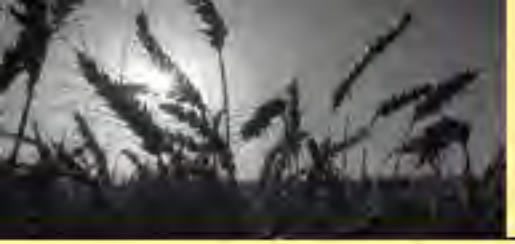
ADAMS County
WASHINGTON

Department of Public Works

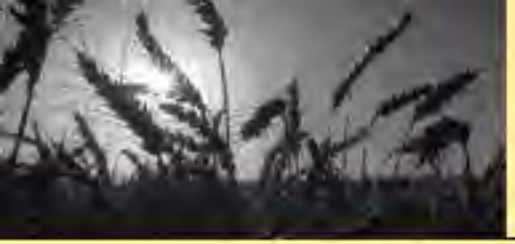
Transportation – Challenges



Public Works

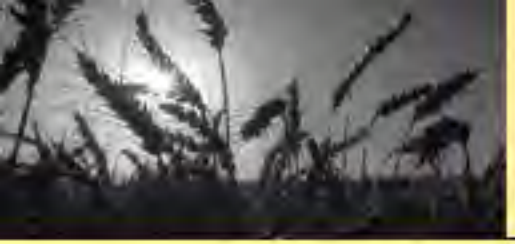
- Board of County Commissioners:
  - John N. Marshall, District 1
  - Roger L. Hartwig, District 2
  - Jeffrey W. Stevens, District 3

- Public Works
  - Todd O'Brien, P.E. – Director
  - Scott Yaeger, P.E. – County Engineer



Adams County – Statistics

- Population Served: 19,200
- Roads:
  - 1,732 C/L miles total
  - 650 Paved C/L miles
  - 1082 Unpaved C/L miles
- Bridges:
  - 114 > 20’ (Federal Bridge)
  - 177 < 20’ (Short Span Bridge)

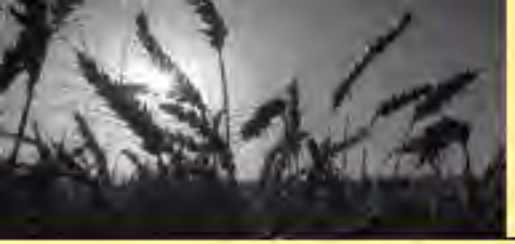


Public Works – Statistics

- Employees:
  - 63 Full time
- Areas of Responsibility
  - Maintenance, Preservation and Engineering
    - Roads and Bridges
  - Solid Waste
    - 2 Transfer Station Operations (including long haul)
  - Fleet –
    - 357 different pieces of equipment
    - ?? Pits and Quarries
  - Public Facilities
    - O & M of all County owned facilities (including Fairgrounds)

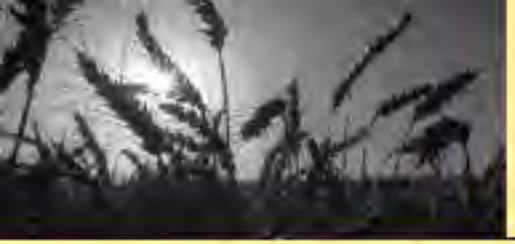
Challenges

Simply put – Preserving what we have!



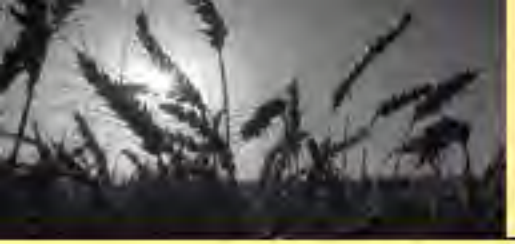
History – Revenue

- Fuel Tax
  - Collection
    - 3.576 million in 2002
    - 4.049 million in 2014
  - This represents a **13.8%** increase
- Inflation
  - 2002 to 2014 = **31.4%**
- **This is a decrease in value of 17.6%**



