



Thursday, February 14, 2019 • 3:00 to 5:00 p.m.
Walnut Street Center
1400 SW Walnut Street, Second Floor Training Rooms 2 and 3
Hillsboro, OR 97123-5625

MINUTES

Members Present:

RROMAC

Allen Amabisca	David McCoy (Alt)	Doug Riedweg
Denny Hruby	Dan Morgan (Chair)	Gary Virgin
Michael Jamieson	Ken Moyle	Lars Wahlstrom
Michael Lyda (Alt)	Matt Pihl	

URMDAC

Tim Connelly	Kimberly Goddard-Kropf (Alt)?	Mary Manseau
Blake Dye	Daniel Hauser (Chair)?	Marty Moyer
Raymond Eck	Michele Limas?	

Members Absent:

RROMAC

Gayle Ostgard

URMDAC

Daniel Hauser
Roy Schairer

County Staff Present:

Aaron Clodfelter	Keith Lewis	Todd Watkins
Melissa De Lyser	Janelle Lockbeam	Joe Younkins
Steve Franks	Stephen Roberts	Jessica Pelz
Brian Irish	Andrew Singelakis	

Guests: County Commissioner Jerry Willey

Welcome, Review Agenda and Introductions.....Committee Chairs

RROMAC Chair Dan Morgan called the meeting to order at 3:03 p.m. and introductions were made.

Road Financing 101, Including Update on New Revenue FundingAndrew Singelakis

Andrew provided an overview of the FY 2019-20 road funding. Fiscal projections will be more accurate as we get closer to the new fiscal year. We're in good shape based on our projections so far.

HB 2017 revenue estimates show an increase of \$11.71 million over a ten year period. Three additional two cent gas taxes are scheduled, for 2020, 2022, and 2024.

The Vehicle Registration Fee (VRF) enacted in 2016 became effective in July 2018. It is a \$30 per year per vehicle fee: 60% goes to the County and the rest is distributed to cities based on their populations. Averaging it over ten years gives us approximately \$8.7m per year. The VRF is earmarked solely for road maintenance; House Bill (HB) 2017 is another source of revenue; it focuses more on capital projects (for example bridge replacements as well as and bike and pedestrian improvements). The major capital improvement program is the largest part of it.

Todd shared information about drainage and culvert elements of the VRF spending plan. We have a robust surface program and are doing considerably larger culvert replacements. This summer there are seven culvert projects scheduled for construction. They are budgeted at \$2.6 million: Wren Road, Larsen Road, River Road, 80th Avenue, Cipole Road, 112th Avenue and 103rd Avenue. Without VRF funding it wouldn't be possible to replace them as quickly. In addition, in preparing for the following construction year, there is another \$650,000 focused for the next fiscal year's culvert design. The VRF also makes the Taylor Ferry bridge and culver project possible.

Member Mike Jamieson asked why culverts are not a capital improvement yet bridge rehab and replacement is. Todd explained that these projects are singular projects, replacing culverts only. HB 2017 is the funding source for the bridge replacements.

Member Doug Riedweg asked how ADA is related to projects. Andrew said projects will be retrofitted to be ADA compliant – paving projects will include retrofitting areas where we didn't initially put ramps in. However the lion's share of the funding will be used for bridges.

Joe Younkins explained the timeline for the use of the funding. First year: design; second year: purchase right of way (ROW) and finish design; third year: begin construction. In the current fiscal year, we have ten bridges in various phases of design. There are six bridge projects in view under HB 2017: two at Mt. Richmond Road, one at Gaston Road and three to be selected. Construction is expected to begin in 2020 or 2021. The Oregon Department of Transportation (ODOT) inspects certain bridges in the county and we are expecting some new information from them on several structures, especially timber structures, that may impact the bridge selection process. There are three other vehicle bridges currently under design: Scotch Church Road, Vanderschuere Road, and B Street. Construction on Scotch Church and Vanderschuere will begin this year (2019) and B Street is slated for 2020. By years four and five, the County should have 12-14 bridge projects in one of the three phases, with an estimated five bridges in construction each year.

Todd explained a prioritization is being put on bridges rated with a very low load limit because it limits the ability for trucking and large vehicles. After a bridge is constructed, the design engineer uses all the data for that bridge to create a load report. ODOT uses the load report to determine what the bridge's weight limit will be. New bridges meet much higher standards than older bridges. We design new bridges to the modern standard, regardless of location or usage.

