

Agenda Item
Outdoor Mass Gathering Ordinance

- [Memo](#)
- [Research](#)



Wasco County Planning Department

“Service, Sustainability & Solutions”

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To: Board of County Commissioners

From: Planning Department

Date: For October 16, 2103 Meeting

Re: Regulating Mass Gatherings, Outdoor Gatherings or Social Events

PURPOSE: The purpose of the October 16 meeting is to create a starting point to discuss regulating outdoor gatherings in the county. Moreover, make the Board aware of:

- The state’s definition and thresholds for outdoor gatherings.
- Provide examples of how other counties in the state regulate gatherings.
- Existing House and Senate bills that regulate agri-tourism and commercial events on EFU zoned land.

It is anticipated staff from the Sheriff’s, Environmental Health and Planning departments will be present at the meeting to provide thoughts and options. The memo is accompanied by some succinct attachments/tables. It is suggested the Board focus on the highlighted information in the tables. Lastly, it is requested at the meeting the Board provide direction on whether to move forward with developing outdoor gathering regulations for the county to possibly adopt.

BACKGROUND: In July, on separate weekends, a 3-day motorcycle rally called “Run 21” and indie music festival called “What the Festival” were held. While *Run 21* was a “truly bonafide old-school biker rally,” *What the Festival* was part Burning Man and Sasquatch Music Festival. Despite many people’s assumptions, between the County’s Land Use and Development Ordinance and the state’s regulations, Wasco County had limited authority over the events (particularly *Run 21*). Nevertheless, the county did its best to coordinate the event organizers with the sheriff, environmental health, planning, road, and fire districts.

Many other counties in the state have regulations to clearly facilitate and permit/regulate in planning circles what are called “social gatherings”, “gatherings”, “limited gatherings.”

ATTACHED – Analysis of Outdoor Gathering Research

- **Table 1. Explanation of ORS requirements for outdoor gatherings**
- **Table 2. Examples of Oregon Counties’ Outdoor Gathering Administration**
- **Table 3. Oregon’s Senate Bill 960 and House Bill 3280**

Analysis of Outdoor Gathering Research

Prepared for: October 16, 2013 Board Meeting

Prepared by: Patricia Neighbor, Associate Planner

Oregon Revised Statutes (ORSs) related to

ORS 422.745 requires a county permit to hold, conduct, advertise, or otherwise promote an outdoor mass gathering.

ORS 433.735 defines "*outdoor mass gathering*"

ORS 433.745 Requires board hearing for outdoor mass gatherings (the board is the decision-maker).

ORS 433.750 Mass gathering permit appeals go to county circuit court

Table I. Explanation of ORS requirements for outdoor gatherings

Hours in a 3-month period	< 3,000 People Small Gatherings	> 3,000 People Large Gatherings
1 gathering of < 24 hours	County may expand definition of outdoor mass gathering to include these events (ORS 197.015 (10)(d) says not a land use decision)	County may expand definition of outdoor mass gathering to include these events (No specific treatment in ORS)
1 gathering of 24 - 120 hours	County may expand definition of outdoor mass gathering to include these events (ORS 197.015 (10)(d) says not a land use decision)	Outdoor Mass Gathering (ORS 433.750 - health and safety only)(ORS 197.015 (10)(10)(d) says not a land use decision)
1 gathering of > 120 hours	County may expand definition of outdoor mass gathering to include these events (no specific treatment in ORS)	Gatherings subject to land use regulation (ORS 433.763)

Key:

Not treated in ORS; may be subject to health and safety regs
Subject to health and safety regs.
Subject to land use regs.
May not be reviewed as a land use decision, but may be made subject to health and safety regs.

Table II. Examples of Oregon Counties' Outdoor Gathering Administration

County	Event title	Number of Attendees	Duration in Hours	Submittal Timeline	Administering Entity	Fee	Other
Clackamas	"Limited Gathering"	300 +	Over 24 hours, 1 per 3 months	90 days prior	Planning Director	Yes. Established by Board. Application fee and possible deposit fee for Dept. services.	Uses OAR Ch 333, Div 039 to provide rules for mass gatherings. Written notice to properties within 500 ft. is required.
	"Limited Gathering"	500 +	Any length of time, 1 per 3 months				
	"Outdoor Mass Gathering"	3000 +	24 - 120, 1 per 3 months	180 days prior	Board holds hearing and issues decision.		
	"Extended Outdoor Mass Gathering"	3000 +	120 +, 1 per 3 months		Planning Commission, appeals to Board		
Crook	Unspecified*	101 - Over 50,000	12 - 72	90 days prior	County court reviews applications and issues decision, decides upon disputes.	101 to 50,000 persons: \$80 - \$2500 Additional \$20 possible for ea. departmental review	No gathering allowed within 1,000 feet of residence between 12:01 and 9:00 am and in all other areas between 2:00 and 9:00 am. Regulation of amplification, unless written consent is obtained (No more than 69 decibels prior to 10 pm, or 49 after 10 pm allowed). Alcohol/drug regs.
Clatsop	“Social Gathering”	Unspecified	8 - 120, within any 6 month period	60 days prior	County Administrator provides recommendation, notice to county departments. Board holds hearing and issues decision.	Established by board. No more than \$5k.	Land use approval through Community Development Department for property site of 5 or more events in 12 months. No gathering within 1,000 ft. of a residence between 12:01 am and 9:00 am or other areas between 2:00 am and 9:00 am unless written consent is provided. Sound must be 70 decibels or under prior to 10:00 pm and 50 or under after 10:00 pm.
	“Social Gathering”	1000 - 2999	8 or more				
	“Social Gathering”	3000 +	8 - 24				
	“Outdoor Mass Gathering”	3000 +	24 - 120				
Deschutes	"Event": in public right-of-way	51 - 499		90 days prior, later doubles fee except for extended OMG	Board holds hearing and issues decision. County Administrator. Submit app to Risk Management.	Unknown.	Mass gatherings are on private property. Exceptions are funeral processions, regularly scheduled religious services, activities by the school district or any County program, or any city or athletic contests organized by the park and recreation district. Fee doubles if application is submitted less than 90 days prior. Permit required to hold, advertise, promote event.
	"Outdoor Mass Gathering"	Less than 3000	Over 4 - 240, in 3-month period		Board hears, issues decision. Submit app to Community Development Appeals to Circuit Court.		
	"Extended Mass Gathering"	3000 +	Any		PC approves. Appeals: Board. Submit to Comm. Dev. Dept.		
	"Extended Mass Gathering"	500 +	240 or more, in 3-month period				

County	Event title	Number of Attendees	Duration in Hours	Submittal Timeline	Administering Entity	Fee	Other
Douglas	"Temporary Event"	Less than 1000	Less than 3 days within 3 month period	Unspecified	Unspecified	\$1,100	Are not agri-tourism events or OMG. Refer to LUDO "TUP" 3.41.050. Exempt from administrative review w/compliance with standards.
	"Outdoor Event"	Any	More than 3 days in 3 months			Unspecified	
	"Outdoor Event"	1,001 - 3,000	Any				
	"OMG"	As defined in 433.735					
Jackson	"Temporary Outdoor Mass Gathering"	500 +	24 - 119	60 days prior	Administrator establishes fee, makes recommendation, etc.. Board hears and issues decision. County Counsel or D.A. may 'maintain action' related.	Varies, based on # of participants, no more than \$5,000.	Occurs in part outdoors or in temporary structures. Gatherings of under 500 pp are not regulated. Extended gathering may be allowed as a conditional use.
	"Extended Outdoor Mass Gathering"	500 +	120 +				
Josephine	"Mass Gathering"	100 + (in definition)		Unavailable online	Unavailable online	Unavailable online	It is a mass gathering 'when not authorized by some other planning permit approval.' Excludes 'family weddings, reunions and funeral gatherings.' Allowed as permitted temporary use.
	"Temporary Event"	1 - 999	No more than 3 days in 3 month period				
	"Outdoor Event"	1001 - 2999	Unspecified in code				
	"Outdoor Event"		Event of more than 3 days in three months				
	"Mass Gathering"	3000 + (in code)	120 + within any 3 month period		Planning Commission reviews and issues decision per ORS 433.763.		Temporary use- ministerial review.
Marion	"Small Gathering"	500 +	24 - 119 hrs	45 days prior	Unknown	Small: \$2.5 k plus possible dept review fees. Noise variance fee waived if submitted at same time as app.	No permit for 750 or less; winery/state park events with less than or equal to 3000 but over 750 (exempted); preexisting non-conforming use; events with a valid land use permit. Separate noise permit; noise variance applications due 35 days prior. No amplified noise between 11 pm and 9:00 am (modification available with written consent from neighbors). CUP (Planning Dept) required in addition to large event permit.
	"Small Gathering"	751-3000	6 to 120, within continuous 3 months				
	"Large Gathering"	750 +	On each of 3 calendar days that continues, or is expected to continue, for more than 120 hours			Large: \$5 k plus possible dept review fees. Noise variance fee waived if submitted at	

County	Event title	Number of Attendees	Duration in Hours	Submittal Timeline	Administering Entity	Fee	Other
	"Large Gathering"	3001+				same time as app.	
Morrow	Unspecified	3000 +	120 +, within any 3 month period	Unspecified	Planning Commission reviews and issues decision.	Unspecified	Code follows state late, verbatim.
Yamhill	"Special Event": on public road	Unspecified	Unknown	30 days prior	Unknown		
	"Mass Gathering"	1000 - 3000		Same as CUP fee.		Yes. Single event: Same as CUP. Multiple events: CUP fee plus \$100. Exception to statewide planning rules req'd in some cases (Ch 660, Div. 4).	No more than 5 OMG for any applicant or property. New permit for each 24 hour period (??) (5.b.ii)
	"Mass Gathering"	3,000 +		For multiple events, CUP fee + \$100 per event			
Wasco	Home Occupation to Host Commercial Events (EFU only)	1-300	Unspecified frequency. Hours Limited to 7am-10pm.	Conditional Use Review	Planning Director or Planning Commission	\$821 for Conditional Use Permit	
	"Outdoor Mass Gathering" per ORS 433.735	3,001 +	24 to 119 hours within any 3 month period	Unspecified	Board of County Commissioners	\$5,000	Wasco County LUDO does not list process or standards, but refers to ORS 433.735

*"Unspecified" means it was not available in code or online.

Table III. Oregon's Senate Bill 960 and House Bill 3280

SB 960	HB 3280 (SB 841 updates HB 3280)
Intent: Protect farmland for farm uses, to prevent conflicts of use from occurring, prevent '1000 cuts' to farm land.	
Re: Agri-tourism and other commercial events (may apply to wineries instead of applying 3280)	Re: Wineries and associated events
Wineries: Either SB 960 OR HB 3280, not both, can apply.	
Optional for counties to adopt	Mandatory for counties to adopt
In order to adopt, must be written into County code	Is not required to be included in code; is recommended by practice.
Key terms: "related to" and "supportive of" agriculture. Uses must be supportive of farm use to 'pass the test.'	Relates only to wineries and associated events, including restaurants, tasting rooms, etc..
More intensive uses must be 'necessary' for support farm use in the area.	More intensive uses are grandfathered in or allowed for wineries producing 150k + gallons
Addresses fairs, festivals, and farm-to-table events related to farm use.	Relates only to wineries and associated events, including restaurants, tasting rooms, etc..
Gross income limit of "incidental" and "supportive" items and services is 25%	
Both: Mass gatherings can be applied for in addition to events that meet the requirements of these bills, unless code specifies that only one is allowed.	
Both: Likely to be revisited in the future: counties often put ORS language directly into code to avoid future complications.	

Agenda Item
Mission Ridge Vacation Report

- [Road Master Report](#)
- [Order #13-134 In the Matter of Vacating
Mission Ridge Public Road No. 3087](#)

IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF THE PROPOSED)	
VACATION OF MISSION RIDGE)	REPORT OF THE PUBLIC
ROAD, A PUBLIC ROAD IN WASCO)	WORKS DIRECTOR
COUNTY, OREGON)	

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

In compliance with the Order of the Board of Commissioners dated August 21, 2013,
I have investigated the Public Road as follows:

MISSION RIDGE PUBLIC ROAD NO. 3087

LEGAL DESCRIPTION

Those portions of the Public Road affecting Lots 1, 2, and 3, of Cherry Heights Estates, filed as Slide A-083 and also Lots 1, 2, and 3 of Partition Plat 92-0032, filed as Slide B-090 in the Office of the Wasco County Clerk. Said Public Roads and lots lying in the Southeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 31, Township 2 North, Range 13E, W.M., Wasco County, Oregon.

