

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE (CRAC)

DATE: March 10, 2003

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

MEMBERS ABSENT: Gloria Gass and Larry Kiser

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

GUESTS/PUBLIC: Owen Nicholson-City of Manzanita, Gus Meyer-TBWC, Dora Norwood and Joanne Jene-Oceanside Neighborhood Association

Item 1 Call meeting to order, review agenda: Meeting called to order at 3:02pm. No changes to the agenda.

Item 2 Review minutes of 02-10-03: Jack motioned to accept minutes as written, Ray Robinson seconded, unanimously approved.

Item 3 Road Department Status:

- | **Report on Maintenance & Repair:** Bob informed the committee that the crews have been ditching, mowing and installing culverts. He mentioned that the recent storm produced a slide on Borba and three slides on Trask River Road. A portion of Possetti Road was elevated to prevent flooding. Washington and Magnolia culverts were backfilled, paving on Washington to be completed when weather improves. Aaron mentioned that he hopes to work with the watershed council to help with the cost of replacing the culvert on Magnolia.
- | **Review Chip Seal Lists:** Bob passed out the proposed Chip Seal Lists consisting of 2 miles per district. Aaron reiterated that at the last meeting Commissioner Hurliman proposed assessing a number of special districts a voluntary 2% surcharge which would generate \$50,000-\$100,000 per annum. This revenue would be used for a chip seal program. On that basis a list was produced. The two chip seal applications would consist of either a single layer asphalt and rock on existing paved road to seal and enhance the surface or a rock road chip seal consisting of two or three layers of oil and rock on existing gravel roads. If \$50,000 was obtained, at \$15,000/mile, three miles could be chip sealed on an existing paved road. On a rock road chip seal at \$30,000/mile, 1.5 miles could be chip sealed. Bob W. mentioned that the rock needed for a chip seal is a special rock that is quite expensive. Aaron said that not all roads are suitable for chip sealing. Stephen Avenue, which was a Community Paving Agreement, utilized this process. Joanne asked what was the cost allocation for Stephen Road. Aaron said that based on the Policy in place at that time, the citizen's share was Citizen 60%/County 40% for paving only. The current policy is Citizen 75%/County 25% for the entire project. Owen Nicholson asked for clarification on Commission Hurliman's intent concerning taxing the city. He questioned if the money would stay in the pot until the road was repaired in the city. Aaron to send a copy of the lists to Commissioner Hurliman for his input. Aaron

asked for a recommendation from the Committee. Bob R asked if this would be a good investment for maintenance funds. Bob W. said that on paved roads it would be a better investment. Aaron said with the shortage of funds to fix the worse roads, in his opinion, he does not think it is a good investment to put the limited budget for asphalt paving budget in this program. Aaron said that he would take the CRAC's discussion as a good place to start the chip seal program dialogue.

Budget: Report on discussion with City of Manzanita and City of Bay

City: Aaron reported that the budget was presented to the Treasurer's office. A schedule has not been set. In this budget the pavement overlay is less than 4 miles. The budget is also set up to fund the paving application, and not the materials, for the Laneda Road Improvement project. The City of Bay City has a road maintenance fee of \$5.00/month/household for street maintenance. They also have a plan to take over the county roads in the city. The two roads that would be taken over first require a small amount of overlay. This was submitted in the budget. Larry Kiser had requested prior to this meeting historical figures on what was spent on Laneda in the last 10 years. Aaron said with the short notice and the computer system transition, which has delayed data entry the historical data, was not available. The Sheriff's department is building an ATV training track and have obtained a grant and requested road department to build the track on a reimbursable basis. The State Parks have also asked for the Road Department assistance in a project for Whalen Island Park. Aaron said that per State law road budget can not be used outside of the public right-of-way, but if it is reimbursed we can do the work. Bob Reed asked for confirmation that the City of Manzanita's Laneda project cost would be \$75,000 for the use of equipment and labor. Aaron said that once the design plan is available then the figure would be more exact.

