

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

DATE: February 24, 2006

MEMBERS PRESENT: Curt Schonbrod, , John Gettman, Bob Reed, Ray Streeter, Gary Hercher and Clay Cook

MEMBERS ABSENT: Marlin Clark, Darcy Jones

STAFF: Aaron Suko/PW Director, Bob Willhite/Operations, Pat Oakes/Engr Project Supervisor, and Emily Holt/Recorder

GUESTS: Jon Oshel

PUBLIC: Dora Norwood, Stephen Macartney, Ben Nunez, and Gus Meyer

Item 1 Call meeting to order, review agenda: Meeting called to order by Curt at 3:05pm. Agenda reviewed and Curt moved agenda item 4 down between item 5 and 6 so Jon Oshel could speak. Curt introduced new CRAC member Clay Cook.

Item 2 Review and approve minutes of 1/9 /2006: Bob Reed moved to approve the minutes as written, John Gettman seconded, unanimously approved.

Item 3 Report on Storm Response: Aaron broke this agenda item into 2 parts. Pat reported on the Bilyeu Avenue Sink Hole located 125 ft. South of Hwy. 131 which has had the road closed since January 11, 2006. The county has been working the last month with OTAK Engineering to get plans developed and the Corp of Engineers to acquire the needed permit to begin the project. The Board of Commissioners authorized Public Works to expedite procedures and put the contract out to bid. The contract went to Alpine Construction for the bid of \$62,000. Work is to begin next Monday. The contractors plan includes excavating until they hit solid ground, placing the culvert that the county provides, building the road sub grade up to 9” below the surface, Public Works will then finish by filling with crushed rock to form a running surface for the public. When weather allows, the County will pave the rocked portion. Bob Reed asked if any right of way needed to be purchased for the project. Pat reported that no right of way was acquired but the County needed permission from the property owners to gain access to there land, during construction.

Aaron reported that Bilyeu was only one part of the damage. \$320,000 is the anticipated damage county wide including the Bilyeu Avenue Project. There was a declaration of emergency approved by the Governors Office and awaiting approval at the Federal Level. FEMA had a visit with County staff but the Road Department is currently waiting to here back on status of the declaration approval. Another project in the works is on Bay Ocean Dike Road so that emergency vehicles have access to the South Jetty beyond the jetty parking area. Bob reported that an initial estimate of 1200 to 1300 yards was needed to repair the road but it looks more like the need for 2100 yards of riprap and crushed rock to repair the road. The 2 remaining sections to repair are 3’-4’ in diameter and located on the main road. John G. asked if the County has the money to complete this work. Aaron reported that we do have

the money for this project in the current budget year and if the declaration is accepted the county can be reimbursed for up to 90% of the cost.

Item 5 Workshop on the County Road Needs Survey: Jon Oshel, County Road Program Manager for the Association of Oregon Counties, gave a presentation on current issues facing Tillamook County. The 2 funding issues at hand are with the 2007 Oregon State Legislature to obtain additional funding and with Congress to pass PL 106-393, the Secure Rural Schools and Communities Act. The Presidents Budget Proposal will phase PL 106-393 out over the next 5 years. The current proposal will reduce the current amount by 25% the first 2 years, followed by 50% reduction the 3rd year and then a 75% reduction for the last 2 years. Curt asked if we are looking for help from the Legislature or the Public and Jon replied by the Legislature. Bob Reed asked if the plan would continue at the current rate of \$1.7 million per year. Aaron responded that the plan would begin to wean the county off of Federal Forest Funds.

