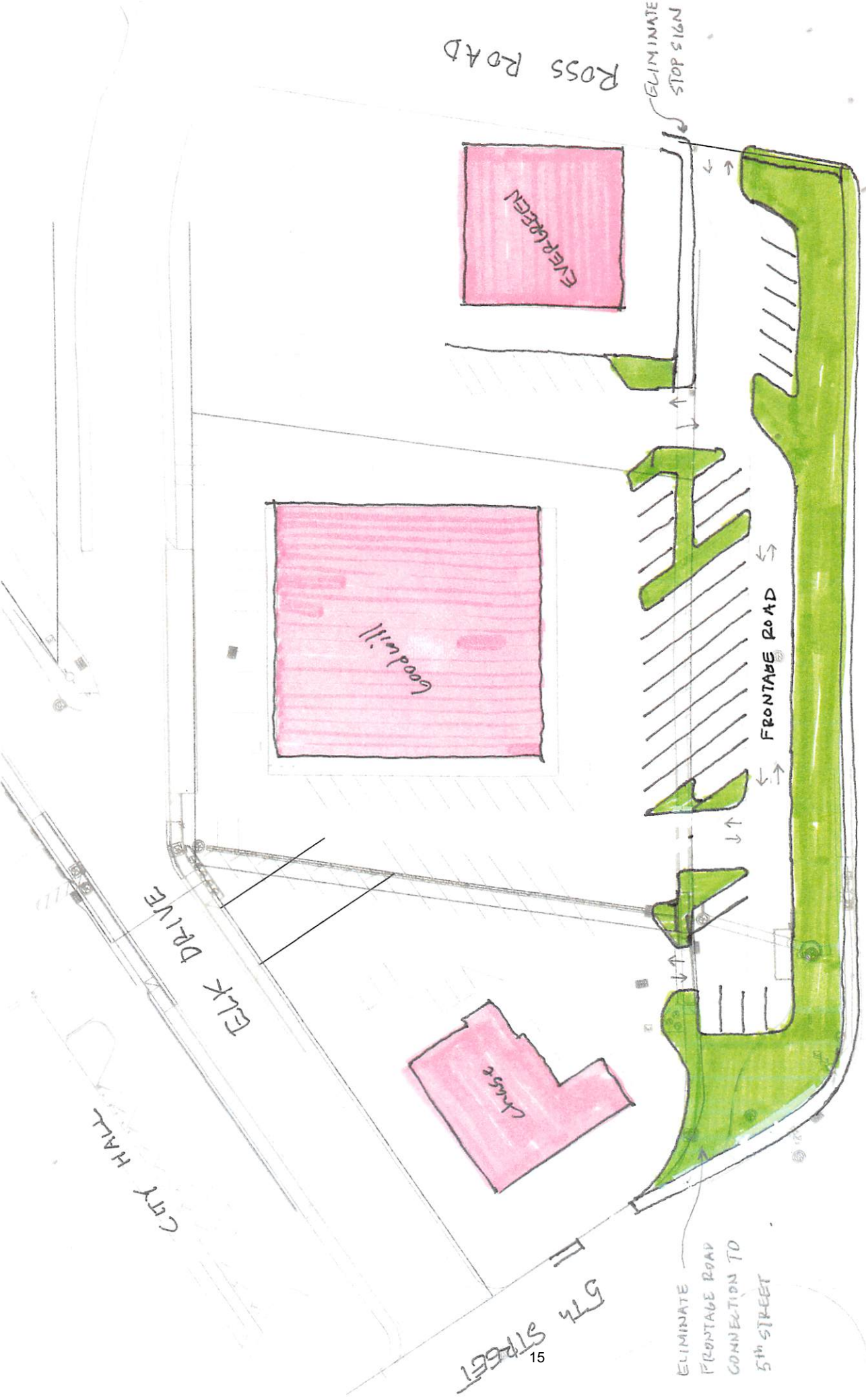
Staff developed conceptual drawings identifying two preliminary options for the development of Frontage Road into RV Parking. Concept A describes a combined parking lot with adjacent property owners. Concept B describes RV parking primarily within the Frontage Road street right of way. Both concepts would need to be reviewed by an engineer and a traffic study may be required in order to determine the impact the concepts may have on surrounding streets.

