



WASCO COUNTY BOARD OF COMMISSIONERS  
REGULAR SESSION  
FEBRUARY 16, 2011

PRESENT: Sherry Holliday, Chair of County Commission  
Scott C. Hege, County Commissioner  
Rod L. Runyon, County Commissioner  
Tyler Stone, Administrative Officer  
Kathy McBride, Executive Assistant

At 4 p.m. Commissioner Holliday called to order the Regular Session of the Board of Commissioners.

Commissioner Holliday noted that Kathy McBride, Executive Assistant, has requested that the Quitclaim Deeds, Items #4 and #5, be taken off the Consent Agenda in order to allow Elizabeth Osborne to notarize the Board's signature.

**{{{Commissioner Holliday moved to approve the Quitclaim Deed between Wasco County and John Lingo and the Quitclaim Deed between Wasco County and Gerald and Nikki Reffett. Commissioner Runyon seconded the motion; it was then passed unanimously.}}}**

Commissioner Holliday asked if there were any corrections or additions to today's Agenda. There were none.

**CONSIDERATION AND APPROVAL of the Regular Session Consent Agenda of February 16, 2011, (Attached as Exhibit A).**

The Board considered the approval of the Consent Agenda for February 16, 2011.

Commissioner Hege asked Tyler Stone, Administrative Officer, to address the General Fund Contingency transfer to the Facilities Division.

Stone noted that the majority of the funding is for the window replacement at Annex B. The County received a strong recommendation during the Parole and Probation Remodeling Project to replace the buildings HVAC system. Funds were also spent on asbestos abatement and concrete cutting for the return air. The work on the building has been completed.

**{{{Commissioner Runyon moved to approve the Regular Session Consent Agenda of February 16, 2011 with the exception of Items #4 and #5. Commissioner Hege seconded the motion; it was then passed unanimously.}}}**

Commissioner Holliday asked if the Administrative Officer had anything to report.

Stone stated not at this time.

**CONSIDERATION of items listed on the Discussion List of February 16, 2011, (Attached as Exhibit B).**

Item #1 – Commissioner Runyon noted that Commissioner Hege has radio interviews scheduled on May 10<sup>th</sup> and May 12<sup>th</sup>. Those interviews will need to be rescheduled. He felt that the remainder of the Amended Board Calendar for 2011 looked alright to him.

Item #2 – Commissioner Runyon stated that he has made some suggestions on improving the Board's Agenda. He met with Commissioner Holliday this afternoon. The Board will continue to revise the Agenda as needed.

Item #3 – Commissioner Holliday stated that she has been through the budget process eight or nine times. She encouraged one of the new Commissioners to be the Board Member designated to be a part of this year's budget team.

Commissioner Hege offered to be a part of the budget team.

**GARY NYCHYK, Interim Planning Director. Consideration of the Planning Commission recommendation to appoint an individual to the Wasco County Planning Commission.**

Gary Nychyk informed the Board that Position #6 on the Wasco County Planning Commission came open on December 31, 2010. The County's regulation requires them to conduct an open process and to invite applications. The opening was advertised on November 30<sup>th</sup>. The advertisement closed on December 20<sup>th</sup>. The County received three applications. On February 1, 2011 the Planning Commission voted to forward to the Board of Commissioners a recommendation to forego interviews and that Jill Filla Amery be reappointed.

Commissioner Holliday noted that it has been the County's unwritten policy to allow someone to serve a minimum of two full terms without advertising for the Board or Committee opening.

Nychyk stated that there has been some concern over the way this opening was posted and handled. During the month of March he will be addressing the County's regulations with the Board to improve the process of filling openings on the Planning Commission.

Some discussion occurred regarding the process and the recommendation received from the Planning Commission.

**{{{Commissioner Holliday moved to reappoint Jill Filla Amery to Position #6 on the Wasco County Planning Commission. Commissioner Hege seconded the motion.**

**Discussion occurred.**

**Commissioner Runyon stated that the process is flawed. Advertisement was done for a position that the current member was reapplying for. The applicants were not interviewed and the Planning Commission was allowed to choose their own member.**

**Nychyk noted that the Planning Commission can only make a recommendation; they cannot appoint the member.**

**A vote was called for. The motion passed unanimously.}}**

The Board and Nychyk discussed the proposal received from Todd Cornett, former Wasco County Planning & Development Director in regards to the upcoming Wind Energy Hearing Process, (Attached as Exhibit C).

Nychyk noted that the cost of contracting with Cornett would come out of the Planning Department's Contracted Services Account.

**\*\*\*It was the consensus of the Board of Commissioners to contract with Todd Cornett to assist the County in the hearings process for the Wind Energy Update Project\*\*\*.**

**OPEN TO PUBLIC**

There was no one from the public wishing to address the Board.

**OPEN TO DEPARTMENTS**

Bob Martin, Community Corrections Manager, was present in regards to the Amendment to the Intergovernmental Agreement with the Oregon Department of Corrections.

McBride noted that the Agreement was listed on the Consent Agenda, which has been approved by the Board of Commissioners.

Rodger Nichols, Y102, complimented the County on posting the Board Packets online. Nichols stated as a news media member he is very appreciative of this service.

**PUBLIC HEARING in the matter of withdrawing from the County General Road System and changing to Public Roads of Local Access various County Roads or portions thereof within the Urban Growth Boundary of the City of The Dalles.**

At 4:31 p.m. Commissioner Holliday called the Public Hearing to order.

Commissioner Holliday noted the procedure for today's hearing.

Marty Matherly, Wasco County Roadmaster, was called on to present his Roadmaster's Report.

Matherly informed the Board and members of the public that he would not be the only one presenting the staff report today. There would also be Dan Boldt, Public Works Director/County Surveyor, Arthur Smith, Project Manager, and possibly Don Uhalde, Road Superintendent.

Matherly presented his Roadmaster's Report, (Attached as Exhibit D). Also presented and discussed was a PowerPoint Presentation, (Attached as Exhibit E).

WASCO COUNTY COURT  
REGULAR SESSION  
FEBRUARY 16, 2011  
PAGE 5

During the presentation Arthur Smith, Project Manager, explained how the Department rates the pavement of a road, and the impact to the roads from patching and utility cut patching. Also noted was the pavement cycle. The Public Works Department is hoping that their roads have a seven to ten year life cycle.

Matherly noted during his presentation that last week he was thinking that reauthorization was not likely. Today he is looking at any sustainable level is not likely.

Dan Boldt, Public Works Director/County Surveyor, stated that his involvement goes back to 1976. Through the 1970s and 1980s Wasco County received \$500,000 annually up to over \$2 million in timber revenue. The revenue was based on timber cut. Through that long period of time they built roads and planned to build more roads. In the late 1980s and early 1990s the Northern Spotted Owl became an issue. That all went away as the major funding for Wasco County went away. In the early 1990s the federal government realized that rural road departments and schools needed assistance so legislation was put together. They took the average income to Oregon Counties and established that as a funding level over a seven year period for a federal payment in lieu of timber receipts. This funding allowed the Public Works Department to continue to maintain County roads. The Department went from a full service agency to a road maintenance agency. No longer able to build or construct roads.

Boldt stated during those years we built roads that we now have to maintain. Many people have forgotten that the roads use to be gravel roads. We have only been able to attempt to maintain those roads over the last decade. Through federal effort we have gotten some guarantees. Boldt stated that Matherly has already dealt with the drastic downsizing of his labor force. He is not sure if we can adequately maintain the roads that we have.

Matherly stated that the drop off is where we are today. He noted the Department's anticipated funding over the next several years. Also noted was the purpose of the Road Reserve Fund and the Pavement Preservation Grant which the Department recently was awarded.

At the conclusion of the staff presentation Commissioner Hege asked if you are a property owner and you live along one of these roads what will they see different?

Matherly responded by stating there will be no difference if he is so directed.

WASCO COUNTY COURT  
REGULAR SESSION  
FEBRUARY 16, 2011  
PAGE 6

At 5:04 p.m. the Public Hearing was opened to those wishing to testify in favor of the proposed withdrawal from the County Road System and changing to a Public Road of Local Access.

Donna Baldwin, 2107 W. 14<sup>th</sup> Street, testified that she owns property on Kingsley Street. She has no objections to the road withdrawal. She wondered who would be maintaining Kingsley Street between 13<sup>th</sup> and 14<sup>th</sup> Streets.

Matherly stated that Kingsley Street is still a County road within the city limits. The road will be maintained the same way.

Baldwin asked Nolan Young, City of The Dalles Manager, if Kingsley was being taken into the City.

Some discussion occurred in regards to Baldwin's questions.

Young noted under state law through an island annexation the public right-of-ways come in instantly; the property has a three year delay. In March, 2012 the property would be annexed in; those roads are already annexed. When they annex an area any public roads of local access become the jurisdiction of the City, however, not the maintenance. Any County road maintains the County's jurisdiction unless the City accepts the road. The road would remain a County road until the City agrees to accept it.

Baldwin stated that she feels that they are taking them in March, 2011 instead of March, 2012.

Young stated that there are two annexations in March of this year and one next year.

Matherly noted that the County will continue to maintain Kingsley and 13<sup>th</sup> and 14<sup>th</sup> Streets.

Dan Ericksen, 3240 Knob Hill Road, testified that this has been a long process that started a couple of years ago. The County has negotiated back and forth with the City on the transfer of roads not only ones that will come within the City, but roads that are already in the city limits.

Ericksen stated that there is a black hole in the law and the ability to finance the improvements in roads to make them transferrable. The City cannot come up with a solution, nor can the County. Once it is annexed into the City it can no longer be withdrawn from the County Road System. The County will end up with roads that we could no longer improve, or neglecting roads that need to be

WASCO COUNTY COURT  
REGULAR SESSION  
FEBRUARY 16, 2011  
PAGE 7

maintained. We don't have that kind of revenue in the Public Works Department. Our future looks worst.

Ericksen stated that the only secure method is to withdraw County road status prior to annexation. It is not a back door method in getting the roads into the City. The City is annexing roads when they are still under the jurisdiction of the County. That is a back door method for the City. Neither side is right nor can neither side come up with a solution. Those dollars are not available at either entity.

Ericksen stated if the County does not act they are in a position of being stuck with the roads forever. We have an opportunity to assure a transfer sometime in the future. To maintain those roads until the transfer comes to place.

Ericksen noted that the County has been in a crisis years ago. The Public Works Department eliminated eight positions knowing that the crisis was coming. It is that time again. Once the crisis hits us again we will never catch up. The County needs to act when you can to protect the County's interest.

A gentleman in the audience asked to hear from a City of The Dalles Representative.

Commissioner Holliday stated that the County has received comments from Art Labrousse and Richard Murray. These comments were read into the record at this time, (Attached as Exhibits F and G).

Nolan Young, City of The Dalles Manager, presented a letter to the Board of Commissioners, (Attached as Exhibit H).

Young summarized some of the comments in his letter at this time. He stated that the City does not benefit financially from annexations. It costs them more. They receive more funding as well as expenses. They do the annexations because the City Council felt that the City should be united. They do not do it for financial reasons.

Commissioner Hege asked how we can deal with the County roads that are being cut up for the installation of utility services. He noted that it seems like a significant problem.

Dave Anderson, City of The Dalles Public Works Director, stated that the section on 18<sup>th</sup> Street just got completed. This is the best example of the County and the City working together. Anderson noted that they applied different compaction standards on the road. The patch was constructed with more quality control testing than on their own projects. Anderson stated that the City paid close

attention to the different types of pavement as well. They applied concrete under the asphalt.

Some discussion occurred in regards to the impact on County roads for the installation of utility services.

Smith noted that the utility work done on 18<sup>th</sup> Street cut three years off of the life of the road.

Matherly stated that there is no question that they did not do an excellent job on the patch. The patch was never an issue. It is a patch. That is the point that they were making; it does degrade the County's roads. The County rates the road as a road. It lowered the PCI to 65 and put 18<sup>th</sup> Street higher in the rotation for pavement maintenance.

Larry Renard stated that a water main was put in. Within days the main ditch was being dug and they were cutting a cross section across the new paving.

Anderson explained why they chose to pave the road before they could connect the new services to the home.

Commissioner Holliday asked for those wishing to testify in opposition to the proposed withdrawal.

Richard Hoviq, 3015 E. 12<sup>th</sup> Street, testified that he lives outside of the city limits and within the urban growth boundary. The County has been maintaining the roads. There are very few cars on the road. Hoviq stated that the City wants to annex all of his property. He feels that the reason the City wants to annex his property is to show the Gorge Commission the big increase in population in order to allow the expansion of the urban growth area. Hoviq feels that there is no reason why the City cannot take over the maintenance of the roads if the City wants to annex the property. They are supposedly getting the money from the gas tax. Why push the maintenance on the County when they are annexed into the City. It makes no sense. It should be the City's responsibility.

Larry Renard, 2515 E. 18<sup>th</sup> Street, testified in regards to Young's statement about no resources. He was under the understanding that the mileage rate was higher in the City than the County. He looks at the abyss that Ericksen mentioned that there is for the County because of costs. He is facing the same abyss as a taxpayer. The value of his home is going down and his taxes are going up. He is definitely opposed.

Commissioner Hege asked what Renard is opposed to. Opposed to it going to the City and making his property an island?



Renard is opposed to annexation.

Bob Perkins, 2145 E. 10<sup>th</sup> Street, testified that the City over the past five or six years put Tenth Street through. He would like to get some ideas on how to weasel on that.

Jim Wilcox, Mayor of The Dalles, testified that he resides at 416 W. 7<sup>th</sup> Street. He has heard a lot of comments about annexation. It was clear when the vote was taken that people living outside the City did not want to be in the City. They chose to go along; the financial analysis is available on line as to what annexation is doing for the City.

Wilcox stated that the City is hiring two more police officers to cover an area that the County cannot cover. That is the case where the City is spending the money on police. Much has been said about the gas tax going up; that is true, that does not cut it as far as maintenance. The County's revenue is going up on the transportation bill. The County is not losing money since the City is gaining. There is not enough money for either of them. They both need more funding. Wilcox stated that he is a County resident.

