COUNCIL CREEK REGIONAL TRAIL

ELECTED OFFICIAL STEERING COMMITTEE

MEETING AGENDA (MEETING #8)

DATE: January 9, 2024

TIME: 5:00 p.m. – 6:30 p.m.

MEETING LINK: https://us02web.zoom.us/j/87211953141

Join via phone (audio only): 346-248-7799; Webinar ID: 872 1195 3141

Meeting Purpose

- Project status update
- Design decisions
- EOSC Charter
- Public Comment
- Share next steps

TIME	SUBJECT	QUESTIONS/OBJECTIVES
5:00	Welcome and Introductions	Welcome
5:10	Project status update	Information
5:20	Design decisions	**Action:** Decide on the following: • Rehabilitate or replace Dairy Creek bridge, including alignment • Trail cross-section on embankment
6:00	EOSC Charter	Information/discussion: • Current Charter complete • Next steps - Intergovernmental Partnership
6:15	Public comment	Up to 3 minutes allowed for public comment
6:25	Next steps	Community and agency engagement
6:30	Adjourn	

Meeting Materials

- Presentation
- Intergovernmental Partnership Framework
- CCRT EOSC Meeting #7 Summary

EOSC Representatives

	Agency/ Jurisdiction	Position	Designated Member
Voting Members:	Forest Grove	Mayor or Council Member	Councilor Michael Marshall Alternate – Councilor Tim Rippe
	Cornelius	Mayor or Council Member	Mayor Jef Dalin Alternate – Council President John Colgan
	Hillsboro	Mayor or Council Member	Councilor Beach Pace Alternate – Councilor Kipperlyn Sinclair
	Washington County	County Commissioner	Commissioner Jerry Willey Alternate – Chair Kathryn Harrington
Ex Officio Members:	TriMet	General Manager or designee	Executive Director of Public Affairs JC Vannatta Alternate – Tom Markgraf
	Metro	Metro Councilor District 4	Councilor Juan Carlos Gonzalez Alternate – Jon Blasher
	ODOT Region 1	Region Manager	Rian Windsheimer Alternate - Chris Ford
	State Representative	District 29 Representative	Representative Susan McClain

Council Creek Regional Trail (CCRT)

Elected Officials Steering Committee Meeting #8

Jan. 9, 2024 CCRT EOSC

Land Use & Transportation

www.washingtoncountyor.gov

Meeting Agenda

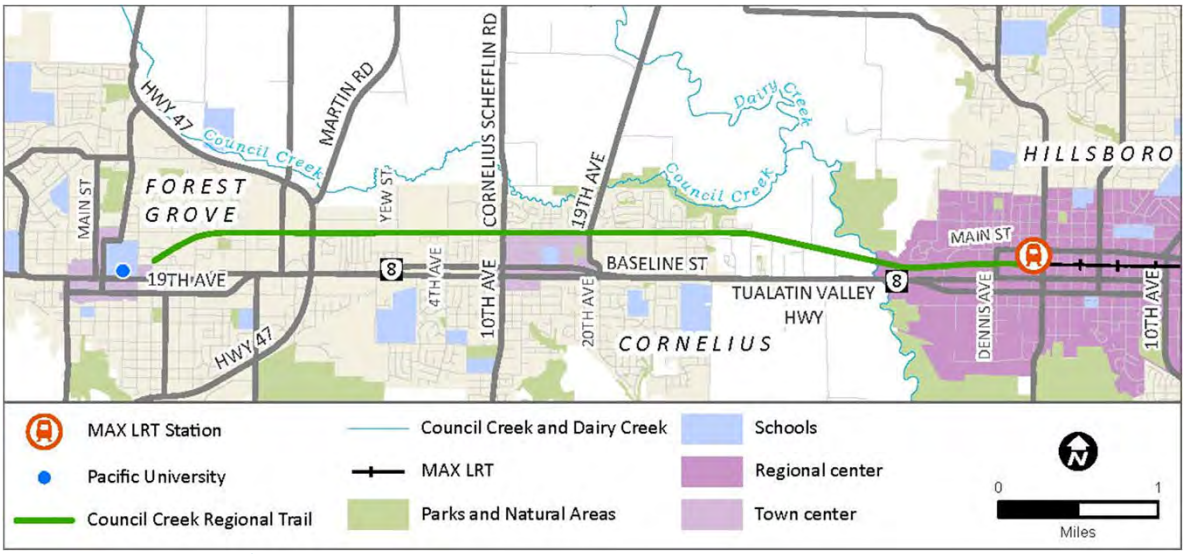
- Welcome and introductions
- Project status update
- Dairy Creek Bridge decision
- EOSC Charter
- Public Comment
- Next steps



