MINUTES
WASHINGTON COUNTY BOARD OF COMMISSIONERS
AUGUST 7, 2012

CONVENED: 10:06 a.m.

BOARD OF COMMISSIONERS:
Chair Andy Duyck
Vice-Chair Dick Schouten
Commissioner Rogers
Commissioner Malinowski
Commissioner Bob Terry

STAFF:
Robert Davis, County Administrator
Andrew Singelakis, LUT, Officer of the Director
Rob Massar, County Administrative Office
Scott Young, LUT, Eng & Construct Svcs., Survey, Road
Andy Back, LUT, Long Range Planning
Steve L. Kelley, LUT, Long Range Planning
Alan Rappleyea, County Counsel
Rod Rice, County Administrative Office
Rob Massar, County Administrative Office
Candace Paradis, Sup. Svcs., Facilities & Parks Svcs.
Ramsey Weit, Housing Authority Board Commissioner
Margot Barnett, Extension Service
Dennis Mulvihill, County Administrative Office
Steve Franks, LUT, Development Svcs.
Jim Thiessen, Audiovisual Technician
Bill Gaffi, Clean Water Services
Ana Noyola, Alternate Clerk of the Board
Minutes prepared by Michelle Rubio

PRESS:
Kathryn Driessen, The Oregonian
1. ORAL COMMUNICATION (2 MINUTE OPPORTUNITY)

Tom Black, 870 NW Garibaldi St. Hillsboro, OR said there is a Fair Board meeting that will be taking place later tonight addressing the conflict between the Air Show and the Fair that takes place on that same weekend in 2013. He said this meeting is a special one as there’s no meeting shown on their website of a public meeting in the month of August. He said through different communications between people he found out the meeting was brought forth by request of a Fair Board member because he found out he was left in the dark and did not know about this conflict. He stated there were others who didn’t have a chance to weigh in on it. He added the decision was apparently made outside of the Fair Board circumventing their process when they have the exclusive right of the four days in decision making for future Fairs. He said Fairs have been dictated that for an event to get approval 18 months prior to any Fair event and the Oregon Fairs Association requires Fairs to lock their dates in so as not to conflict with other Fairs. He said it’s a disservice to the public as they should have a say in what is happening. He said the Air Show will be taking priority because of who they’ve scheduled but it shows there is one process for one occasion and another for another one.

Chair Duyck said the Fair Board does not make the decision on when the Air Show takes place as they have no authority other than suggesting moving the date. He stated the meeting held later tonight was done at the request of a Fair Board member and who is also a booster and is concerned. He said the meeting is about what the concerns might be that the Fair Board needs to work over the next year and not intended to be a public meeting. He said they normally don’t meet in August and take this up in September which would be a full meeting with public participation where they would address this issue. He stated this issue is only being addressed tonight because of the request of the Fair Board member.

Mr. Black said he understands but said it’s not a booster issue but a Washington County citizen issue and that’s the point. He said the point is decisions were made earlier in the year and some of the Fair Board members were not made aware which prompted the meeting which is a disservice to the Fair Board as a whole.

Chair Duyck said the Air Show Committee is not a government entity and they don’t have control over the Air Show and their decisions. He stated it’s up to the Fair Board as to how they are going to handle it.

Mr. Black said we have people we hire from the County that are supposed to be in contact to know these issues and the fact that information wasn’t shared with the Fair Board is a grave mistake.
2. CONSENT AGENDA

Chair Duyck said under off-docket item 1.d-1 there is an employment agreement added and a bid award under item 1.e. to Tornado Soft Excavation in the amount of $338,459.29. He said under item 1.k. there is a bid awarded to Burnhart Golf in the amount of $248,490.00. He stated there would be an off-docket that would be placed as 1.m.-1 that is the BLM memorandum of understanding for the Resource Management Plan.

Commissioner Schouten commented on off-docket 1.d.-1 by nothing that the General Manager for Clean Water Services, Bill Gaffi has done a great job over the years and seen a lot of success with cost savings and cutting edge processes. He stated Bill Gaffi deserves some credit for the success and is pleased to get his employment agreement done and thanked Commissioner Rogers for putting that together.

Chair Duyck said we have some of the cleanest water in the nation and it’s done for some of the lowest rates.

Commissioner Malinowski commented on off-docket item 1.m.-1 by saying that the MOU is a very valuable chance to work with the other counties in the Bureau of Land Management regarding the management of the O and C lands. He said to the average person it seems timber takes precedence over everything but by signing onto this and being a participant with that we can keep in mind that timber was the big money maker on that land in the last century. He said it may become something new in this century and they want to stay involved and watch it as you never know what might happen and it might become something more profitable than timber.

It was moved to approve the Consent Agenda as amended.

Motion – Terry
2nd – Rogers
Vote: 5-0

Chair Duyck stated it’s not that anyone can’t comment on the Consent Agenda but those comments are to be made at the 2 minute Oral Communication opportunity at the start of the meeting.

Commissioner Rogers asked if they could take items 5 and 8 out of order as they aren’t lengthy items so the staff involved in these items can return to work.

Commissioner Terry suggested taking the Park Services item out of order as well.

Chair Duyck stated item 3.a. would be pulled from the regular agenda.
APPROVAL OF MINUTES
July 17, 2012

CLEAN WATER SERVICES

1.a. CWS MO12-66
Approve Second Amendment of Biosolids Land Application Services Contract with Behrman Transport, Inc. (Approved Under Consent Agenda)

1.b. CWS MO12-67
Award Contract to Construct the Hillsboro Wastewater Treatment Facility Secondary Clarifier Recoating Project No. 6592 to Purcell P&C, LLC (CPO 9) (Approved Under Consent Agenda)

1.c. CWS MO12-68
Approve the Contract to Purchase a Catch Basin and High Velocity Combination Sewer Cleaner Mounted on a Class 8 Truck Chassis with Cab from General Equipment Company (Approved Under Consent Agenda)

1.d. CWS MO12-69
Approve Contract to Purchase a High Velocity Sewer Cleaner Mounted on a Truck Chassis from General Equipment Company (Approved Under Consent Agenda)

1.d.-1 OFF DOCKET - CWS
CWS MO 12-70
Approve General Manager’s Employment Agreement

LAND USE AND TRANSPORTATION

1.e. MO 12-224
Approve Bid Award and Execute Contract for the Rock Creek Trail Crossing at Evergreen Parkway Project (CPO 7) (Approved Under the Consent Agenda as amended to show a bid award to Tornado Soft Excavation in the amount of $338,459.29)