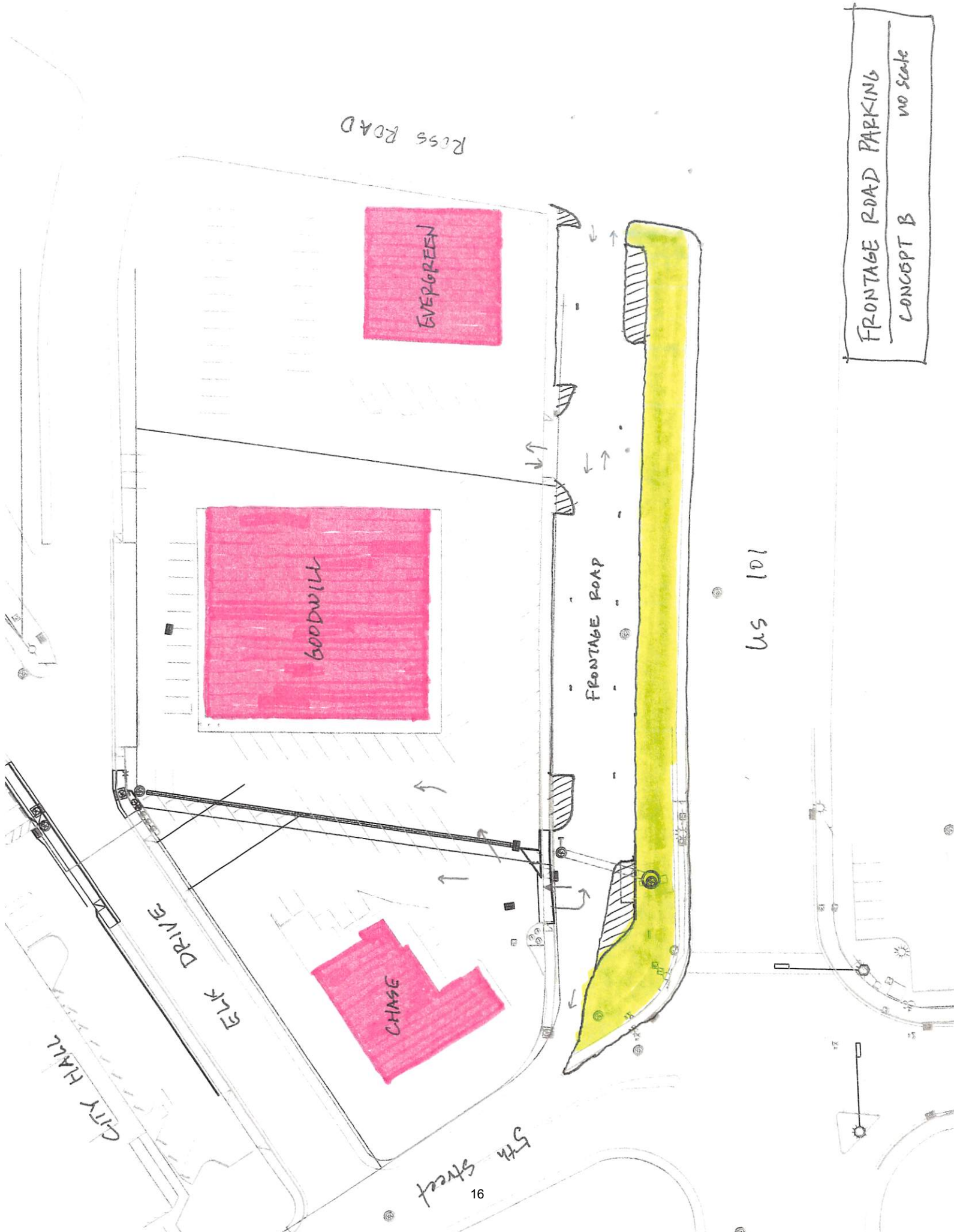
Attachments:

- a. Frontage Road Conceptual Plans
- b. Rays Existing Parking Lot

FRONTAGE ROAD PARKING
CONCEPT A
NO SCALE

US 101





FRONTAGE ROAD PARKING
CONCEPT B
NO SCALE

US 101




Imagery ©2017 Google, Map data ©2017 Google 50 ft

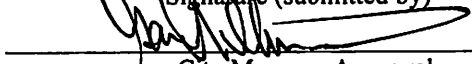
CITY OF BROOKINGS

Council WORKSHOP Report

Workshop Date: June 5, 2017

Originating Dept: City Recorder



Signature (submitted by)


City Manager Approval

Subject: Short-term Strategic Plan

Background/Discussion:

Staff will review with Council recent updates to the short-term strategic plan.

Attachment(s):

- a. Short-term Strategic Plan with Revisions

GOAL 1: An Effective, Responsive, Ethical City Government That Is Fiscally Sustainable.					
Objectives		Action Items		Resp Party	Status/Notes
1	Sufficient revenue to sustain City services at appropriate levels.	1.1	Storm water fees.	PWD/FHD	Need Council direction - Workshop - Janell to do CWR
		1.2	Encourage new private investment in the community	CM	Working to improve community services (i.e., health care) before developing marketing strategy. Focus on housing
		1.3	Maintain General Fund reserve at 5 percent of operating budget.	BC	Included in 2016-17 budget; In budget message
		1.4	Conduct energy conservation improvements at water and wastewater plants.	PWD	Pump replacement needed, lighting fixtures changed to higher efficiency; \$30k/mo energy cost
		1.5	Significantly reduce vehicle fuel consumption.	PWD	Purchasing the most fuel efficient vehicles possible; reducing travel through combination of carpooling and on-line/in-house trainings
		1.6	Balanced revenue system that recognizes demands on City services by residents, businesses and visitors.	FHD/CM	Reauthorize Fuel Tax. Enact Recreational Marijuana Tax. On ballot Nov 17 or May 18; Info video in progress
		1.7	Assure internal consistency and efficiency.	-CM	
		1.8	Re-enact Fuel Tax	CM/CR	Deadline for ballot: March 8, 2018 ; Info video in progress
1.a	Assure internal consistency and efficiency.			CM	
2	Stable, effective and accountable management. Sustain positive workplace environment and employee morale.	2.1	Provide competitive employee compensation through a merit-based system.	CM/CC	Next compensation review in 2017 LGPI study 2019 to update 2009 study
		2.2	Succession planning	CM	Identify key positions; recruit for and/or train successors
			Complete infrastructure GIS project	PWD	GIS framework complete; adding new information as it comes in
			Develop plan for recruiting and sustaining volunteers	PWD	Assigned to Parks Supervisor
3		3.1	Keep project scope scalable; use informal process; utilize local contractors	PWD	Ongoing
GOAL 2: A Safe Community					
Objectives		Action Items		Resp Party	Status/Notes
1	Adequately staff, equipped and housed police/fire departments.	1.1	Grant application for seismic retrofit in progress	CM	
2	Provide clean drinking water and compliant waste water treatment.			PWD	Goal achieved
3	Improve community health care.	3.1	Establish Emergency Department at Brookings clinic.	CM	State authorized/ \$1.0 million needed by CHN to open
4	Improve personal/family preparedness.				
5	Maintain streets in safe/serviceable condition.	5.1	Allocate \$250,000 annually for street reconstruction and major maintenance.	BC	Annual program. \$282,000 in fuel tax revenues
		5.2	Improve pedestrian/vehicle safety; replace hazardous storm drain grate; make pedestrian facilities more accessible.	PWD	TSP update underway; N. Chetco sidewalk application, Easy Street Sidewalk Complete
		5.3	Develop multi-year street/sidewalk improvement plan to include developing bicycle plan & pursuing funding for improvements.	PWD	Bicycle Plan Adopted - Harris/Dawson Project completed 2015; more grants in progress. TSP update underway; includes bike amenities.
6	Safe Parks	6.1	Develop lighting plan for parks; Making parks available for nighttime use	PWD	
7	Improve pedestrian safety				
8	A disaster resilient community	8.1	Pursue resilience projects	CM/PSD	Repair, remove or replace FC Reservoir. Tank seismic valves. City Hall retrofit.
GOAL 3: Influence Economic Growth / Improve Quality of Life					
Objectives		Action Items		Resp Party	Status/Notes
1	Establish pro-growth policy	1.1	Develop business and resident attraction program.	CM	Video library promoting City on website; New resident recruitment video in progress.
		1.2	Develop business retention strategy	CM	Create regional SOREDI type agency. Meet with key businesses. Expand participation in SCDC.
2	Establish development policies and public	2.1	Develop comprehensive plan for addressing wastewater I&I issue	PWD	Annual program to correct I & I; Projects in progress

