

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

February 1, 2010

MEMBERS PRESENT: Chair Curt Schonbrod, John Gettman, Gary Hercher, Gary Hanenkrat, Gus Meyer, Jerry Dove, Darcy Jones and Paul Carbaugh

STAFF: Liane Welch, David Schrom, Jeanette Steinbach and Amber Crews

GUESTS: Commissioner Mark Labhart

PUBLIC: Dora Norwood and Don Doorlag

Item 1. Meeting called to order at 3:00 pm by Curt Schonbrod. Curt welcomed and introduced CRAC's new member, Cloverdale resident – Paul Carbaugh. Paul Carbaugh manages Nestucca Valley Sanitary Service. CRAC members introduced themselves.

Item 2. Minutes Approval: November 2, 2009 minutes reviewed. Gus motioned to accept the minutes as written, John seconded, unanimously approved.

Item 3. Funding: Commissioner Mark Labhart and Doug Olsen

Commissioner Labhart presented new information on Funding Initiative 66. Funding Initiative 66 is the same as Initiative 61. It was proposed initially by a group of people who wanted to essentially rescind the transportation package by stating that it would be a constitution amendment that any raising of gas taxes would need to go to the voters first. It did not meet the single issue, so it was denied. It is now Initiative 66. It requires a vote on fees on registration and gas taxes. It was determined by the Secretary of State to be constitutionally okay, and ballot title has been approved.. Now it is at a 10-day appeal before the Supreme Court. On February 4th if it has not been appealed, the petitioners will have to collect 110,000 signatures by June. If it has been appealed, and if ruled by the Supreme Court that it is okay, they will need to collect the 110,000 signatures by June for the November ballot. The additional monies that were going to be received from House Bill 2001 transportation package money is in limbo. At the AOC meeting, Commissioner Labhart asked if ODOT and the legislature were going to fund any projects. ODOT was not present at the meeting. ODOT is reluctant to put the bonds in place to fund projects. It is only related to HB 2001 projects which include \$27 million project on Hwy 101 and Hwy 6 for Tillamook County. Liane will hold any increase in registration fees until a decision has been made. CRAC members agreed they would rather not spend the money that might have to be refunded. \$600,000 is expected from HB 2001. at full implementation.

Commissioner Labhart handed out and read the Proposed Local Option Tax to Repair County Roads to all present. The Commissioners are receiving letters indicating that UPS and USPS are not delivering to certain roads because the roads are in bad shape. Paul Carbaugh is concerned that south county residents might not go for this bond because of not seeing any work done in South County. Liane stated that TCPW expended funds to replace Bixby Culvert (that failed) with a bridge and designed a bridge on Blaine Road MP 4.1 over Boulder Creek in South County. Liane said that CRAC would identify the roads that need to be fixed geographically across all districts.

The members commented that a 5-year local option tax would be a good option. There is a lack of trust in government. Paul mentioned an issue with the school district in South County. Darcy felt that this needs to be pursued. Gus feels that it will improve the local job opportunity in Tillamook County.

Gus would like to hire a professional facilitator to run this campaign. The previous campaign was a nice approach but it failed badly. Commissioner Labhart said that the College hired a facilitator for their campaign.

Commissioner Labhart appreciated CRAC's time. He would like to know what the CRAC thoughts are on this. Labhart plans on meeting with the Citizens for Sustainable Roads on February 9th, 2010 and based on those comments, Commissioner Labhart will approach the other two Commissioners.

Darcy made a motion to lend CRAC's support for a Local Option Tax concept, John seconded. Unanimously approved

Item 4. ARRA – Boulder Creek Bridge Replacement Project: Liane reported that the temporary Bailey bridge was installed in November 2009 on Blaine Road at MP 4.1. Liane then went to an OTC meeting and asked for funding, and received notification on December 24, 2009 that the project was approved. \$900,000 was awarded for the project. March 25th, 2010 the bid will be let and construction to begin early spring/late summer. The Public Works team with ODOT will remove the Bailey bridge. Dave said that bridge will not be scrapped, it goes back to ODOT. Darcy strongly suggested that the Farmer on Blankenship Road be held responsible for the safety of the public during the four-month closure of Blaine Road. Liane said that he is not the only Farmer who parks in the middle of the road.

