

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

**Monday, January 5, 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 November 3, 2014 Meeting minutes
3. Asset Management Road Performance presentation – Liane Welch
4. Filling the Void of Leadership Public Works – Liane Welch
5. Road Department Project Status:
 - Cape Meares Loop Road
 - Mapes & Myrtle Culverts
 - Resort Drive I & II
 - Wyss Bridge
 - Lommen Bridge
 - Lommen Overpass Bridge
 - Sandlake Culvert
 - 3rd Street
 - Emergency Access @Neskowin
6. Next meeting
7. Public Comments
8. Adjourn

TILLAMOOK COUNTY ROAD ADVISORY COMMITTEE

Date: November 3, 2014

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

STAFF: Liane Welch, Jeanette Steinbach

PUBLIC (signed in): Brian Lind (Neskowin Community Association), Dick & Alice Hall, Jim Berg, Michael Gunn, Leonard Trotter and Chris Weber

Item 1. Meeting called to order at 3:00 pm. 3c. added to the agenda – Victoria Street; move #5 to #4.

Item 2. Minutes Approval: October minutes were approved as written by Gary Hercher, Jerry Dove seconded, unanimously approved.

Item 3 Presentations:

- a. **Neskowin Road Repair – Brian Lind:** Presentation of requested repair of roads in Neskowin. Lind mentioned that they are some safety concerns and damage done to fire equipment as confirmed by the Fire Chief. Liane mentioned that The County is putting in a lot of funds towards the Emergency access in Neskowin. This was not budgeted, and the funds will have to come out of the Road Budget. State and the Citizens of the community are contributing towards the project. This will be a one way in and one way out access. Darcy mentioned that the brush and trees restrict access on the narrow streets. Lind said that he will have those trees removed or trimmed if they can be identified.
- b. **4th Street – Jim Berg:** Berg said that he would like to receive an estimate of the cost for repair if owners agree to assist the County. Liane said that this is a county road, and expenses for repair will be borne by the County.
- c. **Victoria Street:** Hall said that he had a letter from the United States Post Office stating that the road needed to be paved. He met with Liane onsite to request that the County paves this tsunami route road. Liane emailed Hall that it did not make the paving list. Hall contacted Lynda Holm who coordinates emergency response situations for Rockaway Beach. Hall also contacted Olympic Resource Management who manages the forest that abuts the road on the east. The manager assured Hall that they would be interested in looking at developing an assembly Area at the end of Victoria Street. Hall asked for consideration for paving because it is a documented emergency evacuation route. Once the costs is determined, will check with the owners on the possibility of contributing 25% of the cost. A citizen present communicated that WAVE does not offer pick up services due to the condition of the road. Liane said that this is a Local Access Road. The approximately cost is \$50,000 with a cost of \$13,500 to the community. The Board of County Commissioners can waive this requirement if CRAC and Liane makes the recommendation. Liane said she does not support the project. County Road needs outweigh the funds available. Tough choices are being made. Chris Weber asked if monies are available from the property owners, would it make a difference in the decision. Liane said not at this time. CRAC members also concurred that they do not support paving this road.

Item 4 Develop 2015 summer draft paving list: The list was handed out to all present. Liane reported that of the \$7,665,067 General Obligation Bond, 85% of the monies have to be spent in the first three years. The list was chosen for safety, cost to maintain, residential streets, input from the Foreman and the community. Liane mentioned that due to insufficient funding and not enough employees, some maintenance tasks like ditching, culverts and mowing are not being done. Gary Hercher moved to adopt the draft paving list to use contingency funding if needed, John Gettman seconded, unanimously approved.

Item 5 Road Department Project Status:

Emergency Access Neskowin: The plan is to have a one lane bridge. Temporarily they will be a double gate installed that allows access to bicyclists, pedestrian and golf carts; vegetation needs to be cut and signage to be placed.

Cape Meares Loop Road: Liane reported that Federal Highway Administration (FHA) turned down the \$18million chosen option for the fix of Cape Meares Loop Road. They approved a \$2.5 million deep patch treatment. The FHA suggested forming partnership with agencies, and apply for the Federal Lands Access Program (FLAP). Jeanette will work on the grant for \$4 million. There are other funding opportunities with the ODOT Enhancement Grant, Tourist Lodging Tax and Rural Development Grants.

Mapes & Mrytle Culverts: This is a Tillamook Estuary Project. Design is being funded by OWEB. The culverts are in poor condition.

Wyss Bridge: Bids received were over by \$50,000 amounting to an additional cost to the Road Department of \$4000.

Lommen Bridge: This is a \$10 million project. Match of \$1 million received from general fund. Construction summer 2015.

Lommen Bridge Overpass: Engineer's estimate for replacement is \$180,000. This bridge currently cannot support a fire truck; it is load limited to 3 tons.

Sand Lake Culvert @ TDM: Temporary repair completed on the culvert at Thousand Trails.

3rd Street, Tillamook: When the drainage and paving is completed at the Bowling Alley, the City will take over jurisdiction. The County will reimburse \$245,000 to TURA.

Resort I & II: Resort I is in final design by moving road 40 feet. Resort II, the Scope of Work is negotiated; next step is design.

Sandlake @ Town Lake: This was a joint project with Oregon Fish and Wildlife. Culvert was undermining the road; water was going around the culvert.

Next Meeting: January 5, 2015.

Public Comments: None

Item 8. Adjourn: Meeting adjourned at 4:47 PM.

Minutes transcribed by Jeanette



FY 2014 Road Performance

BOARD OF COUNTY COMMISSIONERS

Briefing

January 2015

Liane Welch, P.E.

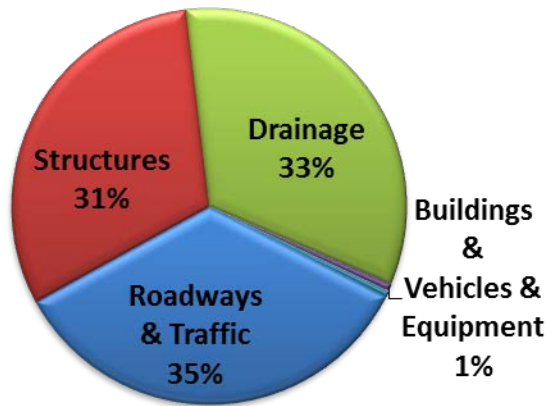
Director

503.842.3419

lwelch@co.tillamook.or.us

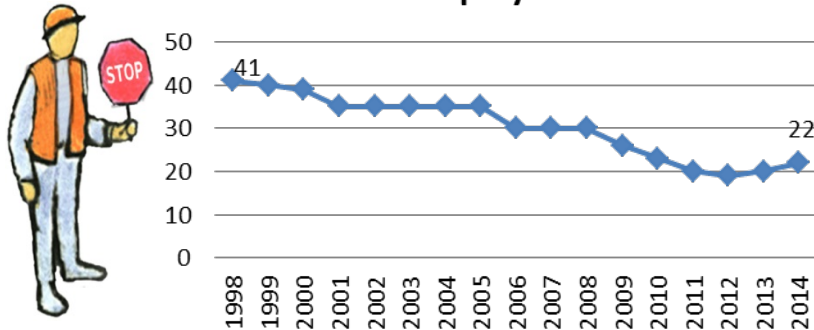
What does the Road Department manage?

Tillamook County Road Network
\$844 Million



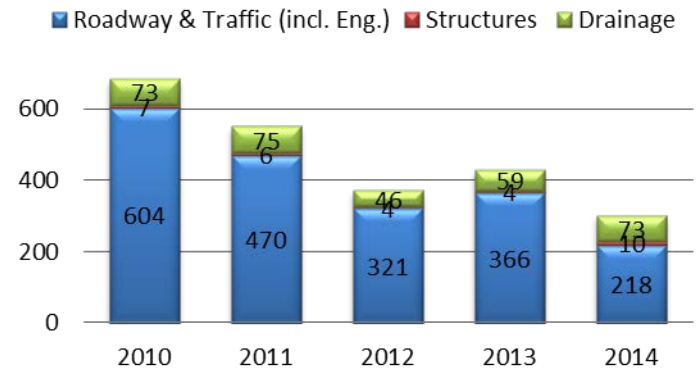
County Road Services	
Assets	Services
263 paved miles	Vegetation Management
65 miles gravel roads	Traffic Safety
101 bridges	Materials/Stock Piles
3300 culverts	Service Request management
7 levees	Emergency Response
5,400 signs	Engineering Services (permits & capital projects)
363 miles pavement markings	Fleet Management
10 miles guardrails	
15 buildings	

Employees



Service Requests

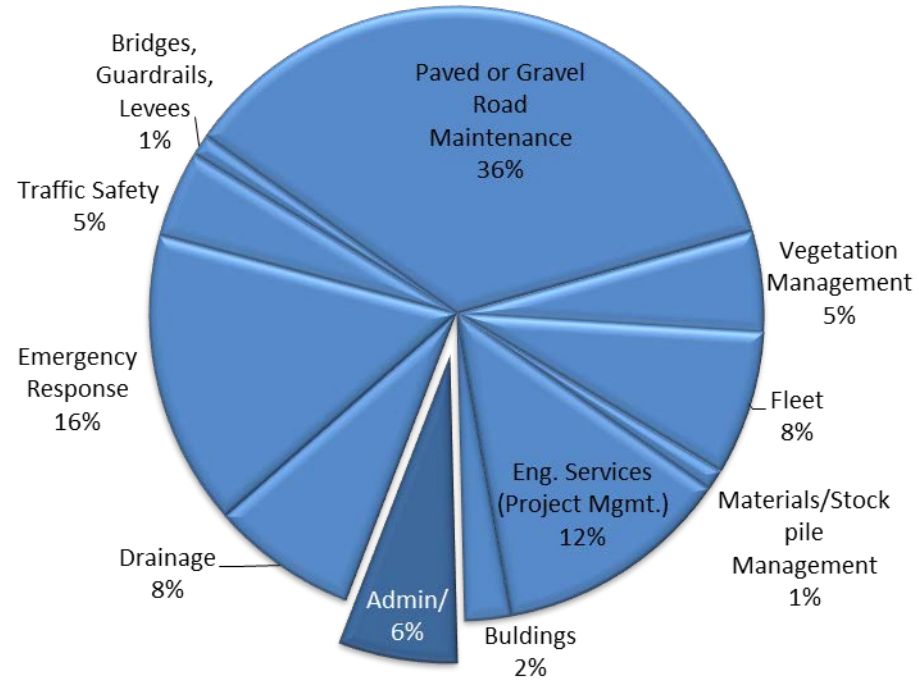
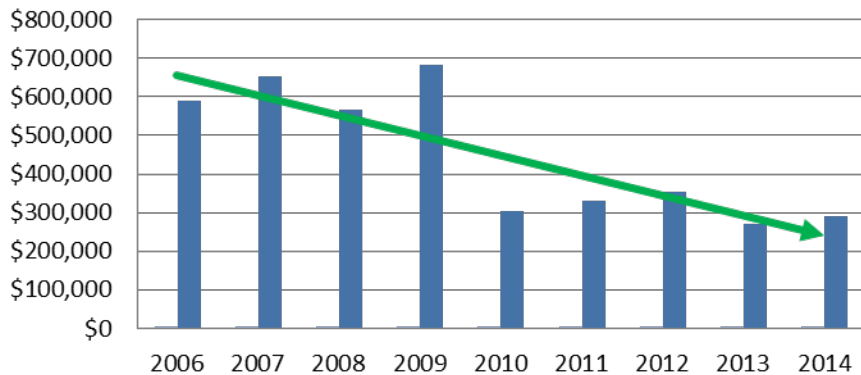
2010-2014



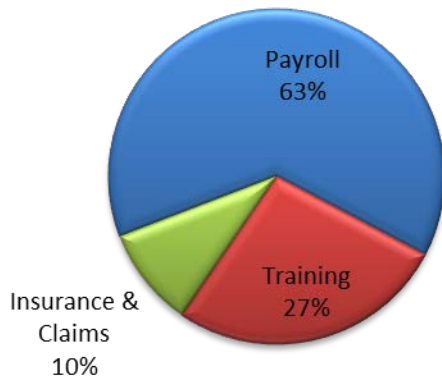
How do we manage everything?

Administration 2005-2014

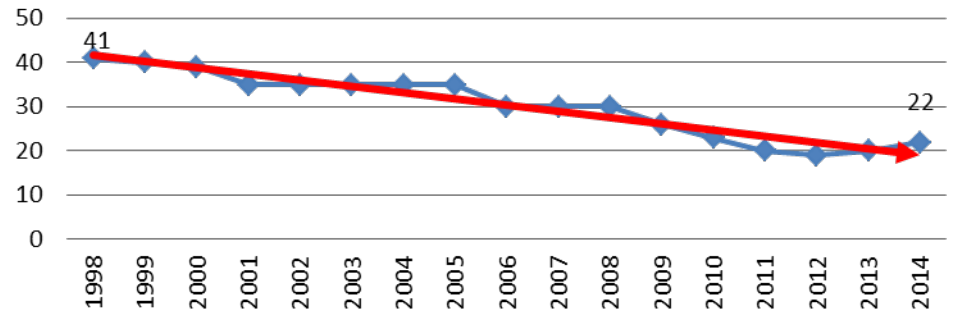
Overhead allocated to Services beginning in 2010



