

**WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION / AGENDA WEDNESDAY, AUGUST 6, 2014
LOCATION: Wasco County Courthouse, Room #302
511 Washington Street, The Dalles, OR 97058**

Public Comment: Individuals wishing to address the Commission on items not already listed on the Agenda may do so during the first half-hour and at other times throughout the meeting; please wait for the current speaker to conclude and raise your hand to be recognized by the Chair for direction. Speakers are required to give their name and address. Please limit comments to five minutes, unless extended by the Chair.

Departments: Are encouraged to have their issue added to the Agenda in advance. When that is not possible the Commission will attempt to make time to fit you in during the first half-hour or between listed Agenda items.

NOTE: With the exception of Public Hearings, the Agenda is subject to last minute changes; times are approximate – please arrive early. **Meetings are ADA accessible.** For special accommodations please contact the Commission Office in advance, (541) 506-2520. TDD 1-800-735-2900.

1:00 p.m.

CALL TO ORDER

Items without a designated appointment may be rearranged to make the best use of time. Other matters may be discussed as deemed appropriate by the Board.

- Corrections or Additions to the Agenda
- Administrative Officer - Tyler Stone: Comments
- [Discussion Items](#) (Items of general Commission discussion, not otherwise listed on the Agenda) [ODVA Funding Application](#), [Legal Notices Contract](#)
- [Consent Agenda](#) (Items of a routine nature: minutes, documents, items previously discussed.) [Minutes: 7.16.2014 Regular Session, 7.24.2014 Special Session](#)

1:30 p.m. [Youth Empowerment Shelter](#) – Linda Casady

2:00 p.m. [APHIS Budget Request](#) – Patrick Smith

2:10 p.m. [Ready to Read Grant Application](#) – Sheila Dooley

2:20 p.m. [Fort Dalles Museum ByLaws & Grounds Use Policy](#) – Trish Neal

2:35 p.m. [Region 35 700 MHZ Regional Planning Committee](#) – Lane Magill

Recess

Session will reconvene at 5:30 p.m. in Court Room 301 of the Wasco County Courthouse

5:30 p.m. [Public Hearing on the Formation of a Road Service District](#)

**NEW / OLD BUSINESS
COMMISSION CALL / REPORTS
ADJOURN**



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PRESENT: Scott Hege, Commission Chair
Rod Runyon, County Commissioner
Tyler Stone, Administrative Officer
Steve Kramer, County Commissioner (joined late)

STAFF: Kathy White, Executive Assistant

At 1:00 p.m. Chair Hege opened the Regular Session of the Board of Commissioners with the Pledge of Allegiance. Chair Hege announced that Commissioner Kramer had been delayed. Ms. White asked that the Timber Products Manufacturers Association letter be added to the Discussion List.

Discussion List – Legal Notices Contract

Marilyn Roth, Publisher of The Dalles Chronicle, explained that the font size used in the paper has been reduced resulting in an increase in text per line of print. She explained that non-email submissions means that staff has to type in information as opposed to being able to electronically copy and paste it. The additional staff time means an increase in cost to the purchaser. She noted that the County always submits electronically, avoiding those increased fees.

{{{Commissioner Runyon moved to approve the Contract for Publication of Legal Notices for Wasco County. Chair Hege seconded the motion which passed unanimously.}}}

Discussion List – Letter from the Timber Products Manufacturers Association

Commissioner Runyon explained that since asking that this letter be added to the Discussion List, he had been in contact with Gil Riddell, Policy Director for the AOC. Mr. Ridell had advised him that this is a politically complex issue within the industry; the AOC is looking into it further.

Chair Hege stated that the Timber Products Manufacturers Association makes an interesting assertion that counties are coming out on the wrong side of this issue; it is worth exploring.

Consent Agenda – 7.16 & 7.24 Minutes

{{{Commissioner Runyon moved to approve the Consent Agenda. Chair Hege seconded the motion which passed unanimously.}}}

Commission Call – Rowena Fire

Commissioner Runyon reported that originally 70 homes were threatened by the fire; people are being encouraged to evacuate. Water and retardant are being distributed throughout the fire zone. Mr. Stone added that the County is working to find areas for staging equipment and housing crews. Parks and Rec has been contacted and the County is offering its 10th Street property for staging.

Further discussion ensued regarding the emergency notification system; the Board agreed that it is important that they receive all major event notifications regardless of their geographical profile within the system.

Agenda Item – Youth Empowerment Shelter (Y.E.S.)

Linda and Gary Casady reviewed the presentation included in the Board Packet. Ms. Casady explained that over the past three years she and her husband have gathered a group of like-minded people, formed a board and filed for registration. She reported that the application for tax exempt status is still processing with the IRS.

Ms. Casady explained that there is a gap in services for youth; a need exists for kids who are having some kind of problem at home that causes them to want to leave.

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Y.E.S. would provide a physically and emotionally safe place where kids can be connected to services and get help to work out what to do. The goal would be returning them home; if that is not an option, Y.E.S. will help secure an alternate placement.

Ms. Casady described these kids as “couch surfers” who stay with friends. She said that it works for a while but places a strain on the hosting families. She said the couch surfers represent a vulnerable population at risk of exploitation and criminal activity. Mr. Casady added that he has encountered some of these children through his work as a mediator which made him aware of the need.

Ms. Casady reported that every other area of the state has shelters while Wasco, Hood River, Sherman and Gilliam Counties do not. She added that 50% of the runaway population is foster kids; Y.E.S. wants to offer the services that give these kids a choice.

Chair Hege asked Youth Services Director Molly Rogers to describe previous programs to address this issue. Ms. Rogers stated that through the Commission on Children and Families in tandem with Youth Services there was a resident home program. The program had three homes established for care. One family moved, another kept their resident child as part of their family and in the third home the mother died and they withdrew from resident care. She said the program had been very successful but could not be sustained without the resident homes. She stated that the Juvenile Directors of all four counties are in favor of this program, but it needs to be supported by a non-profit organization.

Ms. Casady added that the adults in crisis families often will not ask for help, but kids may provide a gateway into that problem. She said they need to establish a shelter facility that is permanent and does not depend on the stability of host families. Ms. Casady requested a letter of support from the Board.

Commissioner Runyon asked if any churches have been contacted in an effort to locate a suitable building. Ms. Casady replied that they are talking with local churches. Mr. Casady reported that they have toured other facilities throughout the State and have gotten ideas for how to staff a facility. Commissioner Runyon asked if they might be able to get more families to participate. Ms. Casady explained that they will

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need a central place from which to start – a place for the kids to be until a home is ready.

Ms. Rogers added that the biggest drawback to private homes is that they were paid whether or not they had a child in residence; they were paid to be at the ready when needed. Y.E.S. wants to do pre-work with these kids. She stated that coordination was also a challenge in the private home system; a central location would help with that. Another issue is a shortage of homes – placing more than one child in crisis into a private home is overwhelming to the host.

Ms. Casady reported that there is a grant for youth shelters, but it requires a basic center program. The purpose of the center is to bring kids in, stabilize them, get them services and move them on to other homes. She reviewed the staffing document, pointing out that most of the positions are part-time with only four full-time positions.

Commissioner Runyon said he would support an endorsement letter and suggested that Ms. Rogers could provide a draft since she is more familiar with the program and the need. Ms. Rogers agreed to draft a letter adding that there are federal resources and she believes some State resources will become available.

{{{The Board was in consensus to send a letter of support of Y.E.S.}}}

Commissioner Runyon asked how large a facility would be required. Mr. Casady replied that the state dictates square footage, number of rooms, separation of genders, intake and office space. He reported that they have identified three possibilities in the area with one of particular interest; they have also considered building.. Once a facility is secured, he is confident that they could be up and running in a month or two.

Ms. Rogers added that FEMA modular may also meet the criteria. She said that the TOOLS program would be more viable if run by a nonprofit and there may be a possibility of a partnership. She expressed her hopefulness for this group. The IRS status is key to moving forward and they should have that by the end of September.

Agenda Item – APHIS Predator Control Contract

USDA Wildlife Services District Supervisor Patrick Smith introduced himself saying that he supervises the eastern half of Oregon – overseeing the purchase of supplies and supervising employees with the district.

Chair Runyon asked how they came to \$86,000 as a budget for Wasco County. Mr. Smith replied that \$86,000 is the cost for a full-time employee working predator control in Wasco County. For the \$5,000 Wasco County has been paying, they can only respond to emergencies.

Commissioner Runyon asked what animals are being addressed in the program. Mr. Smith reported that it has mostly been cougars with some coyotes; feral pigs have also been a problem in the last couple of years. Chair Hege asked if there are any counties that employ full-time predator control. Mr. Smith replied that there are a few. Many of those have someone full-time to control ground squirrels.

Commissioner Kramer noted that there is a 5-year contract and the County will just need to determine a dollar amount each year.

Agenda Item – Ready to Read Grant

Chair Hege observed that this is District Librarian Sheila Dooley's last appearance before the board as she will soon be retiring. He presented her with a certificate of appreciation and thanked her for her service to the community. Ms. Dooley thanked the Board, adding that Senior Library Technician Suzy Goolsby is retiring on the same day.

Ms. Dooley explained that the Ready to Read Grant is an annual grant for which they apply to fund summer reading programs throughout the District. Ms. Goolsby reported that there are 20 summer reading events in The Dalles and a varying number at the other District libraries around the county. This grant will fund next summer's programs which help prevent the "summer slide" of student skills.

Commissioner Runyon asked if any matching funds are required. Ms. Dooley replied that the only "in-kind" is staffing and craft supplies. Chair Hege stated that this is a great program from which all children can benefit.

{{{Commissioner Runyon moved to approve the Ready to Read Grant Application. Commissioner Kramer seconded the motion which passed unanimously.}}}

Ms. Dooley invited the Board to join them at the library for a retirement party on September 5th from 9:00 a.m. to 1:00 p.m.

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| Agenda Item – Fort Dalles Museum ByLaws & Grounds Use Policy |
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Trish Neal, Vice President of the Wasco County/City of the Dalles Museum Commission, introduced Elizabeth Wallace, Events Coordinator for the Fort Dalles Museum. Ms. Neal reported that the Museum Commission had worked to reduce the bylaws from sixteen to four pages. She stated that the Museum Commission has already adopted the bylaws. In addition, they have adopted internal procedures for handling cash transactions – the procedure manual is nearing completion.

Ms. Neal went on to explain that the grounds use policy is to cover liability and dictate how the grounds will be used. She said they are tracking expenses so they can know if they are making money or at least not losing money for events – fees need to cover grounds maintenance and staff time. They are hopeful they will find a way to make it work.

{{{Commissioner Runyon moved to approve the Wasco County/City of The Dalles Museum Commission By-Laws. Commissioner Kramer seconded the motion which passed unanimously.}}}

Commissioner Runyon commended the commission on their process saying that he is very pleased with the outcome. It was important for museum commission members to see how the process really works and they have done a great job. Ms. Neal agreed, saying that the meetings have been getting better each time and thanked Commissioner Runyon for initiating the process and working with the Museum Commission to develop the bylaws. They are now working with County staff to develop processes and procedures that will work, with an emphasis on keeping open lines of communication.

{{{Commissioner Kramer moved to approve the Fort Dalles Museum Grounds Use Policy. Commissioner Runyon seconded the motion which passed unanimously.}}}

Further discussion ensued regarding the rates being charged – Chair Hege noted that they seem low. Ms. Neal responded that they are looking at costs and she is sure rates will increase. Once they have documentation of costs, they will return to the Board for changes to the rates. She hopes that will happen by year's end.

Agenda Item – Region 35 700 MHZ Regional Planning Committee

Chief Deputy Lane Magill began with an update on the Rowena fire. He said there are 250-300 homes under some level of alert – Rowena went from level II to level III in five minutes. Chair Hege asked about how the emergency alert system had worked in this event. Chief Deputy Magill replied that the system automatically calls land lines in the area but many people no longer maintain land lines. In order to get notices on their mobile phones, people have to sign up for the notifications – only 15 people in the area are signed up. He added that a lot of outreach has been done to encourage citizens to register; the fire department is promoting it on FaceBook.

Chief Deputy Magill explained that a digital radio system has been developed that allows for vastly more frequencies than VHF. The government allotted a certain number of frequencies to designated regions. Wasco County, part of Region 35, was allotted 15 which is really 30 due to the way the frequencies work.

He reported that three weeks ago, Dispatch Operations Manager Jeanne Pesicka received a letter from ODOT stating that they would be taking 4 of Wasco County's channels. Polk and Yamhill counties received similar letters. He said that he has spoken to ODOT and been informed that they are taking the channels no matter what; he responded that he would not allow that to happen without Wasco County having a say adding that if ODOT wanted the channels they would have to pay \$1 million per channel.

Chief Deputy Magill attended a recent Region 35 meeting and expressed his opinion that this is an example of ODOT's mismanagement of resources. He explained to them that the FCC is in control of frequencies and Wasco County's position is that ODOT cannot arbitrarily take the frequencies that have been issued to Wasco County. This situation could mean the loss of 16-20 frequencies leaving too few to

operate.

Chief Deputy Magill explained that ODOT has a plan for more towers for which they will charge counties to use at the rate of \$90 per deputy per month; in effect they will be forcing counties to shoulder the cost of the ODOT system.

Chief Deputy Magill explained that although each county in the region is supposed to have a vote on the Region 35 Committee, Wasco has never been invited to the table. He said there are plans to draft a letter to John Huffman, Greg Smith and Betsy Johnson to protest the proposed takeover. AOC is looking into legal action against ODOT and the State for misappropriation of frequencies. He added that he will personally be writing to the Oregon Sheriff's Association. He expressed concern that there is no oversight for Region 35, no governing board. He is advocating for an audit which he believes will uncover unethical practices.

Chair Hege asked Chief Deputy Magill how the Board could support his efforts. Chief Deputy Magill asked that they communicate with AOC. He added that it is not his goal to sue, but we cannot continue to allow ODOT to take advantage of us. Chair Hege asked that Chief Deputy Magill provide members of the Board with some talking points so they can follow up on this issue.

Department Heads – Planning

Planning Department Director John Roberts introduced Joseph Ramirez as his department's new Codes Compliance Officer. Mr. Ramirez has a military background and lives in Maupin. Mr. Ramirez said that he likes the job – it is something different every day.

Mr. Roberts reported that the City of Maupin is interested in exploring the possibility of contracting with the County for codes compliance.

Discussion List – ODVA Funding Application

{{{Commissioner Runyon moved to approve the ODVA Funding Application. Commissioner Kramer seconded the motion which passed unanimously.}}}

Commission Call

Chair Hege stated that he has talked to the City of The Dalles about getting back into the Road District at a lower rate or with a phase-in plan. Interim Director of Tax and

Assessment did some work and discovered that even with a tax rate of 25¢ per \$1,000 of assessed value, compression for the City of The Dalles would be 48%. Chair Hege stated that he does not believe it will be feasible.

Chair Hege recessed the session at 3:08 p.m.

Public Hearing – Formation of a Road Service District

Chair Hege opened the hearing at 5:30 p.m. and explained the process that would be followed for the hearing – staff report, questions, and testimony.

Chair Hege prefaced the staff report by saying that in response to a serious roads funding shortfall, Public Works Director Marty Matherly had appointed a Road Advisory Committee (RAC) comprised of private individuals – orchardists, wheat farmers and business people. The RAC worked for 18 months and came forward with a proposal for a solution to the problem. He explained that the purpose of the hearings is to gather public feedback; the Board has not taken action nor will they take action until after they have completed the hearings process. At the end of the process the Board will decide to either move forward with placing the Road District on the November ballot for the voters to consider or they will choose to explore other avenues. He added that there is not a perfect time or place to hold hearings – there will always be someone who will not be able to attend due to the time or place. He said they have tried to set the hearings throughout the County to make it easier for people to attend. He then introduced Chuck Covert, RAC Chair.

Mr. Covert thanked everyone for taking time to attend the hearing and said that they do want the public's input. He reviewed the presentation included in the Board Packet, explaining the problem and the various solutions the RAC considered. He emphasized that the roads are essential to the economy and explained that it is much less costly to maintain the roads than it would be to allow them to continue to deteriorate and repair them later. He noted that there are 26 other road districts throughout the state of Oregon.

Mr. Covert expressed his disappointment that the City of The Dalles did not opt into the Road District; the result of which was a nearly doubling of the rate. He added that the loss of timber receipts devastated the budget for roads and he continues to

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press elected officials to put Oregon's timber back to work. However, even if that were to happen it would take many years to revive the industry – the roads problem needs to be addressed now.

QUESTIONS/TESTIMONY

Jack Archer (Pine Hollow) said that the City of The Dalles opting out with its huge tax base throws the entire burden on the rural community. He said he doesn't understand how they can opt out – it makes it an unfair tax.

Dan Erickson (The Dalles) noted that the green line on the presentation expense chart shows just the cost of personnel which is only about 50% of the cost – the actual cost is double that amount.

Another citizen explained that property owners in the City of The Dalles have been taxed to the legal limit. That means that other taxing districts will lose funding as a result of compression.

Mr. Covert stated that compression is difficult to explain but the City is most concerned about losing funding for the Fire District.

Mr. Linhares said that he had helped to write Measure 50 which is admittedly complex. He explained that it is applied on a property by property basis – some property owners would not see an increase while others would see a substantial increase. He said that the City of The Dalles is at the maximum combined rate of \$10 while most properties outside the City are under the \$10 limit. He said that the rate for the City is \$11.50 which exceeds Measure 50 limits. He stated that the complexity of the system makes it impossible to have an exact figure for the anticipated impact of compression.

Danny Ross (Maupin) stated that in 2012 there was talk of a local levy but it was discovered that by the time compression is calculated there would be no money.

Mr. Linhares explained that when compression is calculated, local levy options are compressed first.

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Melvin Ambrose (Maupin) stated that he had reviewed his tax statement and discovered that with the addition of \$2.03 in Road District taxes, his tax bill would go up 100%. He stated that he understands there is a problem with the roads, but he doesn't see the tax stopping at \$2.03.

Brian Manning (Pine Hollow) asked if timber revenues return would the tax be scaled back. Chair Hege replied that there would be a provision for that.

Jane Oliver (Wamic) asked how legislators had responded to Mr. Covert's pressure to allow timber harvesting. Mr. Covert stated that they all agree it needs to happen but it is not easily accomplished. The environmental issues are challenging – every timber sale is appealed. Until they can put something into law that prevents that, there will be no progress.

Zaporah Underhill (Dufur) asked if they had considered a combination of sources to address the funding shortfall. Mr. Covert replied that the RAC did talk about it; they are looking for something sustainable – it is definitely something to consider. Chair Hege added that they heard a lot about that idea at the first hearing.

Bill Archer (Wamic) stated that the farmers will be paying the biggest percentage of the tax. If they cannot pay the tax, the County may find itself with a lot of farmland. He asked why they could not go to the General Fund to make up some of the deficit for roads.

Mr. Covert pointed out that money would have to be taken from some other program that would suffer as a result.

Another citizen observed that during the presentation, Mr. Covert had stated that contracting out is more expensive. He asked for figures to support that statement. Mr. Matherly said that he could send those numbers to him.

Dennis James (RAC member) interjected that the committee had discovered that a contractor is going to be doing the work for profit while the County does it at cost. The construction company will have to charge a mark-up in order to profit.

Liz Turner (7 Mile) asked that the statement be supported with documentation. She

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noted that there are a number of knowledgeable people who seem convinced they could do the work for less.

Mr. Ross stated that the money is coming in based on the value of the land and is going back out based on the population which just exacerbates the problem. Land owners will pay proportionally more and receive less in return. It is unfair to raise the expenses on the people who will get the least benefit.

Chair Hege reminded everyone that the Board is not deciding whether or not to impose the tax; the decision is whether we put it on the ballot for the people to vote.

Merle Hlavka (Pine Hollow) said he recognizes the need to maintain the roads and improve them and commended the Board for being open and sharing information. He expressed concern about the method for raising funds saying that there are residents and landowners – all will vote but only landowners will pay. He stated that it needs to be more equitable.

Mr. Stelzer (Dufur) said that a committee should be formed to review the County budget and determine where the dollars are going. He asserted that farmers are the best businessmen in the world and well-qualified to review the budget for waste.

Georgia Murray (7-Mile) said she is not in favor of the Road District and read a prepared statement (attached).

Mariana Speck (Wamic) said she supports the rest of the speakers.

Kathleen Cantrell (Dufur) said she hopes everyone has taken the time to read the feasibility report – there is a lot to learn. There are so many layers to the issues that there is not enough time to go through it all at this meeting – it took the committee 18 months to understand it all. She pointed out that the Commission is trying to determine whether or not to place the District on the ballot. She stated that the hardest part to digest is that if they create the District they have the authority to tax up to \$2.03 per thousand of assessed value – they omitted that it cannot be less than \$2.03 and gives them complete authority to adjust that rate at will. She said she is not in favor of the tax or giving away her voice – the tax is unfair.

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Chair Hege said that \$2.03 would be the maximum tax rate for the district – the Budget Committee can levy less than that.

Jack Archer (Tygh Valley) said he would like to commend the committee who worked on putting this together but he believes there must be other solutions that they did not discover. He observed that we have an aging population. He said he will not vote for it and does not even want to see it on the ballot – there has to be another way; this rate is too high.

Anna Nolen said she supports Mr. Archer's comments.

Mike Davis (Tygh Valley) said he loves to hear the various comments and says this is what he has been hearing in the community. He said he has driven around and talked with area farmers and ranchers – they are not here but their sentiments are the same as those being voiced here – they are against this measure. He said that a lot of work has been done but there needs to be more and the citizens need to help guide that. He expressed his belief that there should be a combination of revenue sources that are manageable. He suggested that the rural population would grade and gravel roads that deteriorate and take care of it themselves. He concluded that a district should not go to the ballot – we need to look at other solutions.

Barbara Ambrose (Maupin) said she agrees with Mr. Davis.

Richard Dodge (Maupin) stated that he is here to appeal to the Commissioners. He has been a resident of Pine Grove since 1973 and uses the County roads; everyone used them – loggers and townfolk alike. He said the a way needs to be found that will have everyone paying not just the rural landowners. It should not go to the ballot. He said he understands a lot of work has been done, but taxing the rural landowners is not the way to do it – every taxpayer that uses the roads should help pay for them. He added that the federal government forcing industry out of the forest is a travesty – it has taken 20 years but we are now seeing the devastating effects of that action. He said if we don't have enough money, we need to cut services not raise taxes.

Janie Dodge (Maupin) said she fully agrees with Richard.

Zipporah Underhill (Dufur) said she agrees with what has been said and is against

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this coming to the ballot.

John Clausen (Dufur) said he agrees with what has been said.

Don Uhalde (Dufur) stated he works for the Road Department and has watched the effects of the funding changes. He said that the department does live within their budget and will eventually use the entire reserve fund. He said the rotation for maintenance was seven years and is now fifteen years. I said he is not in favor of paying more taxes either, but the roads need to be maintained.

Brad Lecklider (Friend) said that he agrees with previous speakers. He stated that his parents lost everything to tree-huggers in Klamath Falls. He said we need to maintain the forest and quit letting the environmentalists control everything – we need to get our timber back again.

Connie Lecklider (Friend) said she agrees with Mr. Lecklider.

Liz Turner (8 Mile) stated that we have to do what is good for the entire county and stop fighting over political positions. She said we need to stop giving land away to Columbia Land Trust – the land will go unused. She said maybe if the roads get so bad that we cannot drive on them, we will get mad enough to do something about what the federal and state governments have done. She expressed her belief that we need an economic development committee of real people to focus on the problem and be creative in encouraging economic development. She said the farmers cannot bear this load – it will suffocate them and they will leave. She said that we need to get wind energy in Wasco County.

Jean Underhill (Dufur) stated that her family has been in business in Dufur for 150 years. Only a fraction of the land they own is farmable and they collectively pay \$100,000 in taxes per year. To have another tax is outrageous. She observed that not only local residents use the roads but also fisherman, hunters, sightseers, etc. She said that she understands the disappointment of working hard to find a solution and being told to go back to the drawing board, but this tax is unacceptable to the community.

Bill Archer stated that he had been a logger for 20 years and it makes him sick to

drive by where he used to work. He said it has been 30 years since any major logging has taken place. He said that a stand of timber is like any other crop – it needs to be maintained; the timber is deteriorating because it is not being managed. He predicted that if we don't realize this we will lose our forests. He said the tax is not fair to the farmers – electricity is up, fertilizer is up. They cannot bear the cost alone. He added that the County roads have weeds that he has to spray in order to keep the weeds out of his property.

Mel Ambrose (Maupin) said that he thinks most of the 300 miles of paved County roads are in the northern part of the County. The rural County should not pay for the north end paving.

Don Gomes (Antelope) stated that with the taxes he pays he could buy a load of rock for the roads. He said that the environmentalists are going to take down the food system just like they did the timber system – we need to tell them what is really happening and not worry about political correctness.

Dennis Ross (Maupin) said timber is a crop – some that has been burned out could be cleaned up and provide jobs. He stated that there are a lot of influential people who feel as we do about the timber – Greg Walden, Peter DeFazio and John Huffman. We need to talk to them.

Gabe Dixon (Antelope) noted that there were no representatives from his area on the RAC. He said they need to add people from the fringes so that they get the backing from the rural population – the entire county needs to be represented.

Dan Erickson (The Dalles) read a prepared statement (attached). He added that while \$2.03 is a significant tax, it will not double the current County rate of \$4.25. He reminded the group that the County heard no end of complaining when they cut snowplowing services to cut costs. He pointed out that it takes \$17 million of new construction to provide \$43,000 of new revenue. He said that the cost of materials for roads have increased at a rate greater than the business costs for farmers. He stated that we need to talk about these issues – if the Commission does not support the opportunity for this public discussion we will lose the opportunity. If the district is voted down then the Board has a legitimate reason to move on to other solutions.

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Mike Philben asked who will vote on the District. Chair Hege replied that only jurisdictions that did not opt out – The Dalles and Mosier will not vote.

Ms. Turner observed that the world population continues to increase but there is not more land on which to grow food – the agricultural base is important. She observed that she has a neighbor who does not use their agricultural land to farm but are paying the lower agricultural tax.

Mr. Ambrose said that he had heard that the City of The Dalles had approached the Board to opt into the District in the future. Chair Hege responded that the Board has not decided anything because the City has not officially notified them of anything. He noted that the County does not control the City, but is open to them coming in which would drop the rate to \$1.23 per thousand. He added that compression is a problem for the City – the Fire District would lose at least \$300,000.

Chair Hege went on to say that the Board can modify the rate or not go forward at all. He said they are looking for the opinions of the people. He reported that at their last meeting, the City Council talked about an additional 3¢ gas tax. He stated that the Mayor is interested in hearing from the southern county residents who are welcome to attend Council meetings. He said that the Board of Commissioners will have to come to a decision prior to the next City Council meeting.

Local orchardist Ken Polehn, stated that he is a member of the RAC. He reported that in the beginning the group thought they could fix this problem by finding efficiencies but discovered that the Road Department is already doing a good job with what they have. He said that the bigger issue is what do we want 20 years from now – do we want our roads to go back to gravel? He reminded everyone that their parents paid for these roads and if we don't take action, we will lose them. He stated that the RAC talked about the same issues that have been talked about today but the fact is that the shortfall is so great that the combination of increased gas taxes and registration fees will not be enough. He said this will cost him a lot, but he does not want to leave his community to future generations in a lessor condition than what was left to him. He said it is the citizens responsibility to make this decision – do you want to pay twice as much 10 years from now to fix something we can do cheaply today?

Mr. Archer observed that the assessor's office will not hold back increasing the value of the land which will increase his taxes at any rate – that means with an annual increase in value, the amount of tax he has to pay will also increase.

Mr. Richardson said that we can't have happen to the rural community what happened to the timber industry. He said that he wants to leave the community improved but there must be a better way.

RAC Member Keith Mobley (Dufur) observed that the citizens in the room comprise a committee of voters; it is incumbent on voters to gather information and come to a conclusion. He said that he is a fan of lower taxes and less government but the roads need to be maintained. He stated that the County has been very careful with tax payer resources and were careful in selecting members of the community to serve on the RAC. He asked everyone to take the time to read the report and if they want to take the time to help find a solution, they should step up so that everyone can benefit from good roads.

Lanny Meteer (Antelope) said that he wants to drive on good roads and appreciates the roads we have but if we cannot afford it we need to consider cutting other services, have more narrow roads, have gravel roads instead of paved roads, etc. He believes that the investment needs to be made into the bridges.

Another Citizen said that it takes money to maintain the roads; there are certain things we have to have and cannot do as individuals. He added that he believes we need to get rid of big government and then we will be able to afford to have those things.

Mr. Polehn explained that by state statute general fund dollars cannot be used by the road department. He said that until the laws change, we must abide by them. He added that the fight for timber sales must be fought back east – everyone on the west side of the country already understands the need and benefit of timber harvests. He encouraged everyone to join the Farm Bureau or Cattlemen's Association and let their voice be heard through these organizations.

Mr. Erickson encouraged the Board to implement the phase in plan for the proposed taxing district.

WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
AUGUST 6, 2014
PAGE 18

Chair Hege noted that many of the speakers seem to want the City of the Dalles to help pay but not to participate in the decision. He said that this measure would create another district that would take money from their existing districts. In addition, their property taxes will not be affected in the same way as the rural communities.

Mr. Meteer stated that whether The Dalles opts in or not, the County still pays to maintain 15 miles of their streets – the rural population should not be subsidizing the city streets. Chair Hege reminded Mr. Meteer that all the citizens of The Dalles pay the same County taxes that the rural residents pay.

Chair Hege asked if people would support doubling the licensing fees if that came to the ballot.

A citizen said we have to be careful and creative – we need to have a healthy community and bring jobs into the area; the unemployment rate in the southern portion of the County is 36%. Economic development is the answer.

RAC Member Dave Cooper said that if we are going to have economic development we will need roads – orchardists need the roads, farmers need the roads. He said that wear and tear on vehicles and unsafe driving conditions will be some of the results of deteriorating roads. He stated that while people may feel the tax is too high, we have to find a way to pay for the roads. The RAC asked all the same questions being asked here; he supports the District being placed on the ballot – if it is voted down, the RAC will have to go back to the drawing board.

Chair Hege thanked everyone for taking the time to attend the hearing and said that the Board is listening and aware that no one wants to pay more taxes. He announced that the final hearing would be held at 5:30 p.m. on August 11th in the Dufur School cafeteria.

Mr. Stone announced that there would be a community briefing regarding the Rowena fire tomorrow at 7:00 a.m. at The Dalles/Wahntonka High School.

Chair Hege adjourned the hearing at 8:02 p.m.

Summary of Actions

Motions Passed

- To approve the Contract for Publication of Legal Notices for Wasco County.
- To approve the Consent Agenda – 7.16.2014 & 7.24.2014 Minutes.
- To approve the Ready to Read Grant Application.
- To approve the Wasco County/City of The Dalles Museum Commission By-Laws.
- To approve the Fort Dalles Museum Grounds Use Policy.
- To approve the ODVA Funding Application.

Consensus

- To send a letter of support of Y.E.S.

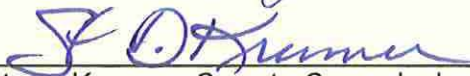
WASCO COUNTY BOARD
OF COMMISSIONERS



Scott Hege, Commission Chair



Rod Runyon, County Commissioner



Steve Kramer, County Commissioner

**WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
AUGUST 6, 2014**

DISCUSSION LIST

ACTION AND DISCUSSION ITEMS:

1. [ODVA Funding Application](#) – Russell Jones
2. [Contract for the Publication of Legal Notices](#) – Kathy White

Discussion Item
ODVA Funding Application

- [Activity Report](#)
- [Expenditures](#)
- [Application](#)



COUNTY VETERANS' SERVICE OFFICER QUARTERLY REPORT OF ACTIVITIES

IMPORTANT SUBMISSION INSTRUCTIONS

ODVA Form 0914 COUNTY VETERANS' SERVICE OFFICER QUARTERLY REPORT OF ACTIVITIES is the official work load and recoveries report of the county veterans' service officer for the period indicated. **NOTE:** Completed reports must be received by ODVA within 30 days after the end of each fiscal quarter.* Mail the documents to the submission address below or you may fax the required documentation to Jeremy S. Woodall at 503-373-2391, or send the documentation to him via e-mail at: jeremy.s.woodall@state.or.us.

| | | |
|---|---------------------|---|
| SUBMIT TO: Veterans' Services Division Oregon Department of Veterans' Affairs 700 Summer Street NE Salem, Oregon 97301-1285 | | <input type="checkbox"/> 1 st Quarter (July-August-September) * <input type="checkbox"/> 2 nd Quarter (October-November-December) * <input type="checkbox"/> 3 rd Quarter (January-February-March) * <input checked="" type="checkbox"/> 4 th Quarter (April-May-June) * |
| NAME OF COUNTY Wasco | FISCAL YEAR 2014 | |
| MAILING ADDRESS FOR REMITTANCE Wasco County VSO 511 Washington Street, Suite 101 The Dalles, OR 97058 | | |

INTERVIEW PROCESS

| | IN-OFFICE INTERVIEWS COMPLETED | OUT-OF-OFFICE INTERVIEWS COMPLETED |
|---|--------------------------------|------------------------------------|
| U.S. Dept. of Veterans Affairs (USDVA) Subjects | 523 | 7 |
| GRAND TOTAL INTERVIEWS | 530 | |

CLAIMS PROCESS

| USDVA Original 526s or 534s | ODVA REPRESENTATION | OTHER REPRESENTATION |
|-----------------------------|---------------------|----------------------|
| Filed | 18 | 2 |
| Granted | 26 | 3 |
| Denied | 9 | 1 |
| Reopened | 15 | 2 |
| 10-10EZ | 41 | 0 |

APPEALS PROCESS

| USDVA Appeals | ODVA REPRESENTATION | OTHER REPRESENTATION |
|---------------|---------------------|----------------------|
| NODs Filed | 2 | 1 |

ODVA PROGRAM REFERRALS

| | |
|-----------------|-----|
| TOTAL REFERRALS | 111 |
|-----------------|-----|

OTHER ACTIVITIES

| | |
|------------|---------------|
| RECOVERIES | \$ 302,082.30 |
|------------|---------------|

VSO MEETINGS/CONVENTIONS/OUTREACH (Explain on additional sheet(s) of paper if more space is needed)

| |
|--|
| Hosted AOC Veterans Committee Field Trip |
| Wasco County Veterans Advisory Committee meetings monthly |
| Mid-Columbia Veterans Ad-Hoc Committee meetings monthly |
| KODL Coffee Break radio program monthly |
| Multiple articles in local newspaper on veterans issues |
| Dispensed \$75 in Safeway/Fred Meyer gift cards for needy veterans |
| Assisted with the Vets Helping Vets Emergency Assistance Program |



COUNTY VETERANS' SERVICE OFFICER QUARTERLY REPORT OF EXPENDITURES


IMPORTANT SUBMISSION INSTRUCTIONS

ODVA Form 0909 COUNTY VETERANS' SERVICE OFFICER QUARTERLY REPORT OF EXPENDITURES is used to report expenditures by county veterans' service officers for veterans' services programs each quarter. Completed reports must be received by ODVA by the last working day of the quarter.* Attach a printed copy of the YEAR-TO-DATE, BUDGET-TO-ACTUAL REPORT for the quarter. Mail the documents to the submission address below or you may fax the required documentation to Jeremy S. Woodall at 503-373-2391, or send the documentation to him via e-mail at: jeremy.s.woodall@state.or.us.

| | | |
|---|-------------------------|---|
| SUBMIT TO: Veterans' Services Division Oregon Department of Veterans' Affairs 700 Summer Street NE Salem, Oregon 97301-1285 | | <input type="checkbox"/> 1 st Quarter (July-August-September) * <input type="checkbox"/> 2 nd Quarter (October-November-December) * <input type="checkbox"/> 3 rd Quarter (January-February-March) * <input checked="" type="checkbox"/> 4 th Quarter (April-May-June) * |
| NAME OF COUNTY Wasco | FISCAL YEAR 2014 | |
| MAILING ADDRESS FOR REMITTANCE 511 Washington Street Suite 101 The Dalles, OR 97058 | | |

| ANNUAL BUDGETED EXPENDITURES | |
|------------------------------|---------------|
| TOTAL | \$ 107,644.00 |

| YEAR-TO-DATE EXPENDITURES | |
|---------------------------|--------------|
| TOTAL | \$ 91,247.51 |
| EXPANSION AND ENHANCEMENT | \$ 32,192.00 |

| CERTIFICATION AND SIGNATURE | |
|---|---------------------------|
| <ul style="list-style-type: none">I hereby certify that I have knowledge of the above expenditures.The allowable refund is a valid, true, and correct claim.This claim is due from the State of Oregon and no part of this claim has yet been paid. | |
| AUTHORIZED SIGNATURE  | DATE SIGNED 07-30-2014 |
| TITLE OF SIGNER CVSO | |

| FOR ODVA USE ONLY | | | |
|--|-------------|-------------|-------------|
| Authorized Reimbursement Rate % | PAID | VOU | DATE |
| Maximum \$ | PCA 22200 | AOBJ 6300 | COMM 915-73 |
| \$ | Approved By | Date Signed | |



COUNTY APPLICATION TO RECEIVE ODVA FUNDS

IMPORTANT SUBMISSION INSTRUCTIONS

ODVA Form 0910 COUNTY APPLICATION TO RECEIVE ODVA FUNDS is the application used for applying for funds to help maintain County Veterans' Service Programs for the year. Please include this completed COUNTY APPLICATION TO RECEIVE ODVA FUNDS, Form 0910, with the required attachments as listed below. Mail the documents to the submission address below or you may fax the required documentation to Jeremy S. Woodall at 503-373-2391, or send the documentation to him via e-mail at: jeremy.s.woodall@state.or.us.

SUBMIT TO:

Veterans' Services Division
Oregon Department of Veterans' Affairs
700 Summer St NE
Salem, Oregon 97301-1285

FISCAL YEAR

2015

COUNTY

Wasco

This county is applying for funds to help maintain County Veterans Service Programs for the coming year. These funds are available through the Oregon Department of Veterans' Affairs (ODVA) as provided by ORS 406.310.

Applications must be submitted before August 15th of the year in which you wish to receive benefits.

| BUDGETED REVENUE | |
|---|----------------------|
| ITEM | AMOUNT |
| County Funds | \$ 90,680.20 |
| ODVA Funds | \$ 34,182.80 |
| Enhancement and Expansion | \$ 23,742.80 |
| Carry-forward of ODVA Enhancement and Expansion <i>(if any)</i> | \$ 0.00 |
| Aid to Counties <i>(Historic ODVA Revenue)</i> | \$ 10,440.00 |
| Other Funds <i>(Identify)</i> ODVA Ext. Outreach Grant | \$ 10,000.00 |
| Other Funds <i>(Identify)</i> | \$ |
| TOTAL | \$ 134,863.00 |
| BUDGETED EXPENDITURES | |
| TOTAL | \$ 134,863.00 |

REQUIRED ATTACHMENTS

- A printed copy of the **approved budget** for Veterans' Service Officer Program for the next fiscal year.
- A printed copy of the **actual revenue and expenditures** for the prior fiscal year.
- If the Veterans' Service Officer Program is provided through a contract appointment, attach a **signed copy** of the contract.

Signature of County Commissioner/Judge

Date Signed

Title of Signer

Discussion Item
Publication of Legal Notices

- [Memo](#)
- [2014 Contract](#)

MEMORANDUM

TO: BOARD OF COUNTY COMMISSIONERS
FROM: KATHY WHITE
SUBJECT: CONTRACT FOR THE PUBLICATION OF LEGAL NOTICES
DATE: 7/31/2014

BACKGROUND INFORMATION

This is an annual contract for the publication of legal notices in The Dalles Chronicle. There is an increase in rates included in this year's contract. As expected, there have been periodic rate increases over time:

| Rate for Each Column-inch of Space | | |
|------------------------------------|---|--------------------|
| | On-Line E-mail | Non On-line E-mail |
| 2000 Contract | \$4.85 (no distinction made regarding electronic submissions) | |
| 2004 Contract | \$5.00 | \$5.25 |
| 2006 Contract | \$5.10 | \$5.36 |
| 2009 Contract | \$5.50 | \$5.80 |
| 2014 Contract | \$5.80 | \$6.10 |

(1) online email comes camera ready where only need to format the submitted information (2) non-online email means that someone at the Chronicle will type a hard copy of the information.

The standard rate is a flat \$6.75 so the County is seeing a 10-14% savings.

CONTRACT
FOR PUBLICATION OF LEGAL NOTICES FOR WASCO COUNTY

IN CONSIDERATION of the rates at which Retail Display Advertising is sold under this Contract, the undersigned Advertiser agrees to publish Legal Notices for Wasco County, Oregon in The Dalles Chronicle from September 1, 2014 to August 31, 2015, as follows:

This advertising and such other Display Space as the Advertiser publishes in The Dalles Chronicle during this period shall be billed at one of the following rates by the Publisher to the Advertiser at the end of each calendar month for each column inch of space: \$5.80 for On-Line E-Mail and \$6.10 for Non On-line E-Mail. This Contract rate is predicated on payment in full by the 10th of the month following billing.

The deadline for having legal notices to The Dalles Chronicle is two (2) days prior to publication, or by permission.

Errors and omissions are the responsibility of the Advertiser and The Dalles Chronicle assumes no financial responsibility for such errors unless proof is not

shown and then only to the extent of the space occupied by such error and a correction in an equal amount of space will be run in the next available issue of The Dalles Chronicle.

