

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

March 1, 2010

MEMBERS PRESENT: Chair Curt Schonbrod, John Gettman, Gary Hercher, Robert Garrigues and Paul Carbaugh.

STAFF: Liane Welch, David Schrom, Jeanette Steinbach and Amber Crews

GUESTS:

PUBLIC: Dora Norwood

Item 1. Meeting called to order at 3:10 pm by Curt Schonbrod

Item 2. Minutes Approval: February 1, 2010 minutes reviewed. Amendments: add Gary Hercher's name as a member present, and edit Paul Carbaugh's comment for item #7 regarding the 3rd street project to read: *Paul Carbaugh feels a high visibility project for people in South County would be Brooten Road or Kiwanda Drive. Kiwanda Drive is starting to break up and has drainage issues. The road needs some drainage ditching and an overlay from the bridge to Cape Kiwanda. South County relies so much on tourism. There are 4 RV parks at Cape Kiwanda so this road project would benefit tourism along with the locals. Darcy agrees that this would be a good project.* John Gettman motioned to accept the minutes as amended, Gary Hercher seconded, unanimously approved.

Item 3. Budget Presentation FY 2010/2011:

Bike Path: Required by state law, that 1% of DMV receipts is put into a bike path fund. \$17,250 is being transferred from the road fund. DMV receipts have increased because of HB 2001. John Gettman would like to know what is going to be done with the money, because it is not a discretionary fund. Liane Welch pointed to the fact there is \$192,000 in that account and it has never been used. Curt asked if it is a requirement that the interest stays in the account? Liane Welch wasn't sure, she will check into that. The City of Manzanita, State Parks and the County have a partnership for a bike path from Nehalem Bay State Park which is on Necarney City Road to downtown Manzanita. TCPW has dedicated \$30,000 to the Manzanita project. There is \$30,000 in reserve for other entities such as PC Pathways or Netarts community. Curt Schonbrod asked if the Manzanita project is in the county ROW, will it require widening of an existing County road? Liane Welch met with the Mayor Jerry Taylor and discussed that very issue and the bike path will be separate from the road. Paul Carbaugh motioned to accept 2010/2011 bike fund budget, John Gettman seconded and it was unanimously approved.

OTIA: The County was awarded an 8 million dollar grant to replace 6 bridges. All the monies have been expended and the 6 bridges have been built. Johnson Bridge on Long Prairie Road needs paving and that project will be complete. The paving will be from the edge of the bridge going south almost around the corner past Chance Road. A lot of money has been spent on pot hole patching. Liane plans on using every last penny to avoid returning the OTIA money to the state. The balance of ARRA monies will be used for paving. One of the property owners felt that with the new construction on Johnson Bridge it

caused bank erosion on the banks of his property. TCPW is working with NRCS to put in stream barbs. There are 2 of them at \$5,000 a piece, so \$10,000 is going towards the stream barbs. The same property owner is interested or involved with Project Exodus, Oregon Solutions project for flooding. John Gettman asked if Fish and Wildlife had approved the cabling of the trees. Liane stated that NRCS is involved in that part and is running this project. Gary Hercher motioned to accept 2010/2011 OTIA budget, Paul Carbaugh seconded and it was unanimously approved.

Trask River Road (TRR) Project: This fund has been in place for 4-5 years. The TRR fund has \$25/1 million board feet coming out of the trask river basin to do some safety improvements on TRR. Due to funding issues with ODF and because it has been affecting sales, the BOC has suspended this agreement and has stopped collecting the public safety road fees for the year. TCPW is no longer getting revenue for TRR. There is \$268,427 left in that fund. Liane Welch is proposing that we pave as much as we can, possibly 1.2 miles and do some shoulder work on the Trask River this summer and utilize everything but \$33,000. \$234,700 will be transferred to the Road fund. John Gettman wanted to know what part of the road was going to be paved. Liane Welch and Ed Grimes are in discussion about where to pave. Dora would like to see some spot paving by Larsons', Williams' and the Wagner Bridge. When the agreement resumes it will be \$20/1million board feet. At next months meeting Liane will present the paving list. Curt Schonbrod asked if with the rescinded fee, does the clock keep running on the five year program, is it a 5 year fee collection or a 5 year window? Liane is going to check into the agreement to see if it can be retroactive. Dora asked if Ed could fill a pothole on his way to and from work. Liane expressed that Ed already works too much overtime and takes so much of his own personal time to help out. Dave Schrom pointed out that it wouldn't be safe for Ed to do it alone, with no flaggers or traffic control. John Gettman motioned to accept the 2010/2011 TRR fund, Paul Carbaugh seconded and it was unanimously approved.