2014 Total Administration \$290,000

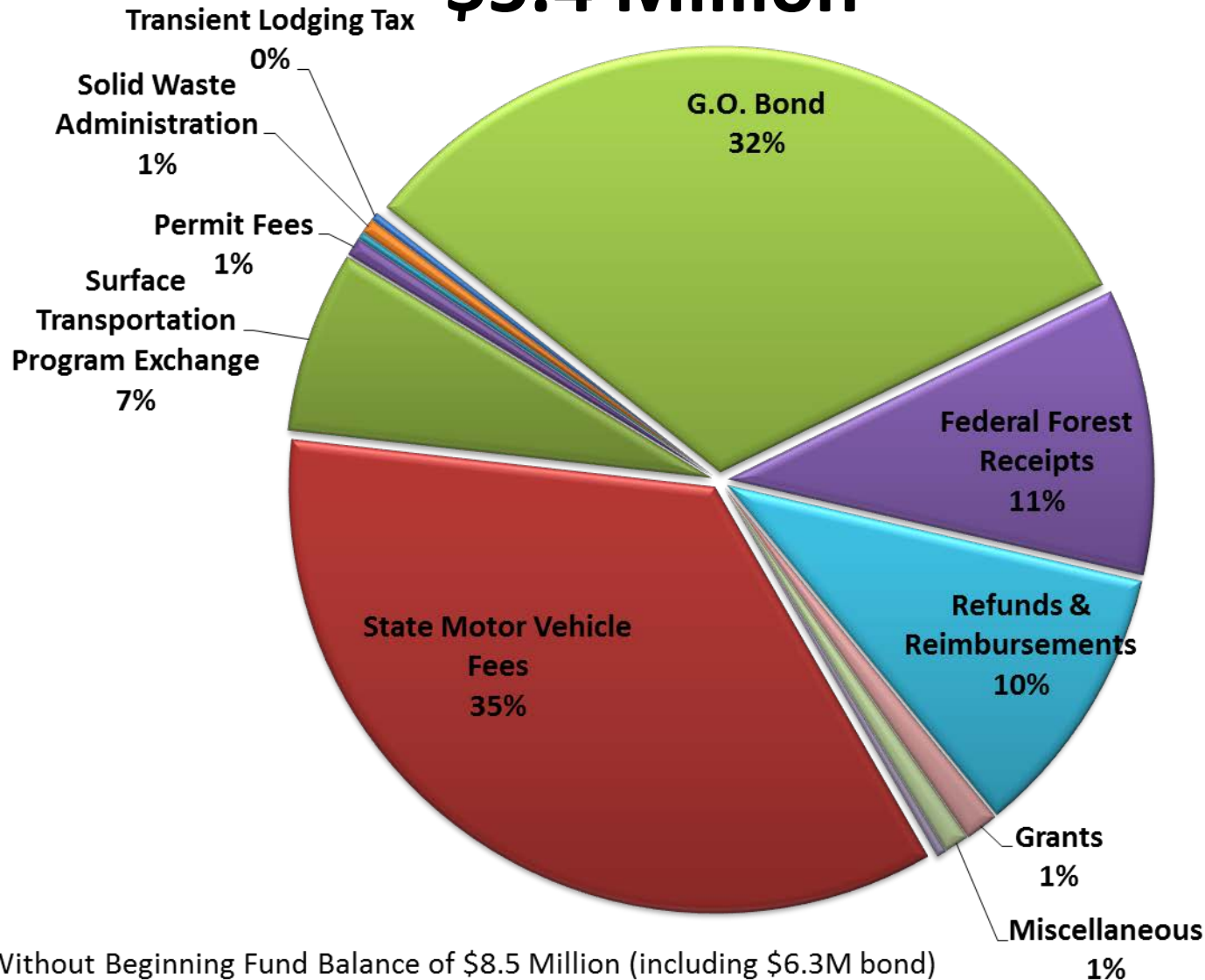


Added 2 employees but still 46% fewer than in 1998



Road Department Revenues FY 2014

\$5.4 Million



*Without Beginning Fund Balance of \$8.5 Million (including \$6.3M bond)

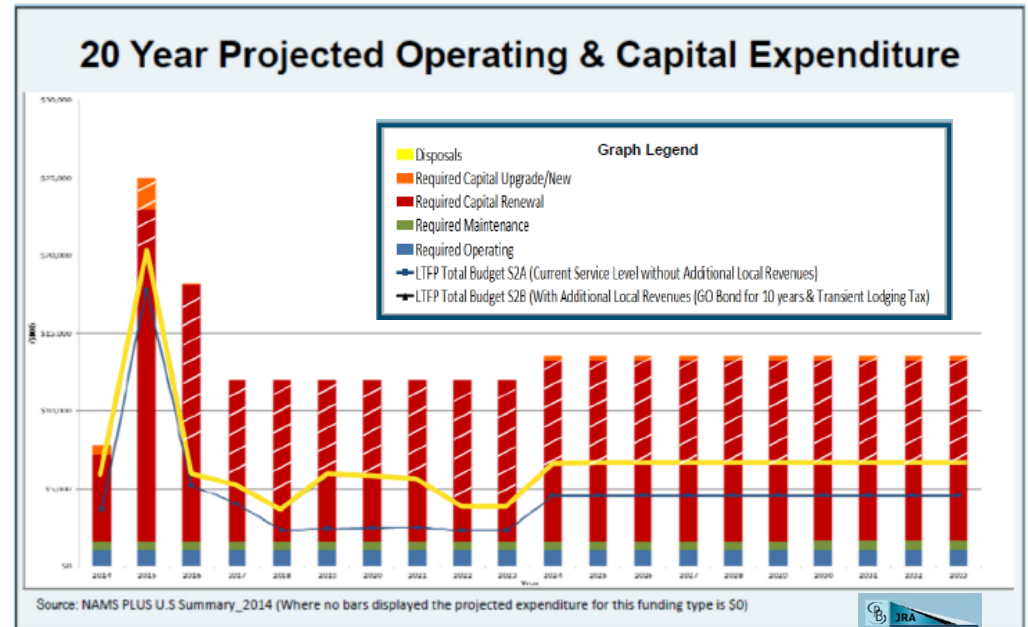
Federal Funds \$1.3 Million to County Administered by ODOT

Cape Mears Loop Geotechnical Study	\$202,000
Foss Road MP 6.5 Culvert replacement	\$357,000
Lommen Bridge Bridge Design	\$514,000
Resort MP 1 Slope failure design	\$135,000
Resort MP 2.1 Slope failure design	\$33,000
Wyss Bridge Bridge design	\$105,000

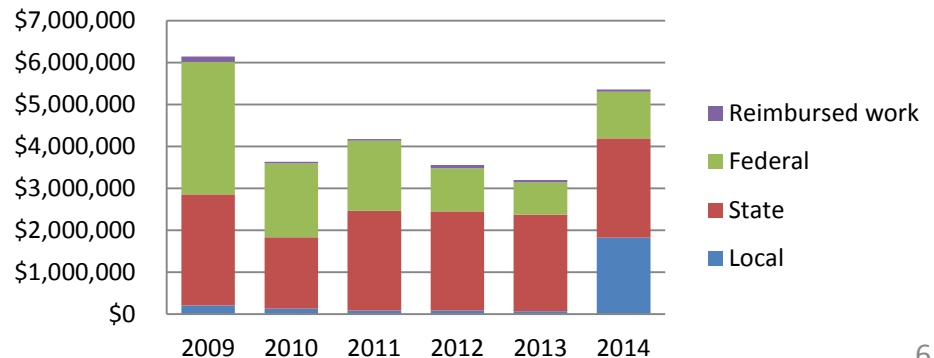


New Local Revenues help but aren't enough to meet all needs

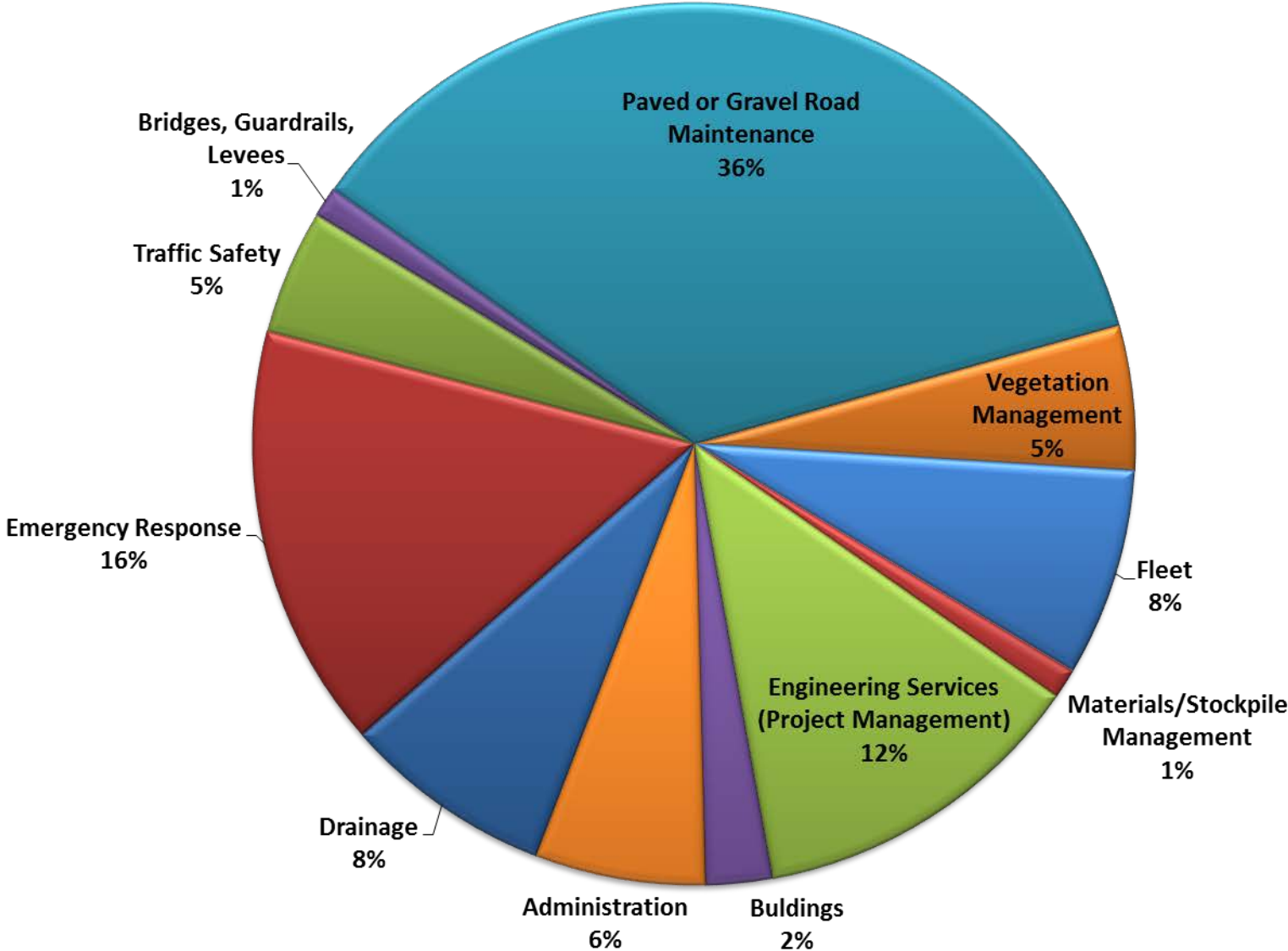
Local revenues - GO Bond and Transient Lodging Tax – approved by voters in 2013 to address road services -- are making a difference in slowing system deterioration and addressing critical needs. However funding (yellow line) isn't enough to manage all lifecycle costs (red striped bars above the yellow line) even with these new local revenues.



Local revenues were approved by voters in FY 2014



FY 2014 Tillamook County Road Expenditures - \$4.7 Million (w/Admin. Allocated)



Public Safety is our highest priority

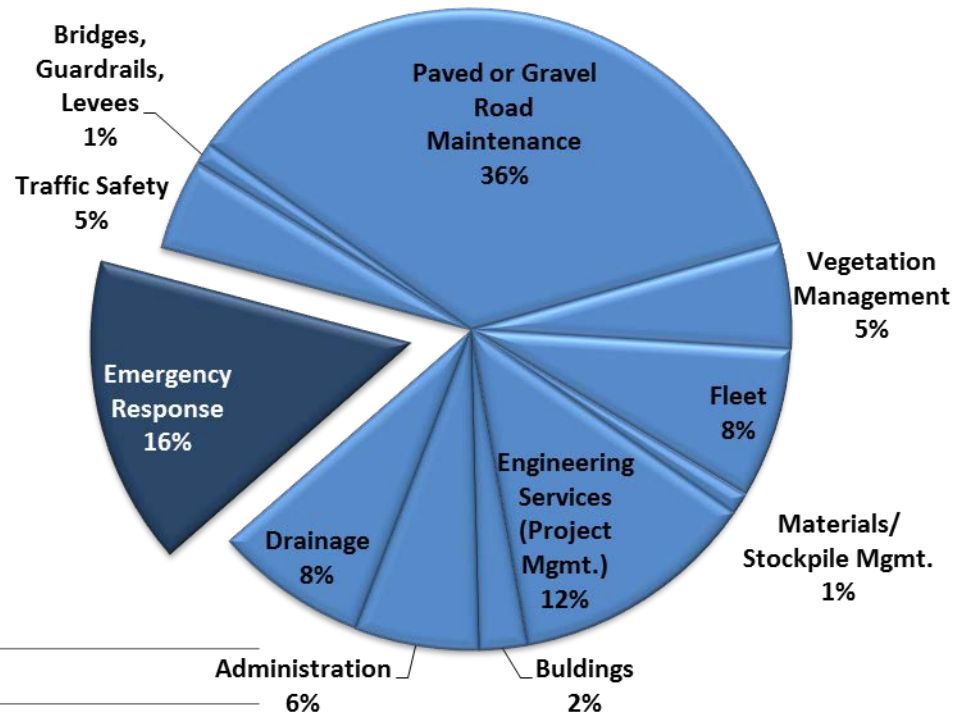
- ✓ Storm response
- ✓ Completion of Kilches River Road, slide repair from the 2011 storm (\$500,000)
- ✓ Response to landslides and 911 callouts
- ✓ Emergency preparedness for managing Cascadia Earthquake “Filling the Void of Leadership”
- ✓ Neskowin Emergency Egress design



The Tillamook County Road crews snow plow and sand County roads during February 2014 snow emergency.

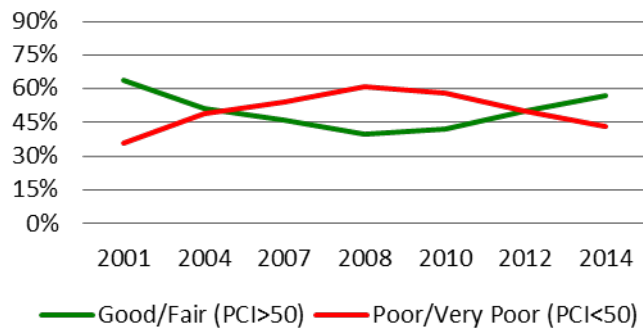
Emergency Response

\$500,000 Kilches River Road
(2011 storm)



We were able to improve the condition of paved roads, accomplish more & improve the quality of how we did paving work

**Pavement Condition is Improving
2001-2014**



“The PCI has increased from a low of 45 in 2008 to 54 in 2012. This is due to the county having made better pavement management decisions regarding maintenance treatments, as well as reducing the inventory of paved streets over the last 6 years. Additional funding from the recent road bond, signaling the willingness of local citizens to pay for increased services, has also helped improve the condition of the paved road network.”