Neither The Dalles Chronicle nor Advertiser is liable for fulfillment of contract if such is made impossible through suspension of business, or through fire, flood or acts of God.

DATED this 20th day of August, 2014.

WASCO COUNTY BOARD
OF COMMISSIONERS

Scott C. Hege, Commission Chair

Rod L. Runyon, County Commissioner

Steven D. Kramer, County Commissioner

THE DALLES CHRONICLE

Marilyn Roth
Marilyn Roth, Publisher

APPROVED AS TO FORM:

Eric J. Nisley
Wasco County District Attorney

DATE: 7/21/14

**WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
AUGUST 6, 2014**

CONSENT AGENDA

1. [Minutes](#)

Consent Agenda Minutes

- [7.16.2014 Regular Session Minutes](#)
- [7.24.2014 Special Session Minutes](#)



WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
JULY 16, 2014

PRESENT: Scott Hege, Commission Chair
Rod Runyon, County Commissioner
Steve Kramer, County Commissioner
Tyler Stone, Administrative Officer
STAFF: Kathy White, Executive Assistant

At 9:00 a.m. Chair Hege opened the Regular Session of the Board of Commissioners with the Pledge of Allegiance.

Public Comment – Road District

Mike Bertrand asked if the Board had voted on the letter he sent to them regarding his idea to have Google help fund the pool complex being built in The Dalles. Chair Hege explained that the Board does not vote on letters but can come to a consensus to take action. He stated that he has drafted a letter to Google to be sent to them along with Mr. Bertrand's letter. Mr. Bertrand announced that he has also been in contact with the Governor's office regarding this idea.

Mr. Bertrand asked why the Board did not take action to vote on the proposed Road District. Chair Hege replied that the RAC has recommended a Road District to fund the maintenance of Wasco County Roads. Commissioner Runyon explained that while the Board has the authority to form a taxing district, they do not have the authority to fund it; that must be taken to a vote of the citizens. He said that the Board is moving forward with the process of bringing it to a vote based on the

WASCO COUNTY BOARD OF COMMISSIONERS
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JULY 16, 2014
PAGE 2

recommendation of a 10-member Roads Advisory Committee.

Mr. Bertrand stated that he does not believe there is a lot of support for the district and asked what the Board will do should the district fail. Chair Hege said that in part will depend upon the vote. If the vote is close they may continue to explore that option; if it fails miserably, they will have to look at other solutions.

Mr. Bertrand pointed out that the lower the property taxes are the greater the potential for economic development. He observed that if the Board has any hope of passing the district, they will have to sell it to the voters. Chair Hege responded that there is a plan to do outreach. He added that as a Board, they cannot support or oppose measures such as this. Mr. Bertrand expressed his appreciation for the Boards' cooperation and straightforward approach.

Chair Hege acknowledged the presence of AOC Executive Director Mike McArthur. Mr. McArthur said he was just here to observe; he likes to attend County Board meetings around the state. He stated that he has just returned from the NACo conference where he learned that there is a push to use off shore oil revenue to replace SRS, Land & Water and PILT funding. He said that it may not happen until next year and therefore there is support for a one-year extension of SRS, hopefully at current levels.

Mr. McArthur said they are looking for a 10-year commitment for payments. Chair Hege said that obviously Wasco County would support such legislation and asked Mr. McArthur to keep them informed as to what they could do to help.

Mr. McArthur went on to say that funding roads is a major AOC initiative. They are currently working on a package to go before the 2015 legislature for a gas tax increase. He observed that Oregon is the cheapest state in the country in which to own a car – there is room in title and registration to increase fees to generate more revenue for roads. He stated that there is also a discussion regarding the current distribution of those funds. He reminded everyone that it is illegal to use general funds tax dollars for roads.

Chair Hege commented that he does not think anyone would argue with roads being the County's biggest issue but it will be a hard sell to increase property taxes. Mr. McArthur said that Wasco County is not alone in that; it is statewide. He stated that the package will be targeted to operations and maintenance.

Commissioner Runyon asked Mr. McArthur to comment on Waters of the US legislation. Commissioner Runyon observed along with the Waters of the US legislation as many as 10 more species are being considered for the endangered specie list. Mr. McArthur stated that what EPA says about the legislation is different than reality. He said that NACo is taking an aggressive lead in mitigating the impact and trying to stop it altogether.

Mr. McArthur replied that they are beginning to feel some of these same issues in southeastern states. Ryan Yates is the leader of a coalition to reform the endangered species act. They are working to put together legislation that would pass.

| |
|---|
| Discussion Item – USDA Forest Service Weed Control Agreement |
|---|

Public Works Director Marty Matherly introduced Linda Cartwright from the Forest Service. She explained that the agreement with Wasco County is to provide noxious weed treatment mostly in the Barlow District with some in the Hood River District. She explained that the State is responsible for administering weed control throughout the state. This agreement modification is an annual step to add funding for the program with much of the money coming from the SRS program. Mr. Matherly interjected that that is the Title II and Title III funding decision the Board makes each year. Ms. Cartwright noted that this has been a great program for the Forest Service as well as their neighbors – we have to work together to control invasive species.

Chair Hege pointed out that the modification mentions matching funds and asked why the County would be providing matching funds for a State program. Ms. Cartwright explained that if the weeds are not controlled in the forest they will invade neighboring properties. She added that the match is usually not money but labor; for instance, Wasco County's Weed Department also does ODOT work that benefits the Forest Service. She stated that the Forest Service's match is monitoring the work on the ground and developing the agreement.

{{{Commissioner Kramer moved to approve US Forest Service Grant/Agreement #11-PA-11060600-009. Commissioner Runyon seconded the motion which passed unanimously.}}}

Agenda Item – VSO Quarterly Report and Annual Funding Application

Veterans Service Officer Russell Jones reviewed his report included in the Board Packet. Mr. Stone pointed out that the VSO has exceeded their goal by 25%. Mr. Jones reported that his office has received a roster of names and addresses (RONA) for Wasco County veterans currently receiving benefits. They plan to use that list to do further outreach.

Mr. Jones went on to say that some of the figures included in his state funding application have changed. He will be unable to complete the application until the Finance Director returns to provide the information necessary to complete the application. He added that the deadline for submission is August 15th.

*****The Board was in consensus to postpone a decision on the VSO annual funding application until the August 6th Board Session.*****

Mr. Jones reported that his office has received calls from the Warm Springs Tribe asking for assistance with their veterans' issues. He and Intake Coordinator Patrick Wilbern traveled to the reservation to meet with leaders there who reported that they have not been pleased with the service they have received from their current agency. Mr. Jones said they left their contact information with many people there and are looking to enter into a contract for services.

Commissioner Runyon asked what will happen to service at the office if they take on that extra load. Mr. Jones said that there are already 21 Warm Spring Tribe names on the RONA list. He said that last year tribal elders contacted ODVA for assistance; his office is trying to work out a way to provide that assistance.

Commissioner Kramer asked how having Mr. Wilbern in the office full-time is working out. Mr. Jones replied that Mr. Wilbern is a great help and is doing what he has always done but is able to do more of it. He reported that they are making headway in getting caught up. He stated that prior to Mr. Wilbern being full-time they had over 200 pending files and are down to 178. The goal is to have pending files waiting on anything but Wasco County VSO attention.

Discussion List – Treasurer's Report

There were no comments regarding the monthly Treasurer's report.

Discussion List – Away Meetings

Commissioner Kramer stated that it is his opinion that meetings outside their regular venue should be information gathering in nature – town hall meetings rather than meetings at which they conduct business. Chair Hege said he would not want to preclude the possibility of conducting Board business at an away meeting.

Commissioner Kramer concurred, however, he believes business at an away meeting should be the exception rather than the rule.

Commissioner Runyon stated that he likes the split meeting idea such as what they are doing today where business is conducted at the Court House in the afternoon and the away meeting is topical. Mr. Stone added that he thinks what is important is that they get out to other parts of the County. He said that away meetings might be an opportunity to conduct work sessions.

Chair Hege asked Mr. McArthur if he has seen this in other Oregon counties. Mr. McArthur responded that he has, especially when there are joint meetings between a city and the county.

Commissioner Runyon said that a serious effort should be made to have a local presentation when conducting away meetings.

Chair Hege asked if everyone supported the dates proposed in Ms. White's Board Packet memo.

*****The Board was in consensus to move forward with away meetings as proposed in Ms. White's packet memo and that she connect with local leaders to determine an agenda for each away meeting.*****

Agenda Item – Agreement 9770 Amendment 3 with Corresponding Budget Adjustment

Brief discussion ensued regarding the agreement amendment. Two other 9770 amendments for funding have been presented to the Board by Youth Services Director Molly Rogers in the last two months. Although Ms. Rogers had not yet arrived, the Board was comfortable that they were already familiar with the agreement and could take action without further presentation.

{{{Commissioner Kramer moved to approve Resolution #14-021 accepting and appropriating unanticipated Healthy Families Oregon Funds in the amount of \$85,773 during Fiscal year 2014-2014. Commissioner Runyon seconded the motion which passed unanimously.}}}

{{{Commissioner Kramer moved to approve State of Oregon Intergovernmental Contract #9770 for Professional Services Amendment #3. Commissioner Runyon seconded the motion which passed unanimously.}}}

Agenda Item – CGCC Enterprise Zone Agreement

Mr. Stone explained that this agreement is associated with the first Design LLC (Google) enterprise zone agreement. He explained that there was not an agreement in the past for this funding but last year it was determined that the funding distribution should be reviewed annually. Last year CGCC agreed to the funding at \$75,000 for this year; a year from now the discussion will be reopened.

Commissioner Runyon emphasized the importance of the annual review, reminding everyone that for the first 7 years of the enterprise zone there had been no review of the distribution. The agreement ensures that the funding is reviewed that the application of the funds is done within the enterprise zone area.

Commissioner Kramer announced that his wife is employed by CGCC but there is not a conflict regarding this agreement.

{{{Commissioner Runyon moved to approve Intergovernmental Agreement between City of The Dalles, Wasco County and the Columbia Gorge Community College Concerning Distribution and Use of Fees Paid Pursuant to Enterprise Zone Tax Abatement Agreement Executed in May 2005 for Fiscal Year 2014-2015. Chair Hege seconded the motion which passed unanimously.}}}

Agenda Item – MCEDD Agreement

Carrie Pipinich explained that the IGA is the same as last year's - same scope of work and level of service. She said that the IGA provides MCEDD funding for support of the Wasco County Economic Development Commission and to promote economic development in Wasco County. She reminded the Board that at their last presentation to the Board, MCEDD had asked for direction from the Board of Commissioners; the Board had indicated that they were happy with the current work

being done.

{{{Commissioner Kramer moved to approve the Intergovernmental Agreement between Wasco County and the Mid-Columbia Economic Development District. Commissioner Runyon seconded the motion which passed unanimously.}}}

Department Heads – Youth Services

Youth Service Director Molly Rogers explained that 9770 Amendment 3 is funding that passes through to the Next Door for the Home Visiting program.

Ms. Rogers reported that dental is coming on to the CCO; non-emergency medical transportation will be next. MCCOG will be the medical transport provider. MCCOG has upgraded their software to be HIPPA compliant. The new software should also be able to provide data to the CCO regarding costs. Chair Hege welcomed that news as it is currently estimated at a flat cost of \$53 per segment traveled no matter how long the segment is.

Ms. Rogers said she would like to see more technology employed in the Link program. The current process for purchasing Link tickets is cumbersome for a government agency; if MCCOG accepted credit cards, they could streamline the process significantly. Mr. Stone said it would be even more efficient if tickets could be purchased and stored electronically which would eliminate the possibility of the teen clients losing or damaging the tickets between issuance and usage.

Ms. Rogers went on to report that the Next Door (NDI) has added Wasco County to their proposal to the youth Development Council. However, the appeals process has been shortened which is concerning – there are four times the requests as there is funding. There is a lack of clear and accurate communications from the Youth Development Council. She stated that while the ELC went from 36 contracts to 16 contracts, the YDC has gone from 36 contracts to over 200 contracts. She said she will be working closely with NDI through the process.

Agenda Item – Codes Compliance Position

Planning Director John Roberts explained that code compliance is a very time consuming process. Since the position has been vacant, the work has been spread out among staff with 75% of his time going to codes compliance over the last 3 weeks. A

WASCO COUNTY BOARD OF COMMISSIONERS
REGULAR SESSION
JULY 16, 2014
PAGE 8

new codes compliance officer, Joe Ramirez, will start work on July 28th and they have an eye on streamlining the work. Toward that end, they would like to have no more anonymous code compliance complaints. If they can free up some of his time, they can use him for some administrative duties.

Mr. Roberts went on to outline his department's plan to amend the planning code. He explained that while other counties amend their code every other year, Wasco County does not have funding for that. He said that they will have to put in some extra time to update the code which is important to the preservation of property value and increasing the tax base in the County.

Commissioner Runyon asked if there is a possibility of the City's Code Compliance Officer working in conjunction with the County's Code Compliance Officer to find some efficiency. Mr. Roberts explained that there are distinct jurisdictional boundaries. In the unincorporated areas there is some cross-over but that is a limited area. He went on to say that about 50% of the County complaints concern illegal structures and about 40% are solid waste complaints.

Chair Hege suggested contracting some of the work out. Mr. Stone interjected that while we can contract for services, the nature of the work is that cases span a long period of time which makes contracting less feasible. He suggested that we might explore turning over codes compliance responsibility to the City for the urban growth areas.

Mr. Stone redirected the Board's attention to Mr. Roberts' request to eliminate anonymous complaints. He stated that previous Boards wanted it to be anonymous. He pointed out that some percentage of anonymous complaints are mean spirited; the complainant's only intent is to cause trouble.

Commissioner Runyon reported that the last Codes Compliance Officer had told him that she was usually able to determine the identity of the complainant. He suggested that names could be required but withheld until the conclusion of the case. Mr. Roberts responded that while they withhold the name from the subject of the complaint, complaints are public record – requiring signed complaints will encourage people to attempt to work out issues with their neighbors prior to filing a complaint.

Chair Hege observed that if you make people confront their neighbors, they won't. He stated that he believes requiring signatures will work against getting the County

cleaned up. Mr. Roberts said that this is a policy discussion for the Board.

Mr. Roberts said that he would like to keep their temporary office specialist, Nate Fleming, for a longer period of time. He explained that while he has money in his budget to pay salary, there is a 600 hour cap before PERS must begin which increases the cost. Mr. Roberts stated that Mr. Fleming is scanning in building permits from the 1970's and 80's which creates more clear records and allows a higher approval rate for new applications.

Mr. Stone replied that he will work with Mr. Roberts and Finance Director Monica Morris try to find a solution; he cautioned they may face some budget issues.

Consent Agenda – 7.2.2014 Minutes

**{{{Commissioner Kramer moved to approve the Consent Agenda.
Commissioner Runyon seconded the motion which passed unanimously.}}}**

Commission Call

Commissioner Kramer noted that the application process for the Wolf Committee closes on Friday.

Commissioner Runyon reported that the Fair Grounds received some unexpected revenue due to fire fighters staying there while fighting an area fire. He stated that he had a good experience working with them.

Chair Hege recessed the session at 2:52 p.m.

The session reconvened at 5:30 p.m. in the Maupin City Park Community Building.

Public Hearing – Proposed Road District

Chair Hege opened the public hearing and explained the process to be followed at the hearing: 1) Staff Report 2) Questions 3) Testimony. Chair Hege explained that if anyone had a question during the staff presentation, he would be happy to take that question during the staff report.

Public Works Director Marty Matherly explained that the Wasco County Roads Advisory Committee (RAC) had been working on this issue for over 18 months, making many public presentations during that time to educate the public and gather

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feedback. He stated that this is their fourth time in Maupin. He introduced Chuck Covert, Chair of the Wasco County Roads Advisory Committee.

Mr. Covert observed that everyone on the RAC had received a thorough education on the Wasco County road system which is made up of 400 miles of gravel road and 300 miles of asphalt road. He stated that a fact sheet is available on the table near the entrance; for further information citizens can access the Feasibility Report on the front page of the County website.

Mr. Covert reviewed the history of funding for roads explaining that the Road Department has been downsized by over 50% in the last seven years in response to decreased funding. He stated that there are limited options for bridging the funding gap which is estimated to be \$1.6 million to fund maintenance of the existing road system.

A member of the public asked why Mosier and the City of The Dalles had opted out of the proposed Road District. Mr. Covert responded that the City of The Dalles had concerns around the effect of compression on their existing taxing districts, most especially the Fire District. While The Dalles also faces challenges in funding the maintenance of their city streets, they have chosen to pursue an increase in the City gas tax – doubling it from 3¢ to 6¢ per gallon.

Another member of the public commented that in a Road District, only the landowners will pay for the maintenance of the county roads when everyone uses them. Mr. Covert responded that rural residents cannot get product to their customers or access their own property without a reliable road system. He said he is open to other solutions not yet considered.

A member of the public asked why the city can raise their gas tax and the county cannot. Mr. Covert explained that there are few gas stations outside of The Dalles – not enough to generate the necessary revenue.

Lanny Metteer, a citizen of Antelope, stated that he believes the real problem is that the federal government is not paying property taxes on the lands they control within the county. He suggested that the federal government should be paying those taxes.

Mr. Covert explained that most people do not realize that their property taxes do not fund roads. Road departments have been supported through vehicle registration,

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state fuel sales tax along with timber receipts which were drastically reduced by EPA regulations that drove most logging out of Oregon forests.

A member of the public asked what percentage of the County is owned by the federal government. Commissioner Kramer estimated between 17 and 23% of the county is USDA forest ground. The citizen noted that if the federal government paid for their land, the tax could be dropped. Mr. Covert noted that the District tax rate can be reduced by the Board of Commissioners in response to any new road funding that is received in the future.

A member of the public stated that he does not feel good about paying money to provide access to the national forest that is accessed by people who do not live in the County. Mr. Covert stated that the Committee explored a fee for road usage but found that collection and administration would be difficult.

A member of the public asked why they didn't make it a county-wide district where everyone pays, not just the rural property owners. Mr. Covert explained that the incorporated cities within the County have the option of not participating. Chair Hege echoed Mr. Covert saying that it is state law that the cities have to opt into a taxing district.

A member of the public asked if they had considered phasing in the tax rate. Commissioner Kramer replied that once set, the tax rate can be lowered by the Board of Commissioners but can only be raised by a vote of the electorate. Mr. Matherly added that the Board is holding this hearing to listen to the opinions of County residents. He explained that the Board has the authority to not collect the taxes and can consider the rate on an annual basis as long as they do not exceed the maximum rate voted in by the citizens of the County. Chair Hege clarified that it is actually not the Board alone but it is the Board in conjunction with three other members of the Wasco County Budget Committee who set the rate annually anywhere from zero to the maximum set by the electorate.

A member of the public asked who would be voting on the proposed Road District. Mr. Covert replied that citizens of the municipalities that did not opt into the proposed Road District would not be voting; all other registered voters in Wasco County would have the opportunity to cast their vote.

A member of the public asked on what the money would be spent. Mr. Covert

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replied that as funds dwindle, more would be put toward maintenance. He explained that the Road Department has been purchasing surplus equipment to reduce costs; it is used but is in better condition than what they had. He said that he cannot guarantee that they will not use some of the funds for new equipment but pointed out that the Board of Commissioners oversees purchases. Mr. Matherly added that safe equipment and skilled employees are essential to the work that needs to be done. He stated that there will not be money to buy a fleet of new equipment, but that equipment will have to be replaced over time.

Mike Davis of Tygh Valley asked if the Committee had considered a mix of revenue sources to fill the funding gap – perhaps an increase in vehicle registration and gas tax along with a Road District. He commented that he believes roads are critical to our economic success but there should be thoughtful spending – he trusts the Commissioners to do that.

Mr. Covert responded that they had talked about multiple avenues; vehicle registration is easy as it is administered by the State but it will not generate nearly enough revenue and some of the funding will go to cities. He stated that trying to charge a tariff is difficult and will bring collection and administration costs with it.

A member of the public asked how much Wasco County gets from the State gas tax. Mr. Matherly replied that Wasco County receives approximately \$1.8 million from the State as a result of the gas tax, vehicle registration, and licensing and title fees.

A member of the public observed that the more populous states in the eastern part of the United States will not understand why we need SRS funds. He noted that as the price of gas has soared consumption has decreased so that funding through fuel taxes has remained stagnant or declined while the cost to maintain roads has increased. He said we have to find a way to invest in infrastructure or we will go back to gravel.

A member of the public reminded the Board that there is a 25,000 acre fire in the area and many residents are fighting that fire. She asked if there could be a continuance of the hearing to a future date when more people could attend. Chair Hege responded that there will be one more hearing in the northern portion of the County. He pointed out that the citizens do not have to attend a public hearing to voice their opinions and concerns – the Board is always available by phone and through email; contact information is available on the County website.

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A member of the public asked if we are still getting SRS funding. Mr. Covert replied that the County used to receive \$2 million and last year received several hundred thousand dollars. He added that the County has been notified that the funding will not be available next year. Actual timber receipts are down to \$135,000.

A member of the public asked what has been cut other than personnel. Mr. Matherly replied that they have stopped adding to the emergency road fund and reduced road maintenance to 15 miles per year. He added that there is a plan to get by for a little while but it is not enough to maintain the current road system.

A member of the public asked how much is available in the emergency fund and beginning fund balance. Chair Hege replied that there is \$6.7 million. He added that the beginning fund balance is used to keep work going but will dwindle quickly if used as the sole source to bridge the funding gap. He stated that the emergency fund is for emergencies. Mr. Matherly said that the \$2.7 million in the emergency fund is not a lot – in 1995 and 1996 there were two emergencies that cost \$3 million combined.

A member of the public noted that many of the residents of southern Wasco County are on fixed incomes and cannot absorb a significant increase in taxes.

A member of the public asked how much of the Road District tax would go to the City of The Dalles. Mr. Covert replied that since they did not opt into the proposed District, The Dalles would not receive any of the taxes. He added that Maupin, having opted into the proposed District, would receive a percentage for their city streets. Maupin City Councilman Frank Kay stated that Maupin would receive approximately \$80,000 for city streets.

Further discussion ensued as to the calculation used to determine how much would be collected and disbursed.

Sherry Holliday pointed out that compression is a factor in Maupin but is minimal compared to what would be gained through the proposed Road District. She observed that Maupin is facing significant challenges maintaining city streets.

A member of the public asked how much it cost to maintain the current road system in a normal year. Mr. Matherly replied that the actual cost in 2013 was \$3.2 million.

Chair Hege ended the question period and asked for testimony.

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Merle Hlavka of Pine Hollow stated that if a Road District is established, he would expect taxes to be offset by grants or other road funding that is secured by the County.

Jack Archer of Pine Hollow said that many residents of Pine Hollow are on fixed incomes. He stated that the proposed tax is extremely high and will make it difficult for many residents to live. He suggested they find another way to fund the roads.

Jerry Paulson of Juniper Flat said that he understands the need to maintain the road and that no one wants to pay higher taxes. He stated that he does not agree with allowing the cities to opt out of the District which creates a situation where the rural residents are supporting the roads used by all County residents. He said the Board should look at a combination of revenue sources so the burden is spread among everyone in the County.

Larry Ashley of Maupin said that rural residents will not get their money's worth for the taxes. He said the rural residents do not get enough service as it is, especially in Antelope. He stated that most are not in favor of the Road District; The Dalles opted out and Maupin gets their money back which means the rural landowners are paying even though they are not the biggest users of the road system. He pointed out that there is only one person serving in South County.

Mr. Matherly said that employees are often moved to where the work is; he has no plan to reduce services unless they cannot secure replacement funding.

Vicki Ashley noted that landowners will pay but not renters. Mr. Covert responded that rent could go up due to higher taxes.

Mike Davis of Tygh Valley suggested that the burden be spread more equitably. He said that the rural areas are the poorer part of the County and it is unreasonable to expect them to bear the burden alone. He said they need to look at this issue more creatively.

Debra Holbrook of Shaniko observed that tourism dollars are important to Shaniko and Maupin and asked if there is a way to tap into the State tourism dollars. She stated that you do not have to be older to be on a fixed income. She added that school buses, kids and medical transportation use the County roads which are critical.

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She said she would be willing to pay her share; we have to take care of each other.

Lanny Metteer of Antelope said that government may be trying to spend more than the citizens can afford. He stated that we need to live within our means and that the federal government needs to pay taxes on their holdings. In the meantime, he suggested that roads can go back to gravel which will cut down on the weeds and troublemakers coming into the area. He added that maintenance should be concentrated on bridges and culverts; agricultural producers will figure out how to get their product to town.

Anna Nolan of Pine Hollow said that she lives on a fixed income and she believes the politicians should do the same with public funds. She said she will have to diminish her lifestyle to pay higher taxes.

Chair Hege pointed out that the Board does not have the authority to impose the tax; it must be voted on by the electorate.

Goldie Roberts of Shaniko asked how many miles of County roads are located in The Dalles. Mr. Matherly replied that there are 15 miles of County roads in the City of The Dalles. Chair Hege stated that the County continues to work to transfer those roads to the City.

Rob Miles of the Imperial River Company and Ranch agreed with Mike Davis' comments – while the money has to come from somewhere, \$2.03 per \$1,000 is significant and it needs to be distributed more equitably. He observed that the large landowners are going to pay a disproportionate amount. He suggested looking at half that amount and seeking other sources to make up the difference. He said there is over 100 miles of private road on the Imperial River Ranch which they must self-maintain.

Bob Larsell of Maupin said that if the roads go to gravel it will create a lot of wear and tear on private vehicles. He added that a \$2.03 tax increase will put him out of business.

Vicki Ashley asked why not impose a county sales tax. Councilman Kay said that Oregon is trying to fund everything with property taxes since Oregon does not have a sales tax. We cannot impose a sales tax in just one area because customers will just go to the next county where they do not have to pay that tax.

Steve Anderson of Wamic said that he agrees that \$2.03 is too much.

Mr. Covert said that we have a deteriorating road system because we don't have the funding to support it. We are going backwards and the longer we wait to solve the problem, the more it will cost to bring the roads back – we have to do something sooner rather than later.

Mr. Metteer stated that since Mr. Covert is a resident of The Dalles who will not be paying the taxes he should not be heard. Mr. Covert said that he has invested a lot of time in this issue and would have liked to have had The Dalles opt into the District. He said he is willing to pay. Chair Hege added that while Mr. Covert is the Chair of the Roads Advisory Committee, the committee had broad representation in its membership.

Chair Hege closed the hearing and adjourned the session at 7:17 p.m.

Summary of Actions

Motions Passed

- **To approve US Forest Service Grant/Agreement #11-PA-11060600-009.**
- **To approve Resolution #14-021 accepting and appropriating unanticipated Healthy Families Oregon Funds in the amount of \$85,773 during Fiscal year 2014-2014.**
- **To approve State of Oregon Intergovernmental Contract #9770 for Professional Services Amendment #3.**
- **To approve Intergovernmental Agreement between City of The Dalles, Wasco County and the Columbia Gorge Community College Concerning Distribution and Use of Fees Paid Pursuant to Enterprise Zone Tax Abatement Agreement Executed in May 2005 for Fiscal Year 2014-2015.**
- **To approve the Intergovernmental Agreement between Wasco County and the Mid-Columbia Economic Development District.**
- **To approve the Consent Agenda – 7.2.2014 Regular Session Minutes.**

Consensus

- **To postpone a decision on the VSO annual funding application until the August 6th Board Session.**
- **To move forward with away meetings as proposed in Ms. White's packet memo and that she connect with local leaders to determine an agenda for each away meeting.**

WASCO COUNTY BOARD
OF COMMISSIONERS

Scott Hege, Commission Chair

Rod Runyon, County Commissioner

Steve Kramer, County Commissioner



WASCO COUNTY BOARD OF COMMISSIONERS
SPECIAL SESSION
JULY 24, 2014

PRESENT: Scott Hege, Commission Chair
Rod Runyon, County Commissioner
Steve Kramer, County Commissioner
Tyler Stone, Administrative Officer
STAFF: Kathy White, Executive Assistant

At 9:00 a.m. Chair Hege opened the Special Session of the Board of Commissioners with the Pledge of Allegiance.

Ms. White asked that the Gorge Hubs Partnership Proclamation be added to the Discussion List.

Public Comment – Road District

Chair Hege explained that today's special session had been called to consider an order to hold a public hearing on August 6th regarding the proposed Road District. He stated that while the public is welcome to speak at today's special session, testimony will be taken at the public hearing.

Lavelle Underhill expressed some frustration with the noticing of the meetings and hearings. She suggested that the County budget and public notices be published on the front page of The Dalles Chronicle.

Chair Hege explained that the County cannot dictate the placement of the notices in

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the paper. He stated that the budget is published in the paper and is also available on the County website. He observed that the LB1 form on the website is a more digestible summary of the budget than the full budget document which is also available online. He added that citizens are welcome to call members of the Board or the County Finance Director with any questions they have about the budget.

Chuck Covert, Chair of the Wasco County Road Advisory Committee (RAC), asked if the budget process is open to the public. Chair Hege responded affirmatively saying that the Wasco County Budget Committee is comprised of the three County Commissioners along with three appointed citizens.

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| Agenda Item – Public Hearing Order |
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Public Works Director Marty Matherly stated that the Special Session had been called to bring forward an order identifying that the next public hearing regarding the proposed Road District will be held on August 6th. Commissioner Hege asked for confirmation that this order is merely detailing the hearing date, time, place and topic. Mr. Matherly stated that that is precisely what the order does.

{{{Commissioner Kramer moved to approve Order #14-068 in the matter of approving the formation of a Road Service District for Wasco County Oregon. Commissioner Runyon seconded the motion which passed unanimously.}}}

Chair Hege noted that there had been some comments at the July 16, 2014, Maupin hearing that there should be another hearing held in the southern part of the County. He asked County Clerk Linda Brown to explain the process of bringing it to the November Ballot.

Ms. Brown explained that it must be submitted to the Clerk's Office no later than August 15, 2014. She said that the County has to put the measure in the voters' pamphlet along with an explanatory comment. She stated that in the past the County has submitted at least a couple of days ahead of the deadline in order to allow the public time to submit positions for the voters' pamphlet in support or opposition of proposed measures. She noted that there is a \$300 County fee to submit positions to the voters' pamphlet which is less than what the County pays to the State for those submissions. She added that County Counsel will have to draft the measure.

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Mr. Covert wondered if people from the southern part of the County would be willing to attend The Dalles meeting. He added that he thinks the next hearing should include a presentation by the RAC which would answer a lot of the questions that were brought forward at the last hearing. Some discussion ensued around the ideal length of the presentation with a consensus that there should be a presentation of some sort at the beginning future hearings. Project Manager Arthur Smith noted that the public can access the presentation as well as the RAC's Feasibility Report on the front page of the County website.

Mr. Covert explained that the committee worked with the agricultural community and explored many ideas. He reported that he recently attended a meeting with Oregon's US Representative Greg Smith and was able to focus his attention on the issue of County roads. He said that Rep. Smith had expressed interest in the issue and would welcome an invitation to a joint meeting with the Commissioners, the RAC and State Representative John Huffman to discuss it further.

Chair Hege asked Ms. White to explain the limitations in planning an additional hearing prior to the August 15th deadline. Ms. White explained that public hearings require two legal notices to be published – one at least fifteen days prior to the hearing and one at least five days prior to the hearing. Furthermore, the newspaper requires 48 hours' notice prior to the scheduled publication date. She said that the result of those requirements is that there are only four possible days to hold the hearing – August 11th, 12th, 13th or 14th.

Commissioner Kramer suggested that August 11th would allow the most time to finalize as well as giving the public more time to submit comments for the voters' pamphlet. Mr. Smith said that the Dufur School cafeteria might be available for the hearing.

{{{Commissioner Kramer moved to amend his previous motion approving Order #14-068 to have the order include a hearing to be held at 5:30 p.m., Monday, August 11, 2014, at the Dufur School cafeteria. Commissioner Runyon seconded the motion. Commissioner Runyon commented that there seems to be a misconception about what the Board is doing. He explained that the Board is not pushing anything but rather bringing the recommendation of the RAC forward to the public. He added that the RAC

has worked for many months to find solutions to the road issue. He stated that this is for the public to decide – the Board is holding hearings to listen to the will of the people; it could be that the Board will decide to not take it forward to the ballot. He concluded by saying that the intent of the Board is to educate the public and let them make the decision. The motion passed unanimously.}}

One member of the public asked if testimony he provided at a previous hearing would be weighed. Chair Hege explained that all testimony will be considered.

Another member of the public complained that people are not hearing about the meetings or the issue. Chair Hege asked Ms. White to explain what methods the County employs to notice the hearings.

Ms. White explained that the hearings are noticed in The Dalles Chronicle twice. In addition, information is sent to local radio stations and notices are posted at all libraries and post offices throughout the County. She said that the information is always posted to the County website and citizens can sign-up for email notifications for agendas as well as a variety of County newsletters.

A member of the public said that as she understands it the Board plans to take it to a ballot. She stated that if ranchers knew they would be outraged. Chair Hege said that the Board is gathering information; no decision has been made about going forward. He stated that not a lot of support was expressed for the Road District at the Maupin hearing. He asked her how the Board might better connect with the public. She replied that she did not know.

Mr. Covert noted that the RAC made well over 30 presentations throughout the County, many of which were in the southern portion of the County. Chair Hege added that if it goes forward everyone will have the opportunity to be heard by casting their ballot.

Ms. Underhill stated that she feels that if it goes to the ballot, it is sealed in stone. She asked why the Board has not gone to the State for funds.

Chair Hege replied that they have been doing that for more than ten years. He

explained that there used to be timber harvests in the County of which the County would receive 25% of the revenue for forest harvests. However, the spotted owl issue wiped out harvest in the forest decreasing that funding source from \$2 million to \$135,000. For a time the federal government replaced those funds but that has been declining; this year the County received \$600,000 and the government has sent notice that there will be no more funding available going forward. He explained that if those funds ever come back, the County can reduce the District tax commensurately. He stated that a Road District is not something that the RAC likes either, but they feel it is the best solution. This is a potential solution that the people can vote on.

Ms. Underhill asked what the plan is if the measure fails.

Chair Hege said that, in his opinion, the roads will continue to decline. He said that the Association of Oregon Counties believes there might be another way to fund the Schools to Roads program but it is not a sure bet. He stated that there is no easy solution which is why the RAC spent eighteen months exploring the issue.

Ken Polehn, Local orchardist and member of the RAC, stated that most of today's questions were also debated in committee – at the end of the day, to have a long-term, sustainable fix, the Road District was the best solution. He explained that there are laws restricting from where road funding can originate. He said that he, too, is a landowner and it will cost him dearly, but the citizens have made a significant investment in the roads and we cannot let them go back to dirt.

A member of the public said that the County has targeted the least informed and greatest underserved population which will have the smallest voice in the election. Chair Hege explained that that will be the only population voting as the City of The Dalles and Mosier have both not opted into the proposed District and therefore those populations will not be voting on the measure.

Chair Hege recessed the session at 9:47 a.m.

The session reconvened at 9:52 a.m.

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| Discussion Item – Gorge Hubs Partnership Proclamation |
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Chair Hege asked if everyone had had the opportunity to review the proclamation

(attached). Everyone had read the document.

{{{Commissioner Kramer moved to approve the Proclamation of Partners for the Development of Gorge Hubs. Commissioner Runyon seconded the motion which passed unanimously.}}}

Chair Hege closed the hearing and adjourned the session at 9:53 a.m.

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| Summary of Actions |
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Motions Passed

- **To approve Order #14-068 in the matter of approving the formation of a Road Service District for Wasco County Oregon.**
- **To amend his previous motion approving Order #14-068 to have the order include a hearing to be held at 5:30 p.m., Monday, August 11, 2014, at the Dufur School cafeteria.**
- **To approve the Proclamation of Partners for the Development of Gorge Hubs.**

WASCO COUNTY BOARD
OF COMMISSIONERS

Scott C. Hege, Commission Chair

Rod L. Runyon, County Commissioner

Steven D. Kramer, County Commissioner

Agenda Item

Youth Empowerment Shelter

- [Power Point](#)
- [Proposal for Youth Empowerment Shelter](#)
- [Potential Staff Positions](#)

Youth Empowerment Shelter

YES

EXISTING YOUTH SERVICES:

- Schools
- Park and rec
- Athletic programs
- Church youth groups
- DHS Child Welfare
- Independent Living Program
- Juvenile Justice

We saw a need . .

There are many reasons that youth leave home:

- ▶ Economic pressures
- ▶ Change in parent partner
- ▶ Single parent feels overwhelmed
- ▶ Chronic interpersonal conflict
- ▶ Irresponsible behavior of a parent/guardian
- ▶ Domestic violence
- ▶ Mental health problems

Numbers: Runaway Children

Hard to count

- 1 ½ million annually in the U.S.
- 35,000 in Oregon
- 200 - 300 in Wasco and Hood River Co

VULNERABILITIES

- Lack of food and shelter
- Need for Transport
- Need for Life Coaching

High Risk of Exploitation:

- Sex
- Illicit drug use and trade
- Trafficked
- Crime

Addressing the Need:

- McKinney-Vinto Act - Guarantees Educational services.
- Recently initiated Backpack Program facilitated by area churches, provides weekend meals for homeless children.
- All other areas of the state have shelter provisions for runaway and homeless youth, but there is no such provision in the north-central region, in particular, Wasco, Hood River, Sherman or Gilliam Counties.
- 2007 Wasco County Comprehensive Plan identified the need for a runaway shelter as one of 7 top priorities.
- **Youth Empowerment Shelter has been recently incorporated and registered with the Oregon Dept of Justice with the objective to fill this gap.**

Y.E.S. will offer

- Physical and emotional safety
- Home-like accommodations
- 3 Meals every day
- Mediation with family
- Empathetic, supportive staff
- Encouragement in addressing issues
- Assistance in accessing resources
- Life skills training
- Option or spiritual guidance
- Provision for after-care plans
- Conversations with non-resident youth

How will this benefit our community?

- Assist families in crisis
- Assist youth to be safe while seeking solutions
- Assist youth to stay in school and be successful
- Prevent crime among displaced and disillusioned youth
- Assist youth to develop skills and perspectives that will guide them in becoming positive, contributing members of the community

INVITATION TO PARTICIPATE

- Letter of Endorsement
- Shelter facility
- Rental of space for Drop-in Center
- Facilitate partnerships
- Spread the word

Thank you on behalf of YES Board of Directors

Officers

President: Linda Casady

Vice President: Dick Kessler

Secretary: Wilma Evans

Treasurer: Doug Quisenberry

Directors:

Livia Colbert

Chris Seeley

Ted Pitt

Bill Marick

Volunteers

- ▶ Brad Timmons - Attorney
- ▶ Ben Neumayer - CPA
- ▶ Kathy Heitkemper - Accountant
- ▶ Caleb Evans - Graphic Artist
- ▶ Abid Bodal - Website Designer
- ▶ Gary Casady - Advisor
- ▶ Meadow Outdoor Advertising - Conference Room
- ▶ Many others who have provided insights, expertise, and prayer

Proposal for Youth Empowerment Shelter

Objective: To provide shelter and facilitate services to youth in crisis

Facility

- Centrally located building with a welcoming appearance
- Accommodations for 6 to 10 individuals, with provision for separation of genders
- Building specifications to meet Oregon State Licensing Standards for Shelters for Runaway, Homeless and Transitional Youth
- Office/reception area, storage area
- Possibly an area that could be open specifically for drop-ins

Population to be served:

- Individuals between 10 and 17 years of age
- Juveniles who are experiencing difficulties at home and are seeking assistance in finding options for coping with their situations.

Services to be offered:

- A house-community of trained, supportive adults and cooperative, like-minded peers
- Shelter that provides physical and emotional safety for a period of several weeks
- Bed and bathing facilities
- Three meals + snacks daily
- Referral for medical resources
- Drug and alcohol treatment referral
- Access to provisions of clothing and other personal items
- Guidance in defining the nature of the problem at home
- Consultation to explore solutions to presenting problems
- Mediation to seek reunification with families
- Assistance finding resources to address problems
- Transition to longer-term arrangements – proctor homes, Oregon Trail Program, relatives, other
- Provision for appropriate education
- Life-skills training
- Mentor relationships with supportive, compassionate adults
- Option of spiritual guidance
- Provision for after-care
- Conversations and consultations with non-resident youth

Staffing:

- Trained volunteers in the beginning, and then paid qualified staff as funding is provided
- Positions, whether volunteer or paid, would include:
 - Executive Director
 - Bookkeeper
 - Case Managers (2 or 3)
 - Youth and Family Counselor
 - House and meals Manager
 - Education and/or Activities Coordinator
 - Funding and Community Liaison

Funding:

Public Benefit Non-profit established as an independent 501©3.

Funding sources are never secure, but possibilities would be:

- Private and business donations
- Churches and service organizations
- Local governments (municipal, county)
- Grants – Federal, state, and private

The MISSION of Youth Empowerment Shelter is to provide youth in crisis a place of physical and emotional safety while assisting them to build positive relationships and develop skills for self-sufficiency.

YES plans to be licensed by the State of Oregon to provide services for homeless or runaway youth, ages 10-17. Youth Empowerment Shelter will be a 501(c)3 public benefit non-profit.

Board of Directors:

President – **Linda Casady**

Vice President – **Dick Kessler**

Secretary – **Teddy Evans**

Treasurer – **Doug Quisenberry**

Bill Marick

Livia Colbert

Chris Seeley

Ted Pitt

Advisors: **Trenton Molter**

Gary Casady

Mailing Address: P.O. Box 107, The Dalles, OR

Email: yesyouth17@gmail.com

Phone: (541) 993-0542

Tax Identification Number: 46-4777480

We do not yet have a building since we only filed our application for tax-exempt status in early March and are awaiting notice of the letter of declaration from the IRS. We hope to have something in central The Dalles area to accommodate our needs.

