



Department of
Land Use & Transportation

Rural Roads Operations and Maintenance Advisory Committee Meeting

December 8, 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: Denny Hruby, Michael Jamieson, Daniel Morgan, Matt Pihl, Doug Riedweg, Dave Sweeney, Gary Virgin, Lars Wahlstrom

Absent: Allen Amabisca, John Malnerich

County Staff Present: Keith Lewis, Jennifer McCollum, Victoria Saager, Dave Schamp, Andrew Singelakis, Gary Stockhoff, Todd Watkins

Guests: Chair Duyck, Ken Moyle

Welcome, Introductions, and Approval of Minutes

Lars called the meeting to order. Gary Virgin made a motion to approve the November minutes. Daniel Morgan seconded the motion, and the minutes were approved as written.

Engineering and Construction Services Update – Gary Stockhoff

Gary reported that:

- [Cornelius Pass](#) and [Brookwood](#) received their final lift of pavement. There are still various items of work to complete, but the paving was completed.
- Work on [Walker Road](#) (Schendel to 173rd) is moving along.
- We have finally received the right of way needed to bid the [158th](#) (Walker to Jenkins) project. This is the first Nike Bundle project that will be performed. Closely following this project will be the [Jenkins Road](#) (158th to Murray) project.
- [Porter Road](#) is open, and the [Verboort Roundabout](#) is also completed. Work on the [David Hill Roundabout](#) is about five months behind Verboort and was delayed due to weather.
- Martin Road (Hwy 47 north) was approved as part of the MSTIP 3e package of projects. The project has been kicked off, and it is anticipated that it will be bid for construction in early 2019.

Operations and Maintenance Update – Dave Schamp

Dave stated this October was one of the wettest on record. The rainstorm on Thanksgiving Day created flooding, and crews were called in to work. Operations is now preparing for snow. We have two new trucks (Ford F450's) with directional plow attachments and sanders in the back. These are new tools to use for our winter work. One will be stationed on Barnes Road and one on the top of Cooper Mountain during any snow

events. We will also station a backhoe and gravel on Barnes Road so trucks don't need to refill at the yard. Operations is trying to take advantage of the new equipment and be strategic about assigning them.

Dave stated [Rufus' Weather Café](#) is one of the best long-range forecasters in his opinion. The site is predicting a polar storm next week, calling for a "December to remember" with cold weather storms. Dave said Rufus has previously mentioned that the weather pattern we face this winter is similar to the one experienced in 2008-09, which was a very stormy winter with above-average snow.

Procuring rock has been difficult. Only two quarries are available and only one is in Washington County (the other is in Yamhill County). This has made it difficult to get rock to maintain gravel roads. Dave mentioned there might be changes to code for quarries but that this would take several years to implement. He predicted it could help the situation in the next three to five years.

Doug Riedweg asked if Washington County could put "Traction Devices Required" signs on some roads during snow events. Dave stated ODOT puts advisories out on some roads and the public could be ticketed if caught using those roads without traction devices. He said this has been done before but it causes some issues. If that rule is implemented, we will sign the roads and notify the public via web, media releases, and social media, as appropriate.

Letter to Bill Ewers' Family

RROMAC members asked the County to write a letter of appreciation to Bill's family for his many years of service on the committee. A copy of the letter was distributed to the committee.

Willamette Water Supply Project Update – Todd Perimon

Todd Perimon is the Civil Engineer in charge of Program Delivery and Real Estate for the [Willamette Water Supply Project](#). This is a partnership between Tualatin Valley Water District (TVWD), City of Hillsboro and Washington County. This was the most economic choice of the many options looked into. Water conservation is a priority, and demand will go up with more people moving here, which is driving this agency. The delivery must be reliable and resilient and be able to withstand seismic activity. Combining projects with other agencies will be a cost-saving opportunity. This pipeline will be a multi-generational project and is anticipated to last over 100 years.

State Transportation Funding Package – Jim McCauley

Jim McCauley shared the [Comparison of Automobile Related Taxes](#) and discussed the funding levels needed to support [ODOT's needs](#). He stated it would be difficult to come up with a state legislative package for transportation needs that will meet or exceed funding from the VRF. Even with a \$900 million package, Washington County would not receive adequate funding, and it is unlikely the public would be supportive of doubling the tax. Other funding options are being discussed at weekly meetings.

Jim noted that a regional transportation funding initiative is being discussed that would identify specific projects with more accurate cost estimates in order to have a better chance of gaining support. There is a range of costs but no real numbers yet. Several Portland metro areas of congestion and bottlenecks need to be addressed, and it must be decided how this fits in with the state budget as a whole. The VRF will probably kick in because it doesn't look like the state legislature will be able to create a comparable package.

Guest Comments:

Ken Moyle asked about a project on Jacktown Road. He wanted to know if the road would be restored to its original condition. Todd stated the project is a new equestrian facility that has an access permit. He stated it would be a condition of the permit to restore and patch the road if any damage occurs. Chair Duyck mentioned he believes that when an LID pays for the road, the road should be limited in its use. He recommended that when these are created an MLID should also be created for the future to ensure ongoing maintenance. Dave answered that yes, we will maintain in accordance with the maintenance matrix. Right now, paved rural locals are receiving \$0 from the maintenance budget. Ken wanted to have a guarantee that the County will restore the road. Todd said he would like to gather all the information before giving an answer and will get back to Ken.

Miscellaneous:

Michael Jamieson spoke to the committee about Prescriptive Right vs. Permissive Right on public roads. He will speak about this issue at the next meeting.

- ✓ URMD Safety Improvement Recommendations – Victoria Saager

URMDAC chose [eight safety improvement projects](#) for funding in 2017-18:

#524 – 143rd Ave Pedestrian Walkway
#406 – Alexander St Pedestrian Walkway
#401 – Taylors Ferry Rd Pedestrian Walkway
#138 – Johnson Street Pedestrian Walkway
#183 – Johnson Street Pedestrian Walkway
#473 – 214th Ave Pedestrian Walkway
#454 – 175th Ave Pedestrian Walkway
#287 – Thompson Rd Pedestrian Walkway

- ✓ Set agenda for next meeting:
 - Michael Jamieson - Prescriptive Right vs. Permissive Right
 - South Hillsboro – update (Don Odermott)
 - Elect officers

Future agendas:

- ✓ February – Washington County Transportation Futures Study Update – Chris Deffebach
- ✓ February – joint meeting with URMDAC

Meeting adjourned.

Next meeting: January 12, 2016, 7:30 – 9:30 a.m.