



Department of  
Land Use & Transportation

# Rural Roads Operations and Maintenance Advisory Committee Meeting

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June 9, 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, Michael Jamieson, John Malnerich, Daniel Morgan, Dave Sweeney, Gary Virgin, Lars Wahlstrom

**Absent:** Denny Hruby, Matt Pihl, Doug Riedweg

**County Staff Present:** Stephen Cruise, Keith Lewis, Jennifer McCollum, Victoria Saager, Dave Schamp, Charlie Stearns, Gary Stockhoff, Todd Watkins

**Guests:** Chair Duyck, John Kelly

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### Welcome, Introductions, and Approval of Minutes

Lars called the meeting to order. Gary Virgin made a motion to approve the May minutes. Dave Sweeney seconded the motion and the minutes were approved as written. Introductions of committee members and staff were made.

### Guest Comments

None.

### Engineering and Construction Services Update – Gary Stockhoff

There is a lot of work going on in the County!

- [Evergreen Road](#) was closed for two weeks but because the public was provided a lot of notice, the traffic was manageable and there was a positive response from the public. This project was also [finished two days early](#), which is always a good thing.
- The next big closure will be [Imbrie Road at Cornelius Pass Road](#) and will occur over a weekend. The public will be given plenty of notice for this project also.
- Upgrades to the [Brookwood Avenue](#) exit off the freeway are moving along well.
- [Baseline Road](#) will be getting the final paving done over the next two weeks.
- Paving on City of Hillsboro's [28th Avenue](#) project is taking longer because concrete is being used.
- The [Hwy 47 roundabout](#) in Verboort is going well. Expect to start the David Hill Road extension soon.

- The [Springville Road](#) project near PCC Rock Creek is getting ready to go.
- ODOT's [widening of U.S. 26](#) is close to going to bid.

An IGA with Hillsboro for the [Cost-Sharing High-Growth](#) projects was approved by the Board. Hillsboro is moving forward with the project on 209th and Tualatin Valley Highway. The Cornelius Pass Road railroad crossing will be the most time consuming, with permitting taking up to four years; however, the design phase will begin soon.

There is an issue with ODOT regarding permits for the work to be completed on Jackson School Road and 10th Avenue in Cornelius but should be fixed soon.

Lars Wahlstrom asked if contractor prices are going up right now. Gary Stockhoff stated that although oil prices are down, labor and equipment costs are up. A recent culvert project saw the low bid come in at 20 percent over the engineer's estimate. John Malnerich asked about durability and quality checks on the aggregates being used by contractors on the Hwy 47 work. He mentioned he understands the work is being completed to ODOT specifications but asked who is following up on the quality of the work. Gary will look into who is taking charge of quality checks. Michael Jamieson asked if any restrictions would be placed on the Dairy Creek Road bypass. Todd answered there will be some restrictions. Work will be starting around August or September. Notifications will be sent out giving specifics as soon as we have them.

### **Operations and Maintenance Update – Dave Schamp**

Dave stated road maintenance continues as planned.

Due to time restrictions, a complete update will be postponed until the August meeting.

### **Integrated Vegetation Management Program (IVMP) – Stephen Cruise**

Stephen introduced himself as the project manager for drainage and environmental projects and the Hagg Lake and Scoggins Valley Road improvements. "The IVM approach combines maintenance and management practices to create a coordinated strategy to achieve long-term roadside maintenance goals in an environmentally and fiscally responsible manner. A suite of practices (mechanical, cultural, chemical, and biological), along with program monitoring and evaluation, are carried out to achieve these goals."

Some examples of the focus of the [IVMP](#) are:

- Management of vegetation of concern including noxious weeds and hazard trees
- Some of this work is permitted through Clean Water Services

- Protection of threatened species is an important part of the program (examples of protected species living in Washington County can be found in the appendices)

There are three zones identified in the plan. Zone 1 is an area water can drain easily off the surface of the road. The goal is to minimize vegetation or have no vegetation at all in this area. This zone is treated with herbicide applications, ditch cleaning, and hydro-seed.