YOUTH EMPOWERMENT SHELTER

Potential Staff Positions

Executive Director (Part-time)

- Oversees development
- Facilitates staff meetings
- Liaisons with the Board of Directors

Program Director (Part-time)

- Sets program goals and objectives
- Designs overall program components (PYD, etc.)
- Oversees the maintenance of client records, reports, data, etc.
- Facilitates shelter community supportive spirit

Youth and Family Counselor (Part-time)

- Provides counsel and guidance to individual youths
- Conducts Assessments
- Seeks reunification with family
- Determines what services are needed and coordinates with service providers

Mediator (Part time) – Schedules and facilitates meetings with youth and their families

House Managers (2) (Full-time):

Daytime (8 hr shift)

- Oversees scheduling, supervision of youth
- Oversees volunteers
 - Accounting
 - Kitchen
 - Drivers
 - Grounds and building
 - Donation management
- Coordinates activities and transportation
- Plans and arranges provisions for meals, maintains reports and budgets for food, housekeeping

Nighttime – 12:00-8:00 am (8 hr shift)

- Checks beds, provides care when needed
- Housekeeping in confidential areas
- Office assistance (filing, copying, etc.)
- Awakens youth, assists with breakfast, prepares for school

Case Managers – 2 Full-time (2-10 pm & 4-12 pm)

- Conducts intakes
- Develops relationships with youth, assists them in setting goals and designing a plan
- Coordinates volunteers:
 - Tutors
 - Instructors (music, crafts, etc)
 - Activity directors
 - Individual mentors

Outreach Coordinator (Part-time)

- Develops a plan for contact with runaway and homeless youth NOT in the shelter
- Trains and coordinates volunteers to carry it out

After-care Coordinator (Part-Time)

- Facilitates successful transition after leaving the shelter
- Makes periodic contact with youth to ensure success
- Coordinates adjustments as needed

Week-end personnel to cover intake and supervision (Part-time)

Agenda Item
APHIS Budget Request

- [Cover Letter](#)
- [Proposed Budget](#)



United States
Department of
Agriculture

February 14, 2014

Animal and
Plant Health
Inspection
Service

Kathy White
Wasco County Board of Commissioners
511 Washington Street, Suite 302
The Dalles, OR 97058-2237

Wildlife
Services

Subject: Draft FY 2014-2015 Wildlife Services Budget

Oregon State Office

6135 NE 80th Ave.
Suite A-8
Portland, OR 97218
(503) 326-2346

Dear Kathy,

First, I appreciate the opportunity to have provided service to Wasco County for another year. Wildlife Services assists with the management of diverse wildlife conflicts throughout the County including the protection of agriculture, human health and safety threats posed by large carnivores, and the protection of public and private property. With the goal of continuing to provide those services, the intent of this letter is to provide information that will assist with the County's budget process for this year.

We are presenting a draft budget that outlines the funding required to maintain one full-time USDA-APHIS-Wildlife Services (WS) position from July 1, 2014 – June 30, 2015. The attached budget identifies the total cost of having one full-time Wildlife Specialist in your County and the funding sources to cover those expenses. The draft outlines how this position is cooperatively funded with dollars from WS, the State of Oregon [Department of Agriculture (ODA) and the Department of Fish & Wildlife (ODFW)], and the County.

It is important to note that the dollar amount identified as coming from Wasco County \$86,013.04 is the estimated funding level we would need to support one full-time Wildlife Specialist. However, I am keenly aware of the funding challenges County Officials are faced with and if Wasco County approves a lesser amount, we will revise the budget to reflect the level of funding the County can provide. *Our intent is to work with the Counties throughout the budget process and adjust service delivery if necessary to the level of funding the County approves.*

In closing, I want to thank the County again for its support of the USDA-APHIS-Wildlife Services program. County support is vital to maintain our 27 field people assigned to 26 counties and associations. Wildlife Services looks forward to continuing to serve the County to the best of our abilities. I welcome your questions or concerns regarding this budget. Please contact my office if you would like me to attend a commission meeting in person or via a conference call to discuss the WS program and this budget.

Sincerely,

David E. Williams, State Director

CC: Gil Riddell, AOC Policy Manager
Encl:



Protecting People | Protecting Agriculture | Protecting Wildlife

Wasco County
July 1, 2014 – June 30, 2015
Proposed Budget Request

Listed below are the estimated costs and sources of funding for the wildlife services program outlined above:

| Estimated Costs | One FTE for FY14-15 |
|----------------------------------|---------------------|
| Salary & Benefits | 66,126.96 |
| GSA Vehicle Expense | 13,818.28 |
| Hires & Reimbursements | 9,791.88 |
| Project supplies, misc. expenses | 2,080.00 |
| Overhead & Pooled Job Costs | 4,362.46 |
| Total Estimated Costs | 91,817.12 |

| Funding Sources | One FTE for FY14-15 |
|---------------------------|---------------------|
| ODFW Funds | 2,450.98 |
| ODA Funds | 1,676.55 |
| ODFW Funds | 1,676.55 |
| Wasco County Funds | 86,013.04 |
| Total Estimated Funds | 91,817.12 |

Agenda Item
Ready to Read Grant

- [Cover Letter](#)
- [Grant Application](#)



Oregon

John A. Kitzhaber, MD, Governor

State Library
250 Winter St. NE
Salem, OR 97301-3950
(503) 378-2528
FAX (503) 378-6439

Ready to Read Grant Application 2014-2015

The purpose of the Ready to Read Grant program is to “establish, develop or improve public library early literacy services for children from birth to six years of age and to provide the statewide summer reading program for children from birth to 14 years of age.” Any legally established public library in Oregon is eligible to apply for this grant.

Attached is the “Proposed Ready to Read Grants for 2014-2015” showing the grants that will be made for 2014-2015 grant cycle, assuming all eligible libraries apply for a grant. As the table indicates, a total of \$729,473 is available.

GUIDELINES

1. All projects must adhere to the intent of the Ready to Read Grant which is to “establish, develop or improve public library early literacy services for children from birth to six years of age and to provide the statewide summer reading program for children from birth to 14 years of age.” (ORS 357.750).
2. We encourage you to develop a project that relates to the mission and activities of your library, and will benefit your community.
3. Grant funds may not be used to replace funds already appropriated by local governments.
4. Applications must be postmarked by **August 31, 2014** and mailed with original signatures to Oregon State Library, Ready to Read, 250 Winter St. NE, Salem, OR 97301. Late applications will not be accepted. Faxed or emailed applications will not be accepted.

A final report on your library’s grant project is required and will be due at the Oregon State Library **December 1, 2015**.

Contact Katie Anderson at 503-378-2528 or katie.anderson@state.or.us with questions.

(Intentionally blank for filing purposes.)

Library's **LEGAL** name:

Wasco County Library Service District

County in which library resides: Wasco

Alternate library name:

Library's **MAILING** address: 511 Washington St., The Dalles, Oregon 90758

Library director's name: Sheila Dooley

Email address: sdooley@ci.the-dalles.or.us

Phone number: 541-506-2042

Key contact's name (if not director): Suzanne Goolsby

Key contact's position/job title: Senior Library Technician

Email address: sgoolsby@ci.the-dalles.or.us

Phone number: 541-296-2815

All library directors and key contacts will be subscribed to the Ready to Read Grant email list to receive grant deadline reminders and other information regarding the grant. If you would like additional members of your staff who are involved in your library's Ready to Read project to be subscribed to this email list, please provide their full names and email addresses.

Name:

Position/job title:

Email address:

Name:

Position/job title:

Email address:



STATE LIBRARY USE ONLY

Received:

Approved:

EARLY LITERACY PROJECT PROPOSAL

(Don't fill out this section if you are only doing a summer reading project.)

1. Please check the box in front of at least one outcome your library plans to achieve with your early literacy Ready to Read Grant project.
 - ☐ Parents and caregivers will increase the amount of time they read, talk, sing, write, and play with their young children.
 - ☐ Young children will increase their print motivation, vocabulary, print awareness, narrative skills, letter knowledge, phonological awareness, and writing/drawing skills.
 - ☐ Preschoolers will increase their letter knowledge, phonological awareness, writing letters, drawing pictures recognizable to others, and ability to independently complete tasks (such as crafts!) involving two or more steps so they are ready for kindergarten.
 - ☐ More families with young children will access early literacy services and participate in early literacy programs together as a family.
 - ☐ Childcare providers, Head Start teachers, Healthy Start home visitors, and other community partners will increase their partnerships with the library to coordinate early literacy service delivery community-wide.
 - ☐ More high risk children will access early literacy materials, resources, services, and programs. (High risk children are minorities, English language learners, immigrants, children with special needs, children in poverty, and children in families dealing with abuse, neglect, substance abuse, and other traumatic situations.)
 - ☐ Families with high risk children will increase meaningful engagement around library early literacy services. (i.e. libraries will update materials, services, and programs so they are culturally appropriate and relevant to high risk children and their families.)
 - ☐ Libraries will improve collection of early literacy-related data and increase use of the data for continuous improvement of library materials, resources, services, and programs to achieve outcomes.
2. Describe the early literacy activities your library plans to implement to achieve these outcomes. (Only describe activities funded in part or in whole by your Ready to Read Grant.)

3. Do these activities include conducting training for parents, childcare providers, or preschool teachers in a research-based early literacy curriculum such as *Every Child Ready to Read* or Baby Signs classes?

_____ Yes

_____ No

Do these activities include bringing library services, resources, or programs out of the library to young children, parents, child care providers, or other groups to other locations?

_____ Yes

_____ No

4. How will you evaluate whether or not these activities achieve your desired outcome(s)?

5. If you are partnering with any daycares, schools, businesses, or other organizations to make this project happen, list them here.

6. If you are providing programs in and/or out of the library, how many people *total* do you expect will attend these programs? (No need to verify age, just use your best judgment.)

_____ Youth ages 0-14

_____ Adults ages 15 and older

7. Do you anticipate this will be an ongoing project?

_____ Yes

_____ No

8. If yes, and the project is successful, how will you continue to fund this project?

_____ Local funds

_____ Other grant funds

_____ Ready to Read funds

EARLY LITERACY PROJECT BUDGET

(Don't fill out this section if you are only doing a summer reading project.)

| | List things necessary for implementing your Ready to Read Grant Project | Amount of <u>Ready to</u> <u>Read</u> funds used to pay for this | Amount of <u>Library</u> <u>Budget</u> used to pay for this | Amount of <u>other</u> <u>sources</u> used to pay for this | <u>TOTAL</u> |
|--|---|--|---|---|---------------------|
| Library Staff | | | | | |
| Materials for Circulating Collection | | | | | |
| Equipment, Furniture, and/or Fixtures | | | | | |
| Contracted Programs | | | | | |
| Incentives | | | | | |
| Other | | | | | |
| TOTAL | | | | | |

STATEWIDE SUMMER READING PROGRAM PROJECT PROPOSAL

(Don't fill out this section if you are only doing an early literacy project.)

According to ORS 357.750, libraries using Ready to Read funds on summer reading must provide the statewide summer reading program which is defined by OAR 543-040-0010 as "the Collaborative Summer Library Program Annual Summer Reading Program funded by the State Library for Oregon public Libraries". The 2015 statewide summer reading theme will be **heroes** and the slogans are "**Every Hero Has a Story**" for children, "**Unmask!**" for teens, and "**Escape the Ordinary**" for adults.

1. Please check the box in front of at least one outcome your library plans to achieve with your summer reading Ready to Read Grant project.
 - ☐ Youth will increase the amount they read and/or parents and guardians will increase the amount they read, talk, write, and do activities with their youth.
 - ☐ Youth will increase their reading/listening comprehension and ability to effectively communicate their understanding of and opinions about what they are reading/listening.
 - ☐ More youth will create responses to their reading/listening with technology, arts and crafts, and other mediums.
 - ☐ More families with youth will participate in the summer reading programs together as a family.
 - ☒ Schools, childcare providers, summer lunch sites, out-of-school-time programs (e.g. Boys & Girls Club, Park and Rec, YMCA), and other community partners will increase their partnerships with the library to coordinate the summer reading program community-wide.
 - ☐ More high risk youth will participate in the summer reading program. (High risk youth are minorities, English language learners, immigrants, children with special needs, children in poverty, and children in families dealing with abuse, neglect, and substance abuse.)
 - ☐ Families with high risk youth will increase meaningful engagement in the summer reading program. (i.e. libraries will update materials, activities, and programs so they are culturally appropriate and relevant to high risk youth and their families.)
 - ☐ Libraries will improve collection of summer reading data and increase use of the data for continuous improvement of library materials, resources, services, and programs to achieve outcomes.

2. Describe the summer reading activities your library plans to implement to achieve these outcomes. (Only describe activities funded in part or in whole by your Ready to Read Grant.)

The Ready to Read Grant will fund eight guest performer programs. Six of these programs will be held at non-library sites in order to increase their partnerships with the Library District and promote summer reading and summer reading programs Districtwide. Three programs will be held in central Wasco County and three programs will be held in south Wasco County. The remaining two programs will be held at a library location in north Wasco County.

The District is partnering with an assisted living center in south Wasco County to present two programs during the summer utilizing the theme "Every Hero Has a Story." The guest performer programs will be a means of promoting these programs.

3. Do these activities include bringing library services, resources, or programs out of the library to children, teens, parents, child care providers, or other groups to other locations?

☒ Yes

☐ No

4. How will you evaluate whether or not these activities achieve your desired outcome(s)?

An increase in the number of summer reading program participants should be the result of these increased community partnerships.

5. If you are partnering with any schools, out-of-school-time programs (e.g. Boys & Girls Club, Park and Rec, YMCA), businesses, or other organizations to make this project happen, list them here.

Maupin Grade School, Maupin Head Start, Dufur Grade School, and Canyon Rim Assisted Living Center.

6. If you are providing programs in and/or out of the library, how many people *total* do you expect will attend these programs? (No need to verify age, just use your best judgment.)

560 Youths ages 0-14

70 Adults ages 15 and older

7. Do you anticipate this will be an ongoing project?

☒ Yes

_____ No

8. If yes, and the project is successful, how will you continue to fund this project?

- ☒ Local funds
_____ Other grant funds
☒ Ready to Read funds

STATEWIDE SUMMER READING PROGRAM PROJECT BUDGET

(Don't fill out this section if you are only doing an early literacy project.)

| | List things necessary for implementing your Ready to Read Grant Project | Amount of <u>Ready to Read</u> funds used to pay for this | Amount of <u>Library Budget</u> used to pay for this | Amount of <u>other sources</u> used to pay for this | <u>TOTAL</u> |
|--|---|---|--|---|--------------|
| Library Staff | Regular staff to plan and assist with programs (32 hours) | 0 | \$779 | 0 | \$779 |
| Materials for Circulating Collection | Will use materials from library collection | 0 | 0 | 0 | 0 |
| Equipment, Furniture, and/or Fixtures | None | 0 | 0 | 0 | 0 |
| Contracted Programs | Performers for eight programs | \$3073 | \$127 | 0 | \$3200 |
| Incentives | Reading prizes | 0 | \$50 | 0 | \$50 |
| Other | Refreshments | 0 | \$75 | 0 | \$75 |
| TOTAL | | \$3073 | \$1031 | 0 | \$4104 |

DATES TO REMEMBER

| | |
|-------------------|---|
| August 31, 2014 | Date proposals must be postmarked and sent to the State Library. |
| October 1, 2014 | Revised Ready to Read Grants for 2014-2015 mailed to libraries. |
| October 15, 2014 | Deadline for libraries to appeal the proposed grant awards. |
| December 31, 2014 | Grant awards mailed to libraries. |
| December 1, 2015 | Date final report must be postmarked and sent to the State Library. |

CRITERIA FOR APPROVAL

1. Proposal demonstrates how the project will “establish, develop or improve public library early literacy services for children from birth to six years of age and to provide the statewide summer reading program for children from birth to 14 years of age.”
2. Plan includes outcomes for project participants.
3. Proposal includes plan for evaluating outcomes of the project.
4. Summer reading projects use the statewide summer reading program.

CERTIFICATION OF READY TO READ GRANT APPLICATION

To the best of our knowledge and belief, the information in this application is true and correct. We certify that, when the grant is awarded, the Ready to Read Grant will be used to supplement the library's budget from local sources and will be used to “establish, develop or improve public library early literacy services for children from birth to six years of age and to provide the statewide summer reading program for children from birth to 14 years of age.” (ORS 357.750).

| | |
|--|----------------------|
| Library director's name: Sheila Dooley | |
| Library director's signature: <i>Sheila Dooley</i> | Date: <i>7/25/14</i> |
| Name of local government official authorized to apply for grants: Scott Hege | |
| Local official's title: Chairman of Wasco County Board of Commissioners | |
| Local official's signature: | Date: |

Agenda Item
Fort Dalles Museum

- [ByLaws](#)
- [Grounds Use Policy](#)

By-Laws of the
Wasco County/City of The Dalles
Museum Commission

ARTICLE I - NAME

Section I. The Name of the Organization shall be the Wasco County/City of The Dalles Museum Commission. Alternatively known as the Fort Dalles Museum Commission, and Fort Dalles Museum/Anderson Homestead Commission.

ARTICLE II – PURPOSE/MISSION STATEMENT

Section I. The purpose of the Museum Commission is to provide oversight of operations.

Section II. The Mission of Fort Dalles and Anderson Homestead is a Museum dedicated to the preservation, conservation, education and interpretation of the military, architectural, agricultural and diverse cultural history that is unique to the Wasco County area. *(Adopted by the Wasco County/City of The Dalles Museum Commission July 2,2013)*

ARTICLE III – GOVERNING BODY

Section I. The Wasco County/City of The Dalles Commission members are volunteers appointed by Wasco County and the City of The Dalles.

1. The Commission shall consist of 7 representatives, as follows:
2. Three (3) are appointed by the City of The Dalles and must reside within the City limits.
3. Four (4) are appointed by Wasco County and must reside within Wasco County.
4. A Quorum, for the purpose of taking action, shall consist of 4 members.

Section II. The Commission's role is to determine the mission; set policy; develop long-range strategic plans and goals, work with the Museum Director and staff to further the museum's mission; monitor, assess and review performance and progress and manage museum resources effectively, with exception of such fiscal and personnel decisions that are reserved by Wasco County/City of The Dalles.

Section III.

1. The Commission may have up to two (2) Ex-Officio members, appointed by the Commission. They will have all the privileges and responsibilities of Commissioners, except for voting privileges.
2. The Museum Commission has an Ex-Officio position on the Historic Landmarks Commission.

3. The Anderson Homestead Foundation may have an Ex-Officio member on the Museum Commission

ARTICLE IV – MUSEUM COMMISSION OFFICERS

Section I. OFFICE POSITIONS AND TERMS

1. Officers of the Museum Commission include President, Vice-President, Secretary and Treasurer.
2. Officers are nominated and elected by the members of the Museum Commission.
3. Election of Officers will be held at the first meeting of the new calendar year. The new Officers will take office immediately upon election.
4. Officers are elected for a one year term.
5. Officers may serve consecutive terms without limits

ARTICLE V: DUTIES OF OFFICERS

Section I. President

1. The President shall be selected from the members of the Museum Commission in good standing and shall preside over all meetings of the museum commission.
2. The President shall have the usual powers and duties customarily vested in the office of President of the Commission and shall perform other duties as may be assigned to the President by the Commission.
3. Represent or send representative to City and County budget meetings
4. Act as liaison and spokesperson between the Museum Commission Board and other public or private entities, including Wasco County Commissioners and the City of The Dalles.
5. Make appointments as called for in the Bylaws and in the Policy.
6. The President of the Museum Commission shall have the authority to nominate and appoint ex-officio members, upon confirmation by vote of the museum commission.
7. Act as liaison between commission and staff.

Section II. Vice-President

1. The Vice-President shall carry out the duties of the President in the absence or incapacity of the President.
2. The Vice President shall oversee the Fort Dalles Museum Membership Committee.

Section III. Secretary

1. The Secretary shall keep permanent and complete records of all Museum Commission meetings and written records of correspondence.

Section IV. Treasurer

1. The treasurer shall monitor the care and custody of all funds and money of the organization.

ARTICLE VI – CONFLICTS OF INTEREST

Section I. Conflicts of interest by Commission members with regard to personal or family business and the Museum, both material and financial, must be disclosed.

ARTICLE VII – DUTY OF LOYALTY

Section I. Commission members should do their best to preserve the ideals and goals of the Museum Commission when serving on boards of other organizations that could create a conflict of loyalty for the Museum Commission or for Fort Dalles Museum.

ARTICLE VIII – DUTY OF TRUST

Section I. Every Museum Commission member should be familiar with the organizations governing documents, including: By-Laws and Policies, as well as the State of Oregon ORS statutes, City and County ordinance and policies, as provided by Wasco County and the City of The Dalles.

ARTICLE IX — TERM OF OFFICE

Section I.

1. Commission members shall serve a term of three (3) years or until the selection, qualification and acceptance of office duly appointed successors as chosen by the Board of Wasco County Commissioners or City of The Dalles City Council.
2. All terms for Wasco County positions begin on January 1. All terms for City of The Dalles positions begin on May 1
3. Terms are not limited
4. A letter of resignation is requested when a Commission member wishes to step down.
5. Vacancies as in (4) above or by death or revocation of a member by residency requirements or other issues shall be advertised by the authoritative body, Wasco County/ City of The Dalles, or those entities may use the recommendations of the Museum Commission for a replacement to fill a term.
6. The Museum Commission may record termination of a member, if the member has missed three (3) consecutive regular meetings without proper notification as determined by the Commission.

ARTICLE X – MEETINGS

Section I.

1. Meetings are open to the public and held monthly on the first Tuesday at 7pm, unless scheduled otherwise. Notices of meetings are publicly posted in Newspaper calendars and by other means as necessary.
2. Special meetings may be called as needed.
3. Executive Sessions may be called in accordance with the State of Oregon Public Records and Meeting Law.

ARTICLE XI – PERFORMANCE REVIEW – DIRECTOR/MANAGER

Section I.

1. The Museum Commission shall conduct a performance evaluation of the Museum Director and or Museum Manager(s) on an annual basis in accordance to the policy of Wasco County.
2. Results and discussion of such reviews will be part of an Executive Session. (ORS 192.660(2)(i).

ARTICLE XII. COMMITTEES

SECTION I.

1. In general, the Museum Commission will act as a Committee of the Whole in matters of Finance, By-Laws, Nominating, Fund Raising and Public Relations.
2. The Commission may form Committees, as needed and to assist with operation of the Museum. Such may include, but are not limited to: Collections, Publicity, Program, Personnel and or Volunteer recruitment, employee review, Membership, Buildings and Grounds, Maintenance and others that may help staff.

ARTICLE XIII. AMENDMENTS

Section I.

1. The Museum Commission may amend the By-Laws by a majority vote at a regular or special meeting, provided prior written notice has been given in accordance with the State of Oregon Public Records and Meetings Law.
2. The amendment will be the subject of two meetings. A vote shall occur at the second.

The By-Laws of the Wasco County / City of The Dalles Commission are hereby amended by a quorum of the Commission and approved by the Wasco County Commission and City of The Dalles City Council.

| | |
|----------------------|------------------------------|
| President _____ | The Dalles City Council |
| Vice President _____ | Stephen Lawrence Mayor)_____ |
| Secretary _____ | Tim McGlothin _____ |
| Treasurer _____ | William Dick _____ |
| Member _____ | Dan Spatz _____ |
| Member _____ | Linda Miller _____ |
| Member _____ | Carolyn Wood _____ |

Wasco County Commission

Scott C. Hege (Chair) _____

Rod L. Runyon _____

Steven D. Kramer _____

Dated: 8.6.2014

FORT DALLE MUSEUM FACILITY RENTAL POLICY



Approved by the
Wasco County/City of The Dalles Museum Commission

Date Passed by Museum Commission: _____

Approved by Wasco County
Board of Commissioners Aug. 6, 2014

Signed:

Scott C. Hege, Chair

Wasco County/City of The Dalles
Museum Commission

Rod L. Runyon, County Commissioner

ATTEST:

Steven D. Kramer, County Commissioner

Wasco County/City of The Dalles
Museum Commission, Secretary

APPROVED AS TO FORM:

Date Adopted: _____

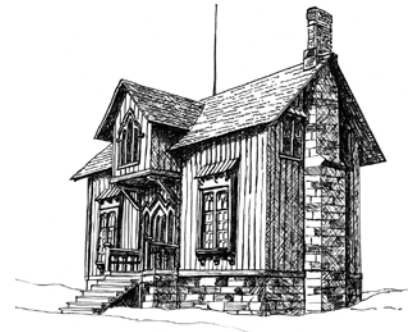
Wasco County District Attorney

Effective Date: _____

FORT DALLES MUSEUM FACILITY RENTAL POLICY

Mission Statement

"The mission of Fort Dalles and Anderson Homestead is a museum dedicated to the preservation, conservation, education and interpretation of the military, architectural, agricultural and diverse cultural history that is unique to the Wasco County area." *(Adopted by the Wasco County/City of The Dalles Museum Commission July 2, 2013).*



Thank you for considering Fort Dalles Museum for your event. Fort Dalles Museum provides a unique historic setting for weddings, reunions, and special events. The Surgeon's Quarters, garrison grounds, and Anderson Homestead are listed on the National Register of Historic Places. The facility is one of the oldest museums in Oregon.

Fort Dalles Museum is located at 500 W. 15th, The Dalles, Oregon. The Anderson Homestead is located on W. 16th Street, across the street to the south of the Surgeon's Quarters.

The structures that comprise the Fort Dalles Museum and Anderson Homestead are owned and operated by Wasco County and City of The Dalles. They are museums first, and meeting places second. We encourage the citizens of The Dalles to enjoy the facilities, but please understand that our immediate interest must be the protection of the structures and their contents.

The words "facilities" as used herein shall mean and include all of the properties owned by Wasco County and/or City of The Dalles and under the control of the Fort Dalles Museum. The facility is operated as a museum. It is open to the public and available for use of the public, including: Surgeon's Quarters (museum), vehicle buildings, Gardener's Cottage, Anderson House, Anderson Granary, and the Anderson Barn; all referred to as the "Fort Dalles Museum," "Museum," or "facilities." The person hosting an event at the Fort Dalles Museum will be referred to as "Renter" or "Event Host."

The special nature of the museum facility requires clear guidance for its use. It is located in a residential neighborhood. The rules and regulations that follow have been developed with careful consideration of the impact events may have on the museum facility, outlying buildings and grounds, as well as neighboring properties. Any law enforcement officer shall be entitled to enforce the regulations set forth herein including members of the City of The Dalles Police Department, Wasco County Sheriff's Department, Oregon State Police, or Wasco County/City of The Dalles Animal Control. (City ORD: #5-27.1)

The following rules and regulations are to be observed and are enforced on the grounds by the Fort Dalles Museum.:

- A. No person shall cut, remove or damage any flowers, trees or shrubs located on the grounds.
- B. No fires are allowed on the premises without permission of the Museum Director.
- B. No person shall permit any dog to run at large within the facilities/grounds, and all dogs within the facilities/grounds shall be kept in control on a leash at all times. Owners or possessors of dogs within the facilities/grounds shall immediately remove feces deposited by the dog under their control.
- D. No motor vehicles or motor bikes shall be operated, parked, or left standing any place on the grounds unless permission has been obtained in writing from the Museum Director.
- E. No person shall ride or drive any horse or non-domestic animal or permit any horse or non-domestic animal to go upon any portion of the grounds without permission of the Museum Director.
- F. Persons are prohibited from using tobacco products in museum facilities or on the museum grounds.

G. Persons are prohibited from using and/or distributing illegal drugs of any kind while on the museum grounds.

H. No person shall possess a firearm or weapon as set forth as defined by City of The Dalles Ordinance #5-22.3 while on the grounds.

Exception: Black powder events (i.e. re-enactors) require the Museum Director or designated staff to personally notify the City of The Dalles Police Department and the Wasco County Sheriff's Department that the event is taking place.

I. Fort Dalles Museum is located in a residential neighborhood, and the rights of the neighbors must be respected at all times. No music or loud noise is allowed after 11:00 p.m. or before 7:00 a.m. Driveways must not be obstructed and activities must not interfere with normal traffic flow. At all times the City of the Dalles ordinance (#5-23.3) must be followed in regards to noise, signage, and street access.

J. Alcohol may be served only to people 21 years of age and over. The Renter/Event Host(s) are responsible for monitoring this very closely. If you plan to serve alcohol at event and the Renter/Event Host(s) charge for it, you are required to have a licensed OLCC server and must follow state law.

A liquor license **is needed** at special events where:

- Alcohol will be sold.
- Alcohol is available (but not being sold), and the Renter/Event Host(s) are charging or accepting donations for admission, or where payment is required to attend the event.

A liquor license **is not needed** at special events where:

- Renter/Event Host is making alcohol available, but there is no payment or purchase required, and no donations of money are accepted, for alcohol, or for entry/admission, or for any other product or service.

An example is a wedding reception where you make alcohol available, but you don't require payment or purchase and don't accept donations of money. For more information regarding serving of Alcohol, see http://www.oregon.gov/olcc/LIC/pages/special_event_licenses.aspx or call 503-872-5000.

K. No backpacks or large tote bags allowed inside the museum building or exhibit areas.

L. No inappropriate behavior such as running, pushing, shouting or throwing objects that put people, the facilities, or the artifact collection at risk.

M. No touching, sitting on, or handling of artifacts. Repeated exposure to oils on hands can damage items over a long period of time. No climbing on or mistreating exhibits.

N. In general, food and/or drink is not allowed inside the facilities. The exception is bottled water to be consumed by the wedding party when using the interior facilities for dressing for the wedding, etc.

FACILITIES

The grounds of the Surgeon's Quarters and the grounds of the Anderson Homestead are available for rent. Both properties are well maintained and provide a picturesque backdrop to your event. The interior spaces inside the museum, vehicle buildings or Anderson Homestead are not available for rent at this time.

GENERAL RENTAL POLICY

This Fort Dalles Museum Facility Rental Policy applies to any individual, group of people, their vendors, and their guests using the grounds of Fort Dalles Museum and/or the Anderson Homestead.

The museum is first and foremost a museum that holds cultural artifacts in the public trust. Our museum provides a special backdrop for events, but careful planning is necessary to ensure that the event does not jeopardize our mission. We reserve the right to restrict activities and/or individuals whose actions are not in keeping with our purpose.

The Fort Dalles Museum and Anderson Homestead property is a functioning museum. Rental of the facilities is dependent on the availability of the property. The Fort Dalles Museum reserves the right to refuse to rent the property if the requested time conflicts with a scheduled museum function.

At least one staff member will be present during the event. If additional staff is required, the renter or event host will be billed at \$20.00 per hour per person.

If you have any questions about the policies outlined here, please do not hesitate to contact us for clarification at 541-296-4547.

GROUNDS RENTAL RATES

- All day: \$250.00
- Three hours: \$150.00
- One and a half hours: \$75.00

DEPOSIT SCHEDULE

- 1/2 of total rate due at time of booking.
- Security Deposit due two weeks prior to the event.
- Remaining balance of rental rate is due two weeks prior to the event

A refundable Security Deposit in the amount of \$100.00 is refundable within 21 business days upon satisfactory conclusion of the event. If the event is projecting a large number of people attending the event, the amount of the Security Deposit may be increased at the discretion of the Museum Director. In case of inclement weather or “acts of nature” there is no refund of the deposit.

If damages occur beyond the amount of the Security Deposit, you will be held responsible for the difference. The renter is responsible for all clean up (trash, decorations, and removal of equipment, etc.). Trash must be bagged and left in the designated area. Museum staff will inspect the area after the event has concluded. Failure to clean up or remove your items (personal, rented, or otherwise), will result in staff time being deducted from the Security Deposit at the rate of \$25.00 per hour per person for clean up. If the clean up conducted by staff and/or hauling off of trash or other items exceeds the deposit amount, the renter will be billed for the additional amount.

All renters agree to pay for any damage done to the facility or grounds by themselves, their guests, caterers, or employees during or pertaining to their rentals. If damage should occur, notification will be given to the renter as soon as damages have been determined. If repairs are required the renter will be financially responsible for the cost of the repairs not covered by the deposit.

The museum may be used as a backdrop for photos/video prior to and during the event at no additional charge. However, no photographs can be taken inside any structure without the written permission of the Museum Director.

ADVANCE RESERVATIONS REQUIRED

Reservations are granted on a case-by-case basis because the museum has an ongoing calendar of events. All requests for use of the grounds must be approved in advance by the Museum Director. If you plan to hold your event during normal museum public hours, you must be willing to share the premises with museum visitors in a manner that does not obstruct visitors from viewing the museum grounds or buildings.

USE OF THE MUSEUM'S NAME

Advertising materials shall not give the impression that the Fort is a sponsor of your event. Do not use the museum logo without permission. All press releases, public service announcements and printed materials must list the museum as “Fort Dalles Museum (do not abbreviate the word "Fort" to "Ft.").

OTHER STRUCTURES ON THE MUSEUM GROUNDS

The historic structures on the grounds, as well as the wagons, vehicles, and other historic objects, are to be considered "off-limits" and are not to be climbed on or entered. Tours of the Anderson Homestead and the vehicle buildings can be arranged. Please consult the Museum Events Coordinator to arrange tours.

CONDUCT

One person from the event host's party must be identified as the person in charge and must be present at the event from beginning to end. The event host shall conduct the event in an orderly manner in full compliance with all acceptable laws, ordinances and regulations and in accordance with all policies established by the museum. The museum reserves the right to conclude any event at any time due to inappropriate or undesirable behavior by the event host or guests as determined by museum staff. Such closure will result in the forfeiture of all monies paid to the museum by the renter.

DELIVERIES

All deliveries must be scheduled with the Event Coordinator's assistance. Vendors must be prepared to deliver rental items to the museum and should arrive with the necessary staff and equipment (hand trucks, dollies and carts) to accomplish this. Museum staff will not be responsible for the acceptance or movement of rental items or other event-related items upon delivery or pick-up. Vendors and Renters will need to work with the Event Coordinator to ensure that no vehicles drive on the grass without permission.

WATER

Water is available inside the Surgeon's Quarters in the restrooms, near the front gate during regular visiting hours, and at the drinking fountain near the front gate. Permission to use the outdoor water spigot must be obtained from the museum staff ahead of time.

CHILDREN

Children are always welcome at the Fort Dalles Museum but should be attended by an adult at all times. Excessive ringing of the bells will not be permitted.

DECORATIONS

If decorations – i.e. streamers, ribbons, banners or balloons — are used, they may not be fastened to the buildings, artifacts, or trees. Anchoring decorations to museum property (buildings, shrubs, artifacts, or trees) by nailing, tape, or other destructive methods is not allowed. All decorations and signage must be removed by 10 a.m. the following day.

TENTS/CANOPY

It is possible to rent large tents from various vendors in The Dalles area that may be set up on the grounds to provide cover from sun or rain. Permission must be obtained from the Museum Director or designated staff in advance. Tents or canopies must be removed by 10 a.m. the following day. They must be self-supporting, and not be attached in any way to the buildings, artifacts, or vegetation of the museum. Stakes may be allowed with prior approval by the Museum Director.

CHAIRS AND TABLES

Chairs and tables may be rented from a number of vendors in The Dalles area. The museum has a number of picnic tables on the grounds. If the picnic tables are not in use, they may be moved out of the way by the renter to another location on the property, but must be replaced by the renter at the conclusion of the event. If the museum is open during that time to the public, the tables must be located so they can be accessed by museum visitors.

RESTROOMS

There are two wheelchair accessible restrooms available to the public. The restrooms will be opened and available at all times during the event. At the Museum Director's discretion, the renter may be required to provide additional port-a-potty facilities.

TRASH

All trash must be cleaned up after the event. Exterior trash cans are available, but excess trash must be hauled off the premises and properly disposed of. Any items remaining 12 hours after the conclusion of the event not placed in the designated "trash" area will be considered forfeit and the cleaning deposit not refunded.

PARKING

Free parking is allowed bordering the museum grounds on 15th Street, Garrison Street, and 16th Street. Street traffic is not to be restricted and driveways to neighboring residences may not be blocked. If a limousine or horse and carriage have been rented for the occasion, the driver must remain with the vehicle if it is double parked and must provide access to any traffic attempting to move past the area. Streets may only be blocked off by obtaining a permit from the City of The Dalles.

TRAFFIC CONTROL

If a large amount of traffic is expected for the event, the Museum Director of the museum may require that some form of traffic control be exercised, whether it is a policeman, traffic barriers, or some other control agent. City of The Dalles Police Department will also be notified by the Museum Events Coordinator.

“HOST LIQUOR LIABILITY” INSURANCE

The event host is advised that the caterer must comply with all applicable laws and liquor regulations and acquire all permits required by the laws of the State of Oregon or other government agencies. In this regard, the event host shall indemnify, protect and hold harmless Wasco County, City of The Dalles, the Fort Dalles Museum and its respective officers, agents and employees from and against any and all losses, costs, claims, demands and expenses arising out of the event host’s use of the Fort Dalles Museum facilities resulting from the provision of alcoholic beverages at the event.

If the event includes alcohol but not liquor license is required, the event host must provide proof of social “liquor liability insurance” in an amount of no less than \$1,000,000 no later than 14 days prior to the event. Guests must be advised that alcoholic beverages may not be brought onto or removed from the premises.

If a liquor license is required, the licensee shall provide proof of insurance covering liability related to liquor sales or service in an amount of no less than \$1,000,000.

Proof of a current liquor license (provided by the caterer) is required to be provided to the Museum Events Coordinator by the renter. Oregon law does not allow persons under the age of 21 or any intoxicated persons to consume alcoholic beverages. When alcohol is being purchased, alcohol must be served by a person with a valid OLCC Service Permit, which ensures adequate training to ensure compliance with these provisions when alcohol is being purchased. The renter will be fully responsible for enforcing these laws and for providing the appropriate licenses and a permitted server.

The renter must have at least one person (21 years of age or older) in charge of overseeing the serving of alcohol when it is not being sold or donations accepted. If alcohol is to be served by a caterer, the caterer must file a liquor liability insurance form with the museum, and have all applicable permits and licenses.

HOLD HARMLESS

, Renter assumes financial liability for any damage to or loss of objects or property belonging to the museum and for any personal injury incurred as a result of such use. Toward that end, you, at your expense, shall obtain insurance with a company authorized to do business in State of Oregon and satisfactory to the Fort Dalles Museum, against claims for bodily injury or property damage under a policy of general public liability insurance in an amount not less than \$1,000,000 for bodily injury and \$1,000,000 for property damage.*

Such policy shall include host liquor liability coverage if liquor is served.

All insurance required by this facility rental policy shall contain an endorsement naming Wasco County, City of The Dalles, Fort Dalles Museum, its officers, trustees, employees, and agents as additional insured.

You shall furnish the museum with the endorsement with proof of such insurance at least 14 days prior to the date of your event.

**If your current insurance limits are not adequate, contact your insurance agent to temporarily increase your coverage for the day of your event.*

If satisfactory evidence of insurance is not received by the Fort Dalles Museum at least 14 days prior to the event, the Fort Dalles Museum may, at its option, cancel the event. The Renter will forfeit any monies paid.

CITY OF THE DALLES POLICE SUPERVISION AND/OR NOTIFICATION

The Chief of Police of The Dalles Police Department must be contacted by the Museum Events Coordinator prior to the event and informed of the type of event and the hours that the function will be held. Based upon the number of attendees and the type of event being held on the Fort Dalles Museum grounds, police supervision may be required. The number of police officers will be determined by the City of The Dalles based upon the number of participants attending your function.

The Fort Dalles Museum will make arrangements to have the required security assigned; however, the renter is responsible for payment of these services (if any). Checks should be made payable to the City of The Dalles and shall be received at the Fort Dalles Museum office by the assigned due date as outlined in your contract. Police shall be in attendance 30 minutes prior to the affair and shall remain until all persons attending the function have left the premises approximately 30 minutes after the conclusion of the event (with the exception of the cleanup crew).

An alternative to the Police Department supervision would be for the renter to hire private security. This must be arranged by the renter and receive approval from the Museum Director.

REPORTING ATTENDANCE

Please report attendance figures (actual or approximate) from the event to the Museum Events Coordinator at the conclusion of the event. This helps us track numbers of visitors.

