The community has recently added additional revenues which has slowed the County road system’s deterioration; however resources are insufficient to meet needs.

Tillamook County manages an old road system. Approximately one-third of County transportation assets are in poor / very poor condition. This will grow over the next 10 years in spite of recent additional funding.

The Road Department is not able to maintain current service levels for the next 10 years. The majority of expenditures are reactive maintenance with most resources allocated to reacting to potholes, failed bridges, culverts & guardrails. The one exception to this is vegetation management (spraying), the only preventative maintenance program currently. Moving forward with more revenue, the focus will be on renewal.

Despite this, Tillamook County’s Road Department performs at a very high level because of the skills, knowledge of the road system and experience of its people. These people are very effective at managing increasing risks as assets reach the end of useful operating life. Staffing continues to be insufficient.

The Department’s asset management plan captures current knowledge and experience and has helped guide County road system planning. However this overarching asset management plan is the first stage of asset management improvement. The County needs to further develop asset plans that show varying funding scenarios, what can be done, what can’t be done and how the service level consequences and risks will be managed. This plan reflects this move.

Even with monies approved by voters in 2013, funding is insufficient. The County will continue to seek opportunities to fund needs outside budget authority by partnering with key stakeholders and applying for grants.

The County will continue to communicate levels of service based on best knowledge of the road system and available resources.

WHAT SERVICE LEVELS LOOK LIKE (examples)

GOOD / FAIR QUALITY

ROAD PAVEMENT

Pavement (Paved & Gravel)

Traffic Signals & Signs (Delineators, Posts)

Pavement Markings (Painted Center Lines, Painted Stop Bars)

The current funding allocation is clearly insufficient to address all of Tillamook County’s future road maintenance needs. Funds are inadequate to achieve Good condition or prevent future decline of the County’s road network.

Preventive maintenance is a challenge given available funding. This investment level should be reexamined to target available resources on those roads most likely to decline below “Satisfactory,” or between 45 and 70 PCI. This strategy is seen as necessary pending finding additional funding to address those roads in need of rehabilitation.

Tillamook County’s average network PCI is 50 or Poor condition in 2012, the lowest of all Oregon counties.


$264,005,670 Total Value of Roadways Assets

Source: Tillamook County Road Network—Inventory, Condition & Value, July 2013
This Funding Scenario Summary shows the current and projected service levels, budget and expenditure profiles for the current Long Term Financial Plan balanced to the Asset Management Plan.

**FUNDING SCENARIO 2A – CURRENT INVESTMENT LEVEL WITHOUT ADDITIONAL LOCAL REVENUES**

**OVERALL ASSET PROVISION - FUNDING SCENARIOS**

**CURRENT QUALITY/CONDITION**

- 10 Year Quality/Condition - Scenario 2A

**CURRENT FUNCTION**

- Function - Scenario 2A

**CURRENT CAPACITY**

- Capacity - Scenario 2A

**SUMMARY OF ASSET COSTS**

**LONG TERM - LIFECYCLE COSTS**

Life Cycle Gap it is estimated that there will be an average annual funding shortfall of $5,286,000 each year over the whole of life of the Roadways & Traffic asset class. This is based on the depreciation value from the Asset Register.

- Lifecycle Cost (annually): $6,614,000
- Lifecycle Available Funding (annually): $1,328,000
- Lifecycle Gap (annually): -$5,286,000
- Lifecycle Financing Indicator: 20%

**MEDIUM TERM - 10 YEAR FINANCIAL PLANNING PERIOD**

It is estimated that there will be an average annual funding shortfall of $3,953,000 each year over the next 10 years to maintain the current level of service for the Roadways & Traffic asset class.

- 10 Year Cost (annually): $5,052,000
- 10 Year Available Funding (annually): $1,328,000
- 10 Year Gap (annually): -$3,724,000
- 10 Year Financing Indicator: 26%

**FUNDING DESCRIPTION**

- Current condition/function/capacity
- Scenario 2A – No additional local revenues
- Scenario 2B - With Additional Local Revenues (GO Bond & Transient Lodging Tax)

The County uses a “Mix of Fixes” asset management strategy. Long term inadequate resources to manage the paved and gravel roads now requires a substantial initial investment to rehabilitate County roads and provide adequate preventive maintenance to ensure those roads in Good condition do not deteriorate. Recent addition of local funding will be targeted at high volume arterial roads and critical safety (functional) needs such as inadequate sight distance or inadequate signage. While an improvement, overall funding over 10 years is insufficient. The lifecycle and 10 year costs are what is determined that needs to be spent annually to maintain the current levels of service for the asset class and prevent further decline in service levels. The available funding reflects the budgeted funding allocation for the category. Only 20% of lifecycle needs are being funded.
SUMMARY OF ASSET COSTS

LONG TERM - LIFECYCLE COSTS
Life Cycle Gap it is estimated that there will be an average annual funding shortfall of $3,711,000 each year over the whole life of the Roadways & Traffic asset class. This is based on the depreciation value from the Asset Register.

- Lifecycle Cost (annually) $6,614,000
- Lifecycle Available Funding (annually) $2,902,000
- Lifecycle Gap (annually) $3,711,000
- Lifecycle Financing Indicator 44%

MEDIUM TERM - 10 YEAR FINANCIAL PLANNING PERIOD
It is estimated that there will be an average annual funding shortfall of $2,149,000 each year over the next 10 years to maintain the current level of service for the Roadways & Traffic asset class.

