



March 13, 2018

4:00 to 6:00 p.m.

Walnut Street Center

1400 SW Walnut Street • Second Floor Training Rooms 2 & 3
Hillsboro, OR 97123

MINUTES

Members Attended: Allen Amabisca, Ray Eck, Bonnie Hadley, Daniel Hauser, Denny Hruby, Michael Jamieson, Daniel Morgan, Ken Moyle, Matt Pihl, Gary Virgin, Lars Wahlstrom

Staff Attended: Morgan Braaten, Aaron Clodfelter, Melissa De Lyser, Steve Franks, Brian Irish, Keith Lewis, Jessica Pelz, Stephen Roberts, Andrew Singelakis, Gary Stockhoff, Courtney Threewitt, Todd Watkins, Jennifer Williams

Absent: Tim Connelly, Michele Limas, Mary Manseau, Marty Moyer, Doug Riedweg, Roy Schairer

Elected Officials: Chair Andy Duyck

Guests: None.

Welcome and introductions

Bonnie welcomed everyone to the meeting and asked staff and committee members to introduce themselves. She stated the meeting is being recorded for the purpose of minutes.

Overview of “Long Range Planning Issue Paper No. 2017-06, Rural Roads | Urban Edge” – Jessica Pelz

Jessica Pelz introduced herself as a Senior Planner, Planning and Development Services. Jessica explained the focus of [Issue Paper No. 2017-06](#) is on “bike and pedestrian safety in urban/rural edge areas, suggestions for ROW dedication and road improvements for border roads, and state law and policy implications for planning ROW needs in urban reserve areas” (from PowerPoint). At the end of her presentation, Jessica shared staff recommendations and the committees discussed whether border roads should be treated differently, new classification or design standards, and rural road conflicts.

Overview of new revenue funding – Andrew Singelakis

Andrew provided an overview of new funding that will be coming in from the Vehicle Registration Fee (VRF) and the State Transportation Package (House Bill 2017). These new revenues will leave Operations in a good position for funding. Andrew said the VRF will generate approximately \$8.1 million for road maintenance. The VRF is specifically earmarked for road maintenance as opposed to construction. House Bill 2017 funding will generate approximately \$13 million a year for the next ten

fiscal years. That revenue is focused on capital improvements, such as bike/ped improvements and bridge rehabilitation or replacement. Andrew noted that if revenues fall short of projections, maintenance takes priority. With the help of these revenues, Operations plans to double the paving program. Since there is no plan to add more full-time employees, the core of the programs will be contracted services. Culvert replacements and bridge preservation will be contracted projects paid with these new funds. Operations plans to fund an additional Motor Carrier Officer through the Sheriff's Office. This position will enforce rules of over-weight/over-dimensional loads. More striping/higher quality striping (that will last longer) will be another benefit, as well as an increase in Raised Pavement Markings (RPMs).

House Bill 2017 revenue's allocated for capital projects, including bike, pedestrian, and ADA enhancements, will supplement existing funding of URMD Pedestrian and Biking Improvements. Signal upgrades and Intelligent Transportation Systems (ITS) connectivity will also be funded, and targeted improvements, such as intersection realignments, will also be included. Operations plans to add a robust dust abatement program for gravel roads. The Adaptive Signal Program will be expanded and is in the process of being designed and implemented.

Draft Fiscal Year 2018-19 Road Maintenance Program – Todd Watkins

Todd shared the [Draft Fiscal Year 2018-19 Road Maintenance Program](#) that provides an overview of planned work coming up. Todd began his PowerPoint by noting the Department of Land Use & Transportation's (LUT's) mission statement: "Washington County is committed to planning, building and maintaining a great transportation system, ensuring the safety of all roadway users, and operating the County roadway system in a cost-effective and environmentally responsible manner."

Todd said 34% of work performed each year is unplanned, including service requests. Service requests include addressing potholes, vegetation, deer/elk pick up if in the traveling roadway, storms response, snow/ice, slides, flooding, and failed culverts. Planned work accounts for 66% of the work. The Operations and Maintenance Division maintains pavement, bridges, culverts, traffic control devices, guardrail, gravel roads, landscaping, storm systems, and water quality structures. The committees discussed water quality and the cleaning of stormwater vaults.

Brian recommended going to the website and [commenting on the work program](#), which is open for public comment.

Lars asked the committees to discuss ways in which Washington County might assist the Oregon Department of Transportation (ODOT) with Farmington Road maintenance. He would like to see the committees write letters to the state legislature requesting that Farmington be upgraded previous to transferring jurisdiction to Washington County. He said it is an "orphan road" and needs to be addressed. The committees discussed this and several other similar locations.

Open forum, URMDAC and RROMAC members – All

Bonnie asked if RROMAC will be able to focus funds on rural road projects. Todd said no money is dedicated for rural road projects at this time. Dan Morgan spoke about RROMAC's work with Brian Irish on the roads not maintained by Washington County. A subcommittee has been looking at revisiting the existing list of not-maintained road segments and possibly suggesting adjustments to the list. Another program that is being discussed is the gravel road upgrade program. Gary Virgin raised the issue of Clark Hill Road, and said the legislature needed to be "bombarded" about it.

Bonnie asked if there are any plans to discuss annexation of unincorporated areas into cities. Chair Duyck replied that existing state law states annexations cannot be forced, and the reality is many residents of urban unincorporated Washington County like their current status as unincorporated, since taxes are lower.

Washington County staff was complemented by the committees, as their workloads have increased significantly yet the number of staff has not increased.

Guest comments

Melissa De Lyser, Public Affairs and Communications Manager, and Morgan Braaten, Graphic Designer, presented the redesign of the wc-roads.com website. They shared that the goal is to improve the website while preserving the features that it currently has. One reason for the redesign is that it currently uses Internet Explorer and that browser is not mobile friendly and it is being phased out. The trend is moving toward using Google Translate. In the new website, the main menu bar is on the top of the site instead of the side. The home page will show an interactive map. The table reiterates the map, for those who prefer table format. Melissa asked members to look at the current site and contact her with input of what they might like to see on the new site (503-846-4693; Melissa_De_Lyser@co.washington.or.us).

Meeting wrap-up/miscellaneous – Bonnie Hadley, Dan Morgan

Bonnie said she was sad last year to see Dave Schamp and Victoria Saager retire, but she is very pleased that Todd and Steve have done such a great job. She said this has been a fun year working with them and thanked them and all committee members and staff for joining in this meeting. Dan said it has been great to see the transition and has enjoyed helping the County focus and that he looks forward to working together this next year.

Meeting adjourned

Next RROMAC meeting: April 12, 7:30 a.m. – 9:00 a.m.

Next URMDAC meeting: April 18, 4:30 p.m. – 6 p.m.