

**TILLAMOOK COUNTY
ROAD COUNTY ADVISORY COMMITTEE MEETING (CRAC)**

**Monday, June 1, 2015
Board of Commissioners Conf. Rm B
201 Laurel Street, Tillamook, OR 97141
3:00 PM TO 5:00 PM**

1. Call Meeting to Order
2. Review and Approve March 2, 2015 and April 6, 2015 Meeting minutes
3. Anderson Road Paving Request: Sherry Newman
4. Victoria Street: Dick Hall
5. Road Department Status:
 - Road Maintenance Activities
 - Paving Prep
 - Traffic Study tour
 - 3rd Street, Netarts
 - Tilt-Trailer
 - Road Engineering Activities
 - Bixby Culvert Replacement
 - Culvert Inventory
 - R.O. Richards
 - Trask River Southfork Bridge
 - Capital Projects:
 - Long Prairie Paving
 - Slab Creek Road South Paving
 - Cape Kiwanda Traffic Change
 - Cape Meares Loop Road
 - Resort Drive I & II
 - Wyss Bridge
 - Lommen Bridge
 - Lommen Overpass Bridge
 - Quarry development
 - Sandlake Road MP 10.6
 - Alternate Access @Neskowin
6. Next meeting
7. Public Comments
8. Adjourn

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: March 2, 2015

MEMBERS PRESENT: Curt Schonbrod, Gus Meyer, John Gettman, Gary Hanenkrat, Gary Hercher, Darcy Jones and Robert Garrigues

STAFF: Liane Welch, Jeanette Steinbach and Commissioner Mark Labhart

PUBLIC (signed in): Dick & Alice Haul and Anne Price

Item 1. Meeting called to order at 3:00 pm. Victoria Street topic added to the agenda.

Item 2. Minutes Approval: January 2015 minutes were approved as written by Gus Meyer, Gary Hanenkrat seconded, unanimously approved.

Item 3 Budget presentation – Liane Welch: Liane went through the budget packet handed to the members.

a. 307 Road Improvement Construction (General Obligation Bond)

This is a \$7.5 million bond approved by the voters in 2013. 85% of the bond monies have to be expended in the first three years, 15% in FY 2017 and FY 2018. The plan is to contract the paving on Long Prairie and Slab Creek Roads. Continue on the bridge maintenance projects based on the Bridge Strategic Plan, and replacement of the culverts on Bixby Road over Little Foland Creek and Meda Loop Road. The plan is also to crush rock in the Nehalem and Clear Creek rock quarries.

b. 308 Road Construction (Grants)

The design work on Lommen Bridge on Foss Road is funded through HBP Funds for \$1,000,000 is progressing. \$852,000 has been received from the General Fund for a portion of the required 1 million local match for Lommen Bridge. \$1M was scheduled to be received from General Fund as the local match. As a result of the General Fund revenue shortage, this has been reduced by \$148,000. Lommen Bridge will go out to bid for construction this fiscal year. The design and project management of the Whalen Island in fiscal year 2015 will require a match as will the Cedar Creek Bridge scheduled in 2016. The South Fork of the Trask is scheduled for 2017.

c. 160 Road

We plan to pave using about 6,400 tons of asphalt with the County crew. We will be contracting paving projects with the GO Bond, Fund 307 with the Road Department crew prepping. The staff continues to look for grant opportunities to improve our transportation system.

Liane mentioned that at this point the budget is not balanced and asked for suggestions from the members. Members agreed that monies should come from the contingency. Commissioner Labhart there is a State Transportation packet that might give monies to the County but it is tied with the low carbon fuel standards bill which might be an issue.

Item 3a Victoria Street: Mr. Hall approached the CRAC and Liane to request that Victoria Street be paved since it is a Tsunami route. Victoria Street is a Local Access Road. Mr. Hall would like an estimate on the cost of the projects so he can share that information with the property owners. He has spoken with the City of Rockaway who is willing to help clear the landing. He might be able to have the High School students to clear the assembly area. He also made contact with Oregon Resource Management who agreed that the residents can use the assembly area for evacuation purposes.

