



# WASHINGTON COUNTY OREGON

## RROMAC MEETING MINUTES August 18, 2011

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.

<u>Members:</u>	Robert Ewers	<u>Staff:</u>	Greg Clemmons
	Denny Hruby		Keith Lewis
	Eldon Jossi		Victoria Saager
	Wendy Mortensen		Dave Schamp
	John Malnerich		Stacia Sheelar
	Matt Pihl		Gary Stockhoff
	Doug Riedweg		Todd Watkins
	Gary Virgin		
<u>Absent:</u>	Jim Burns	<u>Guests:</u>	Calvin Nakao
	Dave Vanasche		
	Lars Wahlstrom		

### Welcome

Matt Pihl called the meeting to order. The July minutes were reviewed. Bill Ewers motioned to approve the minutes and it was seconded by Denny Hruby. All were in favor.

### ENGINEERING AND CONSTRUCTION SERVICES UPDATE

Gary Stockhoff updated the group on capital projects. The 185<sup>th</sup> Avenue project is progressing; Glencoe Bridge started, but the fill will need to set for one year. Roundabout at Scholls and River roads was awarded to Northwest Earthmovers, Inc. The bid was 20% under the engineer's estimate. Evergreen widening between Solar World and the airport is moving forward and should go out to bid later this year. MSTIP programs are being reviewed. Intel is putting in a couple of new entrances on Cornelius Pass and is having some difficulties with PGE.

Tom Tushner retired and will be coming back as a temporary for a couple of months to help with the transition of a new Traffic Engineer.

### PERFORMANCE STANDARDS

Todd Watkins talked about the VueWorks asset management software that has been acquired. Todd explained the County is looking for guidance on setting performance measures. What does RROMAC want to see? What does the community want to see? There were three handouts including: 1) Service levels, documentation, performance measures; 2) ODOT's performance

measures; 3) Sample performance measures for Washington County Operations. Todd asked for RROMAC's input on what would be relevant to include in the performance measures reporting. Here are some of the suggestions that were mentioned:

- Show the relationship between the numbers of miles resurfaced vs. PCI drop (how much pavement maintenance money to maintain PCI).
- The length of time it takes to fix potholes. (Todd shared that our expectations are to respond in seven days and to complete the repair within 30 days. Call 503-846-ROAD (7623) number to report road issues).
- Measure congestion.
- Track signal timing in key corridors.
- Paved shoulders clean for bicycles. This year's Work Program includes bike lane sweeping for the first time.

Dave Schamp shared that the Washington County Visitors Association made a presentation to the Board and they have a marketing campaign internationally promoting Washington County as a bicycle destination. There were six bicycle events last weekend in Washington County.

Dave also attended a bike ride for policy makers and talked with them about widening shoulders and the benefits to bicyclists, but also the benefit to farm equipment and motorists. The challenge is that there is not enough funding to widen the shoulders. At some point it is likely money will be carved out to widen rural roads. What should the process be to select the right roads to make wider. Every user has different ideas.

Gary Virgin says the economic community should have a voice – agricultural and tourism not the Bicycle Transportation Alliance. Matt Pihl agreed economy is important, but livability is also important; recreational use is important. The Banks-Vernonia Trail is good, but rural roads are not good places to ride. Wendy is concerned widening roads will reduce available farmland and timber land. Dave said the county doesn't take land. Existing right-of-way would be used. Matt Pihl said it is important to get a bicycle advocate on RROMAC.

### **GRAVEL ROAD UPGRADES**

All upgrades have been completed for this year. Jackson School, Hahn/Davidson, Groveland, and Thornburg roads and a portion of Old Pumpkin Ridge Road. May want to fog seal them. Evers and Jacktown roads will be considered for next year.

Eldon mentioned there is a trouble spot on Thornburg that may need attention.

Culvert replacements on Keller, Rosedale and Jacktown are moving forward.

### **MINOR BETTERMENT COMMITTEE UPDATE**

A matrix has been established on how to select candidates and rank them. The committee is trying to find equity in the selection process. Weighting factors are Safety (43%), Connectivity

(28%), Cost (15%), and Public Support (14%) as decided by the committee. The next meeting will be on September 8 and a list of weighted candidates will be shared.

