



**CITY OF RIDGEFIELD, WASHINGTON
CITY COUNCIL MEETING MINUTES
SEPTEMBER 14, 2023**

Regular Meeting - 6:30 PM

I. GENERAL SESSION CALL TO ORDER - 6:30 PM

- 1. Flag Salute**
- 2. Roll Call**

Present:

Mayor Jennifer Lindsay
Mayor Pro Tem Rob Aichele
Council Member Matt Cole
Council Member Lee Wells
Council Member Ron Onslow
Council Member Judy Chipman
Council Member Clyde Burkle

3. Late changes to the agenda

None.

II. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

Comments received during public testimony can be heard on the City's website under <https://ridgefieldwa.us/government/city-council-meeting-audio-files/>.

III. CONSENT AGENDA

MOTION TO APPROVE AS PRESENTED.

RESULT:	(UNANIMOUS)
MOVER:	Mayor Pro Tem Rob Aichele
SECONDER:	Council Member Clyde Burkle
AYES:	Council Member Onslow, Council Member Burkle, Council Member Wells, Council Member Chipman, Council Member Cole, Mayor Pro Tem Aichele, Mayor Lindsay

1. **Approval of Claims And/Or Payroll**
2. **Approval of Minutes from the August 24, 2023 Meeting**

IV. BUSINESS

1. **Motion - Award Contract for Construction Management Services for the Royle Road S 15th St to S 5th Way Project - Chuck Green, Public Works Director**

The City of Ridgefield is in a multi-phased set of improvements along the Royle Road corridor between Hillhurst Road and Pioneer Street. Construction of the section between S. 19th Street and S. 15th Street, including a new roundabout at Royle Road and Wells Drive/S. 15th Street, was recently completed. This next phase of construction will improve Royle Road to two traffic lanes, a center turn lane or median, bike lanes, sidewalks, street lighting, a new water main, stormwater facilities and a joint utility trench to relocate and underground power and communications lines. It will match up with improvements completed in 2020-2021 of Royle from Pioneer Street to S. 5th Way that was a partnership between the City and developers of Pioneer Village and Discovery Ridge. Also included in this project are sidewalk and landscape improvements previously removed from the Royle Road roundabout project due to budget constraints. A Transportation Improvement Board grant was received for \$2,952,000 to help fund the project. The City is matching the TIB grant with Traffic Impact Fees and general funds. Design was completed earlier in 2023 by PBS Engineering. PBS Engineering is being retained for design services during construction, including responding to contractor requests for information and interpretation, review of submittals, and review of proposed design change order requests. With construction expected to begin this fall, consultant construction management services are needed as Public Works staff does not have sufficient staff availability for the effort. In adopting best practices of the Washington State Department of Transportation and the Federal Highway Administration, the City is retaining a construction management consultant that is a separate entity from the engineer-of-record (PBS Engineering). In this process, PBS Engineering was precluded from pursuing the construction management services contract. The City opened a Request for Qualifications process on July 17, 2023 seeking a consultant for these services. The process was closed on August 7, 2023 with submittals received from three teams:

- Consor (formerly Murraysmith)
- Harper Houf Peterson Righellis, Inc. (HHPR)
- Materials Testing and Consultant, Inc.

After reviewing and evaluating the submittals, a shortlist of Consor and HHPR were selected for interviews. After the interview round, a composite score of the submittals and interviews resulted in Consor being the highest rated consultant. City staff negotiated with Consor which resulted in the scope and fee proposal for the contract award for consideration by Council.

MOTION: MOVED TO AWARD THE CONTRACT FOR THE ROYLE ROAD, S. 15TH STREET TO S. 5TH WAY CONSTRUCTION MANAGEMENT SERVICES TO CONSOR IN AN AMOUNT NOT TO EXCEED \$539,983.89, WITH ADDITIONAL \$25,000 FOR CONTINGENCIES.

RESULT:	(UNANIMOUS)
MOVER:	Mayor Pro Tem Rob Aichele
SECONDER:	Council Member Ron Onslow
AYES:	Council Member Onslow, Council Member Burkle, Council Member Wells, Council

2. Motion - Award Contract for Pavement Construction Services for S 5th Street Project, 65th to 85th Avenue - Chuck Green, Public Works Director

The S. 5th Street (east of 65th Avenue to 85th Avenue) Roadway Repair Project is a part of the 2023 Pavement Preservation Program. Because the pavement condition has deteriorated beyond what a seal or overlay would improve, this project involves a major replacement of the pavement along this section of S. 5th Street. The City advertised for bids from highly qualified contractors on August 14, 2023 and the bids were opened on August 31, 2023. The project is to provide all labor, supplies, equipment and materials for the improvement of S 5th Street from approximately 300 LF east of S Union Ridge Parkway to N 85th Ave. This project reconstructs roadway including full depth repair, cement amended subgrade, milling and paving with HMA, and roadway striping. The work shall be fully complete within 20 Working Days from the Notice to Proceed. Because the project cost estimate was less than \$1 million and did not include electrical work, a subcontractor list was not required to be submitted at the time of bid opening. Additionally, as this project is relatively straightforward, Supplemental Bidder Responsibility Criteria were not used.

