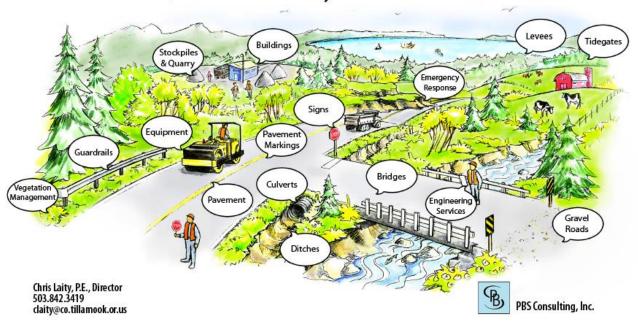
Your Tillamook County Road Dollars At Work

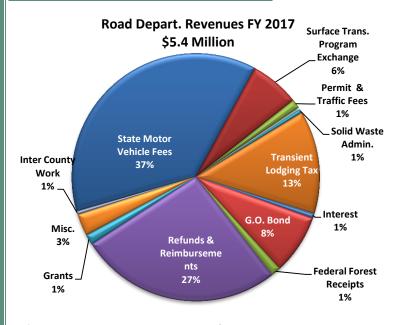
\$859 Million Road System Value in 2017



TILLAMOOK COUNTY ROAD NETWORK INVENTORY, CONDITION, AND VALUE JULY 2017

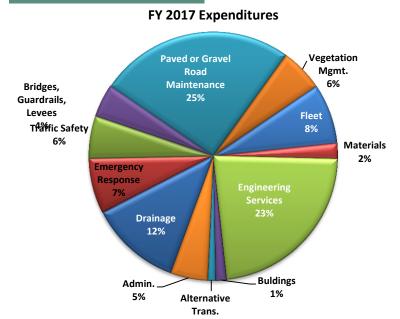
FACILITY		STATUS	REPLACEMENT		CONDITION*					KNOWN UNMET
			VALUE	VG	G	F	Р	VP	TBD	NEED**
PAVEMENT										
	Paved	263 centerline miles	\$300,900,000		35%	21%	26%	18%		\$68,460,000
	Gravel	65 centerline miles	<u>\$2,405,670</u>						Χ	N/A
			\$303,305,670							\$68,460,000
STRUCTURES										
	Bridges	102	\$262,064,000		58%	25%	10%	6%	1%	\$35,845,000
	Guardrails	10.1 miles	\$1,152,385						Х	TBD
	Levees	5	<u>TBD</u>			100%			Х	<u>TBD</u>
			\$263,216,385							\$35,845,000
DRAINAGE										
	Culverts	3,200	\$280,977,000	14%	25%	22%	29%	3%	6%	\$4,850,000
	Tidegates	15	TBD	20%	34%			13%	33%	TBD
	Catch Basins	TBD	TBD						Х	TBD
	Ditches	195 miles	TBD						Χ	TBD
TRAFFIC SIGNALS		1	\$45,000						Χ	TBD
STREET SIGNS										
	Signs	5,144	\$514,400	20%	40%	28%	10%	2%		TBD
	Delineators	458	\$40,762						Х	TBD
	Posts	4,632	\$426,144						Х	TBD
			\$981,306							
PAVEMENT MARKINGS										
	Painted center lines miles	397	N/A							N/A
	Painted Stop Bars	532	N/A							N/A
VEHICLES & EQUIPMENT		97	\$3,966,527						Х	\$670,000
BUILDINGS		15	\$4,858,784	27%	20%	40%	6%	7%		\$117,375
RIGHT-OF-WAY		2,367 acres	\$1,475,557							N/A
TOTAL			\$858,826,229							\$109,942,375

Where does the money come from?



*Without Beginning Fund Balance of \$4.2M

Where does the money go?



Funding

- New State revenue was approved in July 2017.
- Local funds (Transient Lodging Tax and G.O. bonds, permits, fines, sale of surplus property, work for others, interest) make up 26% of road funding.
- The priority is to provide matching funds for federally assisted projects (25% local match for FEMA projects and 10% local match for Federal Highway projects) that repair failed sites from the December 2015 storm. The County received a \$500,000 reimbursable grant from the State that covers 25% of FEMA approved costs.

What we cannot do

Parts of the system continued to deteriorate due to lack of routine maintenance as funds were used to match federally assisted projects.

- Drainage. Draining water from roadways continues to be one of the biggest risks to the County transportation system. Culverts are replaced as roads are paved. This represents a small part of the 3,200 culverts on County roads. One third of culverts are in Poor condition. Ditches along County roads are cleaned on a reactive basis due to lack of staff. The condition of ditches changed following the December 2015 storm & will be reassessed in 2018.
- Bridge maintenance has reached critical levels on County-owned non-NBIS bridges. There were 17 bridges in Poor condition in June 2017.
- There is a lack of staff to keep up with routine maintenance across the system (mowing, guardrails, ditching, and culvert cleaning).
- Vehicles & Equipment. Only half of road vehicles received Level A maintenance. Half of the equipment budget was spent on repairs. We are falling behind on equipment maintenance as shop staff becomes part of the field crew.
- Building maintenance remains a low priority. We are losing our investment in some Road Dept. buildings.

What we have done

Safety and emergency preparedness remain our highest priority. We are continuing to fix the \$8M in damage from the December 2015 storm. \$10M for the Cape Meares Loop new alignment was obtained, and the design of the second access out of Neskowin was completed. A State/County pilot project identified cost effective emergency lifeline routes and prioritized multi-span bridges for seismic retrofit or replacement. Supplies and a new shed support our emergency response partnership with Umatilla County. An additional \$6.8M was funded by Federal, State & local watershed partners on 21 County road projects. Two bridge replacements (Lommen and Wyss), redesign of 6 bridges and repair of Curl, Atkinson and Tony Creek bridges were completed. 3.6 road miles were paved on County economic development routes and in neighborhoods. A portion of 3rd Street was transferred to City of Tillamook's ownership after rebuilding and paving it to City standard, which reduces the County's overall road inventory by 0.62 miles. Thirteen underutilized pieces of equipment were sold. We partnered with Marion County so that all roads received pavement markings. All regulatory, stop, and school signs were replaced. Warning, street, and mile post signs are replaced as nighttime visibility deteriorates. Five levees were rated Minimally Acceptable. Levee Emergency Action Plans were submitted to the Corp of Engineers. The Main Office siding was replaced and the building painted. New leadership is: establishing a succession plan that documents institutional knowledge; beginning to use new GIS tools that group maintenance projects; and considering more efficient ditching equipment and techniques.