### **DIRT – WHERE CAN WE DUMP IT?**

Another 600k yards of dirt will be coming from the Intel site. The dirt is impacting farm land and roads. John Malnerich said West Side Rock has a big hole in the ground that the County says he has to fill, but he can't get any of the fill dirt. Gary Virgin asked who at the County signs the permit.

RROMAC can serve as an advocate to advise where the dirt should go. There was a lot of discussion about the County's process for permitting where the dirt can go and there appears to be a disconnect between regular permit processes and the Intel permits. The committee would like to have the County's fill permit process explained at the next meeting. The dirt being hauled affects the roadways, the drainage systems, etc.

Matt Pihl adjourned the meeting.

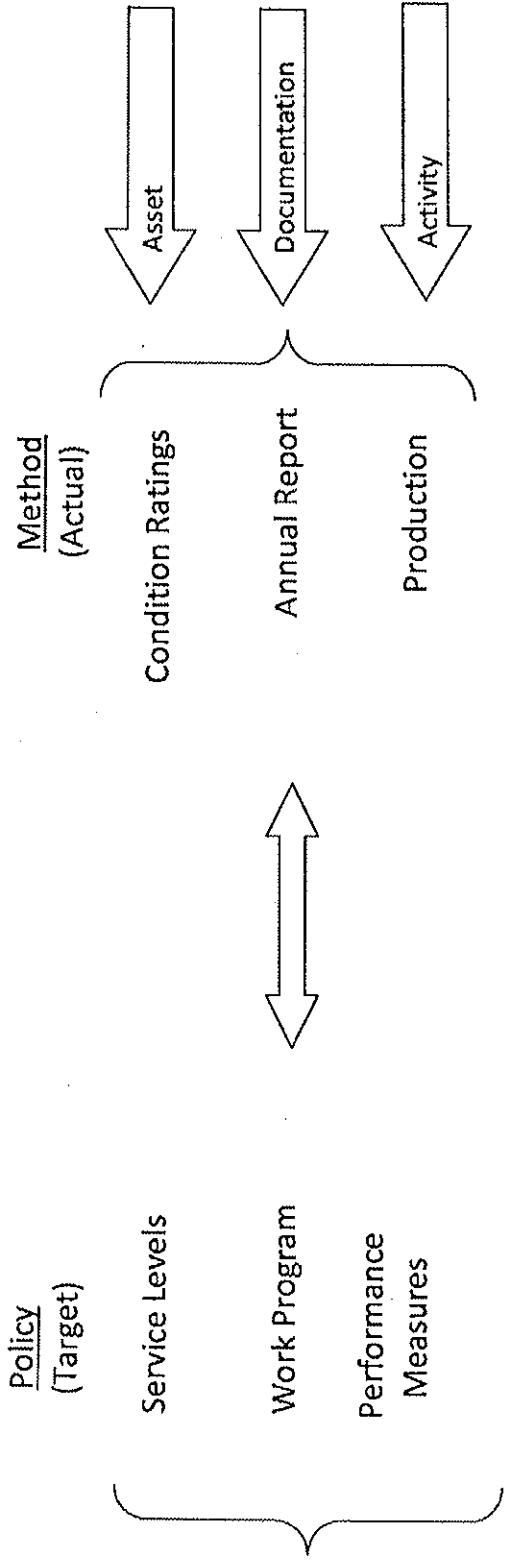
### **NEXT MONTH**

Minor Betterment Committee Update  
Fill Sites for Dirt

# August 2011 Meeting Handouts

## Sample Performance Measures for Washington County:

- Miles of resurfacing (overlay, chip seal, slurry seal)
- Number of potholes filled
- Number of culverts cleaned
- Miles of ditch cleaned
- Miles of shoulders mowed
- Number of service requests entered
- Number of permits issued