Next, Jon O. talked about the County Road Needs Survey which consists of the road construction projects planned for the next 5 years, a list of projects that need to be completed if funds were available, needed bridge replacements, safety improvements planned for the next 5 years, and other major construction projects not included in the previously listed categories. Also included are a list of needed pavement overlays, seal coats, and other maintenance activities. On the last page of the County Road Needs Survey is a list of the County Projects revenue, expenditures and a place to total up additional funding. Jon explained that when filling out this survey ask yourself 1) is this a project that we can deliver and 2) would the public agree with the county that this is a project that needs to be done. Bob Reed asked about the computerized program and if the current funding is itemized by each year? Jon replied that it is not itemized by year but needs to be prioritized. Aaron explained that the County Need Roads Survey needs to be completed by March 17, 2006 and asked the members if they would like to get actively involved with filling out the survey or let the Road Department staff members fill out the survey? It was decided that the staff would fill out the survey but CRAC members were asked to make a list of the top 10 county roads that needed the most attention and turn in by Friday, March 3, 2006. Curt asked if there was an existing plan for the next 5 years. Aaron explained that we do have a plan for the next 5 years.

There is not enough money in the annual budget currently, to do any significant road projects except for the bridges because outside money was received to complete these projects. Other projects like Latimer and Hwy. 101 intersection is funded by HBRR funding. Pat reported that the county has applied for 3 more bridge projects but they are low on the priority list for OTIA. Aaron reported on other projects that need attention such as the guard rail systems because it is not up to date and in some spots is still a post and guide wire cable. These guard rails are actually more of a hazard than protection. Other major construction projects include a list of culverts that need to be replaced and turned into fish passages, but are not currently on the counties list of culverts that need replaced. There are 8-10 of these fish passages in each District. The County Roads Need Survey is an opportunity to list the fish passage culverts.

Included in the County Road Needs Survey is a spot to include Other Activities which will consist of all expenses not included in a previous category. In this category the county will use the cost accounting system records to list the cost of culverts, cleaning, and vegetation.

Also needed in long range planning is bridge maintenance. John G. asked if road re-alignment would be included in Item 7 Roadway Projects. Jon O. reported that it would be listed under category 1, Road Construction Projects. John G. also asked about straightening out Kilchis river road or Trask river road to address the right of way problems and safety improvements, therefore reducing some of the road hazards. Jon O. reminded the members that this is only a 5 year plan and the projects selected need to be something the County can deliver results on. The Kilchis River Road and Trask River Road are projects that will not likely fit in the 5 year time frame.

Table #5 is a recommended list of maintenance and repair issues from the Power Point Presentation given to the CRAC Members on November 7, 2005. To achieve the recommended 80 condition index, the county would have to pump in 5-6 million dollars a year to achieve the optimum number. Bob R. asked if the small project on Hughey Lane and raising McKinster Road (since it has continuous maintenance problems) would fall into Item 1, Road Construction Projects. Bob W. said that may not be able to be completed in the 5 year time line. Some of the roads along rivers are impossible to fix. Ray suggested that the easiest sell would be roads to the State Parks and Tillamook Bay and Gary suggested fixing the roads to economic development. Jon O. talked about raising McKinster Rd and that this project could be completed in the 5 year time span but will the Citizens of Tillamook County agree with spending the money on a road that has high water on it during the Winter Months. Bob R. thought that the main priorities should be main arterial roads for emergency situations. If Highway 101 were closed, traffic could be routed around Cape Meares Loop and Upper Blaine is an alternative route to the Valley. Long Prairie and Burton-Fraser should be added to the list due to high truck traffic. Bob R. also asked if the Permit Fees are included with the estimated costs for the County Road Needs Survey. Aaron replied that the cost for these projects will include all the fees. Bob R. asked Jon O. if each county will get its share of the funding or if the counties with the highest need will get most of the funds? Jon said each county has to get their share of funding.

Item 4 Workshop on the 06-07 Budget: The budget is broken down into four separate budgets including the General Road Fund, Bike Path, OTIA Bridge Construction, and Trask Road Project. In the General Road Fund, the budget is based on 31 employees which is the same as last year. Federal Forest Money does not arrive till the middle of the budget year and once yearly. The County has to absorb the costs till the revenue comes in. Solid Waste has a separate budget and has 1 full time employee. Highway Planning and Construction (OTIA I & II) requires the county to do the work and then will be compensated. LID Assessments is a community paving agreement where the residents will pay 75% and the county will pay 25%. Curt asked about Interest, account #4699. Aaron reported that the county underestimated the interest rate and Pat added that the Federal Government is pumping up the interest rate. Ben asked if the federal government pays the county interest for late payments and if not where is the interest generated from? Aaron reported that the beginning balance accumulates the interest and the county tries to maintain the beginning balance as a cushion. Bob R. asked if the Trask Road Project funding is included in the general funding. Pat explained that as part of the agreement, the money is set aside into a separate account and Aaron added that the money is transferred only after the work has been accomplished. The county does not have any discretion and commingling of funds would be very confusing.

