How well is URMD doing?
After completion of the 2012-2013 construction season, 5% of URMD road surfaces are rated in “fair” or worse condition. On a rating scale of 1 to 100, with 100 representing a brand new road, the average pavement condition rating (PCI) of URMD roads is 83, which is at the upper limit of the “good” category.

In 2011, the Board adopted a target average PCI of 75 (with 90% at or above 65) for all URMD eligible roads. As of 2013, 98% are at or above PCI 65.

The 2012-2013 construction season marked URMD’s 19th year of pavement surface treatments. During the early years, focus was on reconstructing and repaving badly deteriorated roads. The general pavement maintenance strategy has been to seal the road surface every 10 years and overlay with new pavement every 30 years, depending on wear and condition.

With the goal of reaching a system-wide average PCI of 75, the Urban Road Maintenance District Advisory Committee recommended a uniform and consistent maintenance spending out of the way before surface treatment activities begin.

Service requests
In addition to pavement maintenance, URMD repairs and replaces signs, trims back vegetation when it encroaches into the roadway or blocks visibility, fixes pot holes, and maintains road striping.

In fiscal year 2012-2013, a total of 317 requests for service were received. Citizens submitting a service request should receive a response within 7 days and work should typically be completed within 30 days, if the work cannot be completed within 30 days, an explanation and an estimated time of completion will be provided to the requestor.

Property owners are notified of upcoming surface treatments and are asked to trim back adjacent vegetation well in advance. When trimming is not done by the property owner, URMD pays for crews to make sure all vegetation is out of the way before surface treatment activities begin.

Related: URMD Asphalt Overlay, URMD Slurry Seal (www.co.washington.or.us/urmd)

Annual Road Maintenance Program
URMD roads are routinely inspected and scheduled for cost-effective and timely preventive maintenance. One-fourth of all URMD pavement surfaces are inspected and rated by an outside contractor each year.

Planned preventive maintenance activities are included in Washington County’s annual Road Maintenance Program. The program is available online and is published for public review and comment prior to adoption by the Board of County Commissioners.

Cost Trends
The unit costs for asphalt overlay paving and slurry sealing are affected by general industry economic trends, as well as economy of scale: in general, the greater the quantity of work, the lower the unit cost.

Over the last five years, the unit cost for overlay has increased 6% while the unit cost for slurry seal has increased 15%.

Fund Balance
At the end of the 2012-2013 fiscal year, URMD had a fund balance of $8,830,894.

URMD Service Requests for FY2012-2013
 URMD had a fund balance of $8,830,894.

2012-2013 Highlights
The Urban Road Maintenance District (URMD) was set to sunset in 2014. In 2013, the Board of County Commissioners continued the District an additional ten years through June 30, 2024.

The URMD Advisory Committee recommended and the Board approved funding for six safety improvement projects for 2012-2013.

URMD allocates $250,000 a year to the county’s Neighborhood Streets Program (NSP). The NSP coordinates and pays for traffic calming activities on local neighborhood roads.
What does URMD cost?

Voters in the urban unincorporated area approved an ad valorem property tax levy of $0.365 in 1994, which became a permanent rate of $0.2456 upon approval of Ballot Measure 50 in 1997. Property owners in the URMD pay $0.2456 per $1,000 assessed value. The owner of a home with an assessed value of $200,000 pays less than $50 per year for URMD.

What is URMD’s purpose?

URMD’s primary mission is to provide preventive road maintenance services for public roads within URMD boundaries, except roads that are designated as Arterials or Collectors on the Washington County Transportation Plan. As of November 2011, URMD funds may also be used to fund safety improvements on public roads within URMD boundaries, including county roads that are designated as Arterials and Collectors. In fiscal year 2012-2013, $480,000 was allocated for construction of URMD safety improvements.

Is URMD effective and sustainable?

The County Auditor completed a Performance Evaluation of URMD in 2009, which concluded that URMD is:

- Meeting its original objective of improving urban local streets to fair or better condition.
- Effectively maintaining the roads.
- Sustainable at the current property tax rate for the next 10 to 15 years, if assumptions hold true.

Audit findings and recommendation documents are available online.

How are decisions made about URMD?

The County Auditor’s URMD Performance Evaluation recommended that a citizen advisory committee be formed to confirm URMD performance objectives and review periodic performance reports.