



KITTITAS COUNTY

DEPARTMENT OF PUBLIC WORKS

Mark Cook, Director

STUDY SESSION MINUTES

June 12, 2017

THOSE PRESENT:

Paul Jewell, Laura Osiadacz, Obie O'Brien (BOCC); Mark Cook (DPW); Dan Carlson, Mike Flory, Steph Mifflin (CDS)

REQUEST TO APPROVE A LEASE AMENDMENT WITH SIERRA ROMEO LLC FOR LOT H-31 OF THE KITTITAS COUNTY AMENDED BINDING SITE PLAN AT BOWERS FIELD:

Mark stated that the Board of County Commissioners may recall that in late of 2016, Public Works worked with the Lessee of the main hangar to affect a property transfer between Midstate Aviation, the Fixed Based Operator at the Airport, and Central Washington University. That resulted in Central Washington University assuming Midstate Aviation's lease for the main hangar which creates opportunity for their flight training program. As part of that larger deal, Midstate Aviation through Sierra Romeo approached Public Works subsequent to the deal and asked to enter into a land lease to construct a new hangar facility. The Board of County Commissioners saw that project as favorable and approved the lease. Mark added that what has since transpired is that in order for Sierra Romeo (Ron Mitchell) to benefit from a land exchange the lease agreement needs to be in a LLC hand's for a period of time. Mr. Mitchell is proposing that the lease be amended recognizing that Sierra Romeo be taken off the lease and his LLC of Vernopal LLC as the Lessee. The lease amendment was then presented to the Board of County Commissioners for consideration. Discussion was held.

Board Direction:

Commissioner Osiadacz made a motion to approve the lease amendment as presented and Commissioner O'Brien seconded the motion. Lease Amendment was approved as presented.

RESOURCE SHARING INTERLOCAL AGREEMENT WITH THE CITY OF ELLENSBURG DISCUSSION:

Mark reported that in 2002 the Board of County Commissioners and the City of Ellensburg entered into a Resource Sharing Agreement wherein both parties lay out how billings are processed for services. The center piece for this discussion is the annual chipseal program where the City engages the County to maintain their road network. Mark continued that Director Lyyski approached him with a consideration to amend the existing agreement in two ways. First there is a thirty (30) day invoicing requirement in the 2002 agreement that both ourselves

and the City don't hit consistently as a business practice and that has to do with the way our bills come in mid-month and the processing timelines for our finance department. We both recognize that is something the City and County would like to eliminate. The next piece has to do with capping our labor and fringe benefits at 15%, we do that for each other but in Public Works we run about 30% and it's a significant hit to drop it that much. The current agreement proposal maintains that 15% , however, Mark is hoping for a conversation with the Board of County Commissioners to affirm that this is their desire going forward. The other piece we altered recently that the City has not formally embraced is the materials also to be added into the agreement for 15% cost recovery. What the Department is doing is we are moving the chip seal program from a buy rock as needed into an inventory program. The reason for this is because we don't always have the quantities readily available from the supplier. Staff believes this is a good year to migrate the program into a more formalized inventory based program. Therefore, we will always have rock stored and available. What will happen as we build those inventories we will pull out of that the stockpile as we contract with the City at a last year's pricing and we may have to buy more materials at a higher cost. The City is reluctant to consider the 15% cost recovery on the material. Commissioner Jewell stated that the second issue can be addressed by simply saying the current market rate or the price paid, whichever is higher. Discussion was held. Commissioner Jewell added that as far as the labor and fringe benefits piece there is absolutely no way we should be charging 15% if we are in the 30% range. The work we do for the City for maintenance of their roads should be at cost recovery. Further discussion was held.

Board Direction:

Discuss with City of Ellensburg and make discussed changes and present for consideration at an Agenda Session. If the City of Ellensburg does not agree to the changes take action to terminate existing agreement.

OTHER BUSINESS:

Flooding Update:

Mark stated that Naneum Creek continues to surge around both ends of the Bar 14 Bridge. Staff has not been able to get into the water due to high flows. The one thing that staff did do last week was take advantage from the County Road Administration Board's (CRAB) offer to use their drone in the upper watershed. Staff drove into the upper watershed to define the course for the drone flight. Several videos were taken and the upper watershed does not show the kind of stress staff expected to see. The bedload at Bar 14 suggests that there was a larger erosion event from the fire several years ago and the slopes are well vegetated and that stream is not moving the rock. Mark continued that staff will be monitoring the road crossings at Thomas Road as well. Mark stated that the aggregate production seems to be mined from Thomas Road to Bar 14 Road. As part of the hydraulic project approval from WDFW staff is committed to bring them a plan July 1, 2017 and that plan may center around community outreach with requests to gain access to some of the private land to access for flood damage. Discussion was held.

Nelson Siding Road Traffic:

Mark stated that over the weekend multiple residents left messages regarding the weekend traffic on Nelson Siding Road. Some of the residents were complimentary to the Sheriff Deputies doing speed enforcement however; they are now stating that this last weekend they have seen people urinating and defecating on the county road and in private driveways. Mark continued that this is not an issue to be enforced by Sheriff Deputies. He did spend some time researching the statute and found in Chapter 46 of the Revised Code of Washington the manner that Public Works can close roads. Staff could argue that the additional weekend traffic is causing increased deterioration of the County road. Mark added that he also looked at whether or not the local Health Officer has any authority in statute with the sanitation issue. Staff could look at closing the road to local traffic only on the weekends. Commissioner Osiadacz responded that she has seen video of the traffic on the road and it was at a standstill. She inquired as to if working with Washington State Department of Transportation (WSDOT) on a solution to this issue. Mark replied that once they are off the freeway it is no longer WSDOT jurisdiction, however, we could inquire as to using some of their signage. Commissioner Jewell asked if bringing WSDOT in for a meeting and making them aware of the problem and ask if they are willing to provide some solution. Discussion was held. Board direction: Contact WSDOT to engage in discussion regarding the issue.

2017 Bridge Inspection Update:

Mark stated that staff was noticed last year by the Washington State Department of Transportation Bridge Inspection Division that the county bridges needed to be re-rated due to the Federal Government has allowed special heavy vehicle loads on our structures. This will be a multi-year effort and staff has prepared a task order with our structural consultant and it is in the \$100,000 range. Discussion was held.

Memorandum of Understanding with Federal Highway Administration – Teanaway Hydraulics Grant:

Mark spoke as to the initial grant and that the Federal Highway Administration was obligated to deliver the project. As staff starting working with them it's become apparent to him and Luke Huck, County Engineer that we are in a better position to deliver the project than the federal government due to our location, local knowledge, land acquisition and we are in a better position to negotiate with local residents. Staff made our case to the Federal Highway Administration several months ago and late last week they agreed. They sent a Memorandum of Agreement to migrate the project from the Federal Highway Administration to Public Works/Kittitas County. Mark continued that there will be some financial negotiations and will present to the Board for signature at a later date. Discussion was held.

Badger Pocket Commercial Vehicle Loads:

Mark reported that recently staff has been receiving growing community complaints about commercial vehicle traffic. There are several commercial operations in the area including a hay press and rock quarries. Staff is seeing some damage to the road network including stress cracks from heavier loads. Currently, we have no way to manage this and there is no Commercial Vehicle Officer in the County. Mark stated that he previously mentioned funding the position in Public Works. That would be the only way we could start getting some control over the super loads that are breaking the network. He continued that this would be a robust work program and staff would need some time to develop it and have a broader discussion with the Board of County Commissioners. Discussion was held.



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