Wilcox agreed with Young's comments as to the County deciding sometime in the future not to maintain the roads. That leaves those residents in la la land. He encouraged the County to set a deadline and date to see if we can work it out in an orderly fashion. The County is not bound to that in the future and we need to come to a resolution that we will know.

Commissioner Hege had several questions as to the gas tax and whether or not the City expected the annexation process to be advantageous to the City.

Anderson stated that the City is budgeting \$380,000 for the City's gas tax.

Young stated that the initial recommendation was to annex the commercial and industrial areas as they developed because they would pay for themselves. The property tax that they receive do not pay for the services that they would be provided. The City Council wanted to be one community and since that time they have been following that policy.

Richard Hoviq asked if it was because the City needed to increase their population base in order to have the Gorge Commission approve an increase in the urban growth boundary.

Wilcox responded by stating no. The expansion of the urban growth boundary (UGB) is not the expansion of the City. They are using the numbers from the UGB. That is how you justify your UGB.

Ericksen responded as well by stating that there are no rules on the expansion of an urban growth boundary. They never wrote any rules; the act provided for it. The Columbia River Gorge Commission needs to write the rules or there will be no opportunity for the expansion of the UGB.

Steve Conover asked Anderson how many employees have been added to the Department in the last five years.

Anderson stated none.

Conover testified by stating that the City of The Dalles is adding two more police officers. Over the last five years the Sheriff's Office went from 19 sworn officers down to 14. One of those positions is vacant due to budget issues. Conover supports the Roadmaster's recommendation.

Don Lewis testified that his property got annexed into the City three years ago. His property taxes went up by \$3.01 per \$1,000 of assessed value. The next month his utilities (gas, telephone, electricity) increased due to franchise fees. These franchise fees were never paid while residing in the County.

Lewis also noted that within a year after annexing the City repaved a section of Pomona Street. It took them 10 days to repave one block.

Jerry Johnson, 3102 E. 13<sup>th</sup> Street, testified that he is opposed to the withdrawal. He wants the County to continue to take care of the roads. If the road becomes a local access road then he has no way to get to his house. The thing he does not like is that there are other local access roads that go to no man land. The County provides great service; he has a nice street which he enjoys. Neither the City nor the property owner has the money to bring the roads up to City standards. Johnson noted that the City wants one-third of his property to put in the infrastructure. It is a no win situation. Johnson does not want that happening to him. He has lived on the property for almost 41 years. Matherly stated that they will keep up the service. He wants to know that the service will be maintained.

Linda Holcomb, 2543 E. 18<sup>th</sup> Street, testified that she is a neighbor to Larry Renard. She wants to go along with what Renard has stated. Her position is that when she moved to the property it was in the County. The road receives excellent service from the County; there is no reason to change that.

Commissioner Hege commented that he gets the sense that she does not want to be annexed.

Holcomb replied that she is a rural kid.

WASCO COUNTY COURT  
REGULAR SESSION  
FEBRUARY 16, 2011  
PAGE 11

Steve Stroud, 3004 E. 12<sup>th</sup> Street, testified that he resides inside the UGB. He is siding with the County; leave the roads for public access. If the City wants to annex everyone in then the City should be responsible.

Commissioner Holliday asked Matherly if he would like to make any additional comments since there was no one else wishing to present testimony.

Matherly stated that he did not underestimate his projected funding sources. Those are real statements. They are losing federal receipts. The State Highway Funds are still there but they will not backfill the reduction in revenue. They are on a downhill spiral. It could mean that they will suffer more to make harder decisions in the future in order to care for our road system. The County may need to look at our Road Reserve Fund to help with the cost of personal services. The Reserve Fund will not last forever.

Matherly stated that the City heard about down grading to public roads of local access until the City takes them on. After so many years when we get in a bad scenario and need to make a tough decision on what we are going to do, nobody is going to be eliminated from that research. The message they sent earlier; maintaining urban services cost more than maintaining the rural services. The more costly things that we have to deal with will be dealt with first. That does not mean just public access roads. It also means County roads inside the City and in the County.

Commissioner Runyon asked Matherly what he thought about Young's option of a timeline. If it is a possibility how would you reword your recommendation?

Matherly stated he is not aware that it is an option that the City would like to take. He has sat down with the City to come up with certain terms. Six to eight years ago we sat down and talked to them. We were offering some maintenance dollars to help bring the roads up to a condition to be accepted. At that time the City made a decision not to accept the roads. Today the Public Works Department cannot offer that. He does not have the dollars to negotiate with the City to make that transfer happen.

At 6:01 p.m. the Public Hearing was closed to further testimony.

Tyler Stone, Administrative Officer, stated that it appears that the big issue is the impact to the citizens that live along these roads. We have heard a commitment from Matherly for the Commission to continue to maintain them. Given the fact that we will continue to maintain these sections of roads allows the Commission to make a decision today about going forward. There are 3 miles of County roads within the urban growth area and 15 miles within the city limits. Stone stated that he wishes we had those options to negotiate on those roads. Since they are

they are annexed we will continue to maintain them. In support of Matherly's position it will put them on a City timeline on how to take them or not take them. Stone concurs with the Roadmaster's position.

Commissioner Hege stated that it is important to know that the City Road Department and the County Road Department work together. We work collectively to maintain the roads for the betterment of the citizens. That is what we want to continue to do.

Commissioner Hege noted that this is a challenging situation. The issue that is most troublesome to him is bringing all of the roads up to City standards. If you look at the County roads in these areas, 15 to 17 miles of roads, it is probably over \$10 million dollars. The County does not have anywhere near those resources to hand them over to the City under their current policy. The only way to have it occur would be to form a Local Improvement District (LID). In many cases people along these rural roads would probably not want to pay. Personally he thinks there is an opportunity to look at different standards. His goal is that the roads within the City should be the City's and the County's should be outside the City. The County does not have roads located in other cities. It would make sense to him not to have roads within the City of The Dalles. Ultimately that would be his goal.

Commissioner Hege stated that he supports us withdrawing County road status. He is optimistic that we should put aside a certain amount of time to sit down with the City of The Dalles. Maybe there can be a more orderly transition of these roads. Eventually we want to get the County out of the City. Our partnership with the City is a good partnership. He thinks it is worth taking one last look at this. He would like to see the City not annexing the property at this time.

Commissioner Runyon stated as new Commissioners they have had an opportunity to look at the history and to read both sides. The County offered roads that were brought up to standards but were turned down. If annexation occurs then we have no option. At this point he is in favor of our Roadmaster's recommendation.

Commissioner Holliday stated that most people do not understand how much of the rural part of Wasco County supports the City of The Dalles. We buy our gas here. The entire County is making a big contribution to the City's coffers. As to Wilcox's comments; there are no guarantees. She agrees with that comment. You can't guarantee what the future City Council will do as well. If the County makes a deal we will stick to it.

Commissioner Holliday stated that she hears the concerns of the property owners. She can relate those comments to people in South County. As to the

Commissioner Holliday stated that she hears the concerns of the property owners. She can relate those comments to people in South County. As to the road around Pine Hollow Reservoir; every road within that circle is not maintained by the County. The citizens say we pay taxes and we get nothing out of it.

Commissioner Holliday stated that she would agree with the Roadmaster's recommendation.

**{{{Commissioner Runyon moved to approve the recommendation of Marty Matherly, Wasco County Roadmaster, on withdrawing from the County Road System and changing to a Public Road of Local Access various County Roads or portions thereof within the urban growth area of the City of The Dalles and that these roads or portions of these roads continue to be maintained by the County until City annexation occurs. Commissioner Holliday seconded the motion; The motion passed by a vote of two to one; Commissioners Holliday and Runyon voting in favor, Commissioner Hege voting against.}}}**

The Public Hearing adjourned at 6:14 p.m.

**CONSIDERATION of items listed on the Discussion List of February 16, 2011.**

Item #5 – Commissioner Holliday noted that she requested that this item be placed on the Discussion List. There may be times when she will not be available to approve Purchase Orders above \$25,000.

Staff was instructed to get copies of the written instructions on how to approve Purchase Orders for Commissioners Runyon and Hege.

Some discussion occurred on the approval of Purchase Orders. Stone was directed to research the Purchase Order approval levels.

Commissioner Holliday requested that Items #7 and #8 be moved to another evening.

Item #6 – The Board briefly discussed who should be the supervisor of Kathy McBride, Executive Assistant to the Board of Commissioners. It was the feeling of the Board that since the Commissioners are all part time that McBride should be supervised by Administrative Officer Tyler Stone.

The meeting adjourned at 6:33 p.m.

The Board signed:

- Amendment No. 2 to Intergovernmental Agreement #3975 between State of Oregon Department of Corrections and Wasco County.
- Order #11-027 in the matter of transferring \$45,120.00 from General Fund Contingency to the Facilities Building Account during Fiscal Year 2010-2011.
- Order #11-028 in the matter of the distribution of the proceeds of the County's sale of tax foreclosed property and property acquired outright.
- Quitclaim Deed between Wasco County and Gerald & Nikki Reffett.
- Quitclaim Deed between Wasco County and John Lingo.
- Order #11-029 in the matter of directing the Wasco County Treasurer to establish an interest bearing Reserve Account to set aside that portion of taxes paid by Charter Communications Holding Company LLC, Petitioner.
- Agreement for Services between Wasco County Youth Services and Kenslow & Sisko Therapeutic Interventions, LLC.

The meeting adjourned at 6:33 p.m.

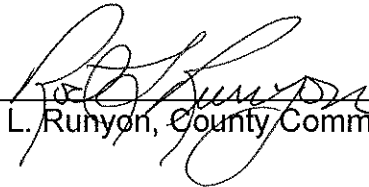
WASCO COUNTY BOARD OF  
COUNTY COMMISSIONERS



Sherry Holliday, Chair of Commission



Scott C. Hege, County Commissioner



Rod L. Runyon, County Commissioner

**WASCO COUNTY BOARD OF COMMISSIONERS  
REGULAR SESSION  
February 16, 2011**

**AMENDED CONSENT AGENDA**

1. Amendment No. 2 to Intergovernmental Agreement #3975 between State of Oregon Department of Corrections and Wasco County.
2. Order #11-027 in the matter of transferring \$45,120.00 from General Fund Contingency to the Facilities Building Account during Fiscal Year 2010-2011.
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4. Quitclaim Deed between Wasco County and Gerald & Nikki Reffett.
5. Quitclaim Deed between Wasco County and John Lingo.
6. Order #11-029 in the matter of directing the Wasco County Treasurer to establish an interest bearing Reserve Account to set aside that portion of taxes paid by Charter Communications Holding Company LLC, Petitioner.
7. Agreement for Services between Wasco County Youth Services and Kenslow & Sisko Therapeutic Interventions, LLC.

WASCO COUNTY BOARD OF COMMISSIONERS  
REGULAR SESSION  
FEBRUARY 16, 2011

AMENDED DISCUSSION LIST

**ACTION AND DISCUSSION ITEMS:**

1. Discussion on the proposed Amended Board Calendar for 2011.
2. Discussion on reformatting the Board of Commissioners Agenda.
3. Assigning Commissioner to assist in developing proposed Budget for Fiscal Year 2011-2012.
4. Discussion on the appointment of the Planning & Development Director.
5. Discussion on Purchase Order approval under the EDEN Financial System.
6. Supervision of the Board of Commissioners Staff Member.
7. Role and responsibility of Administrative Officer.
8. Discussion on Office Relocation Options for the Board of Commissioners Office.



**WASCO  
COUNTY**

Kathy McBride &lt;kathymc@co.wasco.or.us&gt;

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## Fwd: Energy Updates Cost Estimate

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Gary Nychyk &lt;garyn@co.wasco.or.us&gt;

Mon, Feb 14, 2011 at 8:43 AM

To: Scott Hege &lt;scotth@co.wasco.or.us&gt;, Rod Runyon &lt;rodr@co.wasco.or.us&gt;, Sherry Holliday &lt;sherryh@co.wasco.or.us&gt;, Tyler Stone &lt;tylers@co.wasco.or.us&gt;

Cc: Kathy McBride &lt;kathymc@co.wasco.or.us&gt;, Brenda Jenkins &lt;brendaj@co.wasco.or.us&gt;

Good Morning,

Before Todd left, he offered to come back to present the Energy Chapter updates for the hearings. As I recall, Tyler indicated that it may be a good idea to have Todd present the information, but no decision was made.

The benefits of Todd conducting these hearings are that he is much more familiar with the details of the proposed updates and has probably invested 10 times more effort into the updates than I have. I do think that Todd would be better at presenting the information than I would.

The main argument against having Todd conduct the hearings is the cost.

I am certainly willing and able to conduct all hearings, but I wanted to give you guys the option. We could also discuss having Todd conduct one or two of the hearings instead of all three. If we do choose to use Todd for less than all three hearings, his greatest benefit would come early in the process, so the 1st Planning Commission hearing would be the best candidate.

The first PC hearing is scheduled for April 5.

Thanks

Gary

----- Forwarded message -----

From: **Todd Cornett** <toddrc2@charter.net>

Date: Thu, Feb 10, 2011 at 8:31 PM

Subject: Energy Updates Cost Estimate

To: garyn@co.wasco.or.us

Hey Gary,

Attached is the cost estimate. Given the estimate and the financial situation in Wasco County I am also willing to do just the PC hearings or just the first PC hearing. At some point you might feel comfortable enough with the material to take it to its conclusion. Just a thought.

One caveat. If the Tyler and the Commssioners are interested I will still need to request permission to do this from the Department of Energy. While my new boss is OK with it I will still need to run it by the lawyer(s) to make sure they do not think there is any conflict of interest. Given that I am new I would rather only ask about this if Tyler and the Commissioners are interested.

Todd

2/16/2011

Wasco County Mail - Fwd: Energy Updat...

