



RROMAC MEETING MINUTES
March 21, 2013

The purpose of RROMAC is to study rural road operations and maintenance concerns in Washington County, work with County staff to develop program and funding alternatives and make recommendations to the Board of Commissioners.

<u>Members:</u>	Mike Chombeau	<u>Staff:</u>	Steve Franks
	Robert Ewers		Keith Lewis
	Denny Hruby		Victoria Saager
	John Malnerich		Dave Schamp
	Jim McCulloch		Stacy Shetler
	Dave Sweeney		Gary Stockhoff
	Gary Virgin		Dyami Valentine
	Lars Wahlstrom		Todd Watkins
<u>Absent</u>	Eldon Jossi	<u>Guests</u>	John Ken Clausen
	Matt Pihl		Cal Nakao
	Doug Riedweg		

Welcome

Lars Wahlstrom called the meeting to order. Everyone introduced themselves. Bill Ewers moved to approve the January minutes, Dave Sweeney seconded, approved unanimously.

Guest Comments

No comments.

Engineering and Construction Services Update

Gary Stockhoff provided an update on current and upcoming road improvement projects.

- Moving forward on analysis of intersections on Roy Rogers Road, starting with the Scholls-Sherwood intersection, then moving north, assessing for signal warrants. Expect Scholls-Sherwood will meet warrants for a traffic signal. Will look at Beef Bend; expect this intersection would get more use if it were controlled by a traffic signal. Will also look at the intersection of Roy Rogers and Bull Mountain roads and the Scholls Ferry at Tile Flat intersection. Planning to improve Scholls Ferry Road to five lanes and will analyze impacts on Tile Flat. We're bringing a consultant on to do the analysis on the whole corridor.
- Also analyzing Jackson School Road intersections at Meek Road and Scotch Church Road. Using ODOT funds (exchanged) to realign into one intersection. Will probably get a traffic signal as well. Traffic volumes indicate it meets warrants. We'll look at a roundabout here, but it wouldn't last as long as a traffic signal.

- Opened bids on the Boones Ferry Road improvement project, three-lane section up to Norwood, to fix the west side. The engineer's estimate was \$5.5M, and the low bid came in \$4.8M. The contract was awarded by the Board last week.
- The Scholls Ferry Road (from Roy Rogers to Teal) job is going to bid within month or two. Will widen to five lanes.
- ODOT's U.S. 26 Brookwood/Helvetia Interchange project opens bids in July. Secondary projects that will be done include realigning Groveland Drive. Operations will chip seal Groveland Road for the detour during the project. Hillsboro is designing 253rd Avenue from Evergreen to Meek. Huffman will be extended and Brookwood will be widened to seven lanes between Evergreen and Hwy 26. Getting in line for those funds. Still getting good bids.
- ODOT's U.S. 26 Glencoe Interchange project is progressing. Ramp closures are in process. This project also came in under the engineer's estimate, creating an \$8-10M surplus. Will look at projects along the U.S. 26 corridor.
- The Military Curves on Scholls Ferry Road were on the MSTIP 3d candidate list, but were booted. The design is drafted, and we'll see how much funding is left over from other projects.
- ODOT has a big paving job coming up on TV Highway through the middle of Hillsboro. Lots of utility work, at least a two season job.
- There's a lot more in the pipeline for Washington County. Intel keeps building. Lots of needs in Aloha Reedville. There's pressure to advance projects from MSTIP.

Gary Virgin congratulated Gary Stockhoff and the county on taking a forward look and making proactive efforts to make south Hillsboro impacts better. Hillsboro met with ODOT about the Cornelius Pass railroad crossing. ODOT states they will issue a rail order, but haven't cleared Pacific Rail; not firm yet. Hillsboro is still working on it. There are issues with 209th, Blanton, and Alexander. Need to make sure Hillsboro has funding plans for off roads.

John Malnerich noted that lots of traffic on Blooming-Fern Hill Road, where Hergert dips, is traveling at speeds too fast. He asked whether the road could be redesigned to reduce the dip. With so much added traffic, it's more of a problem.

Lars asked how much longer Intel's heavy construction will continue. Dave says four years; they have much more to do. Hillsboro developed conditions of approval for road impacts, including county arterials. Intel is on the hook for \$6-7M in Transportation Development Taxes. Brookwood will be widened to seven lanes; Cornelius Pass will be widened to seven lanes.

