

County Administration Workshop: October 19, 2017

9:00 a.m. – Board Conference Room

Attending: Commissioners Simon G. Hare, Lily N. Morgan, and Daniel E. DeYoung; Wendy Watkins, Recorder

Chair Simon G. Hare called the meeting to order at 9:02 a.m.

1. DISTRICT ATTORNEY

A. Acceptance of Amendment to Violence Against Women Act Grant #VAWA-C-2015-JosephineCo.DAVAP-00009 Between the Department of Justice and Josephine County to Extend Grant Award Period Six Months and Add \$43,950 to Award

Ryan Mulkins, District Attorney, explained this is an amendment to the VAWA grant, extending it 6 months and adding \$43,950. *Staff was directed to place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

B. Acceptance of Child Abuse Multi-Disciplinary Intervention Grant #CAMI-MDT-2017-JosephineCo.DAVAP-00036 Between the Department of Justice and Josephine County for \$220,632.40 from July 1, 2017 to June 30, 2019 to Fund Prosecution and Advocacy Services for Victims of Child Abuse

Mr. Mulkins mentioned this grant has been in place for twenty-two years and is a two-year grant to fund a Deputy Director Attorney who advocates services for victims of child abuse. *Staff was directed to place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

2. DEPARTMENT BUSINESS

A. Community Corrections

1) Review and Approval of the 2017-19 Community Corrections Plan

Nate Gairan, Community Corrections Director, explained every two years, in conjunction with the state's biennial budget adoption, Community Corrections agencies are required to submit a Community Corrections Plan to the Department of Corrections (DOC) outlining services to be provided to adult felony offenders. The plan details the key components and programs provided by Josephine County Community Corrections as well as an associated budget summary. As required by state law, the plan has been reviewed and approved by the Local Public Safety Coordinating Council (LPSCC) and with this approval, the county can enter into the Intergovernmental Agreement for the grant-in-aid funding. *Staff was directed to place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

2) Intergovernmental Agreement #5432 with Oregon Department of Corrections and Josephine County for Alcohol and Drug Treatment Services

Mr. Gairan advised this IGA provides for the provision of alcohol and drug treatment services to adult offenders on probation or post-prison supervision. The legislature, through the Oregon Department of Corrections (DOC), has made \$10 million available to counties to fund intervention programs for drug-addicted offenders as part of implementation of Measure 57. *Staff was directed to place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

3) Intergovernmental Agreement #5464 with Oregon Department of Corrections and Josephine County for Community Corrections Grant-in-Aid Funding

Mr. Gairan addressed this IGA provides for supervision and local jail containment of adult corrections offenders through grant-in-aid funds which is allotted on a biennial basis. *Staff was directed to place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

Mr. Gairan reviewed **M57 Supplemental Funds 2017-19 (Exhibit 1)** with the Board.

3. QUARTERLY DEPARTMENT UPDATES**A. Transit**

Scott Chancey, Transit Supervisor, reviewed **October Update – Transit Department 2017 (Exhibit 2)** with the Board.

4. FINANCE REPORT and BUSINESS UPDATE**A. Proposed Fee Changes – Review Fee Proposals for Public Hearing**

Arthur O'Hare, Finance Director, discussed the increased fee proposals for the Parks Department, Public Works, Sheriff's Office and Community Development. The Board agreed to change the Community Development Pre-Application Fee from \$500 to \$300. *Staff was directed to create an Order to set the Public Hearing and place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

5. OTHER BUSINESS (ORS 192.640(1) ". . . notice shall include a list of the principal subjects anticipated to be considered at the meeting, but this requirement shall not limit the ability of a governing body to consider additional subjects.")

