



Multnomah County Transportation Funding

Presentation to EMCTC

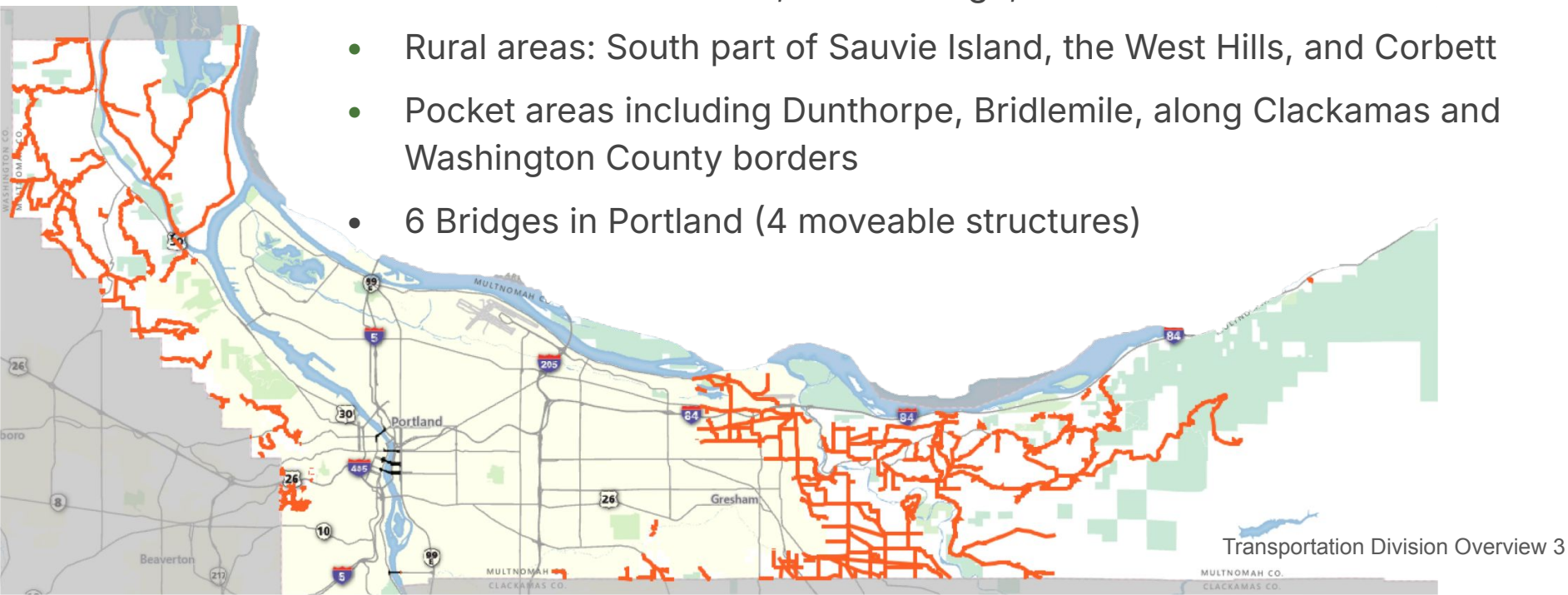
Jessica Berry, Deputy Director - Transportation Division

MC Transportation Presentation - Agenda

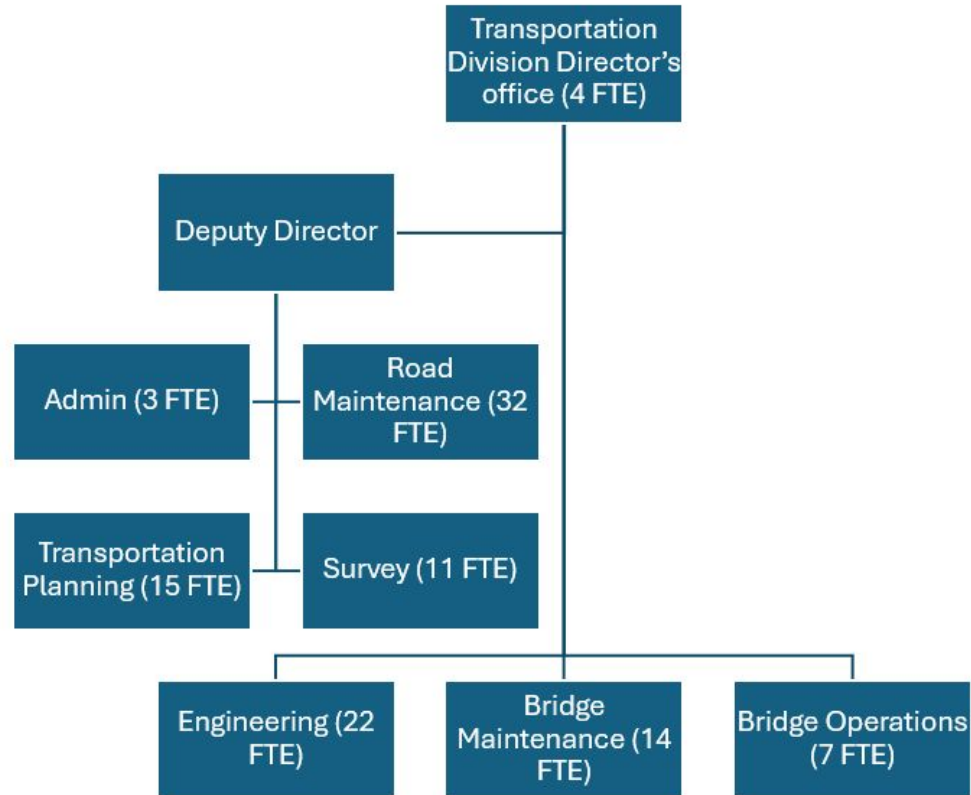
1. Multnomah County Transportation Division overview
2. Transportation Infrastructure vs. Funding
3. How transportation revenue is generated and distributed
4. How MC revenue is generated and distributed
5. How does County use revenue?

