



WASHINGTON COUNTY OREGON

RROMAC MEETING MINUTES July 17, 2014

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>	Bill Ewers	<u>Staff:</u>	Steve Franks
	Denny Hruby		Keith Lewis
	John Malnerich		Victoria Saager
	Jim McCulloch		Dave Schamp
	Jake Miller		Stacia Sheelar
	Matt Pihl		Stacy Shetler
	Doug Riedweg		Gary Stockhoff
	Dave Sweeney		Todd Watkins
	Gary Virgin		
	Lars Wahlstrom		
<u>Absent:</u>	Allen Amabisca	<u>Guests:</u>	Blaine Ackley
	Mike Chombeau		Sheri Wantland – CWS

Welcome

Doug Riedweg called the meeting to order at 7:30 a.m. The June minutes were amended to show Dave Sweeney was absent and Jake Miller attended the June meeting. Lars Wahlstrom motioned to approve the June minutes as amended and Jim McCulloch seconded the motion. All were in favor.

Doug asked everyone to introduce themselves including guests. Blaine Ackley a resident of Hillsboro and a cyclist who uses rural roads has reported rural road issues in the past and the County has attended to those issues. He would like to thank RROMAC for their service. He also shared his opinion the rural roads for cyclists go beyond commerce and can be a tool for bringing tourists into Washington County. The Banks Vernonia Trail is so busy on the weekends; he only uses it on the weekdays. He said The Black Bear Diner in Vernonia and the coffee and bike repair shops in Banks all have increased business.

Fern Hill Wetlands Project – Clean Water Services

Sheri Wantland – Public Affairs for Clean Water Services, provided a presentation (attached).

Sheri assured the committee, this project will not change the flooding situation on Fern Hill Rd. Project cost is currently \$18 million as opposed to \$31 million to expand the Rock Creek facility.

The purpose of this project is to increase capacity of the Forest Grove plant at a much lower cost than building another facility or adding on to the Rock Creek facility which is at capacity. The wetlands are a cost effective way to cool the water before it's released back into the Tualatin River. The use of waterfalls to aerate the water instead of purchasing expensive equipment is a much more cost effective approach. Fern Hill is also on the Scenic Bikeway and a huge tourist attraction for bird watching community.

Matt Pihl says RROMAC is concerned about the serviceability of this road. It seems like the Board, since it oversees CWS and the County, could have taken this opportunity to raise the road and do the projects together to fix both issues. Sheri's understanding is the County does not have a plan to raise the road.

Several committee members expressed their concerns about the lack of coordination from CWS with other County entities on this project. This was an opportunity to talk about and consider raising the road and addressing the flooding issue.

The question was also asked, by the committee, why don't the County Commissioners get more involved in coordination between the two entities since they are the governing Board for both agencies. They are aware of both groups' projects and should be asking if they have coordinated with each other.

There was a lengthy discussion regarding the flooding on Fern Hill Rd. and how the County can save money on the constant closures of the road for flooding. A possible automatic gating system in lieu of maintenance crews physically going to the site over and over again. Several committee members said to put locked gates on the road.

The question was asked why not take advantage of the situation/opportunity to work on Fern Hill Rd. Staff shared there would be many factors including permitting costs, number of users, number of days closing the roadway, funding, etc. The committee did not understand why or how this opportunity to coordinate this project was missed. Dave Schamp assured the committee that Operations and Maintenance was just learning about this project along with them.

Steve Franks shared with the committee this conversation illustrates the lack of coordination and collaboration between the County and Clean Water Services and this is not a new issue. This is something we continue to work toward improving.

The committee requested the Project Manager and Engineer from Clean Water Services attend the next meeting to discuss this project and provide more information. Staff will arrange their attendance.

Engineering and Construction Services Update – Gary Stockhoff

Gary Stockhoff provided an update on ECS projects currently in progress.

- Roy Rogers signals are on.

- Scholls Ferry and Tile Flat will be done later this summer
- Many projects are scheduled for next year (usually about \$35 million per year or so and next year is more like \$107 million). These projects will include the minor betterments, safety improvements and Gain Share along with ODOT work on Hwy 47, NIKE and Intel. There are also a lot of CWS requirements keeping everyone busy.
- Designing a roundabout for the Highway 47/Verboort intersection.
- Scholls Ferry and Tile Flat fill dirt/berm was permitted through land use, but wasn't placed in correct place; fill on EFU land.

