



TILLAMOOK COUNTY BOARD OF COMMISSIONERS

Mary Faith Bell - Doug Olson - Erin Skaar

BOARD MEETING

Wednesday, February 21, 2024, 9:00 AM

Join In Person:

County Courthouse, Board of Commissioners' Meeting Room 106, 201 Laurel Avenue, Tillamook

Join Virtually:

tillamookcounty.gov/bocc/page/meetings-agendas-minutes or 1-971-254-3149, ID: 866 914 607#

Additional viewing options are available at tctvonline.com. Closed captioning and translation options are available for recorded videos at www.youtube.com/@tillamookcounty1434.

More detailed [meeting instructions](#) are available at tillamookcounty.gov/bocc/page/meetings-agendas-minutes. Call 503-842-1814 or send an email to helpdesk@tillamookcounty.gov regarding any meeting technical issues.

MEETING - 2024-02-21 BOCC MEETING AUDIO.MP4

CALL TO ORDER – Wednesday, February 21, 2024 9:00 a.m.

1. [Welcome & Request to Sign Guest List](#)
02:24
2. [Pledge of Allegiance](#)
02:38
3. [Public Comment](#): There were none.
3:08
4. [Non-Agenda Items](#): There were none.
03:09

PRESENTATIONS AND REPORTS

5. [Northwest Regional Child Care Resources/Eva Manderson, Director](#)
03:14

LEGISLATIVE - ADMINISTRATIVE

6. [Consideration of a State of Oregon Criminal Justice Commission Grant Agreement SCP-23-53 for the Specialty Court Grant Program/Honorable Mari Trevino, Circuit Court Judge](#)
30:53

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Chair signed the agreement.

7. Consideration of a 2024-2025 Intergovernmental Agreement Number 026023 for the Financing of Community Mental Health, Addiction Treatment, Recovery, & Prevention, and Problem Gambling Services/Frank Hanna-Williams, Executive Director, Tillamook Family Counseling Center

39:07

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Chair signed the agreement.

8. Consideration of a Federal RAISE Grant Application for the Rockaway Beach Connection: A Salmonberry Trail Project/Gavin Mahaley, Communications and Development Director, Salmonberry Trail Foundation

48:51

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board approved the application.

9. Consideration of an Order in the Matter of a Notice of Intent to Award a Contract for the Tillamook County Fairgrounds Electrical Services Upgrades/Camy VonSeggern, Fairgrounds Manager; John Abel, Cornerstone Management Group, Inc.

01:04:39

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board signed Order #24-010.

10. Consideration of a Contract for Goods with Northside Ford Truck Sales, Inc. for the Parks Department Vehicle Purchase 2023 Ford F-250/Commissioner Mary Faith Bell

01:19:22

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board signed the contract.

11. Consideration of a Contract for Goods with Tillamook Motor Company, Inc. for the Parks Department Vehicle Purchase 2023 Ford F-150/Commissioner Mary Faith Bell

01:24:39

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board signed the contract.

12. Consideration of a Letter to the Bureau of Land Management Regarding Tillamook County Request for Cooperating Agency Status/Commissioner Erin Skaar

01:24:57

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board signed the letter of support.

13. Consideration of a Letter of Support for the Oregon Department of Forestry's Community Initiated Project Request/Commissioner Erin Skaar

01:28:15

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board signed the letter of support.

14. Consideration of Modification #2 to Professional Services Agreement #6398 with McKinstry Essention LLC for the Comprehensive Facility & Energy Assessment and Space Planning Project/Rachel Hagerty, Chief of Staff
01:32:06

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board signed the modification.

15. Consideration of a US Senate Fiscal Year 2025 Congressionally Directed Spending Request for the Kiwanda Corridor Project - Intersection at Cape Kiwanda Drive, Pacific Avenue, and Sunset Drive/Rachel Hagerty, Chief of Staff
01:36:42

A motion was made by Commissioner Skaar and seconded by Vice-Chair Olson. The motion passed with three aye votes. The Board approved the application request.

16. Board Concerns: There were none.
01:44:40

OTHER MEETINGS AND ANNOUNCEMENTS

01:44:57

President's Day is an observed holiday for the County and the Oregon State Circuit Court. All County offices in the Tillamook County Courthouse and the Tillamook County Library, administrative offices in the Jail and Justice Facility, Public Works Department, Department of Community Development, Surveyor's Office, and the Health and Human Services Department and clinics, and the State Circuit Court, will be **CLOSED** on **Monday, February 19, 2024**.

There is **NO** Board Briefing scheduled for **Wednesday, February 21, 2024**.

The Commissioners will attend a work session with the Committee on Vision, Mission and Values on **Wednesday, February 21, 2024** at **2:00 p.m.** The work session will be held in the Board of Commissioners' Meeting Room 106, 201 Laurel Avenue, Tillamook. The teleconference number is 1-971-254-3149, Conference ID: 469 778 911#

The Commissioners will attend a Tillamook LightWave meeting on **Tuesday, February 27, 2024** at **9:30 a.m.** The teleconference number is 1-253-215-6782, Conference ID: 899 5732 9678#

ADJOURN – 10:45 a.m.

BOARD OF COMMISSIONERS' BOARD MEETING

Wednesday, February 21, 2024

	Present	Absent		Present	Absent
Mary Faith Bell	☒	☐	Rachel Hagerty	☒	☐
Doug Olson	☒	☐	Bill Sargent	☒	☐
Erin Skaar	☒	☐			

PLEASE PRINT

Name

Email or Address

Item of Interest

Sandra Johnson	S.L.Johnson2021@gmail.com	Raise grant
Mary McGinnis	marymcginniscitycouncil@gmail.com	Raise grant
Cathy VonSeggern	cathytillamookfair@gmail.com	
Dan Haag	dan@tillamookcoast.com	Schubert
John Abel	johna@cornerstonemgr.com	Tillamook Fair
Mari Trevino	Mari.trevino@osd.state.or.us	FTC
Eva Manderson		Child care

(Please use reverse if necessary)

WEDNESDAY, FEBRUARY 21, 2024

PLEASE PRINT

[illegible]



Northwest Regional
Child Care Resource & Referral

Tillamook County Commissioners Meeting



February 21st, 2024



Tillamook is a Child Care Desert

*A child care desert exists
when there are more than
three children for every
licensed slot of child care or
fewer than 33% of children
have access to a licensed
child care slot*

Tillamook is a Child Care Desert

OSU Report from 2022 market price survey:

- *5% of children 0-2 years old have access*
- *20% of children 3-5 years old have access*

Compared to the rest of the state

- *35 of all counties are a desert for 0-2 year olds (compared to 36 in 2018)*
- *18 of all counties are a desert for 3-5 year olds (compared to 27 in 2018)*



Tillamook Child Care Numbers

This data was pulled from the Find Child Care Oregon database.

The CCRR team maintains this data through regular check ins with childcare and early learning programs.

ALL licensed child care is required to be in the database.

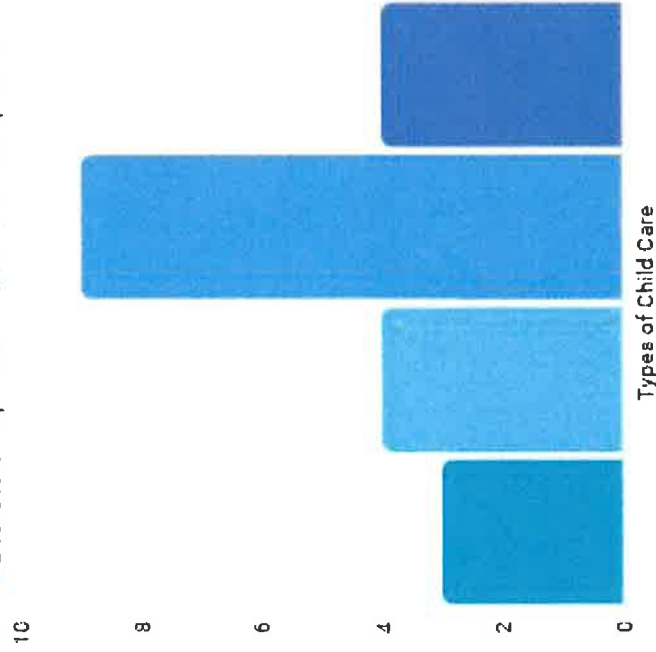
Exempt programs are not required and may not be adequately represented in the data

Number of Active Programs in Tillamook County

20

Types of Childcare in Tillamook County

Registered/Certified Family Certified Center
Licensed Exempt Center Licensed Exempt Home



REGISTERED/CERTIFIED FAMILY

Child care that is within the providers residence. Provider is licensed with the Child Care Licensing Division.



LICENSED EXEMPT

Childcare that is within providers residence. In-home provider is **NOT** required to be licensed with Child Care Licensing Division.



CERTIFIED CENTER

Childcare that is within a commercial facility. Center is licensed with the Child Care Licensing Division.



LICENSED EXEMPT CENTER

Childcare that is within a commercial facility. Center is **NOT** required to be licensed with the Child Care Licensing Division.

Age Groups of Children Served (Tillamook)

Infant/Toddler Offered Preschool Offered School Age Offered

6

14

6

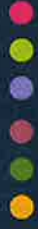
Ages 0-2

Ages 3-5

Ages 6-12



Northwest Regional
Child Care Resource & Referral



CCRR support for the professionals

The NW Regional Child Care Resource and Referral exists to support child care and education providers in Clatsop, Columbia and Tillamook counties.

We help child care providers to access training opportunities, advance their carers, assist with licensing and help early educators who want to improve the quality of their services

NEWS TO SHARE:



Current Supports/Resources:

Networks:

- Combating Gender Stereotypes in Infant and Toddler programs
- WellEducator Field Trip: Wellbeing and burnout prevention
- Responsive Network: Covering our most requested topics

- **Spring Network**

- **Zero to Three Infant and Toddler Network**

Cohorts:

- New Provider Cohort
- CDA Cohort
- College cohort

Bold/Underline = New/upcoming Support

On-going Supports:

- Business supports
- Coaching support
- Technical assistance
- Grant support
 - Clatsop Retention & Expansion
 - TRI Start up and Expansion
- ERDC training and listing support
- Recruiting and Retention
- Spark
- In-Person First Aid/CPR & AED Training
- On-going trainings for Professional Development



CCRR support for communities

*CCRR has been convening
community leaders since
pre-Covid to support
collaboration and
development of county
focused strategies to solve
the child care crisis*

CCR support for communities

Clatsop County Child Care Advisory

- *ARPA investment of \$500,000*
- *Additional \$500,000 plus from local businesses and foundations*
- *18 grants between 2022 and 2023 for \$371,000*
- *Moved Clatsop county out of a child care desert for 3-5 year olds in 2022*

Columbia County Child Care Collaborative

- *Working to emulate Clatsop Model*

Tillamook County

- *Staying connected with the interest at TCCA in Child Care*

Questions??