*Pavement Management Program Budget Options Report,
Capitol Asset & Pavement Services, September 2014*

6.8 Miles Paved in Summer 2013

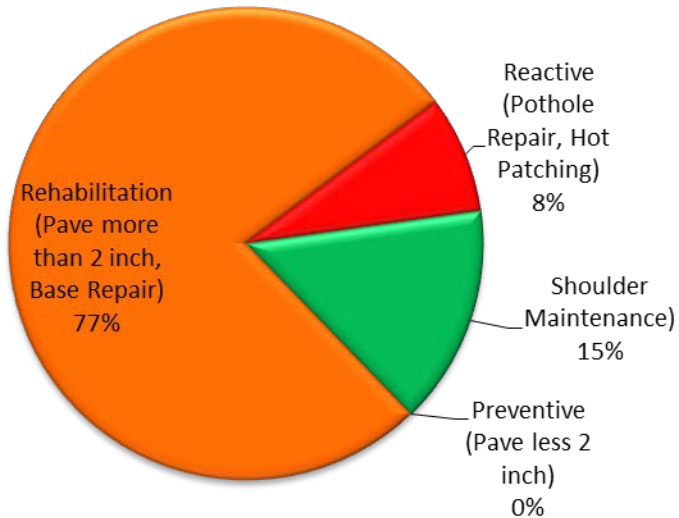
Tideland Road	Yellow Fir Road
McKimmens Road	South Prairie Road
Miami-Foley Road	Kilches River Road
Beulah Reed Road	Ekloff intersection
Sollie Smith Road	Clements Corner
Bilyeu Road	Brickyard Road
Bewley Creek Road	Hillsdale Road
Tideland Road	Whiskey Creek Road
Nielson Road	Cape Lookout Road
Jenck Road	Meda Loop
Woods-Cloverdale Road	McPhillips
Sandlake Road	Mill Road
Blaine Road	



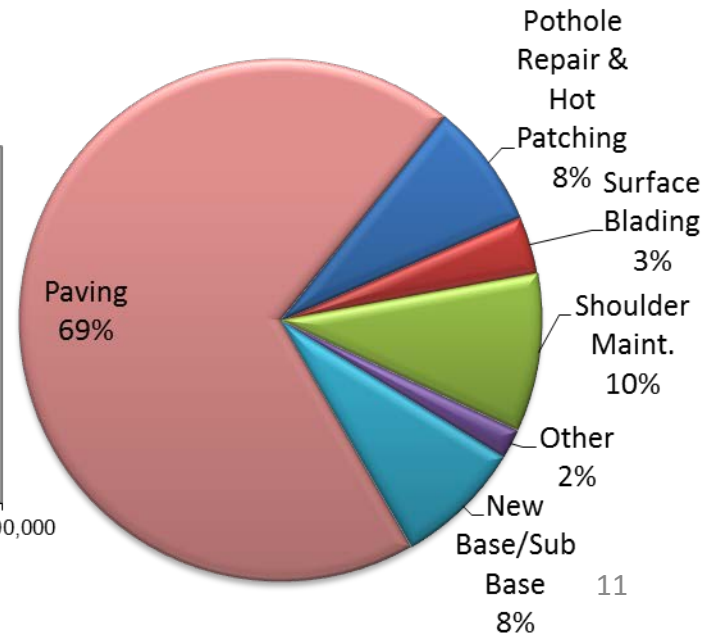
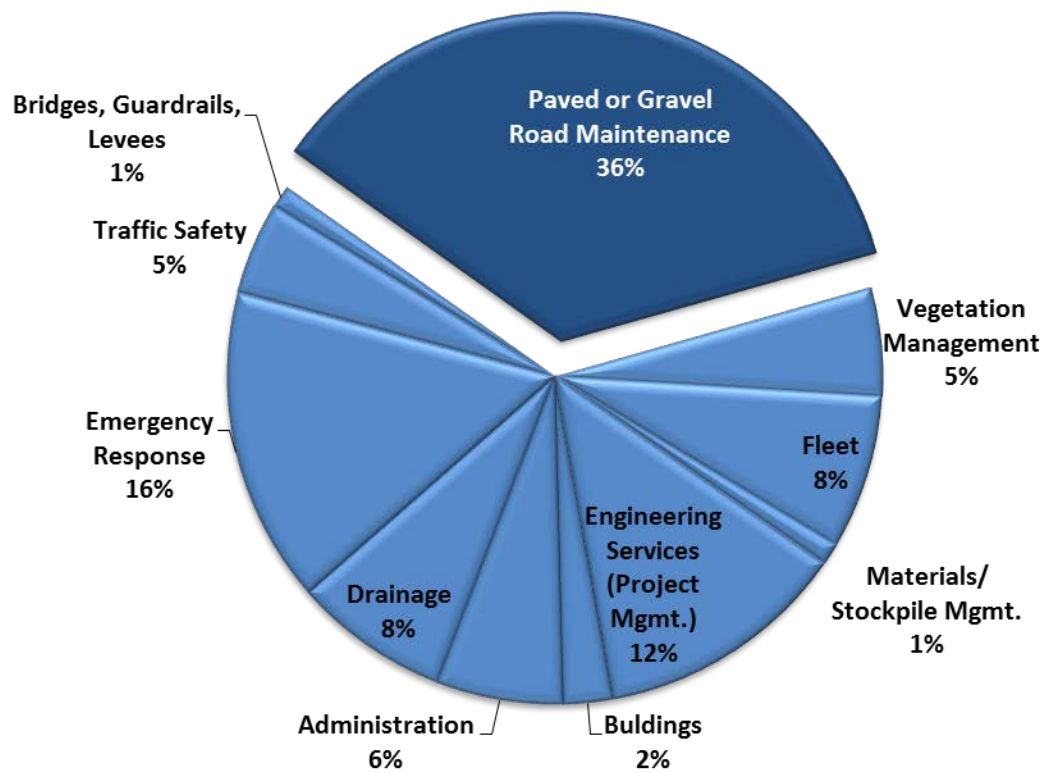
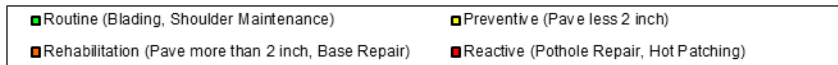
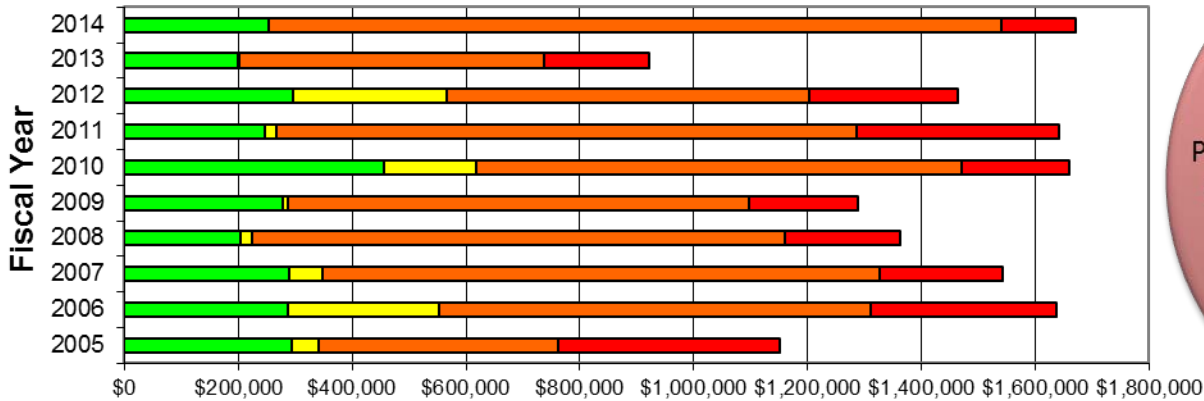
Rehabilitating Brooten Road June 2014

Our biggest expense is paving

\$1.7 Million, up 81%

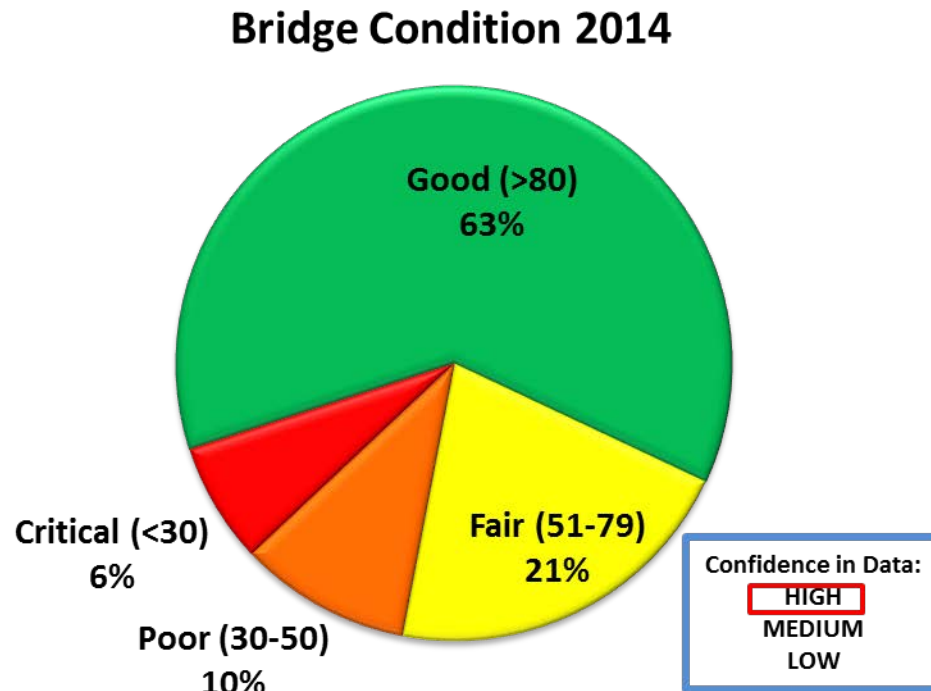


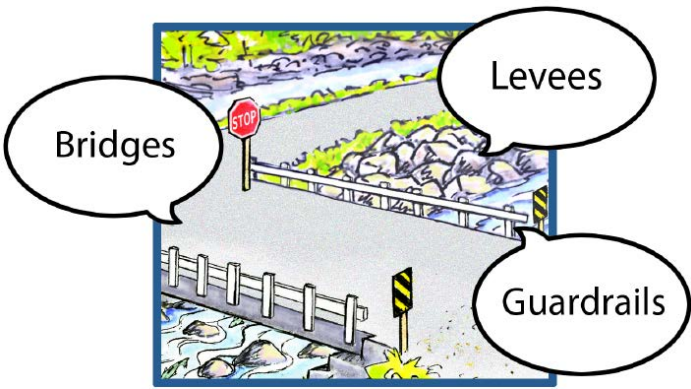
Road Lifecycle Expenditures 2005-2014



There are 101 County bridges

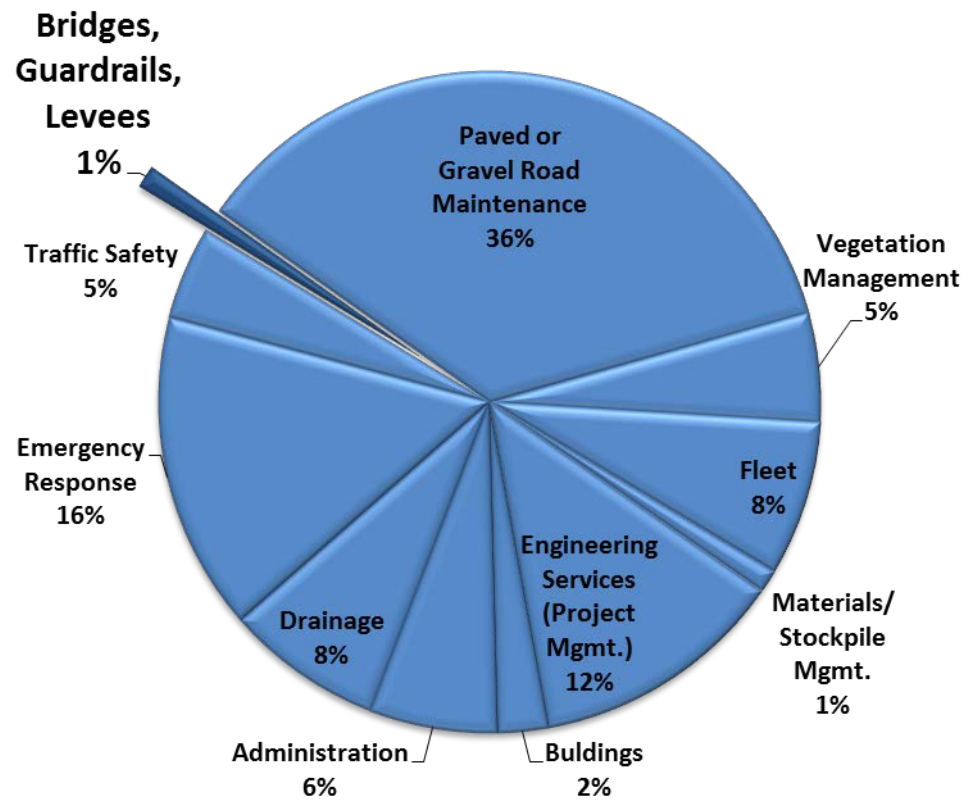
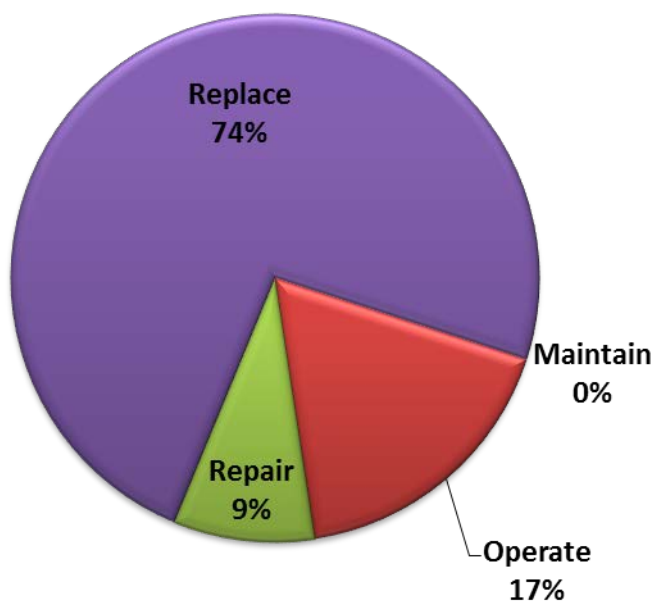
17% are in Poor or Critical Condition





Structures expenditures are down 61%

Bridge Management Expenditures 2014
\$51,732



We're getting ready to replace 6 bridges

Six Bridges Scheduled for Replacement

Lommen Bridge

Wyss Bridge

Cedar Creek Bridge

Trask River Bridge (MP 13)

Holgate Bridge

Whalen Island Bridge

East Beaver Creek*

*Bridge currently closed due to landslide; plan to remove from inventory and salvage material.

