



Department of
Land Use & Transportation

Rural Roads Operations and Maintenance Advisory Committee Meeting

April 14, 2016, 7:30 to 9:30 a.m.

Walnut Street Center

1400 SW Walnut Street, MS 51, Second Floor Training Room 1
Hillsboro, OR 97123-5625

MINUTES

Members Present: Allen Amabisca, Bill Ewers, Denny Hruby, Michael Jamieson, John Malnerich, Daniel Morgan, Matt Pihl, Doug Riedweg, Dave Sweeney, Gary Virgin, Lars Wahlstrom

Absent: None

County Staff Present: Melissa De Lyser, Tracy Fox, Steve Franks, Keith Lewis, Jennifer McCollum, Dave Schamp, Gary Stockhoff, Todd Watkins.

Guests: None

Welcome, Introductions, and Approval of Minutes

Lars called the meeting to order at 7:30 a.m. Doug made a motion to approve the March minutes from the joint URMDAC/RROMAC meeting. Gary seconded the motion. None were opposed. The minutes were approved as written.

Doug made a motion to approve the February RROMAC meeting minutes. Michael seconded the motion and the minutes were approved as written.

Guest Comments

No guests.

Engineering and Construction Services Update – Gary Stockhoff

Washington County is struggling with staffing issues; the job market is very competitive. They are struggling to keep enough inspectors assigned to all of the projects but they are making things work. The following projects are under construction:

- [Cornelius Pass Road](#)
- [Brookwood Parkway](#)
- [Baseline Road](#)
- [124th Avenue](#)
- [Walnut Street](#)
- [Verboort Road roundabout](#)

Future projects discussed:

- [David Hill roundabout](#) (the bid was awarded to Eagle Elsner)
- [Tenth Avenue](#) in Cornelius (hoping to get started summer 2016)
- Evergreen Road
- [Jackson School Road roundabout](#) (hoping to get started summer 2016)
- [Kemmer Road](#)
- TV Hwy/209th Avenue (ODOT and railroad are involved and project is in design phase)

The Committee discussed various other projects.

Operations and Maintenance Update – Dave Schamp

The Operations Division has been experiencing personnel challenges like many other agencies in the area. Washington County has one of the lowest jobless rates in the nation. For example, with the recent Utility Worker recruitment, there would typically be 250 to 350 applicants; however, only 107 applications were submitted. With each step in the recruitment process, the applicant pool is cut by approximately half. If that holds true with this recruitment, we may only end up with 12 possible applicants for our eight current seasonal vacancies.

Maintenance crews will be shifting to the summer 4-10 schedule starting on May 23. As we come out of the winter months we begin to shift from emergency related work to maintenance. This shift allows for the opportunity to catch up on training. The lead worker group recently took a two-day communications training. Currently we are working on budget, and Teamster negotiations begin next week. Competitive compensation will be discussed.

Steve Franks mentioned that LUT is working with the Human Resources Division and County Administrative Office regarding staffing issues.

Dave reminded everyone that Thursday evening (April 20) is the annual Volunteer Appreciation celebration. All Committee members were invited to attend.

Dave answered questions regarding the division budget after the winter storm response. He mentioned the culvert failures and how some of those costs associated with the work will be reimbursed by FEMA and FHWA.

Retirements, salary competition, and the lowest unemployment rate for some time have caused Washington County to suffer when recruiting new staff. County has been conservative with

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compensation but now has started to lag behind other agencies like City of Hillsboro, Port of Portland, City of Portland, and Clean Water Services. People don't have to go far to find places that are paying more.

The Committee asked what they can do to encourage the County to address this issue. Dave answered that funding is key. Currently County leadership is counting on the state to increase funding through a transportation package in legislature. The outcome is uncertain due to many competing interests. Dave stated the way to address funding is to reach out to the Commissioners. Compensation is a big part of it, but work environment is also important and the County is a good place to work. Unfortunately, we are starting to lose that edge.

Apprenticeship programs were discussed and Dave stated he started working on creating a program at the start of year but it has not gone any further. The union, cities and Clean Water Services support apprenticeship programs and are on board to be partners if we can get someone with the knowledge and time to put a program together. Most supervisors in LUT started as utility workers and this has changed the way we look at new applicants.