Eva Manderson, CCRR Program Coordinator
emanderson@nwresd.k12.or.us

Project Description

Project Overview

Rockaway Beach is set to host the initial segment of the 82-mile Salmonberry Trail, enhancing the area with safer pedestrian crossings, a more walkable downtown, safe routes to school for students, and secure routes for residents and visitors alike. This effort significantly improves local life and connectivity, extending access to the broader Oregon Coast Trail's 400+ miles. The 3.11-mile Rockaway Trail segment will offer a shared-use path from Rockaway to Nedonna Beach, promoting active transportation along an existing rail corridor. As the first piece of the larger Salmonberry Trail from Banks to Tillamook, this segment's construction, supported by this RAISE grant request, signifies a pivotal advancement in regional outdoor access.

ADD CALLOUT ON RAILBANKING

Study Area Defined

The Rockaway Beach segment marks the beginning of the Salmonberry Trail's journey, unfolding just under 3 miles from Washington Street to Beach Street. Winding along the historic Port of Tillamook Bay (PoTB) rail corridor, this trail is more than a path—it's an open invitation to dive into Tillamook's stunning landscapes. It is a testament to the area's dedication to fostering accessible outdoor adventures and connecting people with Oregon's untouched natural beauty. Here, every step is an opportunity to discover and engage in ways never before possible.

Project Specifics

Project Length: 2.94 miles / 15,505 ft

Widened rail berm (keeping within existing Right of Way (RoW): 13945 ft

Retaining wall: 11,335 ft

21 Local street crossings

24 Trail Amenities

7 HWY 101 Crossings

Crescent Creek Bridge Amendments

About The Salmonberry Trail

The Salmonberry Trail will offer a new way to experience Oregon's outdoors, covering 82 miles from Tillamook to Banks. It connects the green Tualatin Valley, the dramatic

Salmonberry River Canyon, and the peaceful Nehalem River. More than just a path, it invites people to explore Oregon's varied landscapes and history. This trail aims to enhance the outdoor experience, making it more accessible and engaging for everyone. It starts here, in Rockaway Beach. Join Us.

>>Callouts

The development of the Salmonberry Trail in Rockaway Beach, which sits entirely within Census Tract 41057960200 (9602) and is identified as a Historically Disadvantaged Community, offers a direct way to improve public health and stimulate economic growth within the community. Access to outdoor spaces encourages physical activity, addressing key health challenges and enhancing mental well-being.¹² Economically, it attracts new residents and tourists, boosting local businesses and revitalizing the area.³ This project leverages natural resources for community benefit.

- Expected building loss rate - Economic loss to building value resulting from natural hazards each year: **97th Percentile**
- Expected population loss rate - Fatalities and injuries resulting from natural hazards each year: **99th Percentile**
- Projected flood risk - Projected risk to properties from projected floods, from tides, rain, riverine, and storm surges within 30 years: **91st Percentile**
- Low income - People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed: **72nd Percentile**
- Heart disease - Share of people ages 18 years and older who have been told they have heart disease: **95th Percentile**
- Unemployment - Number of unemployed people as a part of the labor force: **82nd Percentile**
- Low life expectancy - The average number of years a person can expect to live: **67th Percentile**

>>End Callouts

The Rockaway Beach segment will be an economic engine for the region by incentivizing private investment, recruiting businesses (especially in the area's outdoor economy), and alleviating some household transportation burdens.

¹ <https://www.sciencedirect.com/science/article/pii/S1353829222000740?via%3Dihub>

² Gladwell VF, Brown DK, Wood C, Sandercock GR, Barton JL. The great outdoors: how a green exercise environment can benefit all. *Extrem Physiol Med*. 2013 Jan 3;2(1):3. doi: 10.1186/2046-7648-2-3. PMID: 23849478; PMCID: PMC3710158. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3710158/>

³ <https://headwaterseconomics.org/economic-development/trends-performance/outdoor-recreation/>

Additionally, this trail can be part of a solution to addressing the area's health concerns. The CDC's Places tool shows fair or poor health among adults aged 18 years and older, as well as a high prevalence of physical inactivity among adults aged 18 years and older and a high prevalence of depression among adults aged 18 years and older. The future Salmonberry Trail will provide residents with opportunities to enrich their physical and mental health and support improved health outcomes for these communities.

Project Benefits

Safety - Creates a safe route for students to the high school and middle school; reduces vehicular collisions with pedestrians and bicycles through a new facility separated from high-speed roadways with few conflict points; and provides safe roadway crossing opportunities.

Environmental Sustainability - Reduces vehicle emissions through near-home transportation shift, preserves green infrastructure, and improves stormwater and flood resiliency

Quality of Life - Enriches physical and mental health by connecting local communities to services, employment, recreation, and increased opportunities for social belonging

Mobility & Community Connectivity - Drastically expands limited active mobility choices to area residents by creating a local active transportation commuter route and a safe route to school for area High School and Middle School students. Additionally, the trail gives residents easy access to the Rockaway Big Tree Trailhead as well as the Manhattan Beach State Wayside while providing a safer path for the Oregon Coast Trail near Beach Street.

Economic Competitiveness & Opportunity - Fuels the economic engine for the region by attracting business and expanding an economic sector

State of Good Repair - Maintains a historic rail line, reinforces the rail berm, and improves crossings.

Partnership & Collaboration & Support

AARP

America Walks

Bike Portland

Bird Alliance of Oregon

Blue Heron French Cheese Company

Chris King Precision Components

City of Banks
City of Garibaldi
City of Manzanita
City of Nehalem
City of Rockaway Beach
City of Tillamook
City of Wheeler
Columbia Pacific Economic Development District
Confederated Tribes of the Grand Ronde
Cycle Oregon
Economic Development Council of Tillamook
Former, Oregon State Senator Betsy Johnson
Former, Oregon Governor Kate Brown
Former, Oregon Governor John Kitzhaber
Hampton Lumber
Landscape Architects of Oregon
LL Stub Stewart State Park and Banks Vernonia State Trail
Love, Oregon
Manning Bible Church
MJ Murdock Trust
MODA Health Services
Metro Regional Government
Neah-Kah-Nie School Board
Neah-Kah-Nie Smokehouse
Neah-Kah-Nie Superintendent
Nehalem Community Trust
Neil Kelly Company
Northwest Senior and Disability Center
Northwest Steelheaders
National Coast Trail Association
Old Wheeler Hotel
Oregon Coast Scenic Railroad
Oregon Coast Trail
Oregon Coast Trail Foundation
Oregon Coast Visitor Association
Oregon Department of Energy
Oregon Department of Environmental Quality
Oregon Department of Forestry
Oregon Department of Fish and Wildlife
Oregon Department of Transportation

Oregon Equestrian Trails
Oregon Governor's Office
Oregon Outdoor Association
Oregon Recreation Trails Advisory Council
Oregon Regional Solutions
Oregon Trails Coalition
Oregon State Representative Cyrus Javadi
Oregon State Representative Ken Helm
Oregon State Senator Suzane Weber
Oregon State Senator Michael Dembrow
Parametrix
Peace Fox and Ernie Fox Fund, OCF
Pelican Brewery
Pelican & Piper
Port of Garibaldi Corporation
Port of Tillamook Bay Corporation
Public Coast Farms
Rails to Trails Conservancy
REI
Rices Horses
Rice & Shine
River Studio Gallery
Rockaway Roastery
State Forest Trusts of Oregon
The Intertwine
The Roost
The Salmonberry Restaurant
The Salmonberry Trail Foundation
Tillamook Air Museum
Tillamook Chamber of Commerce
Tillamook County
Tillamook County Pioneer Museum
Tillamook Estuary Partnerships
Friends of Kilches Trail and Point Reserve
Tillamook Creamery
Trailkeepers of Oregon
Travel Oregon
Twin Rocks Camp
Visit Tillamook Coast
US Congressman Earl Blumenauer

US Congresswoman Suzane Bonimici
US Congresswoman Val Hoyle
US Senator Jeff Merkley
US Senator Ron Wyden
Walker Macy
Washington County
Washington County Visitor Association / Visit Tualatin Valley
Western Rivers Conservancy
Wheeler Beauty Shop
Wheeler Masonic
Wheeler On The Bay Lodge
Wheeler Station Antique

Innovation - Innovates in community engagement through technology, social media, and events, fostering ownership and collaboration for the Salmonberry Trail's success while also using new technologies for pedestrian safety.

Project History

In the wake of the devastating Great Coastal Gale of 2007, a chance meeting between two Tillamook County parents at a council meeting sparked the idea for the Salmonberry Trail. Their vision for a safe, recreational path led to extensive collaborations across the community and with various stakeholders. Despite challenges, their persistence turned a rail line into a beacon for outdoor recreation. Now on the brink of construction, the Salmonberry Trail is a testament to community resilience, shared dreams, and the transformative power of grassroots initiatives, ready to unveil Oregon's natural splendor along its 82-mile stretch.

The development of the Salmonberry Trail from a mere idea to a detailed concept, culminating in this RAISE grant application, represents a monumental journey of collaboration. Key partnerships with a broad array of stakeholders, from the Governor and state representatives to local city and county officials, the Port of Tillamook Bay, the Oregon Parks and Recreation Department, and the Oregon Department of Forestry, have been pivotal. The groundwork laid by Parametrix, under STIA's commission, alongside comprehensive planning efforts, including brownfield inspections and various evaluations, set the strategic direction for this ambitious project.

Significantly, the Community Paths grant received in 2022 has further propelled this initiative, underpinning the current grant proposal with valuable foundational support. Moreover, the City of Rockaway Beach's proactive public outreach, alongside

Destination Management Strategies, underscores the extensive community involvement and commitment to transforming this rail line into a rail with trail that promises widespread benefits. This collective endeavor underscores a model of effective collaboration and community engagement, setting the stage for the Salmonberry Trail's realization.

2. Budget

The Rockaway Beach segment of the Salmonberry Trail benefits immensely from the dynamic involvement of Tillamook County Planners and Public Works Director, Tillamook County Board of Commissioners and their Chief of Staff, The City of Rockaway Beach City Council, City Manager, and City Planner, The Oregon Coast Scenic Railway, and the vibrant backing of our local community. This robust support has led to numerous community meetings, offering a platform to measure enthusiasm and gather input for the project. Further enriching our planning process, Destination Management Advisors conducted an in-depth *Conceptual Design Memo* for the City of Rockaway Beach. This crucial document, rooted in comprehensive public outreach, captured the hopes and concerns of our stakeholders, laying a strong foundation for the trail's development.