Wyss Bridge – Rotten Column



Whalen Island Bridge Posting

Recommended Annual Preservation Maintenance Action Plan

TASK	INITIAL INVESTMENT	ANNUAL BUDGET
Bridge Cleaning	\$5,000	\$5,000
Drift Removal	\$10,000	\$5,000
Vegetation Removal	\$5,000	\$5,000
Scour Monitoring	\$1,000	\$1,000
Sign Upgrades	\$8,000	\$2,000
Rail Repairs	\$20,000	\$7,000
TOTAL	\$49,000	\$25,000

Recommended Bridge Replacement Plan for Next 10 Years

ORDER OF PRECEDENCE	BRIDGE NO.	BRIDGE NAME	SR	NRI YES/NO	ESTIMATE OF TOTAL COST	COUNTY'S SHARE OF COST
1	57C30	Yellow Fir	49.5	No	\$400K	\$400K
2	57C13	Moss Creek	36.3	No	\$300K	\$300K
3	57C05	Miami River Road	53.6	No	\$400K	\$400K
4	57C31	Fagan Creek	48.5	No	\$400K	\$400K
5	57C21	Freeman Slough	46.8	No	\$400K	\$400K
6	57C20	Kilchis River	52.8	Yes	\$2 Million	\$210K
7	57C36	Dougherty Slough	45.7	Yes	\$1.2 Million	\$130K
8	57C14	Foley Creek	62.8	Yes	\$1.3 Million	\$140K
9	57C51	Learned Road	46.1	Yes	\$1.9 Million	\$200K
10	57C82A	Three Rivers	18.4	Yes	\$600K	\$70K
11	57C22	Hall Slough	58.5	Yes	\$2 Million	\$210K
12	57C50	Tony Creek	52.5	No	\$250K	\$250K
13	57C08	Barber Road	59.1	No	\$400K	\$400K
14	57C59	Miami River	40	Yes	\$2.9 Million	\$300K
				TOTAL	\$14.45 Million	\$3.8 Million

Source: Strategic Bridge Program Plan, Obec, May 2014 (updated November 2014)

We'll begin to implement the Strategic Bridge Program beginning in FY 2015 but we don't have enough money to address all needs

Bridge Activity	Backlog	Strategic Bridge Program - Initial Investment	Strategic Bridge Program - Annual Budget
Maintenance	\$1,860,000		
Preservation Maintenance		\$49,000	\$25,000
Cyclic Maintenance		\$335,000	\$73,000
Rehabilitation		*\$400,000	**\$83,000
Replacement***	\$33,400,000	N/A	\$610,000
Total	\$35,260,000	\$784,000	\$791,000

* Current 2014/2015 budget.

**Assumes one project every three years at \$250,000

*** Estimate of total cost for 10-year bridge replacement priorities.

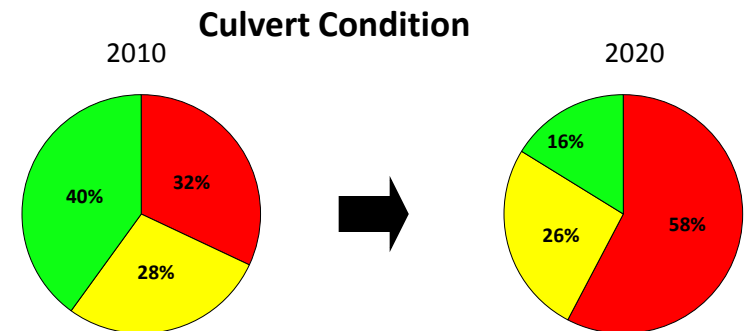
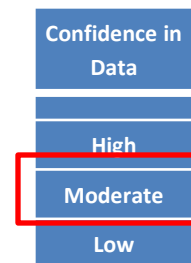
Source: Strategic Bridge Program Plan, Obec, May 2014 (updated November 2014)

Drainage on county roads was rated an Extreme risk given the wet environment and increasing frequency and severity of weather events.

Bear Creek Culvert removed on Brickyard Road

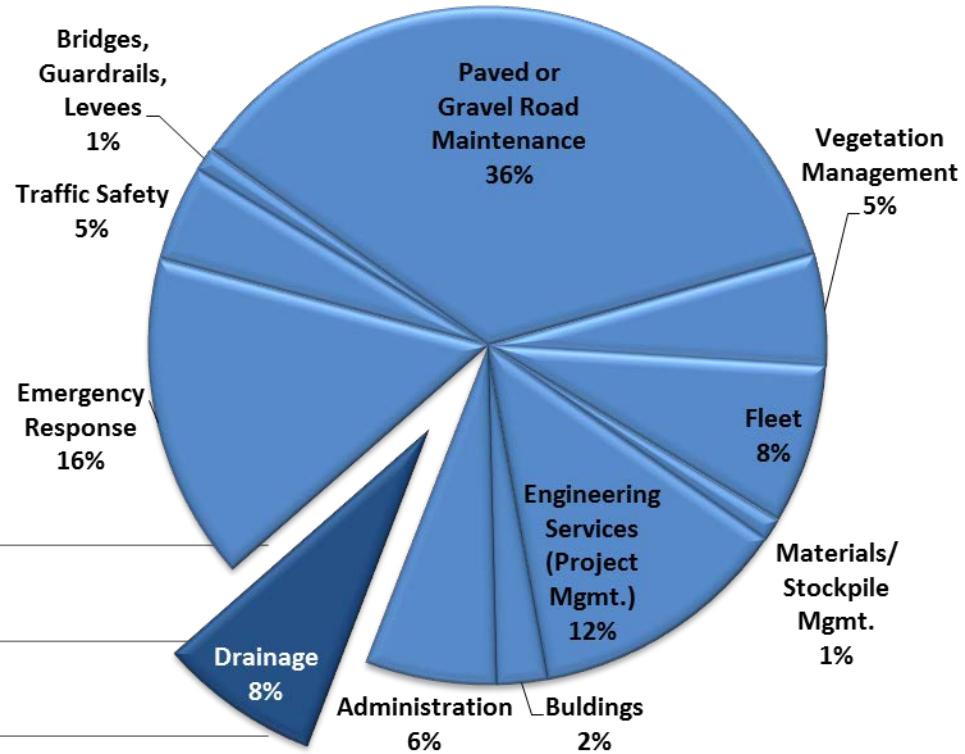
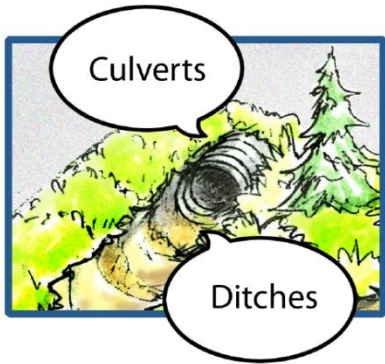


- We repaired or replaced 863 feet of culverts, including replacing culverts on Brickyard Road & Foss Road.
- In FY 2015, another 20% of culverts will be inspected and their condition rated.

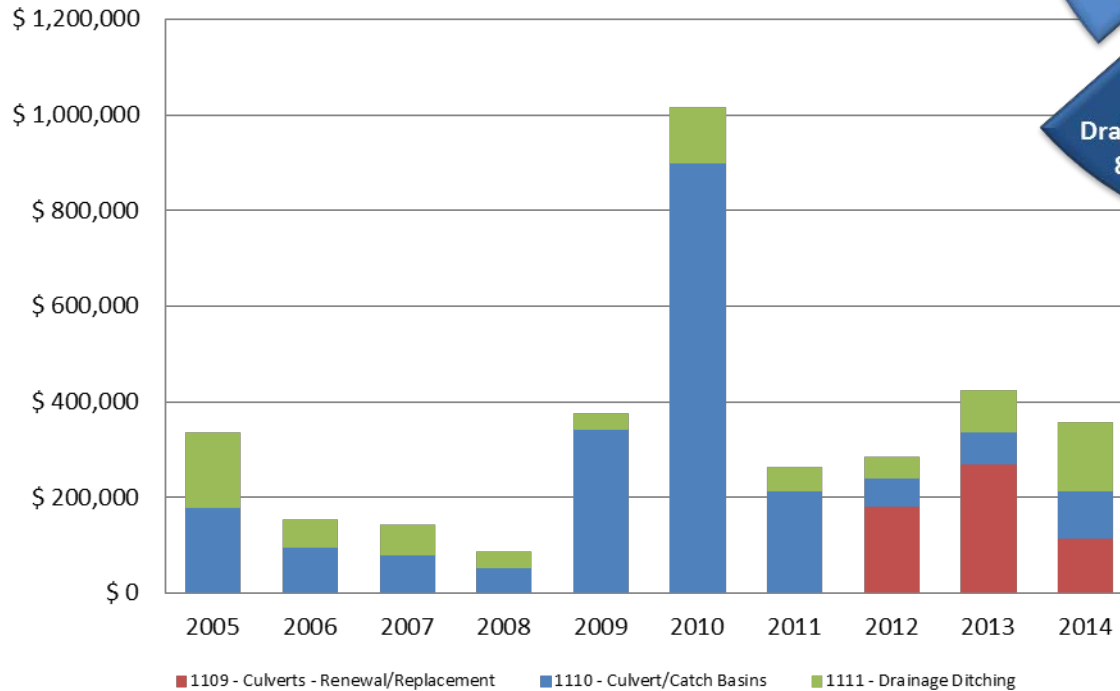


32% of the County's 3,300 culverts are in Poor condition

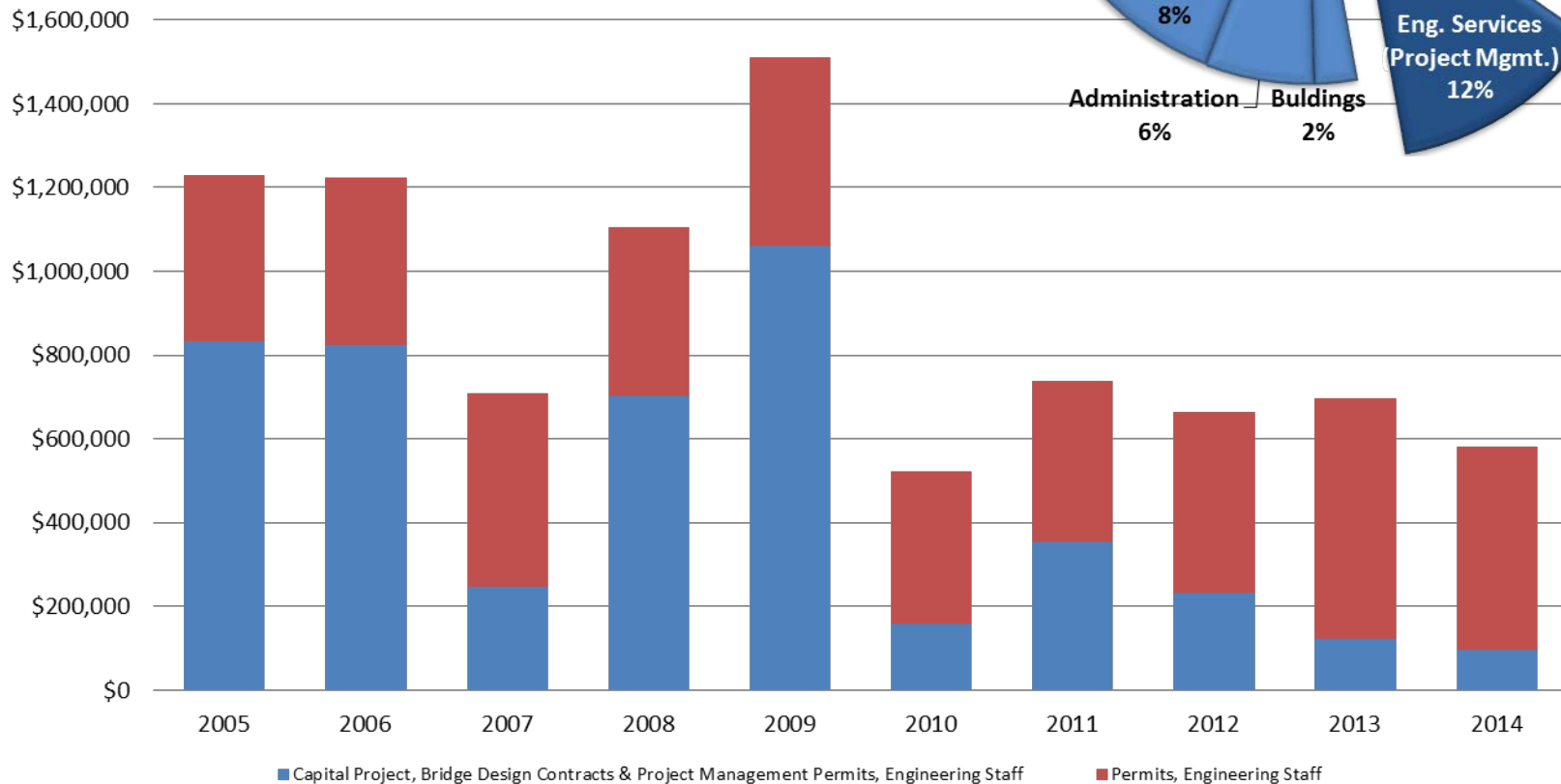
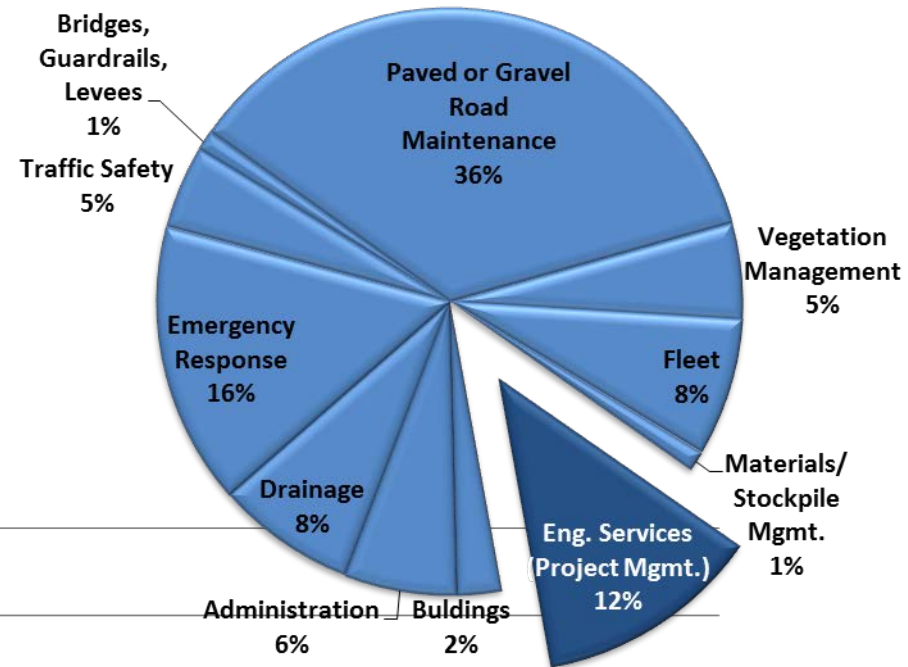
Drainage



