



RROMAC MEETING MINUTES

February 19, 2009

Members:

Hal Ballard
James Burns
Robert Ewers
Lanny Garland
Ken Moyle
Gary Virgin
Lars Wahlstrom
Dave Vanasche

Staff:

Dave Schamp
Greg Clemmons
Victoria Saager
Keith Lewis
Todd Watkins
Stacia Sheelar
Gary Stockoff
Tom Tushner
Gregg Leion
Ted Voelker

Absent:

Keith Fishback
Eldon Jossi
Wendy Mortensen
Matt Pihl

Guests:

Jay Hoffman
Denny Hruby
Pam O'Brien
Mike Tomasini
Mark Zertanna
Ron Dobbin

Welcome

Bill Ewers called the meeting to order at 7:35 a.m. Lars Wahlstrom motioned to approve the January minutes and Lanny Garland seconded the motion. All were in favor.

Sherwood-Hillsboro Study Area

Gregg Leion, Washington County Long Range Planning, introduced DKS Consultants. They have been hired to help identify safety improvements in the Sherwood-Hillsboro study corridor. They intend to have the study completed at the end of June. They are looking for feedback from both RROMAC and the Farm Bureau. They need the feedback as soon as possible. Please complete the attached survey and either mail to the address listed or return at the March RROMAC meeting. (Map included as well).

Asset Management

Todd Watkins shared that the County has hired Data Transfer Solutions (DTS) to review our asset management program and identify opportunities for improvement. They are based in Orlando, FL. Last week they started interviewing different groups from LUT to discuss asset management needs. Everyone seems to be getting on board and the interviews went very well.

A business process is being developed and should be completed by the end of March. A data flow documentation packet should be completed by the end of the fiscal year.

Budget Update

Dave Schamp gave an update on the budget. The economic stimulus package is not likely to affect maintenance. Gary Stockhoff also handed out two documents regarding the stimulus package (attached).

Dave shared that the Road Fund revenue has been cut 15% for the current fiscal year and may be reduced an additional 13% next year. Dave said that service levels have to change. Dave also discussed the funding of Local Improvement Districts (LIDs). We need to decide if we should continue as is with the County paying the regular maintenance expenses to get the area ready for the LID, revert to the way we used to do LIDs, or go all the way back to the citizens' paying 100% including all the prep costs.

Gary Virgin suggested that we keep it going, reduce the cost share by the same percentage as the budget reduction. It was also suggested that we set a cost per mile and use the same calculation for every LID.

Dave Vanasche made a motion that was discussed at length. A recap of that motion is below and will be voted on at the March meeting:

In addition to the surfacing costs, LIDs shall pay for a portion of the preparation costs. Regardless of the actual expenditures, the LID's portion of the preparation costs will be a percentage of the 5-year average of the preparation costs from other LIDs. The percentage applied to the preparation cost will be the same percent difference between the current year's Road Fund budget in the Operations Division and the Division's share of the Road Fund budget for FY 2007-2008. For LIDs constructed in 2009, the percentage applied to the preparation costs will be XXX.

Current LIDs on the table for this year are Whitmore, Parmele, and Hillecke roads.

Gravel Road Upgrade Review

Greg Clemmons discussed RROMAC's allocation of 10% of all new money for gravel road upgrades. The County has only been charging RROMAC for the actual hard surfacing, not for any of the preparatory work. Times are changing and we need to consider adjusting this even though it will reduce the number of miles that we can upgrade. A vote on this was tabled until the March meeting. Reiling Road is scheduled to be done this year and possibly Chalmers Lane depending on the budget.

Miscellaneous

Dave Schamp asked RROMAC if they would consider meeting less often. Every other month, quarterly, etc. Discussion will continue at the March meeting.

Lanny Garland extended his thanks to the crews for getting the roads cleaned up after the storm.

Jay Hoffman, farmer from the Scholls-Sherwood area, shared his concerns about bicycles and safety. He would like to see the bikes be licensed or taxed. He also asked about the reflectors on Hwy 219 being too close to the road for the farm equipment.

Dave Vanasche would like to see traffic fines doubled in farm areas just like they are in construction zones.

Hal Ballard shared information about a law being considered for all vulnerable users (i.e., bikes, tractors, etc.). The Bicycle Transportation Alliance is sponsoring the bill.

Ron Dobbin, farmer from the Hillsboro area, had several concerns he would like to see addressed. Ron agreed that bikes need to be licensed and encouraged to follow the rules of the road. He mentioned that the mailboxes are too close to the edge of the road on 229th. He has also had issues with TriMet buses cutting off his farm equipment. Ron would like to see the public educated along with police officers. Dave Schamp mentioned that we should invite the Sheriff's Office to RROMAC to hear the concerns. He also reminded the group that Victoria does post many helpful bits of information on the web page for the public.