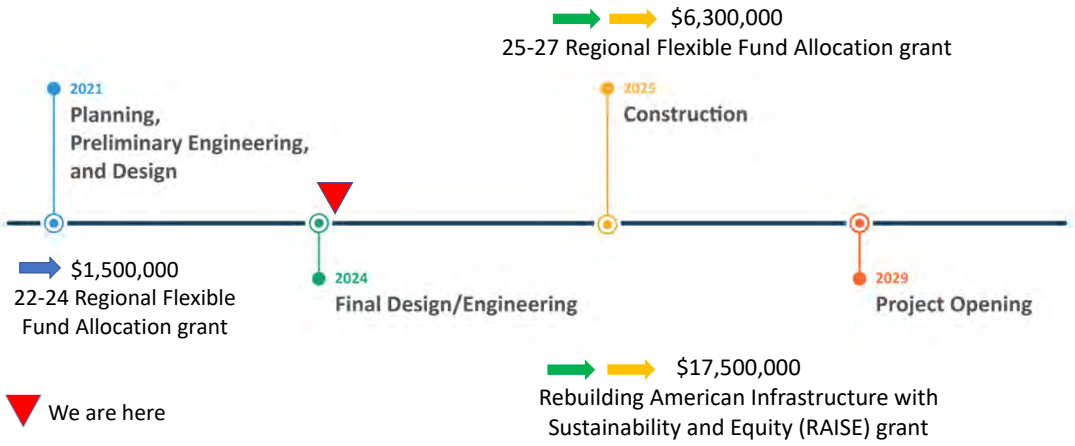
Council Creek Regional Trail (CCRT)

- Part of a network of trails
- Will connect the cities of Banks, Forest Grove, Cornelius and Hillsboro
- Serves both recreational and transportation purposes

Council Creek Regional Corridor



Project timeline and funding



Preliminary Design Project:
Completing:
- Preliminary Design data collection efforts
- Public Engagement final report – completed Dec. 2023

Transition:
- NEPA/Final Design/Engineering - new consultant team

Continuing:
- ROW transfer process – IGAs, easement, etc.
- Operations, Management & Maintenance

Final Design/Engineering
PM - Matt Meier, Capital Projects Services
- DEA team selected for final design for trail portion of trail

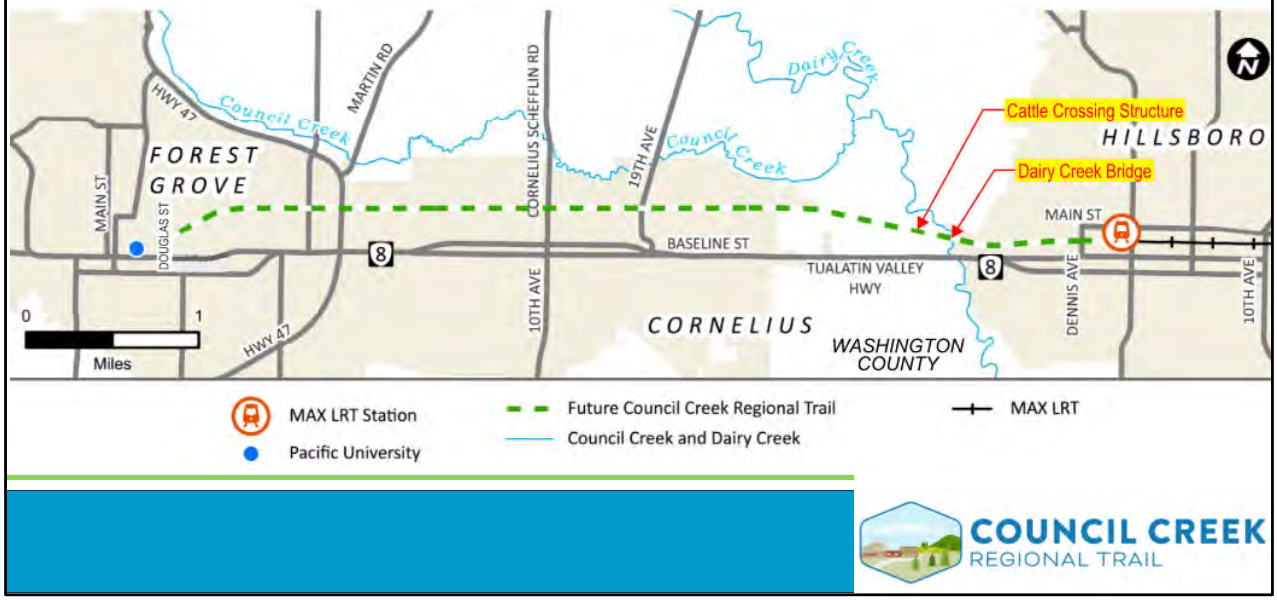
2024 - Enhanced intersection crossings RFP
- Separate contract due to funding

2025 - bid construction
2028 – complete construction

ROW update

- TriMet hired appraiser for corridor ROW
  - Initial appraisal may be complete
- PNWR expected to take intersection equipment, rail and ties
  - Expected completion by June, 2024
- ROW Certification process
  - FTA ROW preservation process requires joint NEPA with CCRT
  - Need to certify ROW by June 30, 2024
  - Working with ODOT (as current ROW owner) to certify

Structures



Included within the scope of the trail project are two existing structures: The Cattle Crossing bridge and the Dairy Creek Bridge. Both are within the Dairy Creek Floodplain.

