



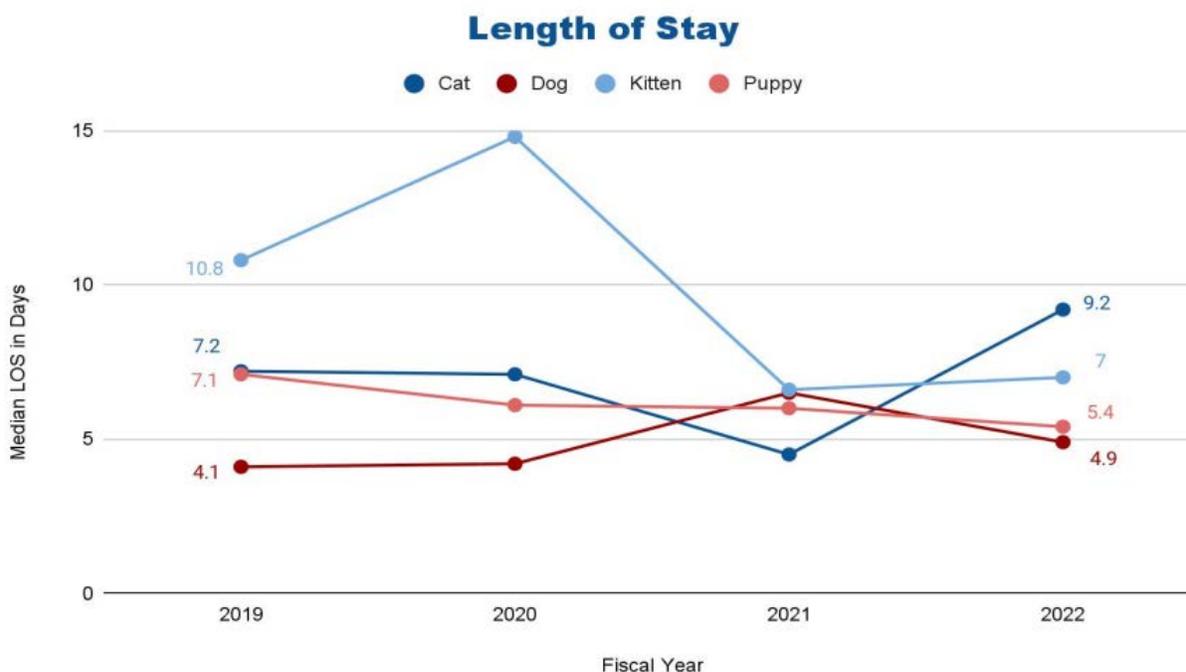
# MULTNOMAH COUNTY

## FY 2023 Budget Work Session Follow Up – Department of Community Services

### Department of Community Services – May 11, 2022

#### Question 1

**Chair Kafoury:** Is there a Length of Stay Goal or Industry Best Practice for Animal Services?



**DCS Response:** MCAS has entered in a partnership with the Oregon Health Authority’s Program Design and Evaluation Services (PDES) to develop metrics for the operational changes recommended by the University of Wisconsin’s Shelter Medicine Program. PDES evaluators are working in tandem with the DCS Deputy Director, DCS Research Evaluation Analyst Senior, Animal Services Animal Care Operations Manager to develop analytic categories and targets for metrics, including Length of Stay.

#### Question 2

**Commissioner Stegmann (District 4):** What is the current market value of the Animal Services building?

**DCS Response:** Value in today’s market is estimated to be between \$2.5M and \$3.0M (building and land) based on it’s current Commercial Zoning (Source DCA - County Facilities & Properties Management).



## MULTNOMAH COUNTY

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#### Question 3

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**Commissioner Stegmann (District 4):** What is the current process to try and reunite owners with their lost pets within the first 72 hours of the pets coming into Animal Services care?

**DCS Response:** The process of tracking down pet owners, called ID Trace, is not mandated but a courtesy service. Steps in the process for a known owner are:

1. Make two phone calls: If the owner doesn't answer, MCAS staff leaves a voicemail with the Animal ID number, dates that the animal will be held, what the owner needs to bring to reclaim the animal
2. Send letter via USPS says, "We may have your animal" with the Animal ID number, dates that the animal will be held, our contact information, and advisory that if the animal is not reclaimed by the end of the hold period it becomes property of Multnomah County
3. Send a text message with the Animal ID number, dates that the animal will be held, what the owner needs to bring to reclaim the animal

If an animal is microchipped, MCAS first calls on the microchip information and then completes steps 1-3 above.

Additionally, if a community member has found a lost pet, we provide resources on our website at: <https://www.multcopets.org/lost-pet>.

#### Question 4

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**Commissioner Stegmann (District 4):** How does voter turnout affect/impact Elections operations?