Attachments:

City of The Dalles Ordinance #5-22.3

TULIP event liability insurance information. Links to TULIP website:

- <http://www.onebeaconentertainment.com/OneBeaconEntertainment/pages/tulip/tulipapp.page>
- <https://tulip.onebeaconentertainment.com/e/tulip/apply.aspx>

Fort Dalles Museum Reservation Application and Agreement

Fort Dalles Museum
Reservation Contract
PO Box 806
500 W. 15th Street
The Dalles, Oregon 97058
541-296-4547
FortDallesMuseum@gmail.com
www.FortDallesMuseum.org

OFFICE USE ONLY

Date received: _____
Received by: _____
Contract Executed: _____
Deposit Received: _____
Payment Received: _____
Decorating Plan Rcvd: _____
Proof of Insurance Rcvd: _____
Caterer's Certificates Rcvd: _____
Proof of Security/Traffic: _____

Name (Please Print) _____

Title (If Applicable) _____

Organization/Business (If Applicable) _____

Address _____

Telephone: _____ Cell Phone: _____

Email: _____

Facilities Requested: _____

Event Type: _____

Event Date: _____ Hours Requested: _____

of Guests/Participants: _____

Is Event Private or Sponsored by Organization? _____

Is Organization non-profit? _____ IRS Letter attached? _____

Do You Have Insurance? _____ If Yes, Amount: _____

Insurance Carrier: _____

Will Food Be Served? _____ Will Food Be Sold? _____

Types of Food: _____

Will a fee be charged to attend the event?: _____

Will Alcoholic Beverages Be Served? _____ Will Alcoholic Beverages Be Sold? _____

Name of Caterer/OLCC licensee (if applicable): _____

Traffic Control/Security Needed?: _____

APPLICANT AGREES TO ABIDE BY THE FOLLOWING:

- The Museum Director or their designated representative is permitted the authority to determine unacceptable behavior of individuals while on the premises, with the right to cancel reservations or request an offender to leave.
- Applicant agrees to abide by all City, County, State and Federal laws.
- Use shall be denied those violating City and/or County Ordinances and Policies.
- Use of nails, tacks, staples, tape, or adhesives of any kind to put up decorations or signs is prohibited.
- Absolutely **no** confetti, fireworks (including sparklers), rice, sand, Silly String, glitter, spray paint, or spray of any kind. Birdseed may be thrown outside. You are responsible for your guests' abidance to this policy.
- No music or loud noise is allowed after 11:00 p.m. or before 7:00 a.m. Driveways must not be obstructed and activities must not interfere with normal traffic flow. The City of the Dalles ordinance (#5-23.3) must be followed in regards to noise, signage, and street access.
- The person renting the grounds is expected to inform the Museum Events Coordinator of their decorating plans one week prior to the event. Activities are prohibited that would injure the grounds or buildings.
- No climbing, sitting or standing on fences, trees, wagons, vehicles, or outbuildings.
- Renter is responsible for all set up and clean up within the rental time allotment.
- The Fort Dalles Museum has a zero tolerance on illegal drugs on the premises. (City Ordinance#5-22.3)
- Smoking on the Museum grounds is permitted in designated area only.
- It is unlawful to sell or offer for sale any food, drinks, confections, merchandise, or services, unless such person has a written agreement or a permit issued by the Wasco County Health Department.
- At least one staff member must be on site during the event. If additional staff is required, the renter agrees to pay the additional costs at \$20.00 per hour per person.
- Security Deposit will be refunded at the conclusion of your event within 21 business days, provided no damage occurred (i.e. trash removed, equipment removed, no damage to facilities.) and all the rules of this contract were followed. As signer of this contract you are responsible for any damage. Fort Dalles Museum reserves the right to retain all or part of this deposit.
- Rental Fee: 1/2 of the full rental fee is due at time of approval of reservation. The balance and Security Deposit are due two weeks prior to the event. In case of inclement weather, the deposit is not refundable.
- General cancellations may be made up to thirty (30) days prior to the event for a rental fee refund.
- Your signature indicates your acceptance of **all** regulations in the Fort Dalles Museum Facility Rental Policy.

To secure your date the Fort Dalles Museum must receive:

1. Completed and Signed Contract, and 1/2 of Rental Fee, payable to Fort Dalles Museum.

14 Days Prior to Event the Fort Dalles Museum must receive:

1. Proof of liability insurance.
2. Proof of "t Liquor Liability" Insurance (if alcohol served).
3. Proof of traffic control (if applicable) 14 days before event.
4. Balance of rental rate.
5. Security Deposit.

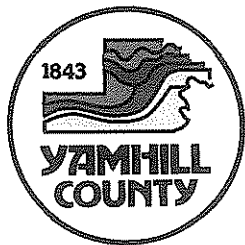
I have received, read and agree to comply with the Fort Dalles Museum Facility Rental Policy. Failure to follow guidelines and/or any request of museum staff may result in total forfeiture of renter's Security Deposit. I agree to hold harmless indemnify the Wasco County, City of The Dalles, the Fort Dalles Museum and its respective officers, agents and employees and agree to be solely and absolutely liable with all respect to any and all claims, suits, or judgments against the museum, myself, or any of my guests that may arise from use of the museum by myself or any of my guests.

Signature: _____ **Date:** _____

Approved: _____ **Date:** _____

Agenda Item
Region 35 700 MHZ
Regional Planning Committee

- [Yamhill County Letter](#)



BOARD OF COUNTY COMMISSIONERS

KATHY GEORGE • ALLEN SPRINGER • MARY STARRETT

535 NE Fifth Street • McMinnville, OR 97128-4523

(503) 434-7501 • Fax (503) 434-7553

TTY (800) 735-2900 • www.co.yamhill.or.us

July 30, 2014

Mr. Joe Kuran, Chairman
Region 35, 700 MHz, RPC

Re: Notice of Application for 700 MHz General Use Spectrum in Yamhill County

Dear Chairman Kuran:

Recently, the managers of our two local dispatch centers, YCOM and Newberg Dispatch, received letters from John W. McCaslin, Frequency Coordinator, Oregon Department of Transportation, Major Projects Branch, and State Radio Project. The letters were notification that the State Radio Project intended to appropriate Yamhill County's 700 MHz "Voice General Use" allocated frequencies.

First, I would like to note that, to my knowledge, at no time was any other local government official contacted regarding this frequency grab. Not the Sheriff, who is the chairman of the YCOM board of Directors, nor the Board of Commissioners, Police or Fire Chiefs, Mayors, County Administrators, or City Managers—all individuals who have responsibilities toward the public for proper management of taxpayer assets and public safety. At no time has the Board of Commissioners been contacted regarding shared systems or equipment or any effort toward mutual cooperation to meet future needs.

As a County Commissioner, I represented the Association of Oregon Counties to the SIEC from 2003 to 2013. I was the chairman of the Partnership Committee and I represented AOC on the OWIN oversight committee.

Throughout my tenure, the frequently stated goal of the SRP was to "partner" with local governments. Great effort was given to ensuring local government officials that, indeed, the governing state agencies did not intend to steal their assets, coerce participation or mandate expensive communication systems. This recent frequency application from the SRP certainly disproves those assertions and validates the concerns of local governments.

Local governments serve the same citizens as the state agencies, and we also are providing public safety services. Local allocations were planned by the RPC so that local providers and citizens would be capable of accessing new technologies as they became affordable and systems were replaced. This current frequency application clearly indicates that ODOT and the SRP are unconcerned about local jurisdictions and public safety providers and the SRP intends to sweep the 700 MHz frequencies rightfully belonging to our County's providers, leaving us without the ability to implement this technology on our own behalf. Without this option, local providers would be limited to contracting with the State Radio System, which most likely means paying hefty subscriber fees and using State's brand of equipment, which is provided by the Harris Corporation. Which brings up another point.

I was perturbed to see that ODOT's Application to the RPC was prepared by the Harris Corporation, the actual vendor who provides the equipment for the State Radio Project. The Vendor, with a vested interest in the number of radios used, has prepared the State's application that ultimately may very well force local government to buy equipment from said corporation.

Meanwhile, the justification for this "need" is very sketchy regarding facts and figures. Their math simply does not compute. Harris completely ignores the existing and substantial allocation of 700 frequencies to the Metro area, which is roughly double the amount of frequency currently required. They completely ignore the required narrow-banding in 5 years which will double the amount of available frequencies. The projected 8% per year growth of the number of users is very improbable. I am rather surprised that ODOT expects the number of State Police and ODOT employees to increase by 8% per year for 10 years. This would presume some pretty hefty additional tax revenues. And finally, even calculating an 8% per year growth, the number of projected users at the end of 10 years would be less than half of the over 11,000 that this application claims will be needed.

In conclusion, I urge you to deny this attempted asset grab and instruct ODOT Special Projects to partner and work with local governments instead of treating elected officials, taxpayers, and public safety providers with the disrespect and contempt that this effort exhibits. I also point out the irony that ODOT's Special Projects for interoperability failed dramatically in actually communicating with the locally elected officials who are responsible for those assets and services.

Thank you,

Sincerely,


Kathy George
Yamhill County Commissioner

Cc: Senator Betsy Johnson
Senator Brian Boquist
Michael Jordan, Director DAS
Tom Lauer, ODOT Special Projects
Rob Reich, ODOT SRP
Chief Rock Rokosi, Chair SIEC
Mike McArthur, Director, AOC
Mike Smith, Chair Partnership Committee SIEC
SIEC Partnership Committee

Agenda Item

Public Hearing

- [RAC Presentation](#)
- [Feasibility Report](#)
- [District Referral Manual](#)
- [Notice Form SEL801](#)
- [Public Comment](#)

WASCO COUNTY ROADS SUMMARY REPORT

August 6, 2014



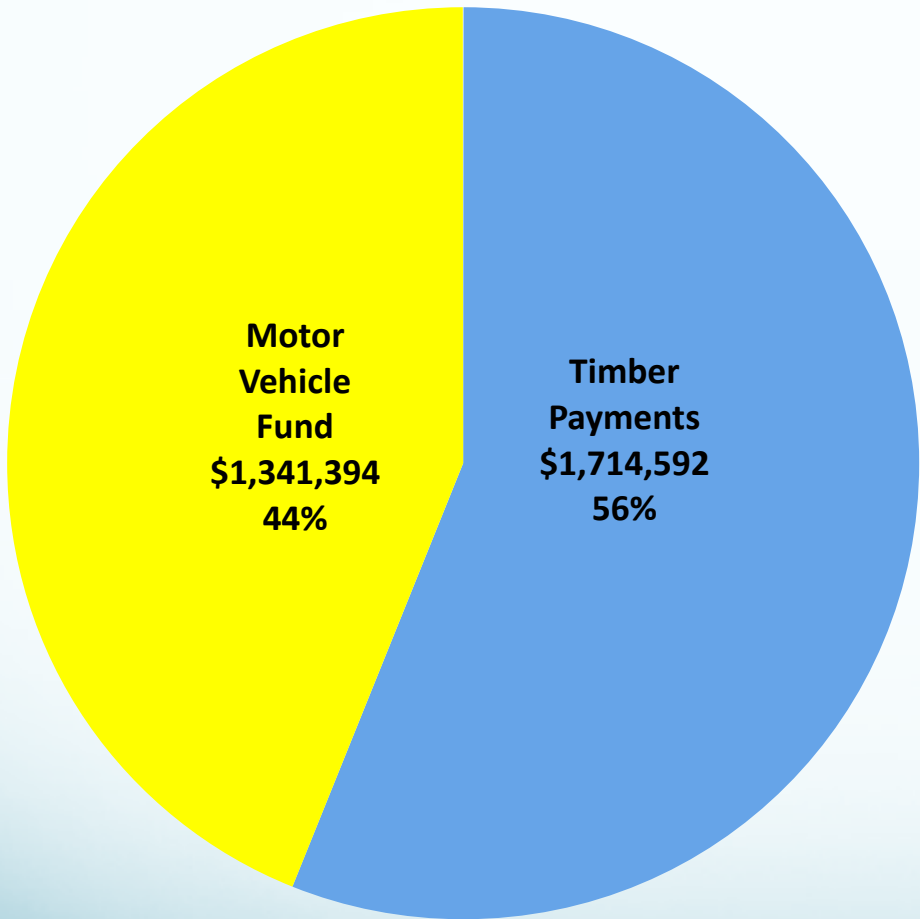
Why Are We Here?

- For the first time in decades, Wasco County's roads are in danger of falling into disrepair.
- In January of 2013 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 solutions to keep our roads safe and well maintained.

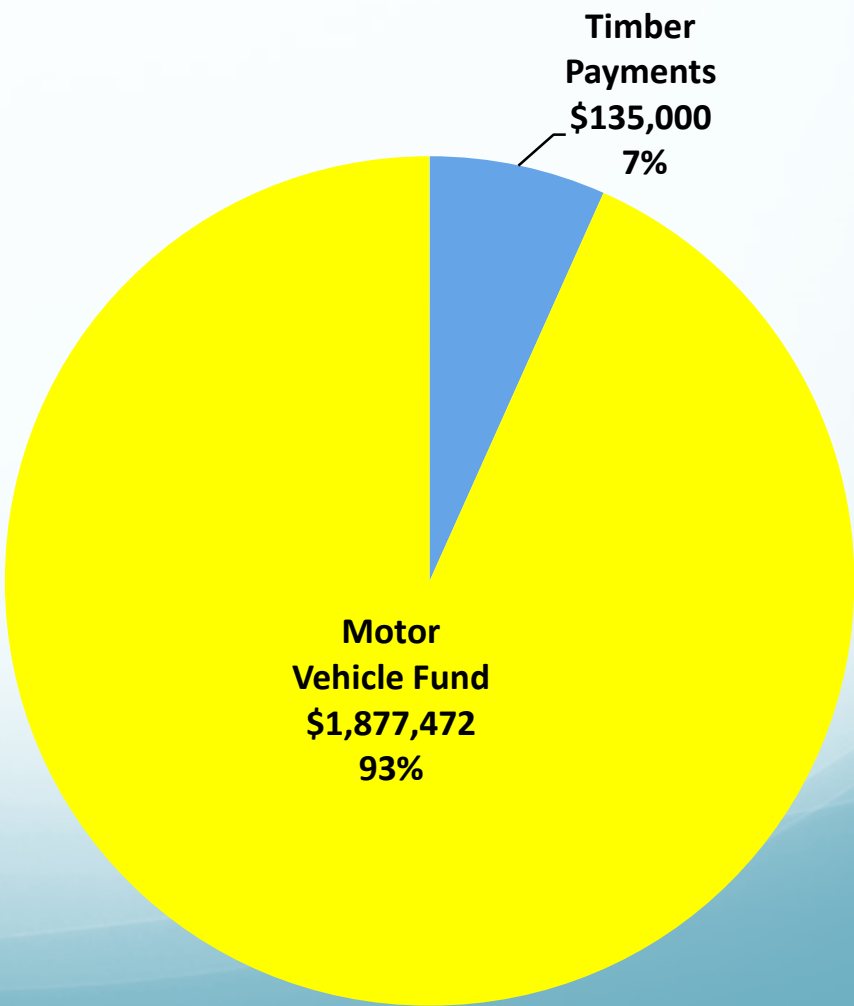
Road Funding History

- 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 levels...

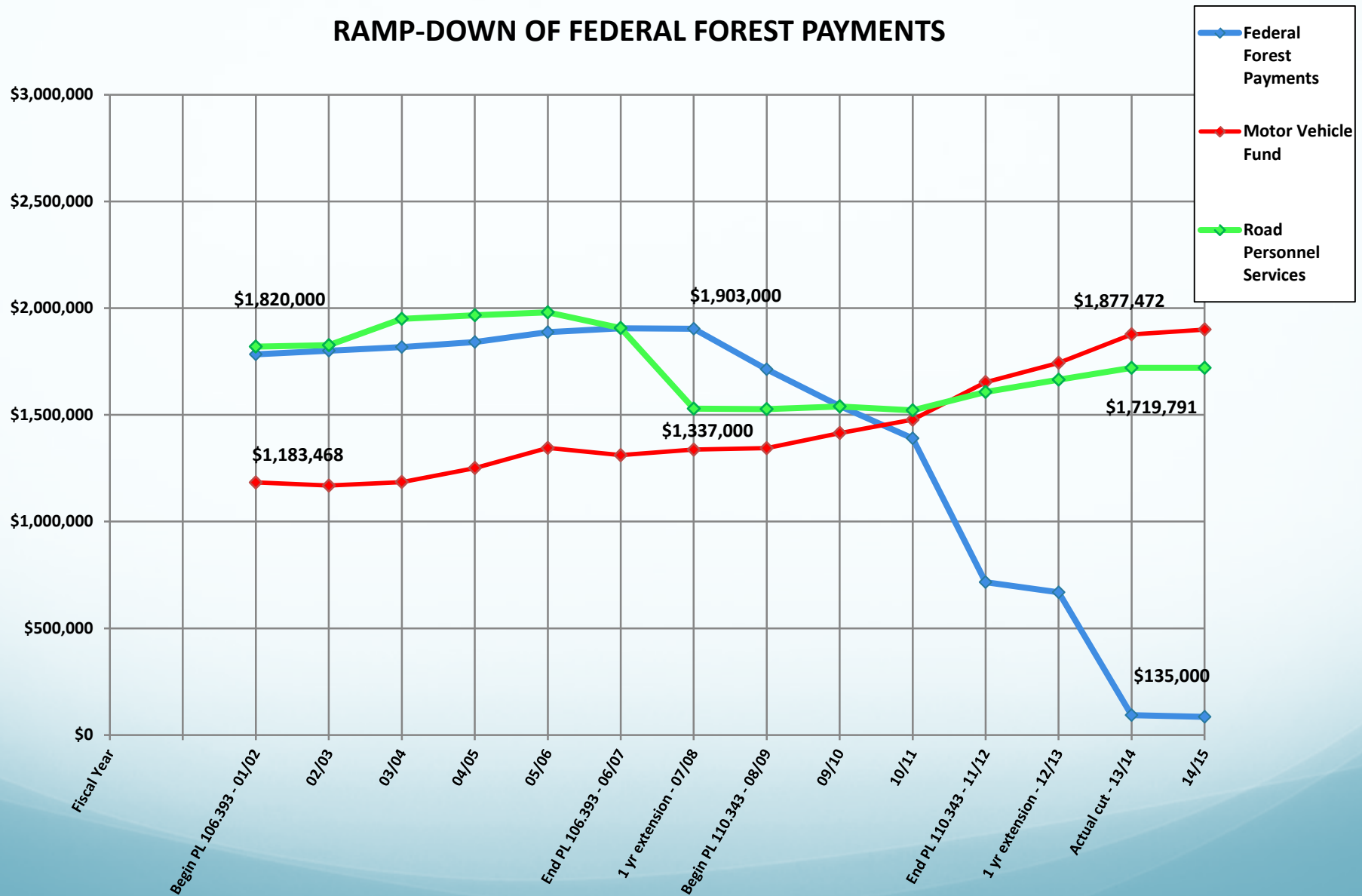
**2000-2012 Average Revenue –
Motor Vehicle Fund and Federal
Timber payments**



**2014 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 (2014):
 - Average PCI has fallen below 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 - \$100 million
- Total replacement value of Wasco County bridges - \$50 million
- Grand Total - **\$300 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.
 - Over 20 different meetings
- Hosted a display booth at the Wasco County Fair.



PUBLIC COMMENT

- Another important goal for the committee was to gauge public comment and help determine acceptable service levels for the roads.
- A road questionnaire was developed and distributed throughout the county:
 - 52% rated the maintenance of gravel roads as very important
 - 54% would not support eliminating or reducing gravel road maintenance
 - 75% rated the maintenance of paved roads as very important
 - 71% would not support eliminating or reducing paved road maintenance
 - 59% stated that snow removal was very important
 - 52% stated they would support some kind of fee or tax for county roads
 - 61% would strongly support new road revenue
 - 15% would not support new road revenue

SHORT TERM SOLUTIONS

- The committee evaluated several short term funding options:
 - Implementing fees for certain permits -
 - Moderate Recommendation - \$6,500 in revenue
 - Increase 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
 - Transfer certain county roads within 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 - public is not in support

LONG TERM SOLUTIONS

- 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
 - Transportation Impact Fee
 - Moderate Recommendation – Funds are generated by road users – No system in place to administer or implement the program
 - County Vehicle Registration Fee
 - Moderate Recommendation – Funds are generated by road users – Revenues are required to be shared between the cities and the county – provides less than 1/2 of the needed funds - \$730,000
 - County Road District
 - Strong Recommendation – Only option that can raise the sufficient funds – Predictable and flexible

ROAD DISTRICT OPTIONS

- The Board of Commissioners could choose between the following service district options:
 - Form a road district with a permanent tax rate of \$2.0334 per thousand
 - Form a road district with a “Scaled In” tax rate over a five year period
 - \$0.4067 - \$0.8134 - \$1.2201 - \$1.6268 - \$2.0334
 - Form a road district with no tax rate
 - Not move forward with a road district of any kind

Decision Time

- 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 – no capital improvements or new roads would be built.

What do you think?



THANK YOU!

FEASIBILITY REPORT

FUNDING THE WASCO COUNTY ROAD SYSTEM

May 7, 2014



FEASIBILITY REPORT

FUNDING THE WASCO COUNTY ROAD SYSTEM

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FEASIBILITY REPORT

FUNDING THE WASCO COUNTY ROAD SYSTEM

Key Issue:

Address the fiscal conditions in the Wasco County Road Department resulting from the loss of federal payments and decide on a proposed funding level.

Historically, the road department has been primarily funded by the state motor vehicle fund (shared portion of the state fuel taxes and vehicle registration fees) and federal timber receipts. A city may impose a gas tax, but no funds are allocated to the county. Property taxes (ad valorem), according to state statute, cannot go to maintain the county roads.

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. Although "Safety Net" payments had been extended, the funding level was greatly reduced. The road department developed a plan to offset the drastically 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 extensions to the "Safety Net" program ended. The road department has continued to streamline and make cuts and increase efficiencies where possible. Even after those actions, the department is still facing a significant shortfall.

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 cutbacks have extended the work crews too far and the department is losing ground in maintaining the road system every year.

Road Department Historic Background:

1980's – Revenue was based on actual forest cut

- Average annual revenue - \$2.3 million (equivalent to \$4.9 million in today's dollars)
- 53 Full time employees
- 35 miles of chip seal each year – Average emulsified oil price less than \$100 per ton
- Road reconstruction projects – Sevenmile Hill Road, Browns Creek Road, Cherry Heights Road, Orchard Road, and the roads around Pine Hollow Reservoir.

1990's – The northern spotted owl is listed as an endangered species, timber harvest is curtailed, the revenue received is now a payment from federal government and that funding is based on a five-year annual average of previous timber harvests - Owl Guarantee.

- Average annual revenue - \$3.0 million (equivalent to \$4.5 million in today's dollars)
- 38 Full time employees
- 35 miles of chip seal each year – Average emulsified oil price \$115 per ton
- Road reconstruction projects – Fivemile/Steele Road, Threemile Road, Wamic Market Road
- 1995 and 1996 floods impacted pavement preservation, capital improvement work and road maintenance activities.
- In order to pay for flood damage, the county depletes its road reserve.

2000's – Secure Rural Schools legislation is enacted – "Safety Net" payments are made based on 75% of the Owl Guarantee funding. Funding is on a declining scale.

- Average annual revenue - \$3.75 million (equivalent to \$4.25 million in today's dollars)
- 34 Full time employees
- 30 miles of chip seal each year – Average emulsified oil price \$220 per ton
- Road reconstruction projects – Skyline Road, Olney Road, Digger Road

2007 – "Safety Net" payments were extended, but continue to decline - The message from the federal government is that payments will go away. There is almost no timber harvest because of environmental issues.

- Revenue - \$3.5 million (includes last federal payment of \$1.9 million)
- Expected budget shortfall of over one million dollars – county implements a plan to help off-set this loss:
 - ❖ Layoff 7 full-time and 2 part-time employees - 30 FTE to 22 FTE
 - ❖ Reduce chip seals to 20-25 miles each year – Emulsified oil price \$350 per ton
 - ❖ Reduction in materials
 - ❖ Reduction in all capital expenditures
 - ❖ No funding to the Emergency Road Reserve

2014 – Federal Payments end – Since 2007, the "Safety Net" payments have been extended three times, but always at sharply reduced levels. Last payment - \$600 thousand.

- \$2.5 million in expected revenue
- 21.6 FTE
- 16 miles of chip seal a year – Emulsified oil price \$600 per ton
- Continued reduction in materials
- No capital expenditures
- No funding to the Emergency Road Reserve

OPTION A

NO NEW FUNDING

Funding Options Researched:

No New Funding – Draw down beginning balance
County Vehicle Registration Fee - \$730 thousand
County Road Service District - \$1.6 to \$1.9 million

OPTION A:

No New Funding / Draw Down Beginning Balance

Overview: Prior to receiving this last “Safety Net” payment from the Federal government, the road department was running a budget deficit of approximately \$350 thousand a year.

Some of the main factors contributing to this deficit include:

- Sharp increases in the costs of essential materials such as chip seal oil, fuel and rock.
- A steady rise in the costs for personnel services such as wages, insurance and PERS.

Those cost increases were placing a heavy strain on maintenance dollars even before the severe funding decrease.

The cuts and reductions that were made to the department in 2007 were based on the materials and personnel needed to safely maintain the road system for a short period of time, with the idea that alternative funding would be found.

However, if replacement funding is not approved, there are very few choices left to consider. One of these options could be to draw down the beginning fund balance each year and utilize those dollars to backfill the budget deficit.

Currently there is approximately \$4.3 million dollars in the Beginning Fund Balance.

Pros:

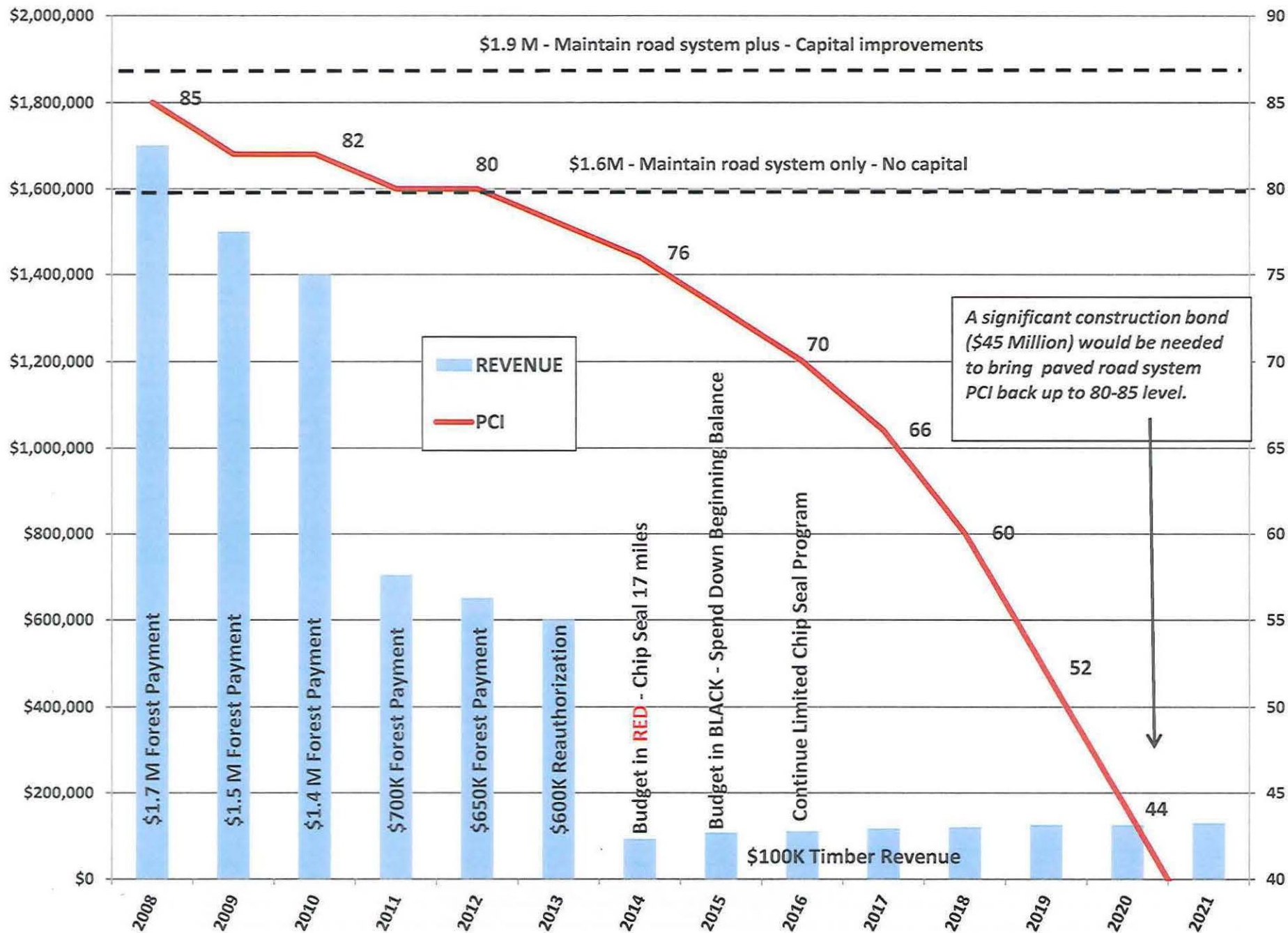
1. Could buy time until the Federal Government finds a solution or opens up the national forests again. There has been talk recently about a new “Safety Net” type plan being approved, with possibly two more years of road funding. Additionally, many of our legislators are working hard to get some increased work approved in the national forests. Drawing down the beginning fund balance could possibly bridge the funding gap for a few years until the federal government passes new legislation or changes the environmental laws to allow for more timber harvests.

2. Does not increase the financial burden on the local taxpayers in these tough economic times. People are struggling to make ends meet. Many residents in the county are on fixed income and cannot afford an additional expense for roads. Some members of the public have argued that because the counties had a contract with the Federal government to receive timber dollars, this funding problem should be handled at the Federal level and not forced upon the local citizens.
3. The public must see the road system failing before they will approve any new taxes. The argument has been made that the public will not be ready to approve any new funding for roads until the problem is visible and negatively affects them on a daily basis. The best example of this is Tillamook County, which tried five different times to approve new funding, but did not receive any public support until their road system totally deteriorated. By gradually drawing down the beginning fund balance, we could slowly bide our time until the public sees and feels the problem with the road system and is ready to support new funding.

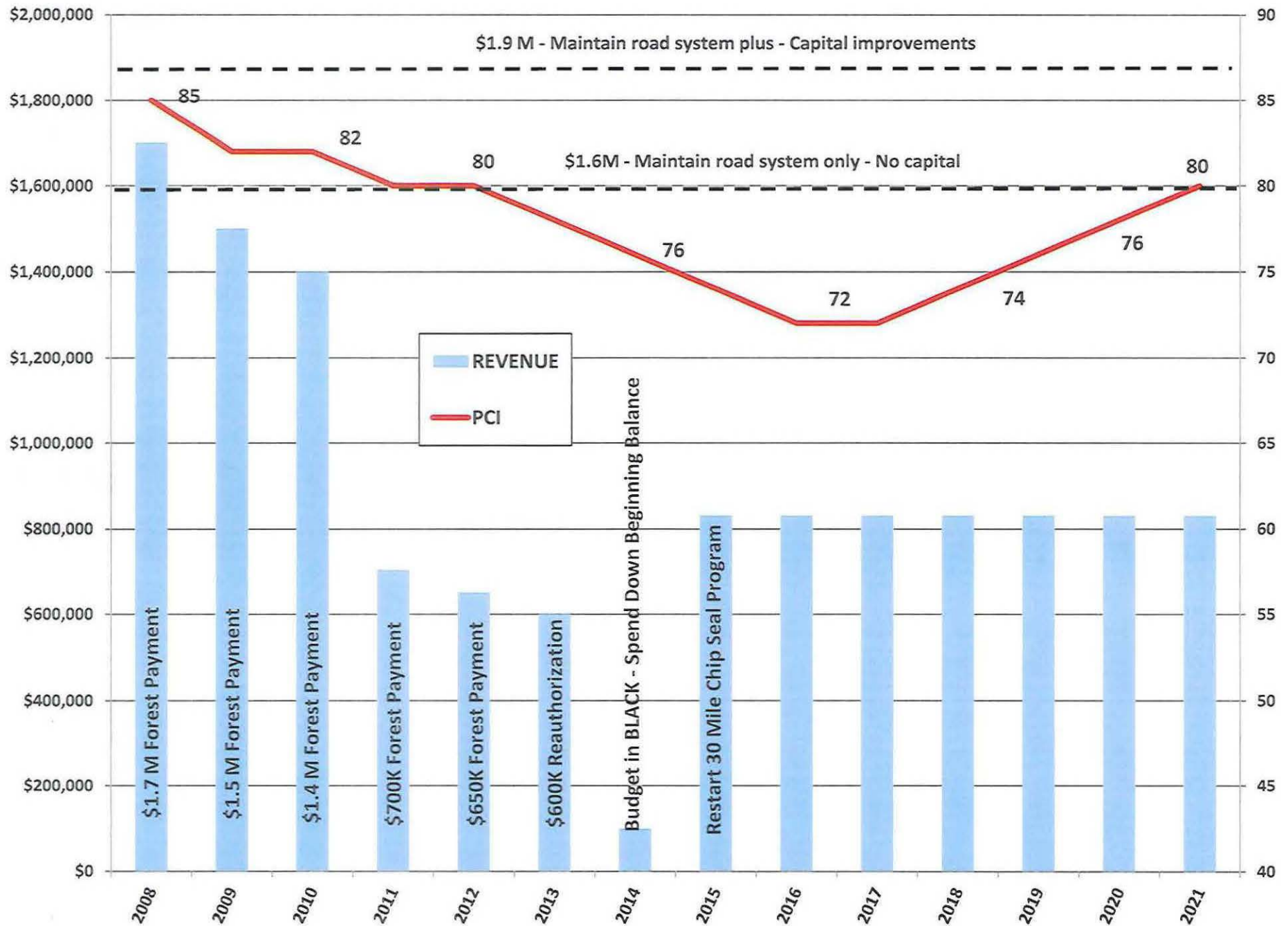
Cons:

1. Gives up on the road system. With the department already struggling to maintain the roads, a status quo funding level will result in further cuts to materials, personnel and services. This decision would fundamentally be giving up on the transportation system. Some of the impacts of that choice would be:
 - Some paved surface roads would need to be turned back into gravel roads. The costs for chip seal oil and rock have increased substantially over the past five years. With the current limited chip seal schedule, the department will not be able to maintain all 300 miles of pavement. Eventually, the system PCI will drop to a level where some roads cannot be saved. At that time, for safety purposes, it is better to tear up what little pavement is left and leave the gravel surface then to allow the public to drive around pot holes and ruts.
 - ❖ See the three (3) attached PCI Indicator Graphs – “No New Funding”, “Vehicle Registration Fee \$730K” and “County Road District \$1.6M”.

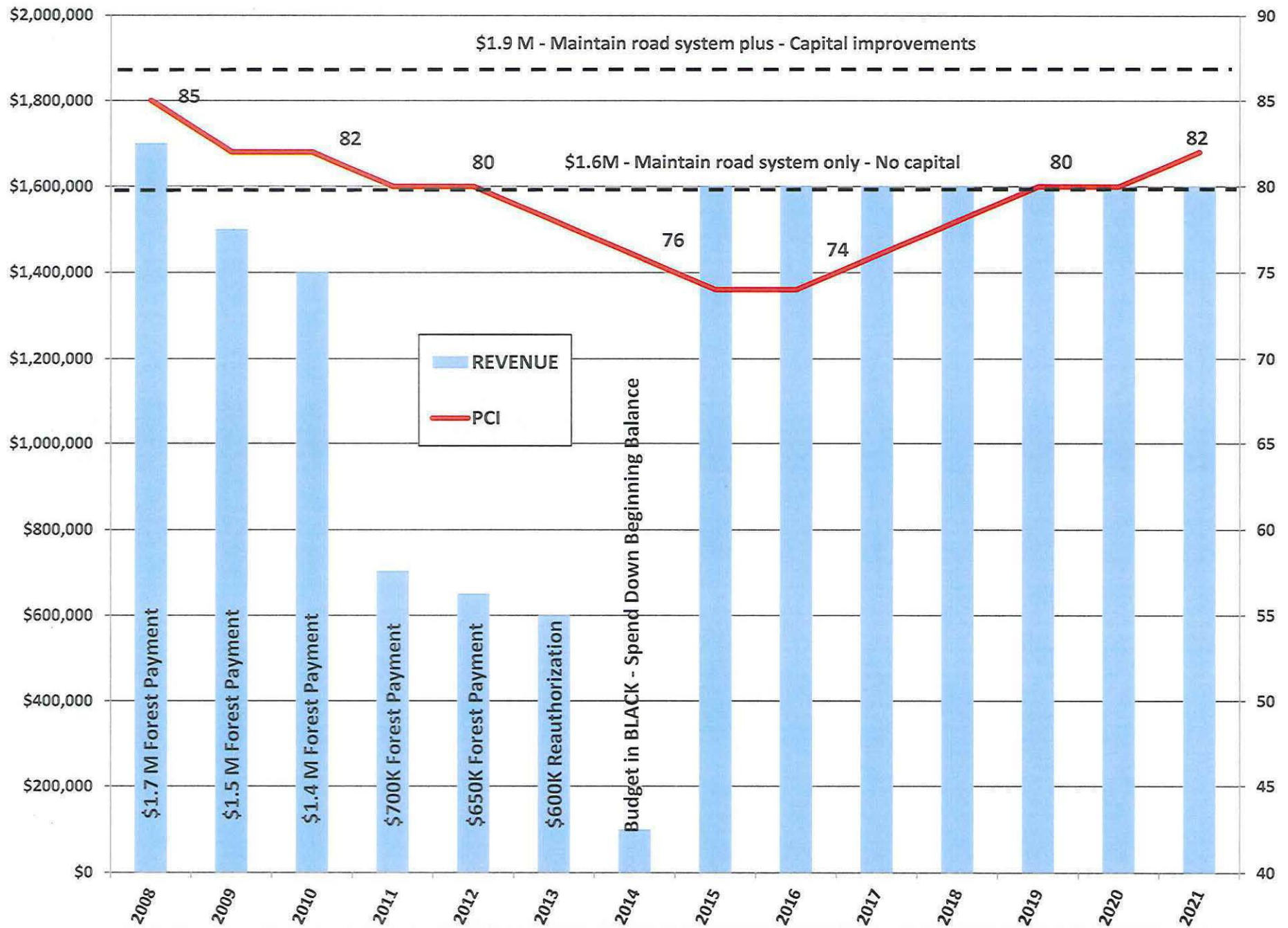
PCI Indicator Graph - NO New Funding



PCI Indicator Graph - Vehicle Registration Fee - \$730,000



PCI Indicator Graph - County Road District - \$1,600,000



- Some gravel surfaced roads will no longer receive maintenance grading. As with the paved roads, the department is also struggling to maintain their system of 400 miles 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. At the current funding level, the entire gravel road system is not sustainable and some roads will deteriorate to a point where they should be closed or posted as "Not Maintained, Travel at Own Risk".
- Some bridges will be weight limited. The county is responsible for 120 bridges and it has been a challenge to meet the yearly maintenance and repairs that are needed. Because of the technical nature of bridge work, many of the materials are tremendously expensive and the department has been losing ground protecting its bridges. At the current level of maintenance funding, some of those structures will eventually need extensive and costly rehabilitation work, or would need to be posted with weight load limits to keep truck traffic off the bridge and reduce the damage and impacts from heavy loads.

Other critical maintenance activities that would be further impacted with no new funding include:

- Road shoulder and slope maintenance.
 - Drainage maintenance like ditching and culvert installations.
 - Safety improvements such as replacing guardrails, traffic paint, delineators and signs.
 - Vegetation management which includes brush cutting, mowing and weed spraying.
 - Snow removal and sanding.
 - After hours work and response to emergencies.
2. Does not protect a vital public resource. Wasco County's roads are critical assets that assure the transport of goods to markets and people to places. A very conservative estimated replacement value of the county transportation system is:
- \$150 million for the 300 miles of paved roads - \$500K per mile
 - \$60 million for the 400 miles of gravel road - \$150K per mile
 - \$60 million for the 120 bridges - \$500K per bridge
- ❖ Total system value: \$270 million dollars

Failure to maintain the investment in the transportation system will mean reduced safety for the general public 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.

It will take many years of greatly increased funding with added manpower to repair the road system if allowed to deteriorate. A multi-million dollar construction bond could also be necessary if several roads or bridges have failed to the point where they cannot be restored by regular means.

3. Not supported by the majority of the public. One of the main goals of the Road Advisory Committee was to help educate people about county road funding, gauge public comment, and then use that information to help define acceptable service levels for the county roads. A power point presentation was created and a strategy was developed 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 over 20 public 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. It is estimated that several hundred people from all around the county visited the display.

A road questionnaire was developed and distributed. The committee received back 125 surveys and the following information was found:

- ❖ See attached "Wasco County Roads Questionnaire Summary"

WASCO COUNTY ROADS QUESTIONNAIRE SUMMARY

TOTAL RESPONSES: 125

AVERAGE LENGTH OF RESIDENCE: 36

LIVE/OWN PROPERTY ON COUNTY ROAD: 70%

RATE THE IMPORTANCE OF THE FOLLOWING SERVICES:

| | | | | | | | |
|-----------------------------|------------|-------------------|------------|-----------------------|-----------|------------------|------|
| MAINTENANCE OF GRAVEL ROADS | <u>52%</u> | 1. Very Important | <u>40%</u> | 2. Somewhat Important | <u>8%</u> | 3. Not Important | 100% |
| MAINTENANCE OF PAVED ROADS | <u>75%</u> | 1. Very Important | <u>23%</u> | 2. Somewhat Important | <u>2%</u> | 3. Not Important | 100% |
| SNOW REMOVAL | <u>58%</u> | 1. Very Important | <u>35%</u> | 2. Somewhat Important | <u>7%</u> | 3. Not Important | 100% |

RATE HOW STRONGLY YOU WOULD SUPPORT THE FOLLOWING:

| | | | | | | | |
|---------------------------------------|------------|---------------------|------------|---------------------|------------|----------------|------|
| REDUCE/ELIMINATE GRAVEL ROAD MAINT | <u>12%</u> | 1. Strongly Support | <u>33%</u> | 2. Somewhat Support | <u>55%</u> | 3. Not Support | 100% |
| REDUCE/ELIMINATE PAVED ROAD MAINT | <u>5%</u> | 1. Strongly Support | <u>24%</u> | 2. Somewhat Support | <u>71%</u> | 3. Not Support | 100% |
| CONVERT FAILING PAVED ROADS TO GRAVEL | <u>16%</u> | 1. Strongly Support | <u>51%</u> | 2. Somewhat Support | <u>33%</u> | 3. Not Support | 100% |
| VACATE CERTAIN COUNTY ROADS | <u>32%</u> | 1. Strongly Support | <u>48%</u> | 2. Somewhat Support | <u>21%</u> | 3. Not Support | 100% |
| TRANSFER CERTAIN COUNTY ROADS | <u>45%</u> | 1. Strongly Support | <u>45%</u> | 2. Somewhat Support | <u>10%</u> | 3. Not Support | 100% |
| UTILIZE OUR FEDERAL FORESTS AGAIN | <u>80%</u> | 1. Strongly Support | <u>16%</u> | 2. Somewhat Support | <u>3%</u> | 3. Not Support | 100% |
| ADD NEW ROAD REVENUE | <u>61%</u> | 1. Strongly Support | <u>24%</u> | 2. Somewhat Support | <u>15%</u> | 3. Not Support | 100% |

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

AVERAGE RATING: 52%

Strongly Support
Somewhat Support
Not Support

- 52% of the respondents rated the maintenance of gravel roads as very important, with 55% stating they would not support eliminating or reducing gravel road maintenance.
- 75% of the public rated the maintenance of paved roads as very important, with 71% stating they would not support eliminating or reducing paved road maintenance.
- 58% of the people polled said that snow removal was very important and only 7% rated snow removal as not important.
- Most significantly, 52% of the respondents stated they would support some kind of new fee or tax for county roads. In fact, 61% would strongly support new road revenue, while only 15% would not support new road revenue.