Project Schedule

January 24	Strip Map (30%)
March 13	DAP (50%)
April 24	Progress Print (75%)
June 20	Advance (90%)
August 7	Final (100%)

COUNCIL CREEK REGIONAL TRAIL

Listed here are the major milestones for our trail design project. In 2 weeks, we will have completed the 30% Strip Map of the project. This will detail the project alignment, typical sections, cut and fill locations, and other design elements. At this milestone we are also preparing a construction cost estimate. Our design throughout the development is constrained to stay within the available construction funding of $12.5M.

Our project schedule is extremely aggressive in order meet construction funding obligations. After the 30% Strip Map milestone, we will provide a DAP narrative and 50% plans and updated construction cost estimate in March. In April, we will provide a 75% level of development progress print of the plans. The basis of the construction obligation is the 90% Advance milestone that will be completed in June. The final signed documents will be completed in August.

One of the driving factors of this project schedule, is that we do not have time to complete any ROW acquisitions for easements. Therefore the project design is constrained to stay within ROW.

Agency reviews will need to be provided within 2 weeks of these dates in order to be incorporated into the next milestone. Today's meeting was scheduled now to share major decisions on the project development and to gain your concurrence.

January 24 – Strip Map (30%)

Major Updates

1. Cattle Crossing: New bridge vs. New culvert
2. Dairy Creek Bridge: Rehabilitation vs. Replacement Decision
3. Constrained Embankment Trail Section:
   2' Shld. - 8' Trail - 2' Shld. vs. 2' Shld. – 10' or 12' Trail - 2' Shld.

Construction Cost Estimate < $12.5M

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Our first milestone on this project is the January 24th Strip Map. The three major decisions that we have been evaluating and will discuss today are: 1) At the Cattle Crossing: Should the new structure be a new bridge or a new culvert. 2) At the Dairy Creek Bridge: Should the existing structure be rehabilitated or replaced? And 3) At the Constrained Embankments, should the trail section be 2' shoulders with an 8' trail, or wider with 2' shoulders and a 10' or 12' trail?

On January 24, we will also have our first understanding of the total construction cost. Decisions about what features this project can afford will be based on staying under the $12.5M available construction funding.

Conditions Inspection Summary – Dairy Creek Bridge

Timber Trestle Approach Spans

Steel Main Span

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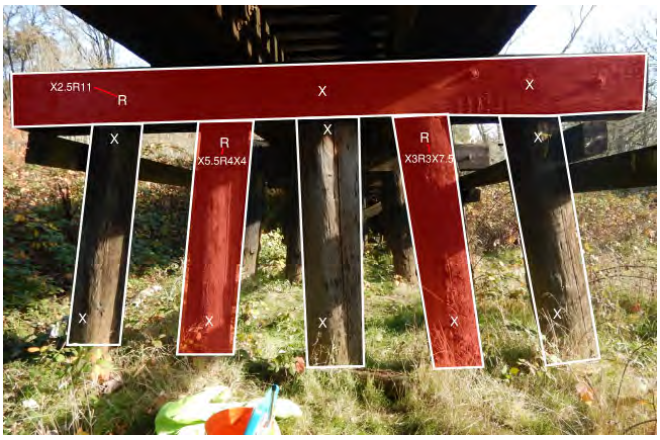
In November, we completed a condition inspection of both bridges. These photos show the Diary Creek Bridge.

Conditions Inspection Summary – Dairy Creek Bridge

Resistance Drill Investigation of Timber



40% of Timber Elements Decayed

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The inspection utilized non-destructive resistance drills to measure the timber's resistance through the member thickness as an indication of decay and other internal defects. Each stringer was drilled twice, once at each end. Each timber cap was drilled at each end as well as a third location along the length. The timber piles were drilled at the top and bottom.

Results of the resistance drills are documented in the Timber Boring Diagrams with an X meaning sound wood, and R meaning deteriorated wood.

The image on the right shows a super-position of a photo of one of the bents, and the timber boring diagram. The red elements were found to have decay. The top horizontal element, the cap, was found to have decay on the left side. The two piles had decay near the top. In this example rehabilitation would require replacing the cap, and possibly also the two piles.

Overall, we found that approximately 40% of the piles, caps, and timber stringers had decay and would required replacement in order to provide a 30 year service life with minimal maintenance.

Conditions Inspection Summary – Cattle Crossing

Elevation View

Crushing Pile

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These are photos of the Cattle Crossing bridge. Here we also found decay in 1 of the 6 stringers, both timber caps, and 6 of the 12 primary piles. One pile has sever crushing at a strut connection.

Rehabilitation of this structure is not recommended. It would essentially required replacing the entire structure. New piles would need to be drive to replace the existing decayed and cursing piles. A new wall system would be required to replace the timber ladding. A new deck would be required with a pedestrian railing. Therefore, we are looking at two replacement alternatives for the Cattle Crossing.