Member Ray Eck asked what the effect will be if the legislature removes Gain Share? Andrew said some of that funding is used for Safe Routes to Schools and ITS (Intelligent Transportation System) projects. Beyond transportation, Gain Share is planned to be used for projects for which the County has been bonded. It will have a significant fiscal impact. If the Gain Share funds are removed, the projects that are bonded on Gain Share funding will need to be paid from the general fund.

Member Marty Moyer asked if we've considered pre-fab bridges. Todd said there are pre-fab bridges in places and girders come precast sometimes. We use all manner of construction for our bridges.

Draft Fiscal Year 2019-2020 Road Maintenance Program..... Todd Watkins

Todd provided an overview of the Draft Road Maintenance Program for FY 2019-20. Todd explained this program represents 2/3 of the planned work of the Operations and Maintenance Division. The other 1/3 of our work relates to unplanned work (weather-related responses, citizen service requests, and unexpected opportunities). The annual work program takes several months to pull together and coordination between multiple divisions of the department.

Highlights for this coming year:

- 6 miles of machine patching
- 25 miles of chip seal
- 19 miles of road fund contract paving
- Paving 65th Ave
- 7 miles of URMD paving

Parts of the draft work program that are still in progress include:

- Drainage maintenance
- Roadside ditches
- Vegetation
- Traffic Operations
- Other contracted work
- Enhanced landscape maintenance
- Stormwater maintenance
- Striping contract

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Todd said crews were on round-the-clock shifts over the last weekend due to inclement weather. Though the snow storm did not pan out to be as intense as expected, our crews were poised to address road issues.

A tool that is available to the public is cameras on County roads. LUT's Traffic Engineering section has installed cameras at various road locations throughout the county and they are integrated with ODOT. These camera feeds can be viewed on Tripcheck.com.

Member Mary Manseau asked if we can add a link directing the public to WC-Roads on the front page of the County website. Member Manseau also asked if communications could create a link that Community Participation Organizations (CPOs) could share on their webpage. Melissa De Lyser said she will look into it and reminded the Committees that WC-Roads and the County have Facebook and Twitter accounts to keep the public informed and anyone can share or retweet the information.

Cooper Mountain Transportation Study Overview.....Jessica Pelz

Jessica presented the Cooper Mountain Transportation Study (CMTS) overview (available upon request), which addresses mobility and safety in the Cooper Mountain area.

Jessica reviewed the differences between issue papers, studies, and plans:

- An issue paper looks at an issue or problem, requires research and provides recommendations for how to proceed.
- A study gives more in-depth and focused information including impacts and more specific recommendations. Studies may include transportation modeling, looking at land use scenarios, and has more specific recommendations than an issue paper.
- A plan is the most specific of all. For example, the County's Transportation System Plan (TSP) lays out functional classifications for roadways and transportation-related goals and objectives. This is what is adopted by the Board as an ordinance and becomes the standard that we follow and measure.

We are currently in phase 3 of the Cooper Mountain Transportation Study, which is the middle phase (there are five phases in all). We have identified initial improvement concept packages and completed initial modeling. Currently we are at the phase of technical assessment. Phases 3, 4, and 5 of the study were not funded, but we have received grant funding from Metro for a larger study that will encompass this work. We will continue by rolling the rest of the study work into the Metro grant funded Urban Reserves Transportation Study.

Member Tim Connelly asked how this is related to River Terrace. Jessica said previous concept planning happened for River Terrace and South Cooper Mountain, to address land uses, infrastructure, and transportation. State law doesn't allow new road extensions in rural reserve areas, and limits improvements on other rural roads. Previous studies, including the Transportation Futures Study and the Land Use Transportation Air Quality Report (LUTRAC), recommended arterial connectors in Washington County. CMTS is an outcome of these previous studies, helping to implement those previous planning efforts.

Member Gary Virgin said Cooper Mountain does not have an all-weather road north to south --Tile Flat Road needs to be widened and improved. He suggested sending a delegation to Salem to fix the problem created with the right-of-way. CMTS is studying alternative routes, including "around the mountain" to provide potential parallel capacity in the area. This may include a future potential extension of Cornelius Pass Road from Rosedale Road to Farmington Road, and a future potential extension of Tile Flat Road from Scholls Ferry Road to Roy Rogers Road

Open Forum, RROMAC & URMDAC Members.....All

Member Dan Morgan asked Jessica if the Cooper Mountain Transportation Study included anything related to evacuation and disaster planning. Jessica replied that she did not think so, but would look into it and respond later. Todd said Washington County has an Emergency Management Cooperative located in this building. The cooperative has a small staff which coordinates emergency management throughout Washington County. Additionally the staff plans events, exercises and trainings. One of the staff members is assigned to Land Use & Transportation. This person is also assigned to a committee with one of our civil engineers and emergency managers from other cities and agencies to develop a regional plan for ensuring major routes will be viable after a seismic event.