—  
A. Gary Nychyk, Interim Director  
Wasco County Planning Department  
(541) 506-2560  
[garyn@co.wasco.or.us](mailto:garyn@co.wasco.or.us)



**Wasco County Energy Project Cost Estimate.xls**  
20K

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	PC Hearing #1		PC Hearing #2		BOCC Hearing		Total	
	Hours/Distance	Cost	Hours/Distance		Hours/Distance			
Hearing Prep	4 Hours	\$ 218.36	1 Hour	\$ 54.59	1 Hour	\$ 54.59	\$	327.54
*Drive To & From Hearing (Per Mapquest)	238 Miles	\$ 121.38	238 Miles	\$ 121.38	238 Miles	\$ 121.38	\$	364.14
Drive To and From Hearing	4 Hours	\$ 218.36	4 Hours	\$ 218.36	4 Hours	\$ 218.36	\$	655.08
Anticipated Hearing Time	3 Hours	\$ 163.77	3 Hours	\$ 163.77	3 Hours	\$ 163.77	\$	491.31
Post Hearing Updates	4 Hours	\$ 218.36	3 Hours	\$ 163.77	2 Hours	\$ 109.18	\$	491.31
<b>Total</b>		<b>\$ 940.23</b>		<b>\$ 721.87</b>		<b>\$ 667.28</b>	<b>\$</b>	<b>2,329.38</b>

Hourly Rate \$54.59

\*Federal Mileage Reimbursement Rate = \$0.51/Mile

**Assumptions for County Staff:**

- Will complete all of the work on notifications.
- Will respond to all citizen and agency inquiries.
- Will compile and forward all citizen and agency input to me.
- Will finalize all Orders and be responsible for all archiving and final print outs.

## IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

## IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF WITHDRAWING FROM	)	
THE COUNTY ROAD SYSTEM AND	)	
CHANGING TO A PUBLIC ROAD OF LOCAL	)	REPORT OF ROADMASTER
ACCESS VARIOUS COUNTY ROADS OR	)	
PORTIONS THEREOF WITHIN THE URBAN	)	
GROWTH AREA OF THE CITY OF	)	
THE DALLES, OREGON.	)	

TO THE HONORABLE BOARD OF COMMISSIONERS OF WASCO COUNTY, OREGON:

In compliance with the Order of the Board of Commissioners dated January 12, 2011, I investigated the Various County Roads described as follows:

WESTSIDE

West 8<sup>th</sup> Street (County Road No. 521), from the northerly right-of-way line of Chenowith Loop Road northerly 0.07 mile to the southerly right-of-way line of Irvine Street West, a public road of local access.

West 9<sup>th</sup> Street (County Road No. 522), from the northerly right-of-way line on Chenowith Loop Road northerly 0.04 mile to the southerly right-of-way line of Irvine Street West.

Irvine Street west (County Road No. 545), from that point near the northerly extension of the easterly line of Lot 7 of Luron Addition where the public road of local access portion of Irvine Street West begins westerly 0.19 mile to the easterly right-of-way line of West 10<sup>th</sup> Street.

Irvine Street West (County Road No. 545), from the westerly right-of-way line of West 10<sup>th</sup> Street westerly 0.18 mile to that portion near the easterly extension of the northerly line of vacated Block D of Emerson Park Addition where West 13<sup>th</sup> Street (County Road No. 544) begins.

West 13<sup>th</sup> Street (County Road No. 544), from that point near the easterly extension of the northerly line of vacated Block D of Emerson Park Addition where Irvine Street West (County Road No. 545) ends, southerly 0.40 mile to the southerly right-of-way line of Emerson Street West (County Road No. 543).

Emerson Street West (County Road No. 543), from the easterly right-of-way line of West 13<sup>th</sup> Street (County Road No. 544) easterly 0.04 mile to the current city limits of The Dalles, near the easterly boundary of Blocks A and B of Emerson Park Addition.

River Trail Way (County Road No. 517), from the northerly right-of-way of River Road (County Road No. 514) northwesterly 0.39 mile to its terminus.

Mill Creek Market Road (County Road No. 3), from the current city limits of The Dalles, a line described as:

Beginning at the northeast corner of that land described in Wasco County Deed Document No. 2006-1910 (1N 13E 9B TL 900), thence northwesterly along the northwesterly extension of the southwesterly boundary line of said land to the centerline of said Mill Creek Market Road, thence northeasterly along said centerline approximately 305 feet to its intersection with the southeasterly extension of the northeast line of Tract "C" Common Area of Mill Creek Crossing P.U.D., thence northwesterly along said extension to its intersection with the northwesterly right-of-way line of said Mill Creek Market Road;

Southwesterly approximately 0.19 mile to its intersection with the current urban growth boundary of the City of The Dalles, a line described as:

Beginning at the northwest corner of that land described in Wasco County Deed Document No. 1979-0849 (1N 13E 9N TL 1200), thence northeasterly approximately 610 feet to the southwest corner of Tract "B" Common Area, Mill Creek Crossing Phase 2.

#### EAST SIDE

East 12<sup>th</sup> Street (County Road No. 110), from the westerly right-of-way line of Richmond Street East westerly 0.23 mile to the current city limit of The Dalles, at the southerly extension of the westerly line of Lot 17, Block 4, Thompson's Addition.

East 13<sup>th</sup> Street (County Road No. 180), from the easterly right-of-way line of Richmond Street East easterly 0.20 mile to the westerly right-of-way line of Lambert Street East.

Richmond Street (County Road No. 189), from the southerly right-of-way line of East 10<sup>th</sup> Street southerly 0.15 mile to the westerly extension of the southerly right-of-way line of East 13<sup>th</sup> Street.

East 18<sup>th</sup> Street (County Road No. 185), from the current city limits of The Dalles, at the northerly extension of the westerly line of Lot 3, Block 17, Thompson's Addition, easterly 0.19 mile to the current city limits of The Dalles, at the northerly extension of the easterly line of Lot 8, said Block 17, Thompson's Addition.

Dry Hollow Road (County Road No. 106), from the current city limits of The Dalles along the southerly right-of-way line of East 19<sup>th</sup> Street, a public road of local access, and the easterly extension thereof, southwesterly 0.09 mile to the southerly line of the current urban growth boundary of the City of The Dalles, also being the south line of the Bigelow Donation Land-Claim No. 40.

Attached hereto and by this reference made a part hereof is maps showing the location of the above described roads, marked Exhibit A.

All of the roads or portions thereof are in the unincorporated area of the City of The Dalles. They are paved roads varying in lengths and widths and are located mainly in the west and east sides of the City. They are all urban local roads with the majority of them having an average daily traffic flow of less than 50 cars a day. All are county roads.

Wasco County and the City of The Dalles have an Agreement for joint management of the Urban Growth Area (UGA) and Boundary for the City of The Dalles. By this agreement, the City administers land use and zoning laws. The County Road Department remains involved with development because we have jurisdiction and maintenance responsibilities of these roads.

The City of The Dalles is pursuing the City Council's policy to annex areas within the Urban Growth Area at the earliest opportunity that the law allows. Doing so has caused numerous issues of transitioning County Roads into City operations.

Because of our different needs, City development standards and County development standards are significantly different. Development in the UGA requires improvements of "urban services" installed to City Standards. Urban services that impact roads are generally manholes, valve boxes, utility vaults, catch basins, and curbs and sidewalks. Installing these services to existing roads requires the cutting of the paved surface, the installation of the utility and then the road is patched over the cut. All utility or other patches degrade the condition of the road and preventive maintenance is needed at earlier intervals.

The County Road Department is facing a significant reduction to its budget with the loss of Federal Forest Receipts (over 1 million dollars per year). The road crew has already been downsized by 30%. Preparing for the staff reduction, we developed a long range plan that severely changed this department and our capabilities to continue to provide the services we once did. With this reduction in manpower

came reduction of service levels that we are still developing today. At the very least, we are still providing service but we are doing it differently.

*The County no longer has the ability to maintain urban road systems indefinitely.*

**Withdrawing County Road Status and changing these roads to public roads of local access prior to annexation assures that a street will transition into the City System upon annexation.**

Recommendation:

*It is my recommendation to withdraw county road status from the described list of county roads or portion thereof and change them to public roads of local access.*

*I also recommend that it be directed by the Board of Commissioners to continue maintenance on these roads, until such time that City annexation occurs.*

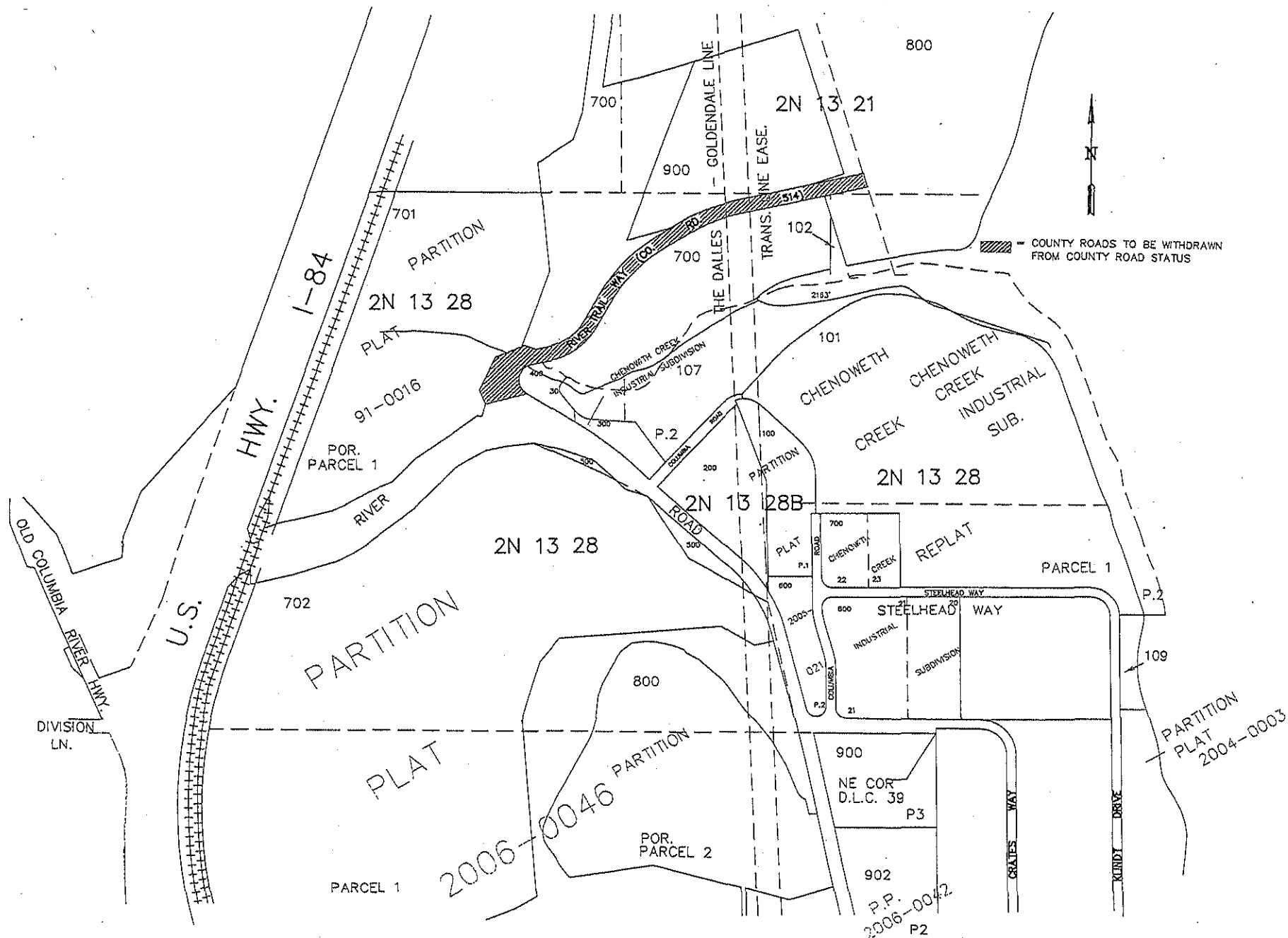
DATED this 26<sup>th</sup> day of January, 2011.