Cattle Crossing: New Bridge vs. New Culvert Update

- The Cattle Crossing cannot effectively be rehabilitated.
- Therefore, it will be replaced with the more cost effective of:
  - New bridge ($0.80M)
  - New culvert ($0.79M)

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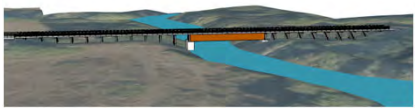
The two alternatives being evaluated for the Cattle Crossing are a new steel pile and concrete deck bridge, or a buried culvert. Both structures would provide a similar hydraulic opening to the existing structure and provide for cattle passage. At this time, the initial cost estimates for these alternatives is about the same at $0.80 and $0.79M. As we continue to evaluate these alternatives we will recommend the more cost effective of these structures be constructed.

Dairy Creek Bridge: Rehabilitation vs. Replacement Decision

Major Considerations	Rehabilitation	Replacement
Service Life:	30 years of minimal maintenance	75-year design life
Hydraulic Clearance:	High risk structure modifications required to raise profile	Constructed on a new raised profile
Seismic Design:	Not designed for seismic demands	Designed for seismic demands
Construction Cost:	$2.4M	$3.0M



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The next decision is the whether to rehabilitated or replace the existing Dairy Creek Bridge. The major considerations in this decision are that the rehabilitation would provide a structure that required minimal maintenance for 30 years, while a replacement bridge would have minimal maintenance for 75 years. For the rehabilitation, at the end of 30 years, the structure would required major rehabilitation to address newly decayed timber members, or replacement.

There are some major concerns with providing adequate hydraulic clearance with the rehabilitation that I will describe in the next couple of slides.

The rehabilitation would not be designed for seismic demands. A replacement structure would be designed for seismic demands.

Our initial cost estimate indicates that the rehabilitation would cost $2.4M, and a replacement would cost $3M. This indicates that the rehabilitation is not a good value because it is 80% of the cost of a replacement and has less than half the service life.

Dairy Creek Hydraulic Challenges

Google Maps

1996 Flood

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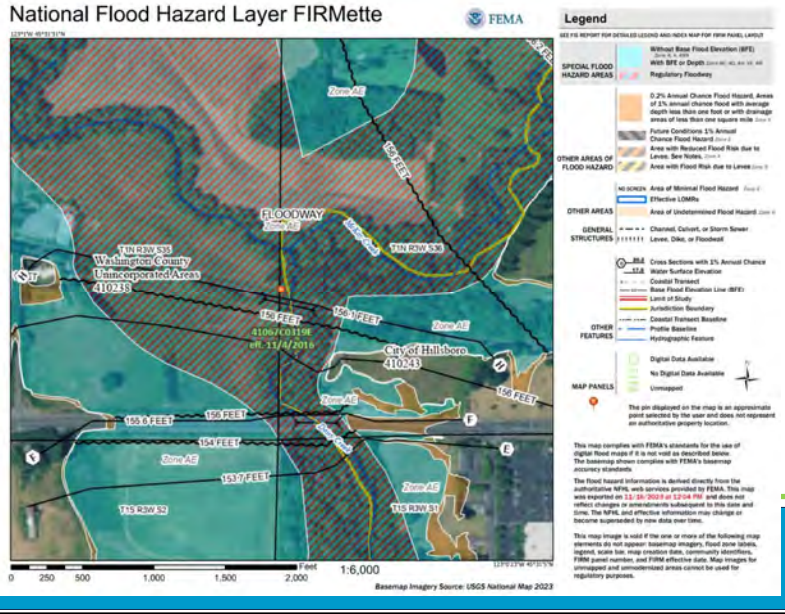
There are some hydraulic challenges at the Dairy Creek bridge that I want to walk you through. The image on the left shows a Google Maps image of the summer conditions at Dairy Creek. The image on the right shows the same area during the 1996 flood. During that flood, both the railroad embankment and bridge was overtopped, as well as TV Highway.

Note that the Cattle Crossing is also included in these images and is located on the left edge of the floodwaters in the 1996 flood image.

The Dairy Creek Floodplain is extensive, as shown by the aerial imagery of the 1996 flood. This large extent of the floodplain is primarily caused by restrictive crossings downstream of the project. This means that the project does not have the ability to change or improve the floodplain. As a result, the project will seek to maintain the hydraulic performance of the crossing while making modifications to incorporate the regional trail.

Dairy Creek Hydraulic Challenges



Hydraulic Design Constraints:

- No Rise at the 100-year Flood
- No Net Fill in the Floodplain

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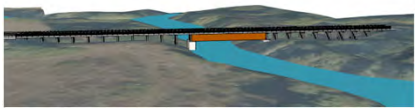
This is the FEMA map of the floodplain of the same area. You can see the floodplain is wide and extends to the west all the way to the Cattle Crossing bridge.

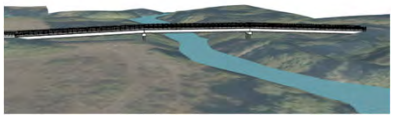
The FEMA standards prohibit the increase of flooding elevations due to work within the floodway. This requirement, which is also enforced at the local level means that the hydraulic analysis must demonstrate that the project prevents any (0.00ft) of rise during the 100-year event.