1.f. RO 12-59
Approve Declaration of Necessity and Protective Rent Payments for Right-Of-Way Acquisition for the Scholls Ferry Road – Roy Rogers to Teal Project
(CPOs 3, 4B, 6, 10) (Approved Under Consent Agenda)

1.g.
MO 12-225
Accept Proposal and Award Contract for County Roadway Pavement Inspection (2012.066P) (CPO All) (Approved Under Consent Agenda)

1.h.
MO 12-226
Accept Bid/Award Contract for Street Signs (2012.035B) (CPO All) (Approved Under Consent Agenda)

1.i.
MO 12-227
Approve Contract Amendment No. 4.0 with PB Americas for Construction Engineering Services for the NW Bethany Highway 26 Overcrossing Project (CPO 7) (Approved Under Consent Agenda)

1.j.
MO 12-228
Approve Contract Amendment No. 1.1 with WHPacific for Construction Engineering Services for the NW Bethany Boulevard/NW Bronson Road to NW West Union Road Project (CPO 7) (Approved Under Consent Agenda)

1.k.
MO 12-229
Approve Bid Award, Authorize Road Closure and Execute Contract for the Tanner Creek Culvert Replacement – SW Scoggins Valley Road (CPO 11) (Approved Under Consent Agenda as amended to show a bid award to Burnhart Golf in the amount of $248,490.00)

1.l.
MO 12-230
Execute Deed Dedicating County-Owned Property to the Public as a Public Utilities Easement for the Highway 99W/SW Hall Boulevard Intersection (CPO 4M) (Approved Under Consent Agenda)

COUNTY ADMINISTRATIVE OFFICE

1.m.
MO 12-231

1.m.-1 OFF DOCKET – CAO
MO 12-235
Approve Memorandum of Understanding with the Bureau of Land Management
Establishing Cooperative Agency Relationship For Resource Management Plan and
Environmental Impact Statement, and Designate the Association of O&C County’s Agent
and Representative.

COMMUNITY CORRECTIONS

1.n.
MO 12-232
Amend Agreement with the State of Oregon Related to Ballot Measure 57
Supplemental Funding (IGA 4623) (Approved Under Consent Agenda)

OFFICE OF COMMUNITY DEVELOPMENT

1.o.
MO 12-233
Approve Community Development Block Grant (CDBG) Contract for
Community Services, Inc. Developmentally Disabled Housing Acquisition
Project (Approved Under Consent Agenda)

1.p.
RO 12-234
Approve Updates to the Home Investment Partnerships Program Policy
Manual (Approved Under Consent Agenda)

SUPPORT SERVICES

1.q.
RO 12-60
Update Risk Management Program Rules (Approved Under Consent Agenda)

3. PRESENTATION – SUPPORT SERVICES (This item was pulled from the regular agenda)

3.a.
MO 12-218
Overview of the Summer works Program 2012 (CPO All)

4. BOARDS & COMMISSIONS

4.a.
MO 12-219
Appoint Member to the Washington County Fair Board (CPO All)

It was moved to reappoint Betty Atteberry to the Washington County Fair Board for a term ending 12/31/15.

Commissioner Schouten said Betty Atteberry has been a terrific member of the Fair Board, long time resident and business development person and thinks she’s a great person.

Commissioner Terry said he can’t imagine anybody not being able to work with Ms. Atteberry as she’s a quality individual and the type of person you want to see working the County and community.

Chair Duyck said there will be two vacancies at the end of 2012 on the Washington County Fair Board.

Motion – Malinowski
2nd – Terry
Vote – 5-0

4.b.
MO 12-220
Approve Reappointment to the Regional Arts and Culture Council (CPO All)

It was moved to re-appoint Bonita Oswald to the Regional Arts and Culture Council’s board of directors for a term ending June 30, 2014.

Motion – Schouten
2nd – Terry
Vote – 5-0

5. PUBLIC HEARING – CLEAN WATER SERVICES

5.a.
CWS RO 12-10
Hold a Public Hearing and Adopt a Resolution and Order Approving Clean Water Services’ Amended Pay Plan for Represented Employees for Fiscal Year 2012-13 (CPO All)

Bill Gaffi, Clean Water Services, said this item addresses adjustments to the pay plan for represented employees and is the product of negotiation that is reflected under item 8.a. He stated it provides continued funding for their pay for performance program which creates a pool of money equal to 3 percent of the portion of the payroll that’s salary
related, which is distributed based upon performance. He said they have this in place as they don’t have the customary step increases in their compensation plan or flat cost of living increases. He said their raise in pay is dependent upon performance and this was negotiated in concert with the labor agreement under 8.a. providing a number of adjustments in health care programs and other areas.

Public hearing opened

A motion was made to adopt a Resolution and Order approving the Clean Water Services' Pay Plan for represented employees for FY 2012-13.

Motion – Rogers
2nd – Malinowski
Vote – 5-0

6. PUBLIC HEARINGS – LAND USE AND TRANSPORTATION

6.a.
MO 12-236
Initiate Proceedings to Legalize Portions of NW Leisy Road and NW Hornecker Road as County Road No. 3280; Set Date for a Public Hearing (CPO 8)

Chair Duyck stated item 6.a. was mislabeled in their packet. He said notices have gone out for public hearing which will take place now but they will not take action this evening and will continue the public hearing.

Andrew Singelakis said this is the legalization of portions of NW Leisy Road and Hornecker Road as a County road. He stated it was mislabeled in the packet and staff recommends continuing the public hearing to August 21, 2012.

Public hearing opened

Joe Sahlfeld, 15179 SW Turquoise Court, Beaverton, said he’s here on behalf of his mother and father’s estate regarding the Hornecker Road width. He said his parents’ property line deed runs to the center of the County road and in previous maps dating as late as 1970, those roads were shown as being 20 feet on either side of the center line with a 40 feet total width. He said now the current drawing shows it as 30 feet on either side of the center line with a total of 60 feet total width with some variation through the turns. He asked where the new widths came from and how they came about. He said he received information about some easements but only for a short piece of the road about 160 feet when they built the new bridge on McKay Creek several years ago. He said his concern is the County is encroaching on the farm beyond where it should be.
Chair Duyck said their property line would still go to the center of the road regardless and the easement over his property would be his concern. He said some years ago the Board adopted an ordinance to make roads a standard 60 foot easement where it was not specifically delineated out in documents and asked for confirmation from Mr. Singelakis.