The results of the public meetings and the road 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.

4. This is not a long term solution. (The calculated projections are only rough estimates and are not intended to represent a true audited budget). Based on these forecasts, drawing down the beginning fund balance to backfill the budget shortfall could possibly last as long as six or seven years. However, these projections do not allow for any significant increases in personnel services, allow for no increases in materials and services, and continues the policy of no expenditures for capital outlay, transfers, or contingency.

- ❖ See the three (3) attached Beginning Fund Balance Projections – “No New Funding”, “Vehicle Registration \$730K” and “County Rd District \$1.6 Million”.

Under this plan, the following results are projected:

- Fiscal year 2018-19, personnel costs would exceed the remaining beginning fund balance and the cost for materials is within 3% of the remaining beginning fund amount.
- Fiscal year 2019-20, the beginning fund balance will have been reduced to less than \$600 thousand dollars.

After this time, if no new funding was secured, we are unsure of what options would be available to the department or what course of action would be required.

**WASCO COUNTY PUBLIC WORKS
NO NEW FUNDING**

DRAW DOWN BEGINNING FUND BALANCE

PROJECTIONS:

| | <u>2012-13</u> | <u>2013-14</u> | <u>2014-15</u> | <u>2015-16</u> | <u>2016-17</u> | <u>2017-18</u> | <u>2018-19</u> | <u>2019-20</u> | <u>2020-21</u> |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| BEGINNING FUND BALANCE | \$4,031,665 | \$4,168,074 | \$4,327,739 | \$3,753,961 | \$3,241,476 | \$2,669,113 | \$2,035,672 | \$1,339,932 | \$580,647 |
| RENTAL REVENUE | \$3,180 | \$1,855 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 |
| INVESTMENT EARNINGS | \$22,350 | \$18,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 |
| STATE FUNDING | \$1,902,471 | \$2,128,634 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 |
| FEDERAL FUNDING | \$1,173,355 | \$600,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 | \$100,000 |
| CONTRACTS & CHARGES FOR SERVICES | \$268,958 | \$225,700 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| SALE OF FIXED ASSETS | \$10,383 | \$50,500 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 |
| MISCELLANEOUS INCOME | \$17,880 | \$12,700 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 |
| TOTAL REVENUE | \$3,398,577 | \$3,037,389 | \$2,481,500 | \$2,481,500 | \$2,481,500 | \$2,481,500 | \$2,481,500 | \$2,481,500 | \$2,481,500 |
| TOTAL PUBLIC WORKS FUND | \$7,430,242 | \$7,205,463 | \$6,809,239 | \$6,235,461 | \$5,722,976 | \$5,150,613 | \$4,517,172 | \$3,821,432 | \$3,062,147 |
| PERSONAL SERVICES (2% increase) | \$1,633,923 | \$1,704,899 | \$1,738,997 | \$1,773,777 | \$1,809,252 | \$1,845,438 | \$1,882,346 | \$1,919,993 | \$1,958,393 |
| MATERIALS & SERVICES (2% increase) | \$1,054,047 | \$1,172,825 | \$1,196,282 | \$1,220,207 | \$1,244,611 | \$1,269,503 | \$1,294,894 | \$1,320,791 | \$1,347,207 |
| CAPITAL OUTLAY | \$574,198 | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TRANSFERS OUT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONTINGENCY | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL EXPENDITURES | \$3,262,168 | \$2,877,724 | \$3,055,278 | \$2,993,984 | \$3,053,864 | \$3,114,941 | \$3,177,240 | \$3,240,785 | \$3,305,600 |
| PROJECTED ENDING BALANCE | \$4,168,074 | \$4,327,739 | \$3,753,961 | \$3,241,476 | \$2,669,113 | \$2,035,672 | \$1,339,932 | \$580,647 | -\$243,453 |
| Gain/Loss to Beginning Fund Balance: | \$136,409 | \$159,665 | -\$573,778 | -\$512,484 | -\$572,364 | -\$633,441 | -\$695,740 | -\$759,285 | -\$824,100 |

Received Federal Forest Hwy Grant - \$495,482 into Revenue
Federal Timber Funding was \$677,873

\$495,482 from Capital Outlay for grant work
\$78,716 from Capital Outlay for used Grader and Trucks

Last "Safety Net" Payment estimated to be \$600,000

Match Money for Wamic Grade Project estimated to be \$120,000

**WASCO COUNTY PUBLIC WORKS
VEHICLE REGISTRATION FEE - \$730 THOUSAND**

BEGINNING FUND BALANCE

PROJECTIONS:

| | <u>2012-13</u> | <u>2013-14</u> | <u>2014-15</u> | <u>2015-16</u> | <u>2016-17</u> | <u>2017-18</u> | <u>2018-19</u> | <u>2019-20</u> | <u>2020-21</u> |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| BEGINNING FUND BALANCE | \$4,031,665 | \$4,168,074 | \$4,327,739 | \$4,234,239 | \$4,197,039 | \$4,094,865 | \$3,926,418 | \$3,690,371 | \$3,385,374 |
| RENTAL REVENUE | \$3,180 | \$1,855 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 |
| INVESTMENT EARNINGS | \$22,350 | \$18,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 |
| STATE FUNDING | \$1,902,471 | \$2,128,634 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 |
| FEDERAL FUNDING | \$1,173,355 | \$600,000 | \$830,000 | \$830,000 | \$830,000 | \$830,000 | \$830,000 | \$830,000 | \$830,000 |
| CONTRACTS & CHARGES FOR SERVICES | \$268,958 | \$225,700 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| SALE OF FIXED ASSETS | \$10,383 | \$50,500 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 |
| MISCELLANEOUS INCOME | \$17,880 | \$12,700 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 |
| TOTAL REVENUE | \$3,398,577 | \$3,037,389 | \$3,211,500 | \$3,211,500 | \$3,211,500 | \$3,211,500 | \$3,211,500 | \$3,211,500 | \$3,211,500 |
| TOTAL PUBLIC WORKS FUND | \$7,430,242 | \$7,205,463 | \$7,539,239 | \$7,445,739 | \$7,408,539 | \$7,306,365 | \$7,137,918 | \$6,901,871 | \$6,596,874 |
| PERSONAL SERVICES (2% increase) | \$1,633,923 | \$1,704,899 | \$1,810,000 | \$1,846,200 | \$1,883,124 | \$1,920,786 | \$1,959,202 | \$1,998,386 | \$2,038,354 |
| MATERIALS & SERVICES (2% increase) | \$1,054,047 | \$1,172,825 | \$1,375,000 | \$1,402,500 | \$1,430,550 | \$1,459,161 | \$1,488,344 | \$1,518,111 | \$1,548,473 |
| CAPITAL OUTLAY | \$574,198 | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TRANSFERS OUT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONTINGENCY | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL EXPENDITURES | \$3,262,168 | \$2,877,724 | \$3,305,000 | \$3,248,700 | \$3,313,674 | \$3,379,947 | \$3,447,546 | \$3,516,497 | \$3,586,827 |
| PROJECTED ENDING BALANCE | \$4,168,074 | \$4,327,739 | \$4,234,239 | \$4,197,039 | \$4,094,865 | \$3,926,418 | \$3,690,371 | \$3,385,374 | \$3,010,046 |
| Gain/Loss to Beginning Fund Balance: | \$136,409 | \$159,665 | -\$93,500 | -\$37,200 | -\$102,174 | -\$168,447 | -\$236,046 | -\$304,997 | -\$375,327 |

Received Federal Forest Hwy Grant - \$495,482 into Revenue
Federal Timber Funding was \$677,873

\$495,482 from Capital Outlay for grant work
\$78,716 from Capital Outlay for used Grader and Trucks

Last "Safety Net" Payment estimated to be \$600,000

Match Money for Wamic Grade Project estimated to be \$120,000

**WASCO COUNTY PUBLIC WORKS
COUNTY ROAD DISTRICT - \$1.6 MILLION**

BEGINNING FUND BALANCE

PROJECTIONS:

| | <u>2012-13</u> | <u>2013-14</u> | <u>2014-15</u> | <u>2015-16</u> | <u>2016-17</u> | <u>2017-18</u> | <u>2018-19</u> | <u>2019-20</u> | <u>2020-21</u> |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| BEGINNING FUND BALANCE | \$4,031,665 | \$4,168,074 | \$4,327,739 | \$4,689,239 | \$5,098,739 | \$5,434,799 | \$5,695,950 | \$5,880,694 | \$5,987,504 |
| RENTAL REVENUE | \$3,180 | \$1,855 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 | \$1,500 |
| INVESTMENT EARNINGS | \$22,350 | \$18,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 |
| STATE FUNDING | \$1,902,471 | \$2,128,634 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 | \$2,150,000 |
| FEDERAL FUNDING | \$1,173,355 | \$600,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 |
| CONTRACTS & CHARGES FOR SERVICES | \$268,958 | \$225,700 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 |
| SALE OF FIXED ASSETS | \$10,383 | \$50,500 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 |
| MISCELLANEOUS INCOME | \$17,880 | \$12,700 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 | \$10,000 |
| TOTAL REVENUE | \$3,398,577 | \$3,037,389 | \$4,081,500 | \$4,081,500 | \$4,081,500 | \$4,081,500 | \$4,081,500 | \$4,081,500 | \$4,081,500 |
| TOTAL PUBLIC WORKS FUND | \$7,430,242 | \$7,205,463 | \$8,409,239 | \$8,770,739 | \$9,180,239 | \$9,516,299 | \$9,777,450 | \$9,962,194 | \$10,069,004 |
| PERSONAL SERVICES (2% increase) | \$1,633,923 | \$1,704,899 | \$1,975,000 | \$2,014,500 | \$2,054,790 | \$2,095,886 | \$2,137,804 | \$2,180,560 | \$2,224,171 |
| MATERIALS & SERVICES (2% increase) | \$1,054,047 | \$1,172,825 | \$1,625,000 | \$1,657,500 | \$1,690,650 | \$1,724,463 | \$1,758,952 | \$1,794,131 | \$1,830,014 |
| CAPITAL OUTLAY | \$574,198 | \$0 | \$120,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TRANSFERS OUT | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONTINGENCY | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| TOTAL EXPENDITURES | \$3,262,168 | \$2,877,724 | \$3,720,000 | \$3,672,000 | \$3,745,440 | \$3,820,349 | \$3,896,756 | \$3,974,691 | \$4,054,185 |
| PROJECTED ENDING BALANCE | \$4,168,074 | \$4,327,739 | \$4,689,239 | \$5,098,739 | \$5,434,799 | \$5,695,950 | \$5,880,694 | \$5,987,504 | \$6,014,819 |
| Gain/Loss to Beginning Fund Balance: | \$136,409 | \$159,665 | \$361,500 | \$409,500 | \$336,060 | \$261,151 | \$184,744 | \$106,809 | \$27,315 |

Received Federal Forest Hwy Grant - \$495,482 into Revenue
Federal Timber Funding was \$677,873

\$495,482 from Capital Outlay for grant work
\$78,716 from Capital Outlay for used Grader and Trucks

Last "Safety Net" Payment estimated to be \$600,000

Match Money for Wamic Grade Project estimated to be \$120,000

Overall Impact/Summary:

While the option of drawing down the beginning balance could temporarily patch the department's budget deficit issue, it ignores and neglects the road needs issue. The current resources are not keeping up with the increasing costs and the requirements of maintaining an extensive and complex transportation system. In order to avoid major expenditures for reconstruction and replacement, additional funds for maintenance materials and personnel are a necessity.

To allow the roads to fail or decline to the point where transportation is negatively affected would be a betrayal of the public trust. The county roads are extremely valuable assets and absolutely critical for not just day-to-day use, but also for tourism, access to recreational areas and for the transport and sale of agricultural products.

The insecurity and uncertainty of any additional federal help makes the choice of biding our time or trying to temporarily bridge the funding gap seem optimistic at best and desperate at worst.

Staff Recommendation:

We recommend that the Board of Commissioners not decide to draw down road department's beginning balance and use those funds to backfill the projected budget deficit for the following reasons:

1. Gives up on the road system and does not protect the value of the assets. This option allows the road system to continue to be under-funded and deteriorate.
2. It is highly unlikely that new federal funding will be guaranteed or secured quickly enough to provide an adequate level of system-wide road maintenance.
3. The public has clearly expressed support for the road system, including new road taxes.
4. This option is not a long-term, sustainable solution.

OPTION B

VEHICLE REGISTRATION FEE

OPTION B:

County Vehicle Registration Fee / \$730K

Overview: Oregon law allows counties to submit a vehicle registration fee to the voters for consideration. The fee must be a fixed, whole amount regardless of vehicle type and cannot exceed the current state fee. Revenues would be shared between the county and the cities. The county works with ODOT/DMV to implement, administer, collect and distribute the fee.

- ❖ See Exhibit A - "County Option Vehicle Registration Fees Information Sheet" for a comprehensive breakdown of the process, timelines and costs.

The maximum allowable fee is \$43 per year. This could potentially generate \$730K annually for the county and \$487K annually for cities within the county.

- ❖ See Exhibit B - "Estimated Local Option Vehicle Registration Fee Revenues".

This level of funding could provide the following:

- Cover the existing annual budget shortfall - \$350K.
- Restore approximately 13 miles of chip seals for a total of 30 miles each year - \$275K (cost for materials only).
- Restore some personnel services lost from lay-offs – estimated 2 FTE - \$105K

Pros:

1. Would prevent having to sharply draw down the Beginning Fund Balance or Emergency Road Reserve to cover the annual shortfall.
2. Would provide a satisfactory quantity of materials for the pavement preservation program. This level of funding would help slow the decline in the paved roads and potentially maintain a PCI (Pavement Condition Index) of 80+.
3. Would add back just enough personnel to be able to complete the additional chip seals. This level of added FTE would also allow for some other maintenance work to be accomplished such as brushing, ditching and snow plowing.
4. Would provide some funds to the cities within Wasco County.
5. The funds raised are generated by road users, so there is a connection between the fee and the use. Vehicle registrations are relatively stable over time.

Cons:

1. Does not provide adequate funding for materials to maintain the majority of the county roads. The following are examples of items that would not be funded, but are critical for the preservation of the entire road system:
 - Gravel road grading and rocking - The county is responsible for almost 400 miles of unpaved roads. Gravel roads that do not have a smooth, consistent surface are unsafe. Rough roads put extra wear and tear on vehicles and can damage freight and produce. New rock must be added on a regular basis to replace material lost by traffic usage.
 - ❖ Estimated annual need: \$100,000
 - Shoulder maintenance along paved roads – The county is responsible for approximately 600 miles of road shoulder. Shoulder material provides structural support for the roadway. Dangerous ruts and drop-offs develop along the edge of the paved roads when shoulders are not maintained regularly.
 - ❖ Estimated annual need: \$50,000
 - Roadway drainage – ditches, culverts, catch basins, etc. – The county is responsible for over 1000 miles of ditches. Roadway surface water needs to be controlled and directed, because standing water will weaken the road sub-grade and accelerate damage.
 - ❖ Estimated annual need: \$25,000
 - Materials for safety improvements such as guardrail and delineators. These products are vital in trying to reduce the number and severity of accidents on county roads.
 - ❖ Estimated annual need: \$25,000
 - Traffic control materials such as paint striping and signs. Increases in material costs have curtailed these items. Some paved roads are now striped every other year and signs are replaced only when absolutely necessary.
 - ❖ Estimated annual need: \$25,000
 - Bridge materials – The county is responsible for 120 structures. The replacement value of the county bridge inventory is approximately \$50 million dollars. Yearly maintenance, repairs and rehabilitation are needed to extend the useful life of the existing bridges and avoid significantly expensive replacement costs.
 - ❖ Estimated annual need: \$25,000
 - TOTAL estimate for additional materials needed, but not funded: \$250,000

2. Does not restore enough personnel to adequately and safely accomplish all the necessary road maintenance work. The following factors linked to staffing level are critically impacting the road system:

- Inefficient crew sizes – Smaller crews have reduced capabilities and are accomplishing less work per day. With a total road crew size of 15 people, the department is extremely challenged to meet all the work needs with the current personnel. Here are some essential maintenance activities and the required crew sizes:

- ❖ Crack sealing in preparation for chip seal, 7-8 person crew
- ❖ Hot patching in preparation for chip seal, 7-8 person crew

Both of these tasks are required in order to adequately prep a paved road for chip sealing. On average, a work crew can crack seal 2 miles of road per day. Hot patching can be accomplished a little faster, at around 4 miles per day.

Depending on the condition, preparing 30 miles of road for chip sealing will take at least 5-7 weeks to complete, with one half of the total crew devoted to that task.

- ❖ Chip sealing, 13-14 person crew

Because this work is so labor intensive, every employee on the crew is needed to complete this work. Our crew can chip seal approximately 3-4 miles of road per day, depending on the location, roadway width and traffic volume during the work. A 30 mile chip seal season would take at least 3 full weeks to accomplish, allowing for some minor delays and mobilization time to each different road.

- ❖ Grading gravel roads (county-wide), 10 person crew

There are 10 routes and each grader route takes approximately 3-4 weeks to complete. The road grading needs to be performed at least twice a year, typically in the Spring and Fall seasons, when there is good moisture in the ground.

Other vital maintenance activities that are performed year-round include:

- ❖ Ditching, 5 person crew
- ❖ Paint striping, 5 person crew
- ❖ Culvert cleaning, 5 person crew
- ❖ Guardrail installation or repair, 5 person crew
- ❖ Brush cutting, 7-8 person crew
- ❖ Shoulder maintenance 13-14 person crew

- Minimal staff levels in maintenance districts. Many of the roads in the outlying road maintenance districts are deteriorating at a faster rate than expected and with the current funding level, it has been extremely challenging to allocate the necessary resources without drawing away crews from other areas:
 - ❖ Antelope District, 72 miles of road, historic crew size 2, currently 1 person crew. This district is geographically demanding, because many of the roads are located miles away from each other. This district is also impacted the earliest and longest by winter weather. Another consideration is the safety factor of operating a one person crew in such an isolated area.
 - ❖ Mosier District, 67 miles, historic crew size 2, currently 1 person crew. Because of its much higher precipitation level, this district is the most prone to drainage issues and road slides. Vegetation management (brush cutting) is also an ongoing critical issue in this area.
 - ❖ Wamic District, 129 miles, historic crew size 3, currently 2 person crew. This district is very challenging because of the diverse nature and location of the roads. While there are many high volume paved roads to be maintained around Pine Hollow reservoir, there are also numerous gravel surfaced farm roads around Smock Prairie and Juniper Flat. This district also is responsible for two of the highest seasonal traffic roads in the county - Wamic Market Grade and Rock Creek Dam Road (which leads to the national forest).
 - ❖ Dufur District, 150 miles, historic crew size 2, currently no dedicated crew. This district is now managed and run from The Dalles. This is the largest single road district and extends from the national forest, east to the Deschutes River. It has been very difficult to manage this district with no dedicated crew for the area. Because many of these roads are at high elevation, they are subject to an extreme freeze and thaw cycle and require a higher level of maintenance.
 - ❖ The balance of the road miles are located within The Dalles District, 253 miles, currently 11 person crew.
- After hours work and response to emergencies – the reduction in manpower has seriously impacted the county's ability to respond to large-scale events or emergencies. The county also had to significantly revise its snow removal policy to reflect the smaller crew size – snow plowing to begin at six inches accumulation, first and second day roads and no plowing out driveways that have been blocked.
- TOTAL estimate for additional personnel needed, but not funded: 3 FTE - \$165,000

3. Does not reinstate an equipment replacement program. This will result in continued increases in vehicle costs and maintenance repairs. Older, high hour equipment is also not as efficient or productive to operate.

- ❖ Estimated annual need: \$200,000

4. Does not return any funding to the Emergency Road Reserve.

- ❖ Estimated annual need: \$200,000

5. Does not add back funding for grants or special project. The reconstruction of Wamic Grade and the Browns Creek intersection are just two examples of these types of opportunities. The current options are to either turn down the project or take funds from the Emergency Road Reserve.

- ❖ Estimated annual need: \$25,000

6. Does not take into account any sort of inflation or cost increases – The cost per ton for chip seal oil has increased 75% over the past five years and the cost for crushed rock has risen almost 30%.

- ❖ Estimated annual need: \$75,000

Overall Impact/Summary:

While a county vehicle registration fee could raise a considerable amount of money, and those funds could help slow the decline in the condition of our paved roads, this option does not adequately account for the needs of the majority of the road system. In order to avoid major expenditures for reconstruction and replacement, additional funds for maintenance materials and personnel are required.

Almost 60 percent of the county road system is unpaved. Yet many of these roads are critical for tourism, access to recreational areas, and are essential for the transport and sale of the agricultural and natural resources of the county. 400 miles of gravel roads would not be addressed under this funding scenario.

Repairing guard rails, road shoulder maintenance, vegetation management, bridge maintenance, roadway drainage, traffic control and responding quickly to storms and natural disasters are just some of the vital services the road department manages for the safety and wellbeing of county residents. All these tasks are significantly impacted by a lack of funding and contribute to the steady decline in road conditions.

Under this funding scenario, if preservation of the gravel road system is ignored and other critical maintenance tasks continue to be under-funded, the county will be forced to make a significant capital investment in order to bring the overall condition of the road system back up to a Good-Fair Condition. The estimated cost for those improvements would be \$10 million dollars in fiscal year 2021. That amount would include \$2 million for maintenance materials and approximately \$8 million to repair and/or reconstruct the portions of the gravel road system that have failed:

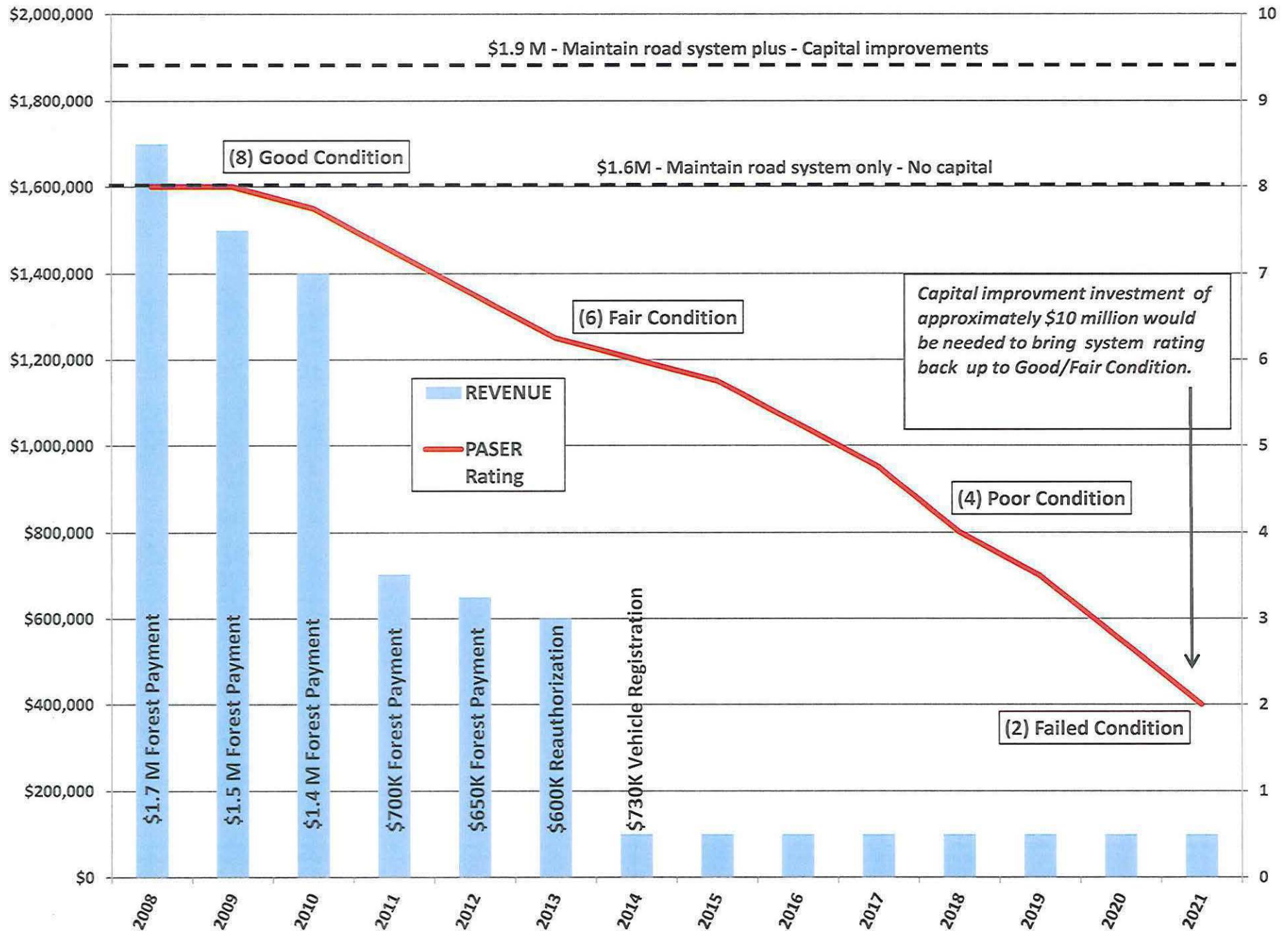
- ❖ See the three (3) attached Gravel Road Rating Graphs (Paser Rating System) – “No New Funding”, “Vehicle Registration Fee \$730K” and “County Road District \$1.6M”.

Staff Recommendation:

We recommend that the county-wide vehicle registration fee not be the preferred, first option for the Board of Commissioners to consider. This recommendation is made for the following reasons:

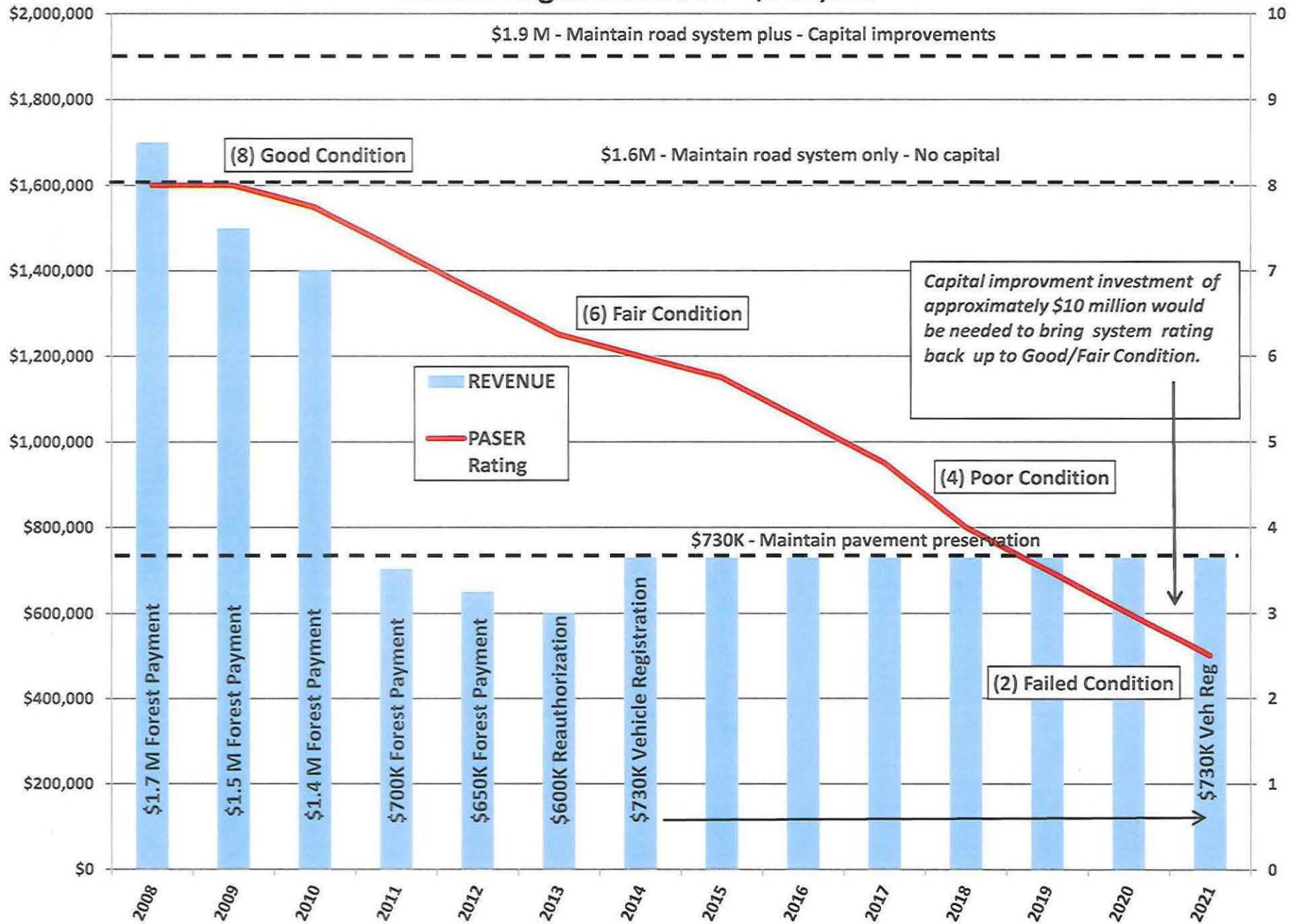
1. A vehicle registration fee will not raise sufficient road revenue to sustain an adequate level of system-wide road maintenance.
2. The public has expressed concerns about multiple tax measures. We feel they may not be likely to support other additional funding in the future.
3. This option is not the primary recommendation of the Road Advisory Committee. The committee feels very strongly that because the amount of funding provided by the vehicle registration fee would be less than half of what is needed, this option should be considered only a partially fix or “band-aid”. The committee collectively agrees that a vehicle registration fee should only be considered in the event that a full funding option is determined to have absolutely no support or has been placed before the voters and defeated in an election.

GRAVEL RD RATING GRAPH (PASER Rating System) - No New Funding



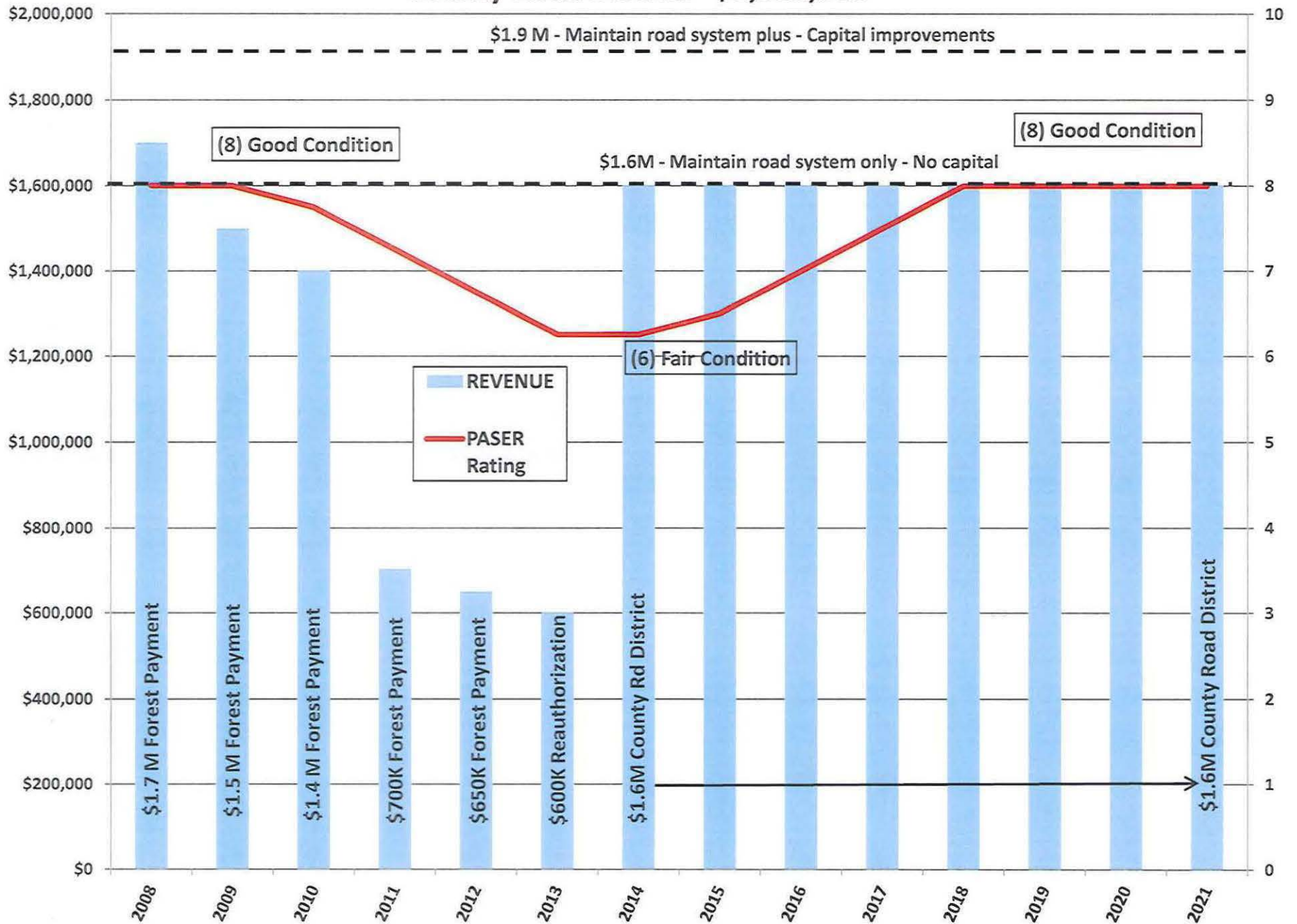
GRAVEL RD RATING GRAPH (PASER Rating System)

Vehicle Registration Fee - \$730,000



GRAVEL RD RATING GRAPH (PASER Rating System)

County Road District - \$1,600,000



OPTION C

ROAD SERVICE DISTRICT

OPTION C:

County Road Service District / \$1.6 to \$1.9 million:

Overview: This level of funding would be substantially equivalent to the funding received during the Safety Net period. During that time, the road department was able to successfully maintain the entire county transportation system. Some of the key accomplishments during that time period included:

- 300 miles of paved roads with a Pavement Condition Index of 85+
- 400 miles of gravel roads in good to very good condition
- 120 bridges in good to very good condition, with no load limited structures
- 5.5 miles of capital improvement projects including:
 - ❖ Reconstruction and widening of the lower section of Skyline Road
 - ❖ Reconstruction of Digger Road
 - ❖ Reconstruction of Olney Road
 - ❖ Reconstruction and paving of Fivemile Road
 - ❖ Began work on the reconstruction and widening of Wamic Grade

Overall, the county road department had the materials and the personnel to be able to provide a comprehensive and proactive road maintenance program. The road system that was provided for the public was of high quality, efficient and safe.

If the \$1.6 million level of funding was restored, the services that could be provided would include:

- ❖ Cover the existing annual budget shortfall – estimated to be around \$350 thousand
- ❖ Restore approximately 13 miles of chip seals for a total of 30 miles each year
- ❖ Add back funding for the purchase of maintenance materials such as rock, culverts, guardrail and bridge supplies
- ❖ Restore some of the personnel services lost from lay-offs
- ❖ Add funds back into the emergency road reserve
- ❖ Reinstate an equipment purchasing program
- ❖ Add back funding for grants and project match money
- ❖ Allows for some inflation or material cost increases

At the \$1.9 million funding level, the following would also be provided:

- ❖ Re-establish the capital improvement program to perform road reconstruction projects, safety improvement projects and pavement overlays.

The following is a very broad outline of the steps necessary to create a road service district and some general information regarding the process:

What is a county service district? – Oregon law authorizes many kinds of special districts. Special districts must be formed in compliance with legal requirements and then may execute the specific legal authority granted by state statutes. ORS chapter 451 authorizes a board of commissioners to establish a service district to provide for roads. Service districts are granted specific powers and may be authorized by voters to collect a variety of revenues including property taxes, service or user charges, sale of bonds and local option taxes.

The board of commissioners is the governing body of a county road service district.

To create a county road service district, a board of commissioners must conduct formation proceedings in compliance with the requirements specified in ORS 198.705 to 198.955. In addition to those requirements, a county order initiating formation of a road service district, and the final order in the district formation must each refer to county authority to provide road services under ORS 451.010(1)(L).

What is required to create a road service district? – Under ORS chapter 198, there are two methods for creating a district, petition and order. This report addresses the formation by order method.

Initiation by board – Pursuant to ORS 198.835, a county board of commissioners may initiate the formation of a road service district by adopting an order stating the county board's intention to initiate the formation of the road district, identifying the principal act, describing the name and boundaries of the proposed road district, and setting a time, date and place for a public hearing on the proposal. If any part of the territory to be included within the proposed road district is within a city, a certified copy of a resolution approving the order must be attached to the order.

1st hearing - The hearing must be held not less than 30 days nor more than 50 days after the date of the initiation order. The board must give notice of the hearing by posting in at least three public places and publication by two insertions in a newspaper of general circulation within the county. At the hearing, the board must hear evidence in accordance with criteria in ORS 199.462, and if the area could be benefited by formation of the road district.

Final hearing – If the board approves the formation of the road district, it must enter an order declaring it. The order must state the name of the road district and its boundaries. The territory of a city may be added to the road district if a certified copy of a city council resolution of approval is filed with the county board of commissioners. The order must also fix a place, and a time not less than 20 nor more than 50 days after the date of the order, for a final hearing on the order. The board must give notice of the hearing by publication.

Election order – If a tax rate for the proposed road district is approved by the board, an election on the question of forming the road district must be held. The county board of commissioners must provide by an order for the holding of an election to submit to voters. Notice must be given by two newspaper insertions. The election must be held on the date of the next primary or general election for which the filing deadline can be met.

The ballot title must clearly state that a single question is being proposed which is whether the proposed road district should be formed and whether the rate limit specified in the ballot title should be adopted as the maximum rate of operating taxes for that road district.

If voters approve, the board would issue an order creating the road district within 30 days of the election.

- If no tax rate is to be set, then the board of commissioners can approve the road service district by order, without an election.

A Wasco County Road Service District:

Proposed district boundaries – A road district boundary could include just the unincorporated territory within Wasco County, or it could also be drawn to include all the cities - Antelope, Dufur, Maupin, Mosier and The Dalles. These cities would need to pass resolutions approving the order to be included within the road district.

Setting the tax rate – The assessed property value in Wasco County has risen about 3% on average over the past few years. Costs for maintaining the road system will increase at that rate or more, so it is important to set a tax rate that can sustain the road district over many years.

Instead of a permanent tax rate, the board of commissioners could choose to propose a temporary tax, or local option levy. The process for approval is the same, but a local option levy is limited to no more than five years in length if used for operations.

At the end of that five year period, the board could then put forward a permanent rate, propose another local option levy, or even dissolve the road service district.

Even if a permanent tax rate was approved, the amount of taxes to be collected can be modified each year.

As the governing body, the board of commissioners decides the amount of taxes the road service district would need to support its budget. If new alternative funding was obtained (timber receipts), the board could approved a lower tax rate for that year.

What are the constraints on property tax issues? – A county road district would compete for property tax money with other non-school governments. Oregon’s constitution limits a non-school government’s ability to levy taxes – Measure 5. The constitution requires those entities to share a maximum of \$10.00 per \$1,000 of each unit of property’s real market value. All permanent tax rate authority has priority over local option rate authority.

This constitutional limit can cause proportional “compression” of all co-existing non-school government’s tax authority for a parcel of property. Reductions in taxes due to compression are the difference between what taxing districts wish to raise through taxes and the amount they actually raise.