Through the General Road Fund, account #8001 is for Commissioners and other General Fund personnel support. Ben asked if the money for account #8001 can be allocated to a specific expense but Aaron reported that it has to be transferred to the General Fund. Account #7105 for Contracted Services will fund the Bilyeu Culvert Project and the Anderson Road Project. There has been little Bridge Maintenance since the county is not repairing wooden bridges. Account #7652 is a projected cost for the materials and culvert project costs. For the Fiscal Year 2004-2005, account #7653 shows the price for the portable crusher and rock for District 1 and 3. Account #7654, asphalt, shows how much it costs per year for the approximate 4 miles of paving done yearly. This includes general overlays and trying to keep up the counties paving program. The county has been working with Bay City and paving certain streets then turning them over to the City. Manzanita is starting the same program with the county. John G. asked about the price of asphalt. Bob W. said the current price is \$36 per ton. Account #7655, Traffic Services/Signs consists of maintaining and replacing road signs. Money from account #7657, weed control lets the county fund the spraying program to control weeds on the shoulder of the roads and keep invasive species under control. For account #8010, the county has a relationship with the sheriffs' office and uses the work crew to do manual labor which may consist of cleanup behind guardrails and under bridges. Account #9030 provides funding for new vehicles including 2 new 10 yard dump trucks. The county is in the process of trying to buy new equipment because some of the equipment is 20 years old. John G. asked if the purchases went through the state. Aaron explained that the county may send it out to bid or choose a state contract. Routine vehicles offer local dealers the opportunity to bid. Account #9080 allows the county to repay a loan to buy property for right of way acquisition. John G. asked who the county has a loan through. Pat reported that the loan is through the federal government with a good interest rate of ½% to 1%. Account #7103 is for consulting services, load analysis for bridges, and fish passage culvert designs. John G. asked about no contingency in the OTIA Bridge Construction budget and Aaron explained that there is only 1 fund but it can be used for any of the 6 bridges, as needed. Account #7605 helps maintain equipment and know when it is worth repairing or buying something new. John asked what the county was getting for the machinery and Aaron explained that it was diagnostic equipment. Nothing is planned for buildings and no janitorial services are required.

With the Bike Path Fund, the county has no plans for expenditures this budget year. John G. asked if the money in this fund can be used to add a bike path in parks. Aaron explained that there has been some talk about that but it has to be a public road right of way. Bob Reed asked about using the money for a coastal bike path and if the funds can be used in conjunction with widening a road for the purpose of adding a bike lane. In response to that question, Aaron directed the member's attention to an extra handout from the Department of Transportation for more information on the subject.

The OTIA Bridge Fund of 8 million dollars for fiscal year 2004-2005 was for the construction of 6 new bridges of which 3 have been completed and Josi Bridge is in progress. The 2 remaining bridges, Johnson and Sorensen, have nearly completed the final design stage and the real estate purchasing is scheduled for July through September. The expenditures include the permitting process and consulting services. If the permits are accomplished in time the Sorensen Bridge can be bid in the spring and possibly finished in the fiscal year 2007-2008. The Johnson Bridge is likely to be bid in the fall and possibly finished in the fiscal year 2008-2009. Gus asked if the remaining funds are gaining interest and Aaron reported yes. John G.

asked how long the county could carry this money over and Aaron explained that it was a 10 year program.

Aaron talked about the Trask River Road handout, labeled Appendix B and explained that it shows the 10 miles of scheduled paving and the x mark, in the total column, shows the completed 2 miles of overlay as of January 2006. Various dig outs still remain. The SNL written, in the comments column of the handout, shows where Trask River Road has a very restricted width and the road edge drops straight to the river. Revenue is generated from the sale and the harvest. No sales for 2005 have been closed and for the 2006 sales, the county has received the first 2 payments.