Mr. Singelakis said he would have to get back to Chair Duyck on that question.

Alan Rappleyea, County Counsel, said it’s a statutory requirement that the width be 60 feet.

Chair Duyck said if he has documents proving that it’s other than 60 feet, then that is where Mr. Sahlfeld would challenge the width.

Mr. Sahlfeld said he has plat drawings from 1970 and 1984 that show a different width.

Chair Duyck asked Mr. Rappleyea how they would reconcile the documents Mr. Sahlfeld has with what is proposed. He stated he knows what’s proposed does vary because in some cases staff has found it is other than 60 feet.

Mr. Rappleyea said they recommend they defer it to survey to review this question.

Scott Young, Survey Supervisor – Washington County, recommended since the public hearing will be held over to August 21, 2012 he’ll meet with Mr. Sahlfeld to review his documents and show how the widths were determined in his case. He said the original road was County Road A24 done in 1853 and by statutory law when that road was established with no width stated that particular road was 60 feet in width. He said throughout the years other road alignments had come in and on Leisy road there is a 30 foot width with 15 feet on either side of the center line. He stated this was because that newer road went over that area so they lessened the width to that road standard at the time. He said the area of the bridge Mr. Sahlfeld noted in the late 1970s a survey they did showed 60 feet wide all the way to Leisy Road. He stated since 1977 subsequent plats that were required to dedicate in the area didn’t dedicate as a result of that survey area and a land owners accepted the fact that it was 30 feet half width with a total of 60 feet.

Chair Duyck asked Mr. Young to give his contact information to Mr. Sahlfeld and they can meet and reconcile the issues.

It was moved to continue this public hearing to August 21, 2012.

Motion – Schouten
2nd – Terry
Vote – 5-0

6.b.
It was moved to read Ordinance No. 749 by title only.

Motion – Rogers
2nd – Malinowski
Vote – 5-0

Mr. Rappleyea read Ordinance No. 749 by title only.

Public hearing opened

Steve L. Kelley, said Ordinance No. 749 brings the transportation system plan consistent with the Brookwood interchange management plan. He stated the Oregon Legislature has allocated money for this interchange improvement of Brookwood and Highway 16. He added that ODOT requires an interchange area management plan and the Oregon Transportation Commission is scheduled to consider this at their meeting in October. He said Ordinance No. 749 updates the transportation plan and is desired to happen before that OTC meeting. He pointed out the area in the Jobs Transportation Act via PowerPoint showing a graphic that widens the structure via the southern viewpoint. He then showed a list of the improvements that are a part of the funding which was outlined in black. He showed another list broken down as Tier 1 (red), Tier 2 (blue) and Tier 3 (green) improvements. He showed an image of the transportation plan for the area which included both the functional classification and lane numbers which is adopted currently. He said the area they are looking to change is where Brookwood Parkway, Helvetia Road and Highway 26 meet. He stated the proposed changes are in Ordinance No. 749, which changes the functional classification map to be consistent with the Interchange Area Management Plan (IAMP). He stated it does not change how the project might be implemented or show changes outside of the adopted and acknowledged urban growth boundary. He said the changes in the plan don’t address any hydrology issues and there are no changes necessary for Groveland Road. He said they have considered moving Jacobson Road to right-in, right-out on the IAMP but that is a future project level decision and not part of the decision the Board is making today. He then showed proposed lane numbers within the IAMP and the map to be consistent with those. He then showed the City of Hillsboro request to amend the lane numbers map in the transportation plan for Cornelius Pass Road. He said the proposal would just change the lane numbers section map for Cornelius Pass Road.

Commissioner Schouten asked if there was a reason they didn’t want to do the hydrology studies with respect to the tiling in the next few weeks rather than later.

Mr. Kelley said they usually wait until the hydrology is detailed after they have decided upon the function, location, size and scale of the facilities. He stated doing work on
proposed facilities can be a lot of effort. He stated they realize this is a sensitive issue and there are concerns but each of the projects would go through an article 7 review. He then addressed four options detailed out in the staff report. He said option 1 would be to adopt tentatively and have findings at the meeting on August 28, 2012. He said option 2 would be the same but authorize a new ordinance and option 3 would be to direct engrossment of Ordinance No. 749 and have hearings on A-Engrossed. He stated option 4 is to continue the discussion.

Commissioner Terry asked if Groveland Road went down to the Rice Museum.

Mr. Kelley said it does and the access would be maintained by a gravel road from West Union road if it was disconnected and the IAMP has as a Tier 1 priority to provide an alternate connection.

Commissioner Terry asked if he knew if the alternate connection would take it back to Helvetia road.

Mr. Kelley said yes and they would avoid and mitigate the concerns of the stand of trees and water issues.

Commissioner Terry asked if it would be a paved road when they were all finished.

Mr. Kelley said he believed it would be.

Commissioner Schouten asked what the article 7 hearing was that was referred to earlier.

Mr. Kelley said they have a process in the Community Development Code. Those projects review the environmental and other attributes of any public improvement, which makes sure each step is followed consistent with the County code and regulations.

Commissioner Schouten asked if they were held in conjunction with pending road construction projects and what the timing was with those.

Andy Back said any road project is a land use decision and depending on the type of facility being built and the right-of-way impacts there are different processes that need to be followed through the County’s article 7 process. He stated all processes through article 7 have a level of public involvement based on the nature of what’s being applied for in that project.

Commissioner Schouten asked if there was a public hearing component involved.

Mr. Back said it depended if it was a type 2 or 3 decision.

Commissioner Malinowski said in the past the right-in and right-out on Jacobson road would not take effect until Schaaf road was built and wanted to know if that was still true as he didn’t hear it stated.
Mr. Back said that was his understanding.
Commissioner Malinowski asked if there was a map showing the entire flow of the area and not just the areas affected in the ordinance.

Mr. Kelley said there are maps in the IAMP and showed a map depicting the overview of the entire area after the project was implemented.

Commissioner Schouten asked what the plan was for Schaaf road as currently it looks as if it dead ends into a field.

Mr. Kelley said those show the components of what would change and showed the adopted plan.

