



RROMAC MEETING MINUTES
May 15, 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.

Members: Allen Amabisca
Bill Ewers
Denny Hruby
Jim McCulloch
Jake Miller
Doug Riedweg
Gary Virgin
Lars Wahlstrom

Staff: Chairman Duyck
Steve Franks
Keith Lewis
Janelle Lockbeam
Dave Schamp
Stacy Shetler
Andrew Singelakis
Gary Stockhoff
Todd Watkins

Absent: Mike Chombeau
John Malnerich
Matt Pihl
Dave Sweeney

Guests: David Kim, ODOT

Welcome

Doug Riedweg called the meeting to order at 7:30 a.m. Lars Wahlstrom motioned to approve the March minutes. Jim McCulloch seconded the motion and all were in favor.

Engineering and Construction Services Update

Gary Stockhoff updated the committee on current ECS projects:

- Bid opening for the Road Fund overlay was yesterday. Baker Rock was the apparent low bidder.
- Working with ODOT to improve safety on Hwy. 47 at Verboort Road. If the funding is approved, Washington County will likely include the Hwy. 47 work with the existing David Hill Road project. Roundabouts will likely be installed, because they are effective at slowing traffic down, even on a busy highway. While signalizing the intersection is an option, signals can also contribute to rear end accidents due to the higher speeds in this segment of the corridor. If approved, the project will likely go to bid in the fall of 2015
- The Scotch Church Road/Meek Road/Jackson School Road roundabout will go out for bid this fall.
- Signal installation is moving forward on Roy Rogers at Beef Bend and Scholls-Sherwood roads and another at Scholls Ferry and Tile Flat roads.

- Median separator and lights to be installed on TV Highway between 182nd and 187th avenues.

Operations and Maintenance Update

Dave Schamp said the crews have started their summer schedule. They work Monday through Thursday from 6:30 a.m. to 5:00 p.m. and have started their summer-related activities. Grading is essentially done until next fall.

Todd Watkins is working with Milne Road property owners regarding small sections of pavement that has become unserviceable.

Wrapping up overlay contracts from last year. Traditionally, contractors have 45 days to complete the work. Last year the contract was expanded to one year. The bulk of the work was done last season, but there are a few more roads to pave. Giving the contractor more time is more cost effective, but is less convenient for the public.

The budget has been submitted for the next fiscal year and so far no changes have been made. The budget goes to the Board for adoption in late June.

ODOT Project Update

David Kim provided a handout that lists ODOT projects in Washington County (2014-2018) which includes:

- Hwy. 217 will receive new signage: variable speed, travel time, queue warning and advisory signs to help the flow of traffic and reduce crashes.
- The maintenance pilot program on Hwy. 219 was extinguished, because the cost was two times greater. ODOT will move to a performance-based system.
- Original overlay plan for downtown Hillsboro now includes new City of Hillsboro sewer and water lines. Should be completed in 2015.
- The Highway Trust Fund is expected to run out money by August of this year, because less gas revenue is being collected nationwide. The federal government, along with several state agencies, is looking at options to solve this problem but there is no easy answer.
- ODOT is rightsizing the agency which means they are reassigning staff, redistributing workloads and not backfilling open positions unless it is absolutely necessary.
- The flyover bridge at I-5/Hwy. 217 is seeing an increase in accidents as vehicles are heading through the curve. The media thinks it is the expansion joint but ODOT is investigating several possibilities including the actual surface itself. The road may have become too smooth over time because of the quantity of vehicles that use the ramp, so they will be doing some friction testing to determine if that is the cause. For now, they are recommending 35 mph as the advisory speed until they determine a solution.
- The Glencoe Road/Hwy. 26 overpass project is nearly complete.

- Brookwood Road widening will start next year.
- Hwy. 26 widening between 185th Avenue and Cornelius Pass Road will cost \$30 million dollars.
- There are presently no funds to maintain orphaned highways such as Farmington and Upper Boones Ferry roads.

Jim McCulloch asked for an update on the Hwy. 26, Hwy. 47 overpass to Vernonia. David said the project is shelved for now, but will be reevaluated if the park expands or there is a need. At this time the variable speed signs seem to work well.

Denny Hruby mentioned the pavement marking has worn off westbound TV Hwy. at Cornelius Pass Road. He has seen cars come into this area when trucks are navigating a wide turn. David will pass this information on.

Gary Virgin asked about the progress of the 209th/TV Hwy. intersection improvements. Stacy Shetler informed him the City of Hillsboro has a meeting scheduled with ODOT in a couple of weeks. Union Pacific Railroad has not cooperated to allow for the guy pole in their right-of-way.

Doug Riedweg let David know about debris that comes onto Hwy. 219 from a hazelnut orchard near Simpson Road after substantial rainfall.

Miscellaneous

In response to a previous RROMAC meeting where members discussed the County's efforts during the recent snow storms and the lack of contracted snow plows, Dave Schamp reached out to 35 counties with a survey to survey how they handle snow plowing. Two of the twelve that responded have agreements; Grant County agrees to plow a certain 6.5 mile section of one road for Baker County and Klamath County has agreements with contractors in the event of a major snow event that they cannot keep up with on their own. Dave would like to obtain a copy of their agreements to learn from their mistakes. They are not finding snow plow contracting cost effective. Furthermore, Dave handed out a copy of House Bill 2973 which is a directive from the Oregon legislature to ODOT to stop the pilot project for private maintenance of Hwy. 219. Their findings from the pilot project were not favorable in that the cost was substantially more expensive to use contracted services rather than state crews.

Dave went on to share several handouts with the group illustrating the fact that while the number of centerline miles continues to grow, the County's FTE's (full time employees) are decreasing over time but contracted work is increasing. It should be noted that the Operations Division actively managed the downturn in economy in 2008 by reducing the number of staff through attrition (i.e., retirements, transfers) without having to resort to layoffs. From a budget standpoint, vacant positions were left unfilled and taken off the books.

Dave provided history regarding Rock Creek Road. This road travels in and out of Multnomah and Washington counties and was constructed in the mid 1800's. Most of this

road has not had right-of-way established although in 1913 a plat was filed with a portion of right-of-way dedication.

In 1998 our Board passed an R&O stating Rock Creek Road would not be maintained unless it could be brought up to county standard. The county said they would participate if right-of-way was given. A private work party fixed potholes last fall. No right-of-way has been given. Chair Duyck said that one property owner owns both sides of the road in one section. This property owner lives in California and has not been willing to dedicate any right-of-way. Rock Creek Road is used by the public, but no public agency is responsible for it.

On the other hand, Dave mentioned that there are rural neighborhoods that recognize the need to fund maintenance for their road. In particular, the Maller Road neighborhood came to the County a few months ago asking about funding an overlay. They had an LID (Local Improvement District) many years ago and they realized that it was up to them to provide the money for an enhanced level of service above and beyond what the County could provide with the current funding levels. Todd Watkins has also been working with a neighborhood on Mountain Creek Road where they are volunteering to raise the assessment rate on their MLID (Maintenance Local Improvement District) in order to fund more road-related work to be done on their road. These are just two examples of citizens understanding the value of road maintenance while recognizing there are limited County funds.

Meeting was adjourned.

Future Meeting Agenda Topics

Vehicle Registration Fee (VRF) follow-up discussion

Bicyclists – Parking cars on or near private property and using restrooms - Shelley Oylear