MARTY MATHERLY  
Wasco County Roadmaster

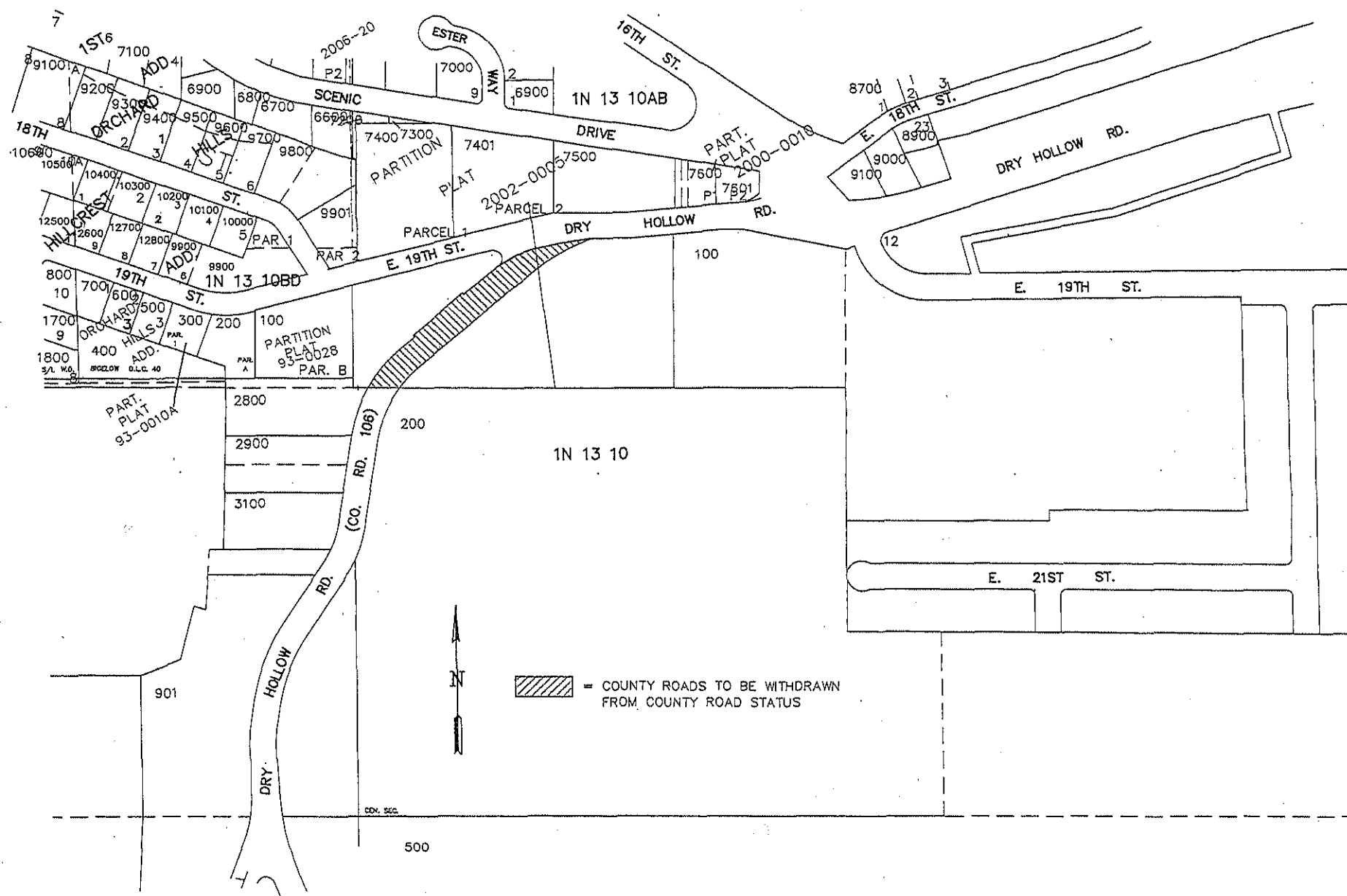
Attachments: Road Maps (7 total)

PORTIONS OF DEPARTMENT OF REVENUE MAPS  
2N 13 21, 2N 13 28 AND 2N 13 28B

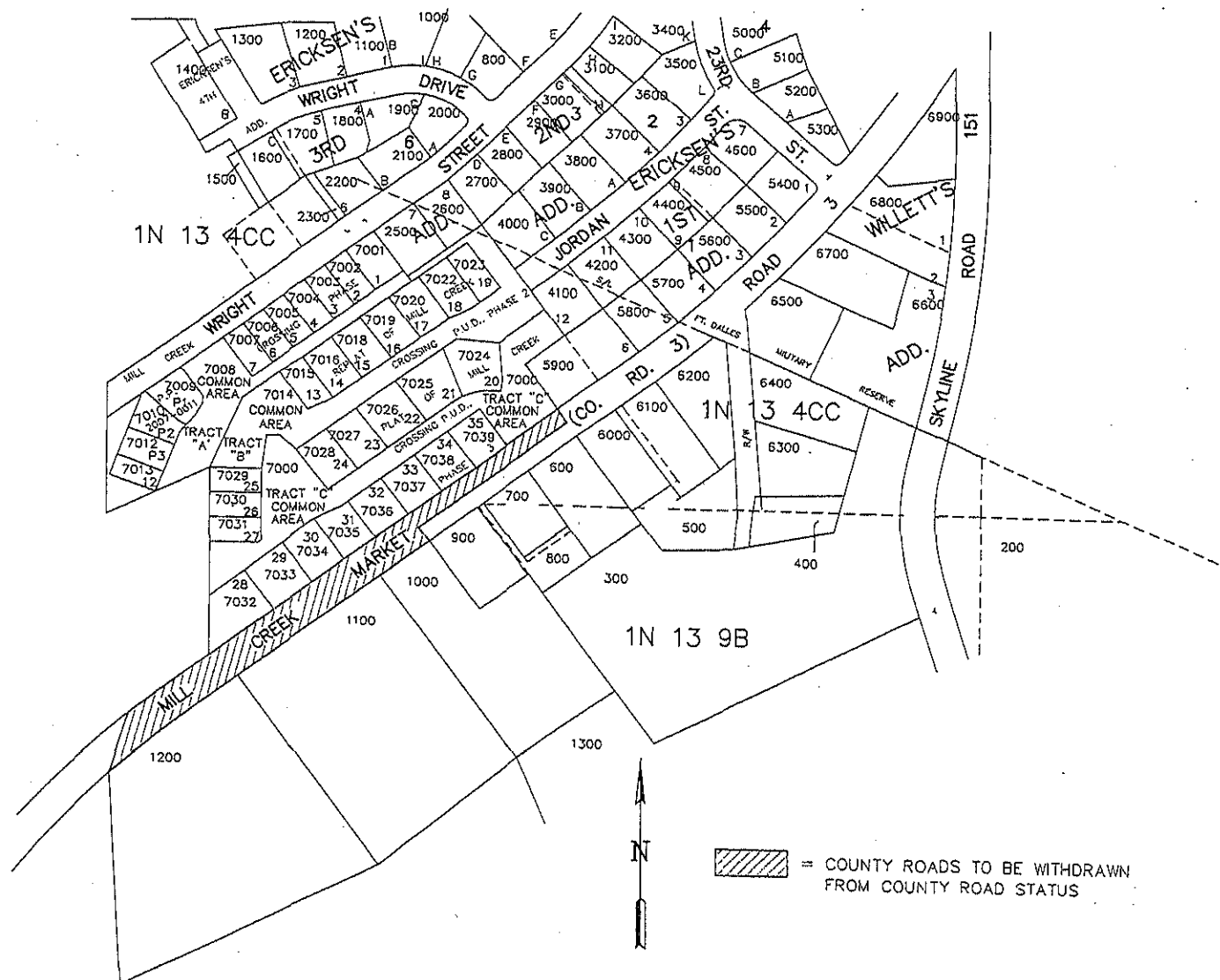




PORTIONS OF DEPARTMENT OF REVENUE MAPS  
1N 13 10, 1N 13 10AB AND 1N 13 10BD



# PORTIONS OF DEPARTMENT OF REVENUE MAPS 1N 13 4CC AND 1N 13 9B



The map shows a section of land in the City of St. Louis, Missouri, bounded by E. 15th St. to the north, E. 18th St. to the south, and Thompson St. to the west. The map is divided into several sections, some of which are labeled "THOMPSON'S ADDITION" and "DAVISON REPLAT". The map also shows the locations of several schools, including "SCHOOL 13" and "SCHOOL 14". The map is a black and white line drawing with text labels for streets, lots, and sections.

**Streets:** E. 15th St., E. 16th St., E. 17th St., E. 18th St., Thompson St., Morton St.

**Sections:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

**Plats:** 1001-020, 1002-001, 1003-002, 1004-003, 1005-004, 1006-005, 1007-006, 1008-007, 1009-008, 1010-009, 1011-010, 1012-011, 1013-012, 1014-013, 1015-014, 1016-015, 1017-016, 1018-017, 1019-018, 1020-019, 1021-020, 1022-021, 1023-022, 1024-023, 1025-024, 1026-025, 1027-026, 1028-027, 1029-028, 1030-029, 1031-030, 1032-031, 1033-032, 1034-033, 1035-034, 1036-035, 1037-036, 1038-037, 1039-038, 1040-039, 1041-040, 1042-041, 1043-042, 1044-043, 1045-044, 1046-045, 1047-046, 1048-047, 1049-048, 1050-049, 1051-050, 1052-051, 1053-052, 1054-053, 1055-054, 1056-055, 1057-056, 1058-057, 1059-058, 1060-059, 1061-060, 1062-061, 1063-062, 1064-063, 1065-064, 1066-065, 1067-066, 1068-067, 1069-068, 1070-069, 1071-070, 1072-071, 1073-072, 1074-073, 1075-074, 1076-075, 1077-076, 1078-077, 1079-078, 1080-079, 1081-080, 1082-081, 1083-082, 1084-083, 1085-084, 1086-085, 1087-086, 1088-087, 1089-088, 1090-089, 1091-090, 1092-091, 1093-092, 1094-093, 1095-094, 1096-095, 1097-096, 1098-097, 1099-098, 1100-099, 1101-100, 1102-101, 1103-102, 1104-103, 1105-104, 1106-105, 1107-106, 1108-107, 1109-108, 1110-109, 1111-110, 1112-111, 1113-112, 1114-113, 1115-114, 1116-115, 1117-116, 1118-117, 1119-118, 1120-119, 1121-120, 1122-121, 1123-122, 1124-123, 1125-124, 1126-125, 1127-126, 1128-127, 1129-128, 1130-129, 1131-130, 1132-131, 1133-132, 1134-133, 1135-134, 1136-135, 1137-136, 1138-137, 1139-138, 1140-139, 1141-140, 1142-141, 1143-142, 1144-143, 1145-144, 1146-145, 1147-146, 1148-147, 1149-148, 1150-149, 1151-150, 1152-151, 1153-152, 1154-153, 1155-154, 1156-155, 1157-156, 1158-157, 1159-158, 1160-159, 1161-160, 1162-161, 1163-162, 1164-163, 1165-164, 1166-165, 1167-166, 1168-167, 1169-168, 1170-169, 1171-170, 1172-171, 1173-172, 1174-173, 1175-174, 1176-175, 1177-176, 1178-177, 1179-178, 1180-179, 1181-180, 1182-181, 1183-182, 1184-183, 1185-184, 1186-185, 1187-186, 1188-187, 1189-188, 1190-189, 1191-190, 1192-191, 1193-192, 1194-193, 1195-194, 1196-195, 1197-196, 1198-197, 1199-198, 1200-199, 1201-200, 1202-201, 1203-202, 1204-203, 1205-204, 1206-205, 1207-206, 1208-207, 1209-208, 1210-209, 1211-210, 1212-211, 1213-212, 1214-213, 1215-214, 1216-215, 1217-216, 1218-217, 1219-218, 1220-219, 1221-220, 1222-221, 1223-222, 1224-223, 1225-224, 1226-225, 1227-226, 1228-227, 1229-228, 1230-229, 1231-230, 1232-231, 1233-232, 1234-233, 1235-234, 1236-235, 1237-236, 1238-237, 1239-238, 1240-239, 1241-240, 1242-241, 1243-242, 1244-243, 1245-244, 1246-245, 1247-246, 1248-247, 1249-248, 1250-249, 1251-250, 1252-251, 1253-252, 1254-253, 1255-254, 1256-255, 1257-256, 1258-257, 1259-258, 1260-259, 1261-260, 1262-261, 1263-262, 1264-263, 1265-264, 1266-265, 1267-266, 1268-267, 1269-268, 1270-269, 1271-270, 1272-271, 1273-272, 1274-273, 1275-274, 1276-275, 1277-276, 1278-277, 1279-278, 1280-279, 1281-280, 1282-281, 1283-282, 1284-283, 1285-284, 1286-285, 1287-286, 1288-287, 1289-288, 1290-289, 1291-290, 1292-291, 1293-292, 1294-293, 1295-294, 1296-295, 1297-296, 1298-297, 1299-298, 1300-299, 1301-300, 1302-301, 1303-302, 1304-303, 1305-304, 1306-305, 1307-306, 1308-307, 1309-308, 1310-309, 1311-310, 1312-311, 1313-312, 1314-313, 1315-314, 1316-315, 1317-316, 1318-317, 1319-318, 1320-319, 1321-320, 1322-321, 1323-322, 1324-323, 1325-324, 1326-325, 1327-326, 1328-327, 1329-328, 1330-329, 1331-330, 1332-331, 1333-332, 1334-333, 1335-334, 13



= COUNTY ROAD TO BE WITHDRAWN  
FROM COUNTY ROAD STATUS

OS TO BE WITHDRAWN  
Y ROAD STATUS

S/L WILLIAM C.

LAUGHLIN D.L.C. 38

OLD

DUFUR

FREMONT DRIVE E.

RD.