Additionally, local standards require that there is not net fill below the 100-year flood elevation. This means that the project musth at least balance cut and fill within the floodplain.

Dairy Creek Bridge: Rehabilitation vs. Replacement Decision

Major Considerations	Rehabilitation	Replacement
Service Life:	30 years of minimal maintenance	75-year design life
Hydraulic Clearance:	High risk structure modifications required to raise profile	Constructed on a new raised profile
Seismic Design:	Not designed for seismic demands	Designed for seismic demands
Construction Cost:	$2.4M	$3.0M





Recommended Decision: Replacement

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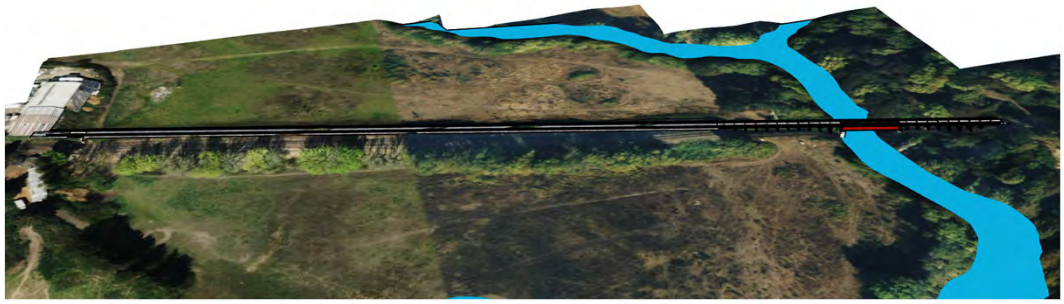
While service life, seismic design, and cost are considerations, the inability of the rehabilitation of the existing structure to sufficiently pass the floodwaters is the driving reason for recommending a replacement bridge at Dairy Creek.

Trail Width on Embankments Update



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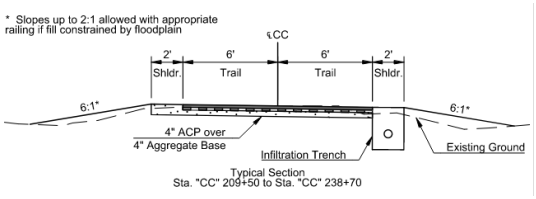
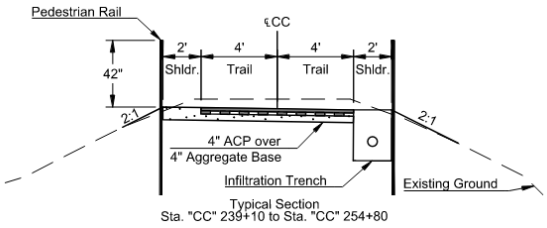
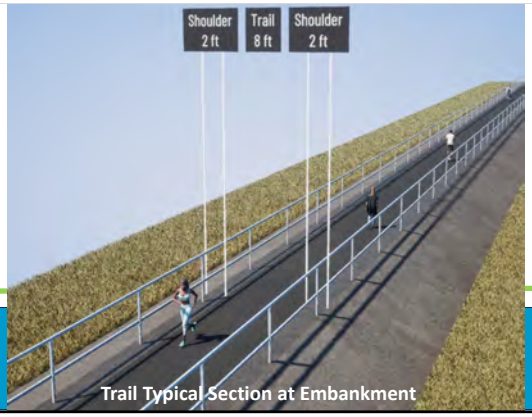
The final decision in the Diary Creek floodplain is the width of the trail on the embankment between the Dairy Creek bridge and the Cattle Crossing. As seen in the Dairy Creek flood level renderings, the embankment stays dry during the 10-year flood, but overtops at more severe events. The embankment has steel slopes that touch down at the extents of the 60-foot wide existing ROW.

Trail Width





Trail Typical Section



Trail Typical Section at Embankment

On the left isthe trail section that will be constructed for 94% of the length of the trail. This includes 2’ shoulders with a 12’ trail. No pedestrian railing. The trail will have a side slope to an infiltration trench for stormwater.

On the right, is the trail on top of the embankment between the Dairy Creek bridge and the Cattle Crossing. In order to achieve no net fill in the floodplain, and keep the work within ROW without adding retaining walls, the trail has 2’ shoulders and an 8’. Due to the steep embankments, pedestrian railing is required. We are looking at whether there is any ability to widen the trail, but it will be challenging due to the constraints of the project.

Trail Width on Embankments Update

Major Considerations	2’ Shld. - 8’ Trail - 2’ Shld.	2’ Shld. – 10’ or 12’ Trail – 2’ Shld.
No Net Fill in the Floodplain	Achievable	Under Investigation
Retaining Walls	Unlikely	Required
Construction Cost:	Nominal	Higher

Recommendation: 2’ Shoulder – 8’ Trail – 2’ Shoulder

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In summary, the trail will be narrowed at the embankment between Dairy Creek and Cattle Crossing to an 8’ wide trail. The total length of this narrow section is about 1,600 feet and includes both bridges. Our design is looking to see if we can widen the trail, but it will require high costs due to the addition of long retaining walls.

