



**RROMAC MEETING MINUTES**  
**November 19, 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  
Jim McCulloch  
John Malnerich  
Matt Pihl  
Doug Riedweg  
Dave Sweeney  
Larry Virgin  
Lars Wahlstrom

**Staff:** Melissa De Lyser  
Chris Deffebach  
Steve Franks  
Brian Irish  
Keith Lewis  
Jennifer McCollum  
Victoria Saager  
Dave Schamp  
Gary Stockhoff

**Absent** Denny Hruby

**Guests** Mike Jamieson  
Dan Morgan

**Welcome**

Jim McCulloch called the meeting to order and asked the committee to review October minutes. John Malnerich made a motion to approve the minutes and Lars Wahlstrom seconded the motion. All were in favor. Melissa De Lyser, LUT Communications Coordinator, was introduced to the committee.

**Guest Comments**

Mike Jamieson stated he talked to Matt Pihl and might submit an application to join RROMAC. Mike reported he has worked for TVF&R for many years. Jim welcomed him.

Dan Morgan mentioned he is glad that it is raining again so we can grade gravel roads.

**Engineering and Construction Services Update – Gary Stockhoff**

Gary reported work has slowed down because of the rain.

- [Highway 47 and Verboort Road projects](#) have been approved and will open for bid in approximately one month.
- [Walnut Street project](#) will open around December 2.

- Bids for the [124th Avenue project](#) opened November 18. This was a \$40 million bid and we accepted a \$33 million bid from Kerr. The water line portion of the bid came in roughly at half of what was expected. Gary stated this is a great project for the water districts. With water pipe prices so low, the County can save taxpayer money. This project will start after the first of the year. The Board should award the contract in December.

Project selection for [MSTIP 3e](#) will start up after the first of the year. Projects will be selected for construction in 2019-2023. The public will have an opportunity to chime in on the selection this spring.

Denny asked if we were planning to remove more trees along Brookwood Avenue south of Evergreen. Gary responded the plan is to [widen Brookwood to the Shute Road](#) intersection because of increased traffic from Intel. John asked for a copy of the bids. He was directed to contact Eric Furby in ECS.

Gary Virgin asked about [198th Avenue](#). Gary stated it is being widened to three lanes from TV Hwy to Farmington Road. The bridge will be also be widened. They will add bike lanes, sidewalks and realign Kinnaman. Gary said this is a big project. Denny mentioned the neighbors on 198th Avenue might not be happy about it because there is not much room to expand. Gary agreed.

John asked about [new projects in Hillsboro](#). Gary answered they added two projects, TV Hwy and Century Boulevard, and TV Hwy and 209th. They still have plans to extend Cornelius Pass Road south of TV Hwy. Getting approval from the railroad required renegotiation of design details.

Gary reported MSTIP 3e candidates will likely include a proposal from Forest Grove for Fern Hill Road and Hwy 47. There is a school bus issue but probably will not be changed at this time.

Jim asked if prices were still up as stated last summer. Gary expects the [Jackson School roundabout](#) to cost 50% more than the Scholls Ferry roundabout. He estimated the cost for a roundabout at this time to be over \$4 million including right-of-way acquisition.

Denny asked about [Springville Road](#). Gary said it is a [bonded](#) project and will get started this spring. This project will tie Springville Road into West Union Road.

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

Dave mentioned with the rain beginning our grading requests have increased. He stated we have done all we can to speed up that work. Crews have been working overtime and we also contracted with the private sector to perform some gravel road maintenance. We

also borrowed a grader from ODOT. It was out for several weeks grading County roads. The grader from ODOT was free through a cooperative agreement we have with other agencies.

Keith explained that the long, dry summer coupled with rain late in the season created gravel road issues. He reiterated we borrowed a grader from ODOT and overtime was approved for our crews to work on grading. In addition, we used a private contractor to assist. Our purchasing rules limit what we can do on a short notice so the worst roads were chosen to work on first. Keith stated the contractor was a little slow at the beginning due to the learning curve. We are 60% finished with the first run. Next we will concentrate on through-roads then dead-ends or less-frequented roads.

Dave said hiring a private contractor is a way for us to improve our service to our citizens at the beginning of grading season. He stated it worked out well to get the contract for grading through Leahy because they have three graders and the contractor has 36 years' experience. There is not much rock on the gravel roads so it has been difficult to grade. Dave recommended the committee discuss if this is something we want to do next year. Dave mentioned John went out to see some of the roads and said the contractor was doing okay and was very careful. Dave Sweeney asked what the rate was for the contractor. Dave said the contract was for \$10,000.

Mike Jamieson asked if we could bring retired County staff back to operate graders. Dave said it was not something he was interested in doing. John mentioned there are private contractors who do grading by the hour. Dave said he prefers to get a contract with a company.

Steve mentioned he was impressed with Dave and Keith getting the contract out and getting things started so quickly.

Changes were noted on Fern Hill Road last year during flooding events. The timing of flooding is later during a high water event compared to prior years. CWS was working on the east side of Fern Hill Road. Wetlands were changed upstream to increase retention and that may be why the flooding pattern has changed.

Dave asked Victoria to do a presentation on Asset Browser, a tool used by staff. He explained we used to have Thomas Guides in crew vehicles to find addresses but they are no longer produced. There is now a mobile version of Asset Browser for our crews to use in the field to locate transportation assets.

