Where did our money come from*?

On-going Road Revenues
$3.12 Million*

- State Motor Vehicle Fees 41%
- Federal Forest Receipts 46%
- Surface Transport Program Exchange 8%
- Permit Fees 2%
- Solid Waste Administration 1%
- Interest 1%
- Traffic Fees 1%

One-time, Dedicated Revenues
$1.1 Million

- Refunds & Reimbursements 34%
- Bike Fund 15%
- Inner County 1%
- Trask River Road 24%
- OTIA 26%

*Without Beginning Fund Balance - $3.9 Million

What did we spend it on?

Overlay 10.06 miles
- Anderson Road
- Alderbrook Loop Road
- Bay Ocean Road
- Brickyard Road
- Brookfield Avenue
- Cape Meares Loop
- Gieger Road
- Kilchis River Road
- Latimer Road
- Long Prairie Road (.95 miles, OTIA/ARRA)
- Makinster Road
- McCormick Loop Road
- McCoy Street
- Blaine Road (4 miles, FHWA)
- Holgate Bridge
- Savage Road

Chip Sealed Miami Foley Road (3.96 miles)
Graded gravel roads (1,125 hours or ½ FTE)
Pothole repair ($191,000)

Bridges added
- Temporary Bailey Bridge
- Fawcett Creek Bridge
- Foland Creek Bridge

Bridges repaired
- Holgate Bridge
- Lewis Bridge
- Waldron Bridge

Bioengineering Erosion Control (APWA Julian Award-2010)
- Miami-Foley Road
- Nielsen/Gieger
- Tone Road

Mowed and removed brush (521 hours) and weeds (424 miles)
Ditching (1,562 hours)

Fiscal 2010 Road Program Expenditures

- Paved or Gravel Road Maintenance 33%
- Bridges (OTIA), Guardrails, Levees 6%
- Traffic Safety 3%
- Emergency Response 6%
- Drainage 20%
- Administration 6%
- Alternative Transportation 0%
- Vegetation Management 5%
- Fleet 7%
- Materials/Stockpile Management 2%
- Engineering Services (Project Management) 11%
- Facilities Management 1%

Replaced 12 culverts (858 lineal feet)
Reviewed 248 permits
Received and managed 685 service requests
Maintained Road Department equipment
- Serviced 80 (68%) pieces of equipment
- Performed 115 (100%) equipment safety inspections

Replaced spray truck
Re-striped & applied stop bars on county roads (323 miles)
Sign maintenance (590 hours)
Produced annual 2009 Performance Report
<table>
<thead>
<tr>
<th>FACILITY</th>
<th>GASB34</th>
<th>STATUS</th>
<th>REPLACEMENT VALUE</th>
<th>CONDITION*</th>
<th>TOTAL UNMET NEED**</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PAVEMENT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paved</td>
<td>X</td>
<td>269</td>
<td>$261,600,000</td>
<td>27% 15% 24% 34%</td>
<td>$57,000,000</td>
</tr>
<tr>
<td>Gravel</td>
<td></td>
<td>65</td>
<td>$2,405,670</td>
<td></td>
<td>N/A</td>
</tr>
<tr>
<td><strong>STRUCTURES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bridges</td>
<td>X</td>
<td>98</td>
<td>$128,843,352</td>
<td>67% 20% 13%</td>
<td>TBD</td>
</tr>
<tr>
<td>Guardrails</td>
<td></td>
<td>10.1</td>
<td>$1,152,385</td>
<td>39% 8% 8% 33% 10% 2%</td>
<td>TBD</td>
</tr>
<tr>
<td>Levees</td>
<td>7</td>
<td></td>
<td>TBD</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td><strong>DRAINAGE</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Culverts</td>
<td>X</td>
<td>3,210</td>
<td>$2,374,438</td>
<td>1% 63% 22% 8%</td>
<td>TBD</td>
</tr>
<tr>
<td>Ditches</td>
<td></td>
<td>198</td>
<td>TBD</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td><strong>TRAFFIC SIGNALS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streets</td>
<td>X</td>
<td></td>
<td>TBD</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>Signs (Condition for Stop Signs only)</td>
<td></td>
<td>5,406</td>
<td>$172,992</td>
<td>85% 14% 1%</td>
<td>TBD</td>
</tr>
<tr>
<td>Delineators</td>
<td>X</td>
<td>457</td>
<td>$8,226</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td>Posts</td>
<td></td>
<td>4,165</td>
<td>$58,310</td>
<td></td>
<td>TBD</td>
</tr>
<tr>
<td><strong>PAVEMENT MARKINGS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Painted center lines miles</td>
<td></td>
<td>299</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Painted Stop Bars</td>
<td></td>
<td>TBD</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>VEHICLES &amp; EQUIPMENT</strong>*</td>
<td></td>
<td>X 115</td>
<td>$3,898,879</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Maintenance Yards</td>
<td></td>
<td>X 3</td>
<td>$4,000,000</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>RIGHT-OF-WAY</strong>*</td>
<td></td>
<td>2,367 acres</td>
<td>$1,475,557</td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$405,989,809</td>
</tr>
</tbody>
</table>

*Asset condition categories vary using 3, 4 and 5-level condition assessment categories.
**Unmet need varies by asset class; the level of service is defined specific to the asset class' highest performance for the least cost, or can simply be the elimination of assets in poor condition (e.g., signs).
***Tillamook County Comprehensive Financial Annual Report, June 30, 2009. ROW width: minor arterials & major collector: 60 feet; minor collector width is 60 feet; locals 45 feet.
Notes: VG = Very Good, G = Good, F = Fair, P = Poor, VP = Very Poor, TBD = To Be Determined, N/A = Not Applicable

Source: 2010 Tillamook County Road Performance Report, Fall 2010