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

Background

The petitioners wish to vacate Mission Ridge Road. They state their reason to vacate as follows:

"This road was designed and constructed with private funds to provide ingress/egress for the tax lots noted below. This road continues to be maintained and serviced with private funding by the abutting property owners. No county funding has ever been expended on this roadway".

The roads were dedicated to the public when the Cherry Heights Estates Major Partition was approved on June 29, 1983.

The petitioners are requesting that Mission Ridge Road be vacated as shown on the attached Exhibit "A".

Facts and Findings

The existing road is a well maintained gravel road that varies in width. The east/west roadway is 18 to 20 feet in width and approximately 0.21 miles in length. The north/south roadway is 14 to 16 feet in width and approximately 0.12 miles in length.

The east/west public right of way is 60 feet in width and the north/south public right of way is 50 feet in width.

There are two utility companies that have facilities in the public right of way. Northern Wasco County PUD and Century Link and they will require utility easements for ingress, egress and maintenance if the vacation is granted.

Vacation of this public roadway will not violate Chapter 21 of the Wasco County Land Use and Development Ordinance.

Fiscal Impact

The right-of-way would revert to private ownership and onto the tax roles. The county does not have maintenance responsibilities now, so vacation would have no fiscal impact to the county road department.

Recommendation

100% of the adjacent landowners have petitioned to vacate, thus there is no requirement for a public hearing. ***It is my recommendation to grant the vacation. I also recommend retaining the right of way for utility easements.*** Should the landowners wish to reduce the size of the utility easement that would be a private matter between them and the utility?

The petitioners are responsible for all costs of preparing and executing Access Easements to all abutting property owners.

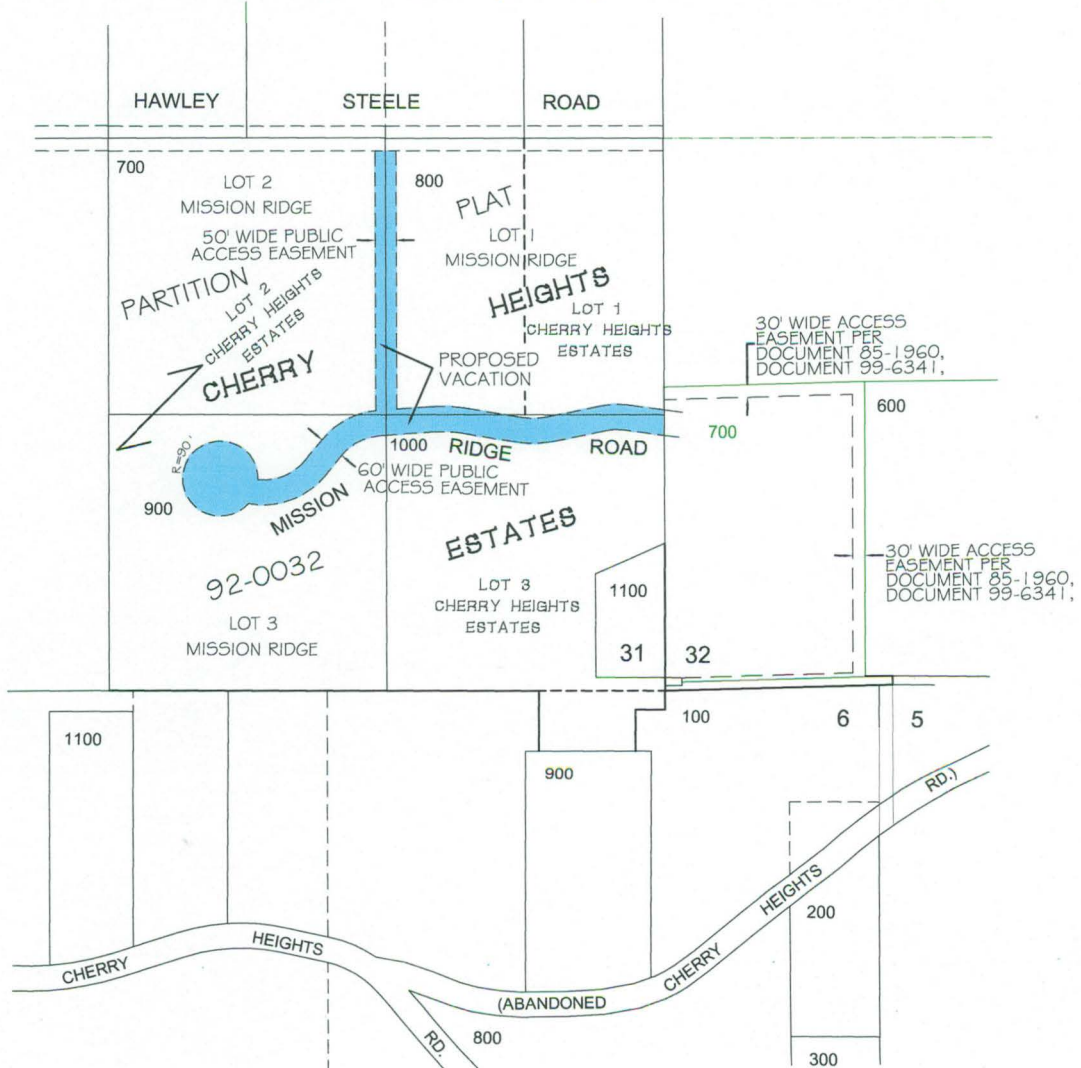
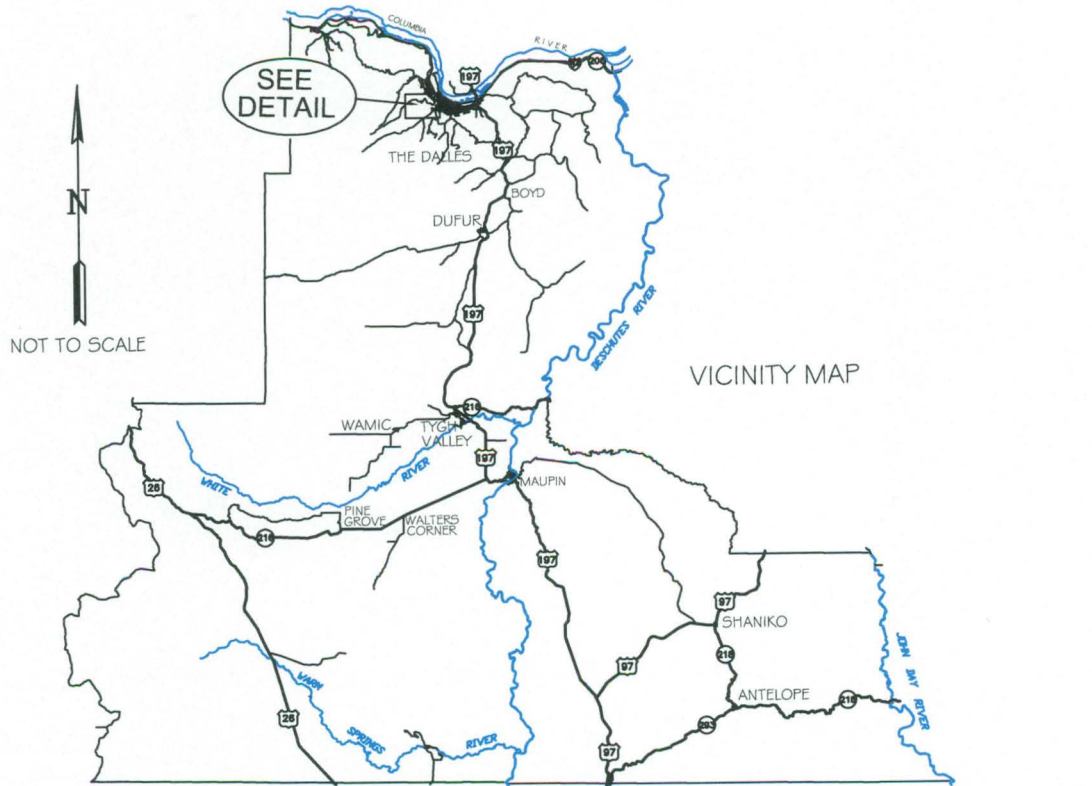
DATED this 17th day of September, 2013.



Marty Matherly
Public Works Director

EXHIBIT "A"

VACATION OF PUBLIC ROADS
IN THE SE 1/4 OF THE SE 1/4 OF
SECTION 31, T. 2 N., R. 13 E., W.M.



IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON
IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF VACATING MISSION)
RIDGE ROAD, NO. 3087 IN WASCO) ORDER
COUNTY, OREGON) #13-134

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board being present; and

IT APPEARING TO THE BOARD: That a petition, attached and by this reference incorporated herein, has been duly filed with this Board seeking the vacation of the below described Road; That upon initiation of these proceedings by said petition the County Road Official was directed by this Board to prepare and file with this Board a written report describing the ownership and uses of the Road and a determination of whether the vacation would be in the public interest; That said report, attached and by this reference incorporated herein, has been received by this Board; and

IT FURHTER APPEARING TO THE COURT: That as provided in ORS 368.351 because the report indicates that the County Road Official assessment is that the vacation is in the public interest and these proceedings were initiated by a petition under ORS 368.341 that contained the acknowledged signatures of

ORDER

owners of 100% of any private property proposed to be vacated and acknowledged signatures of owners of 100% of property abutting any public property proposed to be vacated approving the proposed vacation hearing in this matter may be dispensed with and vacation of the subject road ordered.

NOW, THEREFORE, IT IS HEREBY ORDERED: That the following described Road located in Wasco County, Oregon, be and is hereby declared vacated:

MISSION RIDGE PUBLIC ROAD NO. 3087

LEGAL DESCRIPTION

Those portions of the Public Road affecting Lots 1, 2, and 3, of Cherry Heights Estates, filed as Slide A-083 and also Lots 1, 2, and 3 of Partition Plat 92-0032, filed as Slide B-090 in the Office of the Wasco County Clerk. Said Public Roads and lots lying in the Southeast $\frac{1}{4}$ of the Southeast $\frac{1}{4}$ of Section 31, Township 2 North, Range 13E, W.M., Wasco County, Oregon

DATED this _____ of _____, 2013

WASCO COUNTY
BOARD OF COMMISSIONERS

APPROVED AS TO FORM:

Rod Runyon, Commission Chair

Eric J. Nisley
Wasco County District Attorney

Scott Hege, County Commissioner

Steve Kramer, County Commissioner

ORDER

Agenda Item
Wasco County Roads Public Hearing

- [Roads in Wasco County Presentation](#)
- [Public Input Questionnaire](#)
- [September 4, 2013 RAC Report](#)
- [Press Release](#)

WASCO COUNTY ROADS SUMMARY REPORT

October 16, 2013



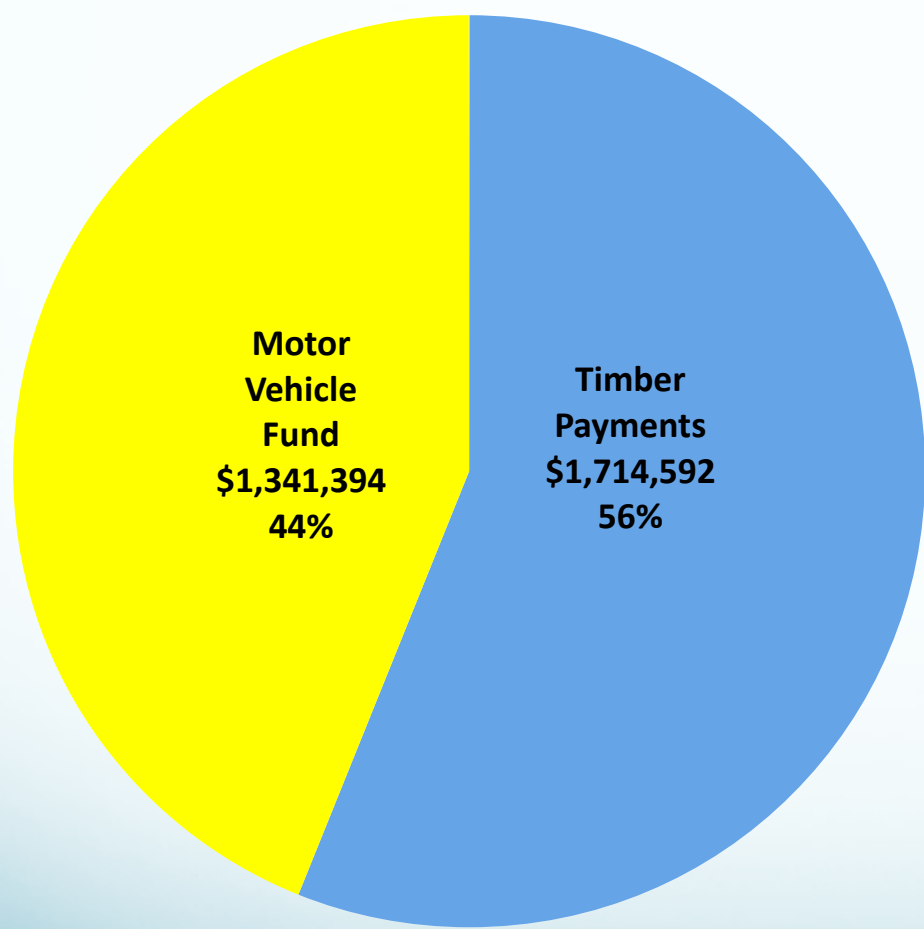
Why Are We Here?