LAUGHLIN D.L.C. 38

100 D.L.C. 37  
1N 13 1C

CHERRY

E.	10TH	ST.
----	------	-----

1N 13 1C

4	
400	90

700	600
1N 13	1CD

500  
A  
SORENSEN'S  
400

202  
PARTITION

2008-0003

1N	13	1CC
----	----	-----

1N 13 1C

ADDITION

E.	12TH			ST.
1 1000	2 1200	3	4 14	
B		ADDITION		
8	7	6	5 1300	

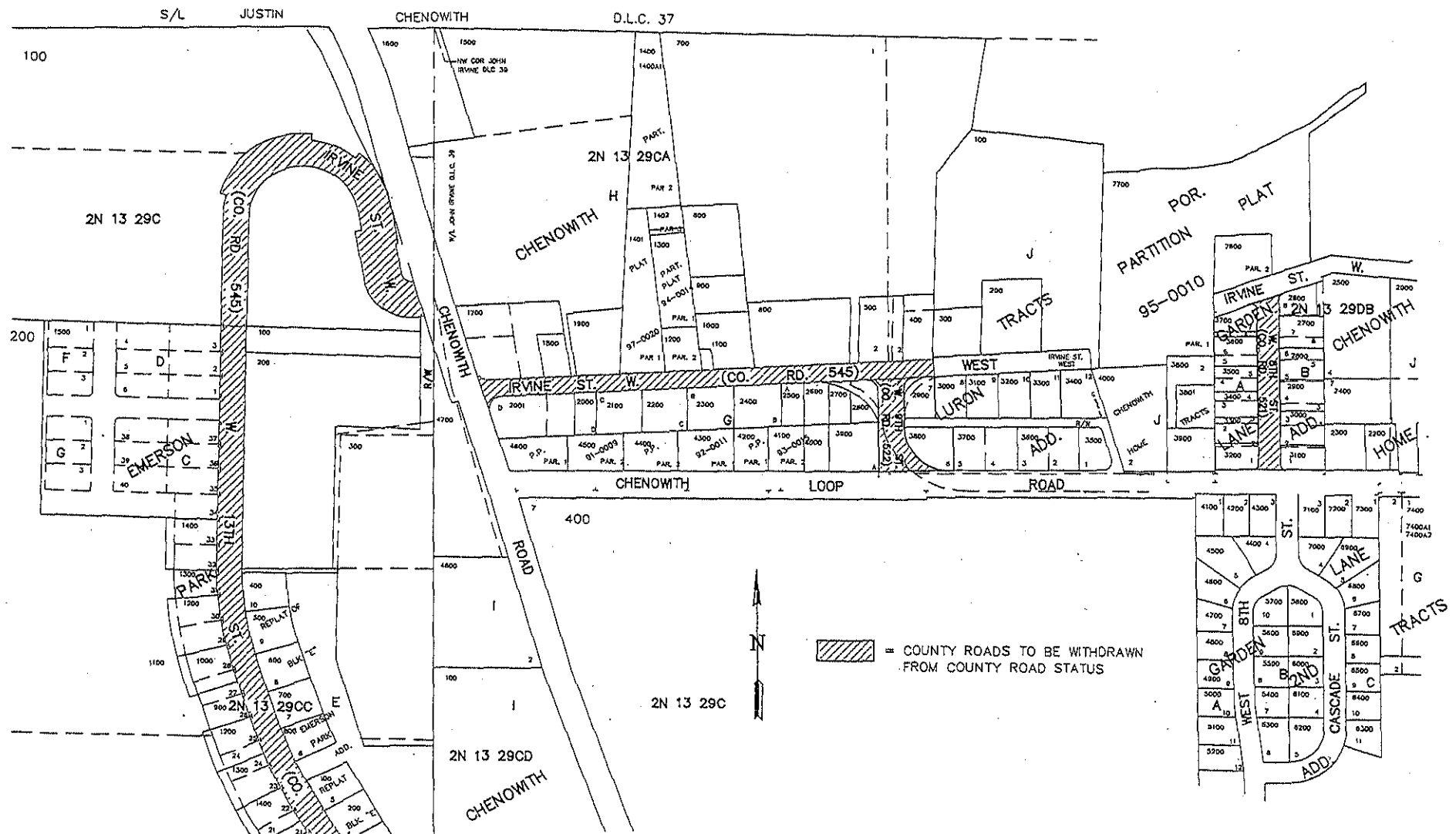
1N | 13 1C

PARK

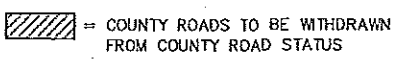
E.	14TH	ST.
----	------	-----

6	7	8	9	10
---	---	---	---	----

PORTIONS OF DEPARTMENT OF REVENUE MAPS  
 2N 13 29C, 2N 13 29CA, 2N 13 29CB,  
 2N 13 29CC, 2N 13 29CD, AND 2N 13 32BA,



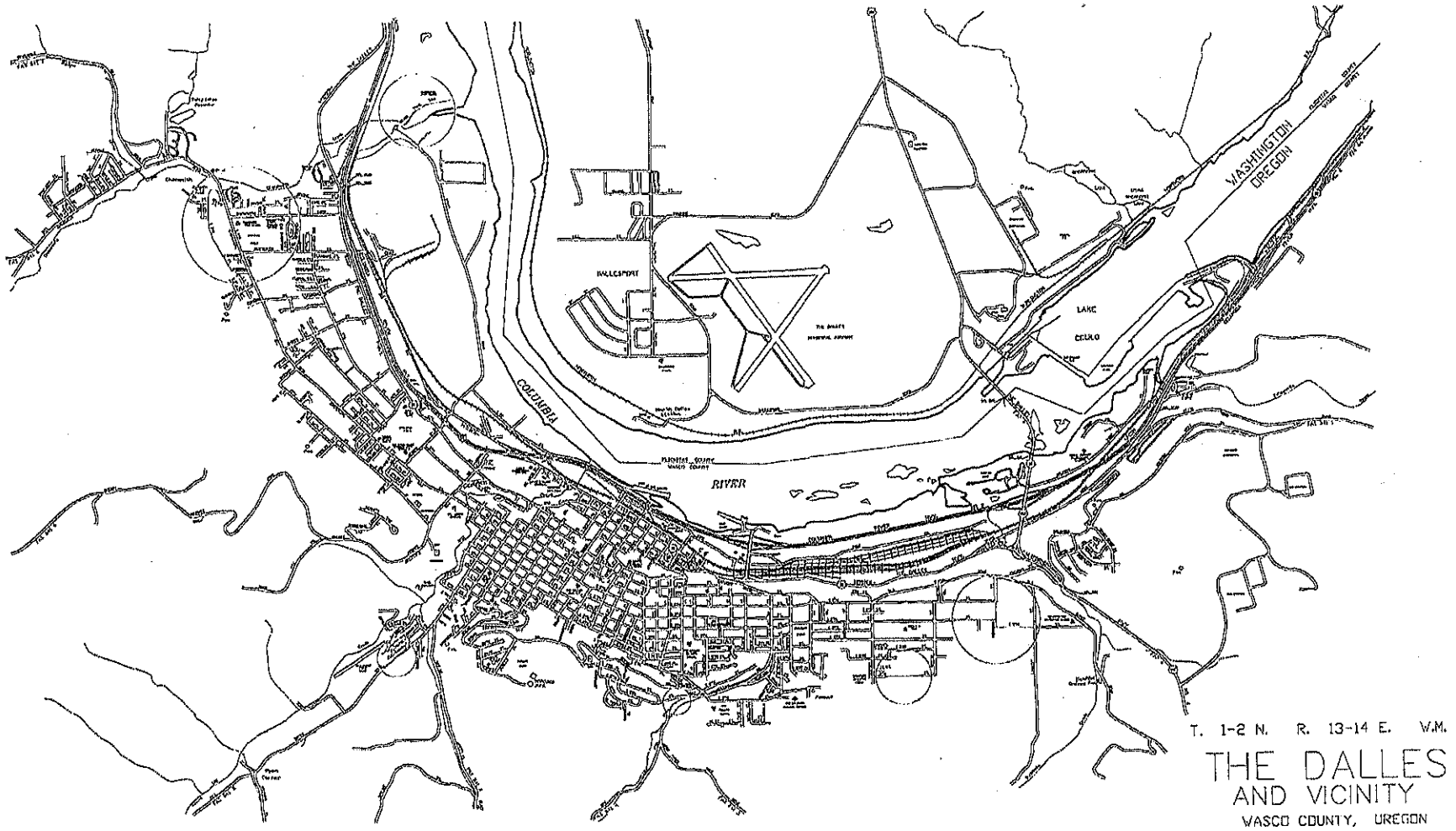
2N 13 29CD, 2N 13 29 DB, AND 2N 13 32BA

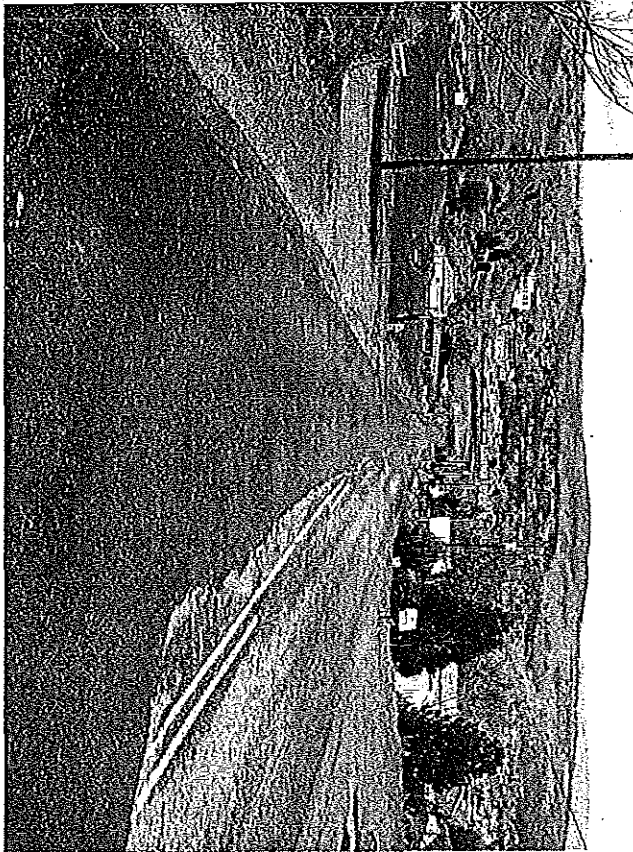
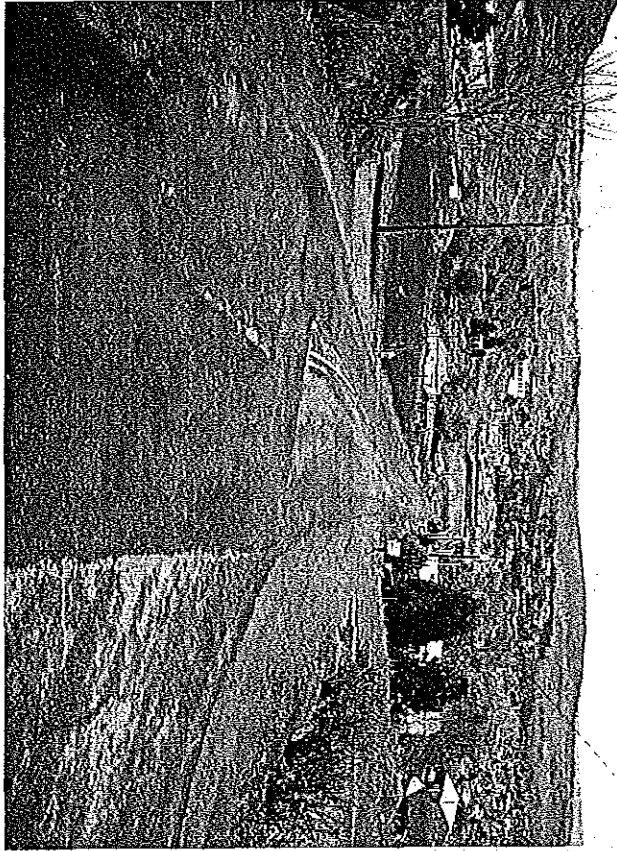


# PUBLIC HEARING

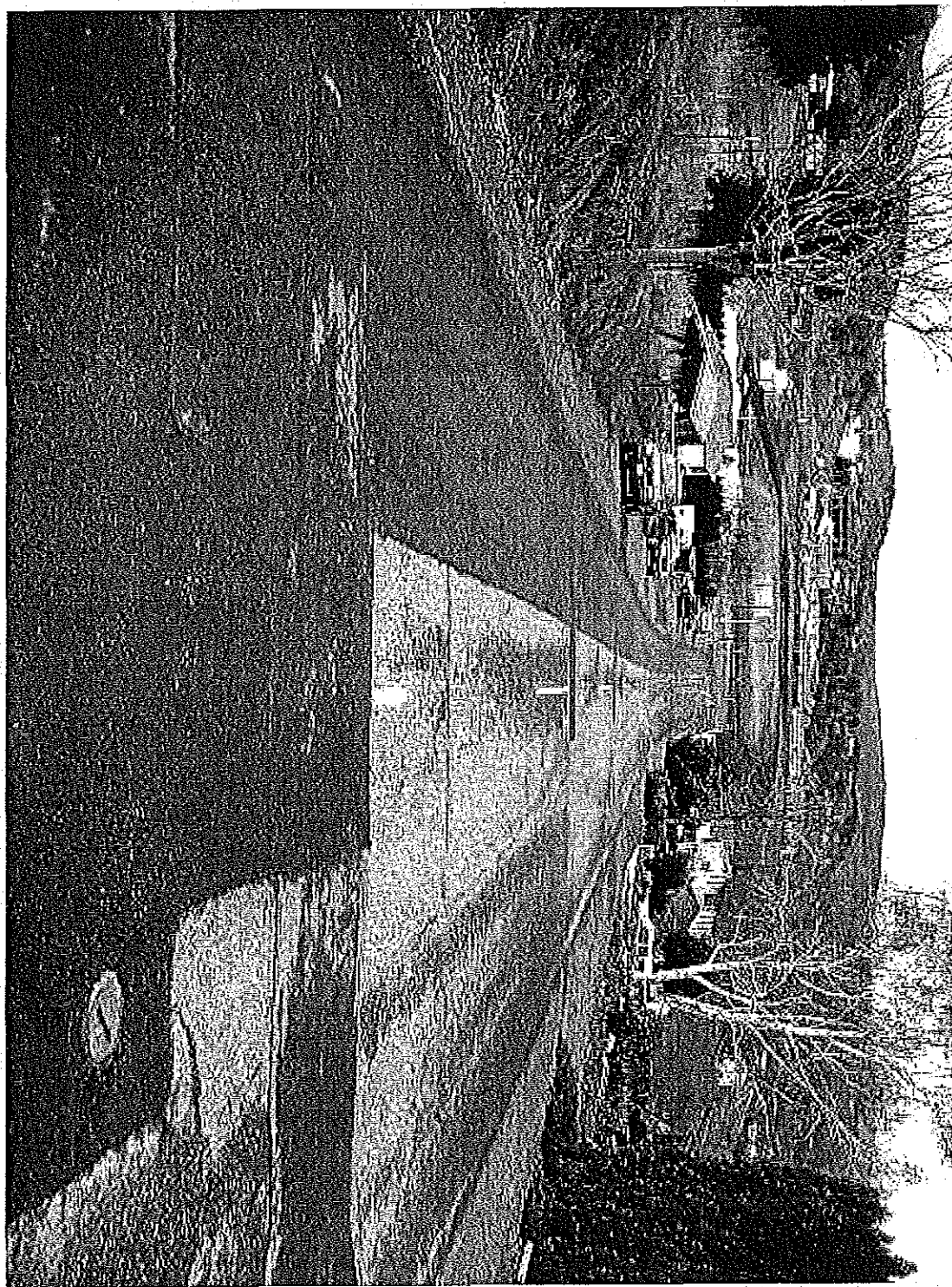
WEDNESDAY, FEBRUARY 16

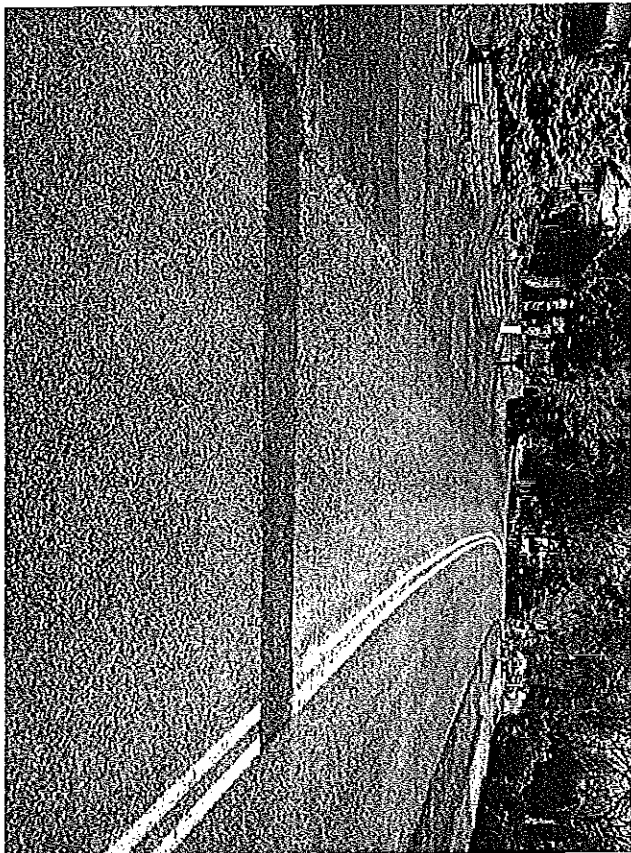
In the matter of withdrawing from the County General Road System and changing to Public Roads of Local Access various County Roads or portions thereof within the Urban Growth Boundary of the City of The Dalles.