Budget Overview

The Rockaway Beach Segment of the Salmonberry Trail, stretching from Washington Street at rail mile 841.59 to Beach Street at rail mile 838.59, is a carefully planned section of this visionary project. This path, lying within the Port of Tillamook Bay's right of way, has been the subject of thorough analysis, drawing from the comprehensive planning efforts of the 2016 *Salmonberry Trail Coast Segment Planning Study* by Parametrix. With an eye towards modernity and relevance, Alta Planning + Design has refreshed these projections to reflect 2025 costs, ensuring that our vision for a trail that integrates with the rail (Rails With Trails) is both current and actionable.

Planning and 30% Design for this segment are being conducted as part of an Oregon Department of Transportation Community Paths Program Refinement grant awarded in 2022.

RAISE funds will be used for all final engineering, permitting, and construction.

Construction includes broadening the trail along 11,542 linear feet of rail berm and constructing retaining walls along 11,333 linear feet to preserve the rail's current layout. This enhancement will necessitate updates to 21 existing grade crossings to accommodate the widened path.

Aiming to bolster community safety and enrich the lives of local residents, we plan to introduce 7 new pedestrian crossings over US HWY 101. A major focus will be on creating a safe passage at the High School, with additional crossings considered at key points such as N. 23rd Avenue, N. 3rd Avenue, Nehalem St., S. 1st Avenue, and S. 6th Avenue. Among these, an exchange for a crossing at Washington Street is being

explored. Each crossing will be a tremendous safety improvement, featuring Rectangular Rapid Flashing Beacons (RRFB) to alert drivers to pedestrian traffic.

With an estimated project cost of \$23,900,000, we're seeking \$25,000,000 in RAISE grant funding to bring this shared-use path to life. This investment will enhance equity, safety, and transportation choices for our community while also promoting sustainability, improving quality of life, and supporting health. Our financial projections are carefully calculated for 2026-2027, aligning with our planned construction timeline ensuring that we're prepared to make this vision a reality.

Status and Cost Estimates:

Costs for this section were analyzed at the planning level and verified by on-the-ground partners.

Addressing Cost Overruns

Partners are committed to moving this project forward. Non-profit partners will continue to fundraise and are likely to secure further funding that could be used in the case of cost overruns to ensure the project moves forward.

Breakdown of Component Features Included in the Cost Estimate

The following is a breakdown of Components:

- 3 miles (15,505 linear feet) of a 10-foot wide paved shared-use path
- 13,945 linear feet of railroad berm widening
- 11,335 linear feet of retaining wall along the railroad berm
- 1 Railroad Crossing
- 21 local street crossings upgrades
- Signage and miscellaneous trail amenities
- Ten new Rectangular Rapid Flashing Beacons for trail crossings of US Highway 101
- Mobilization, surveying, erosion control, and other miscellaneous items
- Higher contingency
- Estuary and Waterbody permitting
- Preliminary Engineering Costs
- Construction Engineering Costs
- Road Crossing Assets
- Construction and administration cost

INSERT TABLE OF COSTS IN FINAL DESIGN (based on):

Total Length of the Rockaway Beach Segment: 15,505 ft

Widened Berm (\$250 per ft) x 2610 ft = 652,500

Widened Berm & Retaining Wall (\$535 per foot) x 11,335ft = 6,064,225

RR crossing (20,000) x 1 = 20,000

Local street crossings (5,000 per crossing) x 21 = 105,000
 Trail Amenities (per each 1,000' of trail) (5,000) x 24 = 120,000
 Construction Costs for HWY 101 Crossings \$644,000.00
 Bridge Amendments: \$295,192

Construction cost with crossings: 7,605,725
 Estuary and waterbody permitting: 760,573
 PE: 1,140,859
 CE: 1,140,859
 Contingency: 1,140,859
 Total Estimated costs: 12,085,000 (2016)
 Total Estimated costs: 23,000,000 (2025)

Census Tract	% of Total Project	Project Cost
41057960200	100%	23,900,000

** Historically Disadvantaged Community & Tract adjacent to an Area of Persistent Poverty*

>>Optional Callout information (Likely send to safety section)

The commitment to developing this trail segment reflects a strategic investment in local safety and recreational infrastructure, aiming to boost local economies, promote environmental stewardship, and enhance community well-being.

To that end, The Rockaway Beach segment plan outlines specific proposed pedestrian crossings as part of the broader enhancements and safety measures for the Salmonberry Trail. The identified crossings include:

1. Neah-Kah-Nie High School Crossing
2. N. 23rd Avenue Crossing
3. N. 3rd Avenue Crossing
4. Nehalem St. Crossing
5. S. 1st Avenue Crossing
6. S. 6th Avenue Crossing
7. S. Washington ST

Each crossing on the trail is designed to enhance safety and accessibility, fitting smoothly into Rockaway Beach's existing roads and paths. These crossings help connect different parts of the community, making it safer and easier for people to walk around town.

The costs for these crossings cover everything from concrete work for curbs and sidewalks to safety features like flashing beacons, along with necessary drainage improvements. This detailed budget ensures the project is well-planned financially.

Investing in these pedestrian crossings shows a strong commitment to making Rockaway Beach safer and more accessible for everyone. It's a key part of improving the Salmonberry Trail, focusing on community needs and safety.

Safety

Enhancing the Rockaway Beach segment of the Salmonberry Trail is not just an upgrade to recreational infrastructure; it represents a pivotal move towards significantly increasing the safety and health of the local community. By focusing on a fully ADA-compliant design and integrating critical safety features, this project directly addresses the unique demographic and health challenges faced by Rockaway Beach, a community marked by a high proportion of older residents and notable health concerns.

Rail With Trail Reduces Rail Pedestrians On Tracks

A "rail with trail" layout greatly diminishes the likelihood of pedestrians walking along or crossing train tracks by offering a designated, safe route for walkers and cyclists next to the railway. This setup effectively keeps train operations separate from pedestrian activities, significantly lowering the chances of accidents or people unlawfully crossing the railway. Providing a well-constructed alternative path reduces the temptation for individuals to cross the tracks unsafely. The Rails-to-Trails Conservancy reports that among the many fatalities on railroad properties over the years, only a single incident has involved a user of a rail-with-trail. This statistic underscores the effectiveness of thoughtfully designed trails in offering safer options for travel and lessening the urge to take risky shortcuts along the tracks.

A Community-Focused Approach to Safety

With 28% of Rockaway Beach's population over the age of 65 and heart disease rates at the 95th percentile, the necessity for a safe, accessible outdoor space is undeniable. The trail's design prioritizes these needs, offering a secure place for all residents to engage in physical activity, which is crucial for managing and mitigating chronic health conditions. By providing a structured, safe environment for walking, the trail directly contributes to the physical well-being of the community, potentially reducing the prevalence of heart-related health issues among its residents.

Enhanced Crossings: A Leap Towards Pedestrian Safety

One of the trail's standout safety features is the introduction of Rectangular Rapid Flashing Beacons (RRFBs) at critical crossings along HWY 101. These beacons are a proven safety measure, shown to reduce pedestrian-involved accidents by an impressive 47%. The strategic placement of RRFBs, especially in areas with heavy pedestrian traffic, will significantly decrease the risk of accidents, making the act of crossing busy highways safer for everyone in the community. This is particularly beneficial for the elderly and those with limited mobility, who are at greater risk in such environments.

Including a dedicated crossing at the High School and Middle School, providing direct access to the trail exemplifies the project's commitment to community safety and health. This feature facilitates safer routes for students and encourages physical activity among the younger population. By integrating safe, accessible pathways to educational institutions, the project has the potential to positively affect the health trajectory of the community's youth, laying the groundwork for a healthier, more active lifestyle.

Connecting Communities Safely

The trail's direct connections to Old Cedar Trail, Nedona Beach, and Manhattan Beach State Wayside further enhance its value as a safe, accessible recreational resource. These connections expand the trail's reach and provide safe routes to significant local landmarks and natural beauty spots, encouraging exploration and physical activity within a safe framework.

Addressing the Needs of a Historically Disadvantaged Community

Rockaway Beach's designation as a Historically Disadvantaged Community underlines the importance of the Salmonberry Trail project. The community's ongoing struggles with health and income are significant concerns that the trail project seeks to mitigate through improved infrastructure and safety measures. By providing a safe, accessible outdoor space, the project directly contributes to the community's resilience, offering a tangible asset that enhances quality of life and supports overall community health.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail is a testament to the power of thoughtful, community-focused infrastructure development. Through its ADA-compliant design, enhanced safety features like RRFBs, and direct connections to schools and local landmarks, the project promises to make a significant impact on the safety and health of the community. By addressing the specific needs of Rockaway Beach's residents, particularly its older population and youth, the trail stands as a beacon of positive change, fostering a safer, healthier, and more connected community. In doing so, it meets and exceeds the safety criteria of the RAISE grants, showcasing how infrastructure projects can profoundly transform communities for the better.

References

MUTCD section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a).

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Environmental Sustainability

With its ambitious design and strategic enhancements, the Rockaway Beach segment of the Salmonberry Trail stands as a model for environmental sustainability in infrastructure projects. This initiative prioritizes the safety and well-being of the community and underscores a profound commitment to preserving and enhancing the natural environment.

The Rockaway Beach segment of the Salmonberry Trail is designed to enhance safety and support community well-being while being mindful of environmental preservation. Simplifying the project to primarily widen the rail berm within the existing footprint using a retaining wall is ambitious because it minimizes the environmental impact. This approach avoids extensive land alteration and habitat disruption, demonstrating a commitment to sustainability by reducing the construction's ecological footprint.

This design is a sustainable model for other development because it balances human infrastructure needs with ecological preservation. It exemplifies sustainable development by promoting non-motorized transportation, which reduces carbon emissions and encourages a healthier lifestyle. Using existing spaces with minimal alterations lessens the need for new materials, further decreasing the project's environmental impact.

The profound commitment to the natural environment is evident in the project's careful planning to ensure that infrastructure improvements work harmoniously with the surrounding ecosystem. By choosing a design that respects and preserves the natural landscape, the initiative reflects a deep understanding of the importance of environmental stewardship and the role infrastructure projects play in supporting ecological well-being.

Flood Prevention and Environmental Resilience One of the most significant environmental benefits of the Salmonberry Trail project is its contribution to flood prevention. The widening of the rail berm over 15,000 linear feet is a strategic measure that helps mitigate the impact of flooding, a concern that has historically affected Rockaway Beach. This enhancement strengthens the town's resilience to natural disasters and protects local ecosystems from the damaging effects of floodwaters.