MC Transportation - Program Overview

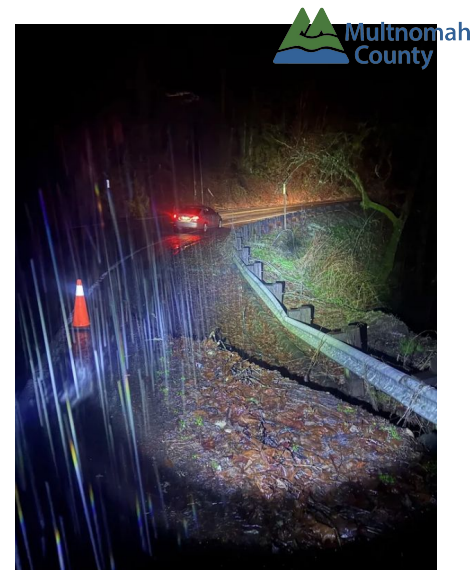
- Areas outside of Gresham and the City of Portland
- Urban areas: Troutdale, Wood Village, Fairview
- Rural areas: South part of Sauvie Island, the West Hills, and Corbett
- Pocket areas including Dunthorpe, Bridlemile, along Clackamas and Washington County borders
- 6 Bridges in Portland (4 moveable structures)



MC Transportation - Program Overview

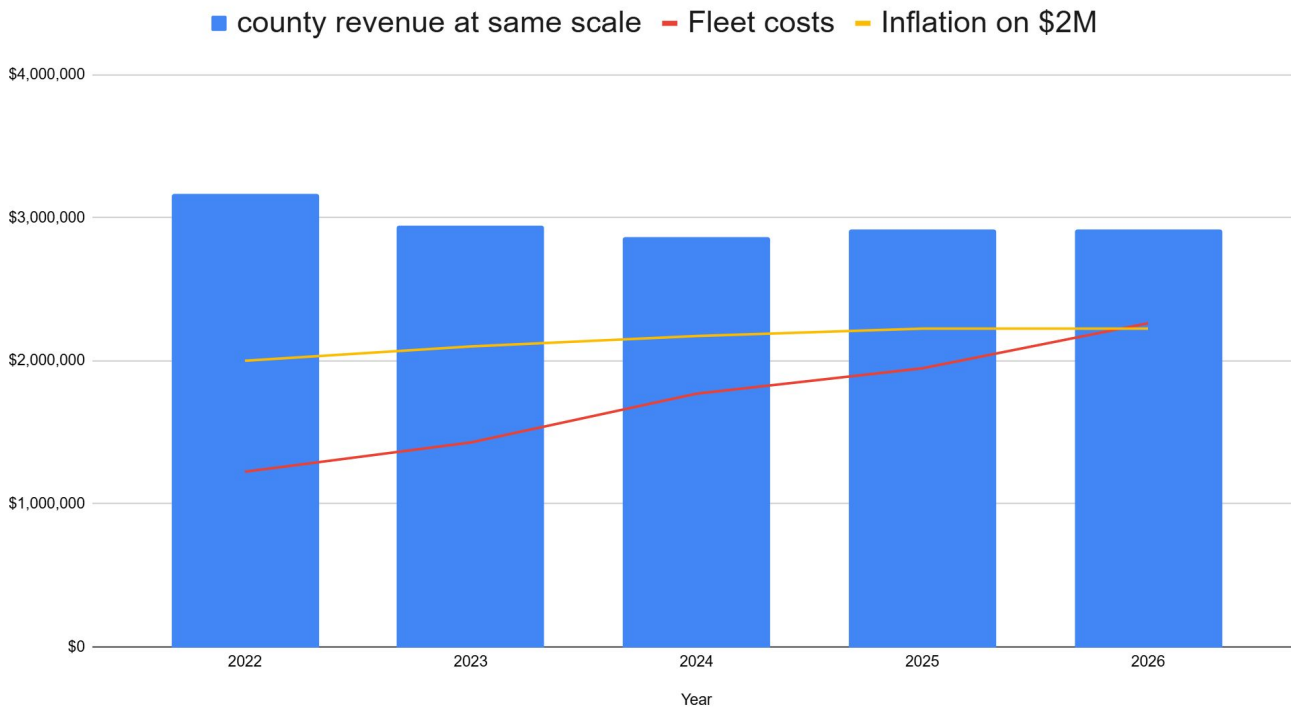


MC Transportation - Program Overview

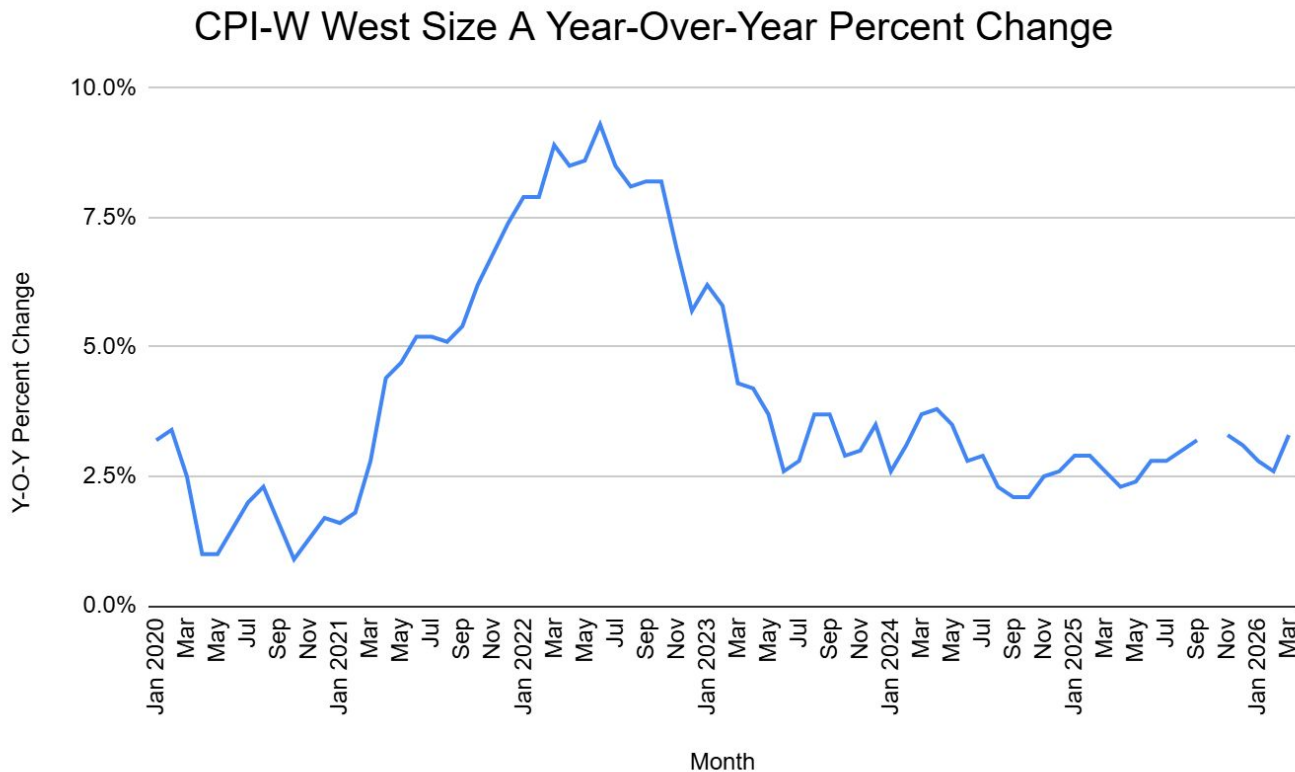


Transportation Infrastructure costs keep going up

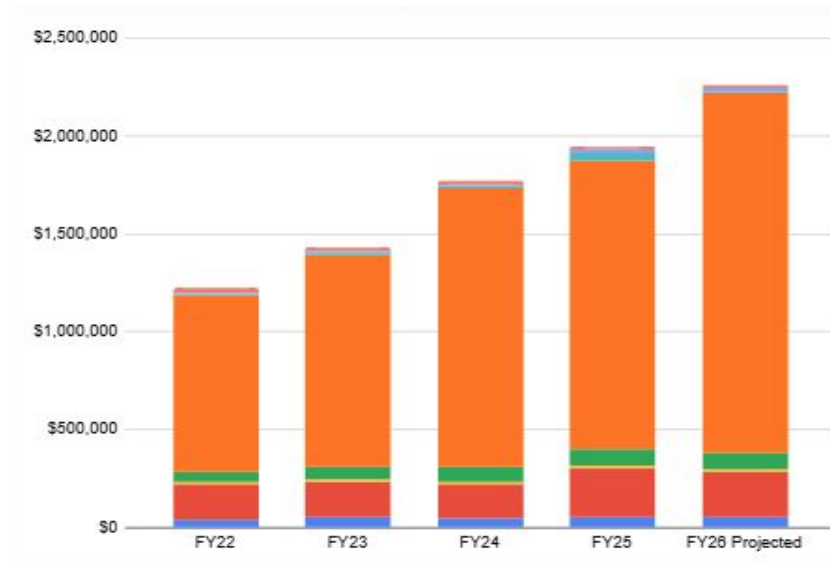