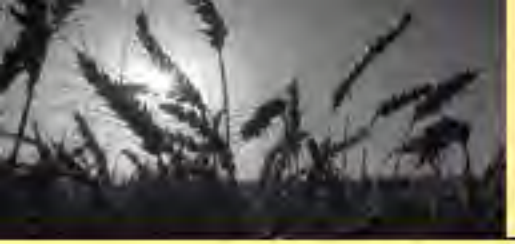
History – Costs

- Fuel
  - Annual average price County paid
    - Gasoline
      - $**1.17** / gal – 2002 vs $**2.78** / gal – 2014
      - **237**% increase
    - Diesel
      - $**0.93** / gal – 2002 vs $**3.09** / gal – 2014
      - **332**% increase
  - Sealcoat oil – Preservation
    - $135 / ton – Late 1990's
    - $562 / ton – 2014



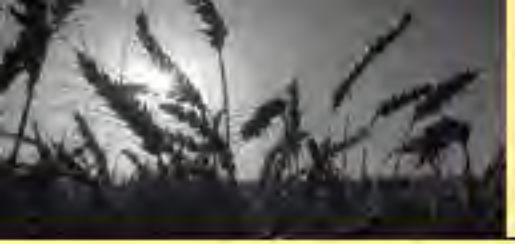
History - Operations

- Pavement Preservation
  - Mid to Late 1990's
    - Sealcoat 70 miles per year
    - 7-9 year cycle
      - Crackseal
      - Pre-level
      - Sealcoat
    - Gravel road conversations
      - ACRAB - created
      - Development and freight main reasons



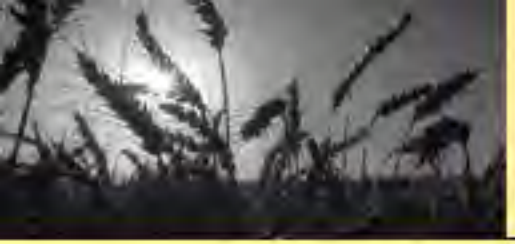
History - Reality

- Early 2000's
  - Help ourselves vs ask for more money
  - What can we do to preserve what we have?
    - Management approach
      - Review operations
        - » Preservation
        - » Maintenance
      - Funnel local dollars to preservation



History – Reality

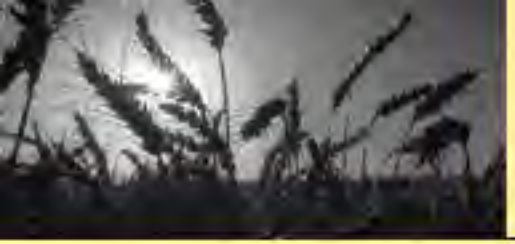
- Early 2000's
  - Gravel conversions hit system adding mileage
  - Price of oil jumped to $190 / ton
  - Solutions
    - Preservation
      - Sealcoat mileage slipped to 60 / year
      - Crackseal and Prelevel one year - Sealcoat next
        - » 8 to 11 year cycle
      - Higher ADT roads & Freight Roads
        - » STP dollars used for overlays



History - Changes

- 2006 to 2007
  - Price of oil jumped to $320 / ton

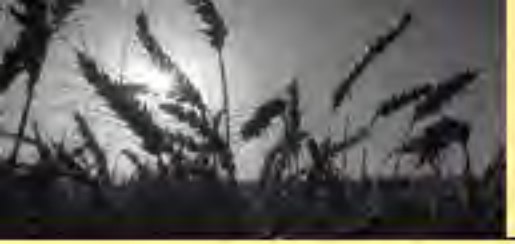
  – Solutions
    - Preservation
      – Sealcoat mileage slipped to 45 / year
      – New methods
        » Crackseal only
        » Fog seal rural roads for 3-5 year life
        » Spot patching with Sealcoat
      – Overall - 8 to 16 year cycle