Council Creek Regional Trail: Douglas St – Dennis Ave (Trail)

QUESTIONS ?

Technical Advisory Committee - January 8, 2024
Elected Officials Steering Committee - January 9, 2024

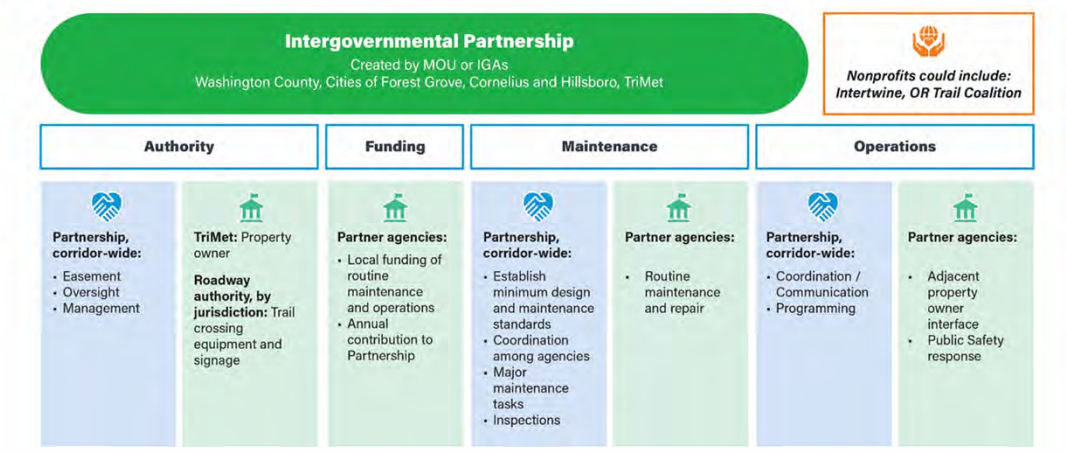
Design decisions

1. Dairy Creek Bridge
   - Agree with recommendation to replace bridge (vs. rehabilitate)?

2. Trail width on embankments
   - Agree with recommendation for 8 foot trail with 2 foot shoulders?

CCRT EOSC - Charter complete!

Intergovernmental Partnership Framework



- Some EOSC participants likely don't need to continue (ODOT, State delegation, Metro?)
- New charter to continue relationship with cities/TriMet through design and construction
    - Helpful to design to have concurrence – maintenance issues, etc.
    - NEPA – to show coordination/cooperation
- Check points at key design milestones (in advance of open houses)
    - DAP (60% or so) – Spring
    - Advanced design - Summer
- OMM – good time to check on progress
- Voting would likely be County and cities, similar to EOSC? Or other suggestion?

- Also staff level group supporting the Partnership

Proposed action

- Near term - IGA/MOU between Washington County and Cities
  - Overall framework, including:
    - Easement owner (or other suitable legal instrument)
    - Fiscal steward
    - Fund management, decision making
- Longer term - develop OMM plan, including:
    - Operational responsibilities
      - Public safety, emergency response
    - Baseline maintenance standards
    - Maintenance responsibilities
      - routine, remedial, inspections
    - Community use/programming

- This will take some time since ROW transfer will not occur until next fall or later
- Easier to update OMM plan than IGAs
- Some agreements may already be in place (e.g. mutual aid agreements for law enforcement, emergency response)?
- May hire consultant to help with OMM plan

CCRT Partnership Framework

Key Question

- Are we on the right track with an intergovernmental partnership to facilitate coordinated direction and guidance in the development and maintenance of the trail within the Council Creek Regional Corridor?
  - If so, who should be included in the partnership?
  - What mechanism should be used? (e.g. IGA, MOU, individual resolutions)

- Some EOSC participants likely don't need to continue (ODOT, State delegation, Metro?)
- New charter to continue relationship with cities/TriMet through design and construction
  - Helpful to design to have concurrence – maintenance issues, etc.
  - NEPA – to show coordination/cooperation
- Check points at key deliverables
  - DAP (60% or so) – May
  - Advanced design - September
  - In advance of open houses
- OMM – good time to check in on that too
- Voting would likely be County and cities, similar to EOSC? Or other suggestion?

- Also, staff level group supporting the partnership
  - Development of OMM Plan

What mechanism?
IGA, MOU, individual resolutions?
Our recommendation is IGA

Public Comment

- Please limit your testimony to three minutes

Next Steps

- Intergovernmental Partnership Chartering
  - Design milestones
    - Spring – approx. 60%
    - Summer – Advanced Design
  - Operations, Management & Maintenance
    - Agreements between partners (IGA, MOU, etc.)
    - OMM Plan

Staff contact information

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Matt Meier, Senior Project Manager
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Intergovernmental Partnership

Created by MOU or IGAs

Washington County, Cities of Forest Grove, Cornelius and Hillsboro, TriMet

Nonprofits could include: Intertwine, OR Trail Coalition

Authority

Partnership, corridor-wide:

- Easement
- Oversight
- Management

TriMet: Property owner

Roadway authority, by jurisdiction: Trail crossing equipment and signage

Funding

Partner agencies:

- Local funding of routine maintenance and operations
- Annual contribution to Partnership

Maintenance

Partnership, corridor-wide:

- Establish minimum design and maintenance standards
- Coordination among agencies
- Major maintenance tasks
- Inspections

Partner agencies:

- Routine maintenance and repair

Operations

Partnership, corridor-wide:

- Coordination / Communication
- Programming

Partner agencies:

- Adjacent property owner interface
- Public Safety response

COUNCIL CREEK REGIONAL TRAIL
ELECTED OFFICIALS STEERING COMMITTEE MEETING #7
MEETING SUMMARY
October 16, 5:00 PM-6:30 PM
Zoom Virtual Meeting

Voting Members Present
Commissioner Jerry Willey, Washington County, (Committee Chair)
Mayor Jef Dalin, City of Cornelius
Councilor Beach Pace, City of Hillsboro
Councilor Mike Marshall, City of Forest Grove

Ex Officio Representatives
JC Vannatta, TriMet
Councilor Juan Carlos González, Metro
Chris Ford, ODOT Alternate
Not represented:
State Representative

Attendees
Adrian Esteban, Alta Planning + Design
Julie Sosnovske, Washington County
Stephen Roberts, Washington County
Erin Wardell, Washington County
Dyami Valentine, Washington County
Emily Brown, Washington County
Joe Recker, TriMet
Derek Robbins, Forest Grove
Lake McTighe, Metro
Katie Mangle, Alta Planning + Design
Megan McKibben, Washington County
Peter Brandom, City of Cornelius
Greg Robertson, Forest Grove
Marla Vik, Washington County
Matt Meier, Washington County

Welcome and Introductions

A quorum was present with elected officials from Cornelius, Forest Grove, Hillsboro, and Washington County in attendance.

Project background/context/schedule

Council Creek Regional Trail (CCRT) is part of a network of trails that will eventually lead from the Oregon Coast to the Portland Metropolitan Region. It will connect the cities of Banks, Forest Grove, Cornelius, and Hillsboro. Other trails it will tie in to include the Salmonberry Trail (currently in planning); Banks-Vernonia Rail Trail; Tualatin Valley Trail; Westside Trail; and Fanno Creek Trail as well as a variety of other trails within the region. The CCRT will serve both recreational and transportation purposes.

We are moving quickly into final design and engineering. Our aim is for construction to begin in 2025, with the trail opening in 2029 (or earlier, if possible). Ongoing data collection efforts are in progress. Teams are looking at environmental data, historic and cultural resources, and additional bathymetric survey work in preparation for final design and engineering.

A transition between consultant teams is beginning. David Evans and Associates (DEA) was selected for the final design. CCRT will be a Washington County demonstration project for the County's Federal Certification process. ODOT will have oversight and will function as the liaison to FHWA.

Right of Way (ROW) update

TriMet has hired an appraiser for the corridor ROW and we anticipate the initial appraisal to be complete soon. TriMet will review it internally, then share it with the State. Forest Grove has hired an appraiser for

the adjacent parcel near Hawthorne Street where they are considering addition of a new regional water quality facility.

Representatives from PNWR have indicated that the railroad will remove intersection equipment, rail and ties from the corridor. We always expected that they would take materials that have value such as intersection equipment and rails, but now they've also talked about removing ties along the entire route. PNWR requested an extension for removal to June 2024. We hope that they will leave ballast.

Community and agency engagement update

On July 20, agency representatives and staff on the Technical Advisory Committee (TAC) met to walk the right-of-way together.

The final Stakeholder Advisory Committee (SAC) meeting was held on Sept. 11, 2023, following three previous meetings. Staff reviewed Key themes that emerged during SAC meetings. Those themes included:

- Community ownership and involvement
- Safety and security
- Accessibility and inclusion
- Economic development
- A cultural resource
- Parking

Trail cross-sections

Adrian Esteban from Alta Planning and Design presented an update on how they are developing cross-sections to incorporate feedback received at our last meeting as well as from the TAC. There was concern about safety in areas where there is anticipated high usage. Based on the information collected in our online survey and in-person events, Alta has developed a new plan. Adrian noted that a 12-foot trail width is typical, regionally. A 16-foot trail width allows the ability to separate usage (i.e. pedestrians/cyclists).

Adrian presented the FHWA multiuse path guidelines and explained that what drives need for additional width is increasing numbers of pedestrians. We do expect high usage, but not high usage per hour. Alta created a table showing cross-section tradeoffs and risk focusing on public interest, cost, and other considerations to aid in evaluating trail width options.

Key decision: should the design team plan for a 12-foot trail width throughout the corridor or try to achieve 16' trail width in key locations?

The CCRT TAC recommended 12-foot trail width throughout the corridor. Julie noted that 12-foot is adequate and meets the regional standards. Additionally, it was pointed out that there isn't anywhere in the Portland area where trail segments would meet the criteria for requiring a wider trail [per FHWA guidelines]. Adrian pointed out that in addition to the cost savings achieved by a narrower trail, we could consider an opportunity to shift money toward amenities. The Banks-Vernonia trail is only 8-10 feet wide, so a 12-foot trail would be wider than that.