Item 4 Road Department Project Status: The crew has been working on prepping the roads for paving. They are brushing, replacing culverts and ditching as needed.

Cape Meares Loop Road: A Federal Lands Access Program (FLAP) \$4 million grant has been submitted. The intent is to look for other grant opportunities.

Mapes & Myrtle Culverts: These culverts are located on Kilchis River Road. Tillamook Estuary Partnership (TEP) is partnering with OWEB and the County Road Department to design this project. This is a fish passage project.

Resort Drive I: The current design is to realign the road. The Road Department has had several meetings with property owners. They want us to look at a rip rap solution. Another meeting will be scheduled with the property owners to discuss the design.

Resort Drive II: This project will consist of a design for half bridge and half road, viaduct solution. The road will be closed during construction to save time and money.

Old Woods Boat Ramp: There is a meeting scheduled in March 2015 with the community and TEP. The boat ramp in its present condition is a safety issue.

Wyss Bridge: This is planned for construction in June.

Lommen Bridge: Due for construction in 2016.

Lommen Overpass Bridge: This project is planned for construction in April 2015.

3rd Street, Netarts: Drainage issue. This might be a law suit situation.

Emergency Access @ Neskowin: This is now an alternate route project. It is a full use one-way road. The community has contributed \$100,000, the State \$150,000. The County had initially budgeted \$50,000 but with the increase to the scope of work, the cost will amount to \$400,000. The County hopes to use some of TLT of Enhancement Grant funds for this project.

Nestucca Fish Passage: United States Forest Service is designing culverts on Old Woods Road, Moon Creek, Blankenship and Bixby Road for the County Road Department.

Item 6. Next Meeting: April 6, 2015.

Item 7 Public Comments: Thank you for fixing the pot holes on Alderbrook Loop, Trask River Road and Olsen, and also for ditching Circle Drive. Robert Garrigues thanked Liane for attending weekend meetings. It is very much appreciated.

Item 8. Adjourn: Meeting adjourned at 4:40 PM.

Minutes transcribed by Jeanette

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: April 6, 2015

MEMBERS PRESENT: Curt Schonbrod, Gus Meyer, Gary Hanenkrat and Paul Carbaugh

STAFF: Liane Welch, Jeanette Steinbach and Commissioner Mark Labhart

PUBLIC (signed in): Anne Price

Item 1. Meeting called to order at 3:05 pm.

Item 2. Minutes Approval: March Minutes approval postponed till next month due to lack of quorum.

Item 3 Budget presentation – Liane Welch: Liane updated the CRAC members on the Secure Rural Schools (SRS) funding that might be reauthorized. In FY 2014/2015, \$71,180 was budgeted, monies to be received is \$582,265. Liane said that \$400,000 would be carried forward to FY 2015/2016. \$90,000 would be used for any line item overruns and \$10,000 would be allocated to culverts. In FY 2015/2016 \$542,726 is to be received with \$71,000 previously budgeted.

PROPOSED FY 2016 Expenditures with SRS

\$100,000	Match for the Neskowin 2 nd Access Grant (not yet applied)
\$100,000	Match Myrtle Creek culvert replacement, Kilchis River Road
\$25,000	Match Mapes Creek culvert replacement, Kilchis River Road
\$300,000	Replace contingency
\$20,000	Additional funds for Town Lake Culvert replacement project, Sandlake Road
\$75,000	Additional for Rock Crushing contract
\$25,000	Additional temporary flagger for paving crew
\$50,000	Additional for equipment purchase
\$8,000	Emergency Management Planning
\$30,000	Cape Kiwanda Traffic Safety materials
\$50,000	Misc. Consulting Engineering
\$20,000	Additional Building maintenance
\$50,000	Additional Bridge maintenance
\$30,000	Misc. materials and services
\$6,000	Additional Training
Total \$882,000	If SRS is approved by Congress

Members present approved the updated budget as presented. It was pointed out that public gets mixed message with the SRS funding being taken away and then reinstated. This funding is significantly less than was obtained in prior years.

Liane obtained permission from Oregon Dept. of Forestry (ODF) to use dedicated Trask River funds for the \$162,000 needed match for the new Trask River South Fork bridge. Liane asked CRAC for their recommendation. The plan is to put money towards the match and then do a 1-inch chip seal or asphalt lift. Members agreed.

