

# Headlight Herald

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## South jetty tops local priorities for federal funds. What's new?

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### Jetty

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Michael Saindon. "The whole system is vital."

Not only is the south jetty losing 50 to 60 feet per year, the north jetty, which was repaired just a few years ago, has problems at its "root," near the county's Barview Jetty Park. "It needs constant maintenance," Saindon noted.

Rocks from the jetty's deterioration end up in the channel, Saindon said, and those, coupled with the partly submerged jetty itself, pose a hazard to navigation.

"And we have no way to

mark it," he said. "Boats from out of the area don't come in here, because it's not safe."

Part of his agency's master plan is getting the channel dredged. "It needs to get addressed," Saindon said, but, "we're at the mercy of the funders right now." The U.S. Army Corps of Engineers, which originally built the jetties, has exclusive responsibility for their maintenance.

Meanwhile, Tillamook County's commissioners have other priorities for federal funding, too:

- The Shilo levee, out North Main Street on the Wilson River, protects much of the north end of Tillamook from floodwaters, Tilda Jones

of the Tillamook Bay Habitat and Estuaries Improvement District told the county commissioners. And it continues to deteriorate, she said. "It's a disaster waiting to happen," County Commissioner Tim Josi agreed. Its reconstruction is estimated at \$1 million.

- Some \$7 million is advocated by the City of Tillamook for a "Rails and Trails" project that would widen the railroad right-of-way between Garibaldi and the Port of Tillamook Bay and build a trail next to it.

- A "regional resiliency" plan, estimated to cost \$3 million, follows from an "Oregon resiliency" plan prepared by the state, which suggests that the airport south of Tillamook

might be one of seven to survive a tsunami.

Ranked as lower priorities, in no particular order, were the Holden Creek fish passage and flood control, a sewer line from Tillamook to the Port of Tillamook Bay's industrial park, and repairs to the Port of Tillamook Bay's blimp hangar.

The list is the outgrowth of an annual prioritization meeting held by the commissioners during which local governments and special districts lobby for top-priority projects that could use federal funding. That process mimics prioritization work that used to be done by the state's Economic Development Department.

