

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE (CRAC)

DATE: October 14, 2002

MEMBERS PRESENT: Curt Schonbrod, Bill Howard, Marlin Clark, Ray Robinson, Ray Streeter, and Larry Kiser.

MEMBERS ABSENT: Bob Reed, Gloria Gass, and Jack Brooks

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

GUESTS: Janet Trueblood/AFSCME 2734 President, Gus Meyer/TBWC

PUBLIC: Dora Norwood

Item 1 Call meeting to order, review agenda: Meeting called to order at 3:02pm. Curt added Citizen Comments to the agenda.

Item 2 Review minutes of 10-14-02 & Citizen Concerns: Dora questioned that she had not heard Aaron's comment that the gate was hung too low and that was why it was dragging. Larry confirmed that he heard the remark. Larry moved to accept the minutes as written, Bill Howard seconded, unanimously approved.

Gus Meyer asked if the Port of Tillamook Bay plans on repairing the asphalt lift on the RR Crossing. Aaron reported that the Port as contacted with no result; Bob will pursue it further with the Port before the Road crew accomplishes the repair.

Item 3 Road Department Status: Bob indicated that the crew is concentrating on culverts, patching, shoulders and brushing. Sand needs to be pushed back on Pacific Avenue to reclaim the parking lot. Hyroseeding was done on Latimer and Alder Roads. Curt asked what M.O.S. meant. Pat said that in conjunction with O.D.O.T. permitting staff, it indicates designated stop points for overwidth vehicles "Moving Operation Stop".

Item 4 Project Discussion:

- | **Cascade Trace Bridge:** Bridge deck is in place. Contractor hopes to have the project completed per contract by the end of October
- | **Sandlake-Galloway Road/OTIF Loan Balance:** With the recommendation of CRAC and approval of BOC the payment size will be lowered with the same number of years. Recognition certificates will be sent out to Right-of-Way Agents for their excellent work. Monthly meetings are being held. Contractor will only have minimal work past November. Dora suggested contacting the agency that needs stumps for fish habitat uses, Pat to follow up.
- | **Blaser Bridge:** There is a public information meeting planned on October 17th so concerns can be addressed.
- | **2003 Bridge Repairs:** Killam Creek Bridge, Bewley Creek Bridge MP 2 and Beniteau Bridge are on the list of bridges with structural damage. The

design and permitting processes are being worked on at this time.

- | **Tillamook Bay Estuary Partnership** Plans on doing a fish friendly culvert replacement on Gist Road. Concept plan is being worked on.
- | **Earl Bridge:** OTIA II funded this project. A consultant would need to be hired to design the repairs and possible to deal with the abutment repair. The paving to be done by county crews.
- | **Pacific City Storm Water Plan Grant Application:** Aaron said a grant application, DEQ 319 for \$35,500 has been submitted. DEQ only funds 60% of the program. The plan area identified is on the East Side of the Nestucca River. This area encompasses Pacific Heights, other developed areas and farmland on the north side. The Road Department would do the administration and contract administration for the consultant, which would comprise 10%. The 30% deficit will be pursued by looking at other grants or resources. The DEQ will award the grant by early January.

Item 5 Further Discussion of the Road Dept. Funding Workshop materials:

Aaron said the budget carry over was more than anticipated which would offset the ODOT reductions. BOC scheduled a budget workshop for October 23. At a recent APWA (American Public Works Association), Aaron said the City of Tualatin made a presentation on their Road Utility Fee for the purpose of road maintenance. The assessment of the road conditions and the maintenance requirements are based on the formal pavement management system. The City of Tualatin has a similar population base generating \$650,000/year. The City of Tualatin has grown from 1988 with a 12,000 population with 34 miles of road, now they are at 24,000 with 64 miles of road. In 1988 the roads were at 82% of ideal condition, and it is presently at 90%. The reason it has been successful because it is based on traffic generation. It was revised in 2001 to deal with sidewalks and street trees, \$1.50 was added per account for all dwellings. A multi family unit, the basic rate would be .86c/month + a \$1.50. A single-family home, the base rate is \$1.42c/month + \$1.50. Businesses were also taxed based on the traffic volume generated. In the month of September the fee generated \$51,000. This was implemented as an ordinance because this is a utility fee. A lot of groundwork was done before this ordinance was proposed in the form of public meetings, mock questions and answers and publicity. They used the theme "Protecting your Investment". The funding issue needs to be revisited before the next budget sessions begin. In Tillamook County the cities would have to be included. The billing mechanism would also have to worked out.

Bill Howard asked about the city taking over county roads in the city. Aaron said that only City of Bay is interested but there would be further discussions i.e. if they expect the county to improve the road before they would accept it into their system. Manzanita citizens have a ballot out for funding to improve Laneda. Larry K. said that the area between Highway 101 to Division is not covered under the levy, and he feels that the Road Dept. should budget for the improvements otherwise they would not look good.

Item 6 Community Paving Agreement (CPA) and Local Improvement District (LID) Policies Discussion and decision: Pat stated that there was a consensus at the last meeting that the policy was not clear. Discussion ensued on the policy. Larry suggested changing the word Maximum to Total on the funding of CPA's. Marlin expressed concern that the citizens would not be able to afford to participate in these programs. Aaron said with a LID everyone

would have to pay a share because it is a legal process. The CPA, which is an informal process, more participation is required because of the limited budget. Larry moved to accept the funding policy, Bill seconded, unanimously approved. Members reviewed the procedures and standards for community involvement in paving of public gravel road policy. It was suggested that putting in a timeline could avoid future higher costs.

Item 7 Memorial Signing Policy Discussion: Aaron explained that it was brought to the committee before with no interest shown. Pat Oakes said 2-3 years ago when the Traffic Safety Commission was in existence; a citizen requested a memorial sign. A policy was drafted and brought to the CRAC, who chose not to recommend the policy. The applicant withdrew his request so it was not finalized by the BOC. Just recently another citizen requested a sign to be placed on the Trask River Road. The present draft policy roughly models the ODOT policy. Pat pointed out that this is a public request and should be given its due course. Curt was concerned that these signs could end up cluttering the roadside. Bob W. said it also would be a maintenance issue with brushing. Tim Josi stated that he does not see a problem with this policy but would like CRAC comments. He added that the ODOT signs are well placed and he sees no issue with it. Pat said that ODOT charges are \$500 covering all costs, while the County would charge \$200 for sign placement with one replacement in 7 years. Members expressed concern about the location of the sign and the hazard it could prove to be. Dora suggested charging an initial \$200 + \$100/year for maintenance. Pat said that we are dealing with the emotions of the deceased family, and this would not be the best method. Members agreed that it works as a good safety message while helping the deceased family at the same time. Ray Robinson motioned that this policy should be initiated on a trial basis for 2 years, Larry seconded, unanimously approved. Aaron reiterated that if it proves hazardous, or there are too many complaints or too much vandalism than the issue would have to be revisited. Pat Oakes said that this recommendation will be brought to the BOC for their approval.

Larry mentioned that Tsunami signs are being stolen. Bob suggested reporting it to Emergency Management.

Pat Oakes informed the committee that on Trask River Road MP 9.1 damage occurred in the 1996 flood. The project was delayed due to environmental process. The Federal Hwy is now thinking of pulling their funding. This project involved ODOT and BLM. Board of Commissioners sent a letter to the FHWA to approve ODOT's extension of the project.

Item 8 Next meeting, date and agenda: Next meeting was scheduled for December 09.

Item 9 Adjourn: Meeting adjourned at 4:52pm.