Item 4 Road Department Project Status: The crew has been working on prepping the roads for paving. They are currently working on Slab Creek Road. They are replacing culverts, cleaning the ditches, brushing and shoulder work. ODF would like Foss Road to be ditched and graded. This is about 10 miles of road. They are expecting 75-80 log trucks a day. Liane would like to triple chip seal the road, but funding this is an issue. Would like to talk to ODF about doing an intergovernmental agreement similar to the one done on Trask River Road where monies from the sale could be dedicated to the repair of Foss Road. CRAC members suggested Liane speak to the Commissioners.

Bixby Road: United States Forest Service designed the culvert replacement project on Bixby Road. The culvert is in failure mode. With the grant and Road Dept. funding, a bid for construction will be sought so work can be completed by the end of summer.

Old Woods Boat Ramp: A sign "Boat Ramp not maintained, use at own risk" has been placed at the ramp. The ramp will need to be repaired.

Culvert Inventory: 20% of culverts inventory known. Dedicated staff to continue updating the inventory.

RO Richards: Complex history from 1871. The road will need to be legalized. Meetings have been held with the property owners.

County Parks: Inspections for the Barview Asphalt contract will be done by Liane. Hope to do a jurisdiction transfer of those roads to the Parks.

Cape Kiwanda Traffic Safety: This is by the Pelican Pub and cottages. The plan is to put speed cushions and flashing lights in that area for pedestrians to cross safely. The plan is also to request monies from Tillamook Lodging Tax for a Master Plan; installation of the Boat Ramp, and Pedestrian Access. Paul Carbaugh mentioned that the committee recommended extending turn lane north.

Cape Meares Loop Road: A Federal Lands Access Project (FLAP) \$4 million grant has been submitted. The intent is to apply for a TIGER grant too.

Resort Drive I: The current design is to realign the road. The Road Department has had several meetings with the property owners. They want to look at a rip rap solution. This solution would be very difficult to permit.

Resort Drive II: This project will consist of a design for half bridge and half road, viaduct solution. The road will be closed during construction but open to Mr. Hanneman, to save time and money. The property owners have been informed.

Wyss Bridge: This is planned for construction end of May.

Lommen Bridge: Due for construction in 2016.

Lommen Overpass Bridge: This project is planned for construction in April 2015.

Neskowin Alternate Route: The community has contributed \$100,000, and the State \$150,000. The County has budgeted \$130,000 but with the increase to the scope of work, the cost could amount to \$400,000.

Long Prairie Road: The core analysis indicates that the pavement and base rock is 22-inch thick in some places. The plan is to grind 3 to 4-inches, profile with 3% slope and then 5-inches asphalt.

Item 6. Next Meeting: June 1, 2015.

Item 7 Public Comments: None

Item 8. Adjourn: Meeting adjourned at 4:02 PM. The next meeting is June 1, 2015 at 3:00 PM.

June 1, 2015

To: County Road Advisory Committee (CRAC)

Re: Victoria Project

I appreciate the time given to me to review this project and report on the progress made.

The original Petition was presented on Oct. 6, 2014 requesting that Victoria Street be paved. The reasons for the petition was the road is in terrible condition and is a designated tsunami emergency route. (Exhibit A)

Recently Chris and Patsy Weber, Victoria property owners, took time to fill 50 pot holes between 1st street and 6th street --- which is approximately one half of the length of Victoria (Exhibit B)

Since the original Petition we have been in discussion with

Tillamook County Emergency Manager Gordon McCraw

Tillamook Treasurer Debbie Clark

Rockaway Emergency management Lynda Holm

Rockaway Public Works Director Luke Shephard

Olympic Resource Management Colton Cooley, Forester

Hazards Outreach Specialist Patrick Corcoran (Exhibit C)

The project includes not only paving but construction of an evacuation assembly area at the end of the street

The Olympic Resource Management that manages and maintains the forest east of Victoria has responded to our request by clearing the area around and in front of the gate plus removal of downed trees that blocked the trail. We will be requesting volunteers and possibly a Boy Scout Troop to assist in further clearing and preparing the area.

