



WASHINGTON COUNTY OREGON

RROMAC MEETING MINUTES June 20, 2013

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: Mike Chombeau
Denny Hruby
Eldon Jossi
John Malnerich
Jim McCulloch
Matt Pihl
Dave Sweeney
Lars Wahlstrom

Staff: Steve Franks
Keith Lewis
Shelley Oylear
Stephen Roberts
Victoria Saager
Dave Schamp
Stacia Sheelar
Stacy Shetler
Andrew Singelakis
Gary Stockhoff
Todd Watkins
Chair Duyck
Commissioner Malinowski

Absent Bill Ewers
Doug Riedweg
Gary Virgin

Guests Jake Miller

Welcome

Lars Wahlstrom called the meeting to order. Introductions were made. Jim McCulloch moved to approve the May minutes and the motion was seconded by John Malnerich. Minutes were approved unanimously.

Guest Comments

No comments.

Pavement Preservation and Maintenance

Dave Schamp shared a presentation with the committee about pavement preservation and maintenance. The County hired an objective third party consultant, Applied Pavement Technology, to review our maintenance practices. Dave presented the findings to the Board of County Commissioners on May 28. The presentation has a Road Fund focus, but URMD is mentioned. The report confirms the County's road Pavement Condition Index (PCI) for most roads is in good shape for now, but deferred maintenance costs are increasing and there is not another revenue source other than the Gas Tax. With the

increase in fuel efficient vehicles and citizens driving less, this is not a reliable funding source and is not keeping up with the maintenance needs.

Committee members asked several questions about the consultant's suggestion to add Micro Surfacing into the pavement treatment mix. Dave said there are no local contractors because this is typically done in warmer areas, but it has been tested in our area and performed well on lower volume roads. Commissioner Malinowski asked how much damage is done to County roads from studded tires. Todd was able to look up the information and said it's about \$50 million state wide. There was also a recommendation to try a cape seal treatment (chip seal with slurry seal over it). This will be tested this summer. The consultant also recommended we develop a quality control plan and that is being done.

Dave Sweeney asked how much the total capital inventory value for roads in Washington County is. Staff reports this to the Federal Government every year under the Governmental Accounting Standards Board (GASB). For paved roads only (does not include striping, vegetation, culverts, bridges, etc.) it is \$962 million as of June 30, 2013.

The consultant's report and the executive summary are available on the website and the presentation is attached.

Road Maintenance Funding Presentation

Andrew Singelakis, Director of LUT, shared a presentation with the committee that included information regarding the proposed Vehicle Registration Fee as an additional funding source for road maintenance. Andrew shared the gap in funding needs to be closed and stressed several times the State of Oregon Constitution regulates how different types of funding can be spent. The maximum amount the County can charge for the Vehicle Registration Fee is \$43 per year and that cannot happen prior to July 1, 2013 due to the JTA HB 2001. Currently two options are being considered. One is to phase it in at half the rate of \$22 per year and the other is the full amount of \$43 per year. With half the rate we lose ground more slowly, probably avoid a crisis, but we may be back having this conversation in five to ten years.

Commissioner Malinowski also shared he has heard if we don't take advantage of this opportunity, others can come along and use whatever we don't and then it's gone. It could go to Metro, other cities/counties, etc. Andrew also shared the Columbia River Crossing may also collect any remaining balance. Lars said RROMAC is very aware of the funding needs and feels the committee would likely be ready to provide whatever support is needed. Chair Duyck said there is a need, but there are also political realities based on the public tolerance. He said this is an interim strategy and we are hopeful the state will find a way to replace the gas tax. Mike Chombeau said education of the public is a key factor. He also said before he joined RROMAC, he would not have supported this fee, but now he understands and would support the fee.

Jim McCulloch said he is a tax sensitive person and thinks the government wastes a lot of money, but he understands the need.

Andrew said no decision has been made. It was made clear if this gets adopted this year, it will likely be 2014 before it can be implemented due to the changes that would need to be done to the Oregon DMV system statewide.

