



Rural Roads Operations and Maintenance Advisory Committee Meeting

May 12, 2016, 7:30 to 9:30 a.m.

Walnut Street Center

1400 SW Walnut Street, MS 51, Second Floor Training Room 1

Hillsboro, OR 97123-5625

MINUTES

Members Present: Allen Amabisca, Bill Ewers, Denny Hruby, Michael Jamieson, John Malnerich, Daniel Morgan, Matt Pihl, Dave Sweeney, Gary Virgin, Lars Wahlstrom

Absent: Doug Riedweg

County Staff Present: Andrew Singelakis, Melissa De Lyser, Steve Franks, Keith Lewis, Dave Schamp, Gary Stockhoff, Todd Watkins, Victoria Saager, Jennifer McCollum

Guests: Chair Duyck

Welcome, Introductions, and Approval of Minutes

Matt Pihl called the meeting to order. John Malnerich made a motion to approve the April minutes. Mike Jamieson seconded the motion. All were in favor and the April minutes were approved as submitted.

Guest Comments

Chair Duyck attended the meeting to give a heads-up to the Committee on road funding issues. He noted the vehicle registration fee (VRF) presented to voters in 2014 failed by six points. The County road pavement condition continues to decline by 2% per year. There is a transportation package being discussed in the state legislature; however, there are many hurdles to get over.

Commissioners have been asked to take another run at the VRF by local businesses and Chair Duyck assumes that the URMDAC and the RROMAC are on board. Mike Jamieson asked if only new cars could be taxed. Chair Duyck and Andrew Singelakis responded there are some legal restrictions that would not permit it. There may be a chance to increase the tax over several years though. John Malnerich asked if a bike tax could be assessed. Chair Duyck said there is no means to collect that fee but those are good ideas. John asked why the Board couldn't just assess the tax. Chair Duyck said they can do that, and that is part of the conversation, noting that it may be contingent on whether the state passes a transportation package. Gary Virgin stated he would like the money raised in Washington County to stay in Washington County. He believes that the only way to pass this fee is to have the Board force it through to the taxpayers. Chair Duyck mentioned getting in touch with the business alliance group to ask for assistance. Andrew Singelakis committed to following up.

The committee discussed ideas of how to increase public awareness and gain public support. Melissa noted that the last public education effort was focused on saving money, but that the current outreach would be more focused on the safety message. Chair Duyck noted that in the last initiative the media asked for examples of roads falling apart.

The committee asked questions about funding for projects and other development issues including the westside water project.

Engineering and Construction Services Update – Gary Stockhoff

A lot of work is going on in Washington County. Crews are pouring sidewalks on [Cornelius Pass Road](#). [Evergreen Road](#) will be closed for two weeks to take down the old rail and lower utilities. Gary recommended folks to avoid this area if possible during the closure.

The [David Hill Road](#) roundabout project should start in the next few weeks. The [Verboort Road](#) roundabout is being completed quickly. [Jackson School Road](#) project is on hold waiting for approval from ODOT. Beaverton's Cedar Hills Boulevard project is also waiting for ODOT approval. Blasting has been happening on Tonquin Road related to the [124th Avenue](#) project.

Operations and Maintenance Update – Dave Schamp

Operations and Maintenance Division is transitioning from winter program to summer work. The last gravel road grading has pretty much been completed since there is not enough moisture to continue. Road crews are switching work to shoulder rocking and pavement maintenance. Contracted work has ramped up. There is a short construction window in western Oregon and everyone is trying to get their work done. We implemented a change to the overlay contract allowing contractors to get the work done within a year, which allows them to use weather windows. Eagle-Elsner has the current contract and just completed paving on Golf Course Road. River Road paving has been delayed until next week. The advantage of this change in contract gives better prices to us but it does inconvenience the public a little more. However, cost is our priority over the convenience to the public of getting the work done quickly.