Zone 2 is the catch point of the ditch. This area has more vegetation, grass, shrubs, and small trees (under 4" diameter trees). Sight distance is a consideration in this zone.

Zone 3 is the buffer zone. It consists of larger trees; clearing performed would be for sight distance only. Typically very little work would be done in this area.

There is additional information and links on the appendices.

Mike Jamieson asked how often we spray and trim trees. Todd and Stephen answered it is every three years. The committee discussed options of how to maintain sprayed and trimmed vegetation from returning so quickly.

### **Widening Roy Rogers Road beyond the UGB – John Kelly**

Charlie Stearns with ECS joined John Kelly, a consultant with OBEC, for this presentation. They explained the current [MSTIP project includes widening Roy Rogers Road](#) to a five-lane road in 2018 from Scholls Ferry Road to Bull Mountain Road. Roy Rogers Road links the cities of Tigard and Sherwood. One of the goals of this project is to be able to extend the project to widen the road to five lanes up to Beef Bend Road.

John has been working on designing improvements for Roy Rogers Road, including inside the city of Tigard. Those improvements conform to the Transportation System Plan (TSP). There is a statewide planning program in place for the protection of farmland. In the process of adopting an amendment to widen to Beef Bend Road, there would need to be a study showing it would not significantly alter the farmlands devoted to farming. This includes showing there would not be any significant increase in the cost of farming. The analysis completed by OBEC will be the basis for the decision to amend the TSP.

There are six commercial farming companies along the proposed widening section. John showed a [map with red dots](#) showing access points to a farm or a farm field. Lots of traffic is moving through this area (37,000 vehicles per day) and the speed limit is posted as 55 mph. There is a positive impact to the farm stores due to the amount of traffic.

Charlie stated in order to be able to extend the project to Bull Mountain Road the TSP will need to be amended. ECS would prefer to do this work along with the planned pipeline project. They are working to coordinate with Willamette Water Supply pipeline project. This coordination will save millions of dollars.

Allen Amabisca recommended installing signage for traffic giving farm equipment the right of way. Dave Sweeney suggested a light that would flash to notify traffic that farm equipment is entering the roadway. Gary Virgin stated it is near impossible to turn left onto a road with farm equipment; center lane gives an opportunity to get half way across. The committee discussed options to make it easier for farm equipment to traverse the roads.

## Transportation Funding

Lars initiated a conversation regarding transportation funding. He stated that as an advisory committee, RROMAC members are more knowledgeable than most members of the public regarding how the County spends tax dollars. Washington County is losing ground on maintaining the roads. We need to maintain the roads now or pay a lot more later to repair and rebuild them. Lars asked for the committee members' input regarding support of the Board assessing a \$30 vehicle registration fee (VRF).

- John Malnerich requested that the Board push the maximum fee through.
- Allen Amabisca stated the roads are falling apart and need to be maintained, but the rural folks he has spoken with are against an additional tax. He said if the Board pushes the fee through, he prefers not to go halfway. He would like the Board to use the funds whether or not Legislature acts.
- Dave Sweeney mentioned not all the money would go to County road maintenance; some would go to cities. However, if it did the fee would be easier to sell to the public.
- Mike Jamieson stated he has mixed input. He realizes the need for additional funds and would support the fee, but feels if Washington County places weight limits on bridges this might be taken wrong by the public. He thinks even if the funds are collected, they will still be inadequate for the maintenance needed.
- Dan Morgan asked about taxing the folks who actually drive our roads. He is watching the rural roads fall apart, but feels if the general public (in urban areas) isn't personally impacted they won't agree to another tax.
- Gary Virgin did some research on the amount the state collects for road taxes and fees (\$949.2 million) and Washington County received a small percentage of that (2.8%). He said the state is inefficient at distributing the funds for road maintenance and says the local vehicle registration fee would need to be 100% dedicated to Washington County (after the 5% State collection fee). Gary supports the fee especially if funds collected in Washington County are

given only to Washington County. He said examples of money mismanagement with government in the past have made the public not want to pay more taxes.