Further discussion on overwidth tractors: Aaron asked Marlin and Curt for their reports. Marlin said he spoke to Obrist Farms who said that the tractors were designed so they would not cause any damage, but the weight is a factor being able to carry 36 tons. The wagon tires twist when they turn on the road and shoulder causing damage. Curt said he spoke to somebody at the Tillamook Creamery. TCCA is aware of the problem but are not able to help. They suggested that contact be made with the Farmer. Curt mentioned that manure is being hauled to the airbase and that the manure tractors would not be used in favor of trucks. Aaron approached the District Attorney's office and Sgt. Hendricks of the OSP and received a confirmation of his interpretation of the vehicle code. The vehicle code exempts farm tractors, farm trailers and other implements of husbandry from many of the requirements of the vehicle registration code. It exempts them from being registered, having liability insurance, size, lights, and brake requirements. They are not exempt from weight requirements. In the ORS 810.01 the table indicates number of axles and maximum weight. A tanker with 2 axles with a maximum of 20 tons each or 40,000 lbs. ORS 810.01.20.30 states that the county governing body is the road authority for all county roads outside the city boundaries and they may impose restrictions to protect the highway from damage, protect the interest and safety of the general public, these restrictions would need to be imposed in the form of a board order. The weighmaster could be approached for enforcement or the haulers can be asked not to haul over 40,000 lbs. or up to 60,000 lbs.

on 3 axles depending on the axle spacing. Aaron said that in order for this to be implemented it would require that this group make a specific recommendation to the BOC so that they could exercise those controls. Gus Meyer pointed out that Obrist Farms has a 3-axle/6wheel trailer. Concern was raised about public safety when encountering the tractors on a corner. McCormick Loop Road has suffered the worst damage from the use of the overwidth tractors. Suggestion was made to put up signs when movement is planned which could slow the traffic, slow the tire turns and prevent more damage to the pavement. The liability issue of having signs was raised.

Item 4 Project Discussion:

- | **Sandlake-Galloway Road:** Burning and preparing for summer work. Intersection of Hwy 101/Sandlake Road may be impacted due to a bridge being placed there; detour possible with minimal interruptions.
- | **Blaser Bridge:** Permitting requirements extended the bid let schedule to start mid April per DSL, OTAK is contracted for the design work.
- | **Earl Bridge:** OTIA monies to remove asphalt on the bridge, OTAK is contracted for design work.
- | **Gist Road:** OWEB Project that Tillamook Estuary Partnership is implementing through a grant that was obtained. Board to be approached in April for support as a joint venture.
- | **Blaine 2 Project MP 9-10:** Right-of-Way needs to be acquired with a budgeted cost of \$30,000-\$35,000. This spring an appropriate ROW acquisition has to be started with a consultant.
- | **Cascade Trace Bridge:** Bridge work completed, ditch needs to be worked on before sign off.
- | **Transportation System Plans:** Attended several meetings. The county is developing a plan with Community Development as the coordinator.
- | **Bridges:** The bridge carpenter and senior management will be looking at a repair lists for county bridges. ODOT's consultant after their fall inspection indicated some problems that need to be addressed. Johnson Bridge may have a load rating issue that would need to be addressed, as it would impact log traffic. Discussed fish friendly culverts on bridges.

Item 5 Funding Alternatives: Aaron said that in the Metro section in the Oregonian of February 26, 2003 it indicated that the City of Lake Oswego is going through the public meeting process with the idea of implementing road utility fee structure for street maintenance. In this article mention was made that Tigard, Tualatin and Wilsonville and Eugene, La Grande are some of the cities that have a fee in place or thinking of implementing one. In Lake Oswego the fee generated for a SFD would bring in \$4.50/month which is similar to Bay City's recently imposed fee. Apartments would bring in \$3.22/month and then businesses that generate little traffic would be charged \$2.76/month for every 1000 sq.ft. High traffic businesses could be as much as \$23.17/month for every 1000 sq. ft per business. Bob Reed said that per the survey that was returned by the CRAC members the Property Tax Fee was the most popular. Aaron suggested waiting until the legislature session is through to see if more funding would be available. Discussion of trucks damaging on the roads and what fees could be charged. Aaron said that

if Forestry charges the trucks then the cost would be deducted from the amount given to the County General Fund and the School Districts. Bob Reed suggested approaching the Forestry Department on how much could be obtained through this source. Aaron said that without support it would be pointless pursuing this revenue avenue.

Bob Reed welcomed Ray Streeter back.

Item 6 Public Comment: Dora confirmed that a million could be written as M with a line over the top.

Item 7 Next meeting, date and agenda: The next meeting April 14, 2003 at 3:00pm.

Item 8 Adjourn: The meeting adjourned at 4:52pm