Costs continue to rise as revenues decline or stagnate



Transportation Infrastructure costs keep going up

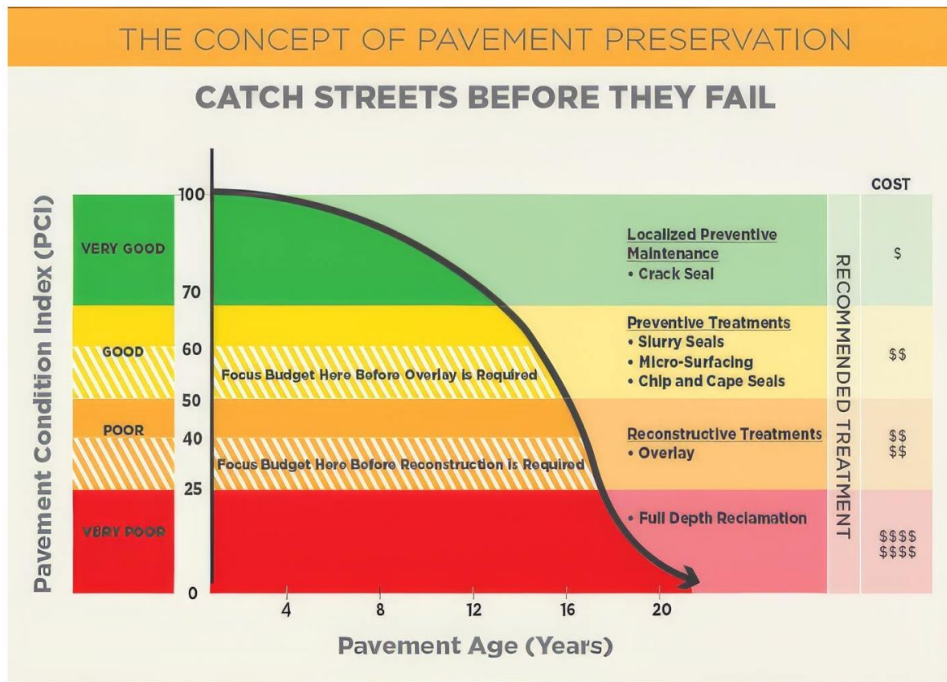


Transportation Infrastructure costs keep going up



Division Fleet Costs by Year

Infrastructure costs more as it deteriorates



A diagram showing the steep slope of road condition decline. Image via concordma.gov



Status Quo

Expenditures remain consistent with FY24 dollars. No additional revenue sources are added, existing revenue remains flat. Staffing remains constant, skill sets match current organizational structure. Service levels decrease, and condition of assets deteriorate.