In order to correctly calculate tax compression, several steps must take place. The following is a very simplified version:

- Each property’s Real Market Value is assessed. The RMV is the amount that could reasonably expect to be paid for a property at the assessment date for the year. For example a residence valued at \$300,000.
- The Measure 5 limit is then calculated by multiplying that limit - \$10.00 per \$1,000 by the real market value. $\$10.00 \times \$300,000 / \$1,000 = \$3,000.00$ this is the M-5 tax limit.
- The property’s Taxable Assessed Value, which was cut and capped by Measure 50 is then calculated. For example the above property’s assessed value is \$200,000.
- Then the tax rate is set. The total of all permanent rates and all local option rates levied against a property parcel are calculated. For example a total tax rate of **\$11.50**.
- The TAV is then multiplied by the tax rate - $\$200,000 \times \$11.50 / \$1,000 = \$2,300.00$ this is called the amount of taxes “extended”.
- Compare the taxes extended against the Measure 5 tax limit. If the taxes are lower, then all funds are collected. If the taxes are higher, then the amount is reduced or “compressed” to the Measure 5 limit. In this example, all \$2,300 in taxes would be collected, because they did not exceed the M-5 limit for of \$3,000 for that property.
- It is legal for a property’s tax rate per thousand to exceed the M-5 tax limit and have no tax compression.
- If compression occurs, then local option taxes are reduced first, possibly to zero. If there are no local option taxes or they have been reduced to zero, then the permanent tax rates for each taxing district are reduced proportionally.

Tax compression in Wasco County – Out of the thirty-five (35) tax districts within the county, six (6) are currently experiencing some compression. Because these tax districts have been in compression for many years, this situation will continue into the foreseeable future, even if no new service districts are approved.

County-wide road service district with a permanent tax rate: This option would form a new service district and approve a permanent tax rate. The road district boundaries would be county-wide and drawn to include all cities within the county. (The cities would need to pass resolutions to be included within the road district.) Under this scenario, the funds produced by the district would be shared between Wasco County and all the cities within the county. The proposed tax rate would need to be no less than \$1.23 per thousand to yield a \$1.6M share for the county and a \$750K share for the cities.

- ❖ Attached is a spreadsheet that estimates the revenue from various tax rates. These revenue estimates are based on a county-wide boundary and assumes all cities are included in the district:

“Road Service District Assessed Valuation Revenue Estimates – County-wide”

Staff has recently worked with the county assessor to estimate the additional compression that would result from adding a new county-wide road service district.

The determination was that by adding a permanent tax rate of \$1.23, the existing tax compression could increase substantially and that compression loss could at least double, and a 200% increase could be possible.

- ❖ Attached is a report, prepared by the county Assessment and Taxation office, which addresses the question of tax compression. The report is very technical, but very thorough. It includes a spreadsheet that shows the current tax revenue and tax compression information for certain taxing districts in Wasco County. The spreadsheet also shows the estimated additional compression to those tax districts if a road district was added. These estimates are based on the analysis and calculations performed by the county assessment and tax office, and are fully explained in the report. Only those districts currently experiencing tax compression are listed, as all other districts should not fall into compression:

“Increase in Measure 5 Compression from Road District Levy”

Other road service district options – Although the impact of tax compression upon a county-wide road service district with a permanent tax rate could be substantial, there are other road district options that would yield the necessary amount of funding, and should be considered as viable alternatives:

ROAD SERVICE DISTRICT ASSESSED VALUATION REVENUE ESTIMATES

COUNTY-WIDE

| | | | | | | | |
|------------------|-----------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|
| Rate per \$1000: | \$0.50 | \$0.75 | \$1.00 | \$1.15 | \$1.23 | \$1.30 | \$1.40 |
| TAV: | \$1,909,488,281 | \$1,909,488,281 | \$1,909,488,281 | \$1,909,488,281 | \$1,909,488,281 | \$1,909,488,281 | \$1,909,488,281 |
| Yield @ 100%: | \$954,744 | \$1,432,116 | \$1,909,488 | \$2,195,912 | \$2,348,671 | \$2,482,335 | \$2,673,284 |

TAV is Taxable Assessed Value

TAV is county-wide and assumes all cities included in the road service district

Wasco County is seeking \$1.6M in revenue
City of The Dalles is seeking \$750k in revenue
Minimum yield needed is \$2.35M

If the county was funded at the \$1.9M level, the yield would need to be \$2.65M

March 25, 2014

To: Tyler Stone, County Administrator
Marty Matherly, Director of Public Works

From: Tom Linhares, Interim Director of Assessment & Taxation

RE: Increase in Measure 5 Compression from Road District Levy (Revised April 1, 2014)

At a meeting with City of The Dalles and other officials on February 24, 2014, I was asked to do a more thorough analysis of how a new county-wide road district with its own permanent tax rate limit of \$1.2300 per \$1,000 of taxable assessed value (TAV) could potentially affect the tax collections of other taxing districts.

As detailed in a document titled Feasibility Report, Funding the Wasco County Road System dated February 28, 2014, a new road district levy of \$1.2300 could potentially increase the loss in property taxes due to Ballot Measure 5 (1990) compression. The report estimates the increase in compression loss at 11.65% above what was experienced in 2013-14.

It should be pointed out that Measure 5 compression only occurs when the total of all operating rates for general government (non-education) taxing districts exceed the Measure 5 limit of \$10.00 per \$1,000 of assessed value. At the same time, a tax rate of more than \$10.00 per \$1,000 does not necessarily result in compression loss since property taxes are calculated on the TAV while the Measure 5 limit is calculated using the real market value (RMV). (See page 18 of the Feasibility Study for a more thorough discussion of these calculations.)

In Wasco County only two areas have total general government tax rates that exceed the \$10 limit: City of the Dalles and City of Maupin. All other areas of the county have tax rates that are less than \$10. More importantly, the tax rates in these areas would still be less than \$10 if a \$1.23 road levy was added.

Also, since compression is calculated on a property-by-property basis and involves the interplay of both RMV and AV, it is extremely difficult to estimate compression loss with any precision. While we can use values from the current year, all of those values will most likely change next year. Other factors, such as changes in other taxing district rates and urban renewal calculations also affect the amount of taxes that can be collected after the imposition of the Measure 5 limits.

Original estimate of 11.65% increase in Measure 5 compression

The Feasibility Study estimate that Measure 5 compression would increase 11.65% came from information that I supplied to officials from the Public Works Department. Essentially, I calculated the current ratio between the \$10 limit and the total general government tax rate at 0.8787 ($10.00 / 11.3808$). Adding a \$1.23 levy actually increases the total general government tax rate by an additional \$0.095 due to the increase in urban renewal taxes that would flow to the Columbia Gateway Urban Renewal Agency (excess value of $\$72,499,213 * \$1.23 / 1,000 = \$89,174 / \$940,153,044 * 1,000 = 0.095$). The new ratio would be .7870 ($10.00 / 12.7058$).

The increase in the tax rate would be 11.64% ($(12.7058 - 11.3808) / 11.3808$)

Experience in other counties

Lane County ran a property-by-property simulation of a \$0.7500 local option levy (see below) which estimated that Measure 5 compression losses would increase from \$42,000 to \$1.9 million.

In Multnomah County between 2011-12 and 2012-13 the total general government tax rate inside the City of Portland increased from \$14.1813 per \$1,000 of assessed value to \$14.3245, an increase of just over 1%. The increase in tax rate along with a 1.56% reduction in RMV resulted in total general government compression loss county-wide increasing 22.6%. The following year the tax rate increased again by 4.5% and compression loss increased 23.3% despite an increase of 5.2% in RMV within the city. (Any increase in RMV greater than the allowed increase of 3% in TAV results in less Measure 5 Compression.)

Stratification of TAV to RMV Ratios

One specific question asked at the meeting with the City of The Dalles concerned to what extent properties that are currently not experiencing Measure 5 compression might come under compression given a new \$1.2300 tax rate for a new county-wide road district. I asked Lane County to compile the information using 2013-14 Wasco County property data. The results are displayed in an attached Excel spreadsheet.

Currently, 22.3% of accounts have ratios of TAV to RMV of .879 (the current ratio of the \$10 Measure 5 limit to the total general government tax rate) or greater. These accounts would be under Measure 5 compression. If the tax rate were to increase by \$1.29 the ratio of limit to actual tax rate would decrease to .789. (I incorrectly used only a \$0.06 increase for urban renewal rather than the full \$0.095 that had been estimated) This would increase the percentage of accounts subject to compression to 45.9%. More importantly, the percentage of total TAV within the city subject to compression would increase by 32 percentage points, from 26.7% to 58.7%.

Lane County's Local Option Levy Estimator

Lane County has created a data base whereby various local option levy rates can be entered and property taxes on a property-by-property basis can be calculated, including the amount of Measure 5 compression. Lane County populated the data base with Wasco County property values so that I could run the simulation. While the road levy would not be a local option levy but rather a permanent rate, that would only affect the amount of compression loss for the new levy versus all other existing levies. The total amount of compression should be the same regardless of the type of levy.

I ran the model without the new levy and then again with the \$1.2300 road levy. I also ran the model a third time increasing the levy to \$1.2900 (I again only used a \$0.06 increase for urban renewal) to account for the additional urban renewal taxes.

The base model (without the new levy) has some significant discrepancies with the roll data. There are number of districts that are listed twice with the second version being "urban renewal", which doesn't make sense. Also the total amount of compression (\$420,908) is less than the actual general government compression (\$468,763).

The model increasing the tax rate by \$1.2300 increases compression to \$1,562,738 or 271%. The \$1.2900 rate increase compression to \$1,629,420, a 287% increase.

Other considerations

One of the primary determinations as to whether or not compression will occur on an individual property is the ratio of that property's TAV to RMV. So changes in RMV can dramatically affect Measure 5 compression even if tax rates stay the same. An increase in RMV above the allowed increase of 3% in TAV will lower the TAV to RMV ratio and result in less Measure 5 compression. Theoretically, if every property within the City of The Dalles and the City of Maupin had TAV to RMV ratios of less than .879 no taxing district would have lost revenue in 2013-14 due to compression.

The opposite is also true: if RMV increases less than 3% or even declines that increases the ratio and results in more Measure 5 compression.

We are in the final stages of completing the annual Ratio Study, an analysis of the prior's year's sales to determine if our RMVs are too low or too high. It appears that most properties inside the City of The Dalles, both residential and commercial, and properties within the City of Maupin will be staying the same for 2014-15. For those properties where the TAV is less than the RMV, the gap between the two will narrow since the AV is allowed to increase by 3% under Measure 50. This will increase the TAV to RMV ratio for existing properties.

So even without an increase in the total general government tax rate, it is likely there will be an increase in Measure 5 compression loss. I estimate Measure 5 compression loss will increase by at least 10% in 2014-15 and probably more like 20%.

Conclusions

Based on the above analysis it is clear that the original estimate that a \$1.2300 per \$1,000 of assessed value tax rate for a new Road District would increase Measure 5 compression loss by 11.65% was much too low. It should be noted again that this estimate was based on information that I supplied to Public Works Department staff. In no way should this new analysis reflect negatively on the accuracy of the Feasibility Report or intentions of Marty Matherly or Arthur Smith.

So what impact will a tax rate of \$1.2300 have on Measure 5 compression?

From the three separate analyses done on this question, it is clear compression loss increases exponentially greater than simply the percentage increase in the tax rate. At this point, I would have to say that compression loss would at least double, from \$468,763 to \$937,526. And a 200% increase to \$1,406,289 would not be farfetched.

I have created a spreadsheet that looks similar to the one on the last page of the Feasibility Report, with columns showing a 100% increase as well as a 200% increase. The spreadsheet is attached.

I hope this is helpful. Please do not hesitate to contact me if you should have any questions.

Stratification of TAV to RMV Ratios Inside the City of The Dalles *

| <u>Ratio</u> | <u># of Accounts</u> | <u>Total M50 TAV</u> | <u>Total RMV (M5)</u> | <u>% of Accounts</u> |
|--------------------|----------------------|----------------------|-----------------------|----------------------|
| .950 - 1.000 | 984 | 180,636,647 | 181,464,975 | 14.37% |
| .900 - .949 | 320 | 49,438,914 | 53,666,757 | 4.67% |
| .879 - .899 | 222 | 38,184,713 | 42,924,290 | 3.24% |
| .850 - .878 | 334 | 55,958,315 | 64,841,760 | 4.88% |
| .800 - .849 | 992 | 196,216,483 | 240,176,120 | 14.49% |
| .789 - .799 | 289 | 69,737,924 | 87,757,410 | 4.22% |
| .750 - .788 | 847 | 135,897,386 | 176,836,747 | 12.37% |
| .700 - .749 | 951 | 113,308,816 | 155,980,948 | 13.89% |
| .650 - .699 | 821 | 92,780,395 | 136,572,406 | 11.99% |
| .600 - .649 | 451 | 41,676,133 | 66,384,620 | 6.59% |
| .500 - .599 | 367 | 20,214,552 | 35,735,409 | 5.36% |
| < .499 | 270 | 11,888,941 | 248,653,150 | 3.94% |
| Totals ** | 6,848 | 1,005,939,219 | 1,490,994,592 | 100.00% |

Roll Values (SAL Report Tables 1A and 1B)

940,153,043 1,491,340,031

* Tax Code Areas : 9.7, 12.1, 12.11, 12.9, 14.2

** Totals should match Roll Values

| | | |
|---------------------------------------|-----------------------|-------|
| Current Tax Rate Ratio: | \$10.0000 / \$11.3808 | 0.879 |
| Estimated Tax Rate Ratio (+ \$1.2900) | \$10.0000 / \$12.6708 | 0.789 |

| | | |
|-------------------------------------|---------|----------|
| Percentage Increase in Rate / Ratio | 11.335% | -10.181% |
|-------------------------------------|---------|----------|

| | | | |
|---|-------|-------------|-------------|
| Accounts that enter compression when TAV to RMV Ratio decreases from .879 to .789 | 1,615 | 321,912,722 | 392,775,290 |
|---|-------|-------------|-------------|

| | | | |
|--|--------|--------|--------|
| Percentage Currently Under Compression | 22.28% | 26.67% | 18.65% |
| Percentage Entering Compression | 23.58% | 32.00% | 26.34% |
| Percentage After Increase | 45.87% | 58.67% | 44.99% |

Prepared by: Tom Linhares, Interim Director of Assessment & Taxation, March 25, 2014

| | |
|--------------------------------------|-------------|
| Value Under Current Levy Compression | 268,260,274 |
| Current Rate | 11.3808 |
| Taxes Extended | 3,053,017 |
| Measure 5 Limit at \$10 * RMV | 2,780,560 |
| Compression Loss | 272,456 |
| Compression as % of Taxes Extended | 8.92% |

| | |
|------------------------------------|-------------|
| Value Under New Levy Compression | 590,172,996 |
| New Rate | 12.6708 |
| Taxes Extended | 7,477,964 |
| Measure 5 Limit at \$10 * RMV | 6,708,313 |
| Compression Loss | 769,651 |
| Compression as % of Taxes Extended | 10.29% |

| | |
|---------------------------|---------|
| % increase in Rate | 11.33% |
| % Increase in Compression | 182.49% |

2013-14 Wasco County Tax Revenue and Tax Compression by District

| <u>Taxing District</u> | <u>Tax Rate</u> | <u>Taxes Imposed</u> | <u>Compression Loss</u> | <u>Estimated Added Compression @ 100%</u> | <u>Estimated Added Compression @ 200%</u> |
|----------------------------|-----------------|----------------------|-------------------------|---|---|
| Wasco County | \$4.2523 | \$7,964,796 | (\$154,957) | (\$309,914.98) | (\$464,872.47) |
| City of The Dalles | \$3.0155 | \$2,726,275 | (\$108,847) | (\$217,693.06) | (\$326,539.59) |
| City of Maupin | \$5.3573 | \$229,167 | (\$1,847) | (\$3,693.08) | (\$5,539.62) |
| Port of The Dalles | \$0.2007 | \$284,848 | (\$7,247) | (\$14,494.00) | (\$21,741.00) |
| N Wasco Parks & Rec | \$0.6799 | \$684,696 | (\$24,522) | (\$49,043.82) | (\$73,565.73) |
| Mid Col Fire & Rescue | \$2.1004 | \$2,805,623 | (\$75,817) | (\$151,634.82) | (\$227,452.23) |
| White River Health (Perm.) | \$0.2500 | \$68,949 | (\$86) | (\$172.52) | (\$258.78) |
| White River Health (LOL) | \$0.5000 | \$135,115 | (\$2,955) | (\$5,910.74) | (\$8,866.11) |
| Soil & Water | \$0.2020 | \$378,416 | (\$7,363) | (\$14,726.64) | (\$22,089.96) |
| 4-H Extension | \$0.2500 | \$466,151 | (\$9,114) | (\$18,227.50) | (\$27,341.25) |
| WC Library | \$0.6800 | \$1,232,004 | (\$24,782) | (\$49,564.96) | (\$74,347.44) |
| Columbia Gateway URA * | N.A. | \$1,362,176 | (\$53,892) | (\$107,784.40) | (\$161,676.60) |
| Totals: | | \$18,338,217 | (\$471,430) | (\$942,860.52) | (\$1,414,290.78) |

* Taxes Extended (before M-5 compression is applied) will increase approximately \$89,113

Prepared by: Tom Linhares, Interim Director of Assessment & Taxation, March 25, 2014

Unincorporated area road service district with permanent tax rate: The road district boundary could be drawn to include just the unincorporated territory within Wasco County, leaving the cities out. The process for approval is the same, but would not require the city approvals. Because the taxable assessed value of those areas outside the cities is far less than the value county-wide, the tax rate necessary to raise the \$1.6M is higher at \$2.0334. However, tax compression would not be an issue, as the remaining unincorporated districts are not in compression, and staff research has confirmed that any compression would be minimal and there is room “under the cap” for the tax rate being proposed.

- ❖ Attached are two informational documents - The first is a spreadsheet showing the revenue estimates from various tax rates. The second document was produced by the Association of Oregon Counties, and it lists all road service districts within the state of Oregon and the range of tax rates:

“Road Service District Assessed Valuation Revenue Estimates – Unincorporated Areas”

“Counties with Road Districts with Permanent Rate Authority”

County-wide road service district with a temporary tax rate (local option levy) – This would establish a road district with a temporary tax instead of a permanent tax rate. The road district boundaries would need to be county-wide and drawn to include all cities within the county. The process for approval of the road district is the same, but a local option levy is limited to no more than five years in length if used for operations.

Although this option only provides temporary funding, it would eliminate tax compression as a concern. All permanent tax rates have priority over local option rates and if tax compression occurs, then local option taxes are reduced first. With this alternative, because there are six (6) tax districts currently experiencing compression (five of those districts are located within The Dalles), those districts will not pay any additional tax. The local option levy authority is secondary to the permanent rate and the proposed tax levy will be compressed to zero for those districts. However, because no taxes are collected from those districts, no tax revenue could be expended on roads within those districts.

- ❖ See the attached reports from the assessment and tax office which calculates the amount of Measure 5 compression on local option levies. There are two reports; the first is a “base” rate report showing the current tax compression with no proposed rate. The second report shows a proposed tax rate of \$1.50 per thousand:

“General Government Local Option”

ROAD SERVICE DISTRICT ASSESSED VALUATION REVENUE ESTIMATES

UNINCORPORATED AREAS

| | | | | | | | |
|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| Rate per \$1000: | \$0.7500 | \$1.0000 | \$1.2500 | \$1.5000 | \$1.7500 | \$2.0000 | \$2.0334 |
| TAV: | \$846,101,837 | \$846,101,837 | \$846,101,837 | \$846,101,837 | \$846,101,837 | \$846,101,837 | \$846,101,837 |
| Tax Yield @ 100%: | \$634,576 | \$846,102 | \$1,057,627 | \$1,269,153 | \$1,480,678 | \$1,692,204 | \$1,720,463 |
| Tax Yield @ 93%: | \$590,156 | \$786,875 | \$983,593 | \$1,180,312 | \$1,377,031 | \$1,573,749 | \$1,600,031 |

TAV is Taxable Assessed Value.

TAV is county-wide and includes only the unincorporated areas.

Wasco County is seeking \$1.6M in revenue.

Tax Yield @ 100% is for informational purposes only.

Tax Yield @ 93% is the standard collection rate and should be used to estimate the funds to be collected.

COUNTIES WITH ROAD DISTRICTS WITH PERMANENT RATE AUTHORITY

| | | |
|-------------------|-------------------|---|
| Benton County | 11 Road Districts | Range of Rates (per \$1,000): 0.0522 to 2.2060 2 Districts with Addt'l Local Opt.: 0.4394 & 0.8500 |
| Clackamas County | 17 Road Districts | No Districts with a Permanent or Local Option Rate |
| Clatsop County | 6 Road Districts | Range of Rates (per \$1,000): 0.0602 to 1.0175 2 Districts without a Permanent or Local Opt. Rate |
| Coos County | 9 Road Districts | Range of Rates (per \$1,000): 0.1261 to 2.1990 |
| Crook County | 2 Road Districts | Range of Rates (per \$1,000): 0.8500 & 1.8913 |
| Curry County | 1 Road District | Rate (per \$1,000): 1.4700 |
| Deschutes County | 21 Road Districts | Range of Rates (per \$1,000): 0.5180 to 3.6500 2 Districts with Addt'l Local Opt.: 0.7408 & 1.9500 3 Districts are w/o a Permanent or Local Opt. Rate |
| Douglas County | 17 Road Districts | Range of Rates (per \$1,000): 0.5471 to 2.8978 4 Districts are w/o a Permanent or Local Opt. Rate |
| Jefferson County | 2 Road Districts | Range of Rates (per \$1,000): 0.3389 to 0.8140 1 District Addt'l Local Opt.: 0.2000 |
| Klamath County | 18 Road Districts | Range of Rates (per \$1,000): 0.8241 to 4.0000 3 District with Addt'l Local Opt.: 1.2372 to 1.5000 3 Districts are w/o a Permanent or Local Opt. Rate |
| Lincoln County | 26 Road Districts | Range of Rates (per \$1,000): 0.2258 to 2.1525 1 District with Addt'l Local Opt.: 0.6100 2 Districts are w/o a Permanent or Local Opt. Rate |
| Malheur County | 4 Road Districts | Assessments to Benefited Property up to 2.500 Up to 5.000 with vote Range of Rates (per \$1,000): 0.8597 to 3.1725 |
| Multnomah County | 2 Road Districts | Rates (per \$1,000): 0.3922 & 0.4775 |
| Tillamook County | 1 Road District | Rate (per \$1,000): 2.8700 |
| Washington County | 2 Road Districts | Range of Rates (per \$1,000): 0.2456 & 0.4888 |
| Yamhill County | 1 Road District | Rate (per \$1,000): 0.4193 |

NOTE: Additional research is being done to determine the types of road districts counties are using. For example, Clatsop County uses the County Road District authority in ORS 371.055 to 371.110 (aka General Road Districts or Numbered Road Districts); Deschutes County uses the Special Road District authority in ORS 371.305 to 371.385 with appointed road district commissioners; Malheur County uses the Road Assessment District authority of ORS 371.405 to 371.535; and Washington County uses the County Service District authority in ORS 451.010 to 451.610 with the county governing body as the governing body of the district.

*Updated with new city data
Updated with 2010 and 2011 Legislative Changes
Updated with 2009 Legislative Changes
Updated with 2007 and 2008 Legislative Changes
OACES Spring Conference
OACES

June 5, 2013
January 10, 2013
September 16, 2009 & July 21, 2010
August 27, 2008
June 13, 2007
October 26, 2006, January 25, 2007, February 22, 2007 & April 19, 2007

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**Gen Govt
Local Option**

Proposed Rate:

Amount Raised Before Measure 5 Compression

Measure 5 Compression:

Amount After Measure 5 Compression:

| | | |
|--|-------------|------|
| Accounts with no Local Option Tax: | 14,271 | 78% |
| Accounts paying Local Option Tax: | 4,134 | 22% |
| Total Accounts in District: | 18,405 | 100% |
| Highest Local Option Tax on one Account: | \$8,654 | |
| Average Local Option Tax per Account: | \$10 | |
| Lowest Local Option Tax on one Account: | \$0 | |
| Amount of Gap Value Remaining in District: | \$7,415,377 | |

Operating Levy Amounts :

| Levy District Name | Before Compression | After Compression | Compression |
|-----------------------------|-----------------------|----------------------|-------------|
| CITY OF ANTELOPE | 4,605 | 4,605 | 0 |
| CITY OF DUFUR | 66,907 | 66,907 | 0 |
| CITY OF MAUPIN | 231,012 | 229,166 | 1,846 |
| CITY OF MOSIER | 57,926 | 57,926 | 0 |
| CITY OF SHANIKO | 0 | 0 | 0 |
| CITY OF THE DALLES | 0 | 0 | 0 |
| CITY OF THE DALLES UR 1 | 2,831,098 | 2,721,361 | 109,737 |
| DUFUR REC DISTRICT | 63,124 | 63,124 | 0 |
| JEFF CO LIBRARY DIST | 8,860 | 8,860 | 0 |
| JUNIPER FLAT RURAL FIRE DIS | 70,079 | 70,079 | 0 |
| MID COL FIRE & RESCUE | 710,963 | 710,961 | 2 |
| MID COL FIRE & RESCUE UR 1 | 1,971,970 | 1,895,534 | 76,436 |
| MOSIER FIRE DISTRICT | 184,990 | 184,990 | 0 |
| N WASCO CO PARKS & REC | 72,128 | 72,127 | 1 |
| N WASCO CO PARKS & REC UR | 636,234 | 611,511 | 24,723 |
| PORT OF THE DALLES | 103,234 | 103,233 | 1 |
| PORT OF THE DALLES UR 1 | 188,490 | 181,184 | 7,306 |
| WASCO CO 4-H & EXT SVC DIS | 239,718 | 239,632 | 86 |
| WASCO CO 4-H & EXT SVC DIS | 234,804 | 225,703 | 9,101 |
| WASCO CO LIBRARY DISTRICT | 616,301 | 616,066 | 235 |
| WASCO CO LIBRARY DISTRICT | 638,481 | 613,733 | 24,748 |
| WASCO CO SOIL CONSERV | 195,475 | 195,405 | 70 |
| WASCO CO SOIL CONSERV UR | 189,704 | 182,351 | 7,353 |
| WASCO COUNTY | 4,114,950 | 4,113,475 | 1,475 |

| | | | |
|-------------------------|-------------------|-------------------|----------------|
| WASCO COUNTY UR 1 | 3,992,175 | 3,837,432 | 154,743 |
| WHITE RIVER HEALTH DIST | 68,773 | 68,686 | 87 |
| Totals | 17,492,001 | 17,074,051 | 417,950 |

Local Option Levy Amounts :

| Levy District Name | Before Compression | After Compression | Compression |
|-----------------------------|-----------------------|----------------------|--------------|
| DUFUR REC DIST - LOCAL OPTI | 44,915 | 44,914 | 1 |
| WHITE RIVER HEALTH - LOCAL | 137,545 | 134,590 | 2,955 |
| Totals | 182,460 | 179,504 | 2,956 |

| | Before | After | Compression |
|-------------------------------|-------------------|-------------------|----------------|
| Proposed Local Option: | 0 | 0 | 0 |
| Total Tax: | 17,674,464 | 17,253,556 | 420,908 |

[Print This Page](#)

**Gen Govt
Local Option**

| | |
|--|-----------|
| Proposed Rate: | 1.500000 |
| Amount Raised Before Measure 5 Compression | 2,968,372 |
| Measure 5 Compression: | 1,366,140 |
| Amount After Measure 5 Compression: | 1,602,233 |

| | | |
|--|-------------|------|
| Accounts with no Local Option Tax: | 116 | 1% |
| Accounts paying Local Option Tax: | 18,289 | 99% |
| Total Accounts in District: | 18,405 | 100% |
| Highest Local Option Tax on one Account: | \$34,619 | |
| Average Local Option Tax per Account: | \$97 | |
| Lowest Local Option Tax on one Account: | \$0 | |
| Amount of Gap Value Remaining in District: | \$5,813,144 | |

Operating Levy Amounts :

| Levy District Name | Before Compression | After Compression | Compression |
|-----------------------------|-----------------------|----------------------|-------------|
| CITY OF ANTELOPE | 4,605 | 4,605 | 0 |
| CITY OF DUFUR | 66,907 | 66,907 | 0 |
| CITY OF MAUPIN | 231,012 | 229,166 | 1,846 |
| CITY OF MOSIER | 57,926 | 57,926 | 0 |
| CITY OF SHANIKO | 0 | 0 | 0 |
| CITY OF THE DALLES | 0 | 0 | 0 |
| CITY OF THE DALLES UR 1 | 2,831,098 | 2,721,361 | 109,737 |
| DUFUR REC DISTRICT | 63,124 | 63,124 | 0 |
| JEFF CO LIBRARY DIST | 8,860 | 8,860 | 0 |
| JUNIPER FLAT RURAL FIRE DIS | 70,079 | 70,079 | 0 |
| MID COL FIRE & RESCUE | 710,963 | 710,961 | 2 |
| MID COL FIRE & RESCUE UR 1 | 1,971,970 | 1,895,534 | 76,436 |
| MOSIER FIRE DISTRICT | 184,990 | 184,990 | 0 |
| N WASCO CO PARKS & REC | 72,128 | 72,127 | 1 |
| N WASCO CO PARKS & REC UR | 636,234 | 611,511 | 24,723 |
| PORT OF THE DALLES | 103,234 | 103,233 | 1 |
| PORT OF THE DALLES UR 1 | 188,490 | 181,184 | 7,306 |
| WASCO CO 4-H & EXT SVC DIS | 239,718 | 239,632 | 86 |
| WASCO CO 4-H & EXT SVC DIS | 234,804 | 225,703 | 9,101 |
| WASCO CO LIBRARY DISTRICT | 616,301 | 616,066 | 235 |
| WASCO CO LIBRARY DISTRICT | 638,481 | 613,733 | 24,748 |
| WASCO CO SOIL CONSERV | 195,475 | 195,405 | 70 |
| WASCO CO SOIL CONSERV UR | 189,704 | 182,351 | 7,353 |
| WASCO COUNTY | 4,114,950 | 4,113,475 | 1,475 |

| | | | |
|-------------------------|-------------------|-------------------|----------------|
| WASCO COUNTY UR 1 | 3,992,175 | 3,837,432 | 154,743 |
| WHITE RIVER HEALTH DIST | 68,773 | 68,686 | 87 |
| Totals | 17,492,001 | 17,074,051 | 417,950 |

Local Option Levy Amounts :

| Levy District Name | Before Compression | After Compression | Compression |
|-----------------------------|-----------------------|----------------------|---------------|
| DUFUR REC DIST - LOCAL OPTI | 44,915 | 24,244 | 20,671 |
| WHITE RIVER HEALTH - LOCAL | 137,545 | 74,242 | 63,303 |
| Totals | 182,460 | 98,486 | 83,974 |

| | Before | After | Compression |
|-------------------------------|-------------------|-------------------|------------------|
| Proposed Local Option: | 2,968,372 | 1,602,233 | 1,366,140 |
| Total Tax: | 20,642,836 | 18,774,771 | 1,868,065 |

34.1%

Timeline for a Wasco County road service district – Staff anticipates that if the board did approve the initiation of any kind of road service district, the question could be put before the voters by the November, 2014 election.

- ❖ Attached is a timeline developed by legal council from the Association of Oregon Counties:

“2014 District Formation Calendar”

Pros:

1. Restores sufficient funding. A road service district returns funding to the level where the county will once again be able maintain the entire transportation system. During the comparable “Safety Net” period, the Wasco County was recognized as having one of the finest road systems in the state. The paved roads had a Pavement Condition Index of 85 or greater, gravel roads were bladed as needed and material was available to be added, and the county bridges were kept in very good condition, with no load limited structures.

The county also had the funding to address a variety of other maintenance concerns such as drainage issues, provide vegetation management through brush cutting and spraying, and make important safety improvements like installing guardrail and widening road shoulders. Funds generated from the proposed district would enable the department to promptly begin working on returning the road system to that desired condition.

2. Sustainable, predictable and flexible. Establishing a road service district tax base would insure that the county transportation system had enough funding to be well maintained for many, many years. It assures that the extensive investment in the roads is protected and keeps the public trust as stewards of that investment. The proposed support level also includes some money for increases in materials or inflation, so even unanticipated cost increases would not immediately impact the ability to maintain the roads.

The unpredictability of the federal payments has been extremely challenging and has affected the department’s ability to accurately budget for materials and personnel. In many years, the department has budgeted for a certain amount of funding, only to see it cut or has anticipated no funding, but then received a token amount at the last minute. A tax base would eliminate those problems, and allow the county to get back to a conventional budget process and allow for predictable management of the roads system.

2014 District Formation Calendar

Note:

- Assumes final hearing date is the date the ballot measure must be sent to clerk to permit publication for ballot title challenge.¹
- All dates are last date to perform act unless noted otherwise. Dates falling on weekends are adjusted to the prior Friday.
- Does not include local ordinance or administrative deadlines, such as local newspaper deadlines for filing ordinances and deadlines for delivering packets to commissioners.

| | | |
|---------------|---|---|
| Mar. 31, 2015 | File proposed district boundary with Dept. of Revenue (Must be final and correct) | ORS 308.225 ORS 198.747 ORS 451.542 |
| Dec. 15, 2014 | File formation documents with Sec. of State, Dept. of Revenue, county clerk and assessor. (Within 10 days of entering establishment order) | ORS 198.780 ORS 198.872 |
| Dec. 4, 2014 | Last day for Board to enter order establishing district (Within 30 days of date of election) | ORS 198.820 ORS 451.435(4) |
| Nov. 4, 2014 | Election Day | ORS 254.056 |
| Sept. 8, 2014 | File arguments for county voters' pamphlet. (2nd business day after deadline for notice of measure election) | OAR 165-022-0010 |
| Sept. 4, 2014 | County governing body file notice of measure election to county clerk for primary election. (Election required if proposing permanent rate limit, 100 electors demand election or if including city in county road district) | ORS 254.095; ORS 254.103 ORS 255.085 ORS 371.060 |
| | Governing body to submit explanatory statement if county will publish a voters' pamphlet. (61st day before election) | OAR 165-022-0010 |
| Aug. 15, 2014 | File ballot title for formation with elections official. (To permit publication and ballot title challenge.) | ORS 255.235 Sec. of State Referral Manual |
| | Conduct final hearing on formation. ² (At least 20, but not more than 50 days after first hearing. To receive signatures calling for election). | ORS 189.810(1) |
| Aug. 12, 2014 | County clerk notify Secretary of State of intent to publish voter's pamphlet | OAR 165-007-0030 |
| Aug. 10, 2014 | Publish 2 nd notice of final hearing. (2 newspaper notices, at least 5 and 15 days before hearing) | ORS 198.810(2) ORS 198.730 |

¹ The Secretary of State has determined that a ballot measure must be adopted and published by the elections official well in advance of the actual measure filing deadline. This is to resolve any challenges to the wording of the ballot title before the filing deadline. An argument can be made that the ballot title may be adopted and sent to the elections official for publication at the conclusion of the first hearing on formation, with the second hearing held before the actual measure filing date. The more prudent course, however, is to hold the second hearing before the ballot title must be sent for publication.

² Note that if the measure includes a permanent rate limit, or is for a county road district that includes cities, an election is required regardless of whether signatures are filed. But the statutes still require a second hearing.

| | | |
|---------------|--|--|
| July 31, 2014 | Publish 1st notice of final hearing Post notice in three places (2 newspaper notices, at least 5 and 15 days before hearing) | ORS 198.810(2) ORS 198.730 |
| Jul 25, 2014 | Hold first hearing on formation proposal and adopt order approving formation | ORS 198.805 ORS 198.810(2) |
| July 21, 2014 | Publish 2 nd notice of first hearing. (2 newspaper notices at least 15 and 5 days before hearing.) | ORS 198.730(2) ORS 198.800(2) |
| July 11, 2014 | Publish 1 st notice of first hearing (Plus post notice in three places for 5 consecutive days.) | ORS 198.730(2) ORS 198.800(2) ORS 198.805 |
| June 26, 2014 | Adopt Order initiating formation and setting first public hearing. (Not less than 30 or more than 50 days before first hearing.) | ORS 198.835 ORS 198.840, ORS 198.800 ORS 451.435(3) |
| | Must have certified copy of city council resolution if district includes city. | ORS 198.720(1) ORS 198.835(3) |
| June 6, 2014 | First available day to initiate formation if hold first hearing on last available date. (Cannot initiate more than 50 days before first hearing.) | ORS 198.810(1) |

Note: all above dates are based on initiating formation on last available date: June 26. Dates must be adjusted if formation is initiated earlier.

The option of establishing a road service district is also the most flexible funding opportunity for the county to consider. If any of the cities within the county decline to be part of the district, then the proposed boundaries can easily be modified to reflect that decision. If the board feels that a temporary tax would be more prudent than a permanent rate, then a local option levy can be proposed with the road service district, in lieu of a permanent tax. In addition, if federal payments are reinstated or federal timber harvests are ever resumed, the board has the authority to reduce the tax rate for that budget year or series of years and could even decide to dissolve the district if a permanent alternative funding source for roads was found in the future.

3. Benefits to cities. Legal council from AOC has developed an option paper on the use of use of road service district funds on city streets.

❖ See attached opinion paper – “Use of ORS 451 Road Service District Funds in Cities”

4. Positive economic impact. County roads are vital to a healthy economy. They are the backbone of Oregon’s integrated road system. A well-maintained road system will continue to provide essential links for commerce and economic development, access to recreational areas for tourism, connectivity between city streets and state highways and critical routes for essential services.

- The road department takes care of almost 700 miles of roadway, which represents over 60% of the total transportation system in Wasco County.
- Based on actual traffic counts, Wasco County roads carry approximately 115,000 average daily trips. This figure equates to over 70 million vehicle miles traveled per day on county roads.
- The agricultural based trips help provide for the market haul of approximately 4,000,000 bushels of wheat, over 27,000 tons of sweet cherries, and almost 45,000 tons of alfalfa, hay and barley. Total yearly product value: \$105,000,000.
- County roads also directly impact the significant commercial haul of the Wasco County Landfill, which averages approximately 450,000 tons in waste disposals each year.

5. Safe for the public. The safety of the traveling public has always been the primary concern of the road department. It has been a considerable challenge to maintain the road system on an increasingly tight budget, while still addressing all the necessary safety concerns. If funding was restored, the goals and objectives for safety on county roads could readily be met:

Dan R. Olsen, Attorney at Law

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To: Tyler Stone, Administrative Officer
Wasco County

From: Dan R. Olsen, Attorney At Law

Date: Feb. 16, 2014

Re: Use of ORS 451 Road Service District Funds In Cities

Privileged and Confidential

Question: You have asked whether an ORS 451 county service district for roads that includes a city within its boundary may spend service district property tax revenues on city streets?

Brief Answer: Although there is no statute or case directly on point, the better conclusion is that a county service district for roads that includes a city, and which is expressly formed to provide for streets and roads county-wide, may use or authorize use of district funds on city streets.

A county service district is a separate body, although it is governed by the board of commissioners serving as the district board. As such, it probably cannot take advantage of grants of authority to counties, nor is it restricted by statutes limiting or regulating county authority. In other words, it largely stands on its own.

ORS 451.010 (1) (L) authorizes a county service district to be established regarding "roads". The term "roads" is not defined. In common parlance, city rights of way are referred to as streets. That term, however, is not defined in any relevant statute. In contrast, ORS 368.001 (6) , relating to county roads, defines a "road" as "the entire right of way of any public or private way" including "ways described as streets, highways, throughways or alleys." This is quite broad. Although not directly applicable to ORS chapter 451, it suggests that the term "roads" does not necessarily exclude "streets". *See also*, ORS 371.605 "road" has the meaning provided in ORS 368.001. *Cf.* ORS 801.010(3) governing body of city is road authority for all highways, roads, streets and alleys in city.

A Chapter 451 service district is formed to provide "service facilities" defined as "public installations, works or services provided in the county for any or all the purposes specified in ORS 451.010." Most importantly, ORS 451. 120 (1) states that the county court (presumably serving as the board of the district) , "may, for the protection of the health, safety and general welfare, prepare and adopt coordinated master plans for the development of service facilities... *to serve all areas within or served by the district.*" (Emphasis added) ORS 451.550 (6) provides that the district may, "Construct service facilities in and on any public street, highway or road and for this purpose enter upon the street, highway or road, make all necessary and proper excavations, and thereafter restore the street, highway or road to its proper condition. However, the consent of the appropriate city, county or state authorities, as the case may be, shall first be obtained and the conditions of such consent complied with." This clearly suggests that the district may provide services inside cities. Further, it would make little sense to construe ORS 451 as permitting a district to construct other facilities on or in street right of way, but not construct or maintain the streets themselves. *See also*, 451.550 (10) "[District may] do any act necessary or proper to the complete exercise and effect of any of its powers under ORS 451.410 to 451.610." Further, ORS 451.570 (1) states that, "For the protection of the public health, safety and general welfare, the district may adopt and enforce reasonable and necessary regulations for: (c) The cleanliness of roads and *streets* of the district." (Emphasis added). Authority to clean streets suggests that nothing prohibits a district from expending funds to maintain streets. *See also*, ORS 451.010 (c) authorizing district to provide street lighting.

In short, nothing in the statutes relating to ORS chapter 451 suggests that use of the term "roads" was intended to be exclusive of "streets".

In OP 2011-1 (March 9, 2011) the Attorney General was asked whether a county may provide county road funds to a city for use on city roads in exchange for the city providing the county with city general funds to help pay for the county jail. In this case, some specific statutes supported the conclusion that the exchange was proper. The Attorney General noted the general rule that a government may not spend (or provide) funds for a purpose beyond the government's "governmental interest". For example, a water district could not provide funds to a street lighting district, even if they entered into an intergovernmental agreement to do so. But the AG noted that the authority to spend funds for a particular purpose, however, need not always be explicit. The opinion cites several cases holding that a court should grant deference to the elected governing body to decide what is in the government's interest and not overturn a reasonable exercise of discretion regarding expenditures. *See, Churchill v. City of Grants Pass*, 70 Or 283, 289, 141 P 164 (1914); *Carruthers v. Port of Astoria*, 249 Or 329, 341, 438 P2d 725 (1968).