Item 5. Economical impacts in fish passage culvert or bridge replacement projects – Gus Meyer: Gus said that he is concerned about the cost of bridge replacements relative to economical impacts to TCPW in fish passage culvert or bridge replacement projects. Gus went through ORS 509. It states that it is the policy of the State of Oregon to provide for upstream and downstream passage for native migratory fish. ...The department and person owning or operating the artificial obstruction are encouraged to negotiate the terms and conditions of fish passage or alternatives to fish passage, including appropriate cost share. They are supposed to come up with 60% of the funding. The negotiations may include, but are not limited to, consideration of equitable factors. The Task Force shall recommend to the Director and Commission appropriate levels of funding and special conditions applicable to projects installing passage or alternatives to passage resulting in a net benefit to native migratory fish. Obtain from the Department a programmatic approval of fish passage plan for multiple artificial obstructions of the same type. The Department may also grant programmatic approval to an agent for multiple owners or operators of artificial obstructions of the same type. Obtain a waiver from fish passage requirements for the artificial obstruction or obtain an exemption from fish passage requirements. The Fish Passage Waivers states that all fish passage structures shall be designed to take into consideration their upstream and downstream connection and prevent undesirable impacts to fish passage, including but not limited to scour and head cuts; Alternative Option: The Department may approve road-stream crossing structures for which clear justification is provided, based on fish performance and/or fish behavior data and hydraulic conditions,

that the alternative design shall provide fish passage. The stream channel restoration shall address impacts to stream habitat caused by the artificial obstruction while in place and by its removal, including but not limited to upstream and down stream channel degradation and provisions shall be made to address unexpected fish passage issues resulting from removal.

Gus said for future projects we should look at these alternatives. On Boulder Creek it was opened up to provide free-flow conveyance to a downstream 6 ft culvert to Blankenship. This creates a problem. The question is why not put in a 10-11 ft arched culvert. Liane said that Oregon Fish and Wildlife (ODFW) looked at the active channel width and they determined it was 37 ft. The Corps of Engineers wanted it at 50 ft. Trout Unlimited is going after a grant to replace the Schrock and Blankenship culvert with the Boulder Creek being the match. TCPW is partnering with them. The members agreed that AOC and Fish and Wildlife need to be pressured for assistance with this. If it is federal and state funding they have different review systems, but Liane will follow up. State is looking at replacing Wyss and Holgate Bridge. John asked if STIP funds can be used. Liane confirmed that STIP funds will be used for both Wyss and Holgate bridge replacements. Liane would like to fund a culvert inventory and condition assessment to determine the conditions of culverts in our roads. Gus said he is concerned that the culverts are failing all over the road. Liane said that we replaced 31 culverts this year. Inserts can be placed in some culverts. Curt agreed with Gus to look for funding alternatives.

Item 6. Construction Project Update:

Salmonberry Bridge: Liane reported that it is back on the table in the design and construction stage planned for the summer 2011 with TCPW cost being 10.87%.

Fawcett Creek Culvert: The Bridge was replaced and opened December 28, 2009.

Item 7. Other Projects:

Cochran Road: Dave is leading the effort to vacate the road to ODF. ODF is fixing the road at this point.

East Beaver Creek Road: TCPW is partnering with BLM, Stimpson, ODF, USFS and ODFW to evaluate the potential to close the road.

East Creek Road: Landslide failure, BLM is partnering with TCPW to fix the road. BLM is providing TCPW \$43,000 so that BLM timber is accessible.

3rd Street: ARRA Stimulus 2 package is in the House for discussion. The State of Oregon will get about \$332 million if passed by Congress. Liane said that the challenge is that this is a jobs act for spending money on public infrastructure, so we need to get a "shovel ready" project. The City of Tillamook, the Tillamook Urban Renewal Agency (TURA) and TCPW is considering a partnership. The TURA will pay 90% for the engineering cost, road, drainage and curb improvement from Pine Street to Wilson River Loop which is approx. 1 mile. The cost is \$175,000 with \$11,000 coming from TCPW. This is from the Community College to fix the road by the college since they did not meet the paving window. The CRAC approves the paving list with geographic equity. The first ARRA monies was the Johnson Bridge approaches of \$600,000. The cost to construct the road will be approx. \$1.5 million. 3rd Street serves the senior center, employment department, the fair grounds and the College and will hopefully drive economic development. The TURA approved to pay \$164,000 for this project. Liane is seeking approval from CRAC for this project. Commissioner Labhart added that the federal government is stating that the turnaround is 90-days if approved by