10-year needs:

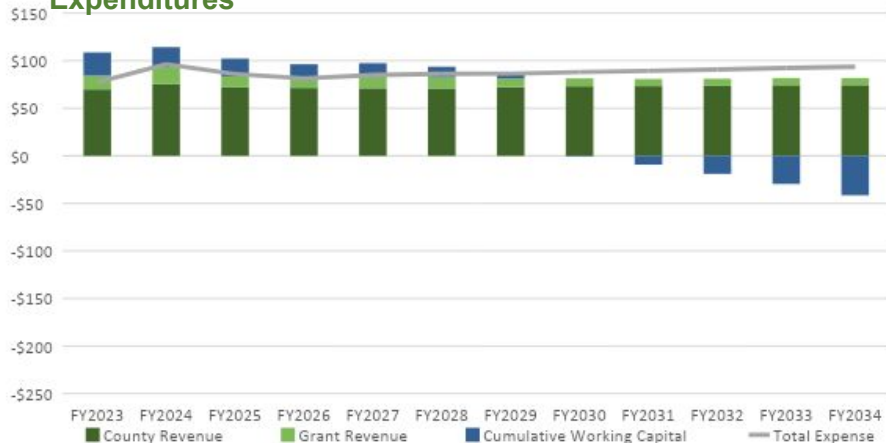
State/County Revenue: \$727M
Estimated Grant Revenue : \$ 90M
Estimated Revenue: \$816M

Estimated Revenue \$816M
Estimated Expenses: \$879M
Gap: \$ 63M

Minimal investment in:

- Climate
- Resilience
- Community Health and Safety
- Stormwater

Revenue and Expenditures



Service Levels

	Current FY24	Projected FY34
Sidewalk AT Network Complete	Progress	Progress
ADA Compliant Curb Ramps	Progress	Progress
ADA Compliant Sidewalks	Progress	Progress
Urban Ride Quality	Progress	Progress
Rural Ride Quality	Achieved	Progress
Stair and Sidewalk Cleaning	Progress	Progress
Removing Graffiti	Achieved	Progress
Cleaning Debris and Removal	Progress	Progress
Emergency Response on Roads & Bridges	Progress	Progress
WRB Opened Promptly and Fully	Progress	Progress

Ride Quality drops significantly, other service levels decrease.

Asset Stewardship

	Current FY24	Projected FY34
Willamette River Bridges	FAIR	GOOD
Roads	FAIR	POOR
Small Bridges	FAIR	GOOD
Traffic Signs	POOR	POOR
Catch Basins	VERY GOOD	GOOD
Culverts	FAIR	POOR

Condition data not available for Roads Right of Way and Stormwater

Assets cannot be maintained to desired condition.

Asset condition will deteriorate, with the exception with Willamette River Bridges and Small Bridges, due to projects underway.



Needs Met

Significant capital investment is made to bring assets to a condition where they can be maintained by County Staff. Funding sources are in place to support County goals. A Quick Build Program is established with 4 new staff. Staffing needs and competencies are evaluated to meet the County needs to sustain Service Levels and Asset Stewardship, including 5 staff for the small bridge program.

10-year needs:

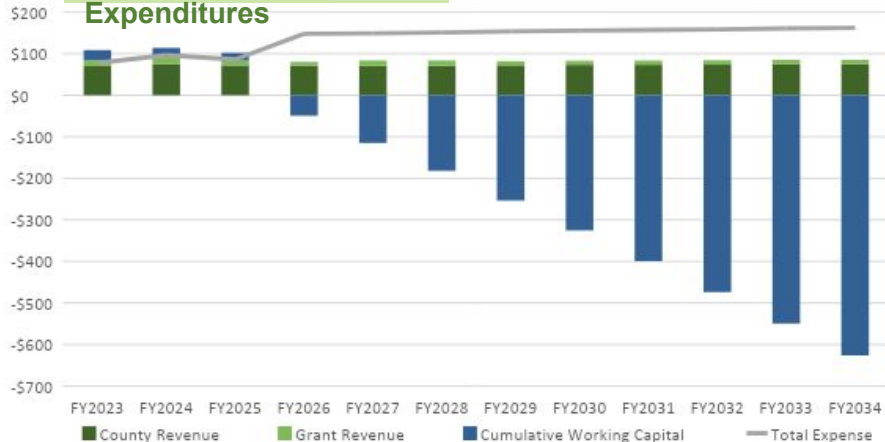
State/County Revenue: \$727M
Estimated Grant Revenue : \$107M
Estimated Revenue: \$834M

Estimated Revenue \$ 834M
Estimated Expenses: \$1,480M
Gap: \$ 647M

Minimal investment in:

- Stormwater

Revenue and Expenditures

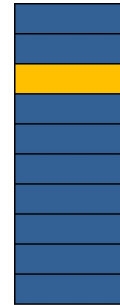


Service Levels

Current FY24

Projected FY34

Sidewalk AT Network Complete	
ADA Compliant Curb Ramps	
ADA Compliant Sidewalks	
Urban Ride Quality	
Rural Ride Quality	
Stair and Sidewalk Cleaning	
Removing Graffiti	
Cleaning Debris and Removal	
Emergency Response on Roads & Bridges	
WRB Opened Promptly and Fully	



Legend

Achieved
Progress
Remote

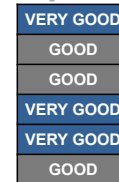
Staff are proactively working to achieve service levels and are available to respond to issues raised by residents. Capital investment addresses ride quality, AT Network, and ADA compliance.

Asset Stewardship

Current FY24

Projected FY34

Willamette River Bridges	FAIR
Roads	FAIR
Small Bridges	FAIR
Traffic Signs	POOR
Catch Basins	VERY GOOD
Culverts	FAIR



Legend

85 - 100
70 - 85
50 - 70
20 - 50
0 - 20

Condition data not available for Roads Right of Way and Stormwater

Assets are in a state of good repair. O&M focus has shifted to preventive maintenance. There are limited number of emergency failures.