- 10 Year Cost (annually) $5,052,000
- 10 Year Available Funding (annually) $2,902,000
- 10 Year Gap (annually) $2,149,000
- 10 Year Financing Indicator 57%

FUNDING DESCRIPTION

- Current condition/function/capacity
- Scenario 2A – No additional local revenues
- Scenario 2B - With Additional Local Revenues (GO Bond & Transient Lodging Tax)

The County uses a “Mix of Fixes” asset management strategy. Long term inadequate resources to manage the paved and gravel roads now requires a substantial initial investment to rehabilitate County roads and provide adequate preventive maintenance to ensure those roads in Good condition do not deteriorate. Recent addition of local funding will be targeted at high volume arterial roads and critical safety (functional) needs such as inadequate sight distance or inadequate signage. While an improvement, overall funding over 10 years is insufficient. The lifecycle and 10 year costs are what is determined that needs to be spent annually to maintain the current levels of service for the asset class and prevent further decline in service levels. The available funding reflects the budgeted funding allocation for the category. Only 44% of lifecycle needs are being funded.
FUNDING SCENARIO 2 – CURRENT INVESTMENT LEVEL

OUTCOMES & STRATEGIC OBJECTIVES

- Preserve the condition of paved roads so they do not fall into disrepair and require early replacement or reconstruction to ensure value for money expended.
- Ensure safety and minimize unpaved local road costs by blading and graveling every other year.

MANAGEMENT ACTIVITIES

- 1101 - Pothole Repair
- 1102 - Surface Blading
- 1104 - Shoulder Maintenance
- 1105 - Brooming
- 1150 - New Base/Sub Base
- 1151 - New Oil Mat (Gravel)
- 1152 - Oil Seal Coat (Pavement)
- 1153 - Paving less than 2 in.
- 1154 - Paving
- 1181 - Road Conditions

RISKS & RESPONSES

- Insufficient funding
- Insufficient staffing levels
- Lack of timely maintenance
- Poor design
- Wet climate/storm damage
- Poor drainage
- Insufficient utility inspection
- Traffic loads
- Lack of enforcement
- Heavy vehicle loading
- Vegetation impact
- Poor construction

RISK MANAGEMENT STRATEGY

- Communicate reduced level of service
- Fill pot holes and pave based on road classification and available revenues
- Focus on higher volume roads
- Grade gravel roads
- Transfer jurisdiction to other agencies
- Evaluate on a case basis the

ASSETS IN GOOD / FAIR CONDITION

- 50% → 38% or 41%
- [Current] [Scenario 2A] [Scenario 2B]

ASSETS IN POOR CONDITION

- 50% → 62% or 59%
- [Current] [Scenario 2A] [Scenario 2B]

Confidence in Data
- High
- Moderate
- Low

ASSET PROVIDION - FUNDING SCENARIOS

CURRENT QUALITY/CONDITION

10 YEAR QUALITY/CONDITION - SCENARIO 2A 10 YEAR QUALITY/CONDITION - SCENARIO 2B
Confidence in Data
- High
- Moderate
- Low

CURRENT FUNCTION

10 YEAR FUNCTION - SCENARIO 2A 10 YEAR FUNCTION - SCENARIO 2B
Confidence in Data
- High
- Moderate
- Low

CURRENT CAPACITY

10 YEAR CAPACITY - SCENARIO 2A 10 YEAR CAPACITY - SCENARIO 2B
Confidence in Data
- High
- Moderate
- Low
<table>
<thead>
<tr>
<th>Version No.</th>
<th>Creation Date</th>
<th>Revision Details</th>
<th>Author</th>
<th>Reviewer</th>
<th>Approver</th>
</tr>
</thead>
<tbody>
<tr>
<td>V2 140207</td>
<td>29 Jan 2014</td>
<td>Creation of Dashboard with information provided by PBS and Tillamook County; (4 Feb 2014) applied edits provided by PBS via email on 1 Feb 2014. Updated risks &amp;</td>
<td>KA, CL</td>
<td>PBS, JRA</td>
<td></td>
</tr>
<tr>
<td>V3 140212</td>
<td>12 Feb 2014</td>
<td>Updates to C/F/C and NAMS outputs. Edits as per comments from PBS (received 11 Feb 2014)</td>
<td>CL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V4 1402019</td>
<td>17 Feb 2014</td>
<td>Applied multiple formatting, and data changes per “Review with Client” edit document provided. Updated pie charts and figures to reflect the 2 scenarios</td>
<td>KA, CL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V5 140307</td>
<td>7 Mar 2014</td>
<td>Update capacity pie chart to reflect no change over 10 years</td>
<td>CL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>V6 140313</td>
<td>13 Mar 2014</td>
<td>Final edits following client review—font size &amp; color</td>
<td>PBS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Intellectual Property Statement**

Jeff Roorda & Associates (JRA) is the owner of all intellectual property rights in the dashboard material created. These works are protected by copyright laws and treaties around the world. All such rights are reserved.

You may print off copies of your Dashboards provided in PDF format only. You must not modify the paper or digital copies of any materials you have printed off or downloaded in any way, and you must not use any illustrations or photographs of any graphics separately from any accompanying text.

Our status (and that of any identified contributors) as the authors of material must always be acknowledged. You must not use any part of the materials without obtaining a licence to do so from us or our licensors. If you print off, copy or download any part of the Dashboards in breach of these terms of use, you must, at our option, return or destroy any copies of the materials you have made.