

## **Keene notes from meeting with Chris Laity of the Tillamook County Public Works Department Unknown Date**

### Public Works/Roads

Chris Laity, Director of the Tillamook County Public Works Department, generously offered assistance to the Budget Team in estimating the costs Oceanside should anticipate in any effort to update and maintain the roads falling within the Oceanside Community Growth Boundary. His analysis included both “county” roads and “local access” roads (not historically maintained by the county), but did differentiate between paved and graveled roads. He met with the Team in an extensive question-and-answer session and offered charts and spreadsheets in support of his analysis<sup>1</sup> based on county records. His analysis excluded any costs related to Highway 131 or Cape Meares Loop Road, both of which would initially be excluded from the city’s jurisdiction. None of his long-term estimates allowed for inflation, a factor he quantified at 3% a year.

As a benchmark, the Team asked Laity to presume a goal of improving all Oceanside roads to the current condition of Chinook Avenue, which was newly paved in the past few years. He described this as adding a 2- to 3-inch gravel “lift” with asphalt and ([or?] “chip seal.” Based on county contract costs for comparable roads, Laity broadly estimated that it would cost roughly \$800,000 to \$1 million to improve Oceanside’s paved roads and approximately \$2 million to improve and pave its current graveled roads. Once improved, Laity estimated the currently paved roads could be maintained at an annual cost of roughly \$30,000. [Note: contact Chris for a maintenance estimate that includes all roads, once paved.]

Laity emphasized that it would be a waste of resources to pave roads subject to deterioration by deficient stormwater drainage. The county has been forced to adopt a patchwork approach, improving drainage only on the roads it has been able to fit into its schedule and budget over the past few years. Laity recommends that the new city either budget, bond or seek grants for a consulting contract to compile a “master plan” for drainage and roads to be implemented and funded in intervals as funds allow. He estimates the cost of such a study at \$200,000 and is ready to recommend several engineering firms capable of doing good work on it. [Sarah Absher indicated that she and Chris Laity have unsuccessfully approached ODOT for grant funds to do county drainage planning, with Oceanside at the top of the list.] Laity also suggested that the new city approach the Netarts-Oceanside Sanitary District for ways to collaborate on such an initiative, for example to obtain maps of their current underground network.

Finally, Laity estimated that negotiating and managing road construction contract work would require staffing at about .25 FTE.

Before ending the conference, the Team asked Chris to share his data and maps electronically, and also to provide information on the county costs expended in Oceanside over the past few years so that we might set a “baseline” against which to compare what a new city might be able to do.

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<sup>1</sup> Cite to appendix