



**RROMAC MEETING MINUTES**  
**April 16, 2015**

**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.**

Members: Allen Amabisca  
Jim McCulloch  
John Malnerich  
Jake Miller  
Matt Pihl  
Dave Sweeney  
Gary Virgin  
Lars Wahlstrom

Staff: Steve Franks  
Keith Lewis  
Diane Overstreet  
Stephen Roberts  
Victoria Saager  
Stacia Sheelar  
Andrew Singelakis  
Gary Stockhoff  
Todd Watkins

Absent: Mike Chombeau  
Bill Ewers  
Denny Hruby

Guests:

**Welcome**

Jim McCulloch asked the committee to review the March minutes. Gary Virgin motioned to approve the minutes and Dave Sweeney seconded the motion. All were in favor.

**Guest Comments**

None present.

**Engineering and Construction Services Update**

Gary handed out the [2015 Capital Projects Construction Map](#) that was also provided at the March meeting.

Bids were opened yesterday for the Farmington Rd. project. The low bidder was K & E at \$12.8 million. Groveland Rd. bid opens next week (expected to be around \$3 million).

124th – Tonquin by the quarries will be an interim 2/3 lane roadway as the industrial area develops they will be expected to develop the roadway. There will be a new bridge near the RR tracks. Between Grahams Ferry and Boones Ferry may be around \$20 million with the water line work.

The Hwy 47 roundabouts are on track to begin in the fall. There were concerns with freight and those were addressed by laying out the actual roundabout at Portland Meadows for

trucks to try it out ([video is on YouTube](#)). Gary Virgin watched the video and was impressed with the movement through the roundabout. Feedback from the drivers indicated the roundabout could actually be tightened up some and was a little big. There will continue to be a straight route option through Hwy 47 if needed for larger loads and this area can be opened by permit.

Brookwood Road widening from the freeway south to Evergreen should hit the streets in a couple of months. ECS is also overseeing the inspection of new developments (North Bethany area).

John Malnerich referenced the road work map project #46 on Fern Hill Road, noting it is scheduled for pavement overlay. Why keep dumping money in if it continues to flood? Todd will address.

### **Operations and Maintenance Update**

Todd Watkins shared the FY 2014-15 paving season is winding down. Farmington Road paving was done by Baker Rock all the way to River Road. The striping is done and they will continue to Hwy 219. Bid season for Operations is in full swing as well. The micro-surfacing contract bid opening was yesterday and that came in at the engineer's estimate.

The draft annual Road Maintenance Program was provided to the committee at the February meeting. There were no additional comments received from RROMAC.

We are looking into the idea of installing electronic gates on Fern Hill Road through the Gain Share funding (Intelligent Transportation System) to use when the road is flooding. This will hopefully prevent citizens from becoming stranded during flooding incidents and from moving temporary barricades. There are no immediate plans to make changes to the road to address the flooding.

John expressed his thanks for the paving work recently done on Tongue Lane and shared the contractor did a great job and the crews were great to work with. Todd indicated Baker Rock did the work.

Keith Lewis indicated the shoulder mowers and brush cutters are out in full force. The shoulder spray contractor will be out in late May. Roy Road will be closed for one day just south of Mountindale on April 20 to work with the railroad on the crossing. Crack sealing work is being done in several areas to prevent water from seeping into the road base. The crews are machine patching and pavement grinding in several areas.

Operations is looking to expand the machine patching crew to work at the same time as the chip seal crew to provide an enhanced paving program.

Lars thanked Baker Rock for their work on Farmington Road and for cleaning up Clark Hill Road.

## **Transportation Funding 101**

Victoria Saager provided a presentation on [Transportation Funding](#). Areas included in her presentation were:

- Existing Safety and Capacity Deficiencies – Countywide property taxes – Major Streets Transportation Improvement Program (MSTIP) Roads of countywide significance
- Keeping Up with Growth – System Development Charges (SDCs) – Countywide Transportation Development Tax (TDT), North Bethany Transportation SDC and County Service District
- System Maintenance – Gas Tax, User Fees, URMD – Road Fund: State and county fuel taxes, state vehicle registration fees, state weight-mile tax for large trucks, Prioritization focuses on major transportation system first

See handout for further details.

Jim McCulloch expressed concern that the general public is not aware where the money comes from. They all think the funding comes from property taxes. Andrews Singelakis shared the County is planning to create additional educational materials to help the public understand where funding comes from for road maintenance.

Gain Share – An example is when Intel replaces their equipment, income tax revenue the state receives is shared with the County from the larger businesses.

Andrew shared the vehicle registration fee passed mostly north of Hwy 26. Matt Pihl indicated that was likely because if the rural residents look at the Priority Matrix they wouldn't vote for it, because it indicates rural roads are not a high priority.

Gary Virgin shared he believes that as long as the road maintenance budget includes landscape maintenance the road maintenance funding will be viewed as just fine. Matt Pihl indicated there should be a definition of vegetation.

Todd shared with the committee vegetation management is done in the rural area to keep the brush out of the roadway. Landscape maintenance is more on major roads in the urban area and includes street trees, shrubs, etc. and Operations is expected to find a balance in maintaining these areas as well. The landscaping features are more important to some residents.

## **Miscellaneous**

### **RROMAC Project Opportunities**

Jim McCulloch provided the committee a list of [project opportunities](#) at the March meeting.

- Rural Road Safety – prioritized list of spending: Tabled to the next meeting.

- Road Maintenance Program Review – target service level performance measures: Todd shared an existing document titled '[Target Service Levels](#)' that is in process (attached).
- Gravel Road Rating System: Todd indicated there is a way to rate gravel roads that fits nicely into our current rating system. One of the issues is the condition of a gravel road can change rapidly. The condition can change in the time it takes you to go up and down the road based on traffic, timber harvests, weather, user speed, etc. This would make it difficult to rely on the data you collect to be accurate after it's collected. The information would only be relevant at a specific point in time.
- Gravel Road Service Pilot Maintenance Program – Private contractors vs. County crews: The committee is not interested in hearing about the ODOT/Eagle Elsner project on Hwy 219. John would like to implement a County project similar to the ODOT project and analyze our own project, not use the ODOT project as an example. Allen expressed this would be doing due diligence in making sure the County/committee has done its research. Matt Pihl and Dave Sweeney will take the lead on putting together some ideas for this program.
- Gravel Road Reversion Program – Review cost, benefits and establish prioritized list: Would there be a value to establishing a list of roads in order of the roads that would be reverted first to last? Todd indicated 6% of the population lives in the rural area and there are 600 miles of roads in the rural area of the County. These are all predominantly local roads that serve timber and other industries. A lot of these roads are also dead end roads. There are currently 200 paved roads in the rural area and there is a list of roads at a PCI of 35 or less that are on the radar for potential reversion in the future. Andrew would like to see a list created and could see the list as a great tool for future use if we go back for additional funding. Jim, Gary and Allen will work together on this project. Victoria suggested starting with the Gravel Road Upgrade list and working back through that to start.

### **May Agenda**

Road Maintenance Program Review – Target Service Level Performance Measures

(Todd will provide examples of each service level at the meeting)

Road Service Pilot Maintenance Program Follow-up – Matt Pihl/Dave Sweeney

Gravel Road Reversion Program Follow-up – Jim McCulloch, Gary Virgin, and Allen Amabisca