- For the first time in decades, Wasco County's roads are in danger of falling into disrepair.
- In January of this year the Wasco County Road Advisory Committee was created.
- This volunteer advisory group was charged with helping formulate recommendations to address the fiscal conditions in the road department resulting from the loss of federal payments.
- The Road Advisory Committee has come up with some options to keep our roads safe and well maintained.

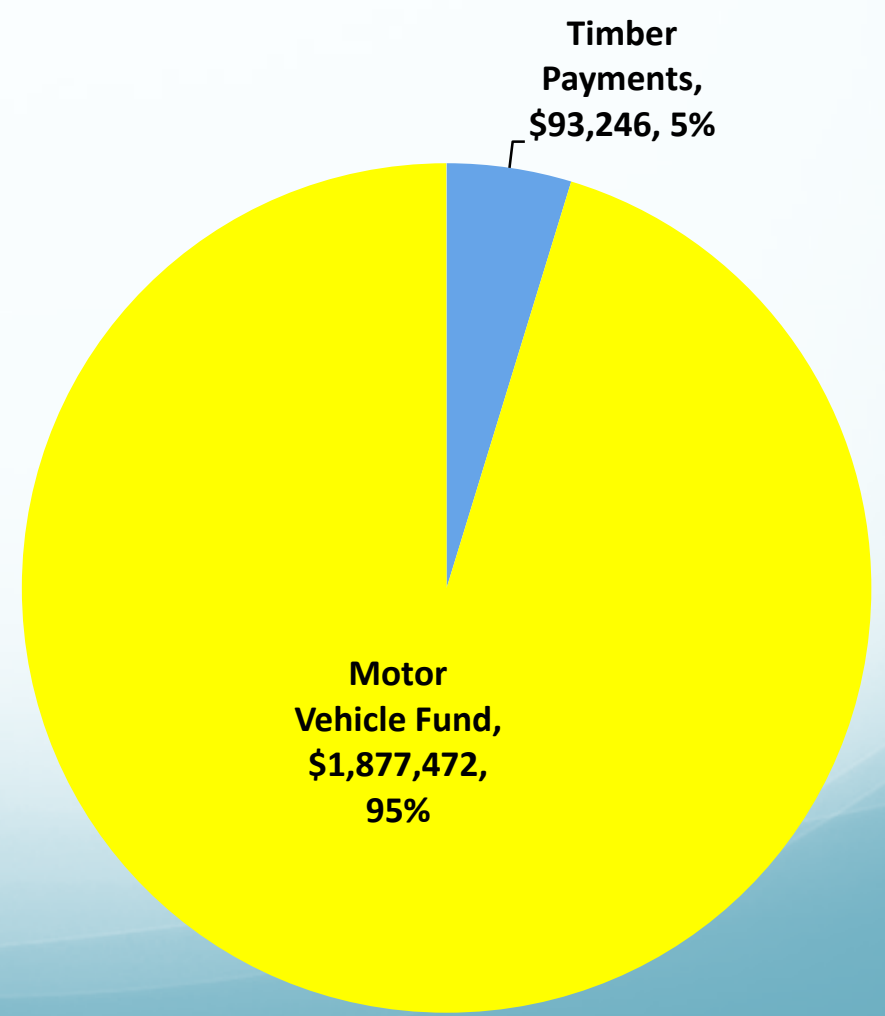
Road Funding History

- Road revenues 2000-2006: \$3.75 million – “Safety Net” period.
 - Roads are funded primarily by:
 - State motor vehicle fund – (gas tax and vehicle registration)
 - Federal forest receipts
 - PROPERTY TAXES DO NOT GO TO THE COUNTY ROADS!!!
- In 2007 elimination of “Safety Net” - expected shortfall of over a million dollars.
- Plan developed to offset shortfall:
 - Reduction in materials and capital expenditures.
 - No funding to Emergency Road Reserve.
 - Reduction in personnel - loss of 7 full-time and 2 part-time employees.
- Since 2007, the “Safety Net” has been extended several times, but always at reduced funding levels... Just recently, another one year extension of funding has been approved by Congress, again at a reduced level.

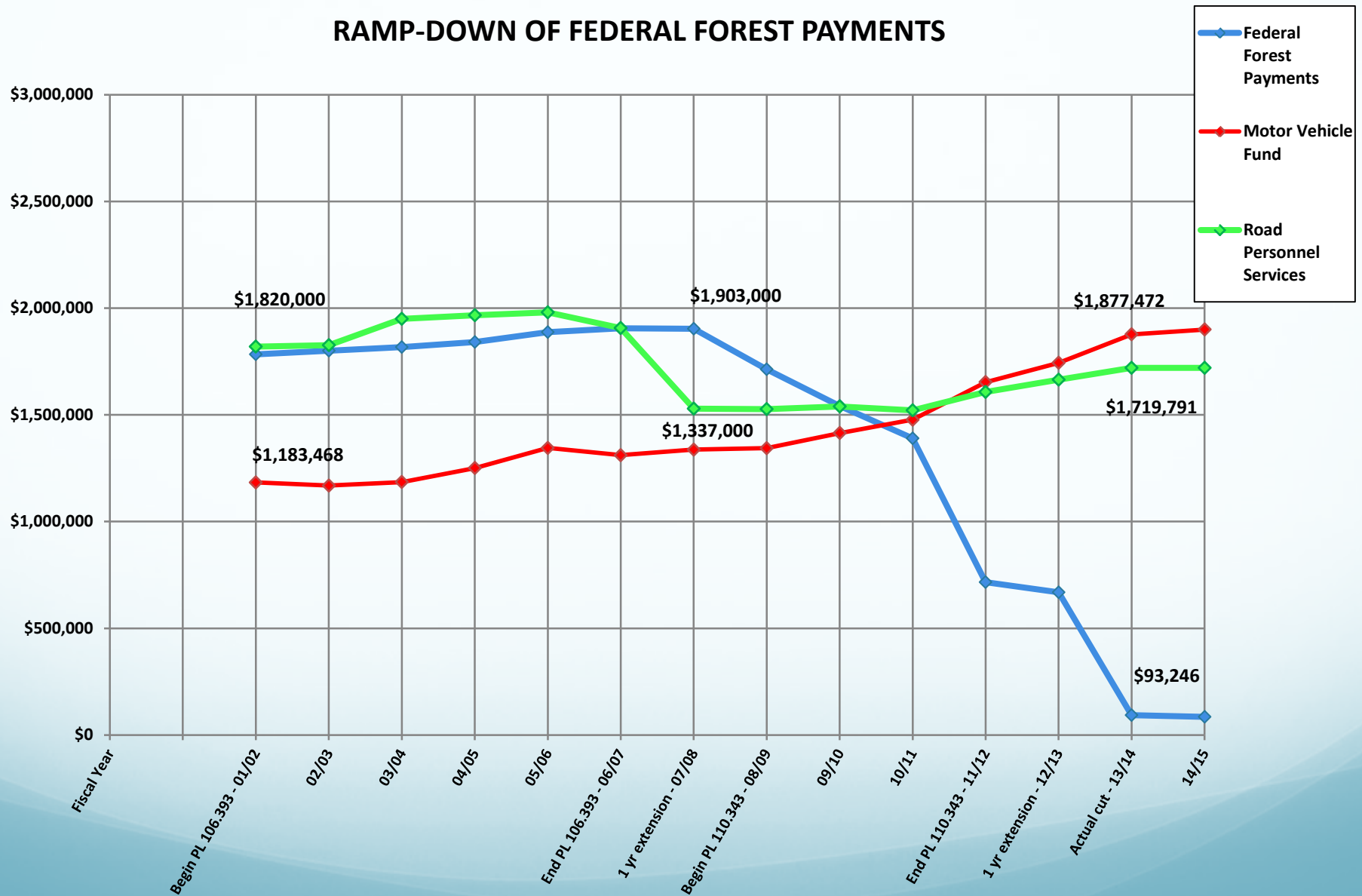
**2000-2012 Average Revenue –
Motor Vehicle Fund and Federal
Timber payments**



**2013 Projected Revenue – Motor
Vehicle Fund and Federal Timber
payments**



Road Revenue & Personnel Services History



Wasco County Road System

- Wasco County is the 6th largest county in Oregon containing over 2,300 square miles.
- The Public Works Department is responsible for maintaining:
 - 700 Miles of county roads
 - 400 miles are gravel roads
 - 300 miles are paved roads
 - 120+ Bridges
 - 1000+ Culverts
 - 5000+ Signs
 - Snow removal, ditch cleaning, brush cutting, and much more...



Maintaining Our County Roads



Dufur Valley Rd - 2012



7 Mile Hill Rd - 2012

Pavement Preservation Program

- A strategy of cost effective maintenance activities to preserve paved roads.
- Includes: patching, crack sealing, chip sealing, asphalt overlays, etc.
- Wasco County adopted a formal program in 1993.
- The goal is to keep paved roads in “very good” condition.
 - Pavement Condition Index (PCI) of 85 to 70
- During “Safety Net” period:
 - Average PCI was 85
 - 30 to 40 miles of road were maintained each year
- Now (2013):
 - Average PCI has fallen to 80 and continues to drop
 - 17 miles of road are scheduled to be maintained



Pavement Preservation Costs



Pavement Preservation costs per mile of road:

- | | |
|------------------------------------|-----------|
| • Maintenance (Chip Seal) | \$25,000 |
| • Rehabilitation (Asphalt Overlay) | \$150,000 |
| • Reconstruction | \$500,000 |

Preservation Costs v. Replacement Value

(Pay me a little now or pay me a lot later)

Total replacement value of Wasco County buildings - **\$30 million**

Compared to:

- Total replacement value of Wasco County paved roads - \$150 million
- Total replacement value of Wasco County gravel roads - \$50 million
- Total replacement value of Wasco County bridges - \$50 million
- Grand Total - **\$250 million**
- Most valuable asset in Wasco County: The Transportation System!

PUBLIC AWARENESS

- One of the main goals for the Road Advisory Committee was to help build public awareness about the road department and its funding issues.
- Created a power point presentation.
- Held meetings with various interest groups, clubs and organizations.
 - 19 different meetings
- Hosted a display booth at the Wasco County Fair.