Denny noted that chuck holes are appearing on River Road from all the heavy truck traffic. The county is hearing fewer complaints about trucks than before. There are still issues, but each quarry now has specific routes to follow, to spread the vehicle loads, not just following the most direct route. There was a question about why it is preferable to spread the loads and damage many roads rather than just to massacre one route. We'll have a busy summer patching up behind these loads. Expect truck activities to slow in summer, so we can get repairs done. We don't plan to do any major work on these haul routes, just patching, until this work is done.

Gary Virgin noted that the 209th / TV Highway intersection is unusable some times of day. Traffic backs up behind trucks waiting to make left turns, stopping traffic.

In summary, Intel work is good news for the county, but causing lots of road issues.

Mike Chombeau asked whether the truck routes are posted so bicycles can avoid them. John says he thinks they are posted online. Dave says most major roads are haul routes. There are lots of trucks everywhere. Todd notes they are using county truck route maps to find routes.

Operations and Maintenance Update

Dave Schamp provided an update on Operations and Maintenance:

- Typically we transition from winter to spring operations this time of year. However, we didn't have a winter to speak of, so our sand shed is still full and we have two full tanks of anti-icing material. A question was asked whether sanding rock can be used for chip sealing. The answer was no, it's a different kind of rock and doesn't meet spec for chip sealing.
- County trucks are being impacted by current construction activity. County is used to being able to go to the head of the line to get rock, now we have to wait a lot longer, turnaround times are getting much longer. Scheduling our work is becoming more challenging. Will be interesting to see what happens this summer with asphalt. It may be challenging if we have to wait in long queues to get material out.
- It's the bidding season for maintenance as well. We made a change this year, allowing the contractor to extend the season. Over the last 10-15 years we have scheduled overlay work to occur after July 1 and be done by Labor Day (before school starts). We did this as a convenience for county as well as public impact. Once work started it had to be completed in 45 days. This constricted schedule worked well for us for scheduling inspectors and for the traveling public. However, because our funding has to stretch farther, we talked to contractors about how to stretch our maintenance dollars. Now economics is more important than convenience. Now we're giving contractors a year to complete the work. Will likely start in fall and finish in spring. Contractors say we could see as much as 20% savings – pretty optimistic. Goes on street for bids next Monday. We'll see how it goes.
- Also changed it up for URMD. Typically the county vegetation crew spent a month or more clearing vegetation to prepare for URMD surface maintenance. We need our vegetation crews working on landscape maintenance on the major roadway system. This year the URMD contract will include vegetation removal in the contract rather than having county vegetation crews do that work. This should free up our crews to work on landscape maintenance.
- Also adding a \$288K micro-surfacing contract. It's like slurry seal on steroids; using larger aggregate, adding polymers, thicker than slurry seal, but cover more imperfections than slurry seal. Doesn't add structural strength, just seals. Highway 217 northbound in Tigard area is an example of micro-surface. Worked well for short period of time, studs and chains have already worn through it. Good way to extend pavement life on roads without major structural problems. But requires road to be

closed during application. No local contractors do this work. So California and Nevada contractors bid the job. It's an effort to stretch our maintenance dollars. It will inconvenience traffic for a couple of days while going on. All roads being done are Urban Collectors, except one Neighborhood Route that functions like a Collector. Roads will be closed three to four hours; drying time depends on the weather. Will be interesting to see how this plays out.

2013-2014 Surface Treatments

Todd Watkins distributed surface treatment lists, identifying roads and treatments planned for next fiscal year (in meeting materials).

