1. The community has recently added additional revenues which has slowed the County road system’s deterioration; however resources are insufficient to meet needs.

2. Tillamook County manages an old road system. Approximately one-third of County transportation assets are in poor / very poor condition. This will grow over the next 10 years in spite of recent additional funding.

3. The Road Department is not able to maintain current service levels for the next 10 years. The majority of expenditures are reactive maintenance with most resources allocated to reacting to potholes, failed bridges, culverts & guardrails. The one exception to this is vegetation management (spraying), the only preventative maintenance program currently. Moving forward with more revenue, the focus will be on renewal.

4. Despite this, Tillamook County’s Road Department performs at a very high level because of the skills, knowledge of the road system and experience of its people. These people are very effective at managing increasing risks as assets reach the end of useful operating life. Staffing continues to be insufficient.

5. The Department’s asset management plan captures current knowledge and experience and has helped guide County road system planning. However this overarching asset management plan is the first stage of asset management improvement. The County needs to further develop asset plans that show varying funding scenarios, what can be done, what can’t be done and how the service level consequences and risks will be managed. This plan reflects this move.

6. Even with monies approved by voters in 2013, funding is insufficient. The County will continue to seek opportunities to fund needs outside budget authority by partnering with key stakeholders and applying for grants.

7. The County will continue to communicate levels of service based on best knowledge of the road system and available resources.

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**Assets Supporting Services**

**Vehicles & Equipment - 2014 Budget**

**Comments on Tillamook County’s Vehicles & Equipment**

- Nearly 70% of County vehicles exceed the County’s adopted useful life for vehicles.
- It is difficult to set aside replacement funds. However, in 2014, $303,000 new/used equipment will be purchased to address equipment needs.
- Tillamook is a member of MORE, the Managing Oregon’s Resources Efficiently cooperative, which is an equipment and vehicle resource sharing consortium. Through this agreement, equipment services as well as new and used equipment can be purchased more cost effectively.

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**WHAT SERVICE LEVELS LOOK LIKE**

**GOOD / FAIR QUALITY**

**POOR QUALITY**

**Vehicles**

---

**Service Activities**

- Maintained and inspected 94 pieces of road equipment
This Funding Scenario Summary shows the current and projected service levels, budget and expenditure profiles for the current Long Term Financial Plan balanced to the Asset Management.

### Overall Asset Provision - Funding Scenarios

#### Current Quality/Condition

<table>
<thead>
<tr>
<th>Confidence in Data</th>
<th>10 Year Quality/Condition - Scenario 2A</th>
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</thead>
<tbody>
<tr>
<td>High</td>
<td>50%</td>
</tr>
<tr>
<td>Moderate</td>
<td>31%</td>
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<tr>
<td>Low</td>
<td>19%</td>
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#### Current Function

<table>
<thead>
<tr>
<th>Confidence in Data</th>
<th>10 Year Function - Scenario 2A</th>
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</thead>
<tbody>
<tr>
<td>High</td>
<td>35%</td>
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<tr>
<td>Moderate</td>
<td>45%</td>
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<td>Low</td>
<td>15%</td>
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#### Current Capacity

<table>
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<tr>
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<th>10 Year Capacity - Scenario 2A</th>
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<tr>
<td>Moderate</td>
<td>50%</td>
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### Funding Description

- Current condition/function/capacity
- Scenario 2A – No additional local revenues
- Scenario 2B - With Additional Local Revenues (GO Bond & Transient Lodging Tax)

The lifecycle and 10 year costs are what is determined that needs to be spent annually to maintain the current levels of service for the asset class and prevent further decline in service levels. The available funding reflects the budgeted funding allocation for the category. The 2013 equipment costs are 18% less than 2012. 54% of the 2013 budget was used to repair vehicles. The lifecycle and 10 year costs are what is determined that needs to be spent annually to maintain the current levels of service for the asset class and prevent further decline in service levels. Only 31% of lifecycle needs are being funded under both scenarios. This demonstrates that no additional funding is made available for the capital renewal of vehicles from the GO bond & transient lodging tax.

### Summary of Asset Costs

#### Long Term - Lifecycle Costs

- Lifecycle Cost (annually): $722,000
- Lifecycle Available Funding (annually): $226,000
- Lifecycle Gap (annually): $495,000
- Lifecycle Financing Indicator: 31%

#### Medium Term - 10 Year Financial Planning Period

- 10 Year Cost (annually): $426,000
- 10 Year Available Funding (annually): $226,000
- 10 Year Gap (annually): $199,000
- 10 Year Financing Indicator: 53%

### 20 Year Projected Operating & Capital Expenditure

- Disposals
- Capital Upgrade/New
- Capital Renewal
- Maintenance
- Operations
- Budgeted Expenditure

Source: NAMS PLUS2 Vehicles_2014_No Add Local Funding_S2_V1 (Where no bars displayed the projected expenditure for this funding type is $0)
This Funding Scenario Summary shows the current and projected service levels, budget and expenditure profiles for the current Long Term Financial Plan balanced to the Asset Management