In discussing the paving portion of this project with Liane Welch it appears that the cost would be estimated at \$42,200 (not including the cost of prep). The job would take approximately 3 days to prep and 2-3 days to pave.

In reviewing these cost figures with other Victoria homeowners it was decided to, at this time, petition Liane Welch and the CRAC to amend the original petition to pave one half of Victoria (1st street – 6th street) this year and the rest of the street in 2016.

This amendment to the original petition would reduce the cost to around \$21 - \$22,000 and less than a week to complete.

Tillamook County Order #14-003 does provide giving priority to pave county roads that are designated and documented as an "emergency evacuation route for the community" for which Victoria qualifies.

Thank you for your serious consideration of this request.

Sincerely submitted by

Richard Hall for the homeowners located on Victoria Street.

8595 Victoria Street Rockaway Beach OR 97136

4239 SE Anderegg Loop Portland, OR 97236

Cell 503-784-3955 home 503-618-1186

EXHIBIT A

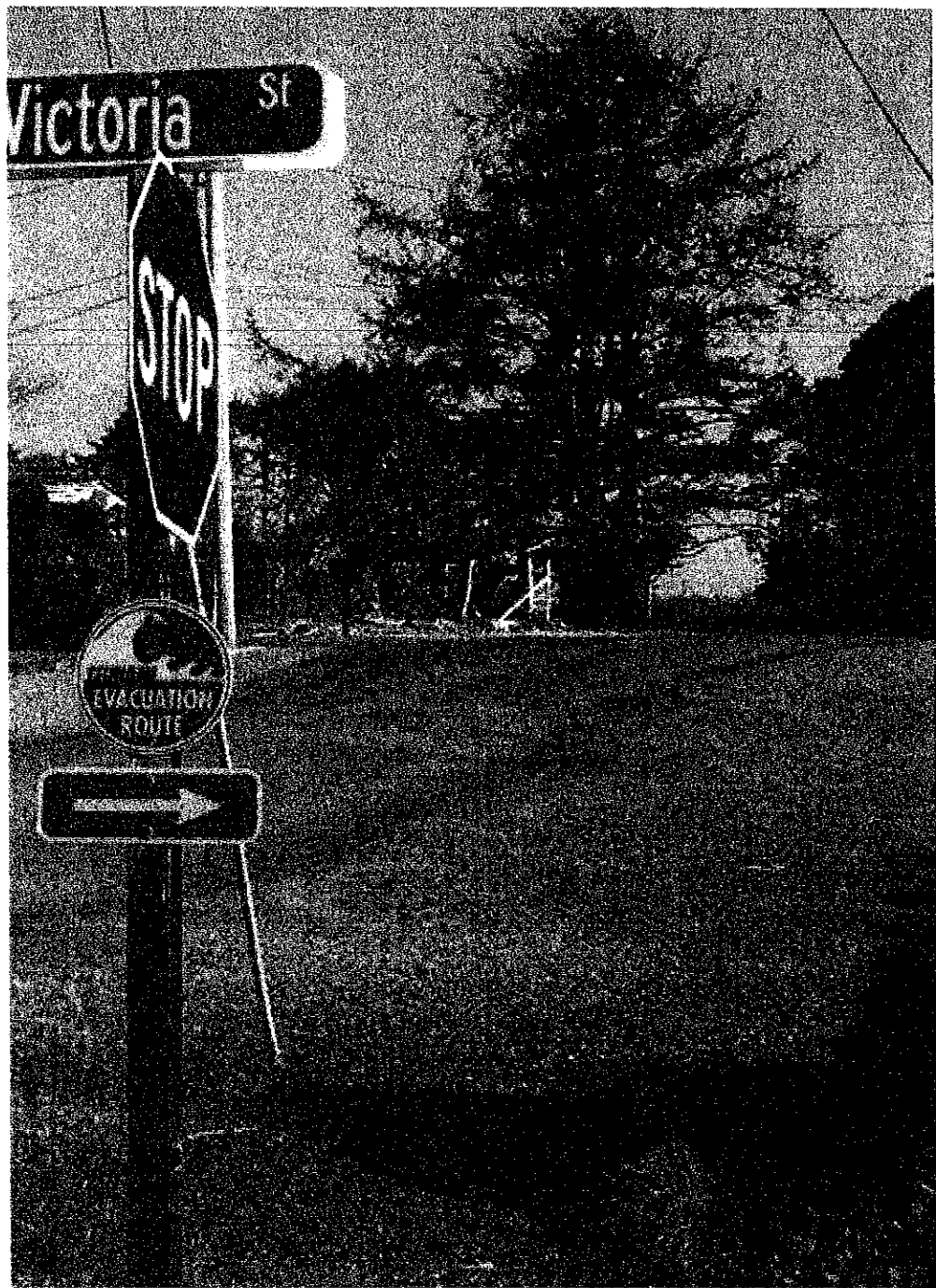
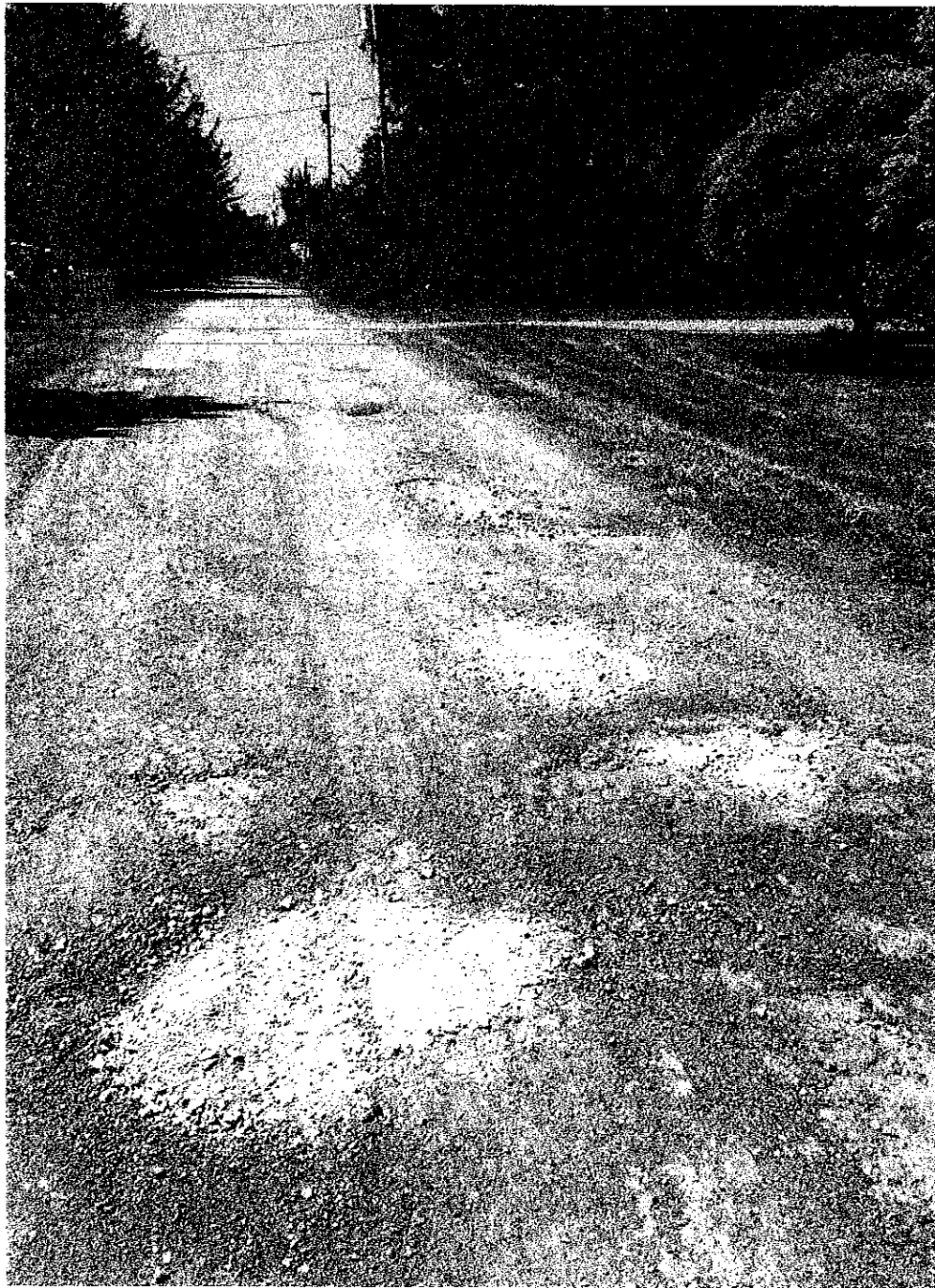