- Several roads have been on our radar: Golf Course Road, Tongue Lane, and River Road. They won't be done until the truck traffic is mostly over. Will continue to band aid them until then.
- Also on our radar are the Verboort roundabouts which are experiencing cracking. We had concrete and asphalt experts look at them and offer suggestions. We expect to repair them with asphalt again. We'll get creative with binders and additives to accomplish a good treatment. They get lots of traffic, lots of trucks. Challenge is logistics. One idea to close the roundabouts over a weekend. Won't be this summer, may be a 2014 project.
- Paving bid goes out next Monday.
- The only gravel road upgrade in our plan is Groveland Road which will be funded by ODOT. Our crews will machine patch and chip seal. Since the OTIA money is gone, there is no funding for the Gravel Road Upgrade Program.
- There was a question about machine patching. We don't typically grind, we may dig out a failing bad spot. Machine patching usually paves over existing full lane or full width, but not full length, just the bad spots. We did some on Tongue Lane last year as an example. Do we chip seal full width? Yes, we chip seal the full width of the travel lane but we may not chip seal the shoulder/bike lane. Do we ever do private paving? No, not with county crews.
- How do we plan for future work, for deferred work, do we have a funding strategy to address the growing mountain of future work? We are actively rating and monitoring pavement conditions. We used to rely heavily on computer models to tell us where deterioration was happening. By actively inspecting, we're able to identify and treat roads before they become more expensive to repair. We're not seeing the low bids that we saw in the past. We're now seeing bids at or above our estimates. Asphalt will be at a premium this year. We're hoping for a steady flow of maintenance dollars and planning our maintenance strategy to match available funding. We don't have the luxury of having a savings plan. Maintenance costs are expected to double over the next decade. Todd shared the county is strategically planning maintenance for the best economic value, getting the most life out of a road without letting it go too far so maintenance cost more. It's a balancing act. Working closely with Engineering and Construction Services and with other agencies to coordinate. Gary Virgin applauds the county's efforts to stretch a nickel. Lars said the LUT budget is taking a hit and it's important not to take roads for granted and not plan for appropriate maintenance funding. Looks to Steve Franks to make sure that message is heard by management. Dave said the department leadership gets it, a lot because of what they're seeing in

Portland. In 2009 68% of Road Fund went to Operations, this coming year will be 74% if requests are approved.

Transportation Plan Update

Steve L. Kelly from Long Range Planning handed out a copy of the Transportation Plan Update process. Steve has been to RROMAC in the past. The Transportation Plan helps determine which capital project improvements get done, also what private development is required to do. The handout explains getting through the update process. There are two ordinance cycles. First, aspirations, goals, and strategies; second, focused on what goes on the ground, functional classes, widening, funding elements, maps, etc. This year's schedule was reviewed. Bicycle, transit, lane numbers, and truck routes are being discussed.

Another handout was provided as a draft of the goals. The committee asked what timeframe the plan covers, and the answer was 2040, actually by growth.

Steve asked for thoughts or opinions about how the Transportation Plan can work in the rural area? There's not a lot of opportunity for new roads or significant enhancements. Steve shared he has heard about safety needs, especially with cyclists and other users.

Mike Chombeau noted more people travel through rural, going urban to urban. Not clear on what the Transportation Plan is and how it addresses this. It is a snapshot of what the transportation system will look like in the future. Planning establishes the goals for what people want to see in the future. After goals are known, then focus on how to implement and achieve those goals. Where do we want to see changes and what are those changes. Gary Stockhoff said for him it identifies what improvement projects and the characteristics of those projects are going to be, so we can start planning for these projects, and when the plan is implemented we know what we're going to build. The interest is in the second ordinance season – maps. Example, Springville was five lanes on the map in last Transportation Plan, but now saying three lanes. Need to know how the future road system is going to work. Dave said the maintenance aspect and how we maintain roads is also laid out in the Transportation Plan policies.

Jim McCulloch asked how to know where rural vs. urban area will be in the future. Urban/Rural reserves for 50 years. UGB can only expand into urban reserves. Rural will stay rural. The plan looks at traffic based on those assumptions.

Lars wants to see the meat on the bones, what roads are you talking about specifically? This time next year we will be talking about specifics. For example Roy Rogers will see more traffic than today. Sherwood will continue to grow, etc.

Steve noted that the county is not taking on any new road extensions in the rural area, which would require an exemption from state rules. Future needs may be identified.

Gary Virgin says South Hillsboro will be a serious problem, not because of what's inside, but exiting out, such as Tile Flat to Scholls Ferry. Extension of Cornelius Pass Road will be a bone of contention to be debated. He knows we'll need that connection, but what's

needed to get it to happen. Need to be forward looking. 124th is a good example where provision of ROW will need to be required as a condition of development. Dotted lines are very important in the Transportation Plan. Steve noted the county is working closely with Hillsboro, encouraging them to come up with a plan for funding road needs. Question was asked, what are we not doing that we should be doing? Steve and Dyami will come back to future meetings as we get into these details. State restrictions in the rural area should be dealt with. There is concern about South Hillsboro and phasing of those projects.