Bill Ewers reminded the group that attendance to the RROMAC meetings is a requirement of your position unless you notify Stacia. If you miss three consecutive meetings you can be removed from the committee.

Jim Burns motioned to adjourn and Lars Wahlstrom seconded the motion.

Next Month's Agenda

ODOT Hwy 219 Project - Midway Realignment
Sherwood-Hillsboro Study Area – Gregg Leion
LIDs – Review Motion
Gravel Road Upgrades
Volunteer Recognition Event
Review Expectations, Bylaws and meeting frequency

Washington County Rural Roadway Safety Improvement Study Questionnaire

The purpose of the Hillsboro-Sherwood Roadway Safety Improvement Study is to develop a list of specific improvements that address safety issues of the Hillsboro-Sherwood rural transportation system as set forth in the 2020 Transportation Plan Study Areas. The map handout and list of roadways below describe the project limits.

The rural roadways between Hillsboro and Sherwood serve often conflicting travel needs specifically higher volume/higher speed urban traffic and farm vehicles and other farm related traffic. One consideration of this study will be on addressing safety problems related to these conflicting travel needs to ensure safe and convenient movement of farm vehicles and farm related traffic.

We will work to identify and assess roadway safety problems within the Study Area. A range of roadway improvements and modifications will be evaluated with an emphasis on cost effective minor and operational improvements including but not limited to signing, striping, rumble strips, obstacle removal or mitigation (i.e. guardrails).

1. How often to you travel the following road segments?

Roadway	Limits	Daily	Monthly	Rarely	Never
SW Minter Bridge Road	Morgan Road to Grabel Road				
SE Rood Bridge Road	Singing Woods Drive to Farmington Road				
SW River Road	Oakhurst St to Scholls Ferry Road				
SW 229 th Avenue	Alexander St to Rosedale Road				
SW Rosedale Road	River Road to 213 th Avenue				
SW Farmington Road	Hillsboro Highway (Hwy 219) to 209 th Avenue				
SW Scholls Ferry Road	Hillsboro Highway (Hwy 219) to 175 th Avenue				
SW Clark Hill Road	Scholls Ferry to Farmington Road				
SW Tile Flat Road	Scholls Ferry to Grabhorn Rd				
SW Grabhorn Road	Tile Flat to Stonecreek Drive				
SW 175 th Avenue	Scholls Ferry to Weir Road				
SW Scholls-Sherwood Rd	Scholls Ferry to Roy Rogers Road				
SW Elwert Road	Scholls-Sherwood to Edy Road				
SW Roy Rogers Road	Bull Mountain Road to Cedarview Way				
SW Beef Bend Road	Roy Rogers Road to 105 th Avenue				
SW Elsner Road	Beef Bend Road to Roy Rogers Road				

2. What are the primary purposes of your trips on each of the roadway segments?

Roadway	Limits	Commute	Shopping	Business (farm)	Other
SW Minter Bridge Road	Morgan Road to Grabel Road				
SE Rood Bridge Road	Singing Woods Drive to Farmington Road				
SW River Road	Oakhurst St to Scholls Ferry Road				
SW 229 th Avenue	Alexander St to Rosedale Road				
SW Rosedale Road	River Road to 213 th Avenue				
SW Farmington Road	Hillsboro Highway (Hwy 219) to 209 th Avenue				
SW Scholls Ferry Road	Hillsboro Highway (Hwy 219) to 175 th Avenue				
SW Clark Hill Road	Scholls Ferry to Farmington Road				
SW Tile Flat Road	Scholls Ferry to Grabhorn Rd				
SW Grabhorn Road	Tile Flat to Stonecreek Drive				
SW 175 th Avenue	Scholls Ferry to Weir Road				
SW Scholls-Sherwood Rd	Scholls Ferry to Roy Rogers Road				
SW Elwert Road	Scholls-Sherwood to Edy Road				
SW Roy Rogers Road	Bull Mountain Road to Cedarview Way				
SW Beef Bend Road	Roy Rogers Road to 105 th Avenue				
SW Elsner Road	Beef Bend Road to Roy Rogers Road				

3. Where are the current problems located, such as safety, congestion, pavement conditions, design (sharp curves, poor sight distance, narrow roadway)?

4. What are some of the current problems for other types of users (e.g. pedestrians, bicyclists, trucks, farmers, emergency service providers, etc.)?