Aaron explained that for the fiscal year 2006-2007 Trask River Road Budget, there is 2 alternatives for the budget. Alternative #1 is the same as the previous year including 2 miles of paving but does not solve the width problems. Alternative #2 will solve the width problems with the least cost. Aaron directed the CRAC member's attention to an attached handout with an example of the Soil Nails process. The attached handout gave a diagram of the typical Super Nail and Geofoam Wall and a typical launched Soil Nail Slope Stabilization. This alternative includes the required 590 ft to widen the road but the County would provide materials and do traffic control. That means there would be less money for paving and improvements this fiscal year. Aaron asked the CRAC members if they thought it was worth the effort to set up the Soil Nails process for this year and delaying more overlay on the Trask River Road. Gary H. asked the county staff members in attendance about their thoughts on this technology and if they had seen this done before. He also asked if the nails were grouted or shot in. Aaron explained that they are super grout and rebar and Bob W. added that they are also built with concrete. Curt asked if there would be a need for a guard rail. He also asked if it would be best to finish more of the overlay and wait to fix the drop offs unless the road was ready to give way. Aaron explained in one stretch of the road there is a sag in the east bound lane and there is no shoulder now. Ray asked about the history of the nail shooting procedure and Bob W. reported that he had heard of no problems. Aaron explained that this procedure had been used in Europe for the past 30+ years but in the U.S. it has only been used for the past 5 to 10 years. Bob R. explained that public safety should be a priority. John G. asked if the gravel shoulders will be paved and Aaron explained that they will be paved during the widening process. Bob R. asked if there would be room for guardrails but Aaron reported that delineators would be used. Curt asked where the money comes from and if there are other counties using this process this summer to split the mobilization cost with. Aaron explained that they are in the process of building their work load for the season. Aaron then asked if there was a consensus from the members on which alternative they would like to see for this budget year. The consensus was to go with alternative #2, shooting nails and if that falls through, the county can still go ahead with the overlay.

Item 6 Public Comments: Dora asked about the \$3,000 spent in garbage for the Road Department? Aaron responded that the County subscribes to garbage pickup at all three shops and the main shops approximate cost is \$150 per month and \$50 for the other two shops combined. Dora asked if the Road Department was responsible for paying for the Parks Department trash collection in which Aaron responded no. Steve Macartney talked about his two main points one of which encouraged the County to add Cape Meares Loop to the County Road Needs Survey List of roads that need improved. The section of Cape Meares Loop he was concerned about was from the rock quarry to the State Park Road. Second, he would like

the Board of Commissioners and Community Development to establish impact fees for the new major developments in Tillamook County. This might add a source of funding for the damage these projects are creating on the roads and outlying areas. Aaron responded that this issue needs to be brought to the Board of Commissioners and they will decide who receives the fees. The money could not be used for system repairs but needs to be used for specific repairs such as storm water.

Ben Nunez talked about the current sewer line installation project on Crabb Avenue and asked the County to pave the other portion of Crabb Avenue. The Netarts Oceanside Sanitary District is putting a new pipe line in and they will be digging out a section of the road and repaving a portion. Ben thought the County would save money by paving the other section of the road at the same time or paying the NOSD to pave the whole road while they were on site. Aaron reported that if the money was spent on Crabb Ave. then the paving on Long Prairie or Whiskey Creek would be put on hold. The paving list for 2005-2006 has already been accomplished. Ben asked if the County could borrow from the beginning balance to fund the paving on Crabb Avenue. Aaron explained that the County would need a proposal from NOSD or the contractor. Ben reported that he would take this task on himself. Aaron asked where he was requesting the paving and how much. Bob R. explained that it needs repaired from 5th Street to Hwy. 131. It was agreed upon that Ben and Bob R. would work together, talk with NOSD and the contractor, and see if they would be willing to work with the County on this project.

Item 7 Discussion about next meeting date and agenda items: The next meeting to be held March 13, 2006.

Item 8 Adjourn: Meeting adjourned at 6pm.

EH