Road Fund: The first line is the federal forest fees at 1.8 million dollars. This year it should be at 1.3 million, that is ½ million less than when Liane Welch starting working at TCPW. The second line is the sale of public land; no public land is being sold. Next is the State Motor Vehicles Fees, previous years it was 1.2 to 1.3 million dollars, this year it is 1.725 million. Dave Schrom asked: because the increase in the funding is being challenged or being referred to the voters, do we have to hold back the increase until it is passed or be prepared to refund it? Liane said she still has to show it because it hasn't been referred yet. The difference is \$375,000. A discussion the CRAC and Liane will have to have is that she can either redo the budget, taking things out of lines items, or if it has to be paid back we can take it from the contingency, which is \$400,000. Initiative 66 is at the Supreme Court. 150,000 signatures are needed to refer this. If it is referred to the voters then it will be on the November ballot. The CRAC needs to help decide whether to proceed with the budget as if the money is still in there, and if it needs to be rescinded then it can come out of the contingency fund. Moving on to fees, every traffic ticket that is convicted, \$5 goes to the Roads department. Refunds and Reimbursements are from FEMA, Federal Highways and storm damage. Interest - \$28,000 because of lower interest rates. Intercounty/SW Administration pays the road Dept \$30,000. Intercounty Work & Sales is work done for the Sheriffs Dept and sometimes the Parks Dept. In regards to Road Approach Permits, development has been down, even with increase of fees we are only tracking on \$55,000 for this year. The beginning balance is \$1.9 million with total revenue of \$5.7 million.

Road/Administrative Functions: Leave buy out is put into contingency that way if someone leaves, it pays for past sick leave or vacation time. Last year there was no COLA increase, 2 % COLA increase has been budgeted. VEBA is a medical savings that help employees pay for health insurance costs that are not covered. Printing and advertising is used to bid jobs, requests for proposals and advertising. Liane increased training, as the road department shrinks it is important to continue with our education and be creative. Internal audit is required. Inactive employee insurance is for those employees who have retired, we carry their health insurance until they are 65 depending on when they were hired, or Medicare/Medicaid kicks in and we pay their supplement. Indirect cost allocation is half our asphalt budget. John Gettman asked: what is this budget for? It pays for the building and human resources/personnel. It went up \$41,000 in 1 year. Computer and office equipment is for a new printer, we would spend more money repairing it versus buying a new one. We also need new computers throughout the office. Total Unappropriated ending balance is \$1.1 million. Liane suggested revisiting the budget in June if HB 2001 is taken to the voters.

Road/Maintenance: Management/Supervisory and Skilled, Service & Maintenance are a total of 15 FTE. Three foremen, with four crew members for each. Part-time/Temporary is for hiring 2 flaggers and 1 driver for the summer construction season. Liane does expect 2 crew to possibly the Leave Buy Out would pay for that. Health insurance went up another 15%. Total personal services are \$1.2 million. Liane Welch tracks the budget in a spreadsheet every month. TCPW is having to replace all radios because of required switch to a narrow bandwidth, which will cost \$40,000. Contracted paving of Bewley Street in Bay City is \$25,000, half being paid by the city of Bay City. Would like to chip seal another 5 miles on Miami Foley Road. Inviting Marion County to come out and review what went wrong with portions of roads that have been chip sealed and are not performing correctly and is chipping off. Otherwise the \$139,000 will go back into paving. CDL medical is for mandatory random drug testing and hearing tests. Misc rental equipment is used if our paving machine goes down in the middle of paving season; we have money to rent one. Permit fees include Community Developments new charge of \$186 for fill sites. Asphalt breakdown is \$1000 for propane \$20,000 cold mix (patch for potholes) and tack (holds everything together) is \$3,000 – we are estimating to pay \$61 a ton for asphalt. In regards to Weed Control, working with Mike Wynands, he estimates we are able to do the spraying for \$17,000 this year. Intercounty Work crew is the jail crew that cleans our bridges and does the weed whacking for sight distance. The foremen propose to use the vehicle fund to replace 3 of our 1-tons, one goes to each district. Each truck would preferably have a snow plow on the front for snow and or for pushing debris off the road.