Bids were received from:

- Lakeside Industries for \$648,647.00 (lowest responsive and responsible bid)
- Advanced Excavating Specialists LLC (AES) for \$685,778.00
- Granite Construction Company for \$663,663.00
- Kerr Contractors Oregon, LLC for \$763,419.00
- Clark County Paving and Mill Plain Electric both submitted a No-Bid.

The Engineer's estimate was \$623,940.00.

A \$15,000 “minor change” bid item is included in the bid for construction contingencies.

MOTION: MOVE TO AWARD THE CONTRACT FOR THE S 5TH STREET ROADWAY REPAIRS PROJECT TO LAKESIDE INDUSTRIES FROM VANCOUVER, WA IN AN AMOUNT NOT TO EXCEED \$648,647.00.

RESULT:	(UNANIMOUS)
MOVER:	Council Member Matt Cole
SECONDER:	Council Member Lee Wells
AYES:	Council Member Onslow, Council Member Burkle, Council Member Wells, Council Member Chipman, Council Member Cole, Mayor Pro Tem Aichele, Mayor Lindsay

3. Resolution No. 631 - Approval of SR 501/ Pioneer Street Route Jurisdiction Transfer Request - Chuck Green, Public Works Director

Over the past few years, discussions involving City staff and council have centered around the planning, maintenance and operations of Pioneer Street/ SR 501 as they relate to coordination and agreements with the Washington State Department of Transportation (WSDOT). While SR 501 is a state highway, it primarily functions as Ridgefield’s east-west gateway and “main street”. Decisions related to planning and design for improvements along Pioneer Street must be coordinated with WSDOT and be consistent with WSDOT’s Design Manual, which is oriented toward state highways and not local arterials. To further these discussions and future considerations, in January City staff, at council direction, initiated an inquiry into the transfer of jurisdiction of Pioneer Street/ SR 501 from WSDOT to the City. This process is formally

known as a “Route Jurisdiction Transfer” (RJT) and falls under RCW 47.01.425, Jurisdictional Transfers. The process is overseen through the state’s Transportation Commission (WSTC) who “utilize the criteria established in RCW 47.17.001 in evaluating petitions and to adopt rules for implementation of this process.” The commission forward to legislatures transportation committees their recommended route jurisdictional transfers by November 15th of each year. In the case with Ridgefield’s request, the WSTC must take action at their October meeting. Ridgefield City Council action is being requested at the September 14 meeting in order to place this action on the WSTC October agenda for consideration. The limits of the request are between MP 16.91 and MP 19.88, entirely within the Ridgefield City Limits. There are sections designated as SR 501 between Ridgefield and Vancouver, and inside Vancouver City Limits, that are not part of Ridgefield’s request.

The City made this request for the following reasons:

- A desire to transition Pioneer Street into a multi-modal, City arterial “Main Street” from its current State Highway status
- A savings to both WSDOT and the City in reviewing project designs, design deviations and exceptions, and other components of the various City-sponsored projects along the corridor
- The ability to clean up the westerly portion of the corridor, mostly unbuilt, including the waterfront of the Port of Ridgefield, their recent railroad overpass project and their upcoming waterfront development plans
- Removal of maintenance responsibilities and thus a cost savings to WSDOT. The City is already responsible for maintenance and operations on the westerly portion of this corridor.

Assessment

By changing design requirements from the WSDOT standards to the city’s, roadway widths can be reduced by several feet – narrower traffic lanes and medians – as well as allowing the City to continue to develop Pioneer as a tree-lined boulevard, which is not a WSDOT standard design detail. City staff have been assessing the benefits and cost implications of acquiring the SR 501 assets from WSDOT. This includes the road right-of-way, an old quarry near Reiman Road, and any stormwater facilities not associated with I-5 runoff that are along the alignment. The assessment includes a wealth of pavement, traffic, and slide information from WSDOT as well as bridge inspection reports for the bridge over Gee Creek. The pavement condition for the Pioneer corridor varies substantially, from a condition of “fair to poor” (a pavement condition index or PCI rating below 60 out of 100), to satisfactory to good for newer sections such as between 35th Avenue and east of Royle Road (PCI ratings above 70). WSDOT indicated that they have deferred some pavement repair between Main Avenue and the curves along Pioneer: the new WSDOT policy is to build a “Complete Street” for major pavement repairs, which includes sidewalk and ADA-compliant facilities, which has added \$1-1.5 million to the cost of repairing pavement in the segment between Main and the curves. The City does not have this policy, and a review by City engineering and pavement management staff indicate a pavement repair project would be on the order of approximately \$1 million for surface and base repairs if the City were to incorporate this into the City’s annual pavement repair program. This would bring the PCI up to 60-70, which is “fair” condition.