Flooding concerns along Highway 101 are significant, especially considering its proximity to both the ocean and areas prone to flooding, known as Zone AE. The idea behind widening the rail berm—a raised barrier of land—is to help manage and mitigate these flooding issues effectively.

- **Location and Flooding Risks:** Highway 101 runs through Rockaway Beach, with Zone AE, an area at high risk of flooding, located to its east. The rail berm lies west of Highway 101, acting as a natural barrier between the highway and the ocean. Although the chance of flooding from the ocean side is low (less than 0.2% annually), the presence of the ocean only 2-3 blocks away increases the complexity of managing flood risks.
- **How Widening Helps:** By making the rail berm wider, it can serve several functions to combat flooding:
 - **Barrier Strengthening:** It strengthens the natural barrier against water coming from the ocean, even though this risk is low. In the event of unusual tidal surges or extreme weather, a wider berm can provide additional protection.
 - **Improved Water Management:** The area between the highway and Zone AE can benefit from the widened berm through better water diversion and drainage. It can help guide floodwaters away from the highway and populated areas, reducing the risk of flooding during heavy rainfalls or other flooding events.
 - **Increased Absorption:** A wider berm might also mean more space for vegetation or permeable surfaces that can absorb rainwater, slowing down the runoff that could otherwise flood the highway and surrounding areas.
- **Sustainable Approach:** This method is sustainable because it uses natural and existing geographical features to address flooding, minimizing the need for artificial structures or extensive construction. It's a way to adapt to and work with the natural environment to protect the community and the infrastructure.

In essence, widening the rail berm in Rockaway Beach is a strategic move to enhance flood defenses naturally. It's a practical approach to dealing with the area's unique geographical challenges, ensuring the safety and well-being of the community and travelers along Highway 101.

Promoting Sustainable Transportation

The trail is designed for walking and cycling, offering a direct, safe path to the local High and Middle schools at the north end near Beach Street. It also connects people to key locations like beaches, medical centers, grocery stores, museums, and restaurants. By promoting walking and biking, the project aims to cut down on car use, reducing greenhouse gas emissions, improving air quality, and supporting a healthier

environment. This approach makes the community safer and healthier and supports environmental sustainability goals.

Connecting with Nature While Reducing Environmental Impact

The trail will provide direct access to natural landmarks and recreational areas, including the Old Cedar trail, Nedona Beach, and Manhattan Beach State Wayside. These connections will encourage outdoor activities that foster a deeper appreciation for the natural world, promoting conservation-minded attitudes among residents and visitors. Furthermore, by providing safe, non-motorized access to these areas, the project will help reduce the ecological footprint associated with vehicular travel to such destinations, preserving the integrity of these natural sites for future generations.

Enhancing Biodiversity Through Thoughtful Design

The careful planning and design of the Rockaway Beach Segment of the Salmonberry Trail also consider the need to protect and enhance biodiversity. The widened rail berm and its flood prevention role offer an opportunity to incorporate native plantings and habitat restoration efforts along the trail. These initiatives can create vital corridors for wildlife, supporting biodiversity and offering educational opportunities about local ecosystems and conservation efforts to trail users.

Educational Opportunities and Community Engagement

The trail offers a way for the Neah-Kah-Nie schools to visit the Manhattan Beach State Recreation Site for learning trips and groups to help remove invasive species and add native plants. It's a real-world classroom for learning about protecting the environment. By involving schools and local groups in caring for the trail, the project builds a community effort to look after nature. This hands-on learning encourages everyone, especially young people, to support environmental care and sustainability.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail is a beacon of environmental sustainability, demonstrating how infrastructure projects can enhance community safety while prioritizing the planet's health. Through flood prevention measures, promotion of sustainable transportation, connection to natural areas, biodiversity enhancement, and community engagement, the project sets a new standard for how trails and recreational spaces can contribute to a more sustainable and resilient future. This trail not only provides a safe, accessible pathway for the community but also embodies a commitment to protecting and celebrating the natural environment, making it an exemplary candidate for the RAISE grant.

Quality Of Life

The Rockaway Beach segment of the Salmonberry Trail marks a significant advancement in improving community life, especially for those in *Areas of Persistent Poverty* and *Historically Disadvantaged Communities*. This trail segment acts as a vital resource in an area where reliance on vehicles is common and transportation choices are scarce. It promotes inclusivity and health and also provides an economical alternative to transportation, reducing the financial burden on families and individuals. By offering equitable access to both recreation and essential services, the trail bridges gaps in mobility while fostering a more connected and supportive community environment.

Bridging the Gap in Transportation and Recreation

The Salmonberry Trail addresses critical gaps in transportation and recreation for underserved communities by providing a free, accessible, and healthy alternative to vehicular travel. By enhancing connectivity and accessibility, the trail offers a vital lifeline for residents, enabling easy and safe access to schools, workplaces, and local businesses, as well as to nature and outdoor recreation areas. **This is particularly crucial in areas where public transportation options are scarce or non-existent and where the economic burden of vehicle ownership is a significant barrier.**

Health Benefits and Disease Prevention

The myriad health benefits of regular physical activity – such as walking, biking, and engaging with nature – are well-documented by an extensive body of international research. For adults and children alike, the advantages include improved sleep quality, reduced blood pressure, lower risk of heart disease, stroke, and type 2 diabetes, enhanced bone health, and improvements in mental health, including reduced risk of depression.¹² The Rockaway Beach segment of the Salmonberry Trail, by facilitating easy and free access to such activities, directly contributes to the physical and mental well-being of the community. It stands as a critical tool in combating obesity-related illnesses and chronic diseases, which are more prevalent in Historically Disadvantaged Communities and Areas of Persistent Poverty due to limited opportunities for exercise and healthy living.

Health Impacts of Safety

Safer pedestrian crossings can significantly impact community health by preventing accidents and fatalities. Crossings using Rectangular Rapid Flashing Beacons (RRFB)

¹ Centers for Disease Control and Prevention, Health Benefits of Physical Activity for Adults, 2021

² Centers for Disease Control and Prevention, Health Benefits of Physical Activity for Children, 2022

keep pedestrians safer by reducing the risk of collisions with vehicles, which is particularly important near schools to protect students and their families.³⁴ Implementing these safety measures can save the town money by avoiding the economic costs associated with accidents, such as emergency services, medical care, and potential lawsuits. Moreover, preventing pedestrian fatalities and injuries also reduces the mental health strain on the community, sparing families and friends the trauma and grief of losing a loved one. HWY 101, recognized for its dangers, will see improved safety with this project, lowering the likelihood of fatalities and injuries.

Mental Health and Wellbeing

Beyond physical health, the trail also offers significant mental health benefits. Exposure to nature and green spaces has been linked to improved brain function, sleep, and blood pressure and enhanced mental health outcomes, including increased happiness, positive social interactions, and a greater sense of purpose. The Rockaway Beach segment, with its scenic beauty and natural surroundings, provides a peaceful refuge for residents, offering a space for reflection, relaxation, and rejuvenation away from the stresses of daily life.⁵⁶⁷

Social Cohesion and Community Engagement

The trail not only promotes social cohesion and community engagement by offering a shared space for recreation and leisure accessible to everyone but also enhances community connectivity by linking parks, trails, and natural areas with local businesses like restaurants, cafes, and grocery stores. This inclusivity extends beyond leisure, fostering a sense of community ownership and pride and encouraging residents to support local businesses, further bringing people together to share experiences and support one another. The trail catalyzes positive social interactions and economic

³ NCHRP Research Report 841 Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, (2017).

<https://www.cmfclearinghouse.org/detail.php?facid=9024>

⁴ Fitzpatrick et al. "Will You Stop for Me? Roadway Design and Traffic Control Device Influences on Drivers Yielding to Pedestrians in a Crosswalk with a Rectangular Rapid-Flashing Beacon." Report No. TTI-CTS-0010. Texas A&M Transportation Institute, (2016).

⁵ Jimenez et al., 2021. "Associations between Nature Exposure and Health: A Review of the Evidence" International Journal of Environmental Research and Public Health 18, no. 9: 4790.

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⁶ Bratman et al., 2019. Nature and mental health: An ecosystem service perspective. Sci Adv. 2019 Jul 24;5(7):eaax0903. <https://www.science.org/doi/10.1126/sciadv.aax0903>

⁷ White et al., 2019. Spending at least 120 minutes a week in nature is associated with good health and wellbeing. Sci Rep 9, 7730 (2019). <https://doi.org/10.1038/s41598-019-44097-3>

activity by acting as a hub connecting various aspects of community life, thereby building stronger, more connected, and economically vibrant communities.

Environmental Sustainability and Quality of Life

In addition to health and social benefits, the trail contributes to environmental sustainability by promoting non-motorized transportation modes, reducing vehicular emissions, and contributing to cleaner air quality. This commitment to environmental stewardship further enhances the quality of life for residents by providing a healthier, more sustainable living environment.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail provides a comprehensive solution to many challenges that Historically Disadvantaged Communities and Areas of Persistent Poverty face. **By providing equitable access to safe, healthy transportation options and recreational spaces, the trail significantly improves the quality of life for all residents. It addresses critical health disparities, promotes mental well-being, fosters social cohesion, and supports environmental sustainability. In doing so, the trail exemplifies how infrastructure projects can and should be designed with the holistic well-being of the community in mind, making it a deserving recipient of the RAISE grant.**

Mobility + Community Connectivity

The Rockaway Beach segment of the Salmonberry Trail is pivotal in enhancing mobility and community connectivity, addressing critical challenges, and leveraging unique opportunities to foster a safer, more inclusive, and connected environment. This trail segment is a strategic link that bridges significant gaps in the current transportation network, offering solutions to the pressing mobility challenges faced by the community.

Addressing Limited Transit Access

In Rockaway Beach, limited access to public transit has long been a challenge, especially for those without personal vehicles. The trail aims to tackle this by improving first- and last-mile connections, making the bus system more accessible. With buses running every 2 to 3 hours from early morning to evening to key locations like Tillamook and Cannon Beach, the trail offers a safe path for more people to walk or bike to the bus stop. This enhancement is vital for increasing public transit usage, decreasing the community's dependence on personal vehicles, and encouraging sustainable travel methods.¹

Creating Accessible Multimodal Facilities

The lack of accessible multimodal facilities that serve all ages and abilities has hindered active transportation in Rockaway Beach. The Rockaway Beach Segment of the Salmonberry Trail offers a solution to this challenge by transforming a rail corridor into an inviting and accessible transportation facility. The inherent characteristics of a rail line, such as its gentle gradients and limited roadway crossings, make it an ideal foundation for a trail that accommodates users of all ages and abilities. This design ensures that the trail is safe and welcoming to families, individuals with mobility challenges, and those concerned about navigating vehicle traffic.