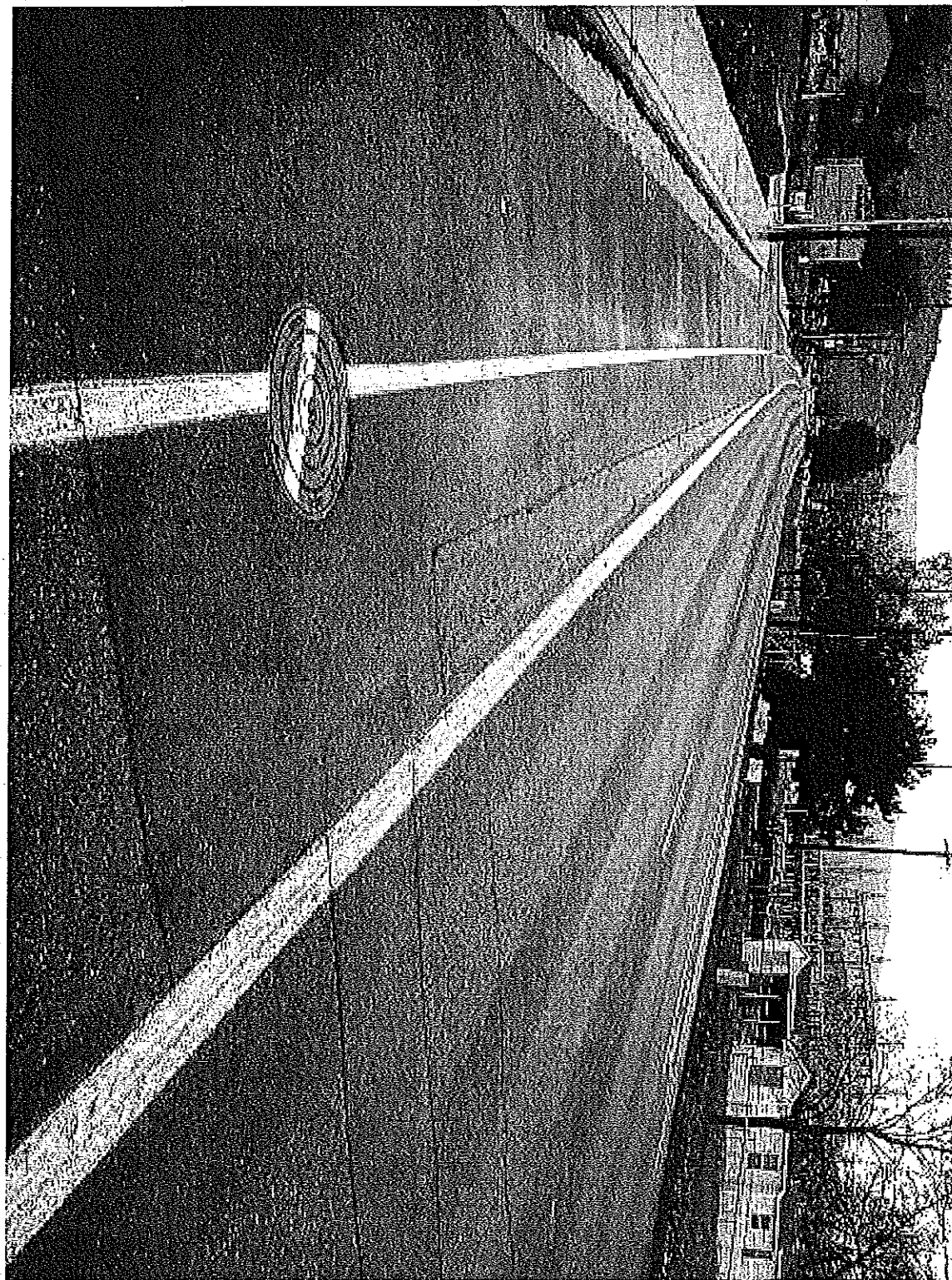












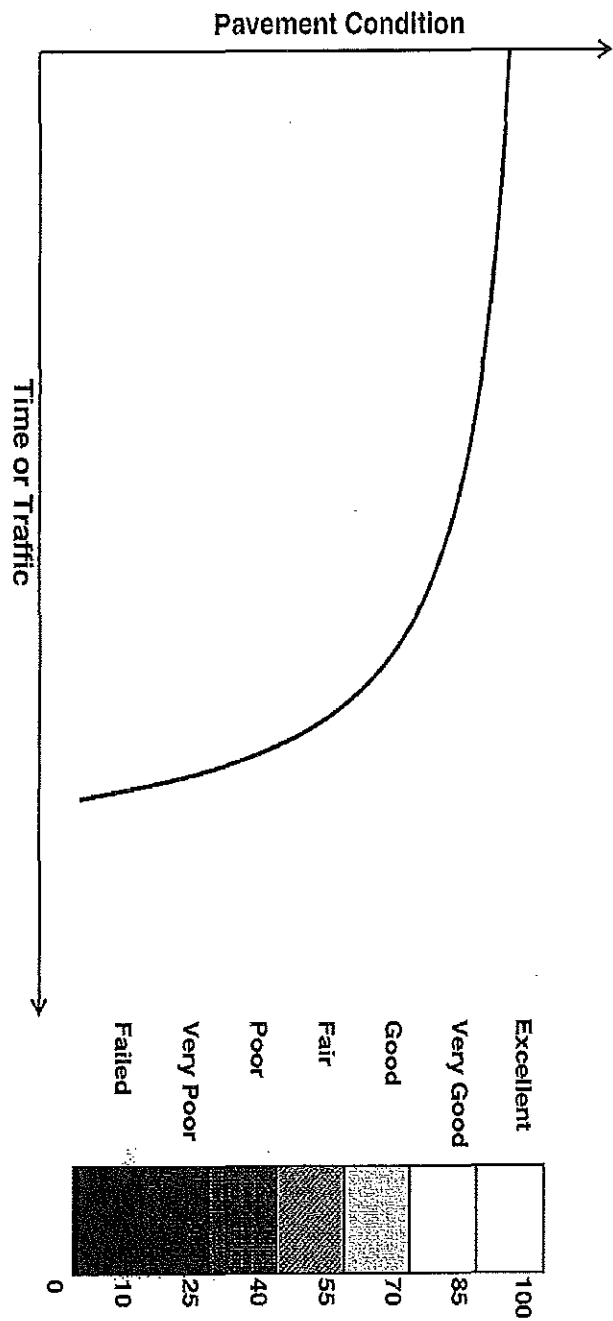
### PAVEMENT CONDITION INDEX

PCI		RATING
100		Excellent
85		Very Good
70		Good
55		Fair
40		Poor
25		Very Poor
10		Failed
0		

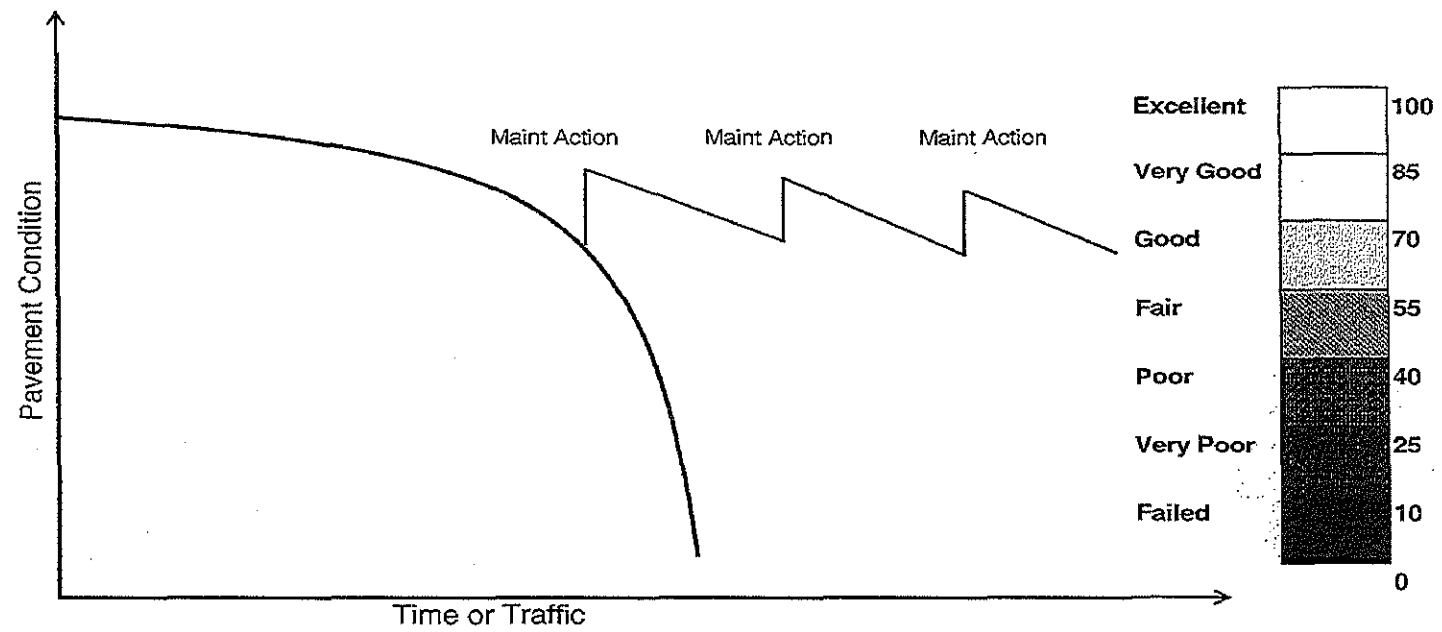
### PAVEMENT DISTRESSES THAT ARE RATED

1. ALLIGATOR CRACKING
2. BLOCK CRACKING
3. DISTORTIONS
4. LONGITUDINAL & TRANSVERSE CRACKING
5. PATCHING & UTILITY CUT PATCHING
6. RUTTING & DEPRESSIONS
7. WEATHERING & RAVELING