It is reasonable to conclude that, since all district residents will pay taxes to the district, the district has an interest in benefitting all of them, including maintenance of roads and streets inside cities within the district and in the unincorporated area of the district. County residents use city streets and vice versa. 34 Op. Att'y Gen 1005 (1970) (County could provide funds to city for park development as both city and county residents benefit.)

There are steps that the county and the district (when formed) should take to bolster the conclusion that the district may expend funds (or provide funds to the city to use) on roads (streets) inside a city that is within the boundary of the district:

1. The city council resolutions authorizing inclusion in the district should state the city's understanding that the district will provide funds or services for city roads (streets).
2. The feasibility report should explain the rationale and benefit of including city roads and the order initiating the formation process should expressly provide address providing funds for roads and streets. *See also* ORS 451.472 (District may construct, maintain and operate only those service facilities that were authorized upon formation.)
3. The district formation order, ballot title and, if any, explanatory statement also should clearly state that the district is authorized to maintain roads inside and outside cities.

If a challenge arose, a court likely would be hesitant to overturn the clear will and understanding of the voters absent some compelling prohibition that does not appear to exist.

4. ORS 451.485 provides that, prior to constructing facilities or providing services, the district board must adopt an order determining the services to be provided, how they will be financed and how costs are to be shared or services integrated if relevant. This order should expressly address city roads. This order is subject to referendum by the electors of the district, so it again provides an opportunity for the electors to object and by failing to do so, implicitly authorize the district's plan.

5. The district should enter into intergovernmental agreements with the cities inside the district, and the county, expressly authorizing and addressing how funds are to be allocated or expended. An IGA cannot authorize a prohibited expenditure, but does lend additional credibility to the authority of each member entity to act.

It should be noted that ORS 368.710 requires that 50% of a county wide local option tax imposed by a county for roads must be apportioned with the cities based on the ratio of taxable property in the city and county. This statute does not govern because the district is a separate entity and because it will levy a permanent rate, not a local option tax. Nevertheless, from a legal standpoint, unless there is

some overriding policy or financial reason not to, the ideal would be to use this formula, or to modify it by intergovernmental agreement with the relevant city.

Finally, I am compelled to mention that a misappropriation of funds, such as an expenditure on a purpose not allowed by law, can result in personal liability on the part of persons authorizing the expenditure. To incur liability, however, the unlawful expenditure must "constitute malfeasance in office or willful or wanton neglect of duty." Given that the better legal conclusion is that the district may expend funds on city streets, it is extremely unlikely that personal liability would result even if a challenge was successful.

Conclusion: Although a definitive answer cannot be given, it is probable that the district may provide, or provide funds for, roads (streets) inside cities. The district should be formed with that express understanding and authorization from the voters.

- Provide a road system that promotes the safety of current and future travel modes for all users.
- Provide a road system that allows for emergency vehicle access to all land uses.
- Reduce the incidence and severity of motor vehicle, bicycle and pedestrian crashes.

Because of its significance, the University of Portland engineering department has attempted to help quantify safety by calculating the financial loss from accidents on county roads in Oregon:

- Death: \$1.4 million per occurrence, Injury: \$70,000 per occurrence, Property Damage: \$9,000 per occurrence. These economic costs include wages and productivity lost, medical expenses, admin costs, insurance, legal costs, law enforcement costs, motor vehicle damage and costs to employers for crashes to workers.
- ❖ In 2012, there were 65 motor vehicle crashes on Wasco County roads. Those accidents resulted in one death, 52 injuries and 26 property damage claims.
- ❖ The total economic cost of those crashes: \$5.05 million dollars.

With the funding from a road service district, the county could purchase the materials and hire the personnel to be able to provide a comprehensive road maintenance program and provide a safe and sound road system for the public.

Cons:

1. Increases the financial burden on the local taxpayers. Wasco County currently has the 5th highest tax rate in the state at \$4.2523 per \$1,000 of assessed value. In addition, several other special districts have been approved, which further increases the tax burden. Many residents of the county are struggling in this current economy or are limited to a fixed income, and cannot afford to add to their expenses. Public support is needed to approve any new tax, so this proposal may not be viewed as a positive measure because of the increased financial impact. Additionally, by implementing a service district, only property owners would be charged. This proposal would not target the true users of the road system and could be seen as inequitable in this regard.

2. Competing tax measures. A proposed road service district might not be the only tax measure placed before the voters. There is real concern about taking competing ballot measures to the public and placing them in the potential position of having to decide between different services. The most likely event with that scenario is that both measures would be soundly defeated. In addition, a property tax is the sole option as a source of income for many entities, including any future districts. A countywide road service district may not be viewed very favorably when a vehicle registration fee or other funding opportunity is available as an alternative.
3. Compression. As stated previously, a county-wide road district would compete for property tax money with other non-school districts. Those districts are limited in their ability to levy taxes and are required to share a maximum of \$10.00 per \$1,000 of assessed value. This taxing limit may cause proportional compression and that amount of compression could increase as more and more districts attempt to get a share of the tax revenue.

Because there are currently six (6) districts in Wasco County under tax compression, any additional permanent taxes levied could negatively affect the entities relying on tax revenue in those districts. Five (5) of the districts in compression are located within The Dalles area and the other is in Maupin.

The county assessment and tax office has produced a report that attempts to analyze and calculate the additional compression that would result from adding a new county-wide road service district with a permanent rate. Their findings estimate that tax compression could at least double and a greater increase would not be farfetched.

Therefore, an additional tax at the level being sought for the roads could appreciably and significantly increase the tax loss for several government entities and could also impact such services as fire and rescue, parks and recreation and the county library.

Overall Impact/Summary:

After extensive research, staff has determined that forming a road service district would be the best option to provide an adequate and secure funding mechanism for the county road system.

- Service districts are geographically flexible because they afford great latitude to setting up the district boundaries.
- Service districts are financially flexible because of the variety of revenues that they are allowed to collect.
- Service districts also offer the greatest level of stability and administrative ease.

Staff Recommendation:

We recommend that the Board of Commissioners pursue placing a road service district on the November 2014 ballot for the following reasons:

1. A service district is the only funding option that has the authority to raise sufficient revenue in order to sustain an adequate level of system-wide road maintenance.
2. The funding from a road service district would ensure that the safety of the public and the economic value of the road system would be protected.
3. This option is the primary recommendation of the Road Advisory Committee, who recommends that a measure be put before the voters that would result in the formation of a road district, and provide authorization for a property tax levy sufficient to raise \$1.6 million dollars for Wasco County roads.

The commission could choose between the following road service district options:

- Form a county-wide road service district with a permanent tax rate of no less than \$1.23 per thousand. This option would provide \$1.6M for Wasco County and \$750K for the cities.
- Form an unincorporated area county road service district with a permanent tax rate of no less than \$2.03 per thousand. This option would provide \$1.6M for Wasco County and no funding for the cities.
- Form a county-wide road service district with a temporary tax rate (local option levy) of no less than \$1.50 per thousand. This option would provide \$1.6M for Wasco County and some funding for the cities of Dufur, Mosier and Antelope.

Conclusions:

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.

When the federal program began to expire, the county 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.

Compounding the revenue problem 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.

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

Currently, the road department has continued to streamline and curtail expenditures where possible. Even after those actions, there is still a significant budget shortfall. The amount of new funding needed to adequately maintain the county transportation system is approximately \$ 1.6 million dollars per year.

Staff has extensively researched several funding options and has explored a multitude of different scenarios. The final recommendation is to establish a road service district and take before the voters a property tax levy sufficient to raise \$1.6 million dollars annually for Wasco County roads. With those proposed taxes, the county can maintain and preserve the existing roads at a level that is practical, realistic and sustainable.

Without these funds, county roads will continue to deteriorate to the point where economic growth becomes choked, communities and neighborhoods become disconnected, tourism is discouraged and the ability to respond to safety requirements and the public's transportation needs becomes unmanageable.

APPENDIX A

FULL-TIME EMPLOYEES OR PART-TIME WORKERS

APPENDIX A

Sub-report: Comparing the value of hiring full-time employees or hiring part-time temporary workers as it relates to the road maintenance schedule and department productivity.

The purpose of this report is to help clarify the staff recommendation of hiring back full-time employees and to provide guidance to the board of commissioners regarding the need for and the value of that recommendation.

Current situation – Since the downsizing of 2007, when the county road department laid off 30% of their work force, the county has been slowly losing ground in maintaining the road system.

The reductions that were made in 2007 were based on the materials and staff needed to safely maintain the road system for only a short period of time. The fact that the condition of the roads has not completely deteriorated with limited materials and personnel over the past seven years is a tribute to the dedication and professionalism of the road crews.

The following schedule may better illustrate the challenge the road department is facing:

A year's worth of work:

January-February – Winter operations. All employees are assigned snow plow and sanding routes. Crews will typically start their work shift between 4:00am and 5:00 am. If not on snow routes, the crews are typically assigned to clear zone maintenance duties such as brush cutting and clearing.

March-April – Spring grading begins. Ten employees are assigned to grading gravel roads, the remainder are needed to haul maintenance rock and are also responsible for ditch maintenance and cleaning culverts. Also, all paved roads are broomed to remove sanding rock and debris from winter operations.

April-May – Preparing paved roads to receive chip seals. Crack sealing paved roads begins. All employees are needed to accomplish this work. Personnel are even pulled from outlying districts – Antelope, Wamic and Mosier. Continue ditch maintenance and culvert cleaning.

May-June – Continue prepping paved roads. Hot patching of the paved roads begins with one half of the crew assigned to this duty. The remainder of the crew will start paint striping work for other entities and also begin any guardrail or delineator work.

July-August – Chip seal paved roads. The entire road crew, including outlying districts is needed to accomplish this work. At times, even the sign specialist and engineers have been needed to help.

August-September – All chip sealed roads are broomed and prepped for paint striping. Wasco County roads are painted at this time, including all stop bars, cross walks, intersections, bicycle lanes and fog lines. Bridge maintenance work begins.

October-November-December – Fall grading of gravel roads begins – Ten employees assigned to these blade routes. Begin shoulder maintenance work on paved roads. Begin brush cutting and clearing, pre-winter operations.

In order to meet all of the necessary maintenance obligations, the road crews need to stick to a regimented schedule month to month and year to year. All current employees are used and are needed in order to be productive and meet the work schedule throughout the entire year.

The option of adding more miles to the chip seal program will mean more time will need to be scheduled in order to accomplish the required prep work - crack sealing and hot patching, and will result in more post chip seal work – brooming and paint stripe preparation.

This additional work would also affect the current maintenance schedule and realistically cannot be accomplished without negatively impacting the other maintenance activities, unless more full-time personnel are added.

The following will compare the capabilities and requirements of part-time workers to full-time employees:

Part-time workers – This section is split into two sections. The first will address an “unskilled” temporary worker. This could also include work-release prisoners or inmates. The second will speak to a “skilled” worker – typically a person holding a valid commercial driver license.

Unskilled temp – These types of workers have typically been college students or displaced general laborers. They do not hold a commercial driver license. These workers are very limited in the duties they can perform. In the past, the department has used these temps for traffic control and general labor such as brush cutting and clearing. Because of their inexperience, it is absolutely necessary that they be sufficiently trained in all road maintenance safety practices, in addition to the flagger class. In order to provide even the most basic of training, it will take approximately 2-3 days before they can begin to be safely placed with a work crew.

Overall, these types of workers are not able to assist the department during any type of activity that requires only equipment operators – grading, snow plowing, chip sealing, hot patching, etc. They simply do not possess the licenses and skills that are needed.

Unskilled part-time workers could be valuable as flaggers, as long as they possess the right temperament and attention span to deal with such issues as irate drivers, long days spent standing in one place, confused traffic, etc. They also need to fully understand the magnitude of their job – they are responsible for the safety and well being of everyone on the crew and all the traffic that enters the work zone. Many people are not cut out for this assignment.

Unskilled part-time workers can also perform well at some tasks such as brushing and clearing, although not all of them can be trusted with power tools right away. These workers must be conscientious and trustworthy. In fact, the best temporary workers would need very little supervision. If a skilled supervisor needs to watch them constantly, it would be more efficient not to have them on the crew.

This would appear to be the biggest issue with using inmates or work-release prisoners on the road crew. Many of these individuals cannot be sufficiently trusted to work alone or even as part of a team, and the road crew is not set up to monitor and police such people. The road department has “working” supervisors. When they are out with on a project, they are assigned specific tasks; they are not just there to watch the work.

Skilled temps – These workers should hold a valid commercial drive license with endorsements. In order to be truly useful, they should have experience in the construction industry and be able to operate a variety of heavy equipment. It is unknown how many local people that meet these criteria would be available. Local 701 – operating engineers in Portland, should have a pool of potential workers that would potentially fit this need, although the travel requirements may be prohibitive for them.

However, even an experienced worker from the union hall with a CDL will be required to have the basic training and instruction needed to be a safe member of the road crew and to properly operate the county equipment. In fact, the training required to work as an equipment operator is far more involved than that for a general laborer. In addition to the 2-3 days of basic safety training, the department also requires behind-the-wheel driver training with an experienced instructor. This can take another 1-2 days of instruction, depending on the skill of the operator, and for each type of equipment.

Additionally, there are several unique driving techniques that are essential before any employee can efficiently work on the road crew – loading and hauling rock from remote quarries, spreading (not dumping) maintenance rock for grading, hauling rock to the chip spreader (must drive very accurately in reverse for long stretches of road), hauling and dumping ditch waste, loading and hauling equipment on a lowboy trailer (requires tie down training), and driving dump truck with a pup trailer (the extra long tongue on the trailer can be challenging to turn and backup). Many of these techniques take several years to perfect and it would be unreasonable to assume that there is a ready pool of temporary workers that have these skills.

This list does not include all the other heavy equipment that the full-time road crew operates and is vital to perform the necessary day-to-day road maintenance – loader, motor grader, back hoe, crack sealer, roller, chip spreader, and many more.

There is also an assumption that part-time workers will be less costly than hiring full-time employees. Attached is a spreadsheet showing the cost comparison:

❖ See “Full-Time Employee v Part-Time Worker Costs”

Full-time employees – The benefits of full-time employees includes:

The time and effort expended towards safety and equipment training is not wasted. With hiring temporary workers, there is no long term return on the investment. The workers will be hired for a few weeks or months, get trained, perform their job duties, and then are dismissed when their time is up, taking their new experience and training with them. Later, when temporary help is again needed, the cycle will start all over again – hire temps, train them up, they leave.

Hiring full-time employees helps assure the safety of the crew and the wellbeing of the public is the primary concern for the department. Employees are part of a comprehensive and integrated safety program, not just trained in the bare minimums. This level of commitment is mandatory because of the inherent dangers associated with road work, and cannot be implemented over a few days or weeks.

Hiring full-time provides a pool of trained, seasoned employees to move up the ranks and assume leadership roles, as the other experienced employees retire. This need is especially critical in the outlying districts like Antelope and Wamic, where it may take several hiring efforts to find the right employee for those areas.

Full-time employees are not just hired guns. They are part of the road crew team, and have a vested, long-term interest in the quality of their work, and in increasing the efficiency and productivity of the department. With limited and very expensive resources, most projects must be performed perfectly, with only one chance to do so. You cannot redo a poor chip seal or cover-up a faulty bridge repair. Only experienced, practiced employees have the best chance of performing up to this standard – as they have proven over and over again for decades.

WASCO COUNTY PUBLIC WORKS
FULL TIME EMPLOYEE V PART TIME WORKER COSTS

(4) FULL TIME EMPLOYEES

| NAME/TITLE | STEP | BASE PAY | COLA | PERS UN +2003 | FICA .0765 | HEALTH INSURANCE | DENTAL INSURANCE | LONG TERM DISABILITY | 12 MONTHS GROSS PAY |
|-------------------------|------|-------------|-------------|------------------|------------|---------------------|---------------------|-------------------------|------------------------|
| | | \$14.70 | 1.0000 | 0.1972 | 0.0765 | 1.089 | | 0.0048 | |
| ROAD TECH II, FULL TIME | *1 | \$30,575.41 | \$30,575.41 | \$6,029.47 | \$2,339.02 | \$12,342.00 | \$634.00 | \$146.76 | \$52,066.66 |
| ROAD TECH II, FULL TIME | *1 | \$30,575.41 | \$30,575.41 | \$6,029.47 | \$2,339.02 | \$12,342.00 | \$634.00 | \$146.76 | \$52,066.66 |
| ROAD TECH II, FULL TIME | *1 | \$30,575.41 | \$30,575.41 | \$6,029.47 | \$2,339.02 | \$12,342.00 | \$634.00 | \$146.76 | \$52,066.66 |
| ROAD TECH II, FULL TIME | *1 | \$30,575.41 | \$30,575.41 | \$6,029.47 | \$2,339.02 | \$12,342.00 | \$634.00 | \$146.76 | \$52,066.66 |

| | |
|----------------------------|--------------|
| Total Cost (12 months): | \$208,266.66 |
| Monthly Cost (1 employee): | \$4,338.89 |
| Hourly Cost (1 employee): | \$25.03 |

(4) PART TIME WORKERS

| NAME/TITLE | STEP | BASE PAY | H & W | PENSION | TRAINING & OTHER | TOTAL HOURLY WAGE | 5 MONTHS GROSS PAY |
|---------------------|------|----------|--------|---------|---------------------|----------------------|-----------------------|
| OPERATOR, LOCAL 701 | Temp | \$33.71 | \$7.70 | \$4.05 | \$0.66 | \$46.12 | \$39,969.90 |
| OPERATOR, LOCAL 701 | Temp | \$33.71 | \$7.70 | \$4.05 | \$0.66 | \$46.12 | \$39,969.90 |
| OPERATOR, LOCAL 701 | Temp | \$33.71 | \$7.70 | \$4.05 | \$0.66 | \$46.12 | \$39,969.90 |
| OPERATOR, LOCAL 701 | Temp | \$33.71 | \$7.70 | \$4.05 | \$0.66 | \$46.12 | \$39,969.90 |

| | |
|--------------------------|--------------|
| Total Cost (5 months): | \$159,879.59 |
| Monthly Cost (1 worker): | \$7,993.98 |
| Hourly Cost (1 worker): | \$46.12 |

| | |
|--|--------------|
| Yearly Cost Difference for Full-time v Part-Time: | \$48,387.06 |
| Monthly Cost Difference for Part-time v Full-time: | (\$3,655.09) |
| Hourly Cost Differnec for Part-time v Full-time: | (\$21.09) |

The safe and efficient procedures for conducting road maintenance have been tried and tested. Using permanent, full-time employees is not some out-of-date working model that needs to be changed or modernized. It has been proven to be the best, most efficient way to conduct business.

Since 2007 the road department has been doing "more with less". The original plan was based on the idea that some form of alternative funding would be found by now. Yet, the road crew has made the reductions work and labored tirelessly to make the roads last for several years beyond that plan's expectations.

Performing road maintenance work is a profession and it should not be viewed as a low grade occupation. It takes specialized training and licensing. It requires a high degree of systematic knowledge, and an orientation towards teamwork and community, with a strong sense of service. Road department employees must possess a high level of self-regulation and initiative. Trying to utilize students, work-release inmates or even skilled temporary workers in lieu of full-time employees compromises these ideals and is truly not in the long term best interest of the public and would negatively impact the operations of the road department and ultimately the county transportation system.

APPENDIX B

VACATING COUNTY ROADS

APPENDIX B

Sub-report: The action of vacating county roads is viewed by some as a viable option for reducing the overall road maintenance costs. The thought is, if we reduce the number of miles of county roads in the county, we will then lower the level of revenue needed to maintain the remaining roads.

The purpose of this report is to expound on the process we must use to vacate roads and to help clarify which roads could be candidates for vacation. We will also explore any potential savings and the impacts to the citizens living along these roads.

Current situation - The financial loss of the fully funded SRS payments is roughly \$1.9 million. Future federal forest payments are being forecasted at \$100,000 to \$150,000. This loss represents the annual revenue needed to maintain the county road system to a good condition. Remaining at this lower level will not be sustainable and eventually the need for other measures will be imperative.

Vacating county roads does not address the loss of federal funding. This proposed action will simply reduce the miles of county roads system wide.

Road Right-Of-Way:

Most roads exist because someone provided the right-of-way. A person provides right-of-way to obtain a benefit, usually in the form of improved access to the property the person is developing.

When providing a road right-of-way the dedicator usually expects more than a place for vehicles to travel. They expect access to all portions of property along the road and the right-of-way used for location of utility facilities. Both are the primary additional functions served by most road right-of-way.

As some of the quiet rural roads became busy thoroughfares, the benefit of the road to abutting property owners changed and an increased general public benefit emerged. The road system of the county evolved into two parts. One part is made up of traffic-carrying routes; the other part consists of property access routes. Most routes serve part of both functions, but traffic-carrying routes work best if property access is minimized, and property access routes serve best if through traffic is minimized. Traffic –carrying routes make up the backbone of the county road system.

Functional Classification of Roads:

The functional classification of a roadway identifies the relative importance of the mobility and access functions for that roadway. Roadways in the highest functional class are freeways. Freeways are intended primarily to serve through traffic traveling relatively long distances and provide no access to adjacent land except by way of interchanges spaced at appropriate intervals. Arterials and collectors provide progressively less emphasis on mobility for through traffic and more emphasis on access to adjacent land. Local roads are intended to provide access to residences, businesses, farms and other abutting property and are not intended to serve through traffic, although a limited amount of through traffic may use some local roads.

The Federal Functional Classification of rural public roads is designated as:

- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local Access

The *Rural Local Access* roads will be discussed in more depth towards the end of this sub-report.

Vacation of Public Property:

A public area or a public interest in an area under county jurisdiction may be vacated when a county governing body determines *the public use is no longer required and that discontinuance of public usage would be in the public's interest*. Unless the owner consents, vacation of public lands is not allowed if the vacation would deprive the owner of a recorded property right the access necessary for the exercise of the recorded property right. This principle applies to county roads, local access roads and other properties.

Vacation Process and Procedures:

The vacation procedures outlined in ORS 368.326 to 368.366 may be followed by a county. The county may also refine or improve this procedure to meet local needs but supplemental county procedures may not conflict with other state laws or constitutional protection.

The vacation procedures apply to all property in the county that is outside cities, including private interests such as subdivisions plats.

The county or public interest usually pertains to roads but could involve a public square, trail, or any other public property.

ORS 368.326 to 368.366 contain procedures for vacation of public roads and other property. Vacation may be initiated by resolution of the county governing body or by petition of individuals. If by petition, acknowledged signatures of owners of 60 percent of the abutting land or 60 percent of the owners of abutting land must be included. A report of the proposed vacation must then be made by the county road official, notice must be given to owners of the abutting land and a hearing must be held to consider the proposed vacation. Notice and hearing are not required if the petition for vacation includes the signatures of the owners of 100 percent of the private property internal to the area to be vacated and owners of 100 percent of the land abutting any property involved and if the county road official files a written report that the vacation is in the public interest.

The procedure for road vacation is a lengthy process that could require a great deal of time and involvement from the Board of Commissioners, the Road Official and Administrative support. Other county departments will be informed of the request and they may or may not require further involvement. Outline of the procedure is:

A. Generally, a vacation is initiated by petition. The petition must include:

- A legal description of the road proposed to be vacated.
- A statement of the reasons for requesting the vacation of the road.
- Names and addresses of all persons affected by the road proposed to be vacated.
- Notarized signatures of the landowners supporting the proposed vacation.

B. The Board of Commissioners directs the Department of Public Works to prepare a Written report on the proposed vacation. The report must contain:

- An assessment of whether the vacation would be in public interest.
- A description of the ownership of the road proposed to be vacated.
- A description of the present use of the road proposed to be vacated.

C. The Board of Commissioners, upon receiving the report, will set a time for a Public Hearing. Notice requirements will be met if the petition contains less than 100 percent of the owners abutting the road to be vacated.

D. After considering the petition, the Public Works Department's assessment and any testimony from the public hearing, the Board of Commissioners will determine whether the vacation is in the public's interest and shall enter an order granting or denying the vacation of the road.

E. The governing body may determine ownership (vesting) of vacated property in the order or resolution vacating the property. Generally, vacated road right-of-way vests in the owner holding underlying title. When not otherwise provided, property usually vests by extending boundaries of abutting property to the center of the vacated property. Vacated public squares vest in the county.

The Road Official follows an Administrative Guide for vacation of county roads, public roads, subdivisions and other public property. There are three basic assumptions that apply for the basis of the study and report:

- A public right-of-way, for road or other use, is a public trust and should be considered as such prior to any recommendation for approval of its vacation.
- The fact that abutting property owners are in agreement for a proposed vacation does not necessarily mean that the vacation should be granted.
- A roadway has not been opened for a use in past years and should not be vacated if probable or possible future development could result in opening the roadway for use.

Not all, but some notable items to be considered in any vacation investigation are; terrain, location, benefit, development, denial of access, zoning, growth and utilities.

Which Roads to vacate?

This is a difficult subject to rationalize since the concept is completely opposite from how and why we have the road system we have today. However, for this evaluation, it has been mentioned that the roads for vacation should be the lesser traveled roads in the more rural areas. To use this scenario, those roads that fall in that category would be *Rural Local Access* roads. Since, there is no program or an accepted practice for deciding which roads should be targeting for vacation we decided to use a large portion of the rural local access roads. Instead of trying to decide what areas and which roads we decided to use all of the gravel roads in this functional classification for our analysis.

Potential Savings:

There are 331 miles of local access roads scattered throughout the county. Of which, 39 miles are paved and another 9 miles are classified as urban local roads. The remaining 292 miles are gravel roads. Of the 292 miles there are 121 roads.

Road vacations are processed by individual roads or road sections, not by the length of the road or total mileage. Therefore, in order to determine an estimated cost savings we need to compare the costs of the proceedings to vacate a road with the cost to maintain the road per mile.

- ❖ See "Road Vacation Costs" spreadsheet.

ROAD VACATION COSTS

STAFF TIME & OTHER COSTS

| | <u>LABOR (HRS)</u> | <u>HRLY RATE</u> | <u>TOTAL COST</u> |
|-----------------------|--------------------|------------------|-------------------|
| ROADMASTER | 16.00 | \$50.86 | \$813.76 |
| RD SURVEYOR | 2.00 | \$46.06 | \$92.12 |
| RD DEPT STAFF | 1.00 | \$43.54 | \$43.54 |
| GIS | 1.00 | \$43.54 | \$43.54 |
| EXEC ASSISTANT | 2.00 | \$33.61 | \$67.22 |
| OTHER DEPT (PLANNING) | 2.00 | \$30.00 | \$60.00 |
| BOC | 3.00 | \$40.00 | \$120.00 |
| NOTICES & POSTAGE | 3.00 | \$300.00 | \$300.00 |
| TOTALS: | 30.00 | | \$1,540.18 |

LOCAL ROADS IN WASCO COUNTY

| | | <u>COST TO MAINTAIN</u> | <u>COST TO VACATE</u> | <u>STAFF TIME TO VACATE</u> |
|----------------------------------|-----|-----------------------------|---------------------------|---------------------------------|
| | | \$695.00 | \$1,540.18 | 30.00 |
| Total Local Road miles: | 331 | | | |
| Miles of Rural Local Roads: | 322 | | | |
| Miles of Urban Local Roads: | 9 | | | |
| Miles that are paved: | 39 | | | |
| Miles that are gravel: | 292 | | | |
| No. of Rural Local gravel roads: | 121 | \$202,940 | \$186,362 | 3630 |

Summary:

The staff time and other costs for processing a road vacation was estimated based on the process outlined in ORS 368.326 to 368.366. The procedure mandates specific duties and requirements by county staff and Commissioners. The process is very time consuming and generates a considerable amount of costs. For this exercise, we estimated 30 hours of combined staff time to vacate one road. Using an estimated hourly rate for staff with an additional cost for notice and postings the total comes to \$1,540 for one road vacation. With 121 different roads requiring 121 separate hearings the staff costs were \$186,362 and the total hours spend was 3,630.

The estimated cost to maintain a gravel road is \$695 per mile. This cost includes crushed rock. The total for all 121 roads comes to \$202,940.

In this scenario, the cost savings for vacating 121 roads is minimal or none at all when compared to the time and effort it would take to achieve these vacations.

We will be creating various new problems by vacating rural roads for the purpose of reducing the road system. We will receive opposition from the general public on most, if not all rural county roads. The lesser traveled roads in rural areas are necessary roadways because they provide access to residences, businesses, farms and other abutting properties. People use these roads for various reasons. For example, the seldom used road in the wheat farming country suddenly has a great deal use during harvest time. This is true in most rural areas for recreation and other agriculture use.

We also must remember that a good county road system is a critical component of a healthy economy. To serve its purpose, our county roads must be in good physical condition and provide a high degree of connectivity and efficiency. Our road system is also important to our economy in times of local and national crisis. All modes of moving goods and services in this county are necessary to our everyday life.

EXHIBIT A

COUNTY OPTION VEHICLE REGISTRATION FEES

INFORMATION SHEETS



County Option Vehicle Registration Fees Information Sheet



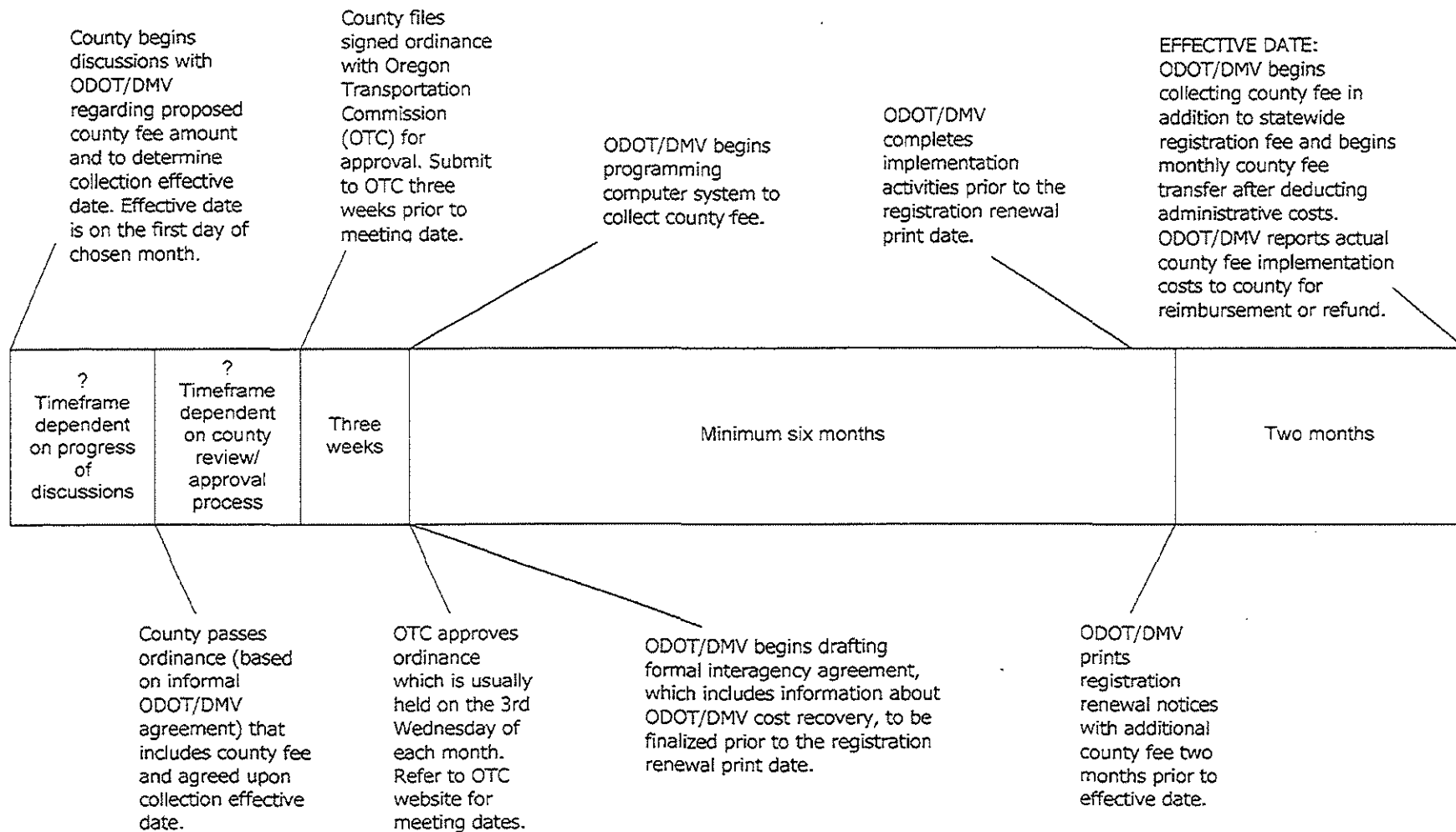
| | |
|--------------------------------------|---|
| Background | <ul style="list-style-type: none"> • A county registration fee enacted on or after July 1, 2013, is no longer restricted to replacing Portland's Sellwood Bridge. • A county with a population of more than 350,000 may enact a local option registration fee by ordinance without elector approval. A county with a population less than 350,000 must receive elector approval to enact the fee. • The local option fee must be a fixed, whole amount regardless of vehicle type and cannot exceed more than \$43 per year. The fee is imposed on all registered vehicle types with the exception of those exempted by statute under ORS 801.041(3). • ODOT/DMV will determine if a county fee applies by examining county situs (vehicle address), then residence address, and then mailing address. A residence address is required to register vehicles. • The county is responsible for resolving any disputes with registered vehicle owners regarding the applicability of a county registration fee. • Two or more counties can act jointly to collect a fee, but an enacted ordinance (or elector approval) from each county must be filed with ODOT/DMV and specify how to distribute the money. |
| Planning | <ul style="list-style-type: none"> • A county ordinance that specifies a county fee and collection effective date must be filed and approved by the Oregon Transportation Commission prior to ODOT/DMV starting any implementation activities. • A county enacting a county fee must enter into an interagency agreement with ODOT/DMV before any fee collection begins. ODOT/DMV will initiate the interagency agreement process upon request of the county. • County registration fees are tied to the statewide registration period, and registration renewal notices are printed and mailed to vehicle owners several months before registration expires. The county fee must take effect several months before the affected registration period begins. <i>[Example: A county fee takes effect in July for vehicles with a registration period beginning in September, since vehicle owners renewing registration ahead of time must pay county fees for vehicle registration periods of September to September.]</i> • ODOT/DMV requires a minimum of six months to implement a new county registration fee. The timeline will be negotiated and specified in the interagency agreement according to workload requirements of the department. |
| Costs and Administrative Fees | <ul style="list-style-type: none"> • ODOT/DMV costs to implement a county's local option registration fee must be paid by the county. The county can pay upfront or have the amount deducted from their monthly ODOT transfer(s). Selected payment option must be included in the interagency agreement between the county and ODOT/DMV. • ODOT/DMV estimates its cost to add a county registration fee at \$40,000. ODOT/DMV will track all implementation costs and only charge actual costs incurred to implement the county fee. • ODOT/DMV deducts a per transaction administrative fee for the collection, processing, deposit and transfer of county fees (ORS 802.110(f)). The fee is determined by ODOT/DMV and is specified in the interagency agreement. It is subject to change periodically, but only upon amending the agreement. • ODOT/DMV will deduct actual costs incurred by ODOT/DMV for monthly debit/credit card merchant fees paid for the county fee portion of any registration transaction (currently limited to online renewals and renewals at DEQ emissions testing stations). |

For further information, please contact:

Lori Bowman, DMV Vehicle Programs Manager
503-945-5257, Lori.j.bowman@state.or.us

DMV/August 2013

County Option Registration Fees Process Timeline



For further information, please contact:
 Lori Bowman, DMV Vehicle Programs Manager
 503-945-5257, Lori.j.bowman@state.or.us

DMV/August 2013

COUNTYWIDE VEHICLE REGISTRATION FEE

Effective June 15, 2013

A new revenue source, such as a County Vehicle Registration Fee, could partially replace the lost revenue from the federal lands the counties once enjoyed; it would at least help slow what may become a rapid deterioration of county road and bridge infrastructure.

Currently in Oregon, vehicle registration fees cost \$43 per year (\$86 biannually) for passenger vehicles. While state gas taxes total 30 cents per gallon, gas taxes are a declining revenue source as vehicles have become more fuel efficient so fewer gallons of gas are being consumed.

Oregon law, effective July 1, 2013, allows counties to enact a vehicle registration fee in an amount not to exceed the current state fee.

WHO WOULD PAY THE COUNTY VEHICLE REGISTRATION FEE?

The Oregon law (ORS 801.041) requires the county ordinance imposing a county vehicle registration fee to apply to all vehicle classes except for those vehicle classes specifically exempted by the law. The law provides that a county vehicle registration fee must be imposed on the following vehicle classes: passenger vehicles including electrical vehicles and hybrid vehicles, motorcycles and mopeds, trucks, pickups and vans weighing 26,000 pounds or less, and light trailers and trailers for rent. The following is a partial list of vehicles that the law exempts from the fee: commercial buses and school buses, farm trucks and trucks weighing over 26,000 pounds, snowmobiles and Class I ATVs, vehicles registered by disabled veterans, antique vehicles, government-owned vehicles, travel trailers, campers and motor homes.

WHAT IS THE AMOUNT OF THE COUNTY VEHICLE REGISTRATION FEE?

Oregon law (ORS 803.445) limits the amount of the fee that counties may impose on eligible registered vehicles. The amount of the county fee may not exceed the amount of the fee imposed by the State of Oregon under ORS 803.420 (1), or "\$43 for each year of the registration period" regardless the vehicle type. For administrative purposes DMV notes that it is a lot easier for them to collect a consistent fee for all vehicles. Additionally, ORS 801.041(4) requires that a registration fee imposed by a county must be a fixed fee and must be a whole dollar amount.

A county will need to work with DMV before the ordinance is passed since the ordinance must include the amount of the county's fee and the effective date of the fee.

HOW WILL THE COUNTY VEHICLE REGISTRATION FEE BE COLLECTED?

The law directs the Department of Transportation to collect the county option fee with the state's fee and transfer the revenue to the county according to an established administrative rule. The county imposing the county vehicle registration fee must submit a signed copy of the county ordinance to the Oregon Transportation Commission and enter into an intergovernmental agreement with the department to collect the county registration fees, pay them over to the county and allow for any appropriate credits. The department mails vehicle registration renewal notices to owners anywhere from six to eight weeks prior to registration expiration. This means that the programming and collection processes must be in place more than two months prior to the effective date of the county-option fee. DMV notes that it will likely take a minimum of six months to complete the programming and other activities to implement the county's fee.

WHAT COSTS ARE ASSOCIATED WITH THE IMPOSITION OF A COUNTY VEHICLE REGISTRATION FEE?

Most of ODOT's set-up costs were paid for when Multnomah County established its \$19 local option vehicle registration fee in 2010. In accordance with ORS 801.043, the \$230,957 DMV implementation costs were charged against the counties' share of the State Highway Fund before the distribution of the funds to individual counties. In other words, all counties paid for the implementation of the program. The DMV costs for other counties in the future to impose the local option fee should be significantly less than the initial cost of setting up the program.

There will be costs to add each county's local option fee into the DMV system and to put a process in place to identify and collect from vehicle owners within the new county. DMV reports that the cost could vary depending on whether more than one county implemented at the same time.

In addition to the set-up costs, Multnomah County pays an administrative fee to DMV of \$0.08 per transaction. The fee is subject to change. A participating county will also be responsible for paying its portion of the credit/debit card merchant fees for online registration renewal transactions.

WHICH COUNTIES CAN ENACT THE COUNTY VEHICLE REGISTRATION FEE AND WHICH MUST SUBMIT THE ORDINANCE TO THE VOTERS?

Effective July 1, 2013, the law authorizes counties with a population of 350,000 or more to enact a county vehicle registration fee ordinance without a vote of the voters of the county. Based on the latest county population estimated, four of Oregon's 36 counties can enact such an ordinance: Clackamas, Lane, Multnomah and Washington. The remaining 32 counties must submit a county vehicle registration fee ordinance to the voters of the county for consideration at a countywide election.

WHICH COUNTIES CURRENTLY HAVE COUNTY VEHICLE REGISTRATION FEES?

In 2009 the Multnomah County Board of Commissioners adopted a \$19 per year County Vehicle Registration Fee that will be used exclusively to design and replace the aging Sellwood Bridge across the Willamette River. Multnomah County also has a 3 cent per gallon gas tax.

CAN MULTIPLE COUNTIES IMPOSE A COUNTY VEHICLE REGISTRATION FEE?

The law provides that two or more counties may act jointly to impose a county vehicle registration fee. The ordinance of each county must provide for the distribution of the moneys collected through the joint registration fee.

HOW MUCH OF THE COUNTY VEHICLE REGISTRATION FEE MUST BE SHARED WITH THE CITIES?

The law (ORS 801.041) requires the county imposing the ordinance after July 1, 2013 to share the county vehicle registration fee revenue with the cities within the county. The county must allocate at least 40 percent of the moneys to cities within the county unless a different distribution is agreed upon by the county and the cities within the jurisdiction of the county.

ARE THERE OTHER LIMITATIONS ON USE OF FUNDING?

Article IX, Section 3a of the Oregon Constitution restricts the use of revenue from taxes on the use of motor vehicles and on motor vehicle fuel exclusively for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets, and roadside rest areas in this state. This exclusive use would apply on the use of any county vehicle registration fees

ARE THERE OTHER POSSIBLE LOCAL REVENUE SOURCES A COUNTY MAY CONSIDER?