Enhancing Safety and Accessibility

The trail's design, which follows the gentle slopes of the rail line, effectively removes major barriers to active transportation. By eliminating steep grades, the trail becomes accessible to more users, including older adults, children, and those with physical disabilities. This inclusivity is a significant step forward in ensuring that active transportation is a safe, practical option for everyone in the community.

Moreover, the limited crossings with roadways, a legacy of the railway's design, significantly enhance the safety of the trail. These features reduce potential conflicts between trail users and vehicles, making it an inviting space for leisurely walks, bike rides, and commutes. This safety aspect is particularly appealing to families and

¹ <https://nwconnector.org/interactive-map/>

individuals who may have previously been deterred from cycling or walking due to safety concerns associated with vehicle traffic.

Fostering Community Connectivity

The Rockaway Beach segment of the Salmonberry Trail is a vital connection to public transit and the broader community. It offers a direct route to Rockaway Beach's sole transit stop, facilitating travel to Tillamook, Idaville, Bay City, Garibaldi, Wheeler, Nehalem, Manzanita, and Cannon Beach. More than a transportation link, this trail segment seamlessly connects residents and guests with schools, businesses, and natural areas, fostering a sense of community and belonging. It encourages residents to explore their surroundings, engage with their community, and access local amenities without needing a car. This creates a cohesive and vibrant community by enhancing public transit access and strengthening connections between residents, schools, businesses, and natural areas.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail represents a transformative approach to improving mobility and community connectivity. This trail makes local attractions like beaches, shops, eateries, and natural areas more accessible and significantly improves access to the main transit stop – no matter where you are in town. As a result, individuals can easily explore the charms of Rockaway Beach and reach neighboring towns. The Rockaway Beach segment leverages the unique advantages of the rail corridor to create a safe, inviting space that encourages active transportation and enhances the quality of life for all residents. In doing so, the trail exemplifies the goals of the RAISE grants, demonstrating how infrastructure projects can profoundly impact community mobility, safety, and connectivity.

Economic Competitiveness + Opportunity

The development of the Rockaway Beach segment of the Salmonberry Trail is poised to be a catalyst for enhancing economic competitiveness and opportunity within the community and beyond. This trail segment is a strategic asset designed to promote long-term economic health, foster trail-oriented land use planning, and facilitate tourism opportunities. By focusing on safety and accessibility, the trail segment significantly contributes to the area's economic vitality, attracting investment and improving the quality of life for residents.

Enhancing Economic Competitiveness Through Safety

Safety is a foundational element in enhancing a region's economic competitiveness. The Rockaway Beach segment of the Salmonberry Trail addresses safety by providing a secure, accessible route for pedestrians and cyclists, away from vehicular traffic hazards. This safety feature is crucial for encouraging more people to use the trail for daily commutes, recreational activities, and accessing local businesses. A safe, well-utilized trail increases foot traffic to surrounding areas, directly benefiting local shops, cafes, and service providers. Increased consumer access and visibility can lead to higher sales volumes and new business opportunities, contributing to the economic resilience and growth of the community.

Fostering Trail-Oriented Land Use Planning

The Salmonberry Trail segment encourages trail-oriented land use planning, integrating the trail into the broader urban and rural development strategies. This planning approach prioritizes pedestrian and cyclist access, green spaces, and mixed-use developments that cater to trail users. Doing so attracts investments in residential, commercial, and recreational projects that value proximity to safe, accessible outdoor spaces. Such developments enhance the area's appeal as a place to live and work and increase property values, contributing to the community's overall economic health.

Facilitating Tourism Opportunities

Tourism is a significant economic driver, and the Rockaway Beach segment of the Salmonberry Trail is strategically positioned to capitalize on this. By offering a safe, scenic route that connects key attractions and natural landscapes, the trail segment becomes a draw for tourists seeking outdoor adventures, cultural experiences, and relaxation. The trail's design, which prioritizes user safety and accessibility, makes it appealing to many visitors, including families, cycling enthusiasts, and nature lovers. This broad appeal can increase tourism spending on accommodations, dining, shopping, and local attractions, bolstering the local economy. Moreover, the trail segment can serve as the cornerstone for developing trail-oriented businesses, such as bike rentals, cafes, and tour services, creating new job

opportunities and supporting entrepreneurship. These businesses further enhance the trail's attractiveness as a tourist destination, creating a virtuous cycle of investment and growth.

Promoting Long-term Economic Health and Growth

The long-term economic health and growth of Rockaway Beach are intrinsically linked to the development of sustainable infrastructure like the Salmonberry Trail segment. By providing a safe, attractive, and functional space for recreation and transportation, the trail lays the foundation for a healthy, active community. This, in turn, attracts a workforce and residents who value the quality of life, driving demand for housing and services and stimulating economic activity. The trail also represents a commitment to sustainable development, an increasingly important factor in attracting forward-thinking businesses and environmentally conscious consumers. By aligning with these values, Rockaway Beach can position itself as an economic sustainability and resilience leader.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail is a strategic investment in the community's future economic competitiveness and opportunity. By enhancing safety, encouraging trail-oriented land use planning, and facilitating tourism, the trail segment not only improves the quality of life for residents but also lays the groundwork for sustained economic growth. It exemplifies how infrastructure projects can be leveraged to create a vibrant, economically dynamic community that attracts people, businesses, and investment, ensuring long-term prosperity for Rockaway Beach.

State of Good Repair

The Rockaway Beach Segment of the Salmonberry Trail is dedicated to ensuring a state of good repair, crucial for the long-term sustainability and safety of the trail by reducing construction and maintenance burdens through efficient and well-integrated design, creating new infrastructure in remote communities that will be maintained in a state of good repair, Address current or projected transportation system vulnerabilities for underserved communities, prioritize improvement of the condition and safety of existing transportation infrastructure within the existing footprint. This project is underpinned by a robust maintenance strategy supported by a coalition of committed partners, including the City of Rockaway Beach, Tillamook County, the Oregon Coast Scenic Railroad, and the Salmonberry Trail Foundation. This collaborative approach is essential for addressing the routine requirements of debris clearing, lighting maintenance, and pothole repair, thereby maintaining the trail's safety and usability over time.

Reducing Construction + Maintenance Burdens Through Efficient Design

The Trail will be built by widening and leveling the rail berm over 15,000 linear feet to preserve and maintain the existing rail infrastructure. This plan preserves the existing rail envelope, causing minimal disruption to the town while supporting the existing railroad – The Oregon Coast Scenic Railway (OCSR) – by providing easier pedestrian access to rail services. Additionally, OCSR is a dedicated partner who can assist in complicated maintenance.

New infrastructure, Well Maintained (in remote communities that will be maintained in a state of good repair) –TAKEN FROM SAFETY

One of the trail's standout safety features is the introduction of Rectangular Rapid Flashing Beacons (RRFBs) at critical crossings along HWY 101. These beacons are a proven safety measure, shown to reduce pedestrian-involved accidents by an impressive 47%. The strategic placement of RRFBs, especially in areas with heavy pedestrian traffic, will significantly decrease the risk of accidents, making the act of crossing busy highways safer for everyone in the community. This is particularly beneficial for the elderly and those with limited mobility, who are at greater risk in such environments.

Address current or projected transportation system vulnerabilities for underserved communities

In Rockaway Beach, limited access to public transit has long been a challenge, especially for those without personal vehicles. The trail aims to tackle this by improving

first- and last-mile connections, making the bus system more accessible. With buses running every 2 to 3 hours from early morning to evening to key locations like Tillamook and Cannon Beach, the trail offers a safe path for more people to walk or bike to the bus stop. This enhancement is vital for increasing public transit usage, decreasing the community's dependence on personal vehicles, and encouraging sustainable travel methods.

Additionally, the trail makes it convenient for area residents to take the Oregon Coast Scenic Railway into Garibaldi and Tillamook.

Prioritize improvement of the condition and safety of existing transportation infrastructure within the existing Footprint

By building the trail on the existing railroad right of way, all of the 21 rail crossings will need safety upgrades that will be well maintained. These modifications will be reviewed and approved by the Oregon Department of Transportation's Rail Division.

A Collaborative Maintenance Strategy

The long-term maintenance of the Rockaway Beach segment is predicated on a partnership model, leveraging the strengths and resources of local government entities and non-profit organizations. This model ensures that maintenance efforts are well-coordinated, adequately funded, and effectively executed to keep the trail in a state of good repair. The involvement of the Salmonberry Trail Foundation, in particular, highlights the role of community engagement and support in sustaining the trail's infrastructure, ensuring that it remains a safe, welcoming space for all users.

Reduction of Construction and Maintenance Burdens

The roadway wear and tear challenge, exacerbated by vehicular use, is another aspect that the Salmonberry Trail project tackles head-on. By promoting a mode shift towards walking and biking, the trail is expected to reduce vehicle miles traveled (VMT) and roadway congestion and degradation. This reduction in vehicular use extends the lifespan of road surfaces and contributes to lower maintenance costs for subterranean utilities and routine roadway repairs. Ultimately, this contributes to a more sustainable urban infrastructure, reducing the future financial burden of roadway maintenance on local governments.¹ And because the trail runs through the downtown, a significant reduction of VMT may be expected.

Enhancing Safety through a State of Good Repair

¹ [https://opr.ca.gov/docs/Mitigating_Vehicle-Miles_Traveled_\(VMT\)_in_Rural_Development.pdf](https://opr.ca.gov/docs/Mitigating_Vehicle-Miles_Traveled_(VMT)_in_Rural_Development.pdf)

Maintaining the trail in a state of good repair is intrinsically linked to the safety and well-being of its users. Regular maintenance tasks, such as lighting repairs and pothole patching, are critical for preventing accidents and ensuring that the trail remains accessible to people of all ages and abilities. Moreover, the clear, debris-free paths foster a sense of security among users, encouraging greater use of the trail for recreation and transportation. This proactive approach to maintenance ensures that the trail continues to deliver its intended benefits—promoting health, connectivity, and recreation—without interruption.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail is not just a project with immediate recreational and connectivity benefits but a model for sustainable infrastructure maintenance and operations. Through a strategic partnership among local government, non-profit organizations, and the community, combined with innovative funding mechanisms tied to increased property values, the trail is set to remain in a state of good repair, ensuring its safety and usability for years to come. This commitment to maintenance and the strategic reduction of vehicle miles traveled exemplify how the project not only meets but exceeds the RAISE grant's criteria for state of good repair, making it a worthy investment for the future of Rockaway Beach and its residents.

Callout

This project meets the state of good repair mandate by repurposing the existing rail right-of-way for a trail designed for walking and biking that stands the test of time. This approach not only preserves the integrity of surrounding roadways by reducing wear and tear but also underscores our commitment to long-term infrastructure health and community well-being.