Congress, and those cities and counties who have their projects ready will probably be awarded the money as evidenced by the good work Liane did with Boulder Creek, which was funded. The roads throughout the county are in bad shape. The City of Tillamook is trying to address the flooding issues on State 101 and they feel that the growth will occur on 3rd Street. Development is currently occurring there with the likes of the Senior Center and the College. Third Street has drainage issues, parking and bad road conditions. Don Hurd from the TURA approached Commissioner Labhart who then approached Liane. The TURA was 100% supportive of this project. \$600,000 won't cover all the project costs but it can be scaled back or other monies sought. After the road has been improved, the road will then be turned over to the City for maintenance if approved by the Commissioner. Liane Welch added that TCPW was just awarded \$900,000 for the Boulder Creek bridge replacement at MP 4.1, and FHWA paved 5 miles on Blaine Road B. Resort Drive is falling into the river. Liane will be on a boat Thursday to find a solution to fix the road. North County has the best roads. In January we received 101 service requests with 64% of potholes in Central County. Commissioner Labhart added that ODOT is putting in \$12 million from Hwy 101 12th Street to Beaver. Liane also noted that Laneda Avenue in North County was paved and side walked and turned over to the City. 3rd Street is high priority because most of the cost is being funded, and for \$11,000 we are getting a \$175,000 design project.

Darcy Jones said that he is concerned about Brooten Road; it is the most travelled road in Tillamook County. It has been overlooked for 3 years. TCPW is working there right now in partnership with PUD to cut down the brush.

Paul Carbaugh feels a high visibility project for people in South County would be Brooten Road or Kiwanda Drive. Kiwanda Drive is starting to break up and has drainage issues. The road needs some drainage ditching and an overlay from the bridge to Cape Kiwanda. South County relies so much on tourism. There are 4 RV parks at Cape Kiwanda, so this road project would benefit tourism along with the locals. Darcy agrees that this would be a good project.

Gus Meyer is a proponent of 3rd Street. It has a lot of safety issues with school buses and school children, couples and bicycles are always using the road. There are a number of projects that are much needed in Tillamook County. 3rd Street is also a truck route and an emergency bypass route. Sidewalks at the fairgrounds will benefit most of the county. Jerry Dove said that he feels that this is a good project. Curt agrees that Brooten Road is getting ignored, but understand that this partnership is important. ARRA money will only be awarded if it is designed per ODOT standards. Liane said that TCPW will pave on a geographic basis. Resort Drive needs to be fixed for safety reasons. Dave Schrom will be taking this issue to the Board Commissioners for their review and support. If we don't get the stimulus funding it will be added to the TSP plan to compete for STIP money. Curt made a motion to support this project and to be a top priority for any stimulus money received. All members supported this project, Paul Carbaugh did not.

Item 8. Hydrologist Letter response: Liane read the letter received by Board of Commissioner in response to the letter that the CRAC members sent asking the County to hire a hydrologist. The BOC could not fund the hydrologist position due to the funding situation.

Item 9. FY 2009 Performance Report – power point presentation Members thanked Liane for a great job. It is important to show how TCPW brings value to the county. Members suggested talking more about levees. The 2009 Road Performance Report is available on the website.

Liane handed out the NW Act minutes to the members.

Item 10. Public Comment: It was suggested that the agenda has public comments in the beginning and in the end. Curt said that he usually checks with guests if they have any comments, and/or time restraints. Dora concerned that the post office will only hold the mail for 4 months, and then sends it back. Liane said the road needs to be fixed by the owners or talk to the post office.

Dave added that we do get fees for reviewing developments. We are also going through a phase fee increase due to the present economic climate. County's can't by law implement a fee for utility permits but will do a fee for a non-utility permit.

Item 11. Next Meeting: March 1, 2010 3:00pm

Item 12. Adjourn Meeting adjourned at 5:00pm.