

Oregon Solutions Design Committee
Minutes

January 29, 2008

The Meeting was called to order by Chair Rick Klumph at 1:05 p.m. in the Tillamook County Library. Committee members attending were: Larry McKinley, Dale Buck, Mark Trenholm, Paul Levesque, Chad Allen, Robert Anderson, and Mark Gervasi. On a conference phone were Doug Clarke, Jeremy Weber and Kathryn Harris. (Pete Dickerson later joined the call) Co-Conveners Senator Betsy Johnson and Commissioner Labhart were also present. Other guests were: Tilda Jones, Tom Manning, Orella Chadwick, Leo Kuntz, Don Hurd, Gus Meyer, Kathleen Didier, and Dave Boatman.

Under additions to the agenda, Paul Levesque said he would like to introduce David Boatman with HBH Consulting Engineers. Robert Anderson said he also had some information to present on permit processes.

A motion was made by Dale Buck, seconded by Larry McKinley to approve the minutes of December 14, 2007 as presented.

A report was presented by the Corps of Engineers on the Advance Measures analysis for two spillway projects (Tone Rd & Wilson/Trask). Jeremy Weber said the Corps would be sending to Division Headquarters their report by the week's end. Handouts with graphs and annotations were provided which showed Pete Dickerson's modeling work. They showed that peak flood levels would not be reduced significantly from these projects. There was some reduction in flood duration. It was determined by the Corps that, although the two spillways represented worthwhile projects, they can not be economically justified through a cost/benefit analysis.

Pete Dickerson offered that bigger is better when designing the spillways and width is the most important. Pete also said that the lower you go with a spillway structure the more pressure and head you have for the water to exit. Chair Klumph asked if the Corp's final report would give the Oregon Solutions Design Committee enough information on location, size and depth in order for the projects to move forward. Jeremy said it would, but provided a reminder that engineering design was not part of their report. There was discussion on Hwy 101 working as a weir. It was clarified that ground levels on both sides of Hwy 101 were the impediment to flood water flowing westwardly. Also discussed was how flood mitigation could be accomplished if spillways were replaced by a breach in the levee. Paul Levesque offered that a breach would result in less storage capacity during a flood event.

The value of eight (8) small structures at the bottom of the levee was discussed in lieu of one larger structure. Pete said wider is better and he could help establish with the chosen engineering firm what the invert elevation should be. Mark Gervasi asked if the old Safeway site was removed would that help in food reduction. Jeremy answered in the affirmative.

Robert Anderson handed out information on permits required for projects of this kind. He described the difference between “Informal Consultation” and a “Formal Consultation.” It was discussed how the spillways were likely to be projects that “may affect a listed species but not likely to adversely affect them.” If the projects were designed with the parameters offered by the Corps, an informal consultation process which has a time frame of about 30 days would be expected for these projects. It was offered by Robert that he thought both spillway projects could be “batched” and reviewed by state and federal agencies at the same time.

Kathryn Harris concurred that the projects under discussion should be able to receive a quick review. She said both the Corps and NOAA – Fisheries review would be complementary and could be done on a parallel track. It was reiterated by the Corps that Oregon Solutions would have to obtain a civil engineer to design the projects.

It was recommended by Doug Clarke that Oregon Solutions obtain an engineer as soon as possible. Pete will work with the selected design/build engineer. In summary, Doug Clarke said “We commit to working with you to expedite the projects.” Pete answered some questions that had been posed earlier. He said the backwater behind Hwy 101 shows that property needs to be lowered. The next important part of any major flood reduction program is to analyze where you draw water out of the Wilson River. Reconnecting Hall Slough, along with other Slough modifications would be important he said. Gus Meyer observed that during the last two floods, water was higher than in previous years. Pete concurred and said this was because flows in the Wilson were higher.

Next Steps for gated spillway projects # 1 & # 2 were outlined by Commissioner Labhart. County (and District for Tone Rd. project) would use a design/build process. The steps would be:

1. County would declare an emergency on February 4th
2. County would hire a contractor/engineer
3. County/District would meet on site with Pete Dickerson to locate projects
4. Contractor/engineer would design projects
5. County with assistance from contractor/engineer would apply for expedited permitting.
6. Permits issued and project moves forward.

Comment was made on how the permitting agencies need to be brought in at the front end. Kathryn Harris confirmed that a preliminary design would be adequate to start the process. She also said that a DSL permit would be required. The advantages of a design/build process for these spillway projects was discussed. There was consensus to move forward as outlined by Commissioner Labhart.

Design Committee members asked about the status of the Dean dirt pile. Mark Gervasi said it will be moved but he needs to confirm where it will go. It was also mentioned that right-of-way and easements for Tone Road will have to be secured. Leo said that gravel would be needed for the access road to the Wilson/Trask spillway project.

Rick Klumph gave a short report on the Trask Hook Project. Stephen Blanton of Entrix, Environmental Consultants has offered to help on the Hook Project. After reviewing the site with Rick Klumph and Dick Townsend in mid January, he has requested a copy of modeling information from the Corps to further analyze the project. The Corps, Tillamook County and Steve have been communicating on obtaining that information. There will be more to report at the next meeting.

Dick Townsend gave a report on Corps program authorities which could be available to design Project Exodus. A handout was provided and gave background information on Support for Others (SFO); Flood Plain Management Services (FPMS); and Planning Assistance to States (PAS). The staff recommendation was to use PAS for Corps design of Project Exodus. The recommendation indicated that in about three weeks, the Corps will know the level of funding available for PAS. If sufficient funds are available, Tillamook County would submit a letter of request to participate with PAS. The recommendation further asked that a small committee be appointed by the Co-Conveners to assist in outlining the process and scope of work. The anticipated local share cost would be approximately \$60,000 (50% of total cost to design Project Exodus). Of this amount, up to 50% could be "in-kind." It was explained that using the PAS program would preclude the Corps from participating in future formal design or implementation activities.

Paul asked if PAS would be a constraint for implementation of Project Exodus since Federal Appropriation funds though the Corps' budget might be desirable for construction funding.

There was consensus from the Committee that the staff recommendation be accepted and forwarded to the Project Team the next day.

Paul Levesque introduced Dave Boatman with HBH Engineering. He has previously worked with the Tillamook Estuary Partnership (TEP), and also worked on the Dougherty Dam project with Leo Kuntz.

Dick Townsend reported on a recent meeting he attended in Portland relative to obtaining funding for Oregon Solutions infrastructure projects. He said that smaller grants might be available for small projects, but that Project Exodus would require a significant effort to raise the money needed. It was explained that Project Exodus could be done in phases. Senator Johnson said that the Project Team needed a funding "Quarterback" to gather people together and search for funding opportunities. Several people were mentioned as possible recruits for that position. Tilda asked if FEMA dollars might be available for some of the project work. Tom Manning and Commissioner Labhart spoke of a new source of funding from EDA.

There was no business brought forward under the agenda item Expenditures Report.

Under comments to the design committee, Tilda said working with the Corps on Project Exodus brought up red flags and would cost too much money. Staff mentioned that the

Corps would not be designing or constructing the project under PAS and the approximate amount of funds from the local share would be \$30,000.

Paul Levesque said that the Design Committee would need to meet in the next few weeks to authorize proceeding ahead with the spillway projects, including obligation of the funds needed to pay the contactor.

There being no further business the meeting as adjourned.