5. If it were up to you and you could make up to three improvements to any of the roadways, what would you do?

1. _____

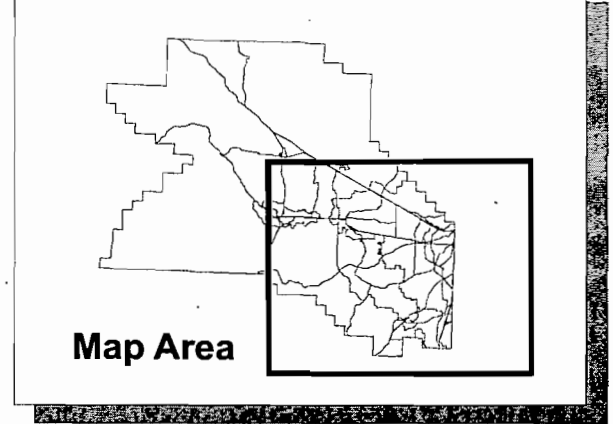
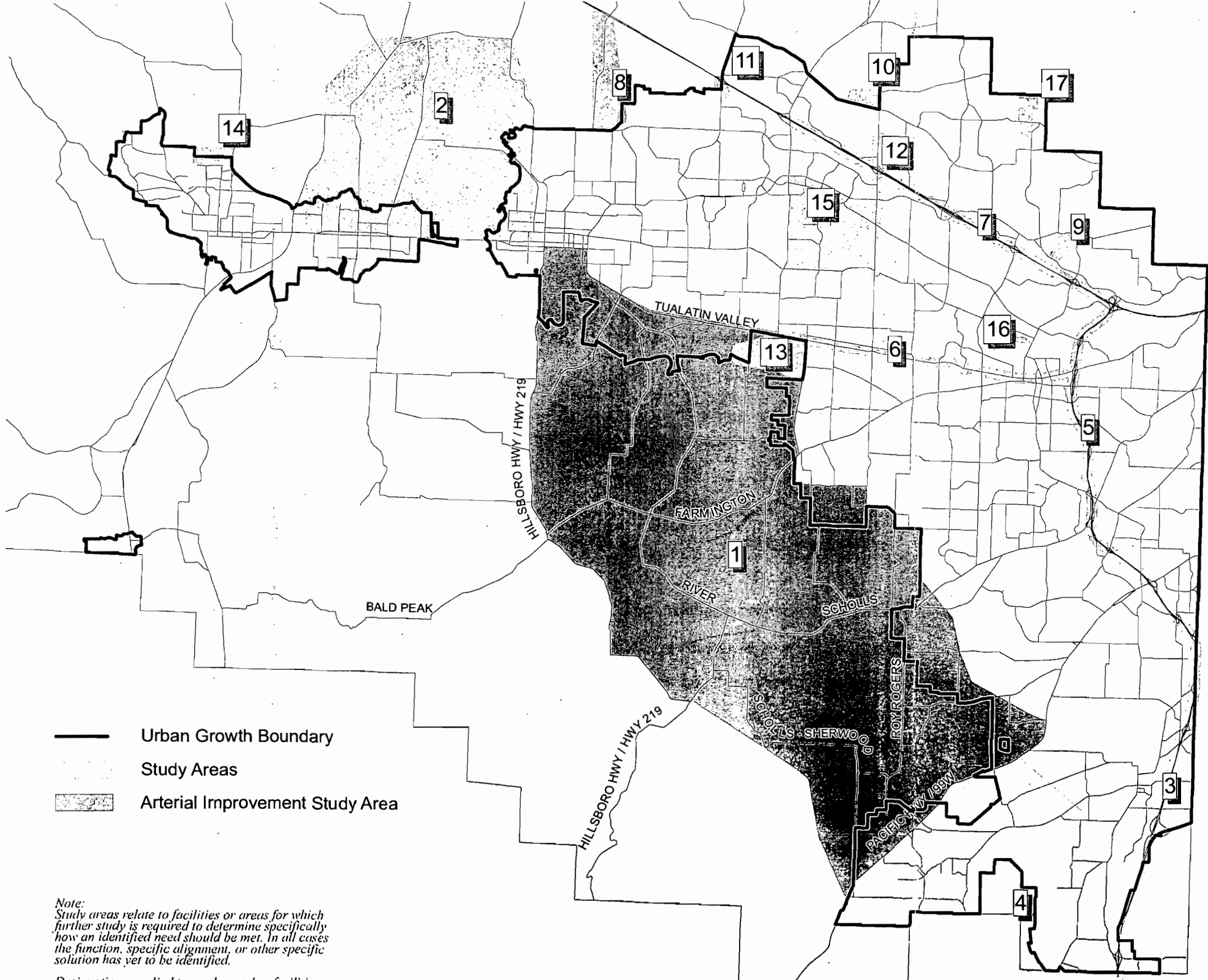
2. _____