Questions have been raised regarding the investment in capital projects. We are contracting with a consultant in Eugene, The Good Company, who will evaluate our roads life cycle. We have 300 water quality vaults that require our maintenance and we are not set up to be able to afford this service. This consulting company will give us an idea of the best cost savings over time for our road and ditch maintenance. We are in the process of finalizing the contract with them and get an initial work product back by the beginning of summer.

Dave stated Washington County does not have a vactor to perform the water vault maintenance. The lack of inventory of equipment to perform the catch basin maintenance is an issue. The equipment would cost around \$300,000. Dave said the analysis will tell us if we are spending money in the right areas for maintenance. Gary Virgin suggested we have an analysis of concrete landscaping added to the tool box of options. He mentioned this might be a lower cost maintenance option.

Allen Amabisca asked about the size of these water vaults. Todd described the size of catch basins, manholes, water quality manholes (filtering process involved, so cleaning periodically is necessary), vaults (concrete box with special cartridges that have perlite in them), water quality swales (large footprint, vegetation does the cleaning). He mentioned filter cartridges are recyclable; however, the sediment caught in them is not.

Updates regarding the closure gates on Fern Hill Road and Susbauer Road – Todd Watkins

There are two County roads that flood yearly – Susbauer Road and Fern Hill Road. Operations worked with the Traffic Engineering group to see what it would take to install gates on Fern Hill Road at Geiger Road and Taylor Way. ECS hired a consultant to see what kind of features we might want included. Some options discussed were having a weather station at the site, water gauging, remote control gates, or manually closing gates. This project including the analysis will cost approximately \$150,000. The goal is to have something installed by next winter. The Susbauer Road location is trickier. We have been referred to a welder to come up with ideas regarding the scope and scale of this gate. The approximate cost will be \$10,000. These gates need to be crashworthy. Susbauer Road is challenging due to the grade and slope of the road. Security features being discussed are whether to lock the gates, leave them year round or remove them during summer.

MSTIP 3e update

The website for this funding is www.MSTIP3e.com. Washington County built the website to save money. Feedback on the [transportation funding video](#) included not spending so much money on public outreach. The MSTIP 3e website has an interactive map where you can click on the project and add a comment. There is also a list form in addition to the map for those not comfortable with the map feature. Good feedback was received at the open house. Laptops were available for public to input responses onsite. Online responses included 550 comments received and we are only halfway through the public comment period. Social media is very involved in spreading the word. Another press release will be out next week (around the 19th) letting public know they can add comments until the end of the month. Dave Sweeney asked who will be reading the comments. Melissa said staff will be reading them. He asked if a question is asked using this media will it be answered. Melissa responded it is recommended the public send an email instead of asking questions on the

website. Comments are not viewable to the public. Mike Jamieson suggested putting expanded details in for the farthest corners of Washington County on the interactive map so citizens in those areas don't feel left out. Lars Wahlstrom complimented the public outreach attempt.

The committee discussed several projects on the list.

Miscellaneous

Dave mentioned the super-solo trucks are causing additional road stress. When the bridges were built, they did not have these types of vehicles in mind and cannot accommodate them. On June 14, Operations is going to Board to ask for bridge weight load restrictions on six bridges. This will only include the super-solo trucks. Other trucks will still be allowed. These bridges are 229th, Gaston, 205th, Timber, Mt. Richmond, and Cochran and each has an alternative route available. Super-solo restrictions will be requested. Analysis is being done and this list may increase over time.

Future agendas

- Integrated Vegetation Management Plan – Stephen Cruise
- Inviting Commissioners – input on funding issues – Chair Duyck, Andrew Singelakis, and Dave Schamp will discuss and get back to the committee. Jim McCauley and Senator McClain were suggested as possible invites
- How to collaborate with the business alliance group – Chair Duyck mentioned this avenue and Andrew Singelakis will get back to us on this
- Environmental issues – ditch maintenance, spraying
- Visit the water quality vault near WSC
- Maintenance issues – funding options, how to educate the public in addition to the video
- Gas tax-increase in cost to maintain each maintenance issue
- Chairman Duyck – low PCI roads strategy

Meeting adjourned.

Next meeting: June 9, 2016, 7:30 – 9:30 a.m.