Asset lifecycle needs drive funding requirements.

How Transportation Funding is collected

Funds collected that Multnomah County receives:

1. Gas tax (County; State goes into State Highway Fund)
2. Vehicle Registration Fee (County; State goes into State Highway Fund)
3. Motor Carrier (goes into State Highway Fund)
4. Road User Charge (goes into State Highway Fund)
5. Vehicle licensing fees (goes into State Highway Fund)
6. Employee and employer tax (for transit)
7. Permit fees (collected by County)

Potential fund sources available (in theory)

- Local Option Tax (Property tax)
- General Obligation Bond (property tax)
- Tax Increment Financing (property tax)
- Service District/Road Maintenance District (property tax)
- Local Improvement District (property tax)
- Income Tax
- System Development Charges
- Transportation Utility Fee
- Sales Tax
- Payroll Tax
- Vehicle Registration Fee
- Gas Tax
- Vehicle Miles Traveled (VMT) Tax (also called Road User Charge)
- Tolls
- Construction Excise Tax
- Real Estate Transfer Tax
- Motor Vehicle Rental Tax
- Transportation Demand Management Fee on Development

How funding comes to the County

1. Federal

- a. STBG/Fund exchange
- b. Grants: Regional Flexible Funds Allocation, Safe Routes to School, Transportation Demand Management, NOAA, FHWA

2. State

- a. **State Highway Fund**
- b. Interest revenue
- c. Forest Payment
- d. STIF (urban, rural)
- e. Grants: Local Bridge, Safe Routes to School, Oregon Community Pathways, Transportation Growth Management

3. Local

- a. **County Gas Tax**
- b. **County VRF**
- c. Transportation permit fees
- d. Work for others
- e. Survey (land corners, permit fees)
- f. Survey permit fees

State Highway Fund collection and distribution



State Vehicle
Registration
and Licensing
Fees



State
Gas
Tax



Weight
Mile Tax

State
Highway
Fund

50% - State

30% - Counties

20% - Cities

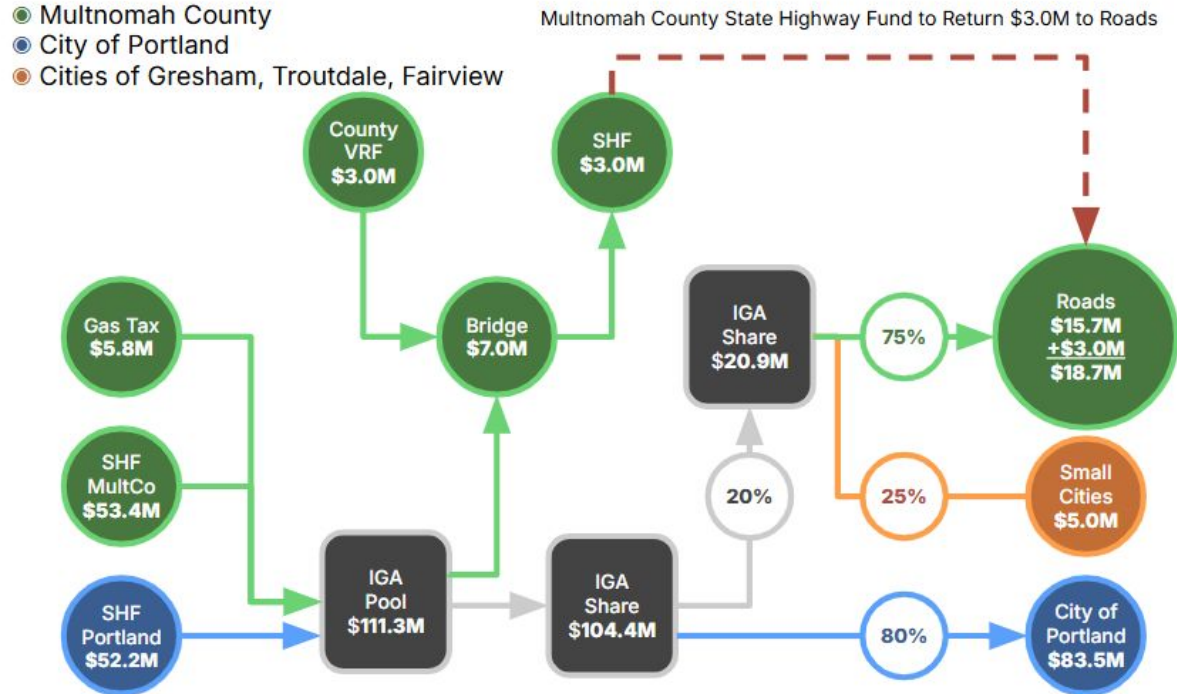
See how MC divvies up
our 30% on next slide!

Distribution to Cities in FY 2026 (directly from ODOT)

Portland	\$51,284,694
Gresham	\$9,241,860
Troutdale	\$1,266,382
Fairview	\$839,950
Wood Village	\$351,924
Maywood Park	\$66,487

