



**Program #90013 - Road Services** FY 2024 Department Requested

**Department:** Community Services **Program Contact:** Jon Henrichsen  
**Program Offer Type:** Existing **Program Offer Stage:** Department Requested  
**Related Programs:** 90018  
**Program Characteristics:** In Target

**Executive Summary**

Road Services serves a fundamental community need by ensuring that the County-maintained road system is preserved for the benefit of the public by constructing, operating, repairing and maintaining roadways in a professional and cost-effective manner. Community members use roads to access emergency services, places of employment, businesses, schools and recreational activities. Multnomah County’s economy is dependent on the transportation system to move products to markets. Before project prioritization and delivery we apply principles of equity and public outreach.

**Program Description**

Road Services is responsible for planning, funding, designing, constructing, maintaining, and preserving County-owned roads and associated assets. The program contributes to the goals and strategies of the Department of Community Services in providing transportation services County residents rely upon. Road Services focuses on providing quality roads through innovation, a skilled and diverse workforce, and data driven practices. This program offer supports four areas (Roadway Engineering, Planning and Development, Water Quality, and Road Maintenance) to deliver services that comply with local, state and federal transportation requirements while striving to achieve the transportation priorities that Multnomah County residents communicated through our public outreach efforts.

In FY 2024 Road Services will build on our work in FY 2023 to shift how we plan and manage projects and maintain our road system assets. We will continue to work with our staff and managers to create a program that is based on planning, engineering, and a maintenance staff that is trained in strong project management skills, inclusive interpersonal skills and practices; data driven asset management systems that inform project and maintenance work priorities; and outreach and community engagement that cultivates deeper relationships with underserved communities. Road Services is learning from those relationships to understand how the current transportation system meets or does not meet community needs, with a special focus on BIPOC and historically marginalized populations.

Funding for transportation infrastructure continues to be an acute challenge at the national, state and local levels. Increasing costs combined with flat revenues have shown that the current funding models are not sustainable. State and local land use goals promote density, which support alternative modes of transit for the public (such as bus, bike and rail) and have reduced the demand for gasoline consumption, consequently reducing fuel tax receipts. Further, the County’s 3-cent fuel tax rate has remained unchanged since 1981. The program is directly engaged in regional, state and federal decision-making on transportation funding to support the County’s ability to achieve many of its inter-departmental goals, as well as capital improvements.

**Performance Measures**

Measure Type	Primary Measure	FY22 Actual	FY23 Budgeted	FY23 Estimate	FY24 Offer
Output	Number of development proposals reviewed	116	150	120	120
Outcome	Urban Pavement Condition Index (PCI )	69	69	67	69
Outcome	Rural Pavement Condition Index (PCI)	61	57	60	60

**Performance Measures Descriptions**

Number of proposals reviewed represents development and transportation impacts being reviewed and mitigated.

The County assesses road surfaces using a pavement management system and assigns a Pavement Condition Index (PCI) rating between 0 and 100 (100=excellent)

## Legal / Contractual Obligation

The program fulfills its obligation as a road authority under the provisions of Oregon Revised Statutes 368 and 371, and OAR 660-012. The Federal Highway Administration's Manual on Uniform Traffic Control Devices; Federal Environmental Laws; Clean Water, Safe Drinking Water and Endangered Species Acts; Americans with Disabilities Act (ADA) provide standards which we must incorporate in our service delivery.

## Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Department Requested General Fund	Department Requested Other Funds
<b>Program Expenses</b>	<b>2023</b>	<b>2023</b>	<b>2024</b>	<b>2024</b>
Personnel	\$0	\$6,133,474	\$0	\$6,688,462
Contractual Services	\$0	\$2,007,712	\$0	\$2,887,329
Materials & Supplies	\$0	\$1,521,694	\$0	\$1,924,152
Internal Services	\$100,000	\$4,402,156	\$100,000	\$5,012,658
Unappropriated & Contingency	\$0	\$4,879,730	\$0	\$1,882,028
<b>Total GF/non-GF</b>	<b>\$100,000</b>	<b>\$18,944,766</b>	<b>\$100,000</b>	<b>\$18,394,629</b>
<b>Program Total:</b>	<b>\$19,044,766</b>		<b>\$18,494,629</b>	
<b>Program FTE</b>	0.00	46.60	0.00	47.07

<b>Program Revenues</b>				
Fees, Permits & Charges	\$0	\$80,000	\$0	\$90,000
Intergovernmental	\$0	\$13,048,316	\$0	\$7,802,856
Taxes	\$0	\$96,329	\$0	\$58,800
Other / Miscellaneous	\$0	\$692,747	\$0	\$574,274
Financing Sources	\$0	\$316,491	\$0	\$300,000
Interest	\$0	\$134,752	\$0	\$350,000
Beginning Working Capital	\$0	\$4,211,131	\$0	\$8,903,699
Service Charges	\$0	\$365,000	\$0	\$315,000
<b>Total Revenue</b>	<b>\$0</b>	<b>\$18,944,766</b>	<b>\$0</b>	<b>\$18,394,629</b>

## Explanation of Revenues

This program generates \$1,169,359 in indirect revenues.

The program is funded by a combination of dedicated money received from the State highway fund, County gas tax, Federal forest receipts, Federal and State grants and allocations, and developer contributions and service reimbursements.

## Significant Program Changes

**Last Year this program was:** FY 2023: 90013 Road Services

Changes to the way that the ODOT and the DMV have impacted the amount of State Highway Fund that is allocated to Multnomah County. In addition, the gas tax revenue continues to decline, local and state, resulting in about a \$1.9M decline in revenue to the Road Fund. A \$0.02 gas tax increase in 2024 (from HB 2017) at state level will help offset decline in state gas tax in FY24, gas tax revenue will decline after unless the Legislature acts in the 2024 legislative session. Portland has also proposed ending the MOU that keeps \$3M in SHF in the Road Fund and backfills the Bridge Fund with local VRF collections. As a result the \$3M that the Road Fund saw from that agreement will be \$1.75M in FY24 and \$0 in future FY. The impact to the Road Fund will be reduced capacity to do planned and unplanned capital/ capital maintenance projects. One Right Of Way Specialist position will be added to the Road Fund, paid for by the EQRB project.