Commissioner Malinowski suggested, per a constituent’s suggestion, that Schaaf road be extended to the west and connect to the old Jacobson road route rather than at Dick road. He said he realized it’s outside the area they are working on but wanted to know the plans for Schaaf road. He said with Jacobson being a right turn only, if they want to make a left turn they will need to get off Jacobson and get onto Schaaf road and wondered how this will work.

Mr. Kelley said the plan amendment changes a couple of collectors in the City of Hillsboro to reflect the IAMP designations. He said the project at Jacobson road is in the IAMP and since it’s something that is not part of what they are discussing today they will need to look at in the future. He said the Schaaf road extension in the ordinance would be a new connection that would hook over to the adopted Century Boulevard collector and end up at West Union. He said with concerns over the intersection between Century Boulevard and West Union there’s been talk about extending Schaaf road further to the east which would have it extend over somewhere east of Century Boulevard to West Union.

Commissioner Malinowski asked if their plan is, if they can’t turn left on Jacobson anymore, then they turn up Century and drive up to Schaaf and wanted verification they weren’t changing the number of lanes.

Mr. Kelley said Hillsboro will discuss the Hillsboro collector system. He said West Union Road was the arterial in the area and that urban arterial would be the adopted policy to keep through long distance trips on the adopted arterial. He stated the collector system in the area would support the land use and other connections necessary within the City of Hillsboro industrial area. He stated if the City of Hillsboro makes changes to their collector system through their transportation system planning process the County will need to adjust its plan as well.

Commissioner Malinowski stated they really need to see how everything ties in even though this ordinance only reflects a few areas of the whole area. He said a concern is
that Schaaf should be the one tying in and on another map it shows a road that wasn’t on the map a week ago.

Mr. Kelley said that the neighborhood route is on their existing transportation plan and wasn’t sure if the connection still exists as the plan is ten years old and they’re in the process of updating it.

Commissioner Malinowski pointed out that it’s hard for the neighborhood to visualize how it will work. He said he understands West Union is a major collector but it’s also on the edge of the urban growth boundary.

Mr. Kelley said Hillsboro staff was present and they would most likely address those issues. He stated they are amending the existing function and location of a few roads and West Union would remain as a through route with the transportation system plan.

Commissioner Malinowski asked if West Union was a County or City road.

Mr. Kelley said it’s a County road.

Commissioner Malinowski stated they would have jurisdiction on where Century comes out on West Union.

Mr. Kelley said yes they would.

Commissioner Malinowski asked when would they be looking at that decision and asked if they were doing something with Ordinance No. 749 that will make that decision now.

Mr. Kelley said they are not doing anything with the intersection of West Union and Century. He stated as some of the other projects get built they will then look at what is needed at the different locations and move forward with improvements as the growth in the area occurs.

Commissioner Malinowski said a lot of farm equipment uses West Union as far as Cornelius Pass. He said if that same farm equipment were driving during rush hour as far as 185th the world would end. He said before they turn West Union west into another extension of all the urban traffic moving along the edge they should keep in mind the agricultural activity that takes place there.

Chair Duyck asked how was this plan developed.

Mr. Kelley said the staff report distributed on July 24, 2012 outlined the process that was used to develop the Interchange Area Management Plan. He said they started in 2010 and had a series of policy advisory committee groups to solicit feedback on the plan. He stated ODOT staff managed the project and they are present to discuss the process.
Don Odermott, City of Hillsboro, said Colin Cooper, Assistant Planning Director – City of Hillsboro was present with him. He said Mr. Cooper is the contact for all development issues related to Intel. He addressed the two issues that arose in the July 24, 2012 meeting, which were the IAMP TSP amendments and additional insight on the City of Hillsboro request for the ordinance proposed engrossment related to the 7 lanes of Cornelius Pass Road from Cornell to the interchanges. He said the questions they heard on the TSP amendments that were tied into the year-long process of the IAMP were four-fold. The first, he said, was that West Union and Helvetia are currently County arterials and believe it’s ideal to handle the growth by delivering the least impact to the rural fringe. He showed a composite of all the roads contemplated through the IAMP and TSP amendments the County is proceeding to implement. He stated they are moving forward with TSP amendments to adopt the same package. He said the project includes the realignment of Jacobson Road and evaluated if Schaaf road wasn’t there, would Jacobson road be capable of handling the growth of urban traffic? Analysis shows it would be inundated on Helvetia Road and spilling traffic back onto Jacobson road. He said people would drive around that congestion to get to the head of the line which would cause an increase of traffic on West Union Road to Helvetia Road, then south to get to the head of the line. He said this shows the value of Schaaf road which is a new east-west city collector road that allows them to handle the urban traffic keeping it off the rural fringe that’s traversing the Helvetia-West Union intersection.

Mr. Odermott said they are looking to extend Schaaf Road to connect to Westmark Road which is an industrial local street in their current TSP. He said the city’s TSP already has an extension of Westmark as an industrial local in their TSP that came through as part of the Westmark subdivision Platte about 15 years ago. He said part of that process vacated the old alignment of Jacobson Road. He said part of the city’s TSP amendments will amend the classification of Westmark drive from a local industrial to a collector street and showed the reclassification to a collector street. He said they are intending to shift the urban traffic flow and keep it away from the intersection of Century, Dick Road and West Union where the church is located. He stated they would like to avoid the need for a signal. He said the city of Hillsboro has approached ODOT rail about the availability of the former Brewington Railroad right-of-way and ODOT responded by letting public agencies know that land is available. He said the city of Hillsboro would like to pursue this land but the first step is to know that a seven lane TSP amendment through the County Commission is a possibility. He stated they would like to utilize some of that ground to provide a green parkway treatment similar to Evergreen Parkway and said it’s a key gateway into the community and connects high-tech Hillsboro to the international world in terms of import and export. He said these proposed 7 lanes are auxiliary lanes needed for operational efficiency. He said there are already double left turn lanes out of Imbrie Drive and Evergreen Parkway. He added that Intel is finishing construction on Rondler Drive which is a new collector road between Cornell Road and Evergreen Road. He said the double left turn lanes get heavily utilized and its incumbent they have an infrastructure on Cornelius Pass Road that allows that traffic to pre-sort as they move north toward the interchange. He stated a safety benefit comes from having the third northbound lane as traffic coming out of the double left hand lanes need the ability to move to the right which leads to double right turn lanes to Highway 26 eastbound. He
said the increased merge distance increases safety and the three lane approach along with
the approved lottery grant fund for the double right turn lanes to the freeway facilitates
the ability for ramp meter queue spillback to be accommodated without impeding
northbound traffic over the overpass.