History - Changes

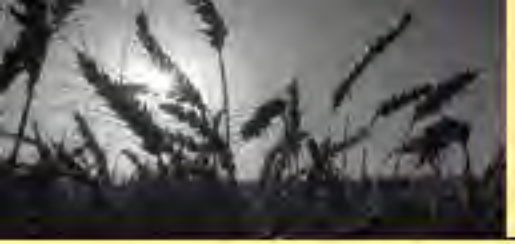
- 2008
  - Price of oil jumped to $490 / ton

  – Solutions
    - Administration
      – Reduced FTE’s = 10% maintenance - 15% overall
      – Eliminated levy shift - BOCC
      – Returned Traffic Enforcement diversion



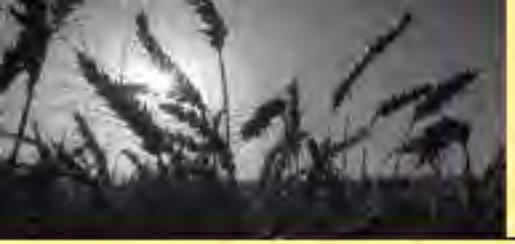
Big Changes

- 2008 - Continued
  - Preservation
    - Sealcoat mileage slipped to < 40 / year
    - Hauling sealcoat oil in-house
  - Maintenance
    - Vegetation Management Charter
      - » Reduced sterilant cost
      - » Hydro seeding program
    - Gravel roads
      - » Magnesium / Lignosulfonate program
      - » Grader packers



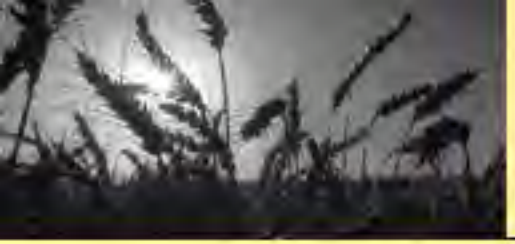
Long range Planning

- 2009 - 2012
  - Revenue's remained similar
  - Price of oil jumped to $560 / ton
- Administration
  - Long range forecast to try to fit revenue
    - Reviewed entire paved system
    - Created fictitious program that revolves around maximum lifecycles we have experienced
      - » 7-14 years sealcoat
      - » 10-15 years HMA



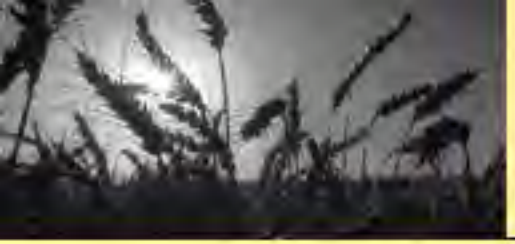
Long Range Planning

- 2009 - 2012 - Continued
  - Administration
    - Life cycles developed – 57 miles/year needed
      - HMA 10 and 15 year cycle
      - Sealcoat 7, 10, 14, and 21 year cycle
      - When roads approached costs to maintain long term comparable with a gravel road they would be converted back to gravel. (82 miles identified)
    - Budget needed
      - $700,000 dollar shortfall – 25% of overall
        - » Includes all resources (CAPP, STP & Local)



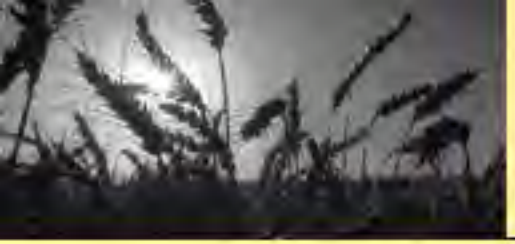
What now?

- 2013 – 2016 and beyond
  - Managing the System
    - Some relief from oil costs
    - Charter gravel road maintenance
    - Continue with roads and life cycles developed
      - Pick up backlog
    - Constant review of technologies and BMP
      - Pavement preservation
      - Maintenance



New stuff

- Things that could help!
  - Find reliable source of funding for General Fund
    - Diversions
  - Federal Fund Exchange program
    - Federal funds for State funds
  - Funding for short span bridges
  - Reduce regulation



Adams County

- Thank you for time and consideration