- Bill Ewers agreed with Gary.

Melissa De Lyser wants the focus to be on traffic safety not just funding. She said using the Timber Road culvert failure, and the example of a school bus passing over the road minutes before it collapsed, might be a way to reach the public on a safety standpoint. Showing the current state of culverts and bridges in need of maintenance and applying weight limits on several bridges might help to change the minds of voters.

Chair Duyck stated funds collected are distributed 60% to counties and 40% to cities. Washington County's portion would be used only for road maintenance projects. Enacting this fee increase at the Board level would save the taxpayers money considering elections cost money. The collection of the additional fee would not go into effect until after 2017.

Lars asked for a count of RROMAC members in favor of asking the Board to assess an additional \$30 to the VRF. Six voted yes, and two voted no.

Chair Duyck stated the politicians are the ones who will answer to the public regarding questions raised but this type of action; however, it's easier to push it through and answer the questions afterwards than to convince the voters ahead of time. He was hoping Jim McCullough would be here to explain how the County works with the state. One consideration about activating is that it might complicate the state getting a package through. If we do something locally, the state loses our support.

Gary Virgin made a motion to recommend that the Board enact a \$30 vehicle registration fee with no sunset clause. John Malnerich seconded the motion.

This fee would serve for road maintenance pavement needs but would not be enough to maintain bridges. The fee would address the immediate budget deficit of \$6.3 million Operations is facing this year. If the \$30 were assessed, it would generate about \$8 million per year.

Comments:

- John Malnerich recommended raising the amount to \$36 so enough money is collected to do the necessary roadwork.
- Michael Jamieson recommended the letter state "immediately."
- Lars Wahlstrom recommended the letter be written now but not put a timeline on it.
- Chair Duyck recommended asking the Board to please address the funding need "adequately and as soon as possible" using the VRF as a funding source.

- Lars Wahlstrom recommended we amend motion to incorporate the wording “adequate funding” and “asap” to remain flexible.
- John Malnerich does not agree with the wording “adequate funding.” He said it should be a specific amount listed.
- Todd Watkins explained the County is going through an extensive plan of collecting and assessing funds needed for pavements, bridges, and culverts for the Board so they are knowledgeable of the amount actually needed.

If the Board chooses to implement the fee, public input will be required so the voters will be able to chime in. Chair Duyck stated this would take the form of an ordinance, which requires several opportunities for public input.

Lars asked Gary if he would amend the motion changing “\$30” to “adequate funding” and “immediately” to “as soon as possible.”

Gary Virgin offered an amendment to the motion he made. Gary made a motion to write a letter to the Board requesting that they address the roadway maintenance issues in the County with adequate funding to whatever level is necessary as soon as possible suggesting that a Vehicle Registration Fee would be a mechanism for that to protect our investment.

John Malnerich seconded the amended motion. Lars called for a vote and seven members present were in favor; one opposed.

Dave Sweeney noted that he is in the minority, because the voters chose not to support the vehicle registration fee.

Dave mentioned URMDAC is also sending a letter to the Board asking for the maximum \$43 fee.

## Miscellaneous

- John Malnerich asked about the five bridges being weight limited. The committee held a discussion about super-solo trucks and their impact on bridge restrictions.
- Tour water quality vault at Walnut Street Center – postpone to August.
- Victoria mentioned we are currently soliciting for small road improvement proposals – public input will be accepted through July 15.

## Future agendas

- Skip meeting in July/come back in August
- Invite Jim McCauley

**Department of Land Use & Transportation • Operations and Maintenance Division**

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- VRF update – Dave Schamp/Chair Duyck
- Tour water quality vault at Walnut Street Center

Meeting adjourned.

**Next meeting:** August 11, 2016, 7:30 – 9:30 a.m.

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