Partnership + Collaboration

The Rockaway Beach segment of the Salmonberry Trail speaks to the power of partnership and collaboration in enhancing community safety and well-being. This project embodies over a decade of concerted efforts, shared visions, and unwavering support from a broad coalition of stakeholders. These include local and regional organizations, governmental bodies, tribal organizations, and a dedicated volunteer base, all united in their commitment to bring the Salmonberry Trail from concept to reality.

Foundation of Community Support

The genesis of the Salmonberry Trail within Tillamook County and its sustained local support underscores the project's significance to the public's heart. This grassroots origin has been instrumental in guiding the project's direction, ensuring that it remains aligned with the community's needs and aspirations. The strong foundation of local backing legitimizes the project and ensures ongoing engagement and stewardship from those it aims to serve.

A Decade of Collaborative Effort

The journey to this grant application represents more than ten years of meticulous collaboration and consensus-building among various stakeholders. Entities such as Tillamook County, The Port of Tillamook Bay, and the cities of Rockaway Beach, Wheeler, Banks, Manning, Garibaldi, and Buxton have been integral in shaping the trail's vision. This concerted effort extends to state agencies, including the Oregon Department of Forestry, Oregon Parks and Recreation Department, and Oregon Department of Transportation, each contributing their unique resources, expertise, and perspectives to the project. This multi-level collaboration has been crucial in navigating the complexities of planning, funding, and executing a project of this scale, ensuring that all aspects, especially safety, are thoroughly addressed.

Enhancing Safety Through Strategic Partnerships

The involvement of these varied partners has direct implications for enhancing the safety of the Salmonberry Trail. By working together, the project has incorporated state-of-the-art safety features, design considerations, and maintenance practices that might otherwise be unattainable. For instance, collaboration with the Oregon Department of Transportation ensures that the trail's design and construction adhere to the highest safety standards, while input from the Oregon Parks and Recreation Department helps integrate the trail seamlessly into the natural landscape, reducing environmental hazards and promoting safe use.

The Role of the Salmonberry Trail Foundation

The Salmonberry Trail Foundation, with its thousands of volunteers, represents the project's backbone, ready to support maintenance, safety patrols, and community engagement activities. This volunteer force is a key asset in ensuring the trail remains in a state of good repair, which is crucial for user safety. Their readiness to mobilize for clean-up, repair, and assistance duties at a moment's notice significantly enhances the trail's capacity to maintain a safe environment for all users.

Safety Through Community Engagement and Ownership

The broad-based partnership and collaboration inherent in the Salmonberry Trail project fosters a sense of community ownership and responsibility, which are vital safety components. When a community feels a strong connection to a project, individuals are likelier to take an active role in its upkeep, report hazards, and engage in safe behaviors. This collective vigilance acts as a natural safeguard, enhancing the overall safety and enjoyment of the trail.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail exemplifies how partnership and collaboration are beneficial and essential for creating safe, sustainable, and successful community projects. The culmination of over a decade of teamwork among local and regional organizations, governmental agencies, and a dedicated volunteer base has equipped the project with the foundation necessary to ensure safety is woven into the fabric of the trail. This collaborative approach has enabled the project to harness a wide range of expertise, resources, and community goodwill, ensuring that the Salmonberry Trail will be a safe, cherished asset for Rockaway Beach and its visitors for years to come.

Innovation

The Rockaway Beach segment of the Salmonberry Trail embodies a community-centric strategy for safety and engagement. By integrating technology like websites, social media, QR codes, and apps with engaging community events, the collaborative efforts of local, county, and state governments alongside the Salmonberry Trail Foundation ensure the community is not only kept informed but is actively participating in the trail's progress. The introduction of Rectangular Rapid Flashing Beacons (RRFB) at new highway crossings further demonstrates a commitment to trail user safety, enhancing the trail's development with proven safety measures. This approach cultivates a sense of community ownership and collective dedication to the trail's success, promoting strong community bonds and innovative cooperation.

Innovative Public Engagement for Enhanced Safety

The project will adopt a local-focused, transparent approach to engage the public. Stakeholders will use the website to share how funds are being used and provide updates on safety, design, and maintenance of the Rockaway Beach segment of the Salmonberry Trail. This openness will build community trust and allow for ongoing feedback and suggestions, ensuring the trail meets user needs and stays safe.

Leveraging Social Media for Community Involvement

The Salmonberry Trail Foundation will utilize social media to update and engage the future trail community. They will share safety protocols, progress reports, educational materials, and volunteer opportunities, fostering community engagement. Social media will also allow users to report safety issues for swift action. Additionally, the Foundation is collaborating with Portland State University's Capstone Program to develop a mobile app, which will feature all regional trails and enable users to submit trail concerns for prompt resolution.

Festivals and Events as Platforms for Safety Education

Festivals, fundraisers, and events organized by the Salmonberry Trail Foundation are innovative platforms for engaging the community and local businesses in the trail and its mission. These gatherings raise awareness about the trail and provide opportunities for direct education and involvement. By integrating safety education into community celebrations, the foundation ensures that safety awareness becomes a shared community value, further embedding safety into the trail's culture.

Community and Business Engagement in Trail Safety

The project's strategy involves local businesses and community groups in safety talks. The Salmonberry Trail Foundation will use its connections to spread safety information. Businesses will help by handing out safety materials and encouraging safe practices to their customers. Working together like this helps teach more people about safety, making the trail safer for all.

Feedback Loops and Continuous Improvement

The project uses a straightforward approach to stay connected with the community. Through on-trail QR codes, users can easily give feedback and interact with the trail management team, keeping the conversation about the trail active and informed by users' experiences.

Conclusion

The Rockaway Beach segment of the Salmonberry Trail exemplifies a community-forward approach to communication and engagement in trail development. Project leaders have fostered an engaging, participatory environment by leveraging the existing technology and social media alongside vibrant community events. This strategy doesn't just keep the community in the loop—it actively involves them, building a sense of ownership and a shared commitment to the trail's success. Through this model, the Salmonberry Trail fosters community ties and collaborative innovation.

Project Readiness

Technical Feasibility

The Rockaway Beach Segment of The Salmonberry Trail is a Rails With Trails project that will provide multifaceted opportunities for transportation, quality of life, and economic competitiveness.

ENVIRONMENTAL RISK ASSESSMENT

Right Of Way Acquisition:

This scenic rural route was once home to the Pacific Railway and Navigation rail line (now leased by the Oregon Coast Scenic Railway) and is now railbanked and ready-to-build along the entire 82 miles from Tillamook to Banks. The Port of Tillamook Bay is the land manager, and the Salmonberry Trail Intergovernmental Agency (STIA) holds a 99-year lease and is charged with building the Salmonberry Trail through its non-profit, The Salmonberry Trail Foundation.

NEPA

The project is anticipated to meet the criteria for a Categorical Exclusion, Level 1, to meet NEPA requirements.

<https://railroads.dot.gov/sites/fra.dot.gov/files/2022-01/2022-%20FRA%20CE%20Worksheets%20companion%20guide%20PDFa.pdf>

Permitting

Two small segments that fall within the FEMA Special Flood Hazard Area (SFHA) may require no-rise certificates, fill permits, or Letter of Map Revision (LOMR).

<https://www.fema.gov/glossary/special-flood-hazard-area-sfha>
<https://www.fema.gov/glossary/letter-map-revision-lomr>

A general floodplain review will be required.

After alignment is determined, this process will begin with the City of Rockaway Beach.

In Progress:

Conversations regarding upcoming grade crossing modifications have already occurred with the Oregon Department of Transportation (ODOT) Rail Division. There is nothing more to do until the design and alignment phase are complete.

Work with ODOT Highway division will be completed in the current design phase.

Concept Development + Public Engagement:

Parametrix's foundational work, commissioned by STIA, together with thorough planning, brownfield inspections, and evaluations, has shaped the direction of this project.

The Community Paths grant awarded in 2022 to the City of Rockaway Beach has been instrumental and will bring the project to a pivotal 30% Design milestone.

Destination Management Advisors completed the Conceptual Design Memo, which was commissioned by the City of Rockaway Beach, and gathered baseline information about stakeholder aspirations and concerns through a public outreach process, which is being used to drive the Community Paths Grant's design, which will lead to construction with RAISE funding. This synergy of planning, funding, and community involvement paves the way for streamlined development.

Risks:

FEDERAL FUNDING PROCESS + REQUIREMENTS: Partners, and especially Tillamook County as the administrator, are extremely familiar with the federal funding process and requirements, including NEPA certification, and have an established project administration/delivery strategy.

PUBLIC + STAKEHOLDER INPUT: Over the last decade, the Salmonberry Trail initiative has seen extensive planning and public outreach, garnering strong support from the community and stakeholders. The Salmonberry Trail Intergovernmental Agency (STIA) convenes quarterly to steer trail development and maintain active engagement with the public. Addressing potential community impact issues through proactive, clear, and ongoing communication is a cornerstone of our approach, ensuring concerns are effectively managed at every stage of construction and beyond. The Salmonberry Trail Foundation, the public face of the trail, promotes active communication with the public and is there to answer any questions. The Rockaway Beach Segment is being designed with public input.

SCHEDULE RISK: The project schedule is designed for adaptability, incorporating ample time to resolve any issues that arise. Despite this built-in buffer, we expect to complete the project's components comfortably ahead of the 2033 federal deadline for expenditures, ensuring efficiency and timely progress.

FEMA: Amid speculation about forthcoming FEMA regulations, planners are warning of potential delays. The diverse coalition of partners is prepared to navigate these regulatory changes, ensuring the project's momentum continues unabated.

TECHNICAL CAPACITY ASSESSMENT

Administrative and Technical Capacity:

Tillamook County has agreed to be the grant administrator for the project and has a solid track record administering federal projects. Tillamook County will lead the administrative requirements of grant management and conduct reviews during the design and construction submittal processes. Tillamook County will also oversee the CEI process. A project manager will be assigned for all construction-related issues, and a grant coordinator will be assigned for grant-related tracking and compliance. Working closely with its partners and the design and construction teams, Tillamook County will be a successful manager and steward of these funds.

Tillamook County boasts a robust track record of managing federally funded transportation projects, collaborating with various federal agencies such as FHWA, FEMA, NOAA, USFWS, and USFS. The county has completed numerous infrastructure enhancements, including bridge and aquatic organism passage constructions and critical drainage and landslide repairs. In partnership with the Oregon Department of Transportation, Tillamook County consistently contributes projects to the Statewide Transportation Improvement Project (STIP) every cycle, demonstrating a commitment to regional infrastructure improvement. Annually, the county undertakes the construction of one to two federally funded bridges, with project budgets ranging from \$1 to \$2.5 million, encompassing extensive environmental reviews, utility adjustments, landowner negotiations, and active stakeholder engagement.