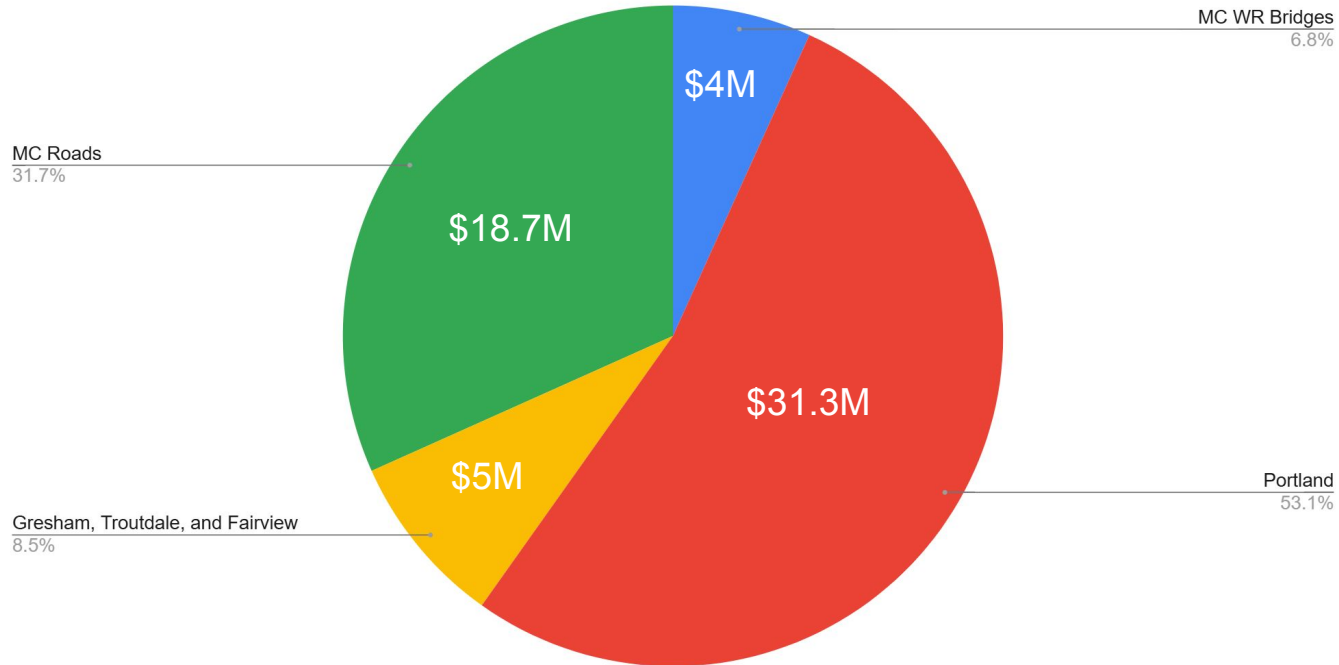
Multnomah County Transportation Funding

Multnomah County Revenue Sharing Model



Multnomah County Transportation Funding

County share of SHF + County gas tax = \$59M



Multnomah County Transportation Funding

County Vehicle Registration Fee

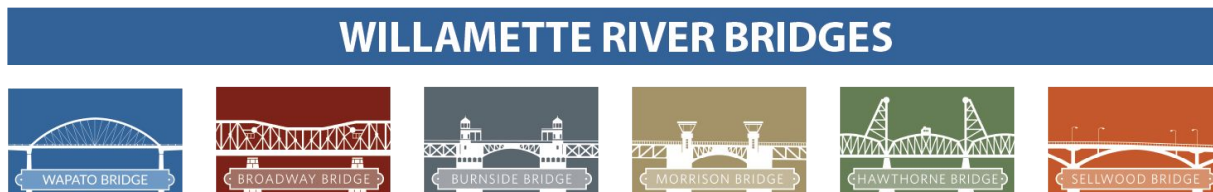
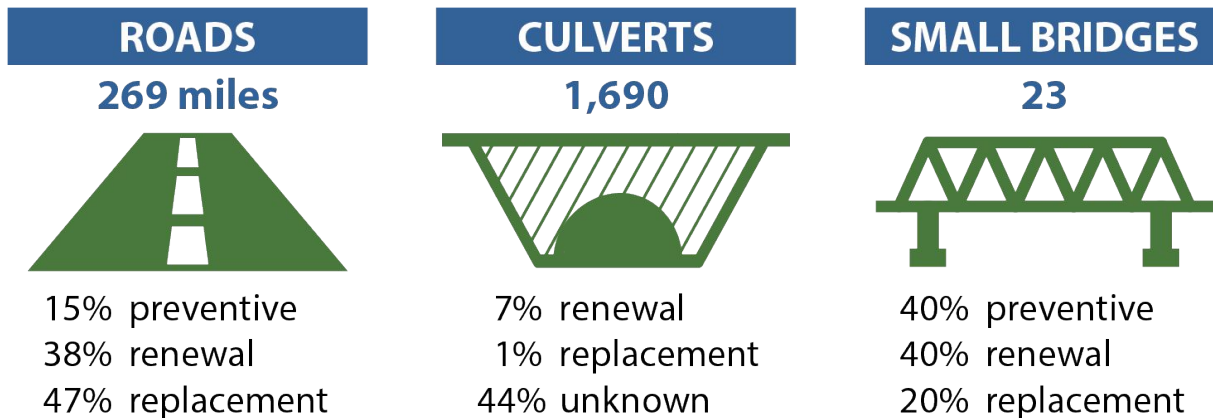


ORS 801.040:
Counties can
collect VRF

ORS 801.044:
Multnomah
County puts all
money on
Willamette River
Bridges



How is Transportation Revenue Spent?

