

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE (CRAC)

DATE: June 17, 2002

MEMBERS PRESENT: Chair Bob Reed, Vice-Chair Curt Schonbrod, Bill Howard, Marlin Clark, Ray Robinson, Ray Streeter, Larry Kiser, Gloria Gass and Jack Brooks.

STAFF: Aaron Suko/PW Director, Pat Oakes/Engineering Project Supervisor, Bob Willhite/Operations Superintendent and Jeanette Steinbach/Recorder

GUESTS: Janet Trueblood/AFSCME 2734 President

PUBLIC: Dora Norwood and Gus Meyer

- 1. Call meeting to order, review agenda:** Bob Reed called the meeting to order at 3:02pm. Agenda reviewed.
- 2. Review minutes of 05-13-02:** Jack Brooks motioned to accept the minutes as written, Bill Howard seconded, unanimously approved.

2a. Tim Josi: Tim mentioned that at the BOC staff meeting today the financial situation of the road department was discussed. The county general fund would not be able to assist the shortfall at the road department. The general fund has \$4M in cash reserves of which \$1.5M is being used just to balance the budget. He stated that if the situation stays the same in 2.6 years, all the cash reserves would be gone. The school district has a \$13M budget which is similar to the county's general fund budget, four years ago they had \$4M in reserve and now they have \$25,000. They laid off 43 people as a result with the possibility of laying off 10 more depending on the legislature. Tim said that the budget figures from 1999-2000 show that personal services increased by 6.5%, materials and services by 46% and capital outlay by 17% for an average of 30% increase in expenses v/s revenues which only increased by 7.1%. In the near future the road department would not have funds for capital outlay which includes asphalt. If that were the case, layoffs would be necessary even though the road department personnel level is at a critical level having gone from 52 employees to 31 employees in recent years. Ray Robinson asked if there is a possibility to get money from timber receipts. Tim said that the timber revenue budgeted is \$2.4M which is \$1.5M short of what the general fund needs. Tim said that he is heavily involved with timber policy issues with the State Department of Forestry and with the County, and he thinks with time the revenue figure may double within 3-4 years, but with the general fund issues they will need all that funding. Tim suggested that the CRAC and the BOC get together to discuss the financial issue impacting the road department and develops a plan to remedy this situation. Tim understood that Paul Hanneman was present at the last CRAC meeting and he is concerned about the same issue. Aaron asked Tim how long the Federal Safety Net Legislation has before it sunsets, because it is the only fund that has inflation figured into it, which explains the growth. Tim said that it has 4-5 years, but hopefully legislature would pass another law to supplant it. The biggest problem, Tim stated, was the monies received from the State Highway Trust Fund. Aaron said it has been fairly

constant but then there was a \$130,000 cut from what was previously budgeted for 2002-2003. Tim Josi said he chaired the last committee for the levy, a lot of work was put into it and it still failed by 66%. Tim said that the library levy is being done through the initiative process, because the BOC did not support putting it on the ballot. He thinks the library is really needed and is a valuable asset that contributes to the livability of Tillamook County, but if stacked against roads, Tim thinks the Roads are more important. Marlin Clark said he does not think monies would be forthcoming from the legislature. Tim said that it is the responsibility of the legislature to keep the State Highway Trust Fund solvent, which they have not done since 1991. Bob Reed asked Tim if all the Commissioners were interested in meeting with CRAC. Tim said although Chuck was not present, he thinks he would be in agreement to the meeting. Aaron expressed the willingness to get the numbers together to look at alternative ways of revenue and changes in the expenditures. Aaron said that he attended prior meetings with a group of citizens looking at a tourist/entertainment tax, which would encompass Marinas, Charter Boats services, fees at Sandlake Recreational area, and Transit/Motel taxes. This is one segment that is using road services but is not contributing revenue. The Federal Forest dollars are allocated on the basis of population while the State Hwy Fund is based on the registered vehicles which are not growing as fast as other counties in the State. So, in addition to that "pie" not growing very much, our share of the "pie" is getting smaller. Tim said if the voters approve a levy, the funds would pass through general fund. Bill Howard said that he does not hold hope for a levy passing. Jack Brooks said that the committee worked hard on passing the previous levy. Bob Reed said the next meeting could be dedicated primarily to looking at revenue sources and alternating to further reducing expenditures. Tim explained that the gas tax in Oregon is at 27.14 per gallon, which is much lower in comparison to the neighboring states. Tim Josi pencilled in

07-22-02 for the next CRAC meeting. Tim said that he appreciated having Bob Reed and Aaron Suko present at the Budget Committee meetings advocating for the Road Department. He added that Aaron is doing a good job.

3. Road Department Status: Aaron reiterated that the cut of \$130,000 in the State Motor Vehicle Fees from figures presented by AOC in February, which they revised in May'02. The budget documents show the higher number. Aaron explained that \$100,000 was removed from the overlay program, suspension of hiring temporary summer help, and the rest would be absorbed by the budget contingency. Bob W. passed around the revised overlay list that reflected the \$100,000 cut. He plans to have the overlay program completed in July. Bob said that any tons that are not used for overlay paving would be utilized for other small repair projects around the county.