Financial Completeness Assessment

>>>>>

>>INSERT TIMELINE GRAPHIC

The Project Readiness file should include a detailed project schedule that identifies all major project activities and milestones. For capital projects, examples of such milestones include State and local planning approvals; start and completion of NEPA and other Federal environmental reviews and approvals, including permitting, design completion, right-of-way acquisition, approval of plans, specifications, and estimates; procurement; State and local approvals; project partnership and implementation agreements, including agreements with railroads; and construction start and end.

Show that the capital project can begin construction upon obligation of grant funds and that those funds will be spent expeditiously once construction starts, with all funds expended by September 30, 2033;

FUNDS NEED TO BE OBLIGATED BY MARCH 2028



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair
Doug Olson, Vice-Chair
Erin D. Skaar, Commissioner

February 21, 2024

Senator Ron Wyden
221 Dirksen Senate Office Building
Washington, D.C. 20510

Senator Jeff Merkley
531 Hart Senate Office Building
Washington, D.C. 20510

RE: Oregon Department of Forestry's Community Initiated Project
Pacific Northwest Swiss Needle Cast Restoration Plan

Dear Senators Wyden and Merkley:

The Tillamook County Board of Commissioners is writing today to express support for the Oregon Department of Forestry (Department) grant application to develop the Pacific Northwest Swiss Needle Cast Restoration Plan.

Swiss needle cast poses a severe forest health risk to forests in the Pacific Northwest. Its impact on the growth and vitality of Douglas-fir is well documented and has the potential to lead to economic consequences for landowners and communities and ecological repercussions to forest ecosystems.

This grant would help the Department build the framework for landowners across the region to address Swiss needle cast affected stands. The development of the plan will involve consultation with stakeholders, forest scientists, and tribes to incorporate the latest science as well as traditional cultural practices.

Once the plan is complete, it will allow the Department and other landowners in the region leverage for future grants. Future funding will be utilized to harvest infected stands and reforest with resistant species, increasing the economic viability for landowners and counties and enhancing ecologic benefits, including the increased capacity to store carbon.

Thank you in advance for your consideration of this valuable effort.

Sincerely,

BOARD OF COMMISSIONERS FOR TILLAMOOK COUNTY, OREGON

A handwritten signature in blue ink, appearing to read "MF Bell", written over a horizontal line.

Mary Faith Bell, Chair

A handwritten signature in blue ink, appearing to read "Doug Olson", written over a horizontal line.

Doug Olson, Vice-Chair

A handwritten signature in blue ink, appearing to read "Erin D. Skaar", written over a horizontal line.

Erin D. Skaar, Commissioner



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair
Doug Olson, Vice-Chair
Erin D. Skaar, Commissioner

February 21, 2024

State Director Barry Bushue
Bureau of Land Management
1220 S.W. 3rd Avenue
Portland, Oregon 97204

Re: Tillamook County's Request for Cooperating Agency Status

Dear Director Bushue:

Tillamook County hereby requests cooperating agency status for the Bureau of Land Management's (BLM) ongoing development of new resource management plans (RMPs) for Western Oregon.

The Association of O&C Counties (AOCC) has twice requested cooperating agency status on Tillamook County's behalf and BLM has not formally responded to either request. However, after AOCC's annual meeting, we now understand from you that BLM's position is that only individual counties are eligible cooperating agencies for the RMPs.

Individual O&C Counties were granted cooperating agency status—with AOCC serving as the designated representative—during the RMP processes from 2004-2008 and, again, from 2012-2016. Tillamook County wishes for AOCC to be its designated representative for the current RMP process as well.

We look forward to a prompt response to this request for cooperating agency status. Please make sure to provide a copy of BLM's response to AOCC, as our designated representative.

Sincerely,

BOARD OF COMMISSIONERS FOR TILLAMOOK COUNTY, OREGON

A handwritten signature in blue ink, reading "MF Bell", written over a horizontal line.

Mary Faith Bell, Chair

A handwritten signature in blue ink, reading "Doug Olson", written over a horizontal line.

Doug Olson, Vice-Chair

A handwritten signature in blue ink, reading "Erin D. Skaar", written over a horizontal line.

Erin D. Skaar, Commissioner

US SENATE – FISCAL YEAR 2025 CONGRESSIONALLY DIRECTED SPENDING REQUEST

1. Organization Information

1. Recipient Organization

Tillamook County

2. Tax Identification Number

93-6002312

3. Organization's Mailing Address

201 Laurel Avenue, Tillamook, Oregon 97141

4. Contact's Name at Organization

Rachel Hagerty, Chief of Staff

5. Contact's Email

rachel.hagerty@tillamookcounty.gov

6. Contact's Phone

503-842-3404

2. Project Overview

1. Title of Project

Kiwanda Corridor Project – Intersection at Cape Kiwanda Drive, Pacific Avenue, and Sunset Drive

2. What is the amount of funding being requested?

\$3,645,000

3. Please describe your project in one sentence. Please frame this brief, short description (30 words or less) as: "Funds will be used to..." You will be asked to provide a more detailed description later in this application. This brief sentence should be generalized and emphasize the ultimate goal for this project.

Funds will be used to design, engineer, permit and construct a solution at a four-way intersection on the south end of Cape Kiwanda Drive.

4. Subcommittee

Transportation, Housing & Urban Development

5. Account

Hwy Infrastructure Programs

6. Please provide a clear description of the project and the intended use of funds. 250 word limit

Summary of the project including its purpose, goals, history, and current status, as well as the justification for the project (i.e., why funding is in the interest of taxpayers). The description should explain how the money will be spent (i.e., salaries; programming; equipment; etc.) Please be specific when describing the activities and expenditures. The justification should also state what performance standards will be used to measure whether this project has achieved its objectives. This description must be complete on its own and may not simply incorporate supporting materials by reference.

This request is for the reconfiguration of an intersection that is part of a larger Kiwanda Corridor Project (KCP) that is needed to balance a positive visitor experience with the livability needs of local businesses and residents. This intersection is part of the Three Capes Scenic Route, The Oregon Coast Trail and an alternate route on ODOT's Coast Bike Maps.

The Pacific City/Woods unincorporated area has a population of just over 1,000. Cape Kiwanda (adjacent to the state's Cape Kiwanda Natural Area) and Haystack Rock are located on Pacific City's coastline and are some of the most visited sites on the Oregon Coast.

The population swells significantly with an influx of annual visitors reaching +350,000. This influx contributes to traffic congestion, parking issues, and unsafe pedestrian and bicycle routes.

This four-way intersection where Cape Kiwanda Drive meets Pacific Avenue and Sunset Avenue, is a complex junction of vehicles, pedestrians, bicyclists, overhead utilities, and confusing cluttered wayfinding.

The reconstructed intersection will improve transportation efficiency and safety within the Kiwanda Corridor by providing better traffic flow and increasing the level of service. The intersection will result in a significant improvement to pedestrian and bicycle safety. The project includes elements of the Americans with Disability Act. Overhead utilities will be relocated underground, and wayfinding will better inform travelers.

The KCP overall concept, including the intersection realignment, is complete. The county is ready to proceed with engineering design, permitting and construction. Funding will support project management, design/permitting (10/2025-10/2026), and construction (10/2026-3/2027).

7. What is the total cost of the project?

\$3,745,000

8. Do you have the ability to meet the applicable matching or non-federal cost-share requirements?

Not every account requires a local match.

Yes

9. How much funding from non-federal sources can you provide as a match for this project?

\$100,000

10. Please provide a short summary of the budget for this project. Please provide one or two sentences about where funds for the project will be coming from and, specifically, what the funds requested for in this project will be used for. This serves as a summary for your full budget document, which must be uploaded with this application. Please be specific when describing the activities and expenditures.

This project will be funded with \$100,000 from Tillamook County Day Use Park Fees and \$3,645,000 from this funding request. The funding requested will support \$500,000 for engineering design and \$3,145,000 for construction.

11. What is the primary purpose of the requested funding?

- ☐ Check all
- ☒ Construction
- ☒ Planning, engineering, or other predevelopment activities
- ☐ Equipment or similar acquisitions
- ☐ Staffing costs and related expenses

12. If applicable, please include a link to the project website

<https://tillamookcoast.com/southcounty/kiwanda-corridor/>

13. Project Location (City): Please indicate the closest city to the project. If the project has multiple locations, please put the city of the recipient organization for the purposes of complying with disclosure rules.

City of Tillamook, Pacific City is an unincorporated community in Tillamook County

14. Project Location (s) (County):

Tillamook County

15. What area or areas are served by this project? 100 characters

Please include a description of the areas served if different then the project location. For example, you might list multiple cities or counties where the project will be active.

Residents from Tillamook County and Lincoln County, as well as Oregon and non-resident tourists.

16. Can grantee begin spending the requested funding within 12 months of the award?

Yes

17. If funds were awarded, when would project activities occur? For a construction project, it would be the start and end dates of construction.

10/1/2026 – 3/1/2027

18. What is the status of the required planning and environmental review work?

- ☐ Complete
- ☒ In Progress

19. CDS awards are not a recurring or permanent source of funding. What is the grantee's plan to sustain the work long-term? 100 character limit

Tillamook County Public Works Department maintains the current intersection and will maintain the new intersection.

20. Is the amount requested scalable to a lower amount?

Yes

If so, what is the minimum amount?

\$600,000

If so, what would the minimum amount cover? 100 character limit

Project management, design, and permitting. Additional funding would support construction elements.

21. If you are submitting multiple projects, please rank this request in order of priority.

If you are only submitting one project, put "1"

1

3. Account or Bill Specific Questions

1. If you are applying for transportation funding, projects must be on the State Transportation Infrastructure Plan (STIP) or applicants must have an eligibility letter from the Oregon Department of Transportation (ODOT). Do you meet these requirements?



Yes, it is on the STIP



Yes, I have uploaded the required letter from ODOT.



No, but ODOT is reviewing my application.



No, I am not applying for a transportation project.

2. If you are applying for transportation funding, please include the link to the relevant transportation planning document. This could include the Statewide Transportation Improvement Plan, the Transportation Improvement Plan, and Statewide Rail Plan, or the relevant Airport master plan. Per the ODOT letter, this project will be programmed into the STIP if funded.