\$359,000, down 15%

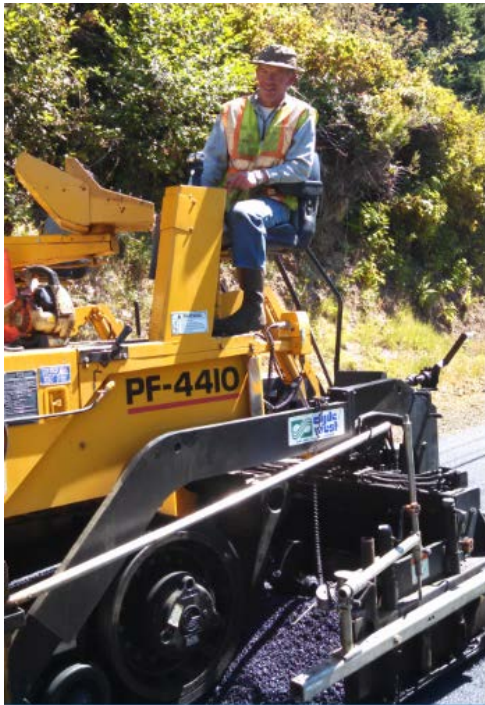


Engineering Services reviewed 148 permits, managed road and bridge projects & reviewed 60 community development permits

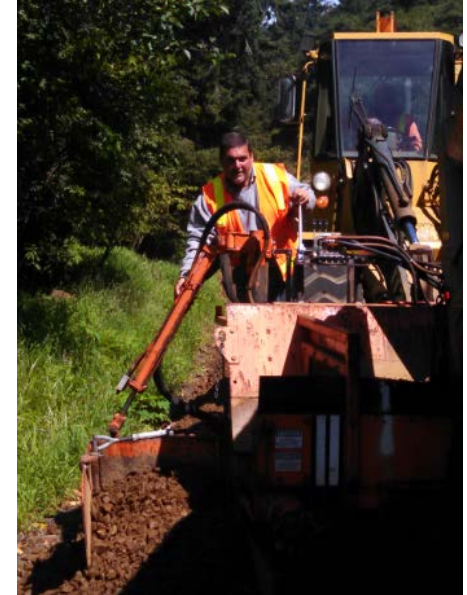


We're targeting critical vehicle & equipment replacements

A shoulder widener spreads rock which dramatically increased road work efficiency. There is less damage to the surface of the road, striping is not impacted, and rock is spread 10 times faster.



A used paver helped pave 6.8 miles of small sections of pavement across the County.



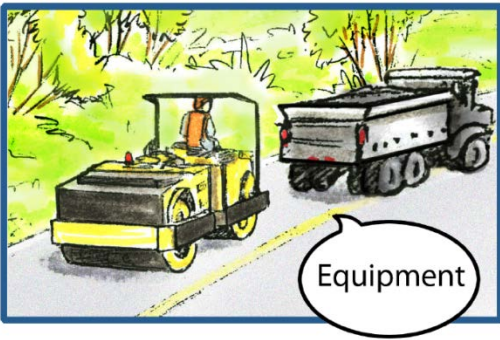
5 vehicles were replaced

2 used backhoes

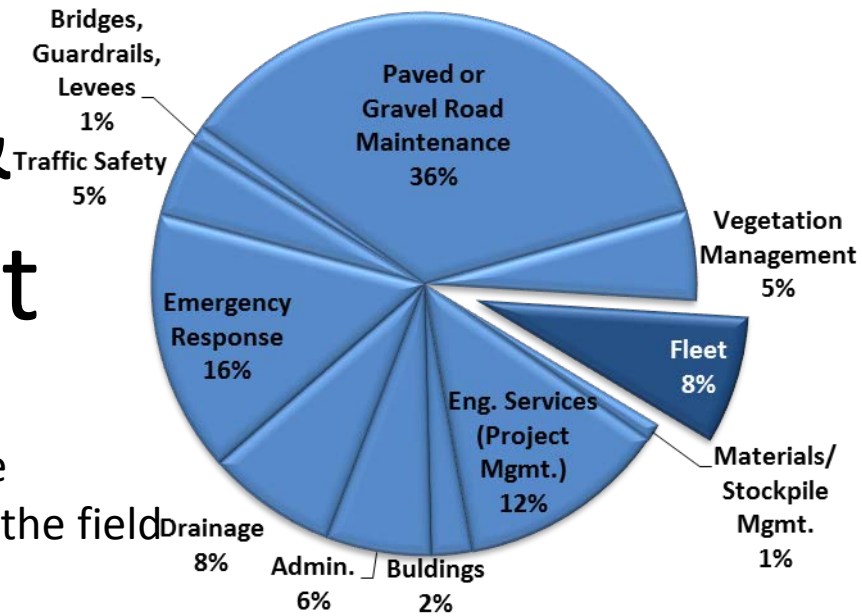
1 used pickup

1 used shoulder widener

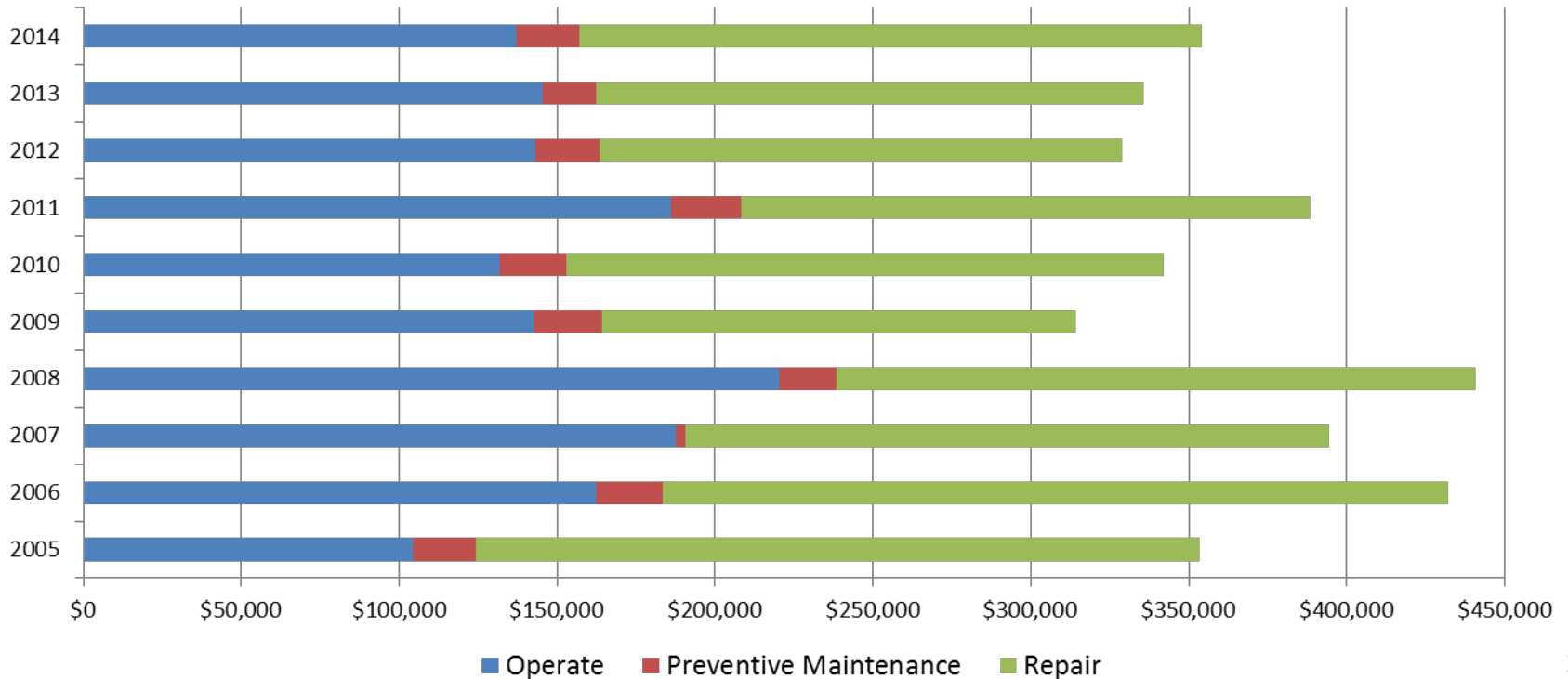
1 used paver



Vehicles & Equipment

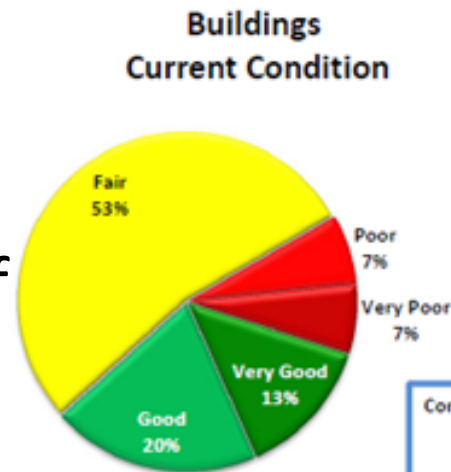


Only 20% of the fleet received Level A maintenance
 – staff shortages required Shop employees work in the field



Aging buildings require critical repairs

- A Space Facility Committee is recommending improved use of existing office space.
- We are performing additional critical maintenance at the Main Office & repairing the Central Yard's fence.

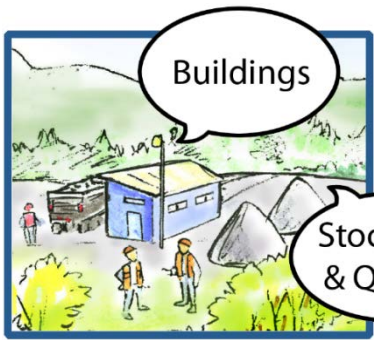


Confidence in Data:
 HIGH
 MEDIUM
 LOW

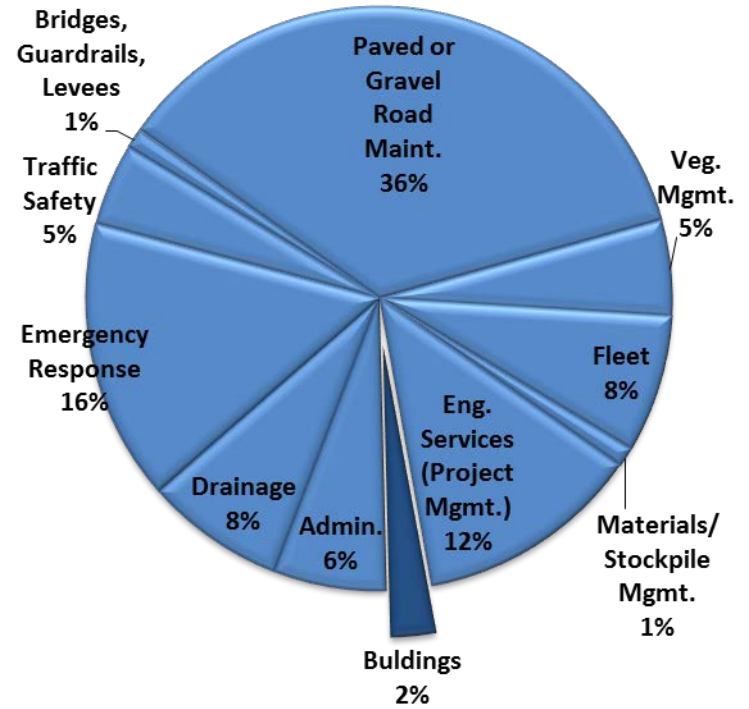
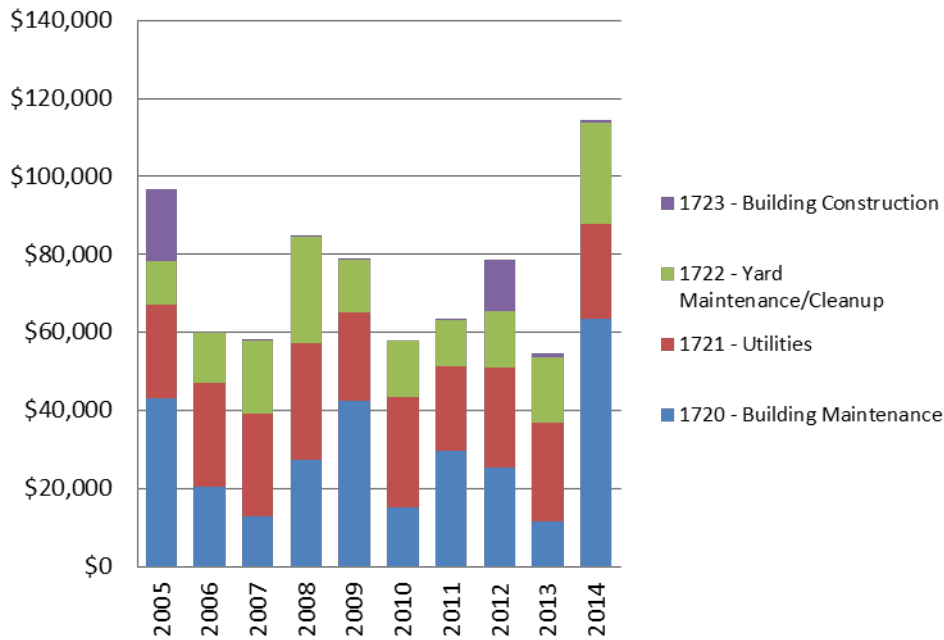
Buildings Condition in 10 Years