Victoria demonstrated the Asset Browser, an in-house transportation system tool. She stated we no longer have Thomas Guides available for crews. Asset Browser is being deployed on tablets for our crews and inspectors to be used in the field. Victoria showed examples of how the program is used. Some of the information available includes road

jurisdiction and maintenance responsibility, if the location is inside city limits, if it is a private road, location of bridges or culverts, signals, flashers and active permits.

Maintenance staff is being trained and a training guide is being developed. She showed the committee how this program is used to prioritize URMD safety improvement candidates by analyzing accident data provided by ODOT. Traffic Engineering uses this tool to decide which roads need safety improvements. Jim asked who would have access. Victoria responded road crews, inspectors, and on-call supervisors. Our staff maintains the road mapping data for WCCCA (911), Metro, and Oregon Emergency Management.

Mike Jamieson mentioned TVF&R uses a GIS page-block map number to track issues. Brian Irish mentioned he uses Asset Browser to track road PCI (pavement condition index) and road treatment dates.

John asked if Asset Browser is available to the public. Victoria said some maps generated from Asset Browser are posted on [www.wc-roads.com](http://www.wc-roads.com) in PDF format but the program is currently for County in-house use only.

#### **Save the Road – Low PCI Roads Preservation Policy**

Brian was asked for a summary of costs and to identify segments of road that would likely not revert to gravel. He identified the following criteria: through-routes between major roads, routes to local attractions or schools, or a continuous hard surface road in a rural area (engineered.) The roads need to have two factors from these criteria.

Jim stated the committee has identified the top 16 roads to be saved. He stated, if no one complains about the road then it likely would not be addressed as one that needs to be changed. Jim said the PCI list accomplished the task by identifying which roads need to be watched. Dave Sweeney asked what our plan is to maintain these roads. Brian answered he will assess the roads each year and mitigate safety issues. No paving jobs or surface treatments will be done on these roads because of cost.

Dave stated Andrew would like to talk to the group about education at the January meeting. Discussion will focus on education about the potential outcome if we cannot find the funding. In many cases, it may be more financially effective to revert some roads to gravel roads. The goal is to implement these recommendations. Andrew would like to focus on the outreach and education to the citizens about funding.

Dave believes talking about reversion with the Board will get the attention of the public. Dave Sweeney mentioned that it would be good information to know how many citizens actually use these roads. Lars asked once citizens are educated about this issue, what is their next step? Melissa answered they should go through their Commissioners.

Allen wants to find the correct wording for the request for funding to explain the lower the PCI the higher the cost to repair. He would like to clarify how the cost increases when the PCI decreases. Melissa and Andrew will be working with the committee to get the request together to get the citizens to vote for funding our rural roads.

### **Transportation Futures Study – Chris Deffebach**

The [Transportation Futures Study](#), funded by the state legislature, takes a proactive look at transportation needs over the next 50 years for Washington County. It is intended to help us imagine, plan and identify long term transportation goals and strategies. There is a focus on improving our current transportation system as well as creating new reliable connections. The hope is that looking at these issues as a study helps people think of options.

Here are some key points the study will address:

- Focus on national changes/trends – aging populations, travel behaviors, smaller autonomous vehicles, economic and technological changes and housing preferences.
- New growth in the county – will it fit with the plan for our community?
- Delays and lack of reliability on Hwy 26, specifically the Sunset tunnel.
- Deficiencies in north-south connectivity to Sherwood; I-5 and I-205.
- Arterials serving too many conflicting loads; cars, bikes, walking, etc.
- Spill-over traffic onto non-arterial roads.

What opportunities do we have now?

- Safer connections for biking.
- More affordable travel options.
- Transit services improvements including WES and MAX.
- New investments needed to meet earthquake standards.
- Sources for raising revenues to pay for improvements.
- Possibility of tolls to fund projects.

Two different future scenarios will be developed making different assumptions about future growth: (1) Current trends will continue, forecasts will hold; and (2) rising economic tide will increase our rate of growth, higher growth than forecasted.

There will be an opportunity for public comment after the New Year.

Gary stated he thinks we will not have enough work in 50 years – using the example of changes from 1960 – 1980 in Detroit, Michigan. He does not think our road system changes will be necessary in 50 years. He also thinks Intel is transient and when it is no

longer here, jobs and the population will diminish. The projections need to look at examples like Detroit.

### **Miscellaneous**

Jim McCulloch announced he will not seek reappointment to RROMAC. Dave applauded Jim's dedication and thanked him for his service. He said Jim has done a phenomenal job and will be missed.

Dave asked Allen if he was interested in moving from an alternate to regular position on the committee. Allen accepted. Dave will present the committee membership agenda and matrix at the December 1 Board meeting.

The committee will vote on a chair and co-chair at the next meeting.

### **Fleet Management Tour**

Tom Baylis gave the committee a tour of the Fleet Department. The meeting adjourned before the tour began.

### **Future Agendas**

December      No meeting

January        Elect new officers  
                  Transportation funding public education (Andrew)  
                  Funding for roads vs. revert to gravel – invite Chair Dyke  
                  Gary/Dave updates  
                  Maintenance budget preview  
                  Work program for next year-surface treatments (February)