



## Legal / Contractual Obligation

The Division fulfills its obligation as a road authority under the provisions of ORS–368. The Federal Highway Administration’s Manual on Uniform Traffic Control Devices, Federal Environmental Laws; Clean Water, Safe Drinking Water and Endangered Species Acts provide standards under which we must incorporate in our service delivery.

## Revenue/Expense Detail

	Proposed General Fund	Proposed Other Funds	Proposed General Fund	Proposed Other Funds
Program Expenses	2015	2015	2016	2016
Personnel	\$0	\$5,035,372	\$0	\$5,528,627
Contractual Services	\$0	\$247,500	\$0	\$262,500
Materials & Supplies	\$0	\$1,642,650	\$0	\$2,011,285
Internal Services	\$0	\$2,525,418	\$0	\$2,595,584
<b>Total GF/non-GF</b>	<b>\$0</b>	<b>\$9,450,940</b>	<b>\$0</b>	<b>\$10,397,996</b>
<b>Program Total:</b>	<b>\$9,450,940</b>		<b>\$10,397,996</b>	
<b>Program FTE</b>	0.00	47.80	0.00	49.80

Program Revenues				
Indirect for Dept. Admin	\$177,321	\$0	\$262,869	\$0
Fees, Permits & Charges	\$0	\$70,000	\$0	\$70,000
Intergovernmental	\$0	\$6,988,788	\$0	\$6,823,776
Taxes	\$0	\$50,000	\$0	\$169,500
Other / Miscellaneous	\$0	\$106,500	\$0	\$106,500
Interest	\$0	\$25,000	\$0	\$45,000
Beginning Working Capital	\$0	\$2,183,152	\$0	\$3,155,720
Service Charges	\$0	\$27,500	\$0	\$27,500
<b>Total Revenue</b>	<b>\$177,321</b>	<b>\$9,450,940</b>	<b>\$262,869</b>	<b>\$10,397,996</b>

## Explanation of Revenues

The program is funded by “County Road Funds” which are a combination of dedicated money received from the state highway fund, county gas tax, federal forest receipts, federal and state grants, developer contributions, and service reimbursements.

## Significant Program Changes

**Last Year this program was:** FY 2015: 91013 Road Services

This FY 2015-16 Program Offer essentially maintains the current service level. Two exceptions are the allocation of a larger portion of the Road fund toward system preservation and an increase in allocation to the Water Quality / Fish barrier removal category has been necessitated by more stringent demands from State agencies. The adjustments are not sustainable however and pavement preservation may be adjusted downward in future years. Several Capital projects are advancing to the execution stage and coupled with some recent employee retirements and adjustments, this offer reflects an increase of 2.0 FTE.