PUBLIC COMMENT

- Another important goal for the committee was to gauge public comment to help determine acceptable service levels for the roads.
- A road questionnaire was developed and distributed throughout the county:
 - 51% rated the maintenance of gravel roads as very important
 - 53% would not support eliminating or reducing gravel road maintenance
 - 72% rated the maintenance of paved roads as very important
 - 68% would not support eliminating or reducing paved road maintenance
 - 56% stated that snow removal was very important
 - 51% stated they would support some kind of fee or tax for county roads
 - 58% would strongly support new road revenue
 - 17% would not support new road revenue

WASCO COUNTY ROADS QUESTIONNAIRE

TOTAL RESPONSES: 112

AVERAGE LENGTH OF RESIDENCE: 35

LIVE/OWN PROPERTY ON COUNTY ROAD: 68%

RATE THE IMPORTANCE OF THE FOLLOWING SERVICES:

MAINTENANCE OF GRAVEL ROADS	<u>51%</u>	1. Very Important	<u>42%</u>	2. Somewhat Important	<u>7%</u>	3. Not Important	100%
MAINTENANCE OF PAVED ROADS	<u>72%</u>	1. Very Important	<u>26%</u>	2. Somewhat Important	<u>2%</u>	3. Not Important	100%
SNOW REMOVAL	<u>56%</u>	1. Very Important	<u>36%</u>	2. Somewhat Important	<u>8%</u>	3. Not Important	100%

RATE HOW STRONGLY YOU WOULD SUPPORT THE FOLLOWING:

REDUCE/ELIMINATE GRAVEL ROAD MAINT	<u>13%</u>	1. Strongly Support	<u>34%</u>	2. Somewhat Support	<u>53%</u>	3. Not Support	100%
REDUCE/ELIMINATE PAVED ROAD MAINT	<u>6%</u>	1. Strongly Support	<u>26%</u>	2. Somewhat Support	<u>68%</u>	3. Not Support	100%
CONVERT FAILING PAVED ROADS TO GRAVEL	<u>18%</u>	1. Strongly Support	<u>52%</u>	2. Somewhat Support	<u>30%</u>	3. Not Support	100%
VACATE CERTAIN COUNTY ROADS	<u>34%</u>	1. Strongly Support	<u>44%</u>	2. Somewhat Support	<u>22%</u>	3. Not Support	100%
TRANSFER CERTAIN COUNTY ROADS	<u>47%</u>	1. Strongly Support	<u>43%</u>	2. Somewhat Support	<u>10%</u>	3. Not Support	100%
UTILIZE OUR FEDERAL FORESTS AGAIN	<u>82%</u>	1. Strongly Support	<u>14%</u>	2. Somewhat Support	<u>4%</u>	3. Not Support	100%
ADD NEW ROAD REVENUE	<u>58%</u>	1. Strongly Support	<u>25%</u>	2. Somewhat Support	<u>17%</u>	3. Not Support	100%

RATE HOW STRONGLY YOU WOULD SUPPORT A NEW FEE OR TAX FOR ROADS:

AVERAGE RATING: 51%

Strongly Support
Somewhat Support
Not Support

SHORT TERM OPTIONS

- The committee evaluated several short term funding options:
 - Implementing fees for certain permits
 - Moderate Recommendation - \$6,500 in revenue
 - Increase contract work for other agencies
 - Moderate Recommendation – Could generate revenue but would affect ability to perform county road maintenance
 - Use the Road Reserve to backfill the funding shortfall
 - Moderate Recommendation – Short term fix. Reserve will run out, no funds for emergencies (flood 1996)

SHORT TERM OPTIONS, continued

- Transfer certain county roads within the UGB
 - Strong Recommendation – Could save \$60,000 per year in maintenance costs. Would need to negotiate transfer with the City.
- Reduce or eliminate some materials and services – paving, paint striping, road grading, etc
 - Not recommended – Could save \$450,000 – giving up on the road system – the public is not in support

LONG TERM OPTIONS

- The committee also evaluated several long term funding options:
 - Combine the city and county road departments
 - Not Recommended – Still must maintain the road systems – increased administrative costs – roads and streets are different
 - Privatize the county road department
 - Not Recommended – Outsourcing costs more (ODOT example) – loss of control – increased administrative, inspection and supervision costs

LONG TERM OPTIONS, continued

- County Road District
 - Moderate Recommendation – Concerns about competing measures – tax compression and urban renewal could limit the funding
- Transportation Impact Fee
 - Strong Recommendation – Funds are generated by road users – fees could be based on trips or on tonnage hauled
- County Vehicle Registration Fee
 - Strong recommendation – Funds are generated by road users – revenues would be shared between the city and the county

BAD ROADS.....

- If action is not taken **soon** road conditions will continue to worsen and we will lose our investment in the road system.
- Bad roads will mean:
 - Reduced safety
 - Increased wear & tear on vehicles
 - Severe negative effects on the economy
 - Impacts to commuters
 - Impacts to agriculture
 - Impacts to commercial hauling
 - Impacts to potential wind farms or other prospective business investments.

DECISION TIME

- Deep cuts to both materials and personnel will devastate the county road system, yet still not eliminate the funding shortfall.
- New revenue is necessary, if we are to adequately maintain the County road system:
- **\$1.60** million dollars per year – funding for maintenance programs only
- **\$1.90** million dollars per year – funding for maintenance, plus capital improvement program could be added back

- The Wasco County Road Advisory Committee has recommended pursuing new, long-term funding to save the county roads. Their options are:
 - County Road District
 - County Transportation Impact Fee
 - County Vehicle Registration Fee

What do you think?

THANK YOU!



WASCO COUNTY ROADS - Questionnaire

Please save this to your computer and return to us via email: martym@co.wasco.or.us OR return to:
Public Works Director
2705 E. 2nd Street
The Dalles, OR 97058

* How long have you been a resident of Wasco County?

* Do you live on or own property along a Wasco County Road? ☐ Yes ☐ No

* Rate the importance of the following services:

- Maintenance of Gravel Roads ☐ Very Important ☐ Somewhat Important ☐ Not Important
- Maintenance of Paved Roads ☐ Very Important ☐ Somewhat Important ☐ Not Important
- Snow Removal ☐ Very Important ☐ Somewhat Important ☐ Not Important

* Rate how strongly you would support the following alternatives:

- Reduce or eliminate gravel road maintenance ☐ Strongly Support ☐ Somewhat Support ☐ Not Support
- Reduce or eliminate paved road maintenance ☐ Strongly Support ☐ Somewhat Support ☐ Not Support
- Convert failing paved roads to gravel ☐ Strongly Support ☐ Somewhat Support ☐ Not Support
- Vacate certain county roads ☐ Strongly Support ☐ Somewhat Support ☐ Not Support
- Transfer certain county roads ☐ Strongly Support ☐ Somewhat Support ☐ Not Support
- Utilize our Federal Forests again ☐ Strongly Support ☐ Somewhat Support ☐ Not Support
- Add new road revenue ☐ Strongly Support ☐ Somewhat Support ☐ Not Support

* Rate how strongly you would support some form of new fee or tax dedicated to Wasco County Roads?

Strongly Support			Somewhat Support				Do Not Support		
<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 4	<input type="checkbox"/> 5	<input type="checkbox"/> 6	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 9	<input type="checkbox"/> 10

Are you willing to help in the Wasco County Road campaign? If so, please provide your contact information:

Name:

Address:

City:

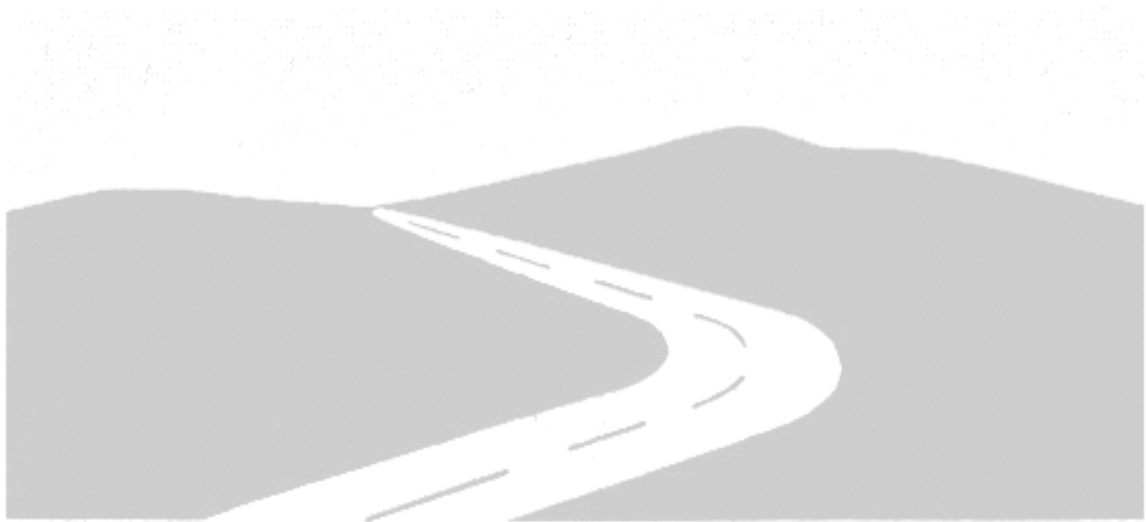
State/Zip

Telephone:

Email:

WASCO COUNTY ROAD ADVISORY COMMITTEE COUNTY ROADS REPORT

September 4th, 2013



WASCO COUNTY

PUBLIC WORKS

WASCO COUNTY ROAD ADVISORY COMMITTEE

COUNTY ROADS REPORT

BACKGROUND

In January of this year the Wasco County Road Advisory Committee was convened to help formulate recommendations to address the fiscal conditions in the road department resulting from the loss of federal payments. The RAC was charged with developing and investigating several goals and to bring their findings and recommendations back to the Board of Commissioners.

HISTORIC FUNDING AND CURRENT FUNDING

Since 2000, the federal “Safety Net” program made payments to timber counties after logging on the federal forests was sharply curtailed due to environmental concerns. The “Safety Net” payments represented nearly 60% of all road department revenue.

In 2007, the program began to expire and the “Safety Net” payments were greatly reduced. The road department developed a plan to offset the declining revenue: Reductions in materials and capital expenditures, no additional funding to the emergency road reserve, and reductions in personnel which included the loss of seven full-time employees and two part-time employees.

In 2013, the “Safety Net” program ended. The road department has continued to streamline and make cuts or reductions where possible. Even after those actions, the department is still facing a significant shortfall. The amount of new funding needed to replace the lost federal timber payments and to adequately maintain the county transportation system is \$ 1.6 million dollars per year. In order to reinstate the road department’s capital improvement program, the amount needed would be approximately \$1.9 million (see attached Exhibit A).

THE TRANSPORTATION SYSTEM

The road department is responsible for maintaining almost 700 miles of county road throughout five maintenance districts. 400 miles of road are gravel and 300 miles are paved. The transportation system also includes over 120 bridges, 1000 culverts and 5000 signs. Maintenance work includes chip sealing the paved roads, placing rock and blading the gravel roads, ditching, brush cutting, paint striping and snow removal.

WHAT IS HAPPENING TO THE SYSTEM

The road department has maintained their pavement preservation program, but at a reduced level due to significant increases in the costs of materials. During the “Safety Net” period the overall system PCI was 85 and 30 to 40 miles of paved road were maintained each year. The current system PCI has fallen to 80 and continues to drop and the department can only afford to maintain about 15 to 18 miles each year.



The department is also struggling to maintain their system of gravel roads. Cost increases and manpower restrictions have dictated that gravel roads are now bladed only twice per year and new rock is added only when absolutely necessary.

The current maintenance resources are not keeping up with the increasing costs and the needs of an extensive and complex transportation system. The reductions that were made in 2007 were based on the materials and personnel needed to safely maintain the road system for a short period of time. Further cuts and reductions have extended the work crews too far and the department is losing ground every year.

GOAL 1 – EDUCATE THE PUBLIC

The RAC was charged with building public awareness about the road department and its funding issues. A power point presentation was created and the strategy was to schedule meetings with as many special interest groups, service clubs and other organizations throughout the county as possible. To date, the RAC has held 19 meetings and presentations. The various groups and organizations included:

Wasco County Board of Commissioners	Dufur City Council
KIHR Radio - Mid-Columbia Today	The Dalles Senior Center
Kiwanis	Lion's Club
Governmental Affairs	Rotary Club
KODL Radio – Coffee Break	Maupin City Council
Juniper Flat Fire Board	Y 102 Radio
Wasco County Republican Party	Badger Irrigation District
Pre-Harvest Lunch Meeting	Maupin School Board
Power Breakfast Meeting	Dufur School Board
Mt Hood NF – Barlow District Ranger	

The RAC also put on a display booth during the week of the Wasco County Fair. The display included the power point presentation and several photos showing examples of county road maintenance and projects. Copies of the road questionnaire were also made available at the display.

GOAL 2 – RECEIVE PUBLIC COMMENT

The second goal of the RAC was to gauge public comment and use that information to help define acceptable service levels for the county roads. A road questionnaire was developed and distributed (see attached Exhibit B). The committee received back over a hundred surveys and the following information was found:



51% rated the maintenance of gravel roads as very important, with 53% stating they would not support eliminating or reducing gravel road maintenance.