Wally Hicks, County Legal Counsel, spoke about the Draft U.S. Forest Resolution No. 2017-047 and asked if the Board had any changes. Commissioner DeYoung said the resolution needs to note the economic impact was effected especially to our tourism. Commissioner Hare made known eight animals are killed per one acre during a fire and would like that added in the resolution. *Staff was directed to place the item on the Consent Calendar on next week's Weekly Business Session Agenda.*

6. BOARD BUSINESS**A. Matters from Commissioners**

Commissioner DeYoung spoke about being liaison to the Rogue Workforce Partnership and feels it is a waste of his time and would like to know why a commissioner has to be liaison. Commissioner Hare agreed to look into it.

The Board is in recess at 11:30 a.m. and reconvened at 11:36 a.m.

Commissioner Hare spoke about Commissioner Morgan's involvement with the Cannabis Advisory Panel (CAP) and said there needs to be a balance of the commissioner liaison and committee involvement.

Meeting adjourned at 11:53 a.m.

EXHIBITS:

Exhibit 1 – M57 Supplemental Funds 2017-19

Exhibit 2 – October Update – Transit Department 2017

Exhibit 1
Admin

Josephine County, Oregon ^{10/19/17}

COMMUNITY CORRECTIONS

Nate Gairan, Director
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October 17, 2017

To: Jeremiah Stromberg

From: Nate Gairan

Re: M57 Supplemental Funds 2017-19

Dear Assistant Director Stromberg,

Thank you for the opportunity to continue funding our work with prison bound M57 offenders in Josephine County through the 2017-19 biennium.

Population Served:

Josephine County Community Corrections will continue to identify and target drug-addicted persons charged with a crime listed in ORS 137.717, convicted of a crime listed in ORS 137.717, or for those who have been convicted of predicate crimes related to ORS 137.717 and who have been placed on community supervision, and scoring as high or medium risk to re-offend using the Public Safety Checklist risk tool coupled with the Level of Service Case Management Inventory (LSCM/I) and the Texas Christian University (TCU) Assessment.

Once an offender is identified using the above criteria and a referral is made to our state licensed, in-house, substance abuse treatment program, a treatment case plan is developed based on the offender's strengths and needs and reviewed and modified as appropriate on a regular basis. The treatment plan works in tandem with the behavior change plan developed in the Offender Management System developed by the supervising PPO. During the course of treatment, regular communication with the supervising PPO helps keep the treatment and supervision strategies consistent, and also helps to motivate offenders to change.

Treatment Programs:

Josephine County Community Corrections Treatment Services provide assistance with behavioral change for offenders through the use of an evidence-based, cognitive behavioral approach, focusing on high and medium risk offenders targeting those adversely affected by alcohol and drugs.

Josephine County Community Corrections has focused on implementing and continuing evidence based practices not only in supervision and treatment programs but in the way in which parole and probation officers interact and share information with treatment providers. Currently, offenders are assessed within the first 30 days of supervision using the Public Safety Checklist Risk Assessment Tool to determine the risk to re-offend and the LSCMI (Level of Service Case Management Inventory) to determine the level of need and establish an appropriate case plan, unique to each offender. Criminogenic needs are those factors (such as anti-social attitudes and beliefs, pro-criminal associates, poor problem solving skills/ impulsivity and poor family/ marital relationships) determined to, when addressed properly, reduce recidivism. The aforementioned information is shared with the offender and the treatment counselor and used to develop a more specific treatment plan addressing high needs areas. This establishes a level of communication between

"Together, we are changing lives with what works"

the offender, parole and probation officer and the treatment provider from the beginning. Officers and treatment counselors have been trained in the use of these instruments and also in the development of the case plans. An orientation, full evaluation using ASAM criteria and the Texas Christian University (TCU) screening are then conducted to determine the appropriate treatment track considering responsivity.

Therapists within Treatment Services deploy cognitive-behavioral therapy both in group settings and individual sessions. Other programs include Moral Reconciliation Therapy (MRT), MRT Relapse Prevention, "Breaking Barriers", a two week long intensive cognitive program which is also offered quarterly and facilitated by two parole and probation officers. Treatment Counselors work closely with Parole/Probation Officers throughout the duration of their treatment plan, making any necessary adjustments to promote positive prosocial change over time.