Road/Construction: Consulting service is used for paying for an engineering consultant, for something that we have no idea of what it could be. FEMA can't spend any alternative money on maintenance, they want all capital projects and they all have to be contracted out. Right of Way money is used to make a payment for our Sand lake loan. It will be paid off in 2017, which leaves 7 more years of payments before the loan is paid off. Federal match, Clarence Creek is \$20,000, \$155,000 is for the Salmonberry – that project is back on track for summer 2011.

Road/Engineering: 3 FTE's, including 2 engineering technicians. Leave buy out money is if George decides to retire. Total Personal Cost is \$270,450. Consulting Services is used in case of traumatic event involving our bridges; \$33,000 is for pavement inspection and an

update for Street Saver. Phil Voker/ERF is our weather consultant. PBS asset management is Patricia; she helps Liane put all the administrative items in a package. \$20,000 is being put towards Culverts studies. 3rd Street Engineering study is \$11,000. Bill Sergeant is now an employee of the County, with a new cost of \$1,500. R&M Equipment is for ongoing maintenance and upgrades for CAD program, it is cheaper to pay yearly fees. Total expenditures are \$389,050.

Road/Shop: We are down to 1 foreman and 1 mechanic. Total personal services are \$181,970. Fuel is bought for the entire Road Department, \$115,000 goes towards that. R&M, a new pump for the vactor was \$14,000 and tires for our grader were \$16,000. Total expenditures are \$415,520.

Road/Buildings: Contracted services are for our alarm system. R&M/Building and Grounds has \$30,000 in it for: 1) the Nehalem shop needs 6 new windows, siding and paint with a cost of \$12,000, the Tillamook shop needs new doors with a cost of \$10,000, the Cloverdale shop needs painted, and the fuel tank needs sand blasted and painted to prevent loss. The work for the shop is going to be contracted out. Total Expenditures are \$57,200. John Gettman motioned to accept the 2010/2011 Road Budget as presented, Gary Hercher seconded it and it was unanimously approved. Curt Schonbrod asked where the decision was made for the proposed COLA increase. Liane stated that it came from the treasurer's office and it is county wide. Members commented that the COLA increase may cause issue's with the public when TCPW goes out for a ballot or levy. Liane stated that whatever the committee's recommendation is for changes, removing items or if they are unhappy with the budget, it can be typed up and a budget package can be presented to the board. Curt asked Liane what would be the next major piece of equipment she foresees purchasing? Liane stated if the County continues paving, then we would need a new paving machine. Otherwise we could use a new water truck. Curt asked what the cost of a new paving machine would be. Liane stated that before she left the city of Portland she bought a new one and it cost \$600,000. The roads department wouldn't buy a new machine, it would buy a used one and Liane estimates the cost at \$200,000 to \$250,000. Liane started a vehicle replacement fund. Curt motioned that all portions of the budget be approved, all members approved and the budget was accepted.