Mr. Odermott said the new Rondler Drive has been implemented to provide better
balance so they are not overwhelming Imbrie and Evergreen Parkway which drives the
need to extend the third southbound lane to continue to flush the demand off of Highway
26. He said investing in improvements on Cornelius Pass Road should diminish the
traffic of cars that would continue east on Cornell and Evergreen and finding alternative
routes around the bottleneck at the Cornelius Pass interchange. He said the data has
shown that Intel employees live north and east of the campus and they would prefer to get
that traffic on the Highway 26 corridor instead of having them pass through the mixed
use areas of Tannasbourne and Amberglen. He then showed visually what it would look
like. He stated a year ago Intel and the city of Hillsboro received a lottery fund grant of
one million dollars to build double right turn lanes which creates more space to
accommodate ramp meter storage and the three lanes feed this more efficiently with the
outer lane leading directly to the freeway and the middle lane would be a split lane. He
said in looking at traffic volumes currently and in the future more cars tend to travel north
over the overpass compared to onto Highway 26 showing a lot of the high tech
employees live north of Highway 26 in Rock Creek and Bethany areas.

Mr. Odermott said they’ve looked at different options to make this green such as adding
enhanced medians and 10 foot planter strips between curbs and sidewalks. He stated it’s
intended to be a multi-modal design. He said they have also looked at pedestrian islands
to try and minimize pedestrian crosswalks distances and the zoning is mostly industrial
with a small amount of commercial. He said this is the key corridor connection to the
world for high-tech for freight and those coming from longer distances. He said the
employment in this area will rise to about 30 percent of the employment currently in a
downtown Portland central business district. He said in Portland they have about 19
points of entry or direct routes to the interstate and Hillsboro has Brookwood, Cornelius
Pass and a couple of County arterials. He said Intel has been striving to reduce reliance
on automotive travel and presented the following examples.

- Intel pays about 13 million dollars a year in Tri-met payroll tax.
- Shuttle busses cost Intel about $500,000 yearly,
- Intel subsidized transit passes and is working with TriMet so that in the near
  future buses will be able to come to the front of Intel instead of stopping at the
  street.
- Intel has accomplished peak hour spreading.
- Intel has provided bicycle covered parking at each of their building entrances and
  onsite amenities to accommodate bike travel.

Mr. Odermott stated with these above examples Intel has done a very good job investing
in transit and the Westside Service Enhancement Plan, and a partnership with TriMet will
hopefully reduce the reliance on auto travel. He said the Commissioners may deny the
request and their preferred option would be to move to engross ordinance 749 due to the issue of time. He stated Intel has indicated a willingness to partner with the City of Hillsboro as part of the RAP2 2,950 space parking garage to take, voluntarily, a condition to widen that project, contingent upon the TSP amendments and amendment of the TDT project list.

Chair Malinowski said this 7 lane plan might reduce the traffic on Rock Creek Boulevard as well and stated that it is a parallel route to West Union. He keeping through traffic away from Rock Creek would be a big deal to that neighborhood. So, he would add this to the incentives to approve the 7 lanes on Cornelius Pass.

Commissioner Schouten said he appreciates Mr. Odermott’s efforts in answering questions the commissioners raised in the last meeting. He said he understood the Intel parking garage would cost about 40 million dollars, which would be privately funded and located on the Rondler acres campus. When he heard about that parking structure, he asked if they could work with Intel so they have more forewarning about structures such as that one as it has tremendous impact on their planning.

Colin Cooper, Assistant Planning Director, said they have known for a few months. He said Intel does a lot of master planning but as their business needs change so does their master planning. He said they ask Intel to make them aware of their plans as soon as they are comfortable sharing information.

Commissioner Schouten said he saw crowds of people, including bike riders, getting off at the Fairplex MAX station and other stations. He hopes Hillsboro will move forward with Bike and Pedestrian roads that run possibly a mile and a half north and south of all the stations of the MAX line between the Fairplex and Quatama to facilitate the commute to the major employment centers which would also take a load off the bus system.

Mr. Cooper said he appreciates his comments and the city has made great strides to make those bicycle and pedestrian connections to the last mile to some of the employers such as Rondler acres and Jones Farm campuses. He stated that Hillsboro City Council is determined to achieve those goals.

Mr. Odermott said between Hillsboro and TriMet they have a federal grant for a bicycle facility which is contemplated to be at the Orenco light rail station and the funding for this may actually come privately. He said if that private funding happens, they will use that grant money on another station such as Fairplex, Hawthorne Farms or Quatama. He said they are working to increase the number of bike and pedestrian roads and have filled the gaps north of light rail and in the future will be working on adding to the area south of light rail. He stated these are currently city facilities but would like to advocate for the Century Boulevard/Rock Creek bridge, which, hopefully, they can partner with the county on STIP some day.

Linda Peters, Chair of the Washington County Citizen Action Network, said she would like to put forth a fifth alternative from those outlined in the staff report. She would like
to engross into Ordinance No. 749 only those portions of the current draft which deal with roads south of Highway 26 in the original IAMP study area. She said for the Cornelius Pass expansion to proceed with the staff option 2 and also refer staff to:

- Further study the hydrogeology and agricultural infrastructure issues inherent in road construction or expansion north of Highway 26 in the IAMP area, prior to adoption of new routes, reclassifications or expansion plans.
- A thorough exploration of alternatives to expansion of West union road as a major east-west commuter arterial, within the context of the TSP update.
- Leadership in creating an inter-agency work group to develop standards for buffering urban and rural/agricultural uses of land and major roadways which divide urban from rural reserves or areas.

She said although the staff report discounts the need for hydro geologic and other impact studies prior to specific development applications. She reminded the Board once a route is adopted by an ordinance, it is adopted. The difficulty of remapping or eliminating a planned road facility rather than conditioning an application is insurmountable. She said the time to avoid serious mistakes is before you set them into law. She stated the confusion that still exists about what ought to be done with routes north of Highway 26 in the IAMP area and that is evidence showing that we’re not ready to engross anything there yet. She then asked the Board to reconsider their choices for ordinance No. 749 and hoped they would choose option 5.

Commissioner Schouten asked what Ms. Peters was suggesting for Cornelius Pass expansion when she suggested proceeding with option 2 in the staff report.