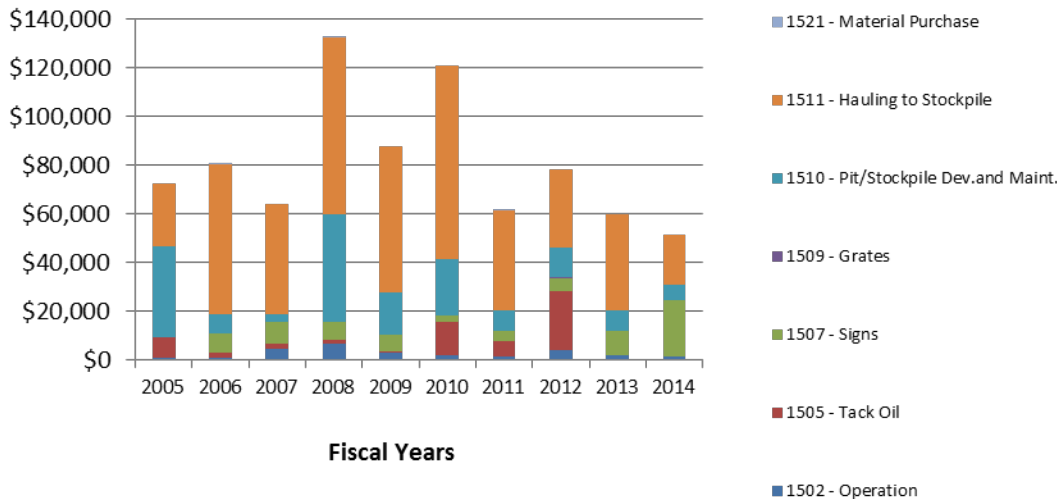
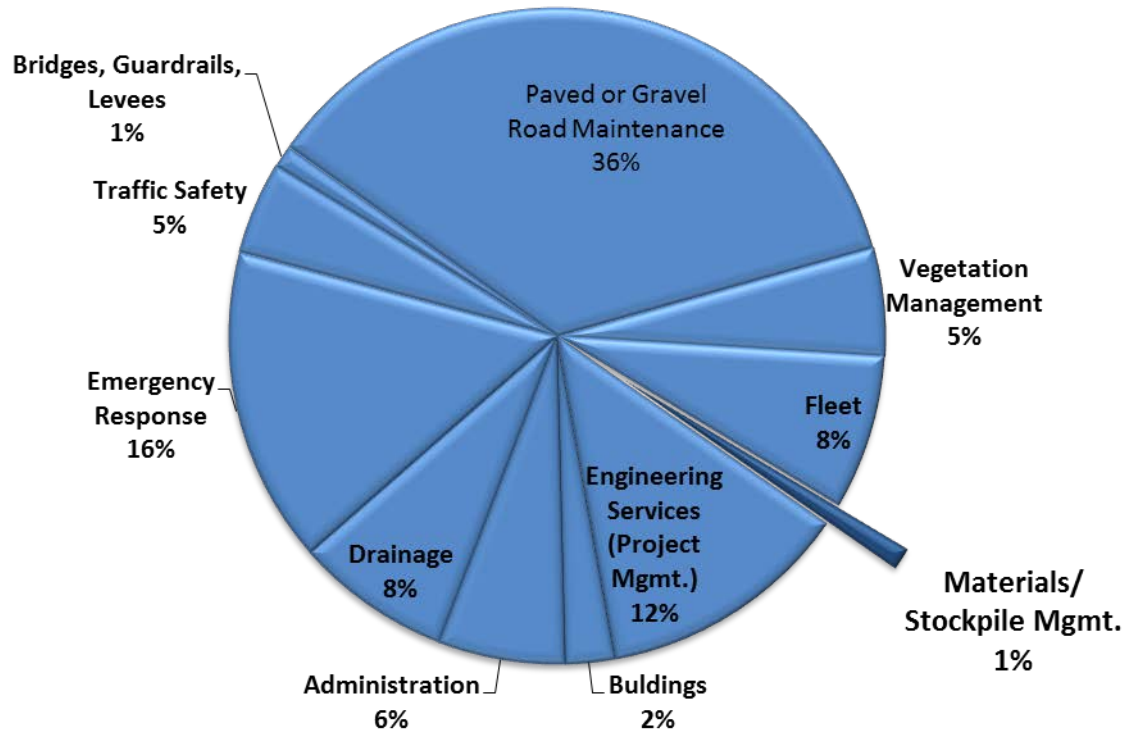
Confidence in Data:
 HIGH
 MEDIUM
 LOW



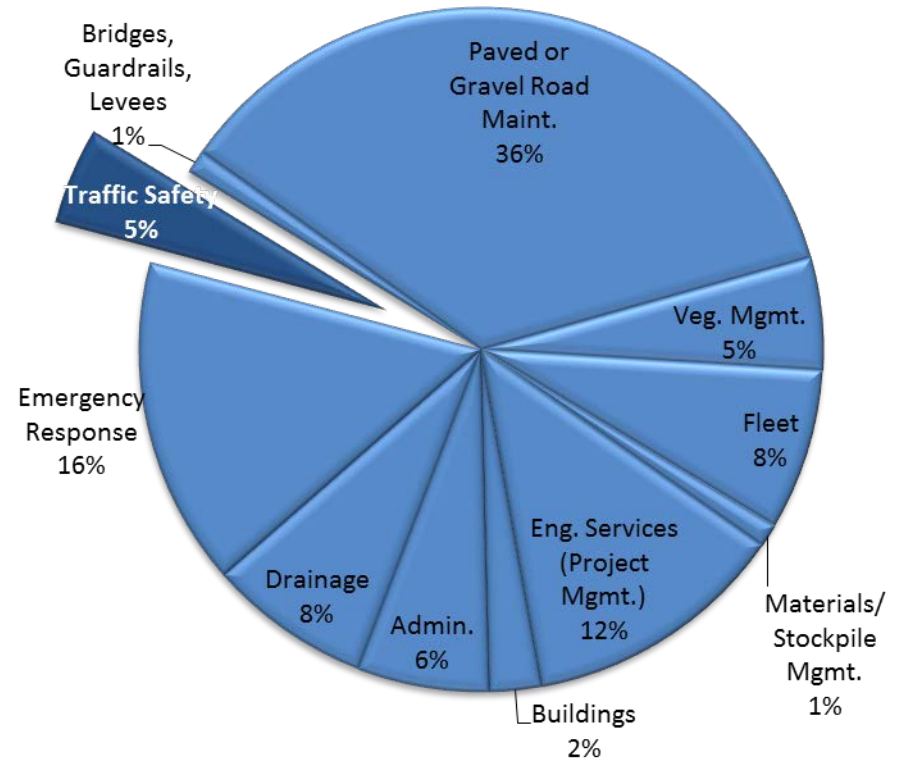
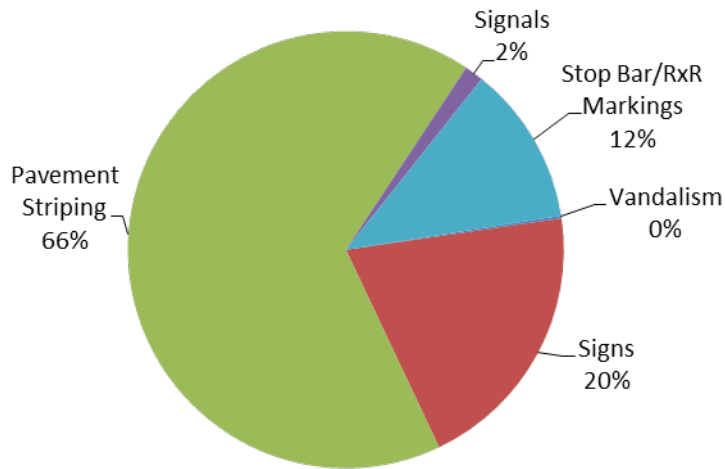
Buildings



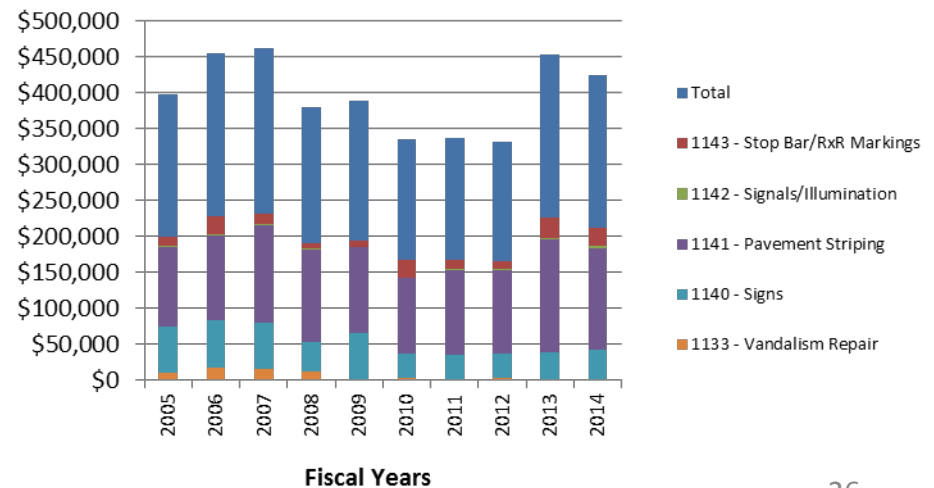
Materials & Stockpiles



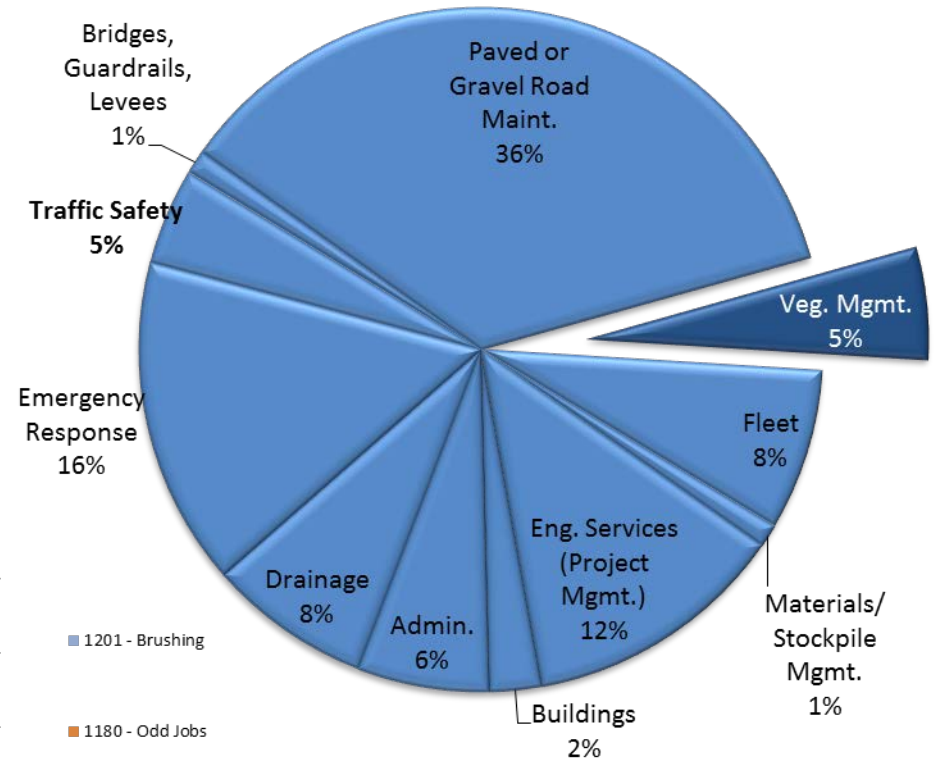
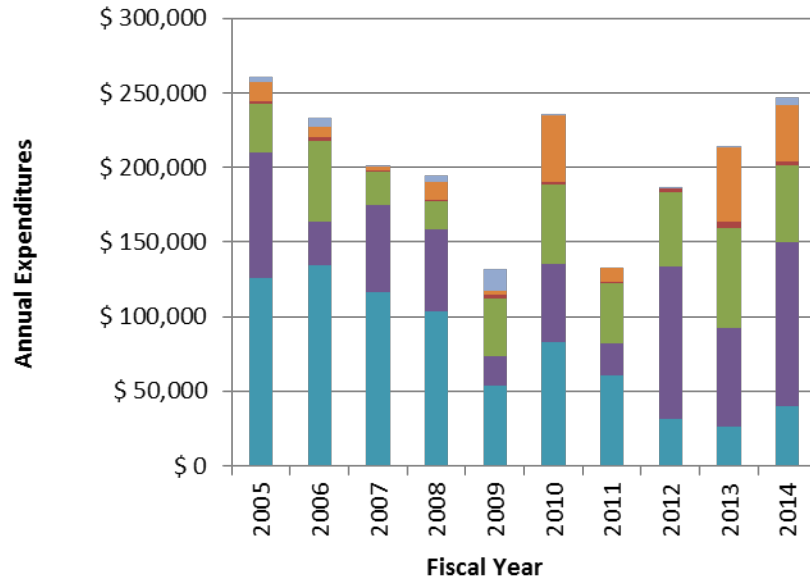
Traffic Safety



Signs are being systematically updated. Priority is given to regulatory signs with more than 50% replaced in 2014. Street name signs are fading and in Poor condition. These signs will be replaced by the end of May 2015.



Vegetation Management



The hours of brushing and mowing are up 66% and the number of miles treated with herbicide spraying are up 9% in 2014.

County Road Management Strategy

Ensure roads are safe to travel on throughout the County by slowing long term deterioration

- Year 1 (2014) Provide small patches Countywide to hold the system together.
- Year 2 (2015) Focus expenditures on high speed, high volume roads and those that provide economic value to the community.
- Year 3 (2016) Move into the neighborhoods Countywide for safety and emergency response.

