



**RROMAC MEETING MINUTES**  
**June 18, 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  
Bill Ewers  
Denny Hruby  
Jim McCulloch  
Matt Pihl  
Doug Riedweg  
Dave Sweeney  
Gary Virgin  
Lars Wahlstrom

Staff: Chris Deffebach  
Steve Franks  
Janelle Lockbeam  
Keith Lewis  
Shelley Oylear  
Victoria Saager  
Dave Schamp  
Andrew Singelakis  
Gary Stockhoff  
Todd Watkins

Absent: John Malnerich  
Jake Miller

Guests:

**Welcome**

Jim McCulloch called the meeting to order. The minutes of the May meeting were reviewed and approved.

**Guest Comments**

None

**Engineering and Construction Services Update**

Kerr Contractors is the low bidder at \$13 million for the [Brookwood Road project](#) from Evergreen to Shute. Work will be at night. Kerr Contractors also was the low bidder for the [Cornelius Pass Road project](#).

The [Groveland Drive realignment project](#) is starting and should wrap up before start of school. [Springville Road](#) design is to 50 percent. Working with the City of Sherwood to widen [Tualatin-Sherwood Road](#).

ODOT should have the bid go out this year for [Highway 26 widening](#) to six lanes between Cornelius Pass and 185th; the bridge over Rock Creek will be replaced and a sound wall will be built on the north side.

Andrew Singelakis has developed a finance plan to [fund transportation projects in high-growth areas](#).

Next round of funding for projects are queuing up for cities and county. This time next year hopefully the [MSTIP 3e](#) project list will be complete.

Future projects include 175th Avenue North of Scholls-Ferry Road, Kemmer Road at 175th intersection, Cornelius Pass Road from TV Hwy to Frances Street.

Gary was asked if new roundabouts are in the works. Yes, Meek Road at [Jackson School Road](#) and [Hwy 47 at Verboort Road](#) intersections.

### **Operations and Maintenance Update**

Dave Schamp shared that the railroad crossing on [Tualatin-Sherwood Road](#) near Oregon Street will be replaced. The road will close for up to 72 hours starting at 7 p.m. on Friday, August 21. The road will reopen as soon as work is complete. The project has been coordinated with the railroad. Detour routes will be posted.

The bid process for a landscape maintenance contract has been successful. Engineering estimate was \$275,000 to \$325,000 and the low bid from Pac Green Nursery was \$288,000. Inspectors will ensure quality of the landscape work provided through this contract on 50 miles of roadway over 27 road segments. Work will begin soon. This contract is in addition to our use of Community Service workers.

Gary Virgin commented that he likes the idea of artwork such as the I-5 underpass in Wilsonville. It is maintenance free and does not require water.

Maintenance crews are transitioning to finish this fiscal year's road maintenance program, gearing up for next.

We're in the process of filling vacant Utility Worker positions; looking for good leadership and communication skills. New employees are expected to start June 29.

We're investing in employee leadership skills. Our maintenance supervisors have 20-plus direct-report employees, so day-to-day supervision is provided by lead workers of many small crews. Training through Learning Point (contracted training) will help them develop skills to manage people. Employees working as lead workers receive extra compensation, unless their job description already includes supervision. These workers are represented by the Teamsters.

### **Gravel Road Update**

Todd Watkins gave an update on the upgrade from gravel surface to chip seal on Schmelzer Road last year performed by a private contractor hired by the property

owners. The contractor was put on notice when the chip seal surface failed. An 1.5-inch overlay will be applied over the solid base before mid-August. The overlay will be paid for by the contractor.

Todd also reported that the results from last month's target service levels exercise were mailed out to committee members. He noted the difference between RROMAC and URMDAC – especially regarding landscape. Todd noted that the [annual road maintenance program](#), scheduled to go to the Board at the end of the month, now includes target services levels.

### **Reversion of Low PCI Paved Roads**

Gary Virgin distributed a [list of problem roads](#) where pavement is failing (low Pavement Condition Index – PCI). Reverting to gravel was done in 1996 and was unpopular and very controversial.

Rural residents need to understand the economic reality. Half of the county's road miles are in the urban area and half in the rural area. But 94 percent of the population is in the urban area; that's where the road maintenance revenue is generated. Urban residents do use rural roads as a bypass.

Reversion is the first step in reconstruction in preparation to repave bad pavement. If the base is good it can be repaved. Isolated repairs to the base can also be made to repair base failure.

Each road situation is different; it is difficult to give an estimate of cost. Criteria for deciding which roads are good candidates for reversion could include dead end roads which serve few users. Also maintenance logistics should be considered. Each road segment would need to be evaluated separately.

The list we're looking at today is the tip of the iceberg. The list of low PCI roads will get longer over time due to lack of funding.

Todd will refine the numbers and the subcommittee will continue to work on this issue and report back at a future meeting.

### **Council Creek Trail Update**

Shelley Oylear gave an update on the [Council Creek Trail](#) between Hillsboro, Forest Grove, and Banks. Jurisdictions will endorse the route, no funds to build at this time.

[Hillsboro Trails Master Plan](#) draft concept will go through refinement and engagement of the public. It doesn't follow roads, it is more along creeks. It is planned but not funded.

Patrol of the trails is key for safety. The Sheriff's Office needs access for patrol with bikes and motorcycles. The plan needs refinement, no timeline at this time.

### **Road Service Pilot Maintenance Program Followup**

Matt Pihl and Dave Sweeney met to discuss the concept of a road service pilot maintenance program. More research is needed to determine a cost comparison between present county practices and work performed by contractors. The goal should be overall cost savings. Shoulder mowing and gravel road maintenance may be good activities to consider.

It would be good to follow up with Eagle-Elsner to find out what went bad with the ODOT pilot. Dave Schamp suggested that he, Matt Pihl, and Dave Sweeney have a conversation with Dick Elsner regarding the contracted services Eagle-Elsner provided ODOT on Highway 219, followed by a conversation with RROMAC. Dick will have insight to what worked well and what did not.

### **Washington County Transportation Futures Study Update**

Chris Deffebach distributed handouts about the [Transportation Futures Study](#). Completed the "Taking Stock" phase, shared with committee members and took comments. Not enough focus on rural area, taking a deeper look with Pacific University.

Two meetings with the advisory committee have occurred and are now getting ready for a third. Looking at scenarios: same trend as usual, plus alternate scenario; tourism in rural area, what might future look like assuming urban reserves will get developed.

This fall will solicit for ideas for long-term projects/investments, diverse opinions, tradeoffs; one person's solution is someone else's issue.

A website has been developed: <http://www.wctransportationfutures.org/>. Technology is being used but also in person dealing with groups and media to get the word out.

### **Miscellaneous**

No July meeting.

### **August Agenda**

Gravel Road Reversion

Review Meeting with Eagle Elsner

Fleet Manager – Why are there so many trucks in WSC Lot

ODOT Update – Shelli Romero