Mike Chombeau asked about the projections used for population and traffic growth. We use regional projections from Metro. We don't question those assumptions through this process. Forecasts are almost always wrong, as development may occur here rather than there. The [TSP 2035 website](#) includes projections, as well as existing conditions and future needs. A lot of growth is anticipated, which generates more demand.

The committee asked if this accounts for adjacent counties that aren't in Metro. Yes, we have the projections for all counties in Oregon.

John Malnerich said when he first started attending meetings, the committee seemed to be very focused on bicycles. Now the last couple of meetings have been more on the transportation system. John is RROMAC's representative on the Transportation Plan Update Advisory Committee. We do have strong membership on the advisory committee for bikes. Working on developing a telephone survey to find out what the general public wants.

Jim McCulloch asked how much feedback Metro accepts from the county. It's a dialog starting with the state, then the region, then local. Metro has specific guidelines they require the county to follow. We got an extension on the deadline so we can take a more deliberate process through map changes.

The county will also be looking at level of service standards. Right now we only have the vehicle level of service standards. Do we want standards for other modes or only certain parts of the county? Long Range Planning expects to come back to RROMAC on a more regular basis to discuss these topics.

Dave Schamp said we are keeping pretty close tabs on this process. There is more interest in maintenance issues from the rest of the department and we appreciate that.

Dyami will attend a session tomorrow night focused on rural roads. It will be at the parking garage across from the Hillsboro Post Office from 6-9 p.m. Dyami will forward the invitation.

Miscellaneous

Meeting frequency – reviewed URMDAC's decision, possibly not meeting July, August and December. Possible Transportation Funding 101 session in August instead of meeting.

RROMAC opinions: John likes once a month meetings. There was general agreement. Will keep meeting until run out of things to meet about. Could cut meeting short. Keep Schamp on his toes.

Guest – John Ken Clausen asked whether anything would be done on Old Pumpkin Ridge Road. Dave Schamp noted that this gravel road is currently number 1 on the Gravel Road Upgrade Priority List, but there's no more funding for upgrades. The county does some dust abatement for surface stabilization, but that program is being substantially cut back. Also noted we've gone from four to three graders, and we're considering another equipment reduction where we could go from three to two. Also two large transfer trucks are up for replacement, do we replace with new? We're being pressured to cut back on level of service provided to the rural local system. We don't have enough dollars to maintain the entire system. The Transportation Plan sets the policy that we spend first on the major system and the lowest priority is the local system. We don't have enough money to adequately maintain the major system, so there's pressure to justify any expenditure on the rural local system. The gravel system gets more maintenance than is justified through the Board adopted policy. Compare our gravel road service to other counties – ours is much more extensive. Dust abatement has taken a significant hit; the budget was \$60K and has now been cut to \$20K. Dust abatement will only be used in the highest priority places for surface stabilization. Citizens can still pay to have their road treated with dust control with a permit. Dust Abatement permits are free to property owners. We make sure the road is in good shape before the contractor applies the treatment. County requires the contractor to get a permit and apply according to county standards. A list of county roads to be treated is in the draft Road Maintenance Program. Bottom line news is not good when it comes to the rural local system, particularly the paved sections. We won't pothole, ditch, or brush cut. It's just the reality.

John Malnerich asked to have Hergert Road near the quarry entrance reviewed by Traffic Engineering. John says trucks are making rolling stops and the sight distance is limited. Stacy Shetler will look into this area. John says he could remove a tree to improve the sight distance.

Stacy attended the CPO 15 meeting last night. Traffic changes are planned at Hergert Road and Nursery Road and at Hergert and Blooming Fern Hill.

Todd asked RROMAC to review the draft Road Maintenance Program and comment by April 26.

Lars announced that Tom Duyck is no longer a RROMAC member. A copy of the letter from Lars was shared.

Bob Terry will be at the CPO 10 meeting tonight at Jackson Bottom at 7 p.m. Discussions will include airport expansion, fairgrounds, south Hillsboro and beyond.

Victoria said the Public Works Fair is Saturday, May 18, at Washington Square in the Sears Court. Stop by and take a look.

John Malnerich would like the county to arrange for RROMAC to tour a chip seal project: before, during and after the work is done.

April Agenda

Add Guests Comment Period
Transportation Plan Update
ODOT TV Hwy paving project
Operations Budget Update
RROMAC Open House for the public

Future Agenda

Chip Seal 101 Session – before, during, and after – why do we do it, what does it accomplish
Andy Duyck - Funding