Sending letters to legislators was brought up or inviting a lobbyist like Jim McCauley might help the Committee reach a larger audience. Dave mentioned inviting other County Commissioners to meetings. Representative McClain was mentioned as someone to possibly invite in the future.

Review Draft Annual Road Maintenance Program – Todd Watkins

The [Annual Road Maintenance Program](#) cycle was discussed. Performance and condition-based work is aimed at maintaining target service levels. The surface treatment plan was provided as a handout at last month's meeting and now is [available online](#).

An explanation of the asset management system used to compile and coordinate work was illustrated. Additionally, the list of roads that are scheduled for surface treatments, crack sealing, and striping was shown. Washington County uses contractors to supplement County crews. The striping was reconstructed this past year which should help with increasing production.

Some of the pavement markings in our major road intersections are thermoplastic which is a treatment lasting three to five years. Targeted timber bridge structures are being replaced with the help of alternative funding. Bridge maintenance is an ongoing issue. The new super-solo trucks have caused additional stress to our already burdened bridges. We are considering reactive responses such as posting and restricting use for some bridges, while performing repairs on others to mitigate the problem.

Water quality maintenance involves over 300 drainage structures. We are implementing a contracted maintenance program for catch basins, manholes, and water quality vaults.

About two-thirds of our budget is used for planned work; the rest is for emergencies and unplanned events. Pavement, bridges, and culvert maintenance is a major funding concern.

Local Agency Workshop for Enhanced Gravel Road Treatments – Todd Watkins

Last month some County employees attended a one-day workshop in Redmond, Oregon. This presented staff an opportunity to exchange information with other jurisdictions regarding gravel road maintenance. [Washington County shared their performance](#) and which includes a condition-based model for gravel road maintenance. The County's approach is based on Wisconsin's "PASER" program for gravel road assessment process. We are implementing the Gravel Road Assessment Status Program (GRASP) to assess and monitor gravel road maintenance.

Only 6% of our population lives in rural areas and 94% in the urban area. But 50% of our roads (centerline miles) are in the rural area. Gravel roads are less predictable in terms of maintenance so it can be difficult to predict maintenance needs. We currently manage data about our assets with the Integrated Road Information System (IRIS), and we use Street Saver for our pavement management program. Our GRASP program is intended to manage gravel roads in a similar fashion based on condition and target service levels.

For gravel roads, we previously had four graders; now we have three and we are currently assessing the service levels we will be trying to achieve. We chose 10 rural roads (Super 10) from various locations and with different terrain and maintenance issues. Brian Irish has been collecting data during this assessment period. A report has been created to assess gravel road surfaces. Distance Measuring Instruments are used to precisely identify distressed areas of the road surface. Data is being collected to create a database that will provide a composite score for these roads. This will allow us to map, over time, the deterioration between grading and the amount of maintenance needed for any given gravel road segment. This is a pilot project that is just starting but we are already seeing trends in the data which is encouraging.

This data will assist us to plan our rural road maintenance and help us provide feedback to the public regarding the decisions made to provide service. The new assessment tool will create a way to manage rural assets. As far as we know, nobody else in Oregon is working on a model like this. It will allow for studies of bad performance areas and ultimately address those areas specifically. This may also allow for targeted grading on high need areas, reducing costs and potentially the amount of equipment needed. This new system will allow for graphic displays of problem areas.

Miscellaneous

Melissa De Lyser shared the link to the new [Transportation Funding video](#). It can be found at TransportationFunding.org. This video will be used at various public outreach opportunities.

Victoria was asked to share her [Transportation Funding 101](#) presentation with the entire committee.

Steve Franks mentioned the [Development Forum](#) which is scheduled for April 28.

Future agendas

- Invite:
 - Commissioner Roy Rogers
 - Representative Susan McLain
 - Commissioner Dick Schouten
 - Lobbyist, Jim McCauley
- Updates regarding the closure gates on Fern Hill Road and Susbauer Road
- Integrated Vegetation Management Plan (IVMP) - held over until funding issues addressed
- Waterline Project update by Gary Stockhoff - held over until later meeting
- Maintenance issues – funding options, how to educate the public in addition to the video
- Gas tax – increase in cost to address maintenance issues
- MSTIP 3e update
- Chairman Duyck – low PCI roads strategy

Meeting adjourned.

Next meeting: May 12, 2016, 7:30 – 9:30 a.m.