



**Program #90024 - City Supplemental Payments** 3/4/2020

**Department:** Community Services **Program Contact:** Tom Hansell  
**Program Offer Type:** Existing Operating Program **Program Offer Stage:** As Requested  
**Related Programs:**  
**Program Characteristics:** In Target

**Executive Summary**

In 1984, Multnomah County entered into intergovernmental revenue sharing agreements with the cities of Portland, Gresham, Troutdale and Fairview, whereby dedicated County road funds receipts are transferred as County roads are annexed. The supplemental payments executed by this program offer fulfill the funding requirements of these agreements as it pertains to County road funds.

**Program Summary**

These agreements require the County to transfer prescribed revenue amounts it receives from the County gas tax and State highway funding. County road funds are transferred to the cities, where they are commingled into the cities' transportation operating budgets. The cities are not required to report how County funds are used. The cities' allowed uses of these funds are defined under ORS 366, which requires funds only be used for the construction, reconstruction, improvement, repair, maintenance, operation and use of public highways, roads, streets and the administration thereof.

For Troutdale and Fairview, the supplemental payment formula is adjusted annually based on the Consumer Price Index – Urban Index for the Portland metropolitan area. For Portland and Gresham, the supplemental payment formula is adjusted based on actual receipts collected by the County.

- Planned FY 2021 Payments:
- City of Fairview \$14,868
  - City of Troutdale \$18,328
  - City of Gresham \$4,747,324
  - City of Portland \$37,159,694

Between 1984 and 2020 the County has transferred 607 miles of roads to the cities.

This program offer does not deliver any county services and is submitted for the provision of a supplemental payment to the cities. The agreements remain subject to future appropriations by any future Board of County Commissioners or City Councils. The formulas in these agreements were intended to remain permanent unless amended by mutual agreement.

**Performance Measures**

Measure Type	Primary Measure	FY19 Actual	FY20 Budgeted	FY20 Estimate	FY21 Offer
Output	N/A	N/A	N/A	N/A	N/A
Outcome	N/A	N/A	N/A	N/A	N/A

**Performance Measures Descriptions**

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## Legal / Contractual Obligation

Funding obligations are prescribed in the city/county agreements.

## Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Requested General Fund	Requested Other Funds
Program Expenses	2020	2020	2021	2021
Contractual Services	\$0	\$43,028,968	\$0	\$41,940,214
<b>Total GF/non-GF</b>	<b>\$0</b>	<b>\$43,028,968</b>	<b>\$0</b>	<b>\$41,940,214</b>
<b>Program Total:</b>	<b>\$43,028,968</b>		<b>\$41,940,214</b>	
<b>Program FTE</b>	0.00	0.00	0.00	0.00

Program Revenues				
Intergovernmental	\$0	\$36,028,968	\$0	\$35,040,214
Taxes	\$0	\$7,000,000	\$0	\$6,900,000
<b>Total Revenue</b>	<b>\$0</b>	<b>\$43,028,968</b>	<b>\$0</b>	<b>\$41,940,214</b>

## Explanation of Revenues

Monies transferred to the cities originate from State Highway Money and County Gas Tax received by Multnomah County. These revenues coming to Multnomah County are transferred through a pass-through payment to the cities under prescribed revenue sharing formulas.

## Significant Program Changes

**Last Year this program was:** FY 2020: 91024-20 City Supplemental Payments

Overall, State Highway Fund revenues continue to grow as a result of the tax increase from HB 2017, but compared to the prior forecast growth is weaker due to a larger than anticipated slowdown in new vehicle sales, tracking activity, and fuel sales. The decline in forecasted revenue aligns with updated revenue projections provide by the Oregon Department of Transportation.