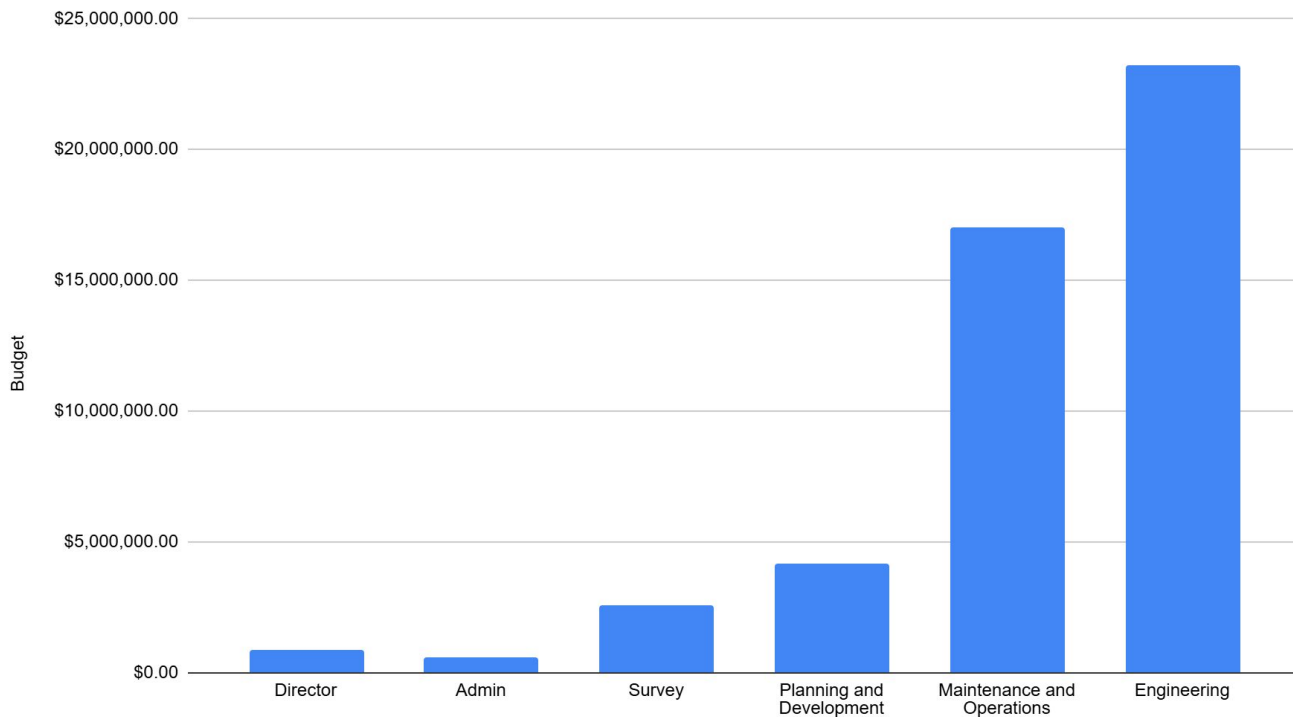


Maintenance estimates over the next 20 years

\$720M for renewal and \$120M for preventive

How is Transportation Revenue Spent?

Transportation Division Budget by Program



Planning for our needs

TRANSPORTATION CAPITAL IMPROVEMENT PLAN AND PROGRAM 2020-2024



Bridge CIP in 2020: \$1.8B

- Capital maintenance only (did not include full replacement)

Road CIP in 2020: \$1.8B

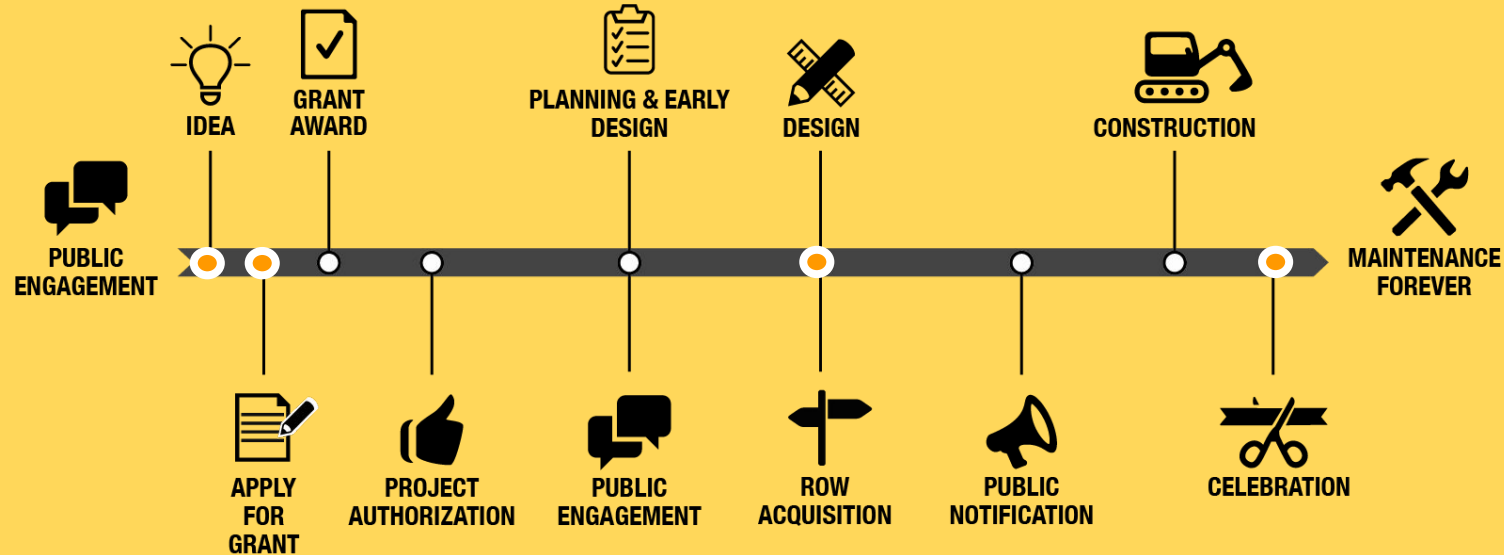
- Capital projects and some maintenance

Questions?

- This is the end of the formal presentation.
- Subsequent slides are of projects Multnomah County is working on in FY 2027.
- For follow up contact:
 - Jessica Berry, Deputy Director - Transportation Division
 - jessica.berry@multco.us

Transportation Projects Timeline

○ Board involvement



Troutdale Road Multi Use Path Plan

Current Phase: Planning FY 2027

Project Goals: Community engagement in development of a plan for a future multi-use path or similar facility along Troutdale Road from Cherry Park to Stark.