Asset

**Service Levels:** The ideal or desired condition for a given asset

**Condition Ratings:** The current quality an asset based on field inspections or computer models

Documentation

**Work Program:** Board-adopted plan for work that is scheduled to occur

**Annual Report:** A reconciliation of the Work Program at the conclusion of the fiscal year

Activity

**Performance Measure:** Numeric indicators established for certain assets and maintenance activities

**Production:** The actual performance of staff or contracted forces



## One Page Status of ODOT Key Performance Measures

Category	Indicator	Description	2019	2020	Target	Status
<b>Safety</b> <i>Engineering, educating and enforcing a safe transportation system</i>	✓ Fatality	Traffic fatalities per 100 million Vehicle Miles Traveled	1.11	1.06	↑	Yes
	! Injuries	Traffic injuries per 100 million Vehicle Miles Traveled	82	70	↑	Yes
	! Impaired Driving	Percent of traffic fatalities that involved alcohol	38.2%	35.0%	↑	Yes
	✓ Safety Belts	Percent of all vehicle occupants using safety belts	0.97	0.95	↑	Yes
	✓ Large Truck Crashes	Number of large truck (commercial motor vehicle) or tank crashes per million VMT	0.31	0.31	↑	Yes
	✓ Rail Crossing Incidents	Number of highway railroad at grade incidents	7	16	↑	Yes
	✓ Derailment Incidents	Number of train derailments caused by human error, track, or equipment	18	42	↑	Yes
✓ Travelers Fee Safe	Percent of public satisfied with transportation safety	81%	74%	↑	Yes	
<b>Mobility</b> <i>Keeping people and the economy moving</i>	✓ Travel Delay	Hours of travel delay per capita per year in urban areas	16.7	17.5	↑	Yes
	✓ Special Transit Rides	Average number of special public transit rides per each elderly and disabled Oregonian annually	7.5	7.0	↑	Yes
	✓ Rail Ridership	Number of rail service passengers	193,954	195,635	↑	Yes
	✓ Intercity Bus Service	Percent of Oregon communities of 2,500+ with intercity bus or rail passenger service	92%	95%	↑	Yes
	✓ Commuting to Work	Percent of Oregonians who commute alone to work during peak hours	30%	30%	↑	Steady
<b>Preservation</b> <i>Preserving and maintaining infrastructure</i>	✓ Pavement Condition	Percent of pavement miles rated "fair" or better out of total miles on ODOT highway system	86%	78%	↓	No
	✓ Bridge Condition	Percent of state highway bridges that are not distressed	76%	76%	↑	Yes
<b>Sustainability</b> <i>Sustaining the environment and communities</i>	✓ Fish Passage	Number of priority culverts that need work to improve fish passage	195	195	↑	Yes
	! Bike Lanes and Sidewalks	Percent of urban state highway with bike lanes and sidewalks	45%	50%	↑	Yes
<b>Stewardship</b> <i>Maximizing value from transportation investments</i>	✓ Construction Jobs	Number of jobs sustained as a result of annual construction expenditures	11,100	11,350	↑	Yes
	✓ Contracting Timeliness	% of projects going to construction phase within 90 days of target date	90%	80%	↑	Yes
	✓ Completion Timeliness	% of projects with construction phase completed within 90 days of original date	79%	80%	↑	Yes
	✓ Project On Budget	% of original construction authorization spent	102%	99%	↑	Yes
	✓ Certified Businesses	% of ODOT contract dollars awarded to disadvantaged, minority, women, and emerging small businesses	12%	12%	↑	Yes
	✓ Customer Service	% of department customers who are satisfied with services	91%	90%	↑	Yes
	✓ Office Wait Times	ERB Office Wait Time (minutes)	9.30	15.00	↑	Yes
	✓ Phone Wait Times	Phone Queue Time (seconds)	33.4	45	↑	Yes
	✓ Title Wait Times	Title Transaction turn around time (days)	18.9	21	↑	Yes
	✓ ERB Customer Satisfaction	Percent of ERB customers who are satisfied with services	73%	75%	↑	Yes

Status and Color Formatting: Green (check mark) is within 5% of target and Yellow (!) is within 15% of target.