The money from this increased fee would be split 60% to the County and 40% to the cities within the County. The presentation is attached.

Engineering and Construction Services Update

Gary Stockhoff provided an update on Engineering and Construction Services:

- Scholls Ferry widening from Teal to Roy Rogers bids were opened and Kerr Contractors was the apparent low bidder coming in under the engineer's estimate. The contract will be awarded on June 25. Bids for Street P15 opened yesterday and the low bid exceeded the loan amount of \$2.7 million.
- Assessments are being done on Roy Rogers and on Scholls Ferry in the military curves and near Tile Flat.
- The Bethany project is moving along well.
- There is a partnership effort between the City of Hillsboro, Washington County and Intel to work with the Oregon Transportation Commission on the widening of Cornelius Pass Rd.

Operations and Maintenance Update

The budget goes to the Board of County Commissioners for approval on June 25 and so far no major changes have taken place. The proposed Road Maintenance Program will be available on the webpage and will also be adopted on June 25.

The road conditions around Hagg Lake were brought up. Dave said a GeoTech consultant has reviewed the slide areas and agreed there is major maintenance needed. These roads are the poster child for what we don't want our other roads to get to if we run out of funding. The County has not maintained these roads, because there has been discussion of raising the dam which would place the current road system under water. That discussion has ended, but a raise of 12 feet is still on the table and would not affect most of the road system. We need \$3.5 million to fix just the pavement; there are five active slides; two culverts that would cost about \$500-\$600k to fix; miles of guardrail that was installed back in the 70's and needs to be replaced and brought up to current standards; overall we need about \$11.2 million to fix the area around the lake. This is for a road that essentially goes nowhere, but the recreational use is huge. The lake is an attraction to the County and has regional users who expect safe roads/transportation options. This has been shared with a couple of the commissioners and will be presented to all of them. Dave has challenged staff to come up with different strategies to make repairs that meet an adequate safety level. We must fix two slides, patch the pavement and replace critical areas of guardrail. Staff estimates this is about \$500k. There is no easy fix.

Jim McCulloch suggested an increase in park user fees. Chair Duyck said that would help, but would not generate enough funding. He said the Board is considering an overnight

campground. The current fees collected at the lake go to Park Maintenance not the roadway. Chair Duyck said if they have a camp ground, the County would get a portion of the state RV registration fees based on the number of camp sites.

Miscellaneous

Reminder there will not be a July meeting.

Dave Schamp said Golf Course Rd. will have some sections reconstructed, but we will just patch until Intel and other big construction projects are complete. Once those are done, we will likely overlay the road.

Shelley Oylear let the committee know the Tualatin Valley Scenic Bikeway has been approved by the State Parks Board. This is the tenth bikeway in the state and new signage will go up later this summer. The bikeway goes from Rood Bridge, through Forest Grove and then out to the Banks/Vernonia Trail.

The Rural Road Safety Strategy is still moving forward and Shelley will bring it back to RROMAC at a later meeting.

Todd Watkins is still gathering data on separated bike paths and working with ODOT to gather more information regarding the Monmouth path. There have been discussions of adding a separated pathway in the rural area as a test. Would likely be a roadway like West Union.

Mike Chombeau asked for the shoulders/bike lanes around the lake to be swept. Keith Lewis made a note to have this checked. Mike also said the buffered area on Evergreen has been well received by Intel employees.

Dave Schamp informed the committee that staff has recommended Matt Pihl be moved to a regular position on the committee and Jake Miller is appointed to an alternate position. The Board will take action on this recommendation June 25.

Todd said Baker Rock starts off the paving season this Friday on Minter Bridge Rd.

July Agenda

NO MEETING

August Agenda

Scenic Bikeway and Rural Road Safety – Shelley Oylear
Vehicle Registration Fee Discussion
Hagg Lake Update
Separated Bike paths – Todd Watkins