	improvements/standards that recognize economic trends.	2.2	Develop program to “cash out” DIA’s.	PWD/FHD	Identify properties to be released Done?
GOAL 3: Influence Economic Growth / Improve Quality of Life (Continued)					
Objectives		Action Items		Resp Party	Status/Notes
		2.3	Adopt ordinance to implement Downtown Master Plan 2002	PM	Develop updated plan. Public workshops in progress.
		2.4	Work with private interests to improve appearance of downtown through building & streetscape improvements	BLD	Build from 2.4
		2.5	Develop UGB transition agreements with special districts.	PWD	Delayed by HSD; County not pursuing.
3	Provide infrastructure to support economic growth.				
4	Complete approved capital projects in a timely and cost efficient manner.	4.1	Complete Railroad reconstruction project	PWD	Construction scheduled for 2017
		4.2	Complete Airport infrastructure project	PWD	Completion 2017
		4.3	Pursue pedestrian improvement funding: Hwy101 north of Lucky Lane	PWD	Tentatively approved by State for 2019
		4.4	Pursue State/Federal grants to fund economic development and infrastructure improvements	CM	Ongoing
5	Attract tourists to stop in downtown.	5.1	Landscaping along South Chetco	PWD/PTS	Obtained cost; not in budget.
		5.2	Improve downtown directional/parking signs	PWD/PTS	Need further direction
		5.3	Incentive program for downtown shops	PWD/BLD	Need further direction; workshop needed
		5.4	Limit retail commercial land supply to encourage retail infill & redevelopment to areas within existing UGB, especially downtown	PM	Implemented through current zoning
		5.5	Promote downtown public art	PWD	Public Art Committee active
		5.6	Develop RV parking along Frontage Road	PWD/PTS	Preliminary design; need workshop
6	Provide additional recreational opportunities and facilities to include neighborhood parks, beach and river access points, and possible downtown park.	6.1	Reconfigure Azalea Park Athletic Fields	PWD/PTS	In progress.
		6.2	Install restrooms at Chetco Point and Stout Parks (revisit)	PWD/PTS	Plan/budget developed. Chetco Point budgeted 2016-17.
7	Implement policies and implementation items included under economic section of Comprehensive Plan.	7.1	Utilize zoning ordinance to provide commercial/industrial lands for development	PM	No action. Possibly re-assign
		7.2	Work with landowners to create larger development opportunity sites	CM	Opportunities scarce
		7.3	Encourage cottage industry/professional service home occupations	PM	Code adopted for cottage industries
		7.4	Provide development opportunities for senior housing ranging from single-family detached dwellings to nursing facilities.	CM	Code revised to include workforce housing (smaller, low rent housing) and nursing/assisted living housing as CUP in all residential zones. Facilitating meetings between land owners and housing developers.
GOAL 4: Effective Intergovernmental Relations					
Objectives		Action Items		Resp Party	Status/Notes
1	Influence regional, state, national policy on issues important to achieving City goals.			CC	
2	Achieve City goals through strategic partnerships.				City participating in OCVA, SCDC, Wild Rivers Alliance, BCRAA
3	Prepare for potential County fiscal failure.	3.1	Evaluate possible assumption of County services on cost recovery basis.	CM/FHD	Building Inspection. Airport proposed. Policing proposal. Offered to assume airport management; declined.