Ms. Peters said option 2 outlines a timeline to break off the Cornelius Pass segment and focus on it in a separate ordinance. She said with the first hearing to be held on August 21st it would still give them the time to focus just on Cornelius Pass.

Chair Duyck stated that several letters were submitted for the record and they will include all of those as written testimony.

Cherry Amabisca presented a package of letters and petitions from the customers of La Finquitia del Buho which is a CSA north of West Union. She stated this CSA feeds more than 500 people a week with locally grown produce. She said these people are concerned with bringing in more commuter traffic onto West Union Road and they would like to have that commuter traffic re-routed south of West Union on Schaaf to Westmark to Cornelius Pass or using Jacobson Road or the freeway, but not having an outlet onto West Union Road. She said they strongly encourage the Board not to vote for an option that would have an outlet onto West Union but preserve the urban traffic going east-west, south of West Union. She stated her concern with the 7 lane proposal on Cornelius Pass is she sees a pattern of the large Rondler Acres project upsetting a lot of people. She said some of the concerns are the soil fill on that site, the lack of public input on the parking structure and the latest controversy of 7 lanes has been upsetting people as the public was not given opportunity for input. She said they recommend separating Ordinance No. 749 from the Cornelius Pass addition of 2 lanes and reserving their vote on roads north of
Highway 26 until they can have a better holistic approach in looking at the road structure in that area for moving the urban traffic east-west.

Robert Bailey, former member of the Project Advisory Committee, said they provided the Helvetia Community Association whom they represented all the hydrological information. He said they provided this information to the City of Hillsboro in 1999. He said a hydrological assessment and plan should occur before putting a road through this location as the last information is about 12 years old. He said it’s not part of the ordinance, but they should be taking responsibility for this before they move forward. He said to clear up confusion, Groveland Drive parallels Highway 26 and Groveland Road is parallel to the West of Helvetia Road. He said the 45 million dollars that was to focus on the Brookwood Parkway interchange was for the interchange moving traffic to the south and a lot of what they have listed currently are projects north of Highway 26. He stated they are being urged to improve the functionality of the interchange but the legislature originally appropriated that money for the interchange south but several projects have been added to this that are north of the highway.

Chair Duyck asked staff if the money the state had allocated for the interchange required an Interchange Management Plan.

Andrew Singelakis said that was correct.

Chair Duyck said then you can’t carve out the interchange itself as a separate project.

Mr. Singelakis said the transportation system’s plans need to be consistent with the IAMP otherwise the project can’t go into development.

Andrew Johnson, Oregon Department of Transportation – Region 1 Major Projects Manager said sometimes these planning efforts can become complicated with different entities involved and believe the State, Washington County and the City of Hillsboro are benefiting. He thanked the advisory committee for their willingness to meet and help advise the decisions and on behalf of ODOT they learned a lot through the process about the area and information they didn’t have that was provided to them. He then provided a letter that was requested by Commissioner Malinowski previously from ODOT.

Faun Hosey, said she lives in CPO8 and is a current member of the Washington County Transportation Plan Update Community Advisory Committee. She made the Board aware of the Metro State of Safety Report of April 2012 and their own 20-20 Transportation Plan Strategies. She said in relation to the 7 lane proposal of Cornelius Pass the JPACT report described the road as extremely dangerous and stated arterial roadways own more than half of the region’s crashes and are accounting for only 40 percent of vehicle travel. She said the greatest danger for arterials in the region is on those for 6 lanes or more especially during afternoon rush hour and non-congested times when cars are traveling faster. She stated the projected regional costs are 844 million dollars a year within a dozen years, but crashes cost more than that. She said they already see a cost of 958 million dollars a year related to crashes along with pain and suffering. She said these
numbers show safety improvements could do more for the regional economy than fighting congestion. She said in the current transportation system plan strategies, section 1.1 asks for minimization of reliance on any single travel mode and said the cross-section of the 7 lanes doesn’t show bike lanes and those would be helpful to get to the Rock Creek area. She said section 5.3 encourages car pooling and mass transit and more can be done than is currently being implemented. The Metro safety report has strategies such as arterial speed management, access management and road diets. She stated that slower, smaller roads are safer. She said as they work on the TPU for 2035 they see the need beyond that date for future need to tackle with climate change, air quality and control of greenhouse gasses. She said all parties must work together on alternative strategies now to help pave the way to the future. She said quickly building new costly, dangerous queue capacity on Cornelius Pass Road is not the best route.

Chair Duyck said this facility is designed with two ten foot wide bike lanes which are for both bike and pedestrian. He said he agrees they need to give people options but don’t think that reduces the need for the car traffic and in regards to the greenhouse gases cars becoming more efficient and gas may be obsolete one day in the future but there will still be a need for vehicle traffic. He said this is not proposed as something they build and will not cost them money but something Intel has asked they be conditioned to construct and if it’s not on the plan they don’t have that option to construct it to serve their employees. He said if Intel employees didn’t use their cars to get to work, then we’d have 2,500 additional people using alternatives modes of transportation and didn’t think any transit option had that capacity to bring that number in an out and would still need the automobile transportation system.

Ms. Hosey said she agrees but sees the additional lanes and in particular the double left turn and double entrance ramp onto the entrance as parking at rush hour. She said they could limit their exits from the parking lots they are leaving the same as they limit entrance to Highway 26.

Chair Duyck said he understands her point but doesn’t agree with it.

Carol Chesarek, said the current proposal on the Brookwood Parkway interchange when viewed in full shifts traffic away from Cornelius Pass road and onto West Union. She said the new Schaaf road will be a new favored route for through commuters. She stated she used to commute to Intel using Jacobson Road and can see people using the new Schaaf Road. She said she is pleased Hillsboro wants to keep urban traffic in the urban area but if it’s true the best way would be to direct the east end of the new Schaaf Road further south so it connected with Jacobson. She said the proposed changes in Ordinance No. 749 would make this harder and as they are addressing local collectors in this ordinance and once they are voted on in an ordinance they are set. She asked the Board to wait until they had a full plan. She said she thought this current plan would make it difficult for travelers from Helvetia Road to get into the southeast portion of that industrial area.
Ms. Chesarek asked if the appropriate clean air act analysis has all been done for the Cornelius Road expansion. She said this proposal will encourage more people to drive as it makes it faster and smoother which will add more cars on Highway 26 impacting moving their freight. She said they should be encouraging more bike and pedestrian commuters instead of cars and if they are looking to add trees down Cornelius Pass Road, they should make those green streets as in North Bethany which would help take care of the storm water. She said she heard the City of Hillsboro mention a TDT change and said they might want to get that clarified. She said all of this needs more study and asked the Board to delay engrossment.