Item 4. Funding discussion – Curt Schonbrod met with Kathleen Newton, Doug Olson and Commissioner Labhart regarding the General Obligation, GO Bond. The GO Bond would show the amount it would raise the cost and approximately how many different ways that it could be used to repair our roads. It would show how much paving overlay, rebuilding and chip seal \$ were to be used. If it were to pass, it would be a mixture of all three types would be used according to the needs of the department. Liane stated that according to the Sustainable Roads Committee \$37 million is needed to get County roads to a PCI of 60%. Originally they were going for a \$10 million dollar bond, but they felt it wasn't accomplishing the purpose. They felt they may not be able to pass a second measure, similar to what happened in Garibaldi. If they were able to pass the measure, we would still lose ground on maintenance; they have also indicated they would take the lead to promote it. Maintenance will keep on declining. The Committees decided to go ahead and pursue the \$15 million bond. The cities will get \$5 million and the County will get \$10 million. John Gettman asked if they have any figures regarding the cost of the bond with interest? Curt said yes that it was a couple million dollars. John Gettman feels the problem is that it might be hard to get people who live on LAR's to support it, so it might not pass the next

time around because public roads are being done. The cost is \$.52/1000 for 10 years at 4.45%. In a few years the hospital and the jail's bonds will expire at \$.41/1000. The public will see some relief on the 2nd and 3rd year. Curt Schonbrod preferred the operating levy. The Sustainable Roads felt that the GO Bond would be a better sell to the public. Liane Welch and Commissioner Labhart said the CRAC and Sustainable Roads Committee would need a candidate list. Paul Carbaugh strongly urged a prioritized geographical list for all districts. Curt Schonbrod suggested having a generic list without naming roads. Liane Welch stated whatever the two committee's want she will do. John Gettman said if this bond passes the Bay City \$5 maintenance fee will be rescinded. Dora Norwood suggested putting it on a PUD bill. John Gettman said Paul Levesque stated there is no Nexus for that. John wants to add it to Solid Waste surcharge. That is all Curt Schonbrod had to report on the funding meeting. He stated they haven't decided on whether to have a list of roads verses having the money in pot and delegated according to the needs of the department. Liane stated that whatever roads are picked will certainly come before the CRAC committee. John Gettman asked what the cost is per mile. Liane Welch said about \$175,000 a mile depending on oil and petroleum prices. It can not be pre-bought.

Item 5. Ordinance 55 Discussion: This is our Road Improvement Ordinance. Because the fees were inside the document, the board was unable to approve the increase of fees. Liane needs to rewrite this. She is going to do it in 2 steps, the first step is to take the fees out and the second is to update the Ordinance.

Item 6. Construction Project Update:

Salmonberry Bridge: Salmonberry Bridge is on track, design is starting soon with construction starting in 2011.

Item 7. Other Projects:

Cochran Road: This is still on Dave's list to get jurisdictional transfer to the department of Forestry.

East Beaver Creek Road: Working with several agencies to see if we are going to abandon that road, Liane is proposing that happens.

East Creek Road: BLM gave the County \$43,000 to fix our portion of the road that leads up to their lands. It's a gravel road, which had a landslide, the road is really narrow and so we are going to push the road back into the hillside.

3rd Street: Liane has drafted an RFP that will be advertised for a consulting engineer to design road and drainage improvements from Pine Ave to Wilson River Loop, it is about 1 mile. The project will consist of sidewalks, bike lanes, paving and drainage. Construction funds have not been identified yet, we are looking for grants to fund it. The city is paying 90% of the engineering costs.

Item 8. Public Comment: Curt asked about the slide on Ekloff Road just beyond the dump entrance. Liane stated we had a large land slide a couple weeks ago. The crew and Liane worked all day on Saturday to get it cleaned up, it is still being worked on. Paul Carbaugh met with the Sustainable Roads Committee, Norm W brought up that the roads in Tillamook County are classified so that they are receiving less fuel tax and registration

fees. Liane stated that the roads are classified as local collectors or arterials. We don't get paid by how many arterial miles are in it, we are paid by how many registered vehicles in the County. Gary Hercher asked what the plan is for Resort Drive. Liane stated the plan is to rip rap and do bio engineering.

Item 9. Next Meeting: Monday April 5th 3:00pm

Item 10. Adjourn: Meeting adjourned at 4:55pm

Minutes transcribed by: Jeanette Steinbach and Amber Crews