Yes, counties have other revenue raising options available which in most instances require a countywide vote unless the county's home rule charter or State statutes authorizes the enactment of a revenue measure without a vote. The following is a partial list of other revenue-raising measures available to counties:

- **County Gas Tax.**¹ A county gas tax must be imposed by ordinance and approved by the voters of the county unless enactment is authorized under the county's charter. Two counties currently have county gas taxes, Multnomah County (3 cents per gallon) and Washington County (1 cent per gallon).
- **Local Option Ad Valorem Tax Levy for Roads.** A countywide property tax levy for roads must be approved by the voters and must be shared with cities and road districts.
- **Intergovernmental Entity for Transportation Facilities.** The law authorized the creation of such an entity subject to voter approval and provides broad funding authority for financing the operation, maintenance, repair and modernization of all types of transportation facilities including bonding authority.
- **County Service District for Roads.** District may be established by the voters with a permanent tax rate and may levy local option taxes. It may be also authorized to impose service or user charges, connection charges, district ad valorem taxes, sell bonds, local option taxes or any combination thereof.
- **Road Utility Fee.** County with voter approval may impose a road utility fee for county road maintenance, preservation and construction cost by county ordinance. The major challenge in using a road utility fee is the method of collecting the fee.
- **Bonded Indebtedness for County Roads.** The law offers a county several options in bonding for road maintenance and improvements subject to the approval of the county voters.
- **Improvement of Streets and Roads in Unincorporated Areas.** A county by resolution or petition of property owners may maintain or improve a county road or roads and assess the cost of the improvements to the benefited properties.
- **System Development Charges.** The law authorized a county to impose SDCs for present and/or future capital improvements to meet additional capacity requirements of a new development.
- **Transportation Impact Fee (or Traffic Impact Fee).** By voter-approved county ordinance, a county may establish a transportation or traffic impact fee instead of SDC fees. Washington County voters have approved a transportation impact fee ordinance.

WHAT OTHER OREGON JURISDICTIONS HAVE IMPLEMENTED LOCAL REVENUES?

Twenty three Oregon agencies have adopted a transportation or street utility fee. The cities of Ashland, Bay City, Canby, Clatskanie, Corvallis, Dufur, Eagle Point, Grants Pass, Hillsboro, Hubbard, La Grande, Lake Oswego, Medford, Milwaukie, North Plains, Oregon City, Philomath, Phoenix, Talent, Tigard, Tualatin, West Linn, and Wilsonville all have a Transportation or Street Utility Maintenance Fee.

Gas taxes are collected by Multnomah County (3 cents per gallon) and Washington County (1 cent per gallon), there are also 22 Oregon cities with gasoline taxes between 1 to 5 cents per gallon. The cities are Astoria, Canby, Coburg, Coquille, Cornelius, Cottage Grove, Dundee, Eugene, Hood River, Milwaukie, Newport, Oakridge, Sandy, Sisters, Springfield, Stanfield, The Dalles, Tigard, Tillamook, Veneta, Warrenton and Woodburn.

¹ The Oregon Jobs and Transportation Act of 2009 (Chapter 865, Oregon Laws, 2009) prohibited cities, counties or other local governments from enacting or amending any ordinance imposing a tax on motor vehicle fuel from October 2009 to January 2, 2014, and further requires cities, counties or other local governments to first seek voter approval before levying a tax on motor vehicle fuel on or after January 2, 2014.

EXHIBIT B

COUNTY OPTION VEHICLE REGISTRATION FEE

ESTIMATED REVENUES

Estimated Local Option Vehicle Registration Fee Revenues

Revenues per Year

Based on Vehicle Registrations Effective December 31, 2012

motor carrier transportation division

| COUNTY | PASSENGER | TRUCK | LIGHT TRAILER | FOR-RENT TRAILER | MOTOR CYCLE | TOTAL ELIGIBLE REGISTRATIONS | MOTORCYCLE FEES AT \$43 | ALL OTHER FEES AT \$43 | Available after Sharing 40% With Cities | Vehicles Exempted by ORS 801.041 | | | | | | | | | |
|------------|-----------|-------|---------------|------------------|-------------|------------------------------|-------------------------|------------------------|---|----------------------------------|------------|---------------|----------------|--------|------------|-------------------|-------------|--------------|---------------|
| | | | | | | | | | | BUS | FARM TRUCK | HEAVY TRAILER | TRAVEL TRAILER | CAMPER | MOTOR HOME | GOVERNMENT EXEMPT | MCTD COMM'L | MCTD PRORATE | MCTD SUBTOTAL |
| BAKER | 17,402 | 164 | 1,733 | 0 | 698 | 19,997 | \$30,014 | \$829,857 | \$497,914 | 27 | 313 | 1,618 | 1,029 | 172 | 342 | 492 | 138 | 106 | 244 |
| BENTON | 65,868 | 504 | 3,083 | 0 | 2,750 | 72,205 | \$118,250 | \$2,986,565 | \$1,791,939 | 157 | 444 | 1,513 | 1,742 | 406 | 998 | 1,581 | 278 | 105 | 383 |
| CLACKAMAS | 325,677 | 3,611 | 17,475 | 12 | 14,023 | 360,798 | \$602,989 | \$14,911,325 | \$8,946,795 | 240 | 1,966 | 23,938 | 8,917 | 1,943 | 4,701 | 3,966 | 1,022 | 5,159 | 6,181 |
| CLATSOP | 36,193 | 400 | 1,756 | 0 | 1,440 | 39,789 | \$61,920 | \$1,649,007 | \$989,404 | 16 | 77 | 1,177 | 1,076 | 112 | 506 | 908 | 119 | 216 | 335 |
| COLUMBIA | 50,820 | 417 | 3,815 | 0 | 2,556 | 57,608 | \$109,908 | \$2,367,236 | \$1,420,342 | 47 | 196 | 2,078 | 2,164 | 413 | 1,006 | 779 | 128 | 417 | 545 |
| COOS | 60,155 | 713 | 3,984 | 1 | 2,564 | 67,417 | \$110,252 | \$2,788,679 | \$1,673,207 | 74 | 387 | 2,590 | 2,956 | 326 | 1,606 | 1,257 | 624 | 222 | 846 |
| CROOK | 23,010 | 196 | 2,472 | 0 | 821 | 26,499 | \$35,303 | \$1,104,154 | \$662,492 | 10 | 268 | 3,008 | 1,579 | 296 | 635 | 430 | 158 | 355 | 513 |
| CURRY | 23,887 | 231 | 1,773 | 0 | 930 | 26,821 | \$39,990 | \$1,113,313 | \$667,988 | 10 | 105 | 832 | 1,148 | 125 | 711 | 597 | 119 | 143 | 262 |
| DESCHUTES | 157,079 | 1,792 | 12,238 | 0 | 8,081 | 179,190 | \$347,483 | \$7,357,687 | \$4,414,612 | 165 | 251 | 5,422 | 6,974 | 1,641 | 4,190 | 2,035 | 782 | 219 | 1,001 |
| DOUGLAS | 106,544 | 1,377 | 7,575 | 17 | 4,494 | 120,007 | \$193,242 | \$4,967,059 | \$2,980,235 | 211 | 643 | 5,207 | 5,280 | 693 | 2,552 | 1,842 | 958 | 544 | 1,502 |
| GILLIAM | 2,302 | 15 | 232 | 0 | 77 | 2,626 | \$3,311 | \$109,607 | \$65,764 | 17 | 124 | 378 | 148 | 16 | 33 | 175 | 59 | 15 | 74 |
| GRANT | 8,056 | 117 | 858 | 0 | 284 | 9,315 | \$12,212 | \$388,333 | \$233,000 | 6 | 168 | 915 | 458 | 86 | 152 | 374 | 96 | 36 | 132 |
| HARNEY | 7,833 | 122 | 841 | 0 | 253 | 9,049 | \$10,879 | \$378,228 | \$226,937 | 4 | 232 | 1,104 | 426 | 70 | 135 | 455 | 58 | 23 | 81 |
| HOOD RIVER | 23,889 | 251 | 1,223 | 26 | 1,216 | 26,605 | \$52,288 | \$1,091,727 | \$655,036 | 19 | 262 | 865 | 598 | 121 | 371 | 620 | 72 | 157 | 229 |
| JACKSON | 182,409 | 2,273 | 10,809 | 13 | 9,271 | 20 | | | | | | | | | | | | | |

County, City and District Referral Manual

Published by

Elections Division
255 Capitol St NE Suite 501
Salem OR 97310-0722

☎ 503 986 1518
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tty 1 800 735 2900
www.oregonvotes.gov



2014

Secretary of State
Kate Brown

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|--------------------------------------|-----------|
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Getting Started

This manual describes the procedures necessary for placing a county, city or district referral on the ballot.

The procedures for filing a referral are explained in the following sections. It is very important to review the procedures thoroughly and follow the instructions completely.



Local charter or ordinance requirements do not supersede state statutes relating to ballot title format or the statement of measures filed under ORS 254.095, 254.103 and 255.085.



Failure to follow the instructions contained in this manual may result in the removal of the referral from the ballot.



All required forms are available online at www.oregonvotes.gov.

For assistance, contact:



Local elections official

or

Elections Division
255 Capitol St NE Suite 501
Salem OR 97310



503 986 1518
fax 503 373 7414



elections.sos@state.or.us
www.oregonvotes.gov



1 866 673 VOTE/673 8683
se habla español

tty 1 800 735 2900
for the hearing impaired

Icons used in this manual



alert icon

indicates alert; warning; attention needed



deadline icon

indicates a deadline



form icon

indicates a reference to a form



info icon

indicates additional information















search icon

indicates information located elsewhere















The 2014 County, City and District Referral Manual and associated forms are adopted by Oregon Administrative Rule No. 165-014-0005.

2014 Filing Deadline Calendar

|  Last day for | March 11 | May 20 | September 16 | November 4 |
|---|-------------|-------------|--------------|-------------|
| County Elections Official to Publish | | | | |
| → notice of district board election (ORS 255.075) | November 30 | February 8 | June 7 | July 17 |
|  Regular district elections are generally held in May of odd numbered years. Districts should contact the county elections official of the county in which the district's administrative office is located for election information. | | | | |
| District Candidates to file with County Elections Official | | | | |
| → verified signatures or \$10 filing fee (ORS 255.235) | January 9 | March 11 | July 17 | August 26 |
| County or City Governing Body to file with Local Elections Official: | | | | |
| → ballot title for publication of notice or | December 20 | February 28 | June 27 | August 15 |
| → referral text for drafting of ballot title | | | | |
| Local Governing Body to file with County Elections Official: | | | | |
|  Form SEL 801 Notice of Measure Election - County | January 9 | March 20 | July 17 | September 4 |
|  Form may only be filed upon completion of the ballot title challenge process | | | | |
|  Form SEL 802 Notice of Measure Election - City | January 9 | March 20 | July 17 | September 4 |
|  Form may only be filed upon completion of the ballot title challenge process. | | | | |
| and | | | | |
|  Statement of Candidates- City | January 9 | March 20 | July 17 | September 4 |
|  Deadline is set by charter, ordinance and/or statute. | | | | |
|  Form SEL 803 Notice of Measure Election – District | January 9 | March 20 | July 17 | September 4 |
|  May not be filed until after the deadline for the immediately preceding election has passed. | | | | |
|  The County Elections Official publishes notice of election in the next available edition of newspaper in electoral district unless otherwise required by charter, ordinance and/or statute. | | | | |
|  The ballot title process including publication of receipt of ballot title and challenge process may occur after the filing deadline. | | | | |
| Filing Candidate Statements with the County Elections Official: | | | | |
| → for inclusion in county voters' pamphlet if the candidate files candidacy with County Elections Official. | January 13 | March 13 | July 21 | August 28 |
| → for inclusion in county voters' pamphlet if the candidate files candidacy with governing body other than county clerk | January 13 | March 24 | July 21 | September 8 |
| Filing Measure Arguments with the County Elections Official: | | | | |
| → for inclusion in county voters' pamphlet | January 13 | March 24 | July 21 | September 8 |

2015 Filing Deadline Calendar

|  Last day for | March 10 | May 19 | September 15 | November 3 |
|---|-------------|-------------|--------------|-------------|
| County Elections Official to Publish | | | | |
| → notice of district board election (ORS 255.075) | November 29 | February 7 | June 6 | July 25 |
|  Regular district elections are generally held in May of odd numbered years. Districts should contact the county elections official of the county in which the district's administrative office is located for election information. | | | | |
| District Candidates to file with County Elections Official | | | | |
| → verified signatures or \$10 filing fee (ORS 255.235) | January 8 | March 19 | July 16 | September 3 |
| County or City Governing Body to file with Local Elections Official: | | | | |
| → ballot title for publication of notice or | December 19 | February 27 | June 26 | August 14 |
| → referral text for drafting of ballot title | | | | |
| Local Governing Body to file with County Elections Official: | | | | |
|  Form SEL 801 Notice of Measure Election - County | January 8 | March 19 | July 16 | September 3 |
|  Form may only be filed upon completion of the ballot title challenge process | | | | |
|  Form SEL 802 Notice of Measure Election - City | January 8 | March 19 | July 16 | September 3 |
|  Form may only be filed upon completion of the ballot title challenge process. | | | | |
| and | | | | |
|  Statement of Candidates- City | January 8 | March 19 | July 16 | September 3 |
|  Deadline is set by charter, ordinance and/or statute. | | | | |
|  Form SEL 803 Notice of Measure Election – District | January 8 | March 19 | July 16 | September 3 |
|  May not be filed until after the deadline for the immediately preceding election has passed. | | | | |
|  The County Elections Official publishes notice of election in the next available edition of newspaper in electoral district unless otherwise required by charter, ordinance and/or statute. | | | | |
|  The ballot title process including publication of receipt of ballot title and challenge process may occur after the filing deadline. | | | | |
| Filing Candidate Statements with the County Elections Official: | | | | |
| → for inclusion in county voters' pamphlet | January 12 | March 23 | July 20 | September 8 |
| Filing Measure Arguments with the County Elections Official: | | | | |
| → for inclusion in county voters' pamphlet | January 12 | March 23 | July 20 | September 8 |

Referrals

A referral is a resolution prepared by a county, city or district governing body to place a measure on the ballot for voters of the jurisdiction to decide.

In order for any referral to appear on the ballot all of the following must occur:

- drafting of ballot title
- publication of notice of receipt of ballot title
- completion of ballot title challenge period and if challenged completion of the ballot title review by circuit court
- drafting of explanatory statement if county is producing a voters' pamphlet



An explanatory statement is an impartial, simple and understandable statement explaining the measure and its effect.



See OAR 165-022-0040 available at www.oregonvotes.gov.

and

For county and city referrals

- certification of final ballot title and explanatory statement to the county elections official

County Referral Process

Once a county governing body adopts a resolution referring a measure for the voters to decide a ballot title must be drafted.

Ballot Title

ORS 250.185

A ballot title is a concise and impartial statement that will be printed on the ballot summarizing the measure and its major effect. The ballot title may be prepared by:

- county governing body
- or
- district attorney

County Governing Body

If a county governing body prepares a ballot title, it must comply with all statutory requirements and be filed with the county elections official for publication in the next available edition of a newspaper of general circulation in the county.



See Ballot Title preparation on page 12.

District Attorney

If a county governing body does not prepare its own ballot title the county elections official forwards two copies of the referral to the District Attorney to prepare a ballot title.

After receiving copies of the text of the referral, the District Attorney must prepare a ballot title and file it with the county elections official for publication in the next available edition of a newspaper of general circulation in the county.



See Publication of Notice on page 12.

Certification of Referral to Ballot

ORS 254.103

The county governing body must file the final ballot title, certifying the challenge process is complete on the following form:



Form SEL 801 Notice of Measure Election – County



Form SEL 801 must be accompanied by an explanatory statement if required the county is producing a voters' pamphlet

After receiving a county referral, the county elections official assigns a measure number.



Ballot measure numbers will not be repeated. If the measure is later removed from the ballot, the measure number will not be re-used.

Withdrawal of Referral

To withdraw a referral, a county governing body must complete and file with the county elections official:



Form SEL 804 Withdrawal - Notice of Measure Election



The SEL 804 must be submitted no later than the 61st day before the election.

County Referral Steps

Governing Body does not prepare ballot title

County Governing Body

- 1 begins process by filing with County Elections Official:
 - (i) text of referral
 - (j) 80th day before the election

District Attorney

- 3 prepares and files ballot title that impartially summarizes the referral and its major effect
 - (j) 5th business day after receipt

Registered Voter (steps not required)

- 5 who is dissatisfied with ballot title can petition Circuit Court for review
 - (j) 7th business day after ballot title filed
- 6 notifies County Elections Official of Circuit Court petition
 - (j) 5pm 1st business day after the petition is filed with the Circuit Court

County Governing Body

- 8 files referral with final ballot title and includes an explanatory statement, if the county is producing a voters' pamphlet, with the County Elections Official
 - (i) SEL 801 Notice of County Measure Election
 - (j) 61st day before the election

County Elections Official

- 2 forwards two copies of the referral to District Attorney for preparation of ballot title
 - (j) next business day after receipt of referral
- 4 publishes receipt of ballot title
 - (j) next available edition of a newspaper of general circulation in the county
 - (i) In addition, the notice may also be published on the county's web site for a minimum of seven days.
- 7 forwards final ballot title to County Governing Body
 - (j) next business day after receipt of final ballot title
- 9 assigns measure number
 - (j) any time after deadline to file notice of measure election

Governing Body prepares ballot title

County Governing Body

- 1 begins process by filing ballot title prepared by governing body with County Elections Official:
 - (j) 80th day before the election

Registered Voter (steps not required)

- 3 who is dissatisfied with ballot title can petition Circuit Court for review
 - (j) 7th business day after ballot title filed
- 4 notifies County Elections Official of Circuit Court petition
 - (j) 5pm 1st business day after the petition is filed with the Circuit Court

County Governing Body

- 6 files referral with final ballot title and includes an explanatory statement, if the county is producing a voters' pamphlet
 - (i) SEL 801 Notice of County Measure Election
 - (j) 61st day before the election

County Elections Official

- 2 publishes receipt of ballot title
 - (j) next available edition of a newspaper of general circulation in the county
 - (i) In addition, the notice may also be published on the county's web site for a minimum of seven days.
- 5 forwards final ballot title to County Governing Body
 - (j) next business day after receipt of final ballot title
- 7 assigns measure number
 - (j) any time after deadline to file notice of measure election

Ballot Title Process

A ballot title is a concise and impartial statement that will be printed on the ballot summarizing the referral. The ballot title is prepared by the appropriate governing body, district attorney or city attorney and filed with the local elections official for publication. Any voter may challenge the ballot title and the referral may only appear on the ballot once this process is complete.



See County Referral Steps on page 7, City Referral Steps on page 9 or District Referral Steps on page 11 for the appropriate timeline of the ballot title process.

Ballot Title Preparation

ORS 250.035, 250.185, 250.285 and 255.085

Any ballot title prepared for a county, city or district referral must contain all of the following elements:

- a caption that does not exceed 10 words describing the subject of the referral
- a question that does not exceed 20 words plainly phrasing the main purpose of the referral so that an affirmative response to the question corresponds to a yes vote on the referral
- and
- a summary that does not exceed 175 words describing the major effect of the referral



Additional ballot title requirements apply to referrals requesting a general obligation bond, a local option tax, or a permanent rate limit.



For further information you may contact the Elections Division, your bond counsel, or the Oregon Department of Revenue, Property Tax Division 800 356 4222.

Publication of Notice

ORS 250.175, 250.275, 255.085, 255.145 and 255.215

After receiving a ballot title from the governing body, district attorney, city attorney or form SEL 803 from the district elections authority the local elections official publishes notice that a ballot title has been received. A notice of election must also be published for district referrals.



Notices must be published in the next edition of a newspaper of general circulation in the jurisdiction and may also be posted on the local elections official's website for a minimum of seven days.



For a district referral, notice of election and receipt of ballot title may be mailed to each district voter within 3 days of receiving a ballot title instead of publishing in a newspaper.



The notice must be published prior to the deadline to file a petition review the ballot title.

The notice must include all of the following:

- a statement the ballot title has been received and that any voter may file a petition for review of the ballot title
- the deadline for filing a petition for review of the ballot title with the Circuit Court
- the ballot title provided by the governing body, district attorney, city attorney or information on how to obtain a copy

and

For district referrals

- district and notice information from Form SEL 803

Petition to Review Ballot Title

ORS 250.195, 250.296 and 255.155

Any registered voter who is dissatisfied with the ballot title may petition the Circuit Court to review the ballot title.

If a registered voter files a petition to review a ballot title with the Circuit Court, the voter must:

- name the appropriate governing body or attorney as respondent, depending who prepared the ballot title
- state the reasons why the ballot title is insufficient, not concise or unfair

and

Ballot Title Process (cont.)

→ notify the local elections official in writing that a petition has been filed



If the notification of the local elections official is not timely filed, the petition to the Circuit Court may be dismissed.

Circuit Court Review

ORS 250.195, 250.296 and 255.155

After a petition to review a ballot title is filed, the Circuit Court conducts its review and renders its decision certifying a ballot title meeting the requirements of ORS 250.035 to the local elections official. The review of the ballot title by the Circuit Court shall be the first and final review.



For county and city referrals

If necessary the local elections official forwards the final ballot title to the appropriate governing body for preparation of form SEL 801 or SEL 802.



For district referrals

If the Circuit Court certifies a different ballot title, the county elections official must publish an amended notice of election in the next available edition of a newspaper of general circulation in the district.

Notice of Measure Election County

SEL 801rev 01/14: ORS 250.035, 250.041,
250.175, 254.103, 254.465**Notice**

Date of Notice

Name of County or Counties

Date of Election

The following is the final ballot title of the measure to be submitted to the county's voters.

Final Ballot Title Notice of receipt of ballot title has been published and the ballot title challenge process has been completed.**Caption** 10 words which reasonably identifies the subject of the measure**Question** 20 words which plainly phrases the chief purpose of the measure**Summary** 175 words which concisely and impartially summarizes the measure and its major effect**Explanatory Statement** 500 words that impartially explains the measure and its effect, if required attach to this form

If the county is producing a voters' pamphlet an explanatory statement must be submitted for any measure referred by the county governing body and if required by local ordinance, for any initiative or referendum.

| Measure Type | County producing voters' pamphlet | Local ordinance requiring submission | Explanatory statement required |
|-------------------------------------|--|--|--|
| <input type="checkbox"/> Referral | <input type="checkbox"/> Yes <input type="checkbox"/> No | Not applicable | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> Initiative | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| <input type="checkbox"/> Referendum | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Authorized County Official Not required to be notarized

→ By signing this document, I hereby state that I am authorized by the county to submit this Notice of Measure Election and I certify that notice of receipt of ballot title has been published and the ballot title challenge process for this measure completed.

Name

Title

Work Phone

Signature

Date Signed

Public Hearing – Proposed Road District

PUBLIC COMMENT

- [Phil Petersen](#)
- [Mary Underhill Sylvester](#)
- [Jack Archer & Anna Nolen](#)
- [Donna Bachman](#)
- [Nancy Hunt](#)
- [Jane Oliver](#)
- [Steve Ferrell](#)
- [Jeff Hoover](#)
- [Richard Neal](#)
- [Ralph Odegard](#)
- [John Jensen](#)



Kathy White <kathyw@co.wasco.or.us>

Road tax

1 message

Phil [REDACTED]

Tue, Aug 5, 2014 at 2:01 PM

To: kathyw@co.wasco.or.us

Be advised that I am a land owner in wasco county and I'm violently opposed to the proposed road tax being considered by the wasco county commissioners.

Sincerely,

Phil Petersen

[REDACTED]
Colbert, Washington
99005

[REDACTED]



Kathy White <kathyw@co.wasco.or.us>

Order #14-064 initiating a road service district for Wasco County

[REDACTED]
To: kathyw@co.wasco.or.us

Tue, Aug 5, 2014 at 3:00 PM

Kathy,

Thank you so much for the links. I have reviewed them. I am opposed to forming a road service district and taxing the land owners. I am not able to attend the hearing. What is available for absentee land owners to express their opinion if they are not able to attend the hearings?

Mary Underhill Sylvester

F&M Bank, *Where Banking is Easy!*

Vice President, Agricultural Lender

3001 McHenry Ave., Modesto, CA 95350

Office: (209) 571-4011 | **Cell:** (209) 988-3813

msylvester@fmbonline.com | www.fmbonline.com

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From: Kathy White [mailto:kathyw@co.wasco.or.us]

Sent: Tuesday, August 05, 2014 2:37 PM

To: Sylvester, Mary

Subject: Re: Order #14-064 initiating a road service district for Wasco County

[Quoted text hidden]



Kathy White <kathyw@co.wasco.or.us>

NO to tax

1 message

Jack and Anna [REDACTED]
Reply-To: Jack and Anna [REDACTED]
To: kathyw@co.wasco.or.us

Tue, Aug 5, 2014 at 5:33 PM

NO we are NOT for a \$2.03 tax for roads!!

Jack Archer

and

Anna Nolen

--

Jack and Anna



Kathy White <kathyw@co.wasco.or.us>

(no subject)

1 message

donna bachman [REDACTED]

Tue, Aug 5, 2014 at 6:45 PM

Reply-To: donna bachman [REDACTED]

To: "kathyw@co.wasco.or.us" <kathyw@co.wasco.or.us>

Kathy,

I am on a fixed income and can't afford the \$2.03 per 1000.00 for roads! With everything going up but our income this is just not an option.

Donna Bachman
Wamic, Oregon



Kathy White <kathyw@co.wasco.or.us>

(no subject)

1 message

nhunt27414@aol.com [REDACTED]
To: kathyw@co.wasco.or.us

Tue, Aug 5, 2014 at 7:08 PM

I am writing this to the commissioners of Wasco county:

It has come to my attention that you are proposing a new/additional tax to be levied for the sole purpose of "roads. The amount quoted to me as \$2.03 per \$1000.00 is totally unacceptable and I strongly oppose this move.

I have three homes in three different areas and Wasco county is far in excess of the other two already. My home in Crook county is a third less than Wasco county with the valuation in Crook greater than that of Wasco Co. Live within your budget!

Nancy Hunt
Dufur
[REDACTED]



Kathy White <kathyw@co.wasco.or.us>

Road Advisory So. Wasco County

1 message

Jane Oliver [REDACTED]
To: kathyw@co.wasco.or.us

Tue, Aug 5, 2014 at 7:21 PM

I am NOT for any approval on the road tax at \$2.03 per thousand assessment.

Please have my vote/opinion noted.

Thank You.

Jane Oliver
[REDACTED]
Tygh Valley, OR 97063
[REDACTED]



Kathy White <kathyw@co.wasco.or.us>

(no subject)

1 message

Steve Ferrell [REDACTED]
To: kathyw@co.wasco.or.us

Tue, Aug 5, 2014 at 7:57 PM

I am NOT for the tax for roads! Please stop the constant fees and taxes!



Kathy White <kathyw@co.wasco.or.us>

Road Tax Assessment- No vote

1 message

Jeff Hoover [REDACTED]
To: kathyw@co.wasco.or.us

Tue, Aug 5, 2014 at 8:08 PM

Kathy,

I am unable to attend the meeting at the courthouse tomorrow so I wanted to let you know I am another south county resident against the proposal to pay for roads via an additional 2.03 per thousand assessed value tax. Given the makeup of our residents in Pine Hollow area and their incomes, this would present an undue hardship on people already strapped in the current economic situation, including us. The roads in our area that need help would receive none from this funding and the rest I have travelled don't warrant this kind of expenditure.

Regards,

Jeff Hoover

[REDACTED]

Tygh Valley, OR 97063



Kathy White <kathyw@co.wasco.or.us>

Wasco county commission

1 message

tyler nea [REDACTED]
To: kathyw@co.wasco.or.us

Wed, Aug 6, 2014 at 8:22 AM

I wanted to voice my opposition to the proposed road tax.

Richard Neal



Kathy White <kathyw@co.wasco.or.us>

Road Tax

Ralph Odegard [REDACTED]

Wed, Aug 6, 2014 at 9:59 AM

Reply-To: Ralph Odegard [REDACTED]

To: "kathyw@co.wasco.or.us" <kathyw@co.wasco.or.us>

I oppose the \$2.03 road tax . There certainly many other ways to gain a road tax. It seems the people that dream up this tax stick it to the farmer, they in turn also use the roads and slide through paying next to nothing !

Ralph Odegard



Kathy White <kathyw@co.wasco.or.us>

Road tax

1 message

Lois Nelson [REDACTED]

Wed, Aug 6, 2014 at 11:02 AM

To: "Kathyw@co.wasco.or.us" <kathyw@co.wasco.or.us>

Dear Board of Directors,

I'm sending this as I am against the proposed road tax of \$2.03 tax on assessed value per thousand for roads.

Sincerely,

John W. Jensen

[REDACTED]
Maupin, OR 97037

[REDACTED]



Kathy White <kathyw@co.wasco.or.us>

Representation without Taxation ...

1 message

John Dillon [REDACTED]
To: Kathyw@co.wasco.or.us

Wed, Aug 6, 2014 at 4:22 PM

[REDACTED]
Kathy -

I am a store owner and farmer in Wasco County.

I appreciate the fact that the county needs to provide upkeep and maintenance for our county roads.

And I understand that the county is pushing hard to put a measure on the ballot to increase property taxes by \$2.03 per \$1,000 in valuation.

I have serious concerns about the county's approach. I believe this measure and associated process will be challenged legally and any "success" will be subject to litigation and reversal. Everyone I have talked to feels this tax is "being shoved down their throats". No one likes an increase in taxes. That's understandable. But the disproportionate impact on certain residents, the magnitude of the tax and the hurried process has made county residents extremely angry. And it makes them suspicious of the proponents' competence and potentially self-serving motives.

One of the unfortunate jokes in Oregon is that voters will vote to approve any new tax as long as it's a tax on someone else. And that seems to be precisely what's happening here.

1) Why is the county so aggressively compressing the timeline for review, comment and debate in an attempt to force this issue to a premature vote? This is harvest time. County farmers, who will be hardest hit by this tax, scarcely have a moment to review or comment on the massive 83-page document or to attend town hall meetings or make informed judgements about the impact of this tax.

2) How did such a serious fiscal shortfall in the budget suddenly surprise county officials? Do citizens need to audit Wasco County's fiscal policies, procedures and competencies to prevent other serious, short-fused, budgetary crises in the future?

3) Why is the proposed tax so massively disproportionate to the value received? Everyone in the county uses the roads. Yet we allow various cities to "opt-out" (or opt-in) whichever is most advantageous, such that the tax falls disproportionately on the farmers and residents with property outside the urban growth boundaries. Why not a simple flat parcel tax, to spread the burden more evenly across all property owners in the county?

4) There seems to be significant potential for conflict of interest amongst some of those pushing this measure. I've heard of some of The Dalles residents strongly supporting the measure, yet, The Dalles plans to "opt-out" and hence these individuals will pay no taxes and hence, should have no say or influence. Arthur Smith, the mayor of Dufur (opting-in, of course), works for the Wasco County Department of Public Works. How can the citizens insure that this process is unbiased? What is the mechanism by which each city opts-in or out? A vote? A town hall meeting for discussion and input? Has each city in our county handled this matter in accordance with approved and appropriate process?

5) Wasco County, with a relatively modest standard of living, already has a very high property tax rate. (See attached below from TaxRates.org.) Why add more taxes that will get passed on to other county residents and

discourage business growth?

6) Why such a huge increase? Currently, Wasco County's median property taxes are about 1% to 1.5% of assessed value (and going up yearly). Adding \$2.03 per \$1,000 in assessed value (or about 0.2%) represents an increase of between 15% to 20%. Why such a huge increase? Assessed values for taxation purposes are allowed to grow only about 3% per year by Oregon Law. And, the farmers, who, by the very nature of their business must own land, will be hit the hardest. Many will see annual property taxes increase by tens of \$1,000s or more. And, yet many other county residents will pay little or nothing. Why is the county deliberately targeting the farmers and small business owners (businesses with typically higher assessed property values) who provide jobs and productivity which are so essential for our county? Of the registered voters in the county, what percent are property owners? 30%? 42%? The point is, you're asking county voters to vote in a tax, the burden of which will fall on the minority of its citizens. This is representation without taxation. The majority of the voters will be represented by our government yet pay no taxes.

Thank you - John.

John Dillon
Dufur, Oregon



Kathy White <kathyw@co.wasco.or.us>

Fwd: Submitted Testimony: Wasco Co. Roads District - Thanks for Considering

1 message

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
From: **Lee Weinstein** [REDACTED]

Date: Wed, Aug 6, 2014 at 7:30 PM

Subject: Submitted Testimony: Wasco Co. Roads District - Thanks for Considering

To: Steve Kramer <stevek@co.wasco.or.us>, Rod Runyon <rodr@co.wasco.or.us>, Scott Hege <scotth@co.wasco.or.us>

Cc: Marty Matherly <martym@co.wasco.or.us>, Chuck Covert <NAPATD@gorge.net>, Dan Ericksen <commishdan@aol.com>, Keith Mobley <mobley@ortelco.net>

Sorry I didn't make it back in time to attend tonight's hearing.

**Good Roads
Submitted Testimony by
Lee Weinstein
4200 Obrist Road, The Dalles
August 5, 2014**

Good roads are vital to our community. They enable kids to get to school, cherries and wheat to brought to town and sold. Emergency vehicles to reach our homes. Cyclists and car enthusiasts to tour our beautiful county. And residents and outdoors people to get out there in our large rural and wild areas.

Our Wasco County Roads crews do a great job clearing our streets of snow each winter, and keeping our gravel roads – and I live on one – navigable.

Thanks to federal forest timber tax receipts – nothing we've had to pay – we've been able to build and maintain our roads. But let's face it, the days of those tax receipts are over, and now we must all come to terms with how do we pay to maintain our roads?

Roads are highly expensive to build and maintain. If we allow them to fall into disrepair they will be more expensive to fix than had we responsibly maintained them. Bad roads will also lead to higher vehicle repair costs for everyone in this county.

Jurisdiction after jurisdiction is struggling with this issue across our state and country: Washington County, Portland, and even our federal government.

Our Wasco County Roads Advisory Committee, made up of volunteer citizens with diverse political points of view, looked at all the options and settled on a Road District as being the best option. Our neighbors to the north, in Klickitat County, have a successful district, funded at a higher level than is being suggested here in Wasco.

But this is a tough time ask voters to fund anything. We've just survived the Great Recession, and times are still very tough for many people, especially those on fixed incomes and unemployed, as we heard at the public hearing in Maupin last month. Business users and residents must pay a fare share.

I support the idea of phasing in this Road District and its fees over a period of years. It's an equal pain, equal gain concept: It asks the Roads Department to hold back on work while we gear this district up and share some pain, gives citizens a graduated fee that we can adjust to as our economy and personal bank accounts improve, and eventually gets us to a moderate, sustainable level of funding

And if – and it's a big if – Congress comes together and has a big, bipartisan Kumbaya and the federal timber tax "Safety Net" payments are reinstated at some level, our Road District fees would be automatically reduced.

But that would require Congress to compromise and work together, and we haven't seen that spirit in many Super Moons.

Wasco County is a great county. Our towns and people are known for working together across political ideologies to make smart decisions that keep us strong and competitive. We weathered the recession far better than many of Oregon's counties.

We're now at a critical fork in the road: Maintain our roads and way of life, or start seeing them and other things in our lives we value crumble.

Let's form a sensible Road District.

--

[REDACTED]

PROPOSED FORMATION OF COUNTY ROAD DISTRICT

1. County Commissioners have the responsibility to maintain the assets of the County and the road system is by far the highest value asset the County owns. Letting road surfaces deteriorate to the point of losing the road is no different than letting the Courthouse roof leak until the facility is no longer functional. The formation of a road district is a responsible and reasonable proposition for the preservation of our road system by providing long term, secure funding.
2. The Road Committee deserves to have the opportunity to make its case to the public. The members served in good faith and dedicated hours and hours of time to bring forth a plan that would provide adequate resources to maintain County Roads. The public needs to hear why this recommendation was chosen by the Committee as the preferred plan.
3. Whether the Commissioners believe this will pass or fail is not the issue the Board should be contemplating. The real question is whether Commissioners are going to provide the opportunity to have a public debate over the issues involved, to allow each side to make its case, and to supply the information voters need to make informed decisions. Educating the public and getting feedback on a broad scale creates a higher probability of either finding a better solution or of more acceptance of the solution that is ultimately decided upon.
4. Finally, the Commission needs to move forward with the proposed formation of a road district. The problem has been clearly identified, the Committee has presented a plan that addresses the issues, and the voters need to decide. If the district is voted down, then the Board has a legitimate reason to look for alternate solutions that may or may not provide the long term solution that is needed.

Please support County roads by placing the Order for the Formation of a Road District on the November ballot.

Dan Ericksen

Board of County Commissioner Hearing
August 6, 2014

Re: Road District

Not in favor of the formation of any Road District for the following reasons:

1. Any additional property tax is a burden; we already pay \$19+ dollars per thousand.
2. We live on a subdivision road which is deemed a "public road, not maintained by the county", and the status of that road would not change with any formation of a road district.

Ideas for solutions to continue the work of the Road Department:

1. Re-prioritize the roads within Wasco County, allowing only those roads that are necessary for commercial travel, such as agricultural products to market, to be maintained by the county. All other roads that are residential roads should be made public or private not maintained by the county in the same way as all subdivision roads. This measure will not affect the value of properties within the add valorem tax system.
2. Obligate the City of The Dalles to maintain all the roads that serve properties taken into the City, none of these roads should be continued to be maintained by the County.
3. Do not enter into an agreement with City of The Dalles for any joint venture of a Road District. The City of The Dalles has not acted honorably about their debt to Wasco County for the infrastructure payment for the Discovery Center; instead, they gave the Discovery Center a monetary gift; the City cannot be trusted, it is one "elephant and one ant" and the County is stepped on by the City, and furthermore, the County has not shown that they have been able to control the activities of the City.
4. Bicycles use the roadways, register their bicycles on an annual basis and have the fees go to the County.
5. Ask the Association of Oregon Counties to file suit with the Federal Government to honor the contract, or, in the alternative, give the timber lands back to the counties. We pay dues to AOC, what do we get from them? I believe our dues are about \$11,000.
6. Look at all county entities that are relying on the general fund for their operational expenses. Measure the amount of persons served by those entities verses the amount of people served by the roadways. Where there is a "significant" difference, de-fund the entity in favor of funding the Road Department with general fund dollars. Making government smaller should be a goal. When you make government smaller, you are inviting the public to take care of themselves and that benefits everyone.

7. Talk to the City about the budget of the Library. When it was voted to give the Library \$.68 per thousand, they could have gotten by on 25 cents, however, the County Judge at the time, didn't want to deal with a second request for money for the Library, so he decided to make the amount \$.68. Now, the Library has lots of money to the point of wanting to expand the building. Libraries are surely becoming obsolete. If more room is wanted for computers, let some entrepreneur in The Dalles create a place for it. You could make an Initiative to take money from the Library for the Road Department.
8. Do not allow the City of The Dalles to collect all future revenues from the infrastructure that was installed for the Discovery Center. The citizens of Wasco County paid for part of that. Any future revenues should be shared between the City and the County. Don't let the "elephant step on the ant"!
9. Do not give away the lands that comprise the Discovery Center property. The owner of the Discovery Center (if you could ever figure out who that is) should pay the County a lease amount. Think of the future, that building might have another purpose in a hundred years or less and it could benefit the people of the County. Don't give anything away. Remember when a former County Judge gave lands on Sevenmile Hill away to the Forest Service??? We didn't even get PILT payments from the Forest Service for that land grab.
10. Ease up on land use planning rules and regulations and stop charging fees to process. Growth in the county could add to the tax base. Rules and regulations restrict growth. The County Planning Department should not be a revenue source, they are a service department. If you insist on charging fees, they should go to funding the Road Department.

11. *Have the agricultural users pay personal property tax to help pay for the roads.*

Submitted by:
Georgia Murray
08/06/2014

Wasco County Board of Commissioners

Appearance Record

| | NAME | ADDRESS | CITY | STATE |
|-----|---------------------------------|---------|-------------|-------|
| x2 | ✓ DENNIS ROSS | | MAUPIN | OR |
| | ✓ MERLE HLAOKA | | PINE HOLLOW | OR |
| | X PAT ROBINSON | | DUFUR | OR |
| x2 | ✓ MR + MRS Stelzer | | Dufur | OR |
| | ✓ Mrs GEORGIA MURRAY | | THE DALLES | OR |
| X | LADILLE Underhill | | Dufur | OR |
| X | DONNA ROSS | | MAUPIN | OR |
| X | TOM McDOWELL | | WAMIC | OLE |
| ✓ | MARION A. SPECK | | WAMIC | OR |
| | ✓ Kathleen Cantrell | | Dufur | OR |
| x2? | ✓ JACK ARCHER | | Tygh Valley | OR |
| X | Anna Molen | | Tygh Valley | OR |
| | ✓ Mike DAVIS | | Tygh Valley | OR |
| X | Barbara Ambrose | | Maupin | OR |
| ✓ | ✓ Melvin Ambrose | | Maupin | OR |
| | ✓ Richard E. Dodge | | Maupin | OR |
| | ✓ Jamie Dodge | | Maupin | OR |
| | ✓ Zipporah Underhill | | Dufur | OR |
| ✓ | John Paul Clausen | | Dufur | OR |
| | ✓ Patricia Clausen | | Dufur | OR |
| | ✓ Don Uhale | | Dufur | OR |

DATE: Aug. 6, 2014