Mr. Kelley said he hasn’t seen a request from the city on the TDT change. He said the arterial improvement would be eligible for some credits as an arterial.

Les Davis, Board Chair of the Greater Hillsboro Chamber of Commerce, expressed strong support from the chamber for the proposed transportation system plan improvements, as they relate to the Interchange Area Management Plan elements and the City of Hillsboro’s requested TSP amendment, which allow for 7 lane widening of Cornelius Pass Road between Cornell and US Highway 26. He said roads are a vital component of a healthy economic infrastructure. He added it’s important for Washington County and the City of Hillsboro to invest in roads to support growing businesses. He said the Cornelius Pass Road TSP amendment establishes the foundation that support a healthy economy. He said with the expansion to 7 lanes it will help connect companies such as Intel and others to Highway 26 and the International marketplace. He stated by concentrating traffic on Cornelius Pass Road it will relieve local streets from taking on the burden of additional traffic and help serve local neighborhood needs. He said this project will also enhance safety allowing for more efficient traffic flow approaching and queuing from Cornelius Pass Road onto Highway 26. He said although the plans include Bike/Pedestrian lanes added with 10 foot landscape strips and pedestrian areas to facilitate cross street foot traffic, the proposed 7 lanes facility is in line with the character of the area which is primarily industrial.

Joe Rayhawk, said he previously discussed four alternatives about Groveland Drive including the illegality for the County to do any of the alternatives because of the reserves rules. He said ODOT, however, could build the southern route as a realignment with little impact on the creek or trees. He said West of Helvetia Road, North of West Union, the part west of Cornelius Pass Road and the part east of Cornelius Pass Road are in reserves and it doesn’t appear legal to widen right-of-ways into them. He said the plan to make West Union an arterial is obsolete because most of it is constrained on one or both sides by rural reserves. He recommended a lower cost and efficient solution involving Jacobson Road and the key would be to eliminate projects 14 and 15 which would save millions of dollars. He stated the alignment would be the most efficient way for traffic to pass through that direction, save gas and time, and would be easier and safer for bikes.

Mr. Rayhawk said the Ordinance No. 749 projects imply a need to widen West Union east of Cornelius Pass Road. He stated the area north of there is in rural reserves so the
right-of-way north of there can’t be widened. He said the two alternatives on the south side of which one alternative will require a condemnation of 20 to 40 feet on the south side and the other alternative of adding sidewalks and bike lanes is not legal. He said with properly built bike lanes, it would be practical for people to bike from areas such as Bethany to Intel. He recommended they study the proposed alternative of widening Jacobson between Helvetia and Cornelius Pass Road as it appears to be better than the current proposal and better than what Hillsboro presented if they can get the right-of-way back.

Mr. Rayhawk said in respect to widening Cornelius Pass Road to 7 lanes, only so many cars per minute are allowed on Highway 26 going eastbound, so it doesn’t matter if the cars are queuing in parking lots or on added road lanes, as it will take them the same amount of time to get home.

Melina Wallace, Executive Director of the Rice Northwest Museum of Rocks and Minerals, said their facility is located off of Groveland Drive which runs parallel to Highway 26. She said the museum is a prime educational facility for the local southwest Washington and Oregon schools which facilitate 20,000 school children visiting them every year. She said the realignment of Schaaf Road which is scheduled to connect Groveland Drive to Schaaf Road to give them access is vital as part of the north side projects. She said they have a guaranteed right-of-way from a 1968 judgment that says Groveland Drive will be perpetually connected to Helvetia Drive. She said she has worked extensively with ODOT and Don Odermott from the City of Hillsboro and they have been very supportive in assuring that all options are looked at and they have done a thorough job on the IAMP process and supports them.

Commissioner Malinowski said he realizes they have a legal right to be connected to Helvetia but somebody will be spending a lot of money building a road through the wet area and asked Ms. Wallace if it was a major impact on the Rice Museum facility if they used Groveland Road instead of Groveland Drive to access it.

Ms. Wallace said it would be a significant impact in that it adds and additional 1.8 miles as a re-direct to connecting for the busses to come off Highway 26, go all the way up and back around. She added the way Groveland Road at West Union is constructed, interchange work would need to be done there to widen it for busses to go around that turn. She said from a tourist stand point the extra length to get to their facility would possibly inhibit an impromptu visit.

Brian Keevey, General Manager of Technipak Incorporated, said Cornelius Pass is the preferred route for the majority of their employees and customers that access their company via Highway 26. He stated they are in support of the widening of Cornelius Pass Road as a community member, employer and on behalf of the owner of the company. He said they are in favor of it because it alleviates the traffic congestion and encourages the other multi-use modes of traffic as well as the proposed aesthetics of the plans. He said they are encouraged by the expansion of industry in the area and are
concerned about the congestion resulting from that and would encourage the Board to consider the incorporation earlier rather than later.

Commissioner Terry said it’s important they manage the traffic and with hearing about needing hydrology reports and then hearing reports have been given. He stated he didn’t know what additional hydrology reports need to be given. He said as they expand as a County you couldn’t ask for a better partner than Intel who take an active role. He said both the County and the City of Hillsboro have spent a great deal of money and Hillsboro has been a great partner in managing the problems that arise. He said he doesn’t see them as a problem but as an opportunity and something they need to manage. He said he doesn’t see any better example than the partnership between the County, the City of Hillsboro and companies like Intel in resolving problems like implementing projects that improve traffic and encourage other forms of transportation. He said building queues make more sense for the transportation to get in and out instead of having them idling in a parking garage circulating fumes. He stated if they didn’t have companies like Intel their current unemployment in the County would be much higher and it’s actually the lowest in the state during this recession. He said as leaders of the community and County they need to provide the proper transportation to their best ability. He said the expansion of the interchange north into the West Union is forward thinking as it would cost a lot more and be more disruptive to the rural areas if they didn’t properly address those issues now. He also stated they have a responsibility to provide the right type and most adequate way of getting to the Rice Museum to give them egress/ingress to that facility. He stated he supports the project and said it’s something they need to do and manage properly.

Chair Duyck said the options are furthering Ordinance No. 749 as is or directing engrossment and including the Cornelius Pass piece into it or not continuing it.