Revenue	2014	2015	2016	2017	2018	Total
GO Bond	\$ 1,717,141	\$ 2,936,063	\$ 1,861,639	\$ 575,112	\$ 575,112	\$ 7,665,067
Road Budget	\$ 2,470,260	\$ 2,470,260	\$ 2,470,260	\$ 2,470,260	\$ 2,470,260	\$ 12,351,300
Secure Rural School	\$ 600,000					\$ 600,000
Transient Lodging Tax	\$ 16,000	\$ 350,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,566,000
Total	\$ 4,803,401	\$ 5,756,323	\$ 4,731,899	\$ 3,445,372	\$ 3,445,372	\$ 22,182,367

Note 1: Original budget of \$2,200,000. This was changed during the budget process. We had a carry over from FY 14 of 522,063.69. New total \$2,936,063

Note 2: Over budget in FY 15 of \$100,000 as of 8/27/14. reduce this amount by \$200,000+/- for contingency. Original budget \$2,034,117. New budget \$1,861,639



CASCADIA'S
PUBLIC WORKS
LOCAL
LEADERSHIP
“SISTER
COMMUNITIES”

A Plan for Cooperation and
Assistance

Official Briefing

2015



Two types of Tsunami Threats to the Oregon Coast

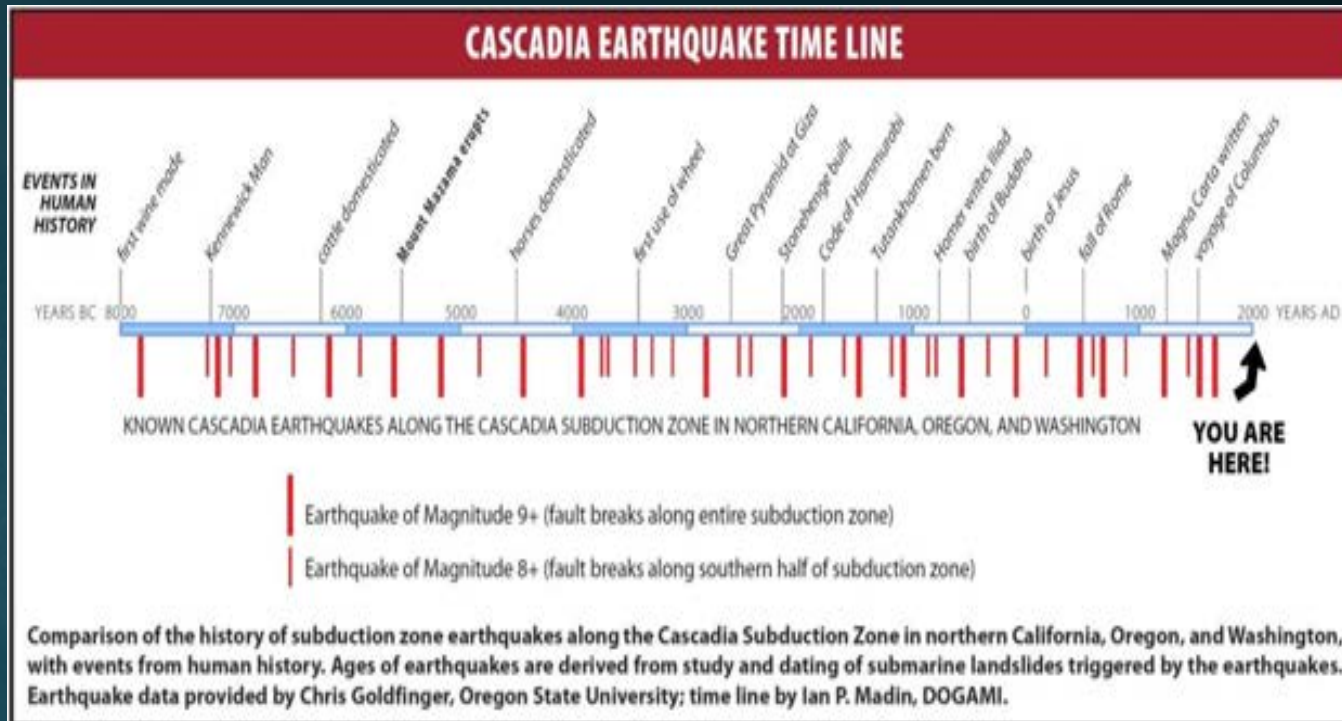
- **Distant Tsunami** - A distant tsunami will take four hours or more to come onshore. You will feel no earthquake, and the tsunami will generally be smaller than that from a local earthquake. There will typically be time for an official warning and evacuation to safety.

Local Tsunami – A local tsunami could come onshore within 15 to 20 minutes after the earthquake—before there is time for official warning from a national warning system. Ground-shaking from the earthquake may be the only warning you have. Evacuate quickly!

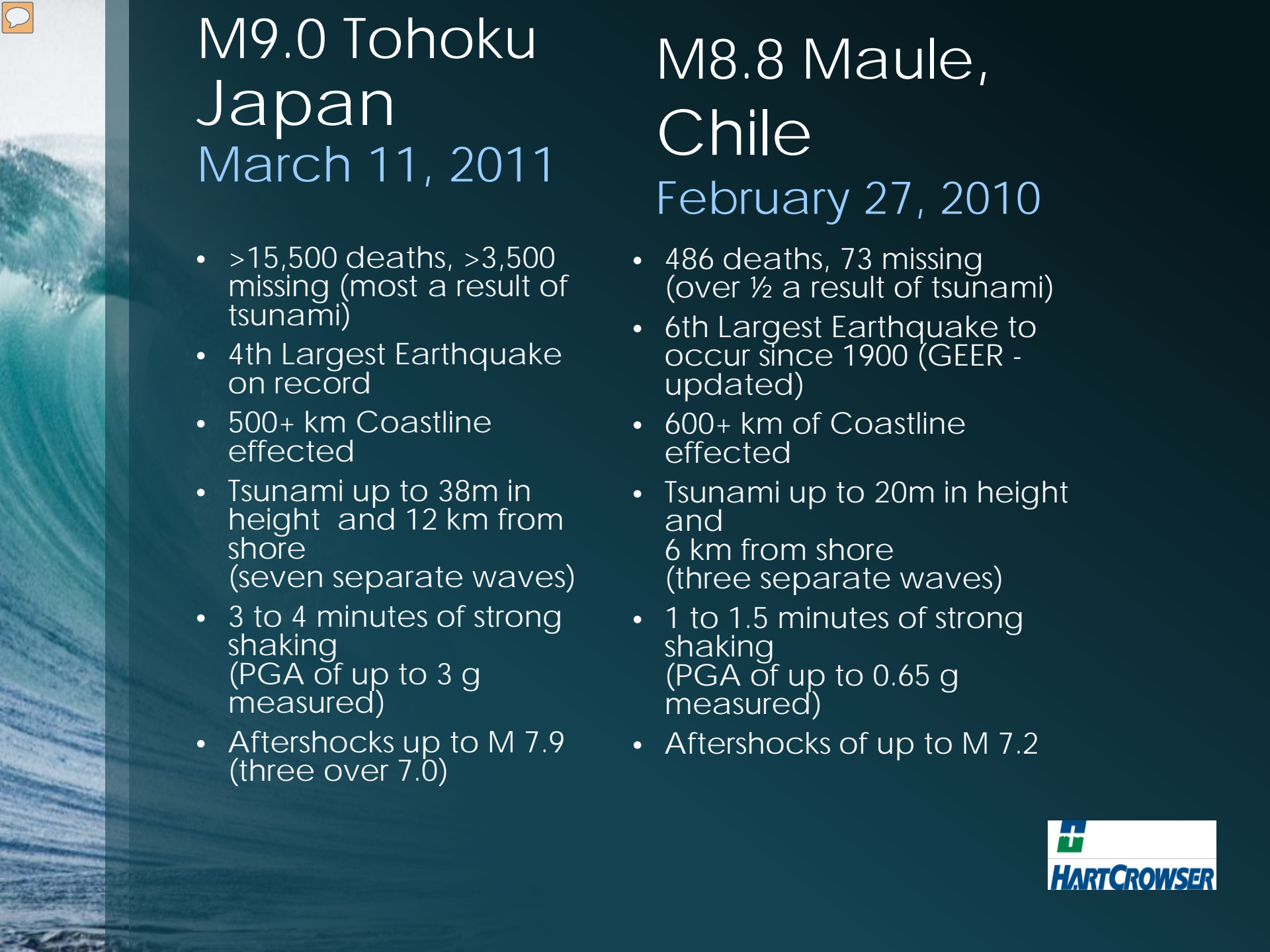

Cascadia Quakes & Tsunamis

- Earthquake is your warning
- 3-5 minutes of +/- 9.0 quake
- No power/phones/water/sewage (prolonged)
- Many roads damaged
- ODOT Bridge Study – All Bridges affected
- Landslide onto roads, roads themselves slide
- Vancouver to N. California affected inland to Cascades
- Approximately 9.5 million people live in the hazard zone in WA & OR

When Is This Happening?



- Just as likely to happen today as 50 years from now,
- The duration of our current quiet period has already exceeded 75% of the quiet periods between quakes in Cascadia's history



M9.0 Tohoku Japan

March 11, 2011

- >15,500 deaths, >3,500 missing (most a result of tsunami)
- 4th Largest Earthquake on record
- 500+ km Coastline effected
- Tsunami up to 38m in height and 12 km from shore (seven separate waves)
- 3 to 4 minutes of strong shaking (PGA of up to 3 g measured)
- Aftershocks up to M 7.9 (three over 7.0)

M8.8 Maule, Chile

February 27, 2010

- 486 deaths, 73 missing (over ½ a result of tsunami)
- 6th Largest Earthquake to occur since 1900 (GEER - updated)
- 600+ km of Coastline effected
- Tsunami up to 20m in height and 6 km from shore (three separate waves)
- 1 to 1.5 minutes of strong shaking (PGA of up to 0.65 g measured)
- Aftershocks of up to M 7.2

Ground Shaking Damage

Structure Damage



Ground Shaking Damage Weak Soils

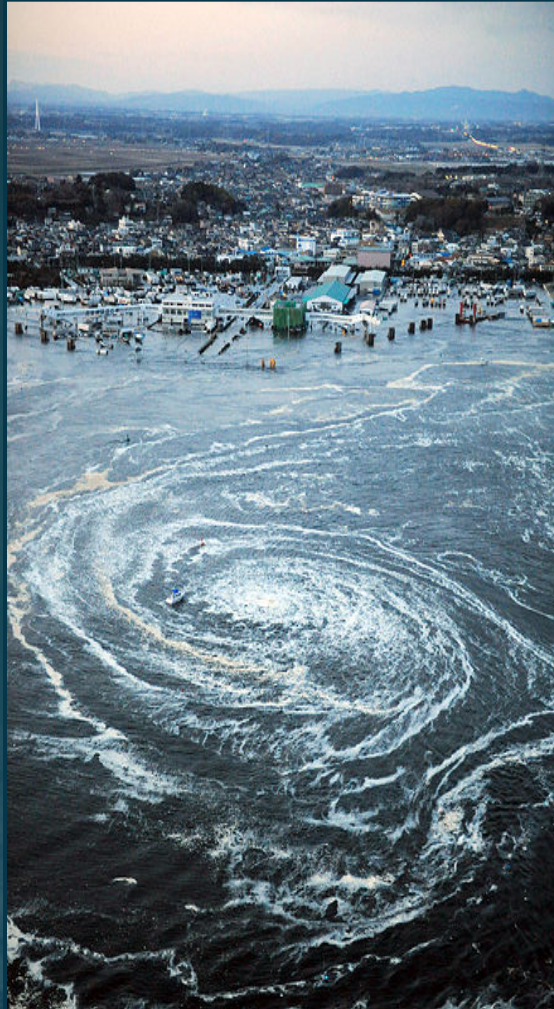


Ground Shaking Damage Landslides





Tsunami Damage



Tsunami Damage Floating Debris





Fire Damage



Water and Wastewater Systems



Electrical Systems



Liquid Fuel



損じたガソリンスタンドの地下タンクから、是こ
式のポンプで灯油やガソリンをくみ上げる作業場
ら=20日午前9時30分ごろ、宮城県南三陸町



Transportation



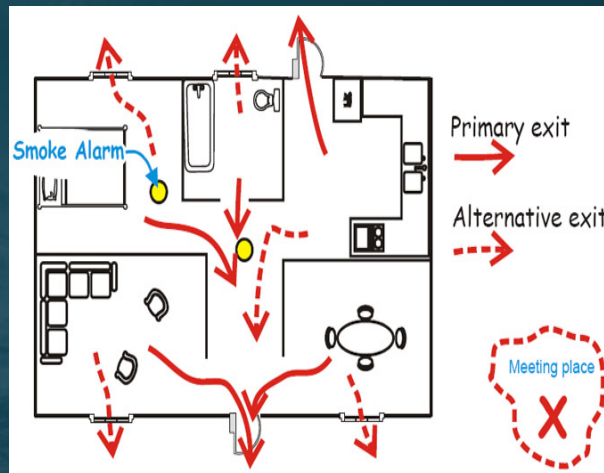
Lesson for the Pacific NW

- Public Communication and Education Paramount both Before and After an Earthquake
- Lifelines in vulnerable areas
- Weak Soil Areas and Weak Infrastructure
- Time for Recovery
- Priority Facilities
- Redundancy Important
- TSUNAMI TSUNAMI TSUNAMI



Lessons for Agencies

- Get your Employees Ready
 - Get Prepared at Home
 - Emergency Family Plans
 - Encourage Seismic Awareness and Safety in the Community
 - Develop communication plan for employees and citizens



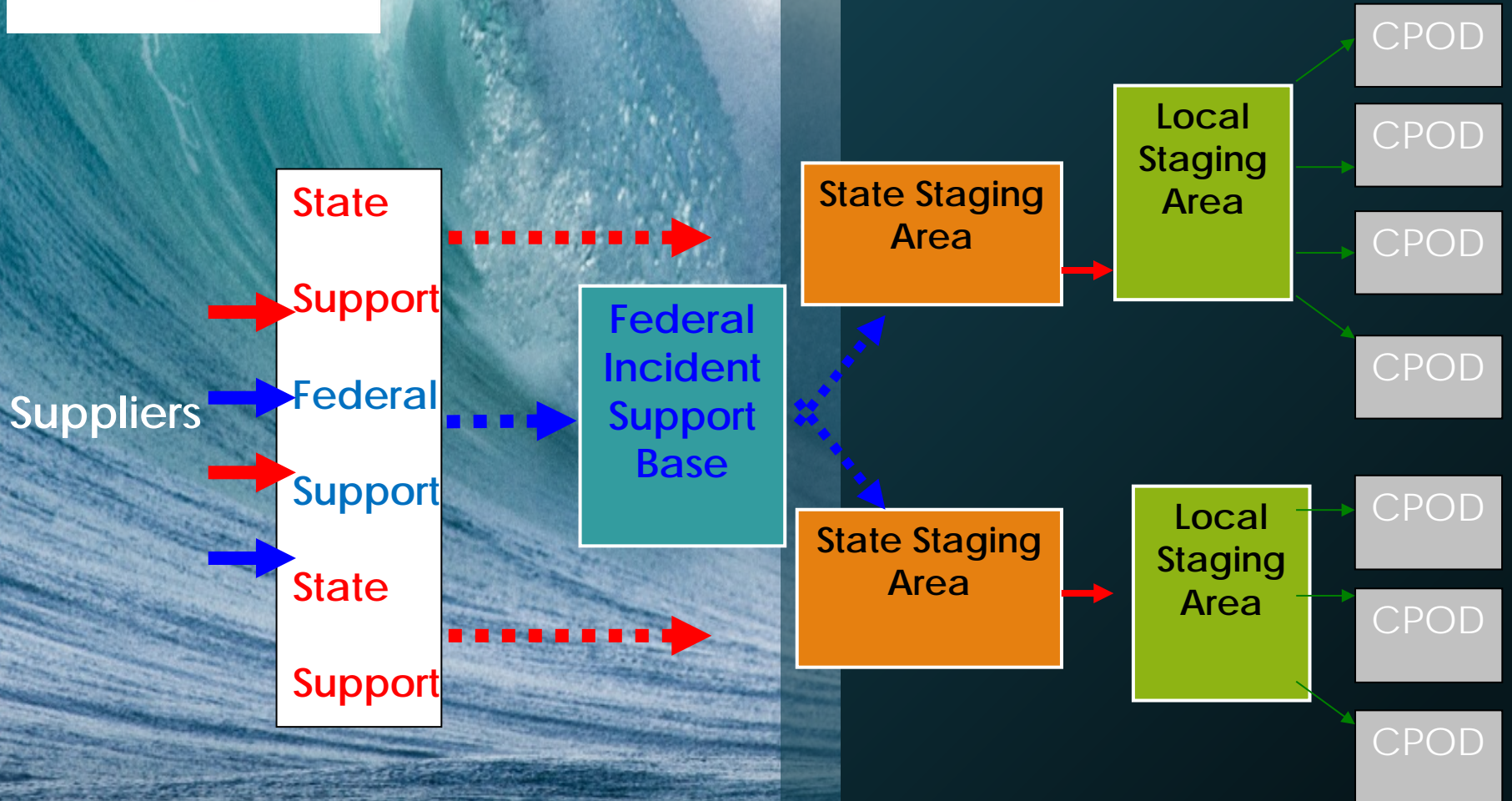
Oregon and Federal Agencies Come to the Rescue