Cross-section discussion:

- If we proceed with it [the 12-foot option] but later find that there are many accidents, could we increase the width at that point?
    - An intermediate response might be utilizing signage to let people know that they're entering high-use zones as a first effort to reduce conflicts.
    - There are conflicts on Jackson School Road. If we're smart about how we design CCRT, maybe we could widen it in the future.

- [A section of] the Reedville trail opened today. That's a 12-foot trail, and a good example to visit. 12-foot is adequate and provides a good-looking corridor.
- What do we know about conflicts on the Banks-Vernonia trail?
    - Data shows that ebikes don't move much faster than regular bikes (currently limited to 20 MPH)
    - Tree roots on Banks-Vernonia slow cyclists down. CCRT will be slower. If we go with a wider trail, it will encourage people to speed up.
    - Banks-Vernonia trail sees mostly cyclists, fewer pedestrians. Lack of parking is an issue since many people drive out to bike it. The CCRT may have more walkers due to proximity to more urban areas.
    - Banks-Vernonia is much longer (27 miles) than CCRT. Agree that many people drive out to use it, and that the CCRT will see more walkers due to location. The Salmonberry trail will be designed for pedestrians.
    - Oregon Parks has been addressing safety issues on Banks-Vernonia. They aren't able to widen it but will be adding signage, enforcement – taking incremental steps to mitigate safety risks where it is too narrow.
- Agreement that 16-foot trail would be great, but fiscal issues make it hard to justify the increased expense. A 12-foot trail will be an amenity to serve pent up demand. If the trail is so successful that we see demand for a 16-foot trail, there will be public support for widening it.

Chair Willey noted that he was hearing consensus to go with a 12-foot path. No opposition was noted. Councilor Marshall made a motion to recommend moving forward with the 12-foot option. Mayor Dalin seconded the motion. All members voted in favor of the 12-foot trail.

Operations, Management, and Maintenance

Katie Mangle of Alta shared a framework they've developed for future conversations. Alta staff has researched existing models and examples of trail management approaches and put together a summary. None of the models or examples are perfect analogs for this trail, but each demonstrates an approach to consider. In the framework, tasks are broken out into three main buckets: operations tasks; management tasks; and maintenance tasks (routine and major/remedial). Katie asked members to consider ways in which we might separate out the necessary components and divide them by jurisdiction – or – if it makes more sense to manage them on a whole-facility level. More information will be needed prior to decision making, but these are approaches to consider.

Example arrangements for governance structures used to manage and maintain multiuse trails:

- Joint Powers Authority (many agencies, coordinated at a single point)
- Cooperative with Lead Agency (example: Springwater Trail – city of PDX is the lead agency, but not for all aspects)
- Cooperative without Lead Agency (very common; most PDX regional trails use this – no legal framework for coordination)
- Nonprofit (example: High Line in NYC)

CCRT is different from all examples in that TriMet will be the property owner but not the lead agency. Sometime in the future, this trail may be set up as a transit corridor.

Questions for the group:

- Are we headed in the right direction?
- Which agency will hold the easement (or other suitable legal instrument)?
- How will Operations & Maintenance funding be managed and shared?

- What will the baseline maintenance standards be?

Management plan discussion:

- Has there been an inventory of bridges/culverts? – not yet.
- Forest Grove might have useful insight based on their experience with the B Street trail. Could we ask their Operations group to share information about their actual maintenance costs?
- Why not create a hybrid system based on each jurisdiction's strengths/abilities? An example from road maintenance: the city of Cornelius sweeps TV Hwy. down to the Dairy Creek Bridge and Washington County handles maintenance on Cornelius' street sweeper (something the city isn't equipped to do). Potentially, each city could maintain trail adjacent to its area. Since Metro has land along Jobs Ditch, they could take care of that section.
- Agreement with hybrid model. Let's use existing borders so that people in each community have responsibility for the areas they frequent. It will take a lot of coordination.
- We have to acknowledge that there are limits. Does the County have resources and skills for maintaining the bridge?
- This is a great starting conversation. We'll have many more questions, but we'll be able to work something out. I'm hearing that the hybrid model is a good starting place for identifying partners and their responsibilities.

Public comment

None.

Next steps

Next meeting will be in January. We hope to have more information for our bridge decision (retrofit vs. new bridge) by that time. Councilor Marshall and Julie will both reach out to the City of Forest Grove for B Street trail maintenance information. Julie is also working to gather trail maintenance information from Tualatin Hills Park and Recreation District.

Convene a group to work on answering the following:

- What will baseline maintenance standards be?
- How are we breaking down these tasks?
- Should we shift as much as possible to the local jurisdiction, or do we aim for contributing to a fund that the higher-level agency manages?

There is general agreement – all want a general pool of money available and consistent maintenance standards. Several members also emphasize the importance of having a maintenance plan from the beginning. Potential discussion partners for working out the agreement include City Managers (Hillsboro), Director of Operations (Cornelius).

Adjourn

6:33 p.m.