- | **Shoulder Maintenance Effort:** Bob said that the program would start after the overlay paving is completed.
- | **Alder Street - Improvements & Paving, Oceanside:** Bob indicated that this project is now complete. Aaron said there were significant safety issues at the intersection. The initial

construction estimate was \$37,000. The resident made a pitch to the BOC based on the CPA that he would try and come up with 60% of the project, but because of the safety issues at the intersection, he appealed to the BOC that the county should bear the cost of the improvements. Design of the project done in-house was then started which cost \$7,900.00. The total cost of the project was approximately \$91,000. Aaron reiterated that this is not a typical project, but there are costs with these projects beyond costs of the paving that are significant. Aaron said that the residents paid \$12,900, which was close to 60% of the paving portion. Aaron and Pat both agreed that this is not a typical project. In response to Bill Howard's question, Aaron said the public is charged for road approach permits, vacations and some fees associated with Community Development, but that there is no basis to charge a fee for road maintenance on specific roads.

- | **Community Paving Projects:** Beach Crest Drive, Neskowin & Stephen Avenue, Pacific City: Pat received no feedback on Beach Crest Drive. Stephen Avenue would be a triple chip seal and as soon as the match money is received the planned construction would begin July-August'02. Aaron, Pat, and Bob explained the chip seal process.

4. Project Discussion:

- | **Cascade Trace Bridge:** Pat said a pre-construction meeting has been scheduled for 7-25-02.

- | **Sandlake-Galloway Road:** ODOT is in the process of finishing up all the invoices for the right of way acquisition which needs to be completed and handed in by

06-30-02. The Federal Highway Administration stated that the project might be delayed till next year, but this is still preliminary information.

- | **Blaser Bridge:** Pat mentioned that the evaluations were completed of the six submissions received. The lowest score was OTAK, which was approved by BOC. A meeting is scheduled for Thursday to review scope of work.
- | **Unscheduled:** Aaron said under the OTIA funding two bridges were submitted. Blaser Bridge (which was funded) and Earl Bridge on Long Prairie Road. The Oregon Transportation Commission may approve another \$100M in bond funding which may get Earl Bridge repairs funded. Gus Meyer said that is why he is attending this meeting. He said the sunken grade from the east and the bridge makes the vehicle bottom out. He was wondering as a citizen if there is anything he could do. Aaron said that hopefully this bridge repair would be funded.

- 5. **Enroachment Policy review:** Pat handed out a draft policy from Aaron dated May 23, 02. This is when, for example, a storage building is

placed in the right-of-way. This policy explains the current procedures, principles and considerations for allowing or disallowing an encroachment in the right of way. Jack Brooks made a motion to accept Right of Way Encroachment License Policy as written, Bill Howard seconded, unanimously approved.

- 6. Community Paving Agreement (CPA) and Local Improvement District (LID) Policy review.** Further to discussion at the last meeting, Pat handed out a draft policy for county/community paving projects and community involvement in paving of public gravel roads from Aaron dated 06-11-02. This policy separates procedures from funding. Aaron clarified that CPA's and LID's are very different. CPA's are very informal, and participants agree to come up with a share of the costs. LID is very formal process, if the majority agrees to do an improvement, all would have to participate. Aaron feels that the county should not participate in the funding of LID's other than the administration and management of the projects with existing staff. With the CPA the management and administration counts as a county match. This has always been based on the calculation of the share the residents pay based on construction costs. The design, administration, construction management have in the past been funded by the county which could be significant as in the Alder Street project. Sliding scale could be based on average daily traffic counts, as in the priority matrix; the higher traveled roads have the priority and whether they are county or local access roads. Pat made the point that when most LAR's are improved, they could be accepted by the BOC as county roads. Discussion and/or motion to be continued at the next meeting. Bob said \$108,964 was spent on local access roads last year. Birch cost \$13,521, which was a typical 40/60 CPA. Bob mentioned that \$6,750.00 was also spent on dust coating gravel roads at 18 locations.
- 7. Potential revenue sources discussion:** Aaron stated that since a workshop has been scheduled for the next meeting, he would like the committee members to think about the ideas given by Paul Hanneman and Tim Josi and any other ideas that they think could work. Discussed the gas taxes that Tillamook City and Garibaldi are going out for.
- 8. Road Department Fair Booth - August 7-10th, 2002:** Bob Reed commented that the CRAC members have manned the booth in the past. Aaron said that the fair booth has been paid for. This booth has been shared in the past with Recycling and the Road Dept. and he asked if the members were willing to guarantee one person to man the booth for the day in 4 shifts. He asked the members what topic would they like addressed? He mentioned last year's booth which he did not think was very productive, and he also did not think that it should be a receptacle for complaints. Pat thought that provocative statements should be made indicating what occurs if funding is increased and decreased in the hopes of getting feed back. Aaron said that any revenue possibilities brought to the workshop on July 22 could then be addressed to the public at the fair. Discussed how to put together a survey that would be short but with input on pertinent questions. Members agreed to man the booth with a focus and a survey of only 5-10 questions.
- 9. Public Comment:** Gus Meyer reiterated his concern about Earl Bridge.
- 10. Next meeting, date and agenda:** July 22, 2002 at 3:00pm. The next meeting would consist of discussing the fair booth, revenue sources and CPA and LID policies.

11. Adjourn: Meeting adjourned at 4:57pm.