
River Public Safety Services Charter

Authorizer: **Mayor Tom Potter & Commissioner Sam Adams**
 Chair Diane Linn & Commissioner Serena Cruz
 Sheriff Bernie Guisto

The Citizens Crime Commission endorses this work. **Commissioner Adams and Sheriff Guisto** will serve as champions for this effort on behalf of the sponsor group and provide authority, oversight, empowerment and encouragement.

Purpose: Why does the team exist? What result is it to produce?

The purpose of the River Public Safety Services Team is to design a service delivery strategy for ongoing fire and police safety protection services on the Willamette and Columbia rivers and other waterways in Multnomah County. The intent of this design is to eliminate duplication of services and align service delivery. This design is to assume the following:

1. Multnomah County Sheriff's Office is required to see that law enforcement services are provided in Multnomah County, including on the Columbia and Willamette Rivers.
2. Multnomah County may procure law enforcement services for areas of the county in need of service.
3. The County and/or the City have, or could develop capacity for river public safety functions.
4. Personnel can be cross-trained for all functions.
5. Savings (e.g., at least 5% over adopted FY06 amounts) and/or service enhancement (e.g., addressing service gaps) must be achieved.

Goal: What will be produced? When?

The team will produce specifications for police and fire protection and other services for the Willamette and Columbia Rivers and other waterways in Multnomah County. These specifications will:

1. Inventory the services provided by the City and Multnomah County and other jurisdictions on the Willamette and Columbia Rivers, and other waterways.
2. Offer service strategies that allow for alignment of service provision by one or multiple operators, public or private, while eliminating duplication of effort.
3. Calculate the price to be paid for services, including scaled options based on services provided.
4. Offer options that scale the level of service to be provided. Options must articulate assumptions for response time, level of coverage, seasonal variations, capacity, and other considerations important to citizens.

5. Provide authorizers with a reasonable mechanism for third party verification of the team's conclusions regarding the value of the services to be delivered at the established price.
6. Develop performance or outcome measures against which service quality will be judged.

In addition to the design specifications for river public safety services, the team will outline the issues that need to be resolved in order to implement its design including, but not limited to, statutory authority, charter authority, labor contracts (e.g., seniority, rank, post-employment retirement, certification, etc.), training needs, communication with river stakeholders (e.g., houseboat and yacht associations), involvement of other jurisdictions, and funding streams and limitations.

The team will develop its recommended design for river public safety services by May 12, 2006.

Boundaries: What is the team's authority?

- Current public safety employees will be protected from layoff as a result of the proposed service strategy. Personnel issues will be managed through attrition or reassignment, in cooperation with appropriate unions.

Team Membership: Who are team members? Team lead?

- Champions will appoint team lead(s) from the community to provide objective leadership who will fully participate as a member of the team.
- Team lead will be supported by eight members, some of whom will provide operational experience and knowledge, someone with financial expertise, and at least two members unrelated to city/county river public safety delivery services who will bring additional creative thinking and experience outside the status quo.
- Team members are expected to commit 200-250 hours per person to this effort.

Approach: What are the process expectations of the team?

- The team is to seek input from customer-citizens who receive river services (e.g., individual boaters, yacht clubs, houseboat associations, etc.).
- The team is expected to interview other key stakeholders to understand full range of services provided, including but not limited to, the Coast Guard, the Port of Portland, OR State Police, OR State Marine Board, Clark County (WA), Portland Bureau of Emergency Communication, Bonneville Power Administration, Waterfront Organization of Oregon, and SEATOW Portland.
- The team will meet with the full sponsor group at 2 to 3 junctures for "tollgate" sessions to review progress, receive direction and make decisions.

Support: How will this team be supported?

- Staff support will be provided to the team, especially for team lead(s).
- Team may call on internal budget and legal staff to provide financial information and analytical support.