72% rated the maintenance of paved roads as very important, with 68% stating they would not support eliminating or reducing paved road maintenance.

56% said that snow removal was very important and only 8% rated snow removal as not important.

There is also support to transfer certain county roads to the city; 47% strongly support and 43% somewhat support the idea.

Most significantly, 51% of the respondents stated they would support some kind of new fee or tax for county roads. In fact, 58% would strongly support new road revenue, while only 17% would not support new road revenue.

In our opinion, the results of the questionnaire clearly show that the public views the county roads as a critical asset that needs to be maintained. It also shows that a majority of the public would support some kind of new fee or tax to support the county roads:

WASCO COUNTY ROADS QUESTIONNAIRE

TOTAL RESPONSES:	<u>112</u>
AVERAGE LENGTH OF RESIDENCE:	<u>35</u>
LIVE/OWN PROPERTY ON COUNTY ROAD:	<u>68%</u>

RATE THE IMPORTANCE OF THE FOLLOWING SERVICES:

MAINTENANCE OF GRAVEL ROADS	<u>51%</u>	1. Very Important	<u>42%</u>	2. Somewhat Important	<u>7%</u>	3. Not Important	100%
MAINTENANCE OF PAVED ROADS	<u>72%</u>	1. Very Important	<u>26%</u>	2. Somewhat Important	<u>2%</u>	3. Not Important	100%
SNOW REMOVAL	<u>56%</u>	1. Very Important	<u>36%</u>	2. Somewhat Important	<u>8%</u>	3. Not Important	100%

RATE HOW STRONGLY YOU WOULD SUPPORT THE FOLLOWING:

REDUCE/ELIMINATE GRAVEL ROAD MAINT	<u>13%</u>	1. Strongly Support	<u>34%</u>	2. Somewhat Support	<u>53%</u>	3. Not Support	100%
REDUCE/ELIMINATE PAVED ROAD MAINT	<u>6%</u>	1. Strongly Support	<u>26%</u>	2. Somewhat Support	<u>68%</u>	3. Not Support	100%
CONVERT FAILING PAVED ROADS TO GRAVEL	<u>18%</u>	1. Strongly Support	<u>52%</u>	2. Somewhat Support	<u>30%</u>	3. Not Support	100%
VACATE CERTAIN COUNTY ROADS	<u>34%</u>	1. Strongly Support	<u>44%</u>	2. Somewhat Support	<u>22%</u>	3. Not Support	100%
TRANSFER CERTAIN COUNTY ROADS	<u>47%</u>	1. Strongly Support	<u>43%</u>	2. Somewhat Support	<u>10%</u>	3. Not Support	100%
UTILIZE OUR FEDERAL FORESTS AGAIN	<u>82%</u>	1. Strongly Support	<u>14%</u>	2. Somewhat Support	<u>4%</u>	3. Not Support	100%
ADD NEW ROAD REVENUE	<u>58%</u>	1. Strongly Support	<u>25%</u>	2. Somewhat Support	<u>17%</u>	3. Not Support	100%

RATE HOW STRONGLY YOU WOULD SUPPORT A NEW FEE OR TAX FOR ROADS:

AVERAGE RATING:	<u>51%</u>	Strongly Support
		Somewhat Support
		Not Support

GOAL 3 – SHORT TERM SOLUTIONS

The third goal of the RAC was to explore short-term funding solutions. The following options were considered:

1. Increase revenue by implementing fees for permits
2. Increasing contract work for other agencies
3. Use the road reserve to balance the budget
4. Reduce the transportation system by transferring county roads within the UGB area to the city
5. Reduce certain materials and services such as paving, paint striping and blading

Here are the RAC's findings on each of these options:

1. Increase revenue by implementing fees for permits – Oregon law does not allow counties to charge for utility permits. A fee could be collected for approach road permits and special event permits. The revenue from these new fees is estimated to be about \$6,500 per year. That estimate is based on a \$100 approach permit fee and a \$250 special event permit fee. These are the average permit fees used by other counties around the state. Moderate Recommendation
2. Increasing contract work for other agencies - Performing additional contract work could raise added revenue. The current amount of contracted work results in an average of \$25,000 per year. However, each hour spent on contract work is one less hour spent maintaining the county system. This decision could also put the county in a position where it would be competing against private companies for certain work. The current amount of contract work is being managed to the benefit of both the county and the other agencies. It might be difficult to add further work without jeopardizing county road maintenance and the existing contracts. Moderate Recommendation
3. Use the road reserve to balance the budget – The reserve will eventually run out and then there will not be any funds available for emergencies like the flood of 1996. Small amounts of the reserve could be used to help buy time until a long term funding solution is found. The road reserve would need to be drawn down by approximately \$350,000 per year. Moderate Recommendation
4. Reduce the transportation system by working with the City of The Dalles to transfer the remaining county roads within the urban growth area – This solution would be a one-time deal. The actual savings is somewhat hard to quantify. The maintenance cost for the 15.5 miles of county road in the UGB is estimated to be \$35,000 per year. There would also be an estimated savings of \$250,000 in future pavement preservation costs over the next 10 years - \$25,000 per year for a total estimated savings of \$60,000. We would need to negotiate an acceptable transfer process with the city. There is evidence of public support for transferring these county roads. Strong Recommendation



5. Reduce certain materials, personnel and services such as paving, paint striping and road grading – By eliminating pavement preservation, reducing gravel road maintenance on 200 miles, reducing paint striping by half, and cutting back on general road supplies; there could be an estimated savings of \$450,000 per year. However, with the department already struggling to maintain the roads, further cuts in materials, personnel and services would fundamentally be giving up on the transportation system. It would take many years of greatly increased funding with added manpower to repair the roads that were allowed to deteriorate. In addition, the public clearly stated that they were not in favor of eliminating or reducing road maintenance. Not Recommended

GOAL 4 – LONG TERM SOLUTIONS

The last goal of the RAC was to explore long-term funding solutions. The following options were considered:

1. Implement a Vehicle Registration Fee
2. Implement a Transportation Impact Fee
3. Implement a County Road District
4. Combine the City and County road departments
5. Privatize the road department

Here are the RAC's findings on each of these options:



1. Implement a Vehicle Registration Fee – The funds raised are generated by road users. Vehicle registrations are relatively stable over time. While gas taxes can fluctuate and have begun to decline as more fuel efficient vehicles are introduced, these new hybrid cars still utilize the roads and would be subject to the registration fee. The fee is simple to implement and administer as the DMV already collects and distributes the state registration fee. Revenues would be shared between the county and the cities. Strong Recommendation
2. Implement a Transportation Impact Fee – These funds would also be generated by road users. Farm vehicles and trucks weighing over 26,000 pounds are exempt from vehicle registration fees but their use contributes heavily to the wear and tear on the roads. The TIF could be based on tonnage hauled, to help recoup the actual impact from trips. At this time, there is no system in place to implement or administer the TIF. Strong Recommendation
3. Implement a County Road District – Would establish a permanent funding source for the transportation system. There are some concerns about competing with other property tax measures such as the community college and the park pool. The funds raised are not necessarily generated by the road users. Moderate Recommendation
4. Combine the City and County road departments - There have been a few suggestions that simply combining the existing road and street departments would allow the city and county to save money, yet still provide the necessary maintenance services.

However, those arguments presume cost savings through vague economies of scale and consolidation or elimination of duplicate equipment and personnel. There is also a general assumption that both

departments perform the same type of maintenance work and therefore could easily combine their services.

The City street department currently maintains over 80 miles of paved streets as well as alleys, pedestrian access ways, bicycle paths, triangle parks, sidewalks and street lighting. The department has 5 dedicated employees and shares several others for a total 7.5 FTE.

The County road department maintains almost 700 miles of road as well as 120 bridges, culverts, ditches and signs. The department has a total 21.6 FTE.

While the nature of the maintenance work is similar in some respects, each department also has very specialized and unique responsibilities. While both maintain paved roads and streets, city crews are also responsible for sidewalks, storm drains and street lighting. In contrast, the county crews must grade and shape gravel roads, maintain a drainage system of ditches and culverts, and perform bridge repairs.



The funding problem facing the county public works department was not created through overspending or overstaffing. Combining and then consolidating the city and county departments would not provide any budget relief, but would severely impact both. This new department would then also be facing the challenge of trying to administer, manage and prioritize for two specialized transportation systems. Not Recommended

5. Privatize the road department - There is a perception that privatization or out-sourcing work will allow governments to provide quality services at a much lower cost. However, audits and other reviews of state highway maintenance outsourcing programs have broadly shown that initial claims of projected cost savings and service benefits are at best, difficult to substantiate and at worst, vastly overstated:

In 2009 Oregon DOT contracted out the maintenance of an entire 10-30 mile segment of state highway for six years. The contract proceeded for two years, and because of higher costs, the Oregon legislature is currently working to terminate the contract as soon as feasible.

Cost overruns combined with hidden and indirect costs, such as contract monitoring and administration, make privatization more expensive than in-house services. The county would still be required to inspect and review all work to ensure it meets the contract quality and standards.

Additionally, there will be a loss of control and flexibility with outsourcing, as contracts must be written in very specific terms and many maintenance tasks may not be addressed or are subject to contract limitations and change orders. There are also strong concerns about how a private business would respond to emergencies or unforeseen circumstances.

The funding problem facing the county road department was not brought on by government waste or bureaucratic inefficiencies. Out-sourcing the department would not provide budget relief, but would in fact increase costs. Not Recommended

REPORT SUMMARY AND RECOMMENDATIONS

The Wasco County transportation system has been well maintained for many, many years. However, with the loss of federal forest payments, the county's ability to continue to sustain that level of service has ended.

The loss of revenue also reduces the county's ability to provide matching funds to help leverage federal-aid and/or grant money. Currently, these types of dollars are the primary source of funding for capital improvement projects.

Compounding the financial problems is the factor of increased cost of essential materials such as asphalt, fuel and rock. Those increases were placing a heavy strain on maintenance dollars even before the severe funding reduction.

Wasco County's roads are critical assets that assure the transport of goods to markets and people to places. Failure to maintain that asset will mean reduced safety and increased wear and tear on vehicles. Bad roads will also impact commuters, tourists, agricultural traffic and commercial haulers, which will have a severe negative effect on the local economy.

After several months of research, holding meetings, building public awareness and receiving comments, the Wasco County Road Advisory Committee makes the following recommendations:

1. Pursue new long-term funding sources to add \$1.6 million in revenue:
 - A. County Vehicle Registration Fee – Strong Recommendation
Counties can enact a vehicle registration fee in an amount not to exceed the current state fee of \$43 per year. A county vehicle registration fee could raise a significant amount of revenue depending on the fee level.
Revenues would be shared between the county and the cities
Research and begin development – September, 2013
Target: May, 2014 election
 - B. County Transportation Impact Fee – Strong Recommendation
These fees would be generated by road users
A transportation impact fee of less than 1% could generate several thousand dollars in revenue
Research and begin development – September, 2013
Target: November, 2013 report to the committee
 - C. County Road District – Moderate Recommendation
A county rate for \$1.6 million would be around \$0.90/thousand
A county rate for \$1.9 million would be around \$1.07/thousand
Research and begin development – September, 2013
Target: November, 2013 report to the committee

2. Professional assistance – Strong Recommendation

Authorize and fund the selection of a professional consultant to assist the committee in the initiation and implementation of a campaign that will increase the possibility of voter approval of any measure to be placed on the ballot.

Target: September, 2013 select professional – define and negotiate scope of work, fees and length of contract.

3. Transfer 15.5 miles of county roads in the urban area to the city of The Dalles – Strong Recommendation

Schedule another joint meeting with city and county officials. Begin discussions and/or negotiations for an acceptable transfer process.

Target: winter, 2013 meeting date.

4. Allow the road department to employ the following short-term funding solutions:

A. Charge fees for certain permits – Moderate Recommendation
Research and develop fee schedule – winter, 2013.

B. Expansion of cooperative efforts with other municipalities – Moderate Recommendation
Research and evaluate – winter, 2013.

C. Temporary use of the road reserve to balance the budget (contingent upon the failure of any ballot measure) – Moderate Recommendation
Evaluate during FY 2014-15 budget preparation – January, 2014.

