



KITTITAS COUNTY DEPARTMENT OF PUBLIC WORKS

Mark Cook, Director

STUDY SESSION MINUTES

December 12, 2016

THOSE PRESENT:

Paul Jewell, Obie O'Brien, Laura Osiadacz (BOCC); Mark Cook, Luke Huck, Candie Leader, Kathy Jurgens, Tammy Burgess (DPW)

GUESTS PRESENT:

Ryan Lyyski, City of Ellensburg

TEANAWAY ROAD BRIDGE AT DICKEY CREEK BRIDGE STRIKE:

Mark reported that on December 3, 2016, our Teanaway Road Bridge at Dickie Creek. The vehicle went through the rail into the river and has been removed. We since pulled all our rail and metal from the river as well. Staff has erected Jersey barrier and restricted the bridge to single lane. Stop signs have been put up on both ends of the bridge with advance warning signs. We are speaking with WSDOT to see if they have the capacity to oversee the bridge repair. We have contacted our on-call structural engineer to schedule an inspection of the bridge. Discussion was held.

Board Direction:

No Direction

WILSON/NANEUM SPLIT DISCUSSION:

Mark gave background on the need to understand the counties obligation as to maintenance of the Naneum/Wilson split and the control structures. Currently, there is a small group of irrigators that are setting the flow control. The stream bed on Wilson has degraded. There is about a 3 foot hydraulic differential now between the bottom of Wilson Creek and Naneum. Our concern is that once the flow control is removed from Naneum most of the flow will divert into the Naneum channel. Also, last year the bridge at Bar 14 Road flooded for about two months and again that's on the Naneum leg. We are concerned if we shift all the flow we will see some further closure of the bridge. We ordered title reports on both properties. One report was clean the other showed encumbrance and the easement describes the width of the easement and spells out the use of the easement. What we have not been able

to find is the County's obligation associated with the easement. The City of Ellensburg historically has had its intake for city water at this location. That easement was vacated and the water pipe is essentially gone from this location. It appears it leaves our entity to be burdened with entry and maintenance at these structures. Now, the question is what involvement the Flood Control Zone District has in this or if it is considered road maintenance. The other piece is who acquires the approval to perform the work and goes after the HPA. Commissioner Jewell inquired about the need to dredge the channel and cleaning out the rock and why the topic is coming before them now; and when is the last time the channel has been cleaned out. Mark replied that he spoke with the Maintenance Manager, Jim VanDeVenter, and he stated that he doesn't remember when we were in there last. Luke Huck added that the last time it was cleaned out the water master performed the work. Discussion was held.

Board Direction:

No Direction

OTHER BUSINESS:

Mark presented the new fees proposal for Public Works. The new proposal is a full cost recovery model. The process used was not an easy task since the Department has more than one fund to manage. The first fund presented is the Airport Fund. The only cost currently for the fund is the card keys for access. The next sheet presented was for the Flood Control Zone District costs. The floodplain management permit currently is \$180 and the true cost is around \$4,000 and reflects true costs to process. Discussion on the spreadsheets was held. The last sheet discussed was the Road Fund. This includes access permits, franchises, road standards variance, etc. About a handful are new fees. And some there is a base fee and a 100% hourly value plus any hard costs associated with it. Commissioner Jewell had a few suggestions. He recommended that we get full cost recovery on the Shoreline permits. Discussion was held on full cost recovery for certain permits. Commissioner Jewell suggested looking at the 75% scenario for the LOMA(s). He also mentioned the solar panel permitting and raising the cost by about \$5.00. Commissioner O'Brien agreed with that recommendation. Commissioner Jewell referred to the last spreadsheet for the Road Fund. He stated that some fees look fine others like the grading permit should be at full cost; haul routes to cost recovery as well; on system county road establishment should be at the top amount considering the amount of work to be done. He inquired about the right of way use special use permit.

Mark replied that it's for a right of way use impact. Luke added it's for like a bicycle event. Commissioner Jewell continued with going through certain fees. He suggested full cost recovery on lot consolidation. Mark stated that he wasn't expecting the BOCC to go through the permits one by one today and we can schedule something for another time to complete the process. Commissioner Jewell questioned the plat amendment and short plat amendment; he suggested going to full cost recovery on those as well. He stated that the development agreement should be at full cost recovery also. Mark stated that we have been seeing a number of civil plans for review that may or may not be reflective of our standards. Commissioner Jewell suggested a 50% cost recovery on this fee. Commissioner O'Brien suggested looking at the grading permit again for under 500. He'd like to see a penalty phase for this practice. Luke added that in some instances a hourly fee could be put into place for this also. Commissioner Jewell would like to avoid hourly rates except in some instances like an EIS or a full development agreement. He suggested a resubmittal fee or something similar. Further discussion was held.



Mark Cook
Public Works Director