

Legal / Contractual Obligation

Multnomah County is required to maintain and operate its drawbridges in accordance with the River and Harbor Act of 1894, federal regulations (USC 117.750), U.S. Coast Guard regulations (CFR Title 33), State Law (ORS 382.305), and a 1984 intergovernmental agreement (IGA) with the City of Portland as amended in 1989.

Revenue/Expense Detail

	Adopted General Fund	Adopted Other Funds	Proposed General Fund	Proposed Other Funds
Program Expenses	2021	2021	2022	2022
Personnel	\$0	\$5,225,519	\$0	\$5,050,863
Contractual Services	\$0	\$428,992	\$0	\$377,500
Materials & Supplies	\$0	\$2,638,125	\$0	\$622,250
Internal Services	\$0	\$1,810,510	\$0	\$2,248,595
Capital Outlay	\$0	\$60,000	\$0	\$50,000
Unappropriated & Contingency	\$0	\$0	\$0	\$14,186,648
Total GF/non-GF	\$0	\$10,163,146	\$0	\$22,535,856
Program Total:	\$10,163,146		\$22,535,856	
Program FTE	0.00	35.00	0.00	33.00

Program Revenues				
Fees, Permits & Charges	\$0	\$1,810,557	\$0	\$3,500,000
Intergovernmental	\$0	\$6,462,538	\$0	\$1,465,132
Other / Miscellaneous	\$0	\$358,507	\$0	\$867,678
Financing Sources	\$0	\$0	\$0	\$0
Beginning Working Capital	\$0	\$1,521,544	\$0	\$16,246,969
Service Charges	\$0	\$10,000	\$0	\$10,000
Total Revenue	\$0	\$10,163,146	\$0	\$22,089,779

Explanation of Revenues

This program generates \$440,839 in indirect revenues.

Revenue for this program comes from State and County gas tax and vehicle registration fees that are collected by the State and distributed based on an intergovernmental agreement (IGA) that specifies the amount to be allocated to Bridge Services. These are dedicated funds and can only be used for the Willamette River bridges. Other/miscellaneous revenue comes from reimbursements for work performed for other projects and programs.

Significant Program Changes

Last Year this program was: FY 2021: 90018A Transportation Capital

Reduced 4.0 FTE to mitigate budget shortfalls due to continually increasing operational costs that are higher than the allotted annual revenue increases. Transferred 2.0 FTE from Road Services Program due to reduction of work in Road Services and an increase in work in the Bridge Services Program.

In FY2020 and FY2021 bridge staff replaced the control systems on the Burnside and Morrison Bridges. Troubleshooting and fine tuning the new programs led to a higher than normal level of malfunctions during bridge lifts.