The Road Advisory Committee **does not** recommend:

1. Further reductions in materials, personnel and services or deferring any maintenance that will allow road conditions to deteriorate.
2. Combining with the City of The Dalles street department.
3. Privatizing any portion of the road department.

EXHIBIT A

TARGET AMOUNT TO REPLACE FEDERAL TIMBER PAYMENTS

Sustainable, long-term funding needed to adequately maintain the county road system

	<u>1st Scenario</u>	<u>2nd Scenario</u>
Average Annual Budget Shortfall	\$350,000	\$350,000
Add back Capital Improvement Program	\$0	\$225,000
Add back miles of oiling	\$275,000	\$275,000
	13 miles of road	13 miles of road
	30 miles total	30 miles total
Estimated PCI	82 (+)	82 (+)
Paving cycle	10 - 15 years	10 - 15 years
Add back materials/services	\$100,000	\$100,000
rock, culverts, bridge supplies, paint, etc		
Add back personnel	\$325,000	\$400,000
	5 Full Time + 1 Part Time	6 Full Time + 2 Part Time
Add back Road Reserve	\$200,000	\$200,000
Add back equipment purchase	\$200,000	\$200,000
Add back Contingency/Grant funds	\$100,000	\$100,000
Inflation Factor	\$50,000	\$50,000
TOTAL FUNDS NEEDED:	\$1,600,000	\$1,900,000

WASCO COUNTY ROADS QUESTIONNAIRE

TOTAL RESPONSES: _____

AVERAGE LENGTH OF RESIDENCE: _____

LIVE/OWN PROPERTY ON COUNTY ROAD: _____

EXHIBIT B

RATE THE IMPORTANCE OF THE FOLLOWING SERVICES:

MAINTENANCE OF GRAVEL ROADS	_____	1. Very Important	_____	2. Somewhat Important	_____	3. Not Important
MAINTENANCE OF PAVED ROADS	_____	1. Very Important	_____	2. Somewhat Important	_____	3. Not Important
SNOW REMOVAL	_____	1. Very Important	_____	2. Somewhat Important	_____	3. Not Important

RATE HOW STRONGLY YOU WOULD SUPPORT THE FOLLOWING:

REDUCE/ELIMINATE GRAVEL ROAD MAINT	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support
REDUCE/ELIMINATE PAVED ROAD MAINT	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support
CONVERT FAILING PAVED ROADS TO GRAVEL	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support
VACATE CERTAIN COUNTY ROADS	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support
TRANSFER CERTAIN COUNTY ROADS	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support
UTILIZE OUR FEDERAL FORESTS AGAIN	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support
ADD NEW ROAD REVENUE	_____	1. Strongly Support	_____	2. Somewhat Support	_____	3. Not Support

RATE HOW STRONGLY YOU WOULD SUPPORT A NEW FEE OR TAX FOR ROADS:

AVERAGE RATING: _____	1. Strongly Support
	5. Somewhat Support
	10. Not Support

FOR IMMEDIATE RELEASE

CONTACT:

Marty Matherly

martym@co.wasco.or.us

541-506-2640

Wasco County Residents Support Maintaining Good Roads

- Wasco County Road Advisory Committee finds residents willing to support new road revenue -

THE DALLES, Ore. (September 4th, 2013) – A citizens report presented to Wasco County Commissioners has found that, in 2013, for the first time in decades, Wasco County’s roads are in danger of falling into disrepair.

In January 2013, the Wasco County Road Advisory Committee (RAC) was convened to help formulate recommendations to address the fiscal conditions in the road department resulting from the loss of federal payments. The RAC was charged with developing and investigating several goals and to bring their findings and recommendations back to the Board of Commissioners. What they discovered was overwhelming support of maintaining good roads, with over half of the participants willing to support a new fee or tax for county roads.

“ADD QUOTE FROM CHAIR OF RAC”

Until the timber industry declined in Wasco County, revenue of timber always helped maintain roads. In 2000, the federal “Safety Net” program began to make payments to timber counties after logging on the federal forests was sharply curtailed due to environmental concerns. In 2013, the “Safety Net” program ended. The road department has continued to streamline and make cuts or reductions where possible. Even after those actions, the department is still facing a significant shortfall. The amount of new funding needed to replace the lost federal timber payments and to adequately maintain the county transportation system is \$ 1.6 million dollars per year. In order to reinstate the road department’s capital improvement program, the amount needed would be approximately \$1.9 million.

The road department is responsible for maintaining almost 700 miles of county road throughout five maintenance districts. 400 miles of road are gravel and 300 miles are paved. The transportation system also includes over 120 bridges, 1000 culverts and 5000 signs. Maintenance work includes chip sealing the paved roads, placing rock and blading the gravel roads, ditching, brush cutting, paint striping and snow removal.

Citizen Survey Results Released

The Road Advisory Committee held a survey of over one hundred Wasco County residents, finding that:

- 51% of the respondents would support some kind of new fee or tax for county roads. In fact, 58% would strongly support new road revenue, while only 17% would not support new road revenue.
- 72% rated the maintenance of paved roads as very important, with 68% stating they would not support eliminating or reducing paved road maintenance.
- 56% said that snow removal was very important and only 8% rated snow removal as not important.
- There is also support to transfer certain county roads to the city; 47% strongly support and 43% somewhat support the idea.

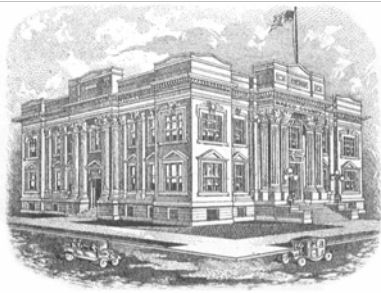
After several months of research, holding meetings, building public awareness and receiving comments, the Wasco County Road Advisory Committee set out short term and long-term recommendations. Among these recommendations is the transference of 15.5 miles of county roads in the urban area to the city of The Dalles and new funding sources, such as a County Vehicle Registration Fee of \$43 per year. Among their chief concerns is to pursue new long-term funding sources to add \$1.6 million in revenue without putting too much extra burden on the taxpayer.

The Road Advisory Committee was also clear about strategies it does not recommend, such as further reductions in materials, personnel and services or deferring any maintenance that will allow road conditions to deteriorate. The RAC also discourages against the road department combining with the City of The Dalles street department as well as any privatization of the road department.

“Wasco County’s roads are critical assets that assure the transport of goods to markets and people to places. Failure to maintain that asset will mean reduced safety and increased wear and tear on vehicles. Bad roads will also impact commuters, tourists, agricultural traffic and commercial haulers, which will have a severe negative effect on the local economy,” the report finds.

Wasco County residents interested in preserving and maintaining the county’s good paved and unpaid roads are invited to join a new Facebook page at www.facebook.com/wascocountygoodroads.

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WASCO COUNTY

Board of County Commissioners

511 Washington Street, Suite 302
The Dalles, Oregon 97058-2237
(541) 506-2520
Fax: (541) 506-2521

Rod Runyon, *Chair of the Board*
Scott Hege, *County Commissioner*
Steve Kramer, *County Commissioner*

October 15, 2013

Trust for Public Lands
115 NW Oregon Avenue, Suite 9
Bend, OR 97701

To Whom It May Concern:

The Wasco County Board of Commissioners supports the proposed acquisition of the Limmeroth River Ranch in the Deschutes River corridor. The addition of this land to the current holdings of the Oregon Department of Fish and Wildlife (ODFW) will be of significant benefit to the citizens of Wasco County.

The Deschutes hosts a wide variety of fish and wildlife species; ensuring that these species have secure habitats will allow them to thrive within the region. The parcel proposed for purchase provides excellent habitat for many species such as mule deer, bighorn sheep and summer steelhead, important to Wasco County residents.

Most land ownership along the boundaries of the Deschutes corridor is private, limiting public access to the river canyon. ODFW ownership of this property will provide the best opportunity for habitat protection, as well as increasing the public's opportunity to enjoy the landscape and fauna present in the area. Another public access point within the county will provide for more public recreation opportunities, and ultimately increase revenue brought into the county.

Thank you,
Wasco County Board of Commissioners

Rod Runyon, Commission Chairman

Scott Hege, Commissioner

Steve Kramer, Commissioner



Wasco County

SHERIFF

511 Washington St., Suite #102

The Dalles, Oregon 97058

Phone 541-506-2580

Fax 541-506-2581

To: Wasco County Board of Commissioners

Re: Surplus of County Vehicles

Dear Commissioners:

As per the Wasco County Vehicle Program the Wasco County Sheriff's Office is recommending that three county vehicles be surplus for public disposal/auction. The following vehicles listed are the recommended vehicles:

- Unit 03-08, 2003 Dodge Durango, (VIN # 1D8HS48N63F568941), Mileage 91,072
- Unit 04-03, 2004 Dodge Durango, (VIN # 1D8HB48D04F145314), Mileage 83,131
- Unit 04-19, 2004 Ford Taurus, (VIN# 1FAFP53U44A102621), Mileage 120,716

The aforementioned vehicles are no longer in use as they have been cycled through to other departments for the purposes of the program.

Thank you for your consideration in this matter.

Sincerely,

Lane Magill
Chief Deputy

IN THE BOARD OF COMMISSIONERS OF THE STATE OF OREGON

IN AND FOR THE COUNTY OF WASCO

IN THE MATTER OF SURPLUSSING SHERIFF'S)	
DEPARTMENT VEHICLES: UNIT #03-08 2003)	ORDER
DODGE DURANGO VIN #1D8HS48N63F568941,)	
UNIT #04-03 2004 DODGE DURANGO VIN)	#13-135
#1D8HB48D04F145314, UNIT #04-19 2004)	
FORD TAURUS VIN #1FAFP53U44A102621)	

NOW ON THIS DAY, the above-entitled matter having come on regularly for consideration, said day being one duly set in term for the transaction of public business and a majority of the Board of County Commissioners being present; and

IT APPEARING TO THE BOARD: That above said vehicles are no longer required by the County; and

NOW THEREFORE, IT IS HEREBY ORDERED: That above said vehicles will be considered surplus and disposed of by the Wasco County Sheriff's Department, in accordance with state laws governing the disposition of property.

DATED this 16th day of October, 2013

WASCO COUNTY BOARD
OF COMMISSIONERS

Rod Runyon, Chair

Scott Hege, County Commissioner

Steve Kramer, County Commissioner

APPROVED AS TO FORM:

Eric J. Nisley
Wasco County District Attorney

Appearance Record

NAME	ADDRESS	CITY	STATE
Jeri Thalhoffer	NCPHO		
Mary Gable	NCPHO		
Barbara Pashek	Human		
Gabeel Watson	1830 NW 23rd Place Portland 97210	Portland	OR
Tim Ramis	2 Centerpointe Dr. #6th floor Lake Oswego, OR 97035		
Ted Naemura	2 Centerpointe Dr. 6th floor, Lake Oswego		OR 97
JOHN HARTUNG	1025 SE SANDY PORTLAND 97214		
MARK WHITLOW.	1120 NW Couch St. PORTLAND, OR 97209	PORTLAND	OR
ANDREW STAMP	4248 Galewood St. Lake Oswego OR 97035		
TIM RAMIS	2 Centerpointe Dr. 6th floor Lake Oswego OR 97035	Lake Oswego	OR
Nancy Erz NO	2815 NE 77 Place Portland OR 97213	Portland	OR
Andrew Stamp	4284		

DATE: 10.16.2013
Watson Hearing

What is *mediation*?

Mediation is a ***voluntary, cooperative problem solving process*** where a neutral mediator helps the parties decide what the important issues are, explore misunderstandings, illuminate listening techniques and discover solutions.

The goal of the mediation is to reach an agreement that ***all participants find reasonable and in their best interests.***

Mediation IS NOT:

A court hearing, counseling or therapy;
you will not be asked to compromise your values.

Mediation IS:

A process that allows parties to find ***lasting, mutually agreeable solutions*** to complex problems.



Research from Community Dispute Resolution Centers nationwide has found that ***85% of cases that come to mediation are resolved to the "mutual satisfaction of both parties."***

We believe that speaks volumes toward the potential influence we can have on our community.

Six Rivers Mediation is a community dispute resolution center housed with the Mid Columbia Council of Governments.

We receive funding from local, state and federal organizations. Our mediators and facilitators are highly trained community volunteers dedicated to helping people solve problems and resolve conflict. We strive to create positive conversations and a safe environment for settling disputes.