Sanctions and Accountability:

Josephine County Community Corrections implemented the evidence-based sanctioning grid in January of 2017. As the numbers compared to 2016, there was a slight increase in the number of sanctions, and a slight decrease in the amount of custody units given. There were 804 Sanctions from January 2017 thru September 7th 2017 with an average stay of 10 custody units. There were 756 sanctions from January 2016 thru September 2016 with an average stay of 11 custody units

Secure Treatment is a sanction option for high and medium risk offenders who are sanctioned to long term and short term incarceration. The program provides cognitive behavioral treatment to high and medium risk offenders in local jail custody. The offenders are housed separately from the general population in cell block 900, using incentives to influence participation, including a reduction in participants' sanctions, at a rate of 1 day credit for every 3 days of program compliance. Participants receive alcohol and drug assessments and evidence-based cognitive behavioral therapy throughout the program, while in local jail custody. Participants also receive continued alcohol and drug therapy as they transition back into the community in an out-of-custody status with outpatient treatment, averting any breaks in service.

Collaboration:

Collaborative partnerships that assist us in treating this population, as well as other high risk/needs offenders. Josephine County Community Corrections also contracts with Options of Southern Oregon who provides an on-site mental health counselor to conduct on-site assessments. Supervisory Authority works closely with jail staff in coordinating sanctions and releases to community based alternatives. Employment classes and job search assistance is provided by Goodwill Industries to improve opportunities at self-sufficiency.

In closing, this supplemental funding will help in continuing the services provided by Josephine County Community Corrections to a high risk, drug addicted, and potentially prison bound population. Thank you for this opportunity.

Respectfully,

Nate Gairan
Director
Josephine County Community Corrections

"Together, we are changing lives with what works"

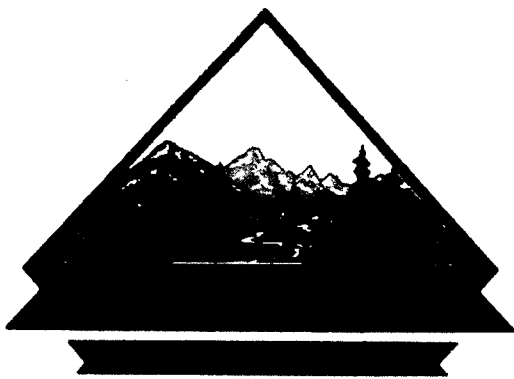


Exhibit 2
Admin
10/19/17

Josephine County, Oregon

Board of Commissioners: Simon Hare, Cheryl Walker, K.O. Heck

Scott Chancey, Transit Supervisor
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October Update– Transit Department 2017

Ridership

This fiscal year the ridership, fixed route is up 6% over the same time period last year. Out of the last 5 months, 4 of those months have the highest ridership in comparison to prior years of the same month. On average, for this fiscal year, there are 84 more daily boardings than last year. This month is looking like it will be the highest monthly ridership since October 2014.

Rt 10 is carrying 451 passengers per day and is at 67.4% capacity when averaged throughout the day. The fixed routes combined are averaging 783 passengers per day. For comparison, the demand response services, all combined, average 55.1 passengers per day.

Ridership for the Rogue Valley Commuter Line is averaging 58 boardings per day.

Grants Pass	21
Rogue River	9
Gold Hill	3
Medford	24

Projects

Transit Master Plan – The online survey was completed and there were over 300 responses. The extra time that the survey was left open and the concerted effort to get responses paid off. The report for the survey should be available by the end of October. The biggest question being asked is what respondents would like to see from the transit service – additional geographic coverage or increased service frequency on existing routes. This question is going to play an important role in determining the priority of future service improvements.