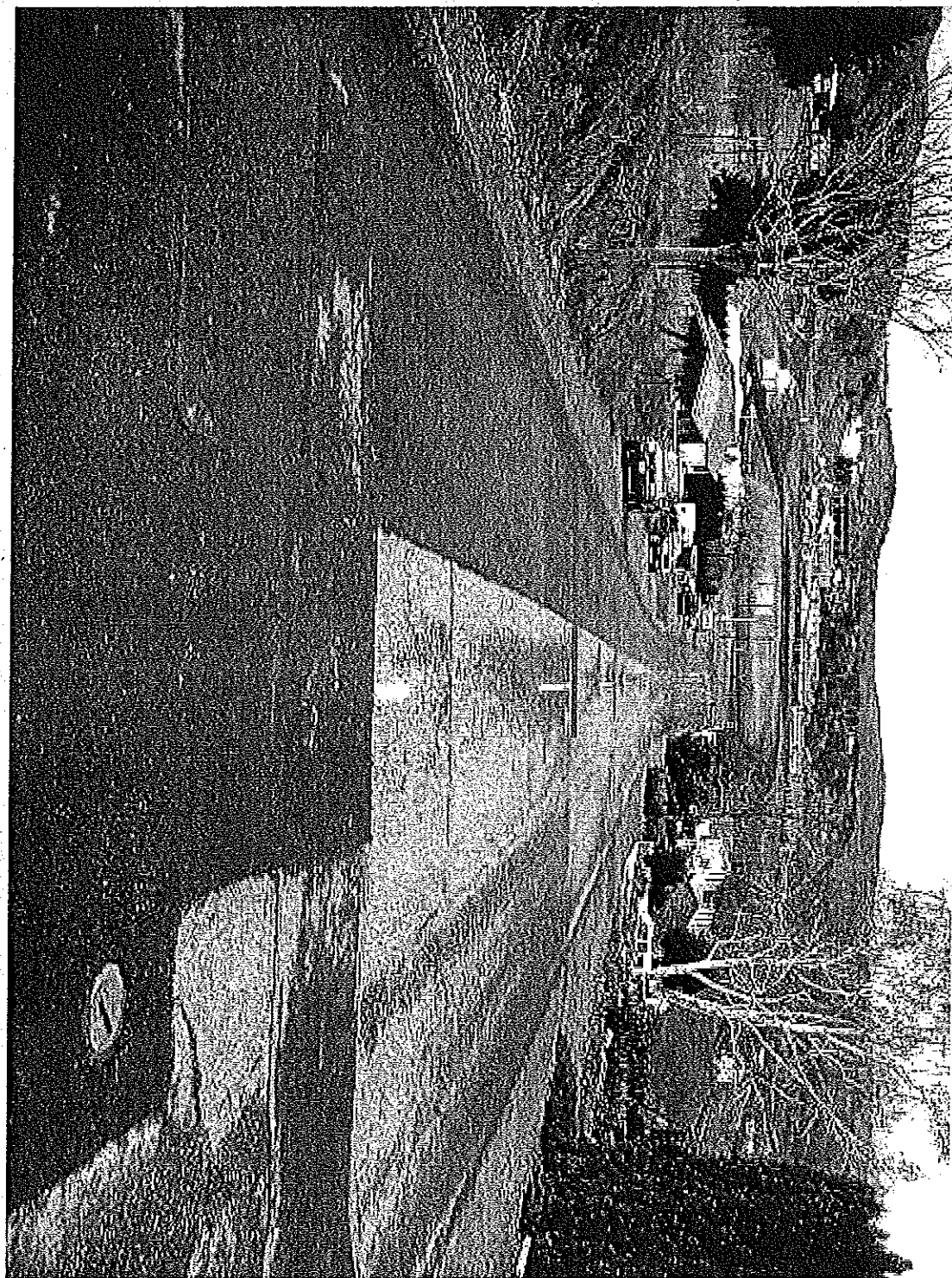
# PAVEMENT LIFECYCLE



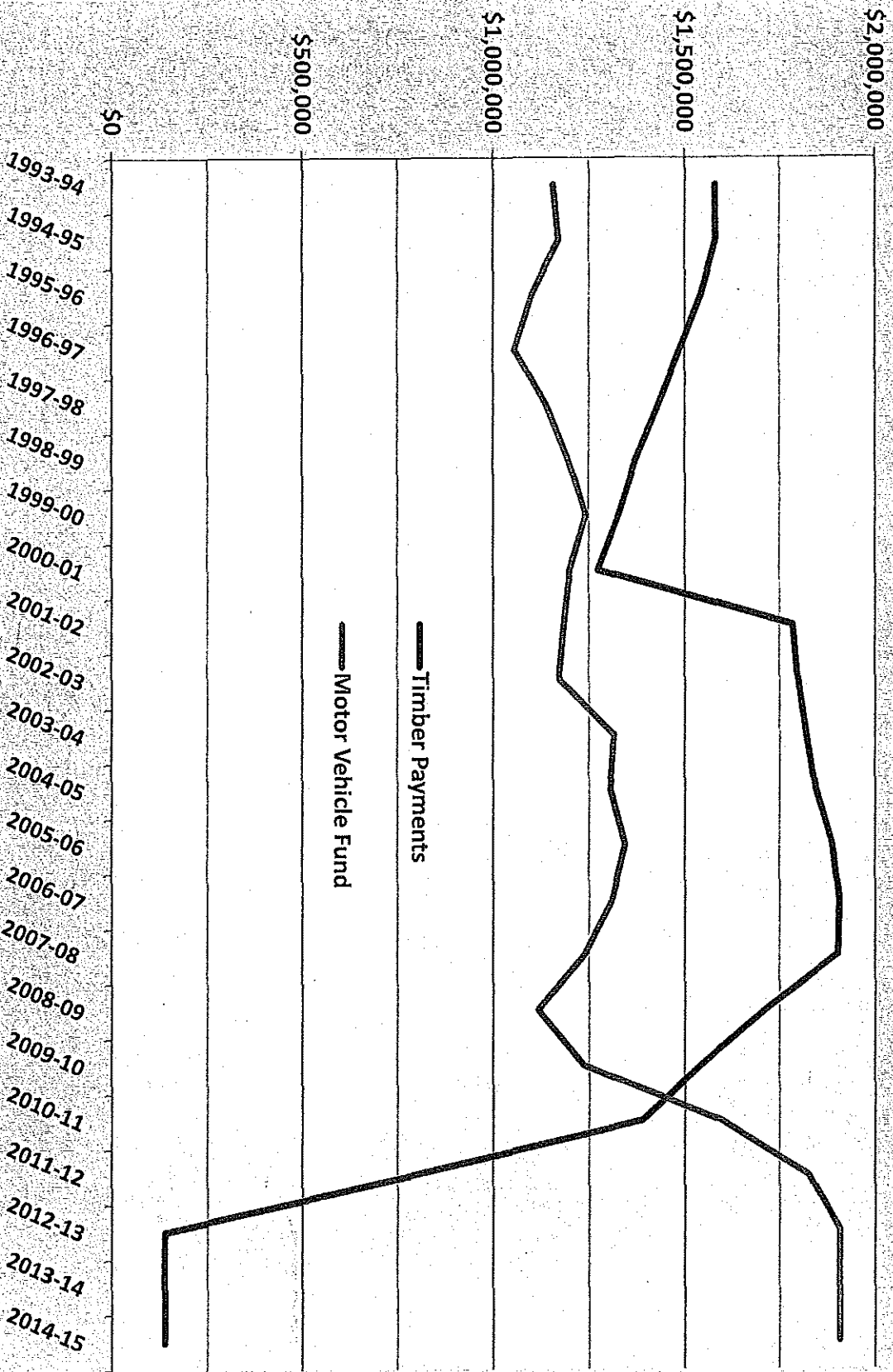
## PREVENTIVE MAINTENANCE





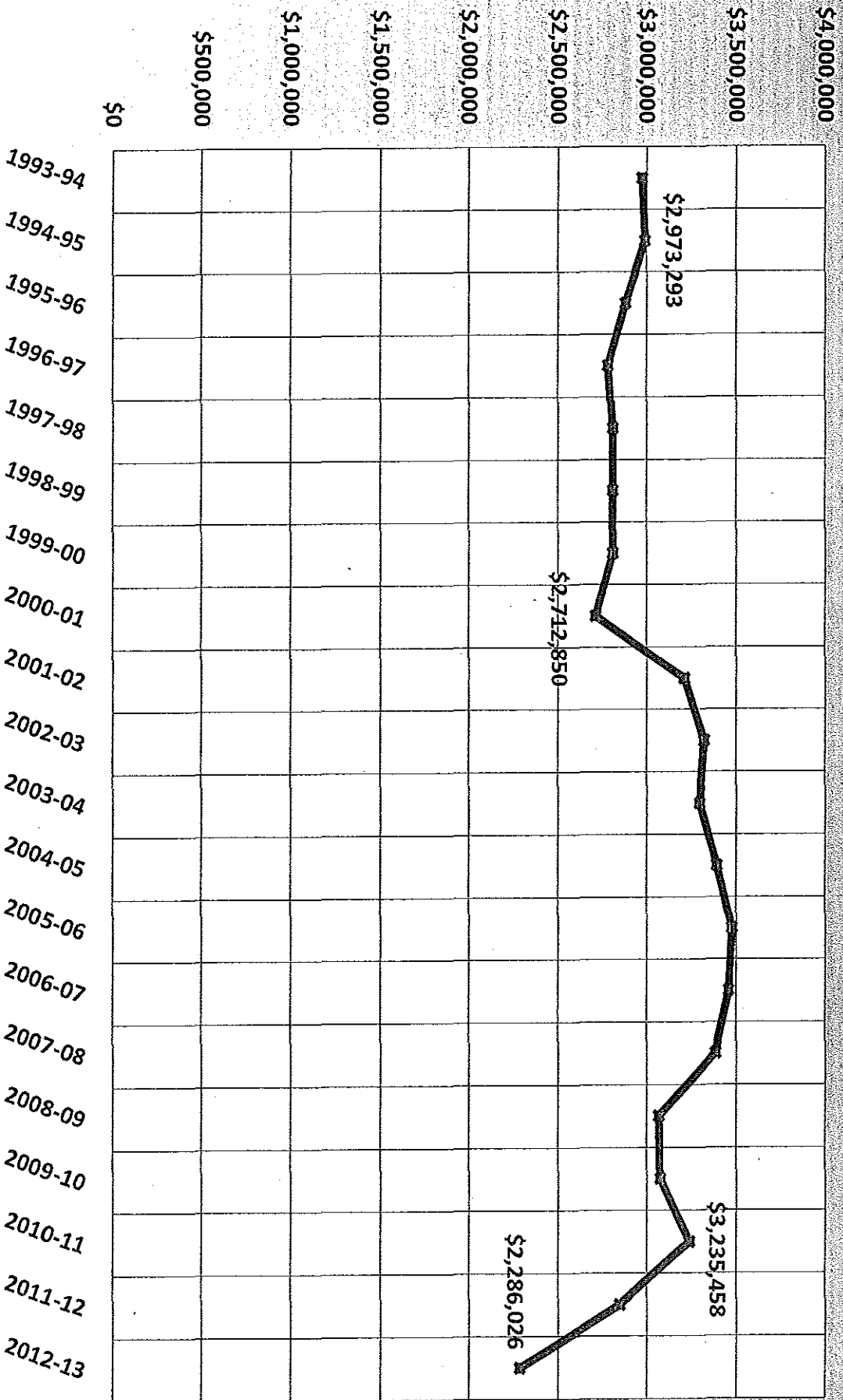


# WASCO COUNTY ROAD DEPT FEDERAL TIMBER PAYMENTS & STATE MOTOR VEHICLE FUNDING





# WASCO COUNTY ROAD DEPT - TOTAL REVENUE 1993 to 2012



**FY 2010/11 REVENUES**

**FY 2010/11 REVENUES \$3,235,458**

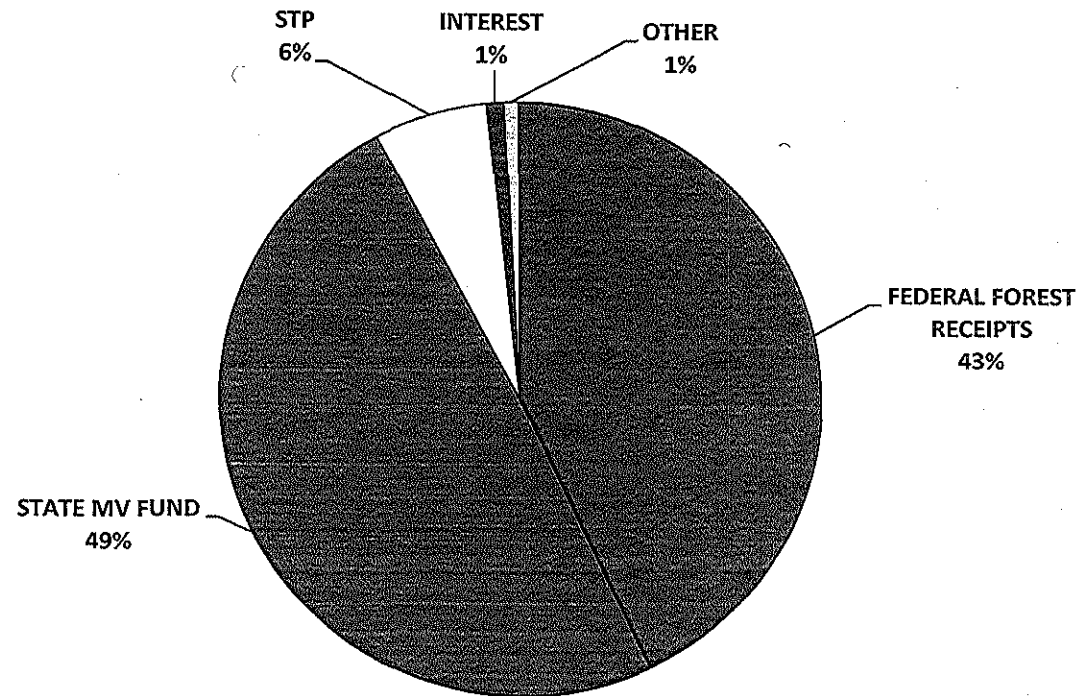
**FEDERAL FOREST RECEIPTS - \$1,389,918**

**STATE MV FUND - \$1,592,503**

**STP - \$197,037**

**INTEREST - \$30,000**

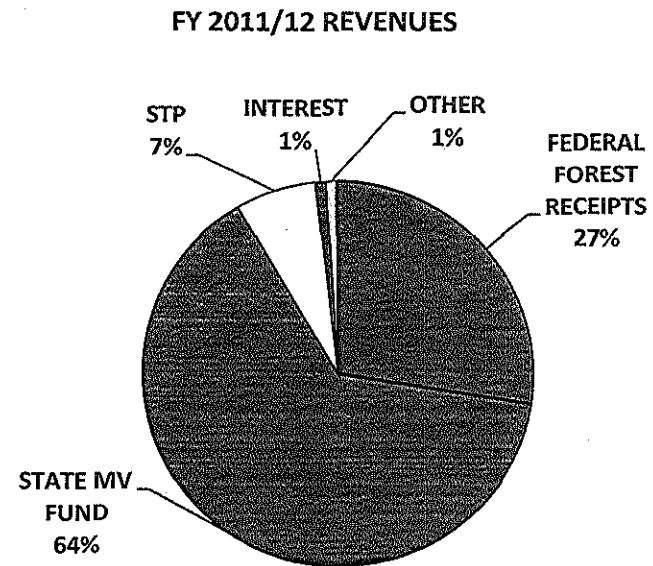
**OTHER - \$26,000**



**FY 2011/12 REVENUES**

**\$2,847,759**

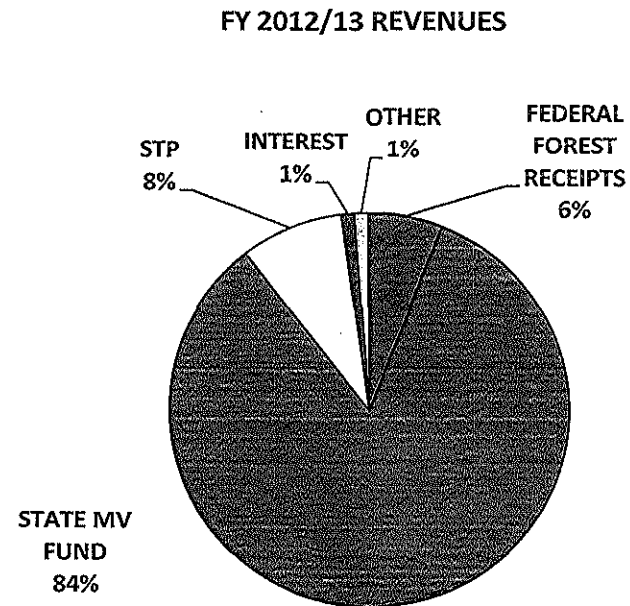
FEDERAL FOREST RECEIPTS	\$782,212
STATE MV FUND	\$1,825,547
STP	\$190,000
INTEREST	\$25,000
OTHER	\$25,000