**OVERALL ASSET PROVISION - FUNDING SCENARIOS**

**CURRENT QUALITY/CONDITION**

- **10 Year Quality/Condition - Scenario 2B**

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<th>Confidence in Data</th>
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<td><strong>31%</strong></td>
<td><strong>50%</strong></td>
<td><strong>19%</strong></td>
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**CURRENT FUNCTION**

- **10 Year Function - Scenario 2B**

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<td><strong>10%</strong></td>
<td><strong>35%</strong></td>
<td><strong>55%</strong></td>
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**CURRENT CAPACITY**

- **10 Year Capacity - Scenario 2B**

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<td><strong>10%</strong></td>
<td><strong>35%</strong></td>
<td><strong>55%</strong></td>
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**FUNDING DESCRIPTION**

- Current condition/function/capacity
- Scenario 2A – No additional local revenues
- Scenario 2B - With Additional Local Revenues (GO Bond & Transient Lodging Tax)

The lifecycle and 10 year costs are what is determined that needs to be spent annually to maintain the current levels of service for the asset class and prevent further decline in service levels. The available funding reflects the budgeted funding allocation for the category. The 2013 equipment costs are 18% less than 2012. 54% of the 2013 budget was used to repair vehicles. The lifecycle and 10 year costs are what is determined that needs to be spent annually to maintain the current levels of service for the asset class and prevent further decline in service levels. Only 31% of lifecycle needs are being funded under both scenarios. This demonstrates that no additional funding is made available for the capital renewal of vehicles from the GO bond & transient lodging tax.

**SUMMARY OF ASSET COSTS**

**LONG TERM - LIFECYCLE COSTS**

- Lifecycle Cost (annually) $722,000
- Lifecycle Available Funding (annually) $226,000
- Lifecycle Gap (annually) $495,000
- Lifecycle Financing Indicator 31%

**MEDIUM TERM - 10 YEAR FINANCIAL PLANNING PERIOD**

- 10 Year Cost (annually) $426,000
- 10 Year Available Funding (annually) $226,000
- 10 Year Gap (annually) $199,000
- 10 Year Financing Indicator 53%

**20 Year Projected Operating & Capital Expenditure**

Source: NAMS.PLUS2 Vehicles_2014_Will Add Local Funding_S2_V1 (Where no bars displayed the projected expenditure for this funding type is $0)
In 2013, the County managed 115 pieces of equipment and vehicles valued at $3,966,527. Equipment management ensures vehicle availability and reliability for road crews managing the least lifecycle cost by providing timely maintenance and repairs given available resources.

10% percent of the Road Department fleet received Level A Maintenance, and 115 (100%) an annual safety inspections in 2013. Level A servicing means the vehicle was lubricated, the oil and filter changed, and the vehicle inspected for safety. This is a lower level of service due to the overall reduced number of Road Department staff. One foreman and one mechanic must perform all equipment maintenance, and are also required to perform other road maintenance activities.

**Risks**
- Nearly 75% exceed the County's adopted useful life for vehicles; almost all 5-yard dump trucks exceed 30 years. Vehicle replacement funds are used to replace high maintenance vehicles.
- Some vehicle parts are not available and must be made in house.
- Equipment reliability and safety is an increasing concern.
- Equipment may not be appropriate for all job requirements.
- Inadequate staffing levels

**Risk Management Strategy**
- Continue annual equipment replacement fund set aside
- Continue tracking time and hours of performance & maintenance cost per vehicle
- Report on need
- Target key vehicle replacement based on cost & risk management (e.g., paver, asphalt roller, snow plows).

**Comparison of Funding Scenarios**

**Outcomes & Strategic Objectives**

**Management Activities**

**Overall Asset Provision - Funding Scenarios**

**Current Quality/Condition**
- Confidence in Data
  - High: 33%
  - Moderate: 19%
  - Low: 50%

**10 Year Quality/Condition - Scenario 2A**
- High: 31%
- Moderate: 45%
- Low: 24%

**10 Year Quality/Condition - Scenario 2B**
- High: 11%
- Moderate: 69%
- Low: 19%

**Current Function**
- Confidence in Data
  - High: 33%
  - Moderate: 35%
  - Low: 32%

**10 Year Function - Scenario 2A**
- High: 15%
- Moderate: 45%
- Low: 40%

**10 Year Function - Scenario 2B**
- High: 15%
- Moderate: 45%
- Low: 40%

**Current Capacity**
- Confidence in Data
  - High: 33%
  - Moderate: 37%
  - Low: 30%

**10 Year Capacity - Scenario 2A**
- High: 12%
- Moderate: 35%
- Low: 53%

**10 Year Capacity - Scenario 2B**
- High: 12%
- Moderate: 35%
- Low: 53%

**ASSETS IN GOOD / FAIR CONDITION**

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**ASSETS IN POOR CONDITION**

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<th>Reviewer</th>
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