3. _____

6. Additional Comments?


Name/Affiliation (Optional):

Please return completed questionnaires to:
Pam O'Brien
DKS Associates
1400 SW 5th Avenue
Portland, OR 97201
pjo@dksassociates.com



Washington County Study Areas

- 1 Hillsboro-Sherwood Improvement Area
- 2 Hornecker/Evergreen - Glencoe to Cornelius-Schefflin
- 3 Interstate 5 - Highway 217 to Wilsonville
- 4 Interstate 5 to Highway 99W connector
- 5 Highway 217
- 6 Tualatin Valley Highway
- 7 US 26/Sunset Highway
- 8 Jackson Rd. - US 26 to Evergreen
- 9 119th Ave. - Cornell to Barnes
- 10 Springville Rd. - 185th to West Union
- 11 Meek Rd. - Realignment at Shute Rd.
- 12 185th Ave. - Baseline to West Union High School
- 13 South Hillsboro Urban Reserve Street Plan
- 14 David Hill Rd. Extension Study Area
- 15 OHSU West Campus Study Area
- 16 Fairfield -Terman Extension Study Area
- 17 Saltzman Rd. Extension Study Area

 Urban Growth Boundary
 Study Areas
 Arterial Improvement Study Area

Note:
 Study areas relate to facilities or areas for which further study is required to determine specifically how an identified need should be met. In all cases the function, specific alignment, or other specific solution has yet to be identified.

Designations applied to roads or other facilities not under County jurisdiction should be considered.



Transportation Funding for Oregon in the American Recovery and Reinvestment Act

All figures are estimates based on ODOT's initial interpretation of the economic stimulus legislation and are subject to modification.

Highway Program

State Funding: \$27.5 billion is provided for the highway program. After takedowns of about \$840 million, \$26.66 billion will be distributed by formula. Oregon will receive about 1.25 percent of this funding, or about \$334 million. After suballocation to local governments and funding for Transportation Enhancements, ODOT would have about \$224 million.

Local Funding: States are required to suballocate 30 percent of the highway program funds to local governments according to the Surface Transportation Program formula, including metropolitan planning organizations, cities and counties. In Oregon, this would amount to about \$100 million. Metro would receive about \$38 million, Central Lane MPO would receive about \$6.6 million, and Salem/Keizer Area Transportation Study would receive about \$6 million. Cities not in an MPO, counties, and the state's three other MPOs (Corvallis, Bend, and Medford) would receive a total of about \$50 million.

Transportation Enhancements: 3 percent of the total highway program funds for each state are set aside for Transportation Enhancements, which include bicycle/pedestrian infrastructure, landscaping and scenic beautification, transportation-related historic preservation, and environmental mitigation. In Oregon, this would amount to about \$10 million.

Forest Highways: The Forest Highways program will receive \$60 million, and 10 percent or more of this will come to Oregon.

Obligation Deadlines: 50 percent of the highway funding retained by the state would need to be obligated within 120 days of apportionment (which must occur within 21 days of enactment). The remainder of funding, including all funding suballocated to local governments, must be obligated within one year. Funding not obligated by these timelines will be redistributed to states that have met the obligation requirements.

Eligibility: Eligibility for use of highway funds is expanded to include passenger and freight rail and port infrastructure.

Public Transportation

Formula Funding: \$6.9 billion is set aside for the formula transit capital programs for urban and rural areas. 80 percent of this would go to urban areas, 10 percent would go to rural areas, and 10 percent would be allocated to urban and rural areas under a high growth/high density states formula. The state's six urban areas would split about \$66 million. Based on ODOT's preliminary calculations, each agency will receive approximately the following amounts:

- Portland area (Tri-Met and SMART): \$50 million
- Lane Transit District: \$6 million

Region 1: Economic Stimulus Project Submittals

Region	County	Project Name	Delivery Method	Minimum Cost	Maximum Cost	\$ TOTAL (1,000)	Priority
1	Washingtn Co	Bridge guardrail upgrades (assorted)	ODOT Delivered, County Managed	20	100	100	3
1	Washingtn Co	Jackson School Road (Was in Overlay Group A)	County Delivered, City Yes	350	350	350	5
1	Washingtn Co	Gales Crk Rd @ David Hill Rd: grad/pav (slope stabilization)	ODOT Delivered, County Managed	560	560	560	10
1	Washingtn Co	Overlays Group D (assorted): paving/stripping	County Delivered, City Yes	100	1,000	634	16