ODOT approached the 24 western and central Oregon counties to evaluate certain bridges and routes, to determine if there are alternatives to accommodate state highway traffic in the event of a major emergency. Their interest is to build intrastate, intercounty connectivity for effective traffic and emergency transport management and they know each county know its own assets best. Our deadline to submit the report to ODOT is mid-spring; they will compile the reports from all counties and produce a final report in late 2020. This could be a potential catalyst to get state funding for local roads and bridges.

Member Ray Eck asked about the start date for the 198th Avenue project. Joe explained we are waiting for the environmental permits. However the project is out to bid and slated to begin in summer 2019.

Member Ray Eck also asked when the next session of MSTIP (Major Streets Transportation Improvement Program) funds begins. The next cycle is for FY 2023-24. The process begins two years in advance; so that process will be 2020-2021.

Member Matt Pihl asked if the County could be more proactive regarding Intel's construction-related work, and if there is a way to reduce the number of truck miles. Andrew replied that was a good question, and would also likely involve the City of Hillsboro. There will be more on this topic as the plans and details unfold.

Member Ray Eck asked if RROMAC knows what the function of URMDAC is. He asked Steve to provide an overview. Steve gave a brief overview of URMDAC, stating URMD provides three services, for which URMDAC is the oversight committee.

1. Road maintenance for local roads and neighborhood routes
2. Neighborhood streets program (traffic calming)
3. Pedestrian and biking improvements (now selected on a two year cycle)

There was a discussion of committee openings and potential candidates.

Member Mary Manseau asked why a County Commissioner is not assigned as a liaison to URMDAC? Andrew said the Committee bylaws do not include the assignment of a Commissioner. Member Manseau suggested that perhaps URMDAC would like to make a recommendation to the Board to have a Commissioner assigned as a liaison to URMDAC.

A question was asked about "the dangerous nature of Farmington Road," especially heading west, where west of 185th Ave, where there are no street lights. There is a large increase in traffic. Todd said discussions have begun regarding leveraging the funding allocation or transferring jurisdiction from ODOT to Washington County. If that were to happen, road maintenance, widening and drainage will need to be brought up to standard. It could possibly be funded as a MSTIP project or 2020 Sustained Regional Transportation Project. It would require a large amount of maintenance. The storm drainage system also needs to be completely upgraded; Clean Water Services is our partner in that.

Member Doug Riedweg asked about modified rules for small rock quarries, in relation to Intel. He asked if anything can be done so trucks don't have to sit and wait for an unreasonable length of time to dump their load. Joe said it does not appear the process will improve next year. Keith noted that Operations looked into the possibility of us using a location adjacent to our Walnut Street campus, but the cost to haul rock by rail is more expensive than to haul by truck.

Member Manseau asked about URMD overlays and the report that she requested listing the roads that are lower on the PCI list; specifically the map with all PCI data for urban local and neighborhood routes. Brian said the candidate list for the URMD overlays (which is the back page of the draft Road Maintenance Program) represents all the segments of all urban local and neighborhood routes which have a PCI of less than 55. There are a few routes that are rated over 55 that we will target anyway due to their proximity to the ones being addressed. We did come up with a draft of all local and neighborhood routes with their PCIs and presented at the last meeting. However maps are problematic because they are ever-changing and out of date almost immediately. We are trying to determine a way to make that information available in an efficient way. Member Mary Manseau asked about the streets she had previously mentioned with elevator crafting that have not been addressed: 137th Avenue, Burton Street, Skycrest Pkwy, Bannister Drive. Brian will provide the PCIs for those roads to Member Manseau.

Guest Comments

No guest comments.

Meeting Wrap-Up/MiscellaneousCommittee Chairs

Member Eck asked Steve to make copies of SPIS report for the next URMDAC meeting.

Member Virgin requested a history of the roads with PCI less than 50 that he visited with staff. Brian informed him that they performed localized repairs that effectively served the roads, though the PCI may not have increased dramatically.

AdjournmentCommittee Chairs

Meeting adjourned at 4:46 p.m.

Next meeting

RROMAC – March 14, 2019/ URMDAC – March 20, 2019