Our Mission

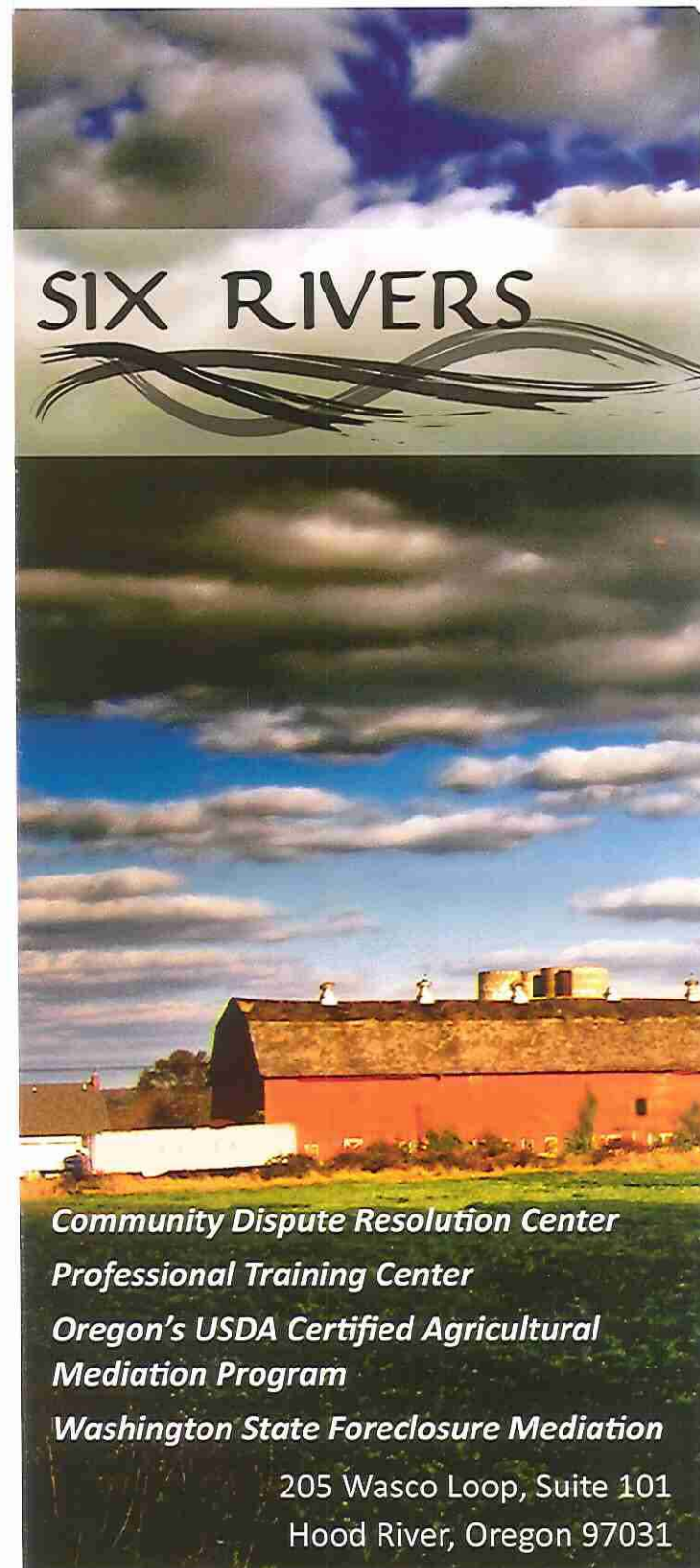
By establishing a forum where each party is heard, we ***teach listening.***

By creating an environment where each party can speak, we ***teach communication.***

By developing processes that seek resolution, we ***teach the importance of dialogue.***

By building these processes into a method of mediating disputes we ***teach citizenship.***

For more information call toll free
888.628.4101
or visit us on the web
www.6rivers.org



SIX RIVERS

Community Dispute Resolution Center
Professional Training Center
Oregon's USDA Certified Agricultural Mediation Program
Washington State Foreclosure Mediation

205 Wasco Loop, Suite 101
Hood River, Oregon 97031

Affordable Solutions

We strive to bring **cost effective options** to individuals and organizations and offer reduced costs to those with limited funding. Costs are derived from a sliding fee scale; please call our office to discuss payment options.

Conflict Resolution services are grant supported or free of charge in the following cases: Oregon's USDA Certified Agricultural Mediation Program & Oregon Manufactured Communities Resource Center

USDA is an equal opportunity provider and employer.

Conflict Resolution Education

Interested in developing your conflict resolution skills?

Six Rivers has a variety of **skill building** opportunities; whether your goals are to become a paid mediator or improve your listening or negotiation skills. Six Rivers' education program provides a great forum to develop as **mediator, conflict coach or facilitator**.

Contact us today to find out more about upcoming trainings or to apply to become a volunteer mediator!

- Professional development program
- Internships
- Basic & Advanced training
- Monthly skill building classes
- Mediation practice groups

Services Provided by Six Rivers Mediation

Mediation

Mediation gets to the **source of the conflict** and provides a facilitated dialog that brings together those who are most able to craft solutions that address the root cause. We work with all parties to choose the best option for your unique situation. Six Rivers specializes in **Agricultural, Family, Youth, Workplace, Divorce, and Neighbor to Neighbor** mediations.

Facilitation

Group decision making is often a difficult task, however, **complex conflicts can be untangled with diligence and the appropriate conflict resolution process**. Six Rivers draws from a cadre of experienced mediators and facilitators to work with you on a decision making plan **tailored to fit your group's needs**. Meeting rooms, process guides, agenda crafting, decision tracking, logistics and conflict resolution at the right pace for your situation.

Conflict Coaching

Let's face it, sometimes the person you are dealing with does not feel the same way about resolving the conflict that you do. **Conflict Coaching results in a personalized plan for you to move through the situation** without relying on the unpredictable nature of another party. Six Rivers provides ultimate customization through **analysis of your conflict resolution style, preferences and challenges, one on one consultation and plan development**.

Supervised Visitations & Interchange

We believe it is important for children to be able to spend time with their parents and at Six Rivers we will **ensure a safe, comfortable environment for visitations and child interchanges**.

Specialized Trainings

Unique, creative trainings **designed specifically for your organization, employees or classroom**. Six Rivers will work with you to identify key lessons, goals and outcomes that best suit the needs of your group.



What do we Mediate?

Issues involving two or more people in a conflict. People fight about all kinds of things. Some examples of the cases we've worked on include:

Banging noises, yelling matches, broken fences, roaming animals, tree limbs, branches and leaves.



Neighbors that just don't get along. Neighbors that used to be good friends. Neighbors that both hired surveyors and got different results. Friends who made a business deal that didn't work. Friends who feel hurt or neglected.

Money: not enough, too much, in the wrong hands. Money borrowed, owed or missing. Arguments that feel like harassment. Agreements that fell apart.



Families that can't communicate. Families that don't agree on rules. Families that are fighting about money, property or curfews.



Co-workers with different tastes in music, Co-workers who have different definitions of "team player".

Roommates who can't seem to get the rent money together on the same day. Roommates who have different schedules.

Whenever you find yourself in an argument with someone and you just can't work it out. Mediation might be the right choice!

FRUSTRATED? STRESSED OUT? READY TO GIVE UP?

Our staff has extensive training in communication dynamics and defusing difficult situations. Call us!

What exactly is Mediation?

Our most popular service, Mediation is a voluntary, cooperative problem-solving process. Impartial mediators help people define the issues, communicate more clearly, resolve misunderstanding, and explore solutions to their disputes.

Mediation:

IS NOT a court hearing.
IS NOT counseling or therapy.
IS NOT about compromising your values.
IS NOT a process to determine guilt or innocence.

Mediation:

IS a process that allows you to find lasting, mutually agreeable solutions to problems between people.



Six Rivers CMS is a 501c3 non-profit organization serving Hood River, Wasco, Sherman, Gilliam, Wheeler and Klickitat Counties.

We receive support from charitable foundations, regional, local and community governments and organizations and many dedicated community volunteers. Six Rivers CMS is a member of the Oregon Mediation Association, the National Association for Community Mediation and receives support from the University of Oregon OOCDR.

More Great Things We Do:

Facilitation: Helping others think through what they want and organize themselves to achieve it. Staff meetings, retreats, planning groups, board meetings, anytime you have potential conflicting ideas, we can help.

Education:

Community Workshops: 2 hour free training
Conflict Resolution Training: 8 hour course
Basic Mediation: 36 hour course
Customized workshops to suit your needs.

How do I get started?

1. **Call us.** We will explain the process and help you decide if mediation is right for this situation.
2. **Discuss** your conflict in confidentiality with a case manager.
3. **Develop** a future focus. What would you like to change in your situation. How would it be different if the conflict were resolved?
4. **When you are ready**, a meeting will be scheduled to talk with the other party.
5. **Show up** prepared to fully participate and work on a solution to your conflict.
6. **Write up an agreement.** The mediators will transcribe your thoughts and share a copy with you and the other party and ask you both to sign your acceptance of the written terms.
7. **Maintain your rights!** Throughout the process you have the right to self determination, to call it quits and disagree when it's not working for you. The mediator is there to help you both find a realistic and reliable solution to your dispute.
8. **Questions?** Give us a call and we will be happy to send you additional information and talk about your specific conflict.

FIND ANSWERS ON OUR
WEBSITE!

www.6rivers.org

What is mediation?

Mediation is **voluntary** and **confidential** process in which a trained neutral third-party sits down with people involved in a conflict and assists parties on ways to come to agreement, but does not tell parties how they should conduct their business or personal affairs.

The goal of the mediation is to reach an agreement that **all participants find reasonable and in their best interests**.

Mediation IS NOT:

A court hearing, counseling or therapy; **you will not be asked to compromise your values**.

Mediation does not deny a party rights, responsibilities, or other available options.

Mediation IS:

A process that allows parties to find **lasting, mutually agreeable solutions** to complex problems.

Mediation keeps the parties talking and **focused on reaching a resolution** that satisfies the priorities of each party. It is important for you to know that mediation is not without effort. To be successful, mediation requires each participant to **prioritize options and evaluate positions, to negotiate in good faith, and make an effort to resolve the situation**.

Call us today and we can help you decide if mediation is a good fit for your situation. If so, Six Rivers staff will work with you and a USDA representative to schedule a time to meet and work towards resolving the issues at hand.

Six Rivers is a community dispute resolution center housed with the Mid-Columbia Council of Governments.

Our mediators and facilitators are highly trained community volunteers dedicated to helping people solve problems and resolve conflict. We strive to create positive conversations and a safe environment for settling disputes.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write to USDA, Assistant Secretary for Civil Rights, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, S.W., Stop 9410, Washington, D.C. 20250-9410 or call toll-free at (866) 632-9992 (English) or (800) 877-8339 (TDD) or (866) 377-8642 (English Federal-relay) or (800) 845-6136 (Spanish Federal-relay). USDA is an equal opportunity provider and employer.

For more information call toll free
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SIX RIVERS

Oregon's USDA Certified Agricultural Mediation Program



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Benefits of Mediation

Mediation offers several advantages over other remedies in resolving agricultural disputes because the process:

- Provides a formal, confidential and impartial setting in which to openly discuss all issues involved, including sensitive financial matters and personal issues.
- Allows the parties who are most familiar with the dispute to devise their own solutions.
- Helps restore communication between disputing parties and preserves and enhances important business relationships.
- May save all parties time and money as compared to litigation.
- Has fewer implementation issues since the parties agree to all terms.

Affordable Solutions

In order to help us bring cost effective options to individuals and organizations, the U.S. Department of Agriculture provides grant support through the Federal USDA Farm Service Agency's State Mediation Grant. As a result, mediations conducted through Oregon's USDA Agricultural Mediation Program are provided free of cost to Oregon agricultural producers and local USDA representatives.

What types of agricultural disputes can be mediated?

Farming and ranching are getting more complicated. Now days, many of the challenges facing producers involve issues that affect other people or agencies. Mediation offers an opportunity for parties to discuss issues, explore ALL possible options and focus on reaching a resolution. When agreements are reached, they are developed through collaboration between the producer and USDA representative. Results are effective and real solutions customized to fit the parties unique situation.