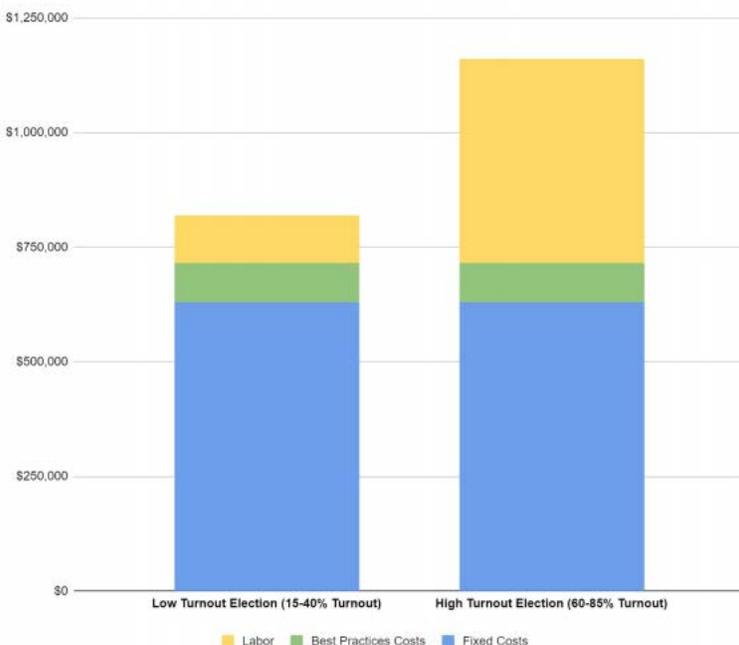
**DCS Response:** For each election, regardless of voter turn out, there are fixed functions and costs. These functions and fixed costs do not vary with election turnout. These items include things like printing, supplies, equipment costs and hardware/software items. For each election, we also budget for activities that are considered best practices and include outreach and communications. This includes items such as our Voting Center Express, voter access activities, translation services and outreach. The one variable cost and operational item that does fluctuate with higher turnout elections is our labor costs. With larger elections, we rely on more on-call elections workers to support the processes for counting the higher volume of ballots. This chart illustrates the variation in costs for elections based on voter turnout.



# MULTNOMAH COUNTY

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Election Costs: Low Turnout vs. High Turnout Elections



Estimate of FY 21 elections costs by turnout

### Question 5

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**Commissioner Vega Pederson (District 3):** What is the average cost per ADA ramp ([program offer 90018B](#))?

**DCS Response:** About \$70k per ramp including design and ROW (usually only requires temporary access to provide room to construct ramp).

### Question 6

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**Commissioner Vega Pederson (District 3):** Has DCS considered an emergency repair fund for transportation? What would be some of the possibilities for creating this type of reserve fund?

**DCS Response:** Starting in FY 2023, Transportation is setting aside \$500k for two years, and then \$250k for 4 years to build a \$2M reserve fund to help us weather emergency failures and fluctuations in our funding sources. We are also budgeting annually in our maintenance and engineering programs to cover the cost of emergency engineering and construction activities. In FY23 we have budgeted \$250k for emergencies/unexpected events in maintenance and \$283k in engineering.



## MULTNOMAH COUNTY

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#### Question 7

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**Commissioner Meieran (District 1):** Please provide an update on the Scholls Ferry planning process including work being done with our partners, timelines and safety improvements being considered.

**DCS Response:** As part of our paving project in FY2023, we will have our consultant analyze the lane configuration on Scholls Ferry road and consider adding bike lanes at the expense of one uphill car lane. If it is determined that the lane reconfiguration is a good idea, that can be implemented at virtually no extra cost when we restripe the road after the paving is completed. The project does not have the funds to do more work beyond that effort. There is a project in our Road Capital Improvement Plan (CIP) that would do more extensive upgrades to the County portion of Scholls Ferry road. If that project were funded, we would engage in extensive coordination with ODOT (at the north end) and Washington County (at the south end) to develop the project features and connections. That project is currently number 20 out of 127 on our Capital Improvement Plan, and without a significant increase in transportation funding, is unlikely to be funded in the next 20 years.

There is a new planning project, the Westside Multimodal Improvements Study, jointly led by Metro and ODOT that is just beginning. It includes Multnomah County (and most of our segment of Scholls Ferry Rd), ODOT, Portland, Hillsboro, Beaverton, and the Port of Portland. Commissioner Vega Pederson will represent the County on the policy committee, and Transportation Division staff will work on the technical committee. This work will result in a plan to be released in September 2023. The purpose of the study is to:

“Consider potential multimodal projects, strategies, and technologies to develop a preferred set of investments and programs to address them. Investment options will be evaluated for their potential to address existing and future transportation deficiencies that affect the movement of freight and commuters who use the US 26 corridor for access between Hillsboro’s Silicon Forest, Northern Washington County’s agricultural areas, the Portland Central City, I-5 and I-84, the Port of Portland marine terminals, rail facilities, and the Portland International Airport.”

This process may result in recommendations for improvements along Scholls Ferry road, and could potentially identify resources to fund projects identified in the study.