EXHIBIT B



Saving lives when (not if) a tsunami threatens the NW

Oregon Rep. Susan Bonanici and Washington Sen. Maria Cantwell, among others, are right to support the reauthorization and strengthening of the Tsunami Warning, Education & Research Act

Planning for disaster — a theoretical, expensive undertaking — is no fun. That's why it's commendable the U.S. Senate follows U.S. Rep. Suzanne Bonanici of Oregon, who last month won bipartisan support in the House of Representatives for reauthorizing and strengthening the Tsunami Warning, Education and Research Act. This week, Washington Sen. Maria Cantwell was joined by senators Dan Sullivan of Alaska and Brian Schatz of Hawaii in winning committee support for such legislation — underscoring that the human stakes are too high to carry on in denial that coastal devastation is a real, arguably imminent, threat. Think Japan.

Tsunami prediction is tricky. It depends on where the undersea earthquake that launches the tsunami originates — the farther away from Oregon, the longer coastal communities in the so-called inundation zone would have to evacuate. But shippage in the Cascadia Subduction Zone, a high-energy fault off Oregon's coast and running 620 miles from northern California to Vancouver Island, places Oregon and Washington at grave risk — with a resultant tsunami only minutes away. The numbers menace. Seismologists say historical evidence shows Cascadia is "due" to erupt every 300 to 600 years, and the last known event of cataclysmic scale along the fault occurred in 1700, when Oregon's shoreline in places sank several feet.



MARY HEY MOORE/STAFF

An eruption in the Cascadia Subduction Zone is expected every 300 to 600 years, most recently in 1700. This illustration on a sign along the Oregon coast indicates a tsunami evacuation route even, unaware a wall of water from a faraway place could engulf them.

Japan was hit hard in recent years by its own close-in quake-tsunami event and advances coastal preparedness nationally. Yet it and others internationally still would profit from America's legislation by having highly accurate assessments of wave arrival times and the same forecasting would make possible keener and quicker warnings here. In the Northwest where "20 minutes is not enough," Cantwell told colleagues in a hearing on Thursday, "and cargo containers could be floating in downtown Seattle."

A gain in seconds or minutes of warning time against a tsunami's arrival can save a

trally affect the mortality and public expense of an event in Oregon areas along the coast that would be slammed by tsunami — towns and settlements in the so-called inundation zone — are inhabited by more than 22,000 people, with that number multiplying in the beaching months of summer. Add to that 1,900 businesses employing about 55,000 people.

While detection and notification of tsunamis would improve under the new legislation, also required would be the availability of supercomputing resources for forecasting models and readiness assessments by the National Oceanic and Atmospheric Administration for areas especially vulnerable to near-shore tsunamis, like the Cascadia proximate Oregon and Washington. Measures required by the legislation are a smart, timely investment considering the life and billions of dollars of property at stake.

Few people in Oregon understand the perverse psychology of their unpreparedness better than Patrick Connor, a coastal natural hazard specialist working at Oregon State University's Seaside campus. Connor helps coastal communities accept the probability of an event and prepare. He is blunt if why in discussing disaster denial: "Our neurology evolved so that we'd be afraid of lions and tigers and bears, mumping out on the path in front of us. Climate-change-related events are not a like-a-panacea to us, nor are 300-year recurrence-interval events. What's gotten in my head is our vulnerability to a Cascadia Subduction Zone earthquake and resultant tsunami. We get that Japan got."

Bonanici and Cantwell get it, too, and that's a good thing.

— The Oregonian/OregonLive editorial board

Exhibit C