



URMD

URBAN ROAD MAINTENANCE DISTRICT

**Urban Road Maintenance District
Advisory Committee**



Department of
Land Use & Transportation

**Rural Roads
Operations and
Maintenance
Advisory Committee**

March 16, 2016 • 4:00 to 6:00 p.m.

Walnut Street Center

1400 SW Walnut Street • Second Floor Training Room 1 • MS 51

Hillsboro, OR 97123-5625

MINUTES

Members Attended: Allen Amabisca, Ray Eck, Denny Hruby, Michael Jamieson, Anthony Mills, Daniel Morgan, Gary Virgin, Lars Wahlstrom, Bonnie Hadley, Ruth Deal, Marty Moyer, Bill Ewers, Doug Riedweg, Larry Virgin

Staff Attended: Andrew Singelakis, Chairman Duyck, Commissioner Malinowski, Melissa De Lyser, Steve Franks, Kim Haughn, Keith Lewis, Victoria Saager, Dave Schamp, Gary Stockhoff, Todd Watkins

Absent: Tim Connelly, John Malnerich, Dave Sweeney

Guests: Don Odermott and Greg Snieder with City of Hillsboro; Beth St. Amand and Dan Shauer, CPO Coordinators; Michele Amos, Eric Squires

Welcome and introductions

Lars introduced himself. Bonnie asked everyone to introduce him or herself and tell the group how long they have been involved in their committee.

Bonnie reminded guests to sign in.

Minutes review and approval was suspended until the next meeting.

Operations and Maintenance requested budget – Dave Schamp

Dave went over the [Operations and Maintenance budget for 2016-17](#). Here are some highlights:

- The projected increase in the budget is 3.8%.
- Revenue increase is 28% and is mainly due to FHWA reimbursement for emergency repairs on Timber Road and Beef Bend Road failed culverts and a projected \$150,000 increase in Timber Revenues.
- Significant changes include replacement of heavy equipment, replacement of failed culverts, and Hagg Lake area improvement projects.
- Almost 92% of our budget comes directly out of the Road Fund (gas taxes).
- Lane miles maintained are increasing by an average of 50 miles per year.

- We are providing more services with less staff.
- We are entering the second year of contracted landscape services. The budget allocation is increasing by \$70,000.
- Maintenance is needed on 152 of County's 184 bridges, with a total estimated maintenance cost of \$1.75 million. There is a new threat to bridges from Special Hauling Vehicles (SHV's) which have a different axel configuration. Weight limits on bridges may be posted on some County bridges for these vehicles.
- More culvert failures can be expected in the future as 54 culverts are in need of replacement at a cost of \$7 million and only \$700,000 is budgeted this coming year.

Bonnie asked if anyone had questions. Commissioner Malinowski mentioned Operations and Maintenance is being asked to do more than what we can afford. He appreciates how much work LUT does with the funds they are provided; however, the budget is coming up short of what is needed for maintenance. He does not want to tell the public we are keeping up with costs if we are not. He thinks it's better not to make the people believe the situation is under control.

URMD requested budget – Victoria Saager

The [Urban Road Maintenance District](#) (URMD) is a special district formed under ORS 451 to provide road maintenance services to neighborhood streets in the urban unincorporated area.

URMD cares for 440 linear miles of urban local streets that are outside of cities.

The [Urban Road Maintenance District Advisory Committee](#) (URMDAC) provides guidance on services provided by District, recommends performance measures and service levels, and selects safety improvement projects.

URMD revenue comes primarily from \$0.25/\$1,000 URMD property tax approved by voters in 1994. The proposed budget includes \$4.6 million revenue and \$6.4 million expenditures.

URMD provides three types of services:

- Pavement maintenance (work identified in [annual Road Maintenance Program](#))
- Requests for service from residents and road users
- Safety improvement projects

The primary responsibility of URMD is pavement management. The number of miles maintained by URMD has grown by 11.2 miles over the last four years. The average pavement condition is stable compared to last year.

Twenty-one miles of URMD streets will be treated next fiscal year with slurry seals. Bonnie asked about the micro-surface paving done in the past asking if were we unhappy with the product. Todd

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answered it's not about being happy with the product, it's more about what the appropriate surface treatment is for each road at the time. We group surface treatments as much as possible to get better bid prices.

Another service provided by URMD is response to service requests. Three hundred thirty-nine (339) requests were responded to in fiscal year 2014-15.

The most frequent request for service we receive is for overgrown vegetation. Since the location is usually along a residential property, we notify the adjacent property owner or resident and ask them to trim. If they do not trim adequately within 30 days, we will send a crew to do the work.

Other frequent service requests include roadside trash clean up, pothole repairs, and sight distance obstructions in the right-of-way.

Lastly, URMD provides safety improvement projects for pedestrians, bicyclists, and motorists. Over the last five years, URMD has allocated over \$10.5 million for 32 safety improvement projects.

Draft Annual Road Maintenance Program – Todd Watkins

Todd shared a handout outlining the planned [2016-17 pavement surface treatment candidates](#), including both Road Fund and URMD candidates. He recommended this topic be discussed at the next meeting, which will give members time to review the materials. He pointed out there is a small difference in the budget amount because a little wiggle room is built in to the budget.

Todd will be out of the office for the next 10 days but feel free to contact Victoria if you have questions.

Public education on transportation funding – Melissa De Lyser

A video was created at Andrew Singelakis' suggestion. They reached out for media responses regarding transportation funding understanding, and then used this information to identify the knowledge gaps to be able to focus efforts on public education. The video was shown to the group.

The main message of the video is that funding is not keeping up with costs of road maintenance. The foundation of the video is educating the public. This video will be available through social media advertising, the County Fair, and other public outreach opportunities.

South Hillsboro (SoHi) – Don Ottermott

Mr. Ottermott provided a presentation about the [South Hillsboro](#) development. The City of Hillsboro has been working on planning for improvements in the area south of TV Highway between 229th and 209th avenues for the last seven years. Planning for the 1400-acre area includes 8,000 dwelling units, 12,000 residents, and 15 miles of trails, as well as a retail area, Village Center.

This project has had some challenges with creeks and bridges and they are facing a funding gap. They are looking at funding options.

There is also a focus on transportation needs and options. Some system constraints include bottle necks unique to this area due to three railroad crossings. The traffic analysis expects one-third of the drivers will use the roads going through South Hillsboro without ever stopping there.

Committee discussions included affordable housing, connecting roads that cross 209th, and Transportation Futures, contracts with railroads, average home prices, and the possibility of seven lanes on Cornelius Pass instead of five lanes.

Guest comments

No comments.

Miscellaneous

The dates for the April meetings are listed incorrectly on the joint agenda. The correct dates are URMDAC meets on April 20 and RROMAC meets on April 14.

Lars recommended we have more joint meetings.

A photo of the URMDAC committee was taken for the website.

Bonnie thanked everyone for joining the meeting.

Meeting adjourned.