Denny asked how fill material ended up on EFU land on the south side near the Tile Flat and Scholls Ferry project.

Gary Stockhoff said the permitting was done through the Building Division and the applicant did not install the berm in the location it was approved for and there were several negotiations through the right of way process that were involved with this project.

- Jackson School/Meek roundabout will be next year – some challenges with ODOT. Will be very similar to River and Scholls.

Lars indicated the traffic is intense through the Scholls Ferry project all the way to Teal and it looks like it won't be long before widening needs to be done back around the Tile Flat area. Gary indicated there are several other moving parts involved. City of Beaverton, Cooper Mountain plans, different land use issues, etc.

- Scholls Ferry Teal to the railroad is a good project, but the traffic is really bad.
- A project on the books for years to straighten military curves; some confusion on what to do between County and City of Beaverton.
- Cooper Mountain
 - River Terrace – Tigard
 - Will impact roads and traffic

Operations and Maintenance Update – Dave Schamp

Dave shared staff is well into the construction season and crews are getting the chip seal work done in half the time this year. That is 99.9% due to the fact that changes were made by the employees themselves and ideas they brought forward. The employees came up with ways to improve the movement of material and staff scheduling of breaks and lunches to increase the amount of loads completed in a day. Employees are showing an interest in working together, working smarter, and becoming more innovative.

The employment environment changed and gave us the opportunity to hire employees from outside industries who have become leaders.

Matt Pihl shared he was glad to hear the work environment is changing.

The chip seal program is near completion; machine patching, pavement excavation and repairs, bridge work, etc. are all in process.

Todd Watkins shared that David Evans and Associates has been hired as a contractor by ODOT to inspect our bridges so you may see them out and about.

John Malnerich recently returned from Montana where they are installing a lot of roundabouts and in the center they are using pavers instead of vegetation.

Todd indicated a private group is participating in the Adopt-A-Landscape Program and caring for the Scholls Ferry roundabout.

John Malnerich complimented Ed Meeuwssen, Surface Supervisor, and indicated he has really stepped in as a good leader and John hears good things about him from his crew coming into the quarry.

Gary Virgin has noticed on Clark Hill Rd. going down on to Farmington there is some displacement starting in the road surface and on Kohler Rd. as well. The ditches need to be cleaned out due to so much washing of the roadway, because of the dirt that has been hauled out of that area.

Vehicle Registration Fee Update – Dave Schamp

The Board approved the Vehicle Registration Fee (VRF) at \$30 per year per vehicle, and it will be on the ballot in November. Employees cannot advocate, but can share facts; citizens and RRMAC members can campaign. The committee discussed the importance of educating the public and getting project lists out.

Committee members expressed concern that if the educational campaign doesn't get going quickly, people will not support the fee. There is a lot of talk in the community that citizens don't believe the money will be used for maintenance only. Gary Virgin suggested developing a project list so the public can be told here's what the money will be used for specifically like MSTIP did in the past. Discuss the nature of the projects that will be done.

Dave reminded the committee that LUT has a history of doing what it's promised with MSTIP and the URMD.

Green Mountain Rd. resident applied his own dust abatement product approved by the county under a county permit. This was a test project and we will maintain the road just like we normally do and we will be monitoring the roadway. It is a polymer based product. It is commercially available through Enviro-Tech and is called Earthbind 100. Doug asked about cost and it was paid for privately so Todd was unsure of the cost at this time.

Also currently working with property owners on Schmeltzer Rd. who are privately funding a chip seal for the road. This is not an LID. The county will grade and roll the road; the

citizens will pay for the rock and the oil. The County will inspect the road to ensure its being done correctly.

John Malnerich asked if the County crews could be hired to chip seal private driveways. Dave will follow up.

Minor Betterment Committee Update – Gary Virgin

Gary reported the committee discussed the evaluation criteria and made a few modifications. One being the modification to the walkable distance being defined as .25 miles instead of two blocks; questions regarding \$150k limits asked if monies can be combined with URMDAC safety improvement funding to complete more expensive projects. The committee continues to look for public feedback.

Victoria indicated the public comment period ended on July 15. The next meeting will be the first or second week of August and the public outreach period will launch right after that meeting. The Minor Betterment Committee meets again on August 13.

There will not be a RROMAC meeting in August.

September Agenda

CWS Fern Hill Wetlands – Project Manager and Engineer

Hagg Lake Camp Ground – Todd Winter

Dust Abatement Cost Comparison and Performance – Todd Watkins