Transportation Network Company Analysis - A consultant is under contract and is the process of gathering information for an existing conditions report. This report will look at existing transit services, exiting transportation patterns and meshing that with local demographic information.

During the Oregon Public Transit Association annual conference a representative from Uber was present and is stating that they are starting service in Medford the middle of October and have been in discussions (with whom, is unknown) to start service covering all of Southern Oregon soon after that, including Grants Pass.

Automatic Vehicle Location Software/Hardware - I have finally investigated as much as I possibly can and have determined the type of system and technology to reach implementation. The system is going to first start with AVL, stop announcement hardware and interior LED signage. The AVL will be pushed out to smart devices as well as desktops. Additional components such as passenger counters, fare collection and fixed route planning software will be added in the future.

Transit Hub – Have RFP's and engineering specs from other Oregon transit agencies to build an RFQ from. Once completed a RFP will be developed and put out in January 2018. Construction is anticipated to start in the summer of 2018.

Vehicle Replacements – It can take between 12 and 16 months to get a new vehicle delivered once an order is placed. Currently there has been 1.4 million in CMAQ funds awarded for the purchase of two electric vehicles. Those funds become available in 2019. There is also applications being taken for ODOT 5339 funds for vehicle replacements and solicitations will be open for those funds in December. There is also \$750,000 in unused operating funds that can be converted to capital purchases that is also currently available.

As a result of HB2017 service improvements will be implemented. Many of those improvements are going to require additional vehicles.

There are two fuel types available to choose from in a Class B transit vehicle; diesel or electric. The cost between those two vehicle choices is about \$300,000 higher for the electric. The resulting increase in local match required is \$72,000. It is anticipated that the electric vehicle is going to save \$600 per month in fuel costs. This is an estimation based on current information. Final numbers will be available after a complete analysis by Pacific Power. This cost savings is based on fuel alone and doesn't include decreased maintenance costs which is estimated between \$300,000 and \$400,000 over the 12 year life of the vehicle.

At this point electric vehicles are looking like a very viable alternative to diesel fueled buses. Some more information needs to be gathered regarding running adequate power to the bus parking area, vehicle leasing/outright purchase, long term projection on existing power grid, ongoing maintenance support and specific vehicle manufacturer. At least two vehicles are going to need to be purchased regardless of fuel type. This is two in addition to the two CMAQ funding vehicles.

Miscellaneous

RCC – KAJO picked up the RCC contract from the addendum signed on the 5th. Their article incorrectly stated that RCC was providing students with free bus passes. The agreement allows for RCC to sell students a sticker that allows them to board and use JCT transit services without paying a fare. These aren't free bus passes and the students/staff aren't riding for free. They are boarding for free, but they have to pay for the ability to do so.

Greyhound – Greyhound moved from their Agnes Ave. location to the Arco on Terry Lane a little over a month ago. They were then kicked out of that location and were scrambling for a new location within Grants Pass. After a short discussion with the City, they were allowed to stop on Morgan Lane near the intersection of Hawthorne. This site was chosen because it was already designated "loading/unloading zone". They instead co-opted our transit stop and when approached they insisted they were authorized by the City to do so. After some initial vehicle conflicts and associated complaining, they City stepped forward to re-sign and stripe the location separating our stop from where Greyhound was authorized to stop.

As predicted, their service isn't compatible with the existing land use, parking availability and our stop. Greyhound isn't the best community partner and continues to commandeer our stop. Their use of our stop blocks our vehicles from getting to the curb, prevents our drivers from seeing passengers waiting

at the stop, disrupts the existing businesses and is simply a cause of confusion for their passengers and ours. Greyhound appears uninterested in resolving any of the issues they have caused. This situation is supposed to be temporary, no more than 6 months, but assured more than likely only two. I will continue to press the City to not allow them to use the stop beyond the temporary basis. The business located at the stop, Southern Oregon Aspire, is also having multiple problems associated with Greyhound.