What types of agricultural disputes can be mediated? In general, Six Rivers can mediate any cases involving a citizen and the United States Department of Agriculture, including:

- Adverse decisions from a USDA agency
- Farm and rural development loans
- Farm credit problems (borrowers/lenders)
- Pesticide or environmental issues
- Grazing on federal lands
- Conservation compliance
- Conflict with non-farm neighbors or boundary disputes
- Financial conflict within farm families over management and transition issues
- Wetland determinations
- Crop Insurance
- Other agricultural disputes
- Landlord/tenant disputes
- Partnership dissolutions

Six Rivers is Oregon's USDA Certified Agricultural Mediation Program; mediation is available between Oregon residents and any USDA agency, including:

- U.S. Forest Service
- U.S. Farm Service Agency
- Natural Resource Conservation Service
- Rural Development

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Oregon's USDA Certified Agricultural Mediation Program

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NORTH CENTRAL (Sherman, Wasco, Gilliam)

County Tobacco Fact Sheet 2013

Tobacco's toll in one year



3,070

NUMBERS ARE ROUNDED

ADULTS
REGULARLY
SMOKE
CIGARETTES

1,480

NUMBERS ARE ROUNDED

PEOPLE
SUFFER FROM
A SERIOUS ILLNESS
CAUSED BY TOBACCO



YOUTHS	6,580
ADULTS	22,365
TOTAL RESIDENTS	28,945



76

PEOPLE DIED FROM TOBACCO



\$14.3 MILLION

SPENT ON MEDICAL CARE



\$12.5 MILLION

IN PRODUCTIVITY LOST DUE TO
TOBACCO-RELATED DEATHS

County tobacco control highlights

89

Percent of adults
report no-smoking
rules in their home.

Percent of smokers
made an attempt
to quit last year.

54

Wasco County adopted a Tobacco Free Policy for property that houses North Central Public Health and other services effective May 1, 2013.

Statewide tobacco control accomplishments since TPEP was established in 1996

Cigarette smoking decreased **14** percent among adults.



Cigarette smoking decreased **57** percent among 11th grade students.



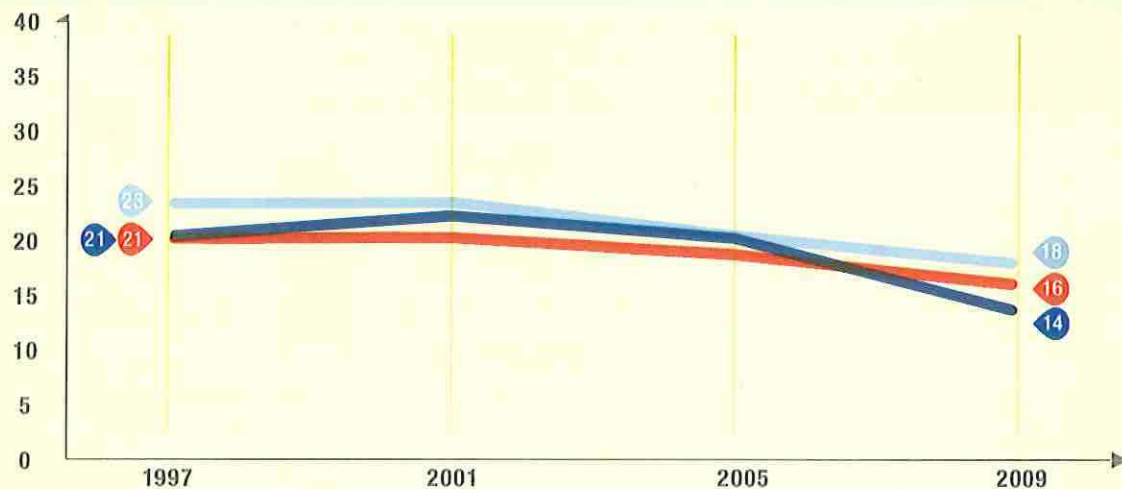
Cigarette smoking decreased **74** percent among 8th grade students.



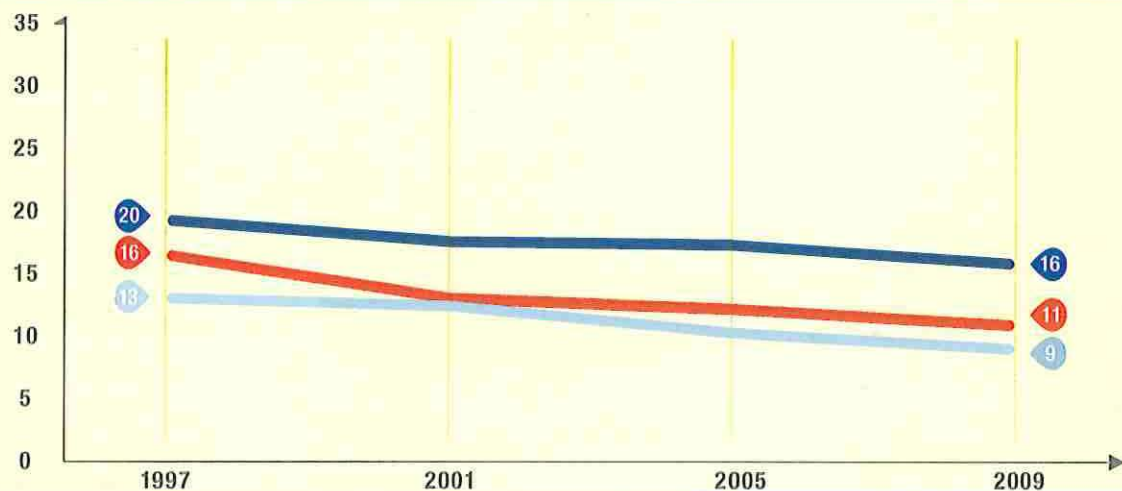
Cigarette smoking during pregnancy decreased **40** percent among birth mothers.

Tobacco use over time

%
ADULT
SMOKING



%
BIRTH
MOTHERS



Current cigarette smoking



A System for Success ★

TREATING ★ TOBACCO DEPENDENCY

**“Quitting tobacco while in treatment
for other addictions increases
long-term sobriety rates by 25%”**

(Prochaska et al., Journal of Consulting and Clinical Psychology (2004))



PLEASE JOIN US...

OPTION 1

Thursday, November 21st, 12:00 p.m.

at Mid-Columbia Medical Center Plaza

Lunch hosted by North Central Public Health District (NCPHD)

Presentation from 12:15 to 1:00 p.m.

Please RSVP (541) 506-2609 by November 13th, 2013

OPTION 2

Thursday, November 21st, 1:30 p.m.

at Wasco County Annex B Meeting Room

(Check-in at NCPHD Front Office - 419 East 7th St.)

NO LUNCH provided & NO RSVP needed for the 1:30 presentation

The economics of addiction

When The Dalles City Council was asked to ban tobacco use from the Lewis and Clark Festival Area earlier this month, one local resident stood up to declare that such a move would constitute another example of the "nanny state" at work, specifically because it included snuff and chew, which don't produce smoke for others to inhale.

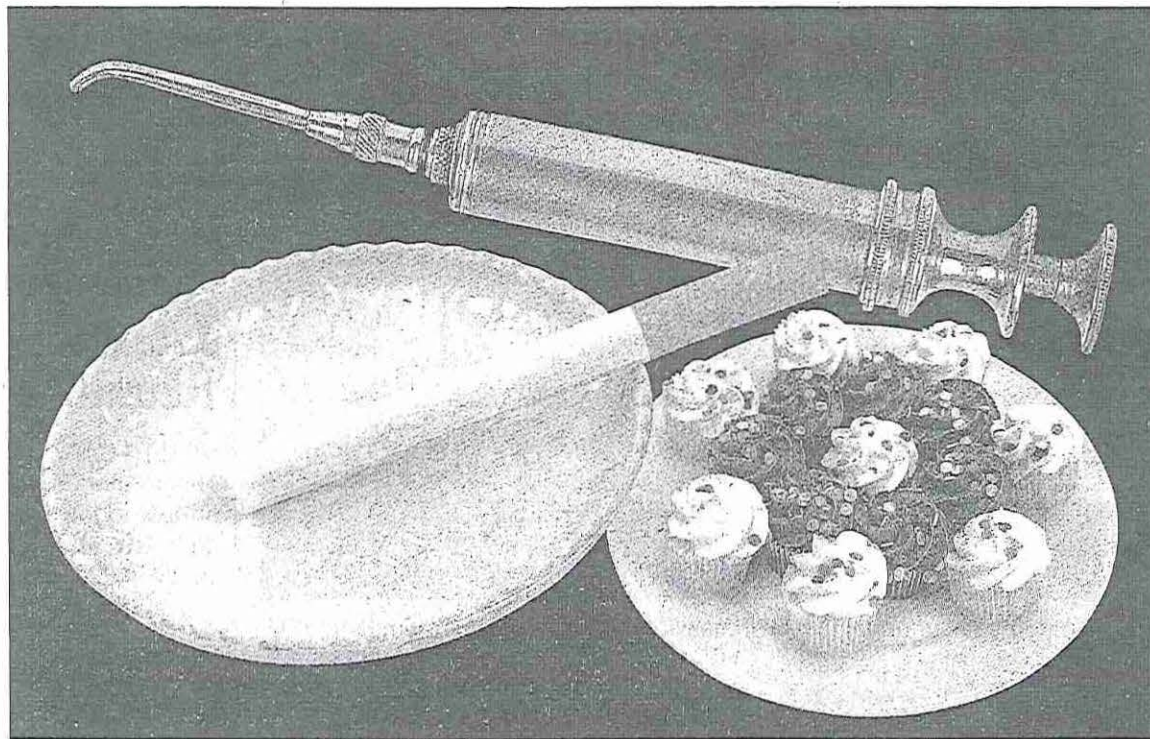
But that's not strictly true, given the public costs of addictions.

Even before discussing actual tobacco addictions, it's fair to point out that even smokeless tobacco can have an impact at a public space like the festival park: like tobacco butts, chew leaves a byproduct behind in the form of spit. And not every user is courteous enough to bring and remove a receptacle for that byproduct.

Just as most people don't appreciate the discomfort of sitting downwind from a smoker, they don't much care for stepping — or worse sitting — in a brown puddle of spit.

Tobacco, like other addictive substances, has social costs, too.

It contributes to an epidemic of costly illnesses later in life that most often affect Medicare recipients in their severest forms, including heart disease, lung cancer and chronic obstructive pulmonary disease. Smokeless tobacco varieties can cause cancers of the mouth, esophagus and pancreas, as well as heart disease, gum dis-



ease and oral lesions.

These and other preventable so-called "lifestyle diseases" are the heaviest burden of modern health care.

Food addictions have similar consequences, including heart disease and diabetes, among other ailments. Recent studies, including one from Yale University, suggest many of the packaged foods heavily promoted in today's marketplace are so heavily sweetened in contrast to the whole foods humans evolved to eat that they act on the body's dopamine receptors

in the same manner as pleasure drugs.

Drug addicts, of both the illegal and legal variety, also experience a variety of costly ailments that often end up the burden of the public, or their fellow insurance premium payers.

The economics of addiction cuts both ways. Many businesses and organizations benefit from addictive behaviors. Tobacco lines the pockets of large tobacco corporations (just as addictive foods, legal and illegal drugs line the pockets of their

manufacturers and sellers) and the governments at state and federal levels that exact "sin" taxes on their users. Likewise, advertising organizations benefit from supplying ads to convince people to use addictive substances.

Health care organizations benefit from performing more surgeries and other procedures related to the consequences of addictions, but they also pay when they can't turn away uninsured sufferers or when health care insurance turns from a procedure-pay system to

a wellness system.

And, in the case of illegal drugs, law enforcement must employ many more workers to address drug-related crimes, at a high cost to the public and a benefit to the workers employed.

Yes, indeed, the economics strongly suggest that many addictions exact public tolls. And seeing these addictions reduced can result in a reduction of the public costs involved in dealing with them.

At the same time, no one wants to envision a world like "1984" where the government monitors every aspect of individual action, behavior and thought.

People with addictions have the same individual rights as those without, and shouldn't be subjected to societal judgment. Addictions are not just the result of bad willpower, they are chemical compulsions that many parts of the economy have a vested interest in seeing continue.

We, as a society, need to disrupt the economic engines that feed — and feed on — addictions. Part of that is to start early in teaching and modeling healthy life choices, so people have enough information to help them avoid addiction. Part is helping to motivate people to break their addictions. And part is somehow persuading the profiting economic sectors that selling addiction is no longer good for business.