Commissioner Terry said he thinks they should choose option 3 of enrolling the Cornelius Pass expansion and engross it.

A motion was made to direct engrossment of Ordinance No. 749 with the Alternative Exhibit 2 (adding the 7 lanes Cornelius Pass Road), and continue the hearing to subsequent hearings on August 28 and September 18.

Commissioner Schouten said he prefers they break off the Cornelius Pass Road expansion piece from Ordinance No. 749 which would give them more time to find ways to be as efficient to get people in and out of Intel as well as serve the commuters.

Commissioner Malinowski said he would prefer option 2 because it would help with the community and the chance for input to split this up. He said although he thinks it should be separated, he believes the Cornelius Pass expansion needs to be built and wish the public had a bit more opportunity to give input on it but could go with option 3.

Chair Duyck asked staff if between now and the next hearing if they decided they made a mistake and wanted to take the Cornelius Pass portion out, if they can re-engross the ordinance.
Mr. Singelakis said they could.

Mr. Back said if they engross the ordinance today they are under obligation to hold the hearings so they wouldn’t have a chance to re-engross it until possibly September 18 and thought they could still fit it in this ordinance season but it would be cutting it close.

Chair Duyck stated he wanted to assess what their options are at this time.

Commissioner Rogers said sometimes it appears to be a sudden addition but knows the City of Hillsboro has been planning for a considerable time and they are very thoughtful in the transportation improvements they put forward. He said he is comfortable with supporting the Ordinance with the addition of the Cornelius Pass Road expansion.

Commissioner Terry said they have studied Highway 217 repeatedly and spent millions of dollars over the past 20 years as to what they will do with it. He added he hasn’t heard since their last hearing on this issue as to what additional study could be done that would change what they already know today and would like to see this project completed.

Commissioner Schouten said he’s not sure they understand the impact option 2 and the layout of the streets would have on the immediately adjacent farming activity and thus didn’t think they had all the information they should have.

Chair Duyck said that would refer more to the ordinance as it is now than the addition of the Cornelius Pass addition.

Commissioner Schouten said his comment was more to the issue of thinking through the impacts on farming as it relates to the expansion of West Union road as a major commuter route east to west.

Motion – Terry
2nd – Rogers
Vote – 4-1 (Commissioner Schouten voted nay)

6.c.
MO 12-222
Proposed Ordinance No. 750 – An Ordinance Adding the Extension of SW 124th Avenue to the 2020 Transportation Plan (CPO 5)

A motion was made to read Ordinance No. 750 by title only.

Motion – Terry
2nd – Malinowski
Mr. Rappleyea read Ordinance No. 750 by title only.

Public hearing opened

Steve L. Kelley, said Ordinance 750 is adding the extension of 124th to the Transportation System Plan as a five lane arterial. He stated they’ve received several letters in support of the ordinance. He said the staff report on this ordinance addresses several issues and staff is recommending as consistent with the Planning Commission hearing to engross Ordinance No. 750.

Wendie L. Kellington said Nick Storey, one of the property owners in this area and principal in E&J Properties LLC, was present with her. She said she’s submitted the same letter to the Board as she sent to the Planning Commission and said she’s present to request the Board follow the recommendations of the Planning Commission. She stated she would like them to substitute the original exhibit 3 with the revised exhibit 3 which will move the study area off the 50 contiguous acres of industrial land within the UGB which is responsible for over 50 family wage jobs.

Commissioner Rogers said he would support Ms. Kellington and the difficulty for the landowners in planning a major facility. He said in a previous work session he asked if the narrowing of the corridor which Ms. Kellington proposed would have any effect on the Transportation Plan and when the answer was no, he is choosing to support the landowners request.

Public hearing closed

It was moved to:
1) Direct engrossment of Ordinance No. 750 to include the changes described in the staff report;
2) Continue the public hearing to August 28 and September 18, 2012; and
3) Direct staff to prepare and mail notice of the amendments consistent with requirements of Chapter X of the County Charter.

Motion – Rogers
2nd – Malinowski
Vote – 5-0

7. PUBLIC HEARING – SUPPORT SERVICES

7.a. MO 12-223
Hold Public Hearing – Approve Transfer of County-Owned Property
Candi Paradis, Facility and Parks Services Manager, said staff requested the transfer of County owned parcel of land to Tualatin Hills Parks & Recreation District. She referred to the parcel description as 1S117AC tax lot 11600 located between SW Farmington Road and SW Kirby Lane. She said this parcel is about 0.10 acres and was deeded to Washington County through a tax foreclosure process and the current assessed value is $7,750. She said THPRD has requested the transfer of the County owned parcel for inclusion in the expansion of the Lilly Kay Johnson Park. She stated public notice requirements have been met and as the statute states before and after objections are heard in a public hearing, the County may proceed with the transfer.

Public hearing opened

Public hearing closed

It was moved to authorize transfer of County-owned property described as 1S117AC11600 to Tualatin Hills Parks & Recreation District and authorize the Board Chair, or his designee, to execute the deed.

Motion – Schouten
2nd – Malinowski
Vote – 5-0

8. ACTION – CLEAN WATER SERVICES

8.a.
CWS MO 12-65
Authorize General Manager to Sign the Labor Agreement with Teamsters Local No. 223 (CPO All)

It was moved to authorize the General Manager to sign the Labor Agreement with Teamsters Local 223 for the period of July 1, 2012 through June 30, 2015.

Motion – Rogers
2nd – Schouten
Vote – 5-0

9. ORAL COMMUNICATION (5 MINUTE OPPORTUNITY)

Joe Rayhawk said he’s much less happy with Intel than Commissioner Terry because they don’t pay their share of taxes as almost all of the high-tech, highly paid employees are brought into the state because we don’t produce enough engineers. He said they place a large burden on the schools and roads that aren’t covered by the taxes paid by those employees and as a result doesn’t think Intel is as beneficial as some believe. He said his
bigger concern is they will find it harder to bring those engineers in as the school system is degrading and at some point will abandon this area.

10. BOARD ANNOUNCEMENTS

Chair Duyck stated their next meeting would be Tuesday, August 14, 2012 which would be a work session only meeting.

11. ADJOURNMENT: 12:08 p.m.

Motion – Schouten
2nd – Terry
Vote – 5-0

MINUTES APPROVED THIS ____ DAY _____________________________ 2012

________________________________________________________
RECORDING SECRETARY CHAIRMAN