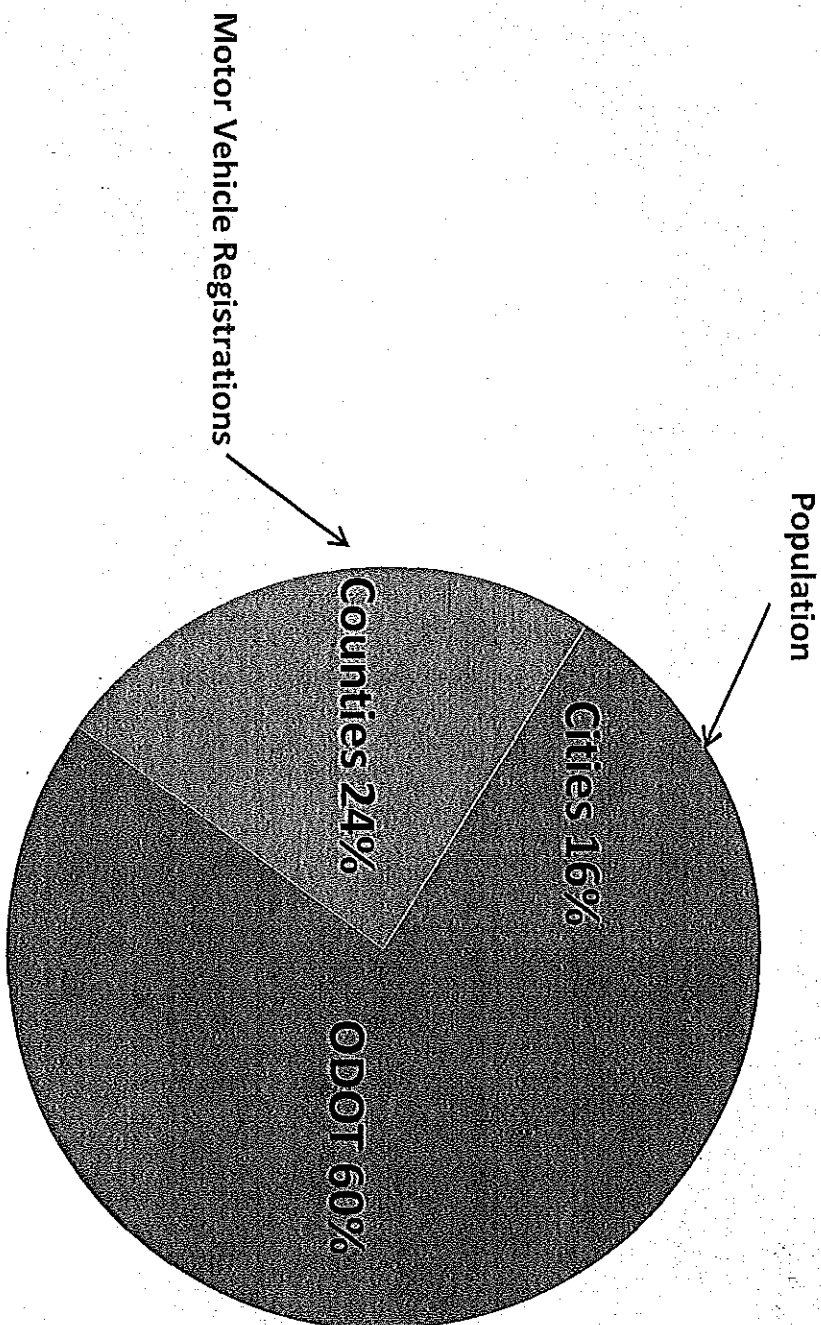
**FY 2012/13 REVENUES**

**\$2,286,026**

FEDERAL FOREST RECEIPTS	\$137,832
STATE MV FUND	\$1,908,194
STP	\$190,000
INTEREST	\$25,000
OTHER	\$25,000



## STATE HIGHWAY FUNDS



## **STATE HIGHWAY FUNDS**

### **City of The Dalles:**

**FY 2009/10 Allocation - \$550,802**

**FY 2009/10 Population - 13,385**

**City receives (\$550,802 divided by 13,385) approximately  
\$41.15 per person**

## **SYSTEM DEVELOPMENT CHARGES**

**Transportation SDC - \$1,500 per dwelling unit**

**Storm-water SDC - \$342 for each 3,000 square foot of impervious surface**

**Commercial transportation SDC – is more complicated and are calculated on a case by case basis**

## **CITY GAS TAX**

**\$0.03 per gallon**

## **REVENUE PER MILE**

### **City of The Dalles**

**\$1,904,083 / 78 miles = \$24,410 revenue per mile**

### **Wasco County**

**\$3,235,458 / 690 miles = \$4,689 revenue per mile**

**(This is well below the average for most Oregon counties)**

### **Wasco County (FY 2012/13)**

**\$2,286,026 / 690 miles = \$3,313 revenue per mile**

## **WASCO COUNTY ROAD DEPARTMENT RESERVE FUND**

**FY 2010/11 -                      \$2,587,202**

**The purpose of the Road Reserve Fund is to allow the use of the Reserve Fund for the purposes of financing the cost of any service the Public Works Department has the lawful power to perform.**

- Emergency infrastructure repair/replacement**
- Building Improvements**
- Capital Projects (no longer)**
- Contract Services (match funds)**
- Personal Services**
- Construction and large equipment**



[danb@co.wasco.or.us](mailto:danb@co.wasco.or.us)

----- Forwarded message -----

From: Art Labrousse <[art97058@embarqmail.com](mailto:art97058@embarqmail.com)>

Date: Tue, Jan 25, 2011 at 10:20 AM

Subject: Street System to City

To: [RodR@co.wasco.or.us](mailto:RodR@co.wasco.or.us), [ScottH@co.wasco.or.us](mailto:ScottH@co.wasco.or.us), [SherryH@co.wasco.or.us](mailto:SherryH@co.wasco.or.us)

Cc: [DanB@co.wasco.or.us](mailto:DanB@co.wasco.or.us)

Greetings and Salutations,

I have heard, from several sources, that the City is trying to negotiate the improvement of the Chenoweth area streets with you, using County funds vs. City funds.

*I am oppose to any transfer of funds from the County Road Department to the City's; I would encourage you to not make any more improvements and transfer the streets in the current condition.*

When we take-over/buy something that is not brand new, we buy it in "as is" condition with no guarantees. That should hold true here also. While I have no animosity to the City for trying to get something more, I do not believe the county should give it.

The City knows/knew the condition of the road systems, in these areas, before they started annexing the properties. Although the roads have been satisfactory to the residents (with a few exceptions,) the City knew they were not up to the 'standards' of the City. Yet, they chose to annex anyway. We might also point out there are many City streets that still do not meet those standards. Why should the City request (I trust it isn't demand) the County upgrade these streets - which have serviced the area for over half a century - before the transfer? Again, they do not have to annex the area - they are choosing to do so. Obviously it is to the City's benefit to do the annexation for several political and financial reasons.

The County should not have to do anything other than what they have been doing on the road system. The County road system is one of the best in Oregon. The roads are well laid, have been well-maintained and are standing up quite well. The County has a "few" more miles of road than the City does and chose to spend the funds in such a manner as

1/25/2011

Wasco County Mail - Fwd: Street Syste...

to benefit the entire county.

The City will be receiving additional funds from the state to take care of streets and can either use those funds to upgrade the Chenoweth streets or not.

Most of these residents have been contributing to the City's coffers via the city gasoline taxes, yet, have not benefited by it within their area. Perhaps it is time they receive that benefit through the City's receipts.

From the ColumbiaRiverGorgeous  
Art Labrousse  
The Dalles, OR

--  
Marty Matherly  
Wasco County Roadmaster  
2705 East 2nd Street  
The Dalles, Oregon 97058  
541-506-2646  
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Marty Matherly  
Wasco County Roadmaster  
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COMMENTS FROM RICHARD MURRAY AT BOARD OF COMMISSIONERS  
MEETING ON FEBRUARY 2, 2011

Richard Murray stated in order for them to build a garage at Georgia's Office he needed to sign a non-remonstrance agreement. The City put their property into the City Limits, which raised his taxes. The City would not take over Chenoweth Loop Road since it was not built to City standards. The City took in Tenth Street to Chenoweth Creek. It is Georgia's position for the County to tell the City they are taking taxes from property owners so they need to be maintaining the street. Murray stated tell the City firmly that you take the taxes. They also get liquor and cigarette tax money. "You take the taxes then take the road".



## CITY of THE DALLES

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February 14, 2011

Wasco County Commissioners  
Sherry Holiday, Chair  
Scott Hege, Rod Runyon  
501 Washington  
The Dalles, OR 97058

Presented at the February 16, 2011 Public Hearing regarding Public Roads in the UGA

Dear Commissioners;

The Dalles City Council has directed us to request at this Public Hearing that Wasco County Board of Commissioners table action a recommendation from the County Road Master to transfer the designation of County roads in the City of The Dalles Urban Growth Area to public roads for local access for four to six months. This would allow City and County officials to time to negotiate a plan for maintenance and orderly transition of County roads within the UGA and city limits into the City's jurisdiction.

We understand that the County is considering this action due to pending loss of significant road maintenance funds. It is our belief that the City is in an even weaker financial position to adequately maintain additional roadways. We base this request on the following:

1. It is the County's plan to continue to maintain these roads until which time they are annexed into the City. ORS 368.026 states that the County can only provide maintenance on roads when the County Commission approves an order specifically for a single project or continuing program. Any future County Commission can decline to maintain these roads, leaving these property owners without any road maintenance, until the roads have been annexed into the City. Most of these roads are on the edge of the UGB and as such are unlikely to be annexed for a number of years. As money gets tight in the future County Commissions are likely to consider withdrawing maintenance from public roads.
2. The Road Master has indicated that the loss of over \$1M per year in Federal Forest Receipts will make it difficult for the County to maintain all the roads it currently has. It is our understanding that although the County will lose the in lieu of Federal Forest Receipts that they currently receive, they will receive instead the actual forest receipt amount and although it will most likely be considerably less there will still be money coming into the county.
3. The County is also receiving additional State Transportation funds distributions through increases in fees and fuel taxes as approved by the legislature. In FY 2009-10 they received almost 10% additional in funds (\$110,871). In FY 2010-11 they will receive an additional \$179,104 (14.6%). During this same time the City's allotment have decrease 7.8% and 12.4% respectively. The County's revenues from the state sources are increasing faster than the City's.
4. In this year's budget, the County included a \$2.3M road reserve; the City has no road reserve and may have less resources than initially budgeted. We are falling behind on maintenance of our current roads and are probably in worse shape than the County is in our ability to

maintain what we currently have.

5. City residents are County citizens and also deserve County services. They pay County taxes and are considered in the calculation for the State distribution of gas tax funds to the County.

City Staff has reviewed each of the roads in question. And have the following comments:

A. OK to be Public Roads for Local Access:

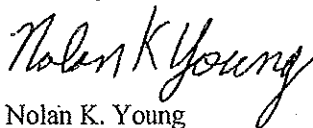
1. W. 8<sup>th</sup> Street (see Map #1): This is a dead end road that receives less than 50 trips per day.

B. Continue as County Roads:

1. West 9<sup>th</sup> & Irvine (see Map #1): Based on housing units on these roadways we estimate over 150 trips per day. This area also is the one area that may be annexed into the City in the next five years.
2. West 13<sup>th</sup> Street, Emerson Street West (see Map #1): This street system serves a residential area that is predominately developed. We estimate the traffic count on this loop to be approximately 180 vehicles per day. Because it is already developed any additional transition to an urban road is unlikely, therefore, continued County maintenance would not be complicated by urbanization of this area.
3. River Trail Way (see Map #1): This industrial road serves a portion of the Port that is developing. Once development takes place the road will be built to City standards, thus allowing a orderly transition into the City road system. Since annexation will not take place until development occurs, there is no reason that it not remain a County road until then.
4. Mill Creek, and Dry Hollow Road (see Map #2): Each of these sections of roads are designated as Market Roads that serve greater agricultural and residential areas in the County and should remain County roads. A 2003 traffic count indicated that the daily trips on Dry Hollow Road at 2484 and Mill Creek at 1493. These are not minor public roads for local access only.
5. East 18<sup>th</sup> Street (see Map #3): It does not make sense to remove this single segment of a continuing road to a public access road. It should remain a county road.
6. East 12<sup>th</sup>, 13<sup>th</sup> and Richmond (see Map #3): These roads are all part of the grid system in the eastern part of the community. There is also some agricultural activity in this area. It is likely that when this area is annexed it will be due to development that would allow for the City to take over jurisdiction of these roads. It is unlikely that this would happen in at least the next five years, therefore it makes sense for these roads to continue under County jurisdiction.

In summary, the City requests that the County postpone action on this recommendation to consider alternatives to do otherwise would cause a loss in maintenance for residents and a financial hardship for the City's Street Fund.

Sincerely,



Nolan K. Young  
City Manager