4. Additional Information

1. Are you submitting an identical application for other funding opportunities?

No

2. Has this project received funding via CIP in previous years?

No

ATTACHMENTS

- ODOT LETTER
- 3 LETTERS – TORTA, VTC, SURFRIDERS
- BUDGET
- CONCEPT PLAN
- JENSEN DETAIL
- VICINITY MAP WITH JENSEN PROPERTY
- PHOTO



Oregon

Tina Kotek, Governor

Department of Transportation
Office of the Director
355 Capitol St NE
Salem, OR 97301

February 15, 2024

The Honorable Brian Schatz
Chairman
Subcommittee on Transportation-HUD
Committee on Appropriations
United States Senate
Washington, DC 20510

The Honorable Cindy Hyde-Smith
Ranking Member
Subcommittee on Transportation-HUD
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Chairman Schatz and Ranking Member Hyde-Smith;

The Oregon Department of Transportation (ODOT) is pleased to provide information that may assist with the selection of projects for Congressionally Directed Spending in this year's appropriations legislation.

Tillamook County, OR has submitted a funding request to reconstruct the intersection of Kape Kiwanda Drive, Pacific Avenue, and Sunset Avenue near Pacific City, OR. The reconstructed intersection will improve transportation efficiency and safety within the Kiwanda Corridor by providing better traffic flow and increasing the level of service.

This project is eligible for funding under Title 23, US Code, and ODOT commits to working with Tillamook County to carry out the project if funded.

This project is not included in Oregon's Statewide Transportation Improvement Program (STIP). However, ODOT will add the project to the STIP once funding is enacted by Congress.

Should you have any questions or concerns, please contact Trevor Sleeman, ODOT Federal Affairs Advisor at (503) 986-3448 or trevor.d.sleeman@odot.state.or.us. Thank you.

Sincerely,

Travis Brouwer
Assistant Director for Revenue, Finance, and Compliance
Oregon Department of Transportation



February 5 2024

Subject: Surfrider Foundation - Three Capes Chapter Support of the Kiwanda Corridor Project

To whom it may concern:

The Surfrider Foundation is an environmental nonprofit organization dedicated to the protection and enjoyment of the world's ocean, waves and beaches for all people, through a powerful activist network. Our chapter represents Tillamook County from Cape Meares to Neskowin. Our members live, work, visit, and recreate on the area's beaches and value these special places for exploration, research and enjoyment. Surfrider recognizes coastal recreation is critical to Oregonians' way of life and coastal economies. Those activities must be appropriately managed to balance the preservation and stewardship of our important resources.

In our view, the Pacific City area is one of Oregon's most scenic gems. It is a recreational mecca offering ocean, river and lake fishing, bird and whale watching, hiking, crabbing, surfing, beach combing, cycling, clamming, and paddle boarding. It houses one state park and 3 state natural areas within 5 miles. Yet, over tourism has created a mess of safety hazards, environmental damage, decreased livability and lowered the visitor experience.

The Kiwanda Corridor Project is a terrific opportunity to mitigate some of the aforementioned problems. Our chapter supports the KCP's project goals to improve livability and user experience for all, provide equitable beach and community experiences and promote alternative and more environmentally friendly methods of transportation all while minimizing impacts on the environment. We also support the project's efforts to bring together multiple community groups to influence the final design. Our support is contingent on the project following all statewide land use planning goals and the project's dedication to maintaining the integrity of natural systems including dunes. In addition, the project should follow a low impact approach to areas that haven't been developed, particularly the Jensen (also known as the Turnaround) property. It is our understanding that the project does not aim to support additional tourism but to better manage what we currently have. It is our belief that projects like this have the ability to capture the spirit of preservationists of the past like Bob Straub and help build a better future for Pacific City.

Thank you,

Lisa Macy-Baker
Ben Moon
Liz Vitale
Mia Williamson
Three Capes Chapter Executive Board
Surfrider Foundation



Tillamook OffRoad Trail Alliance Pacific City Pathways

PO Box 554
Pacific City, OR 97135
E-Mail: tortamtb@gmail.com Web: www.torta.com

February 5, 2024

To whom it may concern,

Tillamook Off-road Trail Alliance (TORTA) is a local nonprofit based out of Pacific City. Our mission is to work with land managers, landowners, general public and trail user groups to build, maintain and advocate for non-motorized, off-road bike trails in Tillamook County. We also collaborate with schools, local government, local business and allied agencies to promote and nurture the physical, mental, spiritual and economic benefits of cycling for the people of Tillamook County and its visitors.

The Kiwanda Corridor Project is important for TORTA and helps meet the needs of Tillamook county residents. It will help provide better livability for the local community, families, and youth. It is open and free for all demographics and ages; it will help to provide inclusive, safe access to different areas in Pacific City and North to our Trail system. The corridor project also provides safe access to amenities that promote mental wellness, passive recreation, and enjoy the natural flora and fauna of this beautiful section of our Oregon Coast. It will also give residents and visitors the opportunity to learn more about the history of the area with educational sights along the updated corridor.

TORTA supports the alignment of the Beachy bridge and an update to the busy Kiwanda drive intersection. This will help provide a safe area that will help encourage more residents and visitors to recreate on their bikes. .

The Kiwanda Corridor Project represents an effort by the County to align multiple stakeholder groups' needs, including TORTAs, as well as many other community members. It is a comprehensive approach to best utilize our open and public spaces in a more safe and accessible manner for everyone to enjoy.

Thank you,

TORTA Board of Directors

Megan Stech, Jeff McNamee, Moria Belsey, Julian Fields, Ron Baker, Craig Cleary, Ben Moon

Federal EIN #93-1281236

PO Box 554

Pacific City OR 97135



February 2, 2024

Subject: Kiwanda Corridor Project Funding
Tillamook County, Oregon

To whom it may concern:

I am writing in support of funding for the Kiwanda Corridor Project in Pacific City, Oregon, a project managed by a government task force in Tillamook County, and fully supported by Tillamook Coast Visitors Association as a model of sustainable tourism.

Pacific City, once a sleepy town known for surfing and the Dory Fishing Fleet, is now a popular destination for visitors. In summer, it is very busy, with traffic congestion, causing safety issues for walkers and bicyclists, and livability issues for residents.

While the county and tourism organization have worked to ease these issues with flashing light crosswalks and a free trolley in summer, there's much more to do.

Realigning Kiwanda Drive is key to improving the situation for both full-time residents and visitors. The county purchased several acres of property at the south end of Kiwanda Drive that will provide more parking for cars and RVs, multi-modal pathways, much-needed restrooms, parks, and improved beach access, all while maintaining natural landscapes, native plantings and scenic views that we all cherish.

As a tourism destination management organization, Tillamook Coast Visitors Association is in full support of these much-needed changes. The project will improve safety, livability and community experiences.

Thank you for your thoughtful consideration.

A handwritten signature in cursive script that reads "Nan Devlin".

Nan Devlin
Executive Director
Tillamook Coast Visitors Association
PO Box 1268 Tillamook OR 97141
503-842-2672 nan@tillamookcoast.com

TILLAMOOK COUNTY -- KIWANDA CORRIDOR PROJECT - INTERSECTION AT CAPE KIWANDA DRIVE, PACIFIC AVENUE, AND SUNSET DRIVE

Costs	Amount	Status of Phase (Not Yet Begun In Progress, or Completed)	Comments and/or Details
Project Management	\$120,000	In Progress	
Soft Costs, Design, Permitting/Planning	\$480,000	In Progress	concept design complete; engineering and permitting not yet begun
Construction	\$3,145,000	Not Yet Begun	
Total Cost	\$3,745,000		

Funding	Amount	Status of Funding (eg: application submitted, funding awarded, funding received)	Comments and/or Details
Local or State Government Funding (eg: bond votes, tax credits, etc.)			
1. Tillamook County Day Use Park Fees	\$100,000	Pending	county funds, to be approved by budget committee
2.			
3.			
Congressionally Directed Spending Request for Fiscal Year 2025			
	\$3,645,000	Application Submitted	
Total Funding	\$3,745,000		



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair
Doug Olson, Vice-Chair
Erin D. Skaar, Commissioner

September 1, 2024

Lisa Macy Baker
1035 NE Davis Street
McMinnville, OR 97128

Dear Lisa,

The Tillamook County Board of Commissioners reappointed you to the Pacific City/Woods Parking Advisory Committee to represent Nestucca Valley Community Alliance.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", is written over a light blue circular stamp.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair

Doug Olson, Vice-Chair

Erin D. Skaar, Commissioner

September 1, 2024

Marty Wisehart
PO Box 875
Pacific City, OR 97135

Dear Marty

The Tillamook County Board of Commissioners reappointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", with a long horizontal flourish extending to the right.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141
Phone: 503-842-3403

Mary Faith Bell, Chair
Doug Olson, Vice-Chair
Erin D. Skaar, Commissioner

September 1, 2024

Brian Vitulli
Tillamook Transportation District
3600 Third Street, Suite A
Tillamook, OR 97141

Dear Brian,

The Tillamook County Board of Commissioners appointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", with a long horizontal flourish extending to the right.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair
Doug Olson, Vice-Chair
Erin D. Skaar, Commissioner

September 1, 2024

Jeff Kallevig
Pacific City Chamber of Commerce
PO Box 1078
Pacific City, OR 97135

Dear Jeff,

The Tillamook County Board of Commissioners appointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", is written over a light blue circular stamp.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair

Doug Olson, Vice-Chair

Erin D. Skaar, Commissioner

September 1, 2024

Ray Monroe
35180 4th Street
Pacific City, OR 97135

Dear Ray,

The Tillamook County Board of Commissioners reappointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "IG", is written over a light blue circular stamp.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair
Doug Olson, Vice-Chair
Erin D. Skaar, Commissioner

September 1, 2024

Larry Rouse
PO Box 1094
Pacific City, OR 97135

Dear Larry,

The Tillamook County Board of Commissioners reappointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", is written over a light blue circular stamp.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair

Doug Olson, Vice-Chair

Erin D. Skaar, Commissioner

September 1, 2024

Jeff Schons
PO Box 189
Pacific City, OR 97135

Dear Jeff,

The Tillamook County Board of Commissioners reappointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", is written over a light blue circular stamp.

Isabel Gilda,
Executive Assistant



Tillamook County Board of Commissioners

201 Laurel Avenue, Tillamook, OR 97141

Phone: 503-842-3403

Mary Faith Bell, Chair

Doug Olson, Vice-Chair

Erin D. Skaar, Commissioner

September 1, 2024

Nicole Twigg
PO Box 36
Pacific City, OR 97135

Dear Nicole,

The Tillamook County Board of Commissioners reappointed you to the Pacific City/Woods Parking Advisory Committee.

The Board very much appreciate your willingness to serve the citizens of Tillamook County in this very important capacity again. Please find enclosed a copy of the board order for your records.

Sincerely,

A handwritten signature in blue ink, appearing to read "Isabel Gilda", is written over a light blue circular stamp.

Isabel Gilda,
Executive Assistant