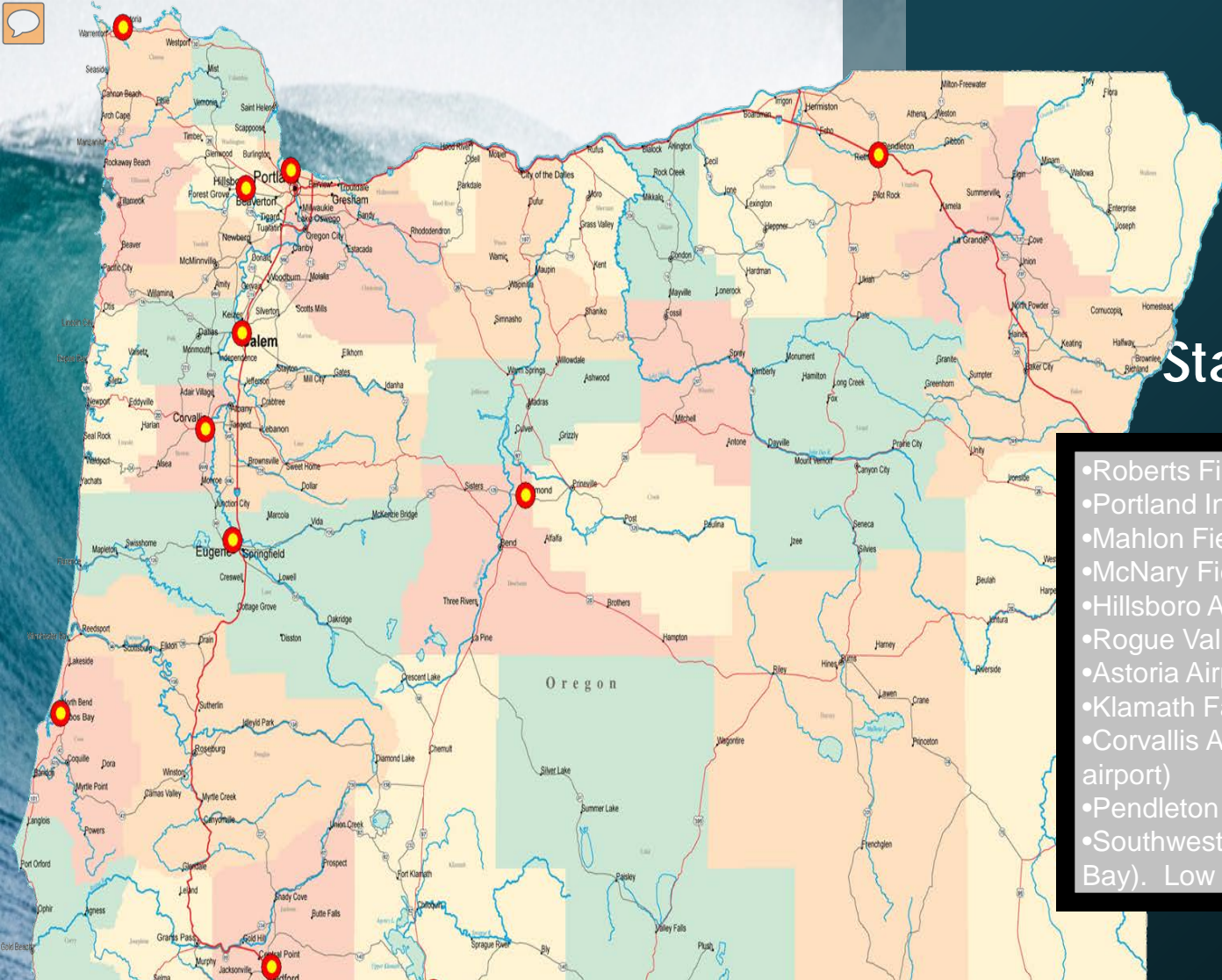




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Delivering Resources- Flowchart
"Typical" FEMA Logistical Response to Disaster





State Staging Areas

- Roberts Field (Redmond)
- Portland International Airport (PDX)
- Mahlon Field (Eugene)
- McNary Field (Salem)
- Hillsboro Airport (Hillsboro/Portland)
- Rogue Valley International (Medford)
- Astoria Airport
- Klamath Falls Airport
- Corvallis Airport (no tower, not a controlled airport)
- Pendleton Airport
- Southwest Oregon Regional Airport (Coos Bay). Low elevation, susceptible to tsunami.





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Community Points of Distribution (C-PODs)

C-PODs are temporary locations where commodities are distributed directly to the public

C-POD supply and resupply requests are handled through OEM via county request.

For safety, Community Points of Distribution are normally open 12 hours each day and are re-supplied at night.

Through the EMPG program, Oregon Counties provided a minimum of three C-POD locations, along with latitude/longitude

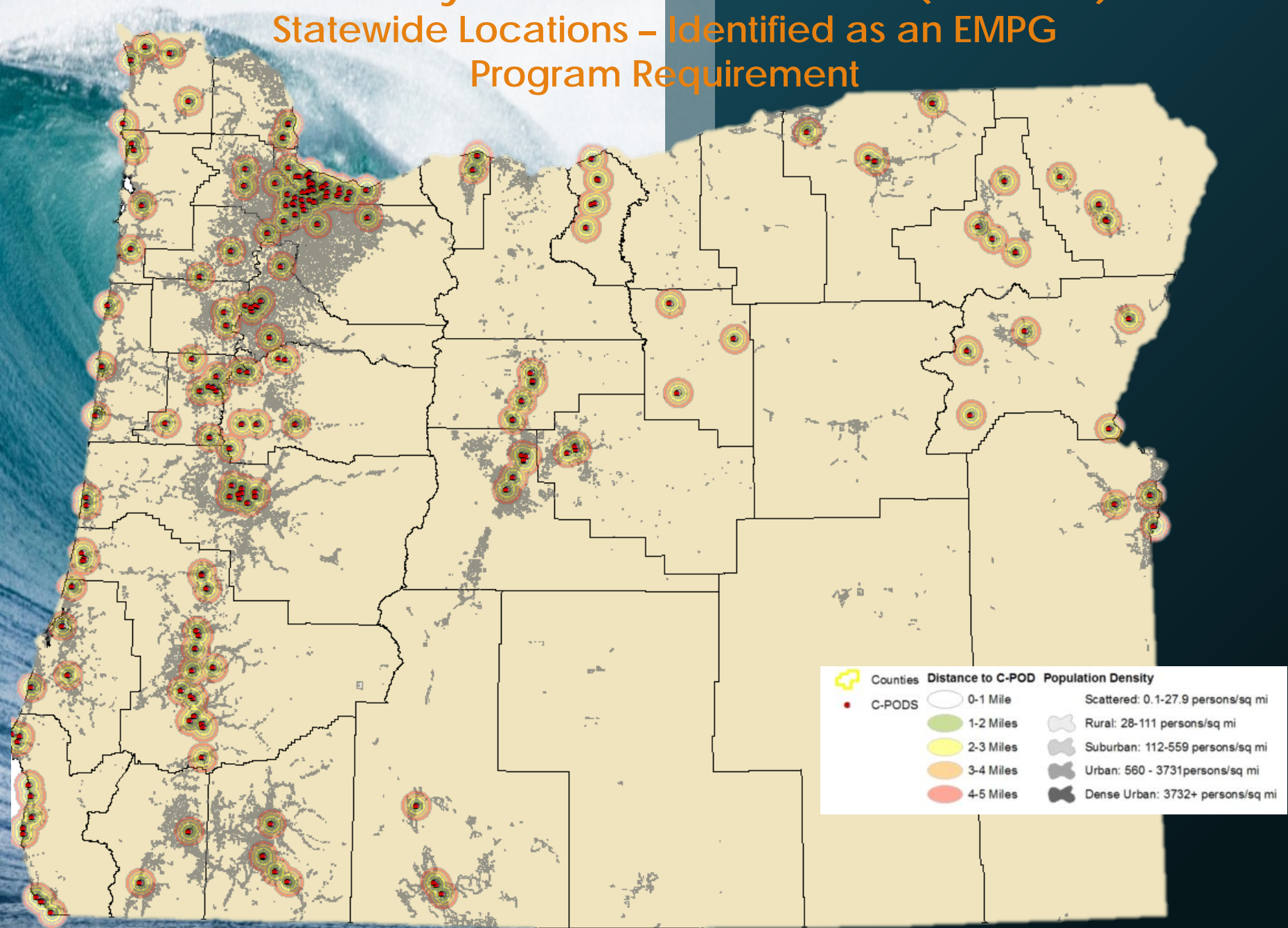


Small Community PODs



Community Points of Distribution (C-PODs)

Statewide Locations – Identified as an EMPG Program Requirement





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Typical FEMA Logistical Response vs.
Cascadia Catastrophic Scenario

Hurricane Damage / = Earthquake
Damage





Sister Communities

Responders, or
their families,
often become
victims



Sister Communities

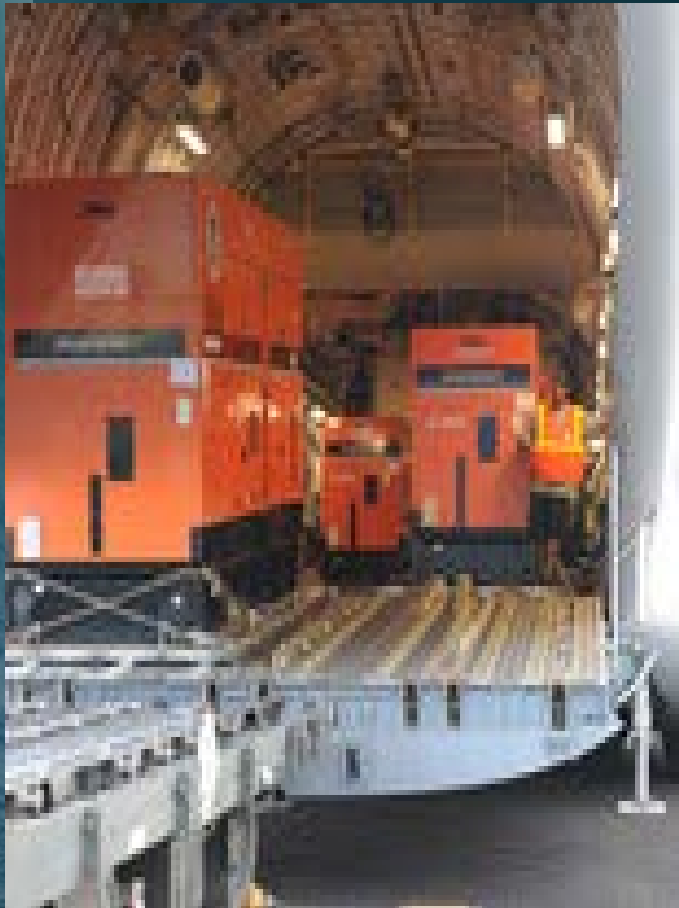
Create the ability
to deploy Key
Public Works
professionals from
outside the
disrupted area to
coordinate State
and FEMA
assistance after
earthquake

Define:

*Critical facilities,
infrastructure and
resources (rock
quarries)

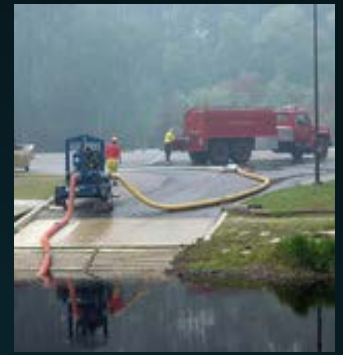
*Augment/Replace
in the EOC of the
ICT

*Direct State and
FEMA resources to
provide effective
assistance



Emergency
Generators being
loaded

Reciprocate Actions



- How would it effect the Pacific North West coast as well as the Willamette valley? What if there was an eruption of Mt. Hood or Adams, this would be equally devastating to the East side of the state. A number of us can remember the effects of St. Helens when she blew. What about major flooding or wild land fire, in 1964 Umatilla County experienced a flooding event that almost flushed the county into the Columbia river. State wide how do we efficiently recover from such an event.

When

Assistance within
0-48 hours after
earthquake

Response would
be for 14 days

Sister County will
receive the
highest life safety
priority for seats
on State and
Federal
Helicopters



Goals

- 2014 – Develop 5 Sister County relationships
- 2015 – County's/City's work with their Boards/Councils and Emergency Managers to communicate this initiative
- 2015 – Sister Counties meet annually and their respective Board of County Commissioners
- 2015 – Develop Sustainment of
 - Understanding of each County's leadership needs and resources
 - Develop and commit to yearly resource estimate to sustain Sister relationships
 - Find and obtain resources to sustain relationships
 - Annually and officially submit PWD's helicopter priority names and contact information to OEM and FEMA.
 - Sign Mutual Aid Agreements
 - Confirm all PWD staff meet ICS training requirements



Current County's/City's interested

- Benton
- Clackamas
- Clatsop
- Coos
- Douglas
- Deschutes
- Jackson
- Lane
- Linn
- Lincoln
- Marion
- Tillamook
- Umatilla
- Union
- Wasco
- Astoria
- Redmond



The Request

- Board/Council sign the OMNIBUS Agreement
- Support initiative by Resolution