Slide Area

The City retained the geotechnical firms of Columbia West to undertake an assessment of the “slide area” in the curves between Reiman Road and Gee Creek. The Columbia West assessment noted that there have been four recorded slides since 2006, the most recent in 2016. Costs were not tracked by WSDOT for all of the slides; where they were, the cost to repair the slide area and reopen SR 501 to traffic ranged between

\$650,000 and \$1.1 million. The assessment also noted that “it is not possible to predict the timing and location of future slope instability, however, based on historic slope instability, observations during geologic reconnaissance, and the known presence of active slope movement, future slope instability is highly likely within the roadway alignment in the current condition. Should slope instability occur, we anticipate mitigation techniques similar to those taken for landslides that occurred in 2006, 2012, and 2016 will be required (shear keys and rebuilding the slopes). The Columbia West report indicated there are more extensive and expensive preventative projects that could be done in the range of \$2-4 million to mostly alleviate the future slide probability. They also suggested some deep patching work (similar to what WSDOT completed a few years ago) to alleviate future slumping (but not fully fix the problem) for \$250K to \$1 million. The City review indicated adding some base work and drainage to direct water under the road (rather than eroding away the roadside) would provide some longer-term stability, estimated to cost in the range \$500,000 to \$750,000.

Transportation Improvement Board Review

Under the RJT process, the Transportation Improvement Board (TIB) reviewed the City of Ridgefield’s Route Jurisdiction Transfer request of State Route 501 to the city. Their assessment referenced that at the time SR 501 was designated, it was planned to be a loop highway off I-5 that connected Ridgefield and would terminate in the City of Vancouver. Thirty years later, there is no foreseeable loop highway, due primarily to the establishment of the Ridgefield National Wildlife Refuge.

TIB, using RCW 47.17.001 which defines the criteria of transferring routes between the Washington State Department of Transportation and cities or counties, concluded the following:

“Today, the City of Ridgefield has a population of 13,640. With the exception of the original legislative designation, SR 501 does not meet any of the state highway urban route criteria:

(3) An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

- (a) Is designated as part of the interstate system;
- (b) Is designated as part of the system of numbered United States routes;
- (c) Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;
- (d) Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas."

Potential Jurisdictional Transfer Maintenance Program

In reviewing these issues, staff believes that a reasonable maintenance and repair program should accompany the transfer of route jurisdiction. The transfer of SR-501 from WSDOT to the City of Ridgefield is expected to save WSDOT at least \$250,000 to \$400,000 per year, exclusive of slide repair costs.

A reasonable repair program could include the following:

- \$1 million for pavement repairs from Main to the curves
- \$750K for slide alleviation and prevention
- Depending on when the transfer would occur, refreshing striping and pavement markings along the corridor would be reasonable.

City Council conducted a discussion on presented information.

MOTION: MOVE TO ADOPT RESOLUTION NO. 631 INDICATING CITY COUNCIL SUPPORT TO THE WASHINGTON STATE TRANSPORTATION COMMISSION IN RECOMMENDING APPROVAL OF THE SR 501/PIONEER STREET ROUTE JURISDICTION TRANSFER REQUEST.

RESULT:	(6-1)
MOVER:	Council Member Onslow
SECONDER:	Council Member Cole
AYES:	Council Member Onslow, Council Member Burkle, Council Member Wells, Council Member Chipman, Council Member Cole, Mayor Lindsay
NAYS:	Mayor Pro Tem Aichele

V. PUBLIC COMMENT

Anyone requesting to speak to the Council regarding all items not subject to a specific Public Hearing may come forward at this time. Please state your name and limit comments to three minutes. Written comments may be submitted to the Clerk prior to the meeting.

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VI. COUNCIL/PRESIDING OFFICER/STAFF REPORTS

1. Council

Council Member Cole - Attended overlook splash pad soft opening.

Council Member Chipman - Attended congressional update with Congresswoman Gluesenkamp Perez, neighbors helping neighbors update.

Council Member Wells - Attended 4 meetings, roundabout safety concerns at Royle Road.

Mayor Pro Tem Aichele - Attended memorial service for Greg Thornton, congressional update with Congresswoman Gluesenkamp Perez, neighbors on watch meeting, ribbon cutting for new business, first Saturday event, main street meeting, port of Ridgefield meeting, special meeting with CCF&R.

Council Member Burkle - Attended congressional update with Congresswoman Gluesenkamp Perez, overlook splash pad soft opening, port of Ridgefield meeting, special meeting with CCF&R.

Council Member Onslow - Attended memorial service for Greg Thornton, congressional update with Congresswoman Gluesenkamp Perez, RTC meeting, C-TRAN meeting, CDBG meeting, ribbon cutting for new business, special meeting with CCF&R, first Saturday event.

2. Mayor

Attended AWC legislative priorities meeting.

3. City Manager

City Manager Steve Stuart - Provided updates on City projects and overlook splash pad.

Public Works Director Chuck Green - Downtown stormwater project update.

Police Chief Cathy Doriot - Officer Fokin training academy update, meeting with Randy Mueller about a potential temporary location for a local regional academy.

VII. ADJOURN

8:18PM



Julie Ferriss, City Clerk



Rob Aichele, Mayor Pro Tem