FY 27 Budget: \$630K **Funding Source:** Grant

Future Phases:

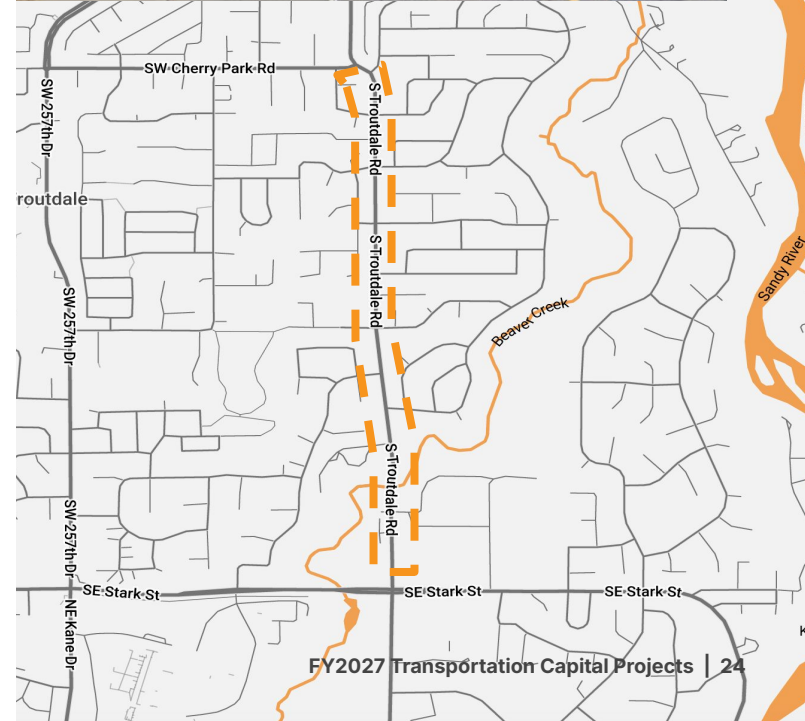
- Creek Culvert Replacement
 - Design/ROW FY 2027
 - Construction FY 2028-29

Total Planning Cost: \$630K

Funding Source:

Oregon Community Paths Grant

Match: Road Fund



Stark Street Bridge Replacement

Current Phase: Environmental Review,
Fall 2025 - Spring 2027

Project Goals: Replace Stark Street Bridge with a wider bridge that can safely accommodate all modes and meet both current and future transportation needs.

Planning Phase Budget: \$2M - \$3.5M

FY 2027 Budget: \$1.2M

Funding Source: Road Fund

Future Phases (pending funding)

- Design (2027-2029)
- Construction (TBD)

Total Project Cost

- To be determined in a future phase



Sandy Boulevard 201st Ave to 223rd Ave

Current Phase: Design

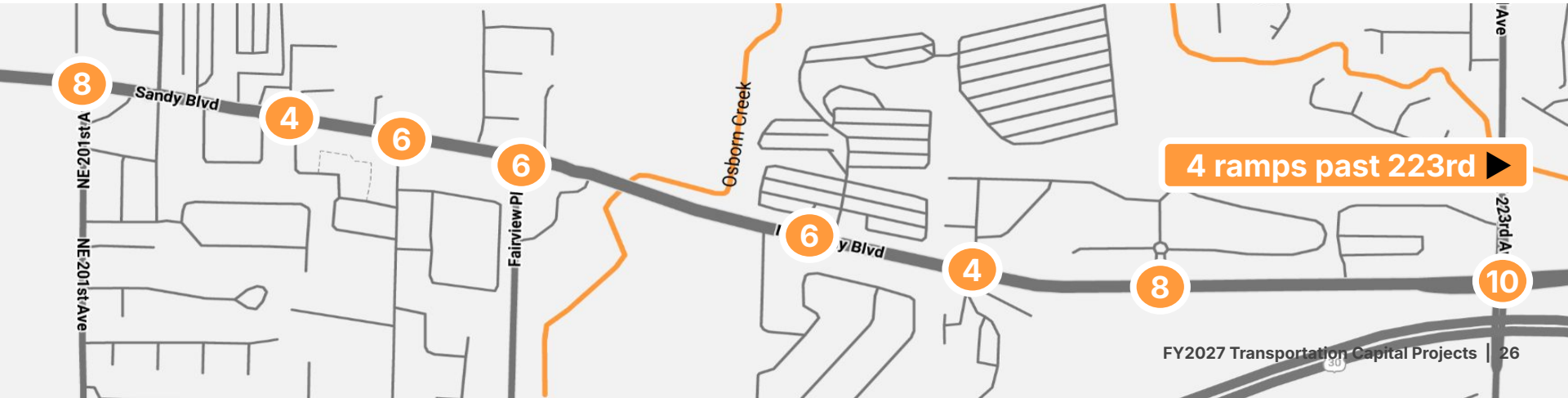
Project Goals: Improve bicycle and pedestrian access, improve transit access for lower income senior living communities, and facilitate the movement of trucks through this critical supply corridor. **Includes 56 ADA ramps** (● Below).

Future Phases: Design continues in FY 2028, Construction FY 29-30

Funding Source: Regional Flexible Fund Award 89.73% Road Fund 10.27%

FY 2027 Budget: \$105,000

Project Cost: \$9,000,000



Troutdale Road Culvert Replacement

Current Phase: Design FY 2027-28

Project Goals: Replace culvert under Troutdale Rd. just north of Stark St with a bridge that fully opens Beaver Creek to fish passage and vastly improves access for cars, bikes, and peds through the area.

Future Phases: Construction FY 2029-30

Funding Source: Design - USDOT Grant, Construction NOAA Grant, Both Phases 20% County Match.

FY 2027 Budget: \$1.2M



172nd & Foster

Intersection Improvements

Current Phase:

- Design: FY 2026-27
- Construction: FY 2028

Project Goals: Reduce congestion on 172nd and improve safety of intersection. Add all way stop control and minor pavement widening to accommodate turning lanes with new road surface and pavement markings.

Funding Source: Road Fund, Development Fee Funds.

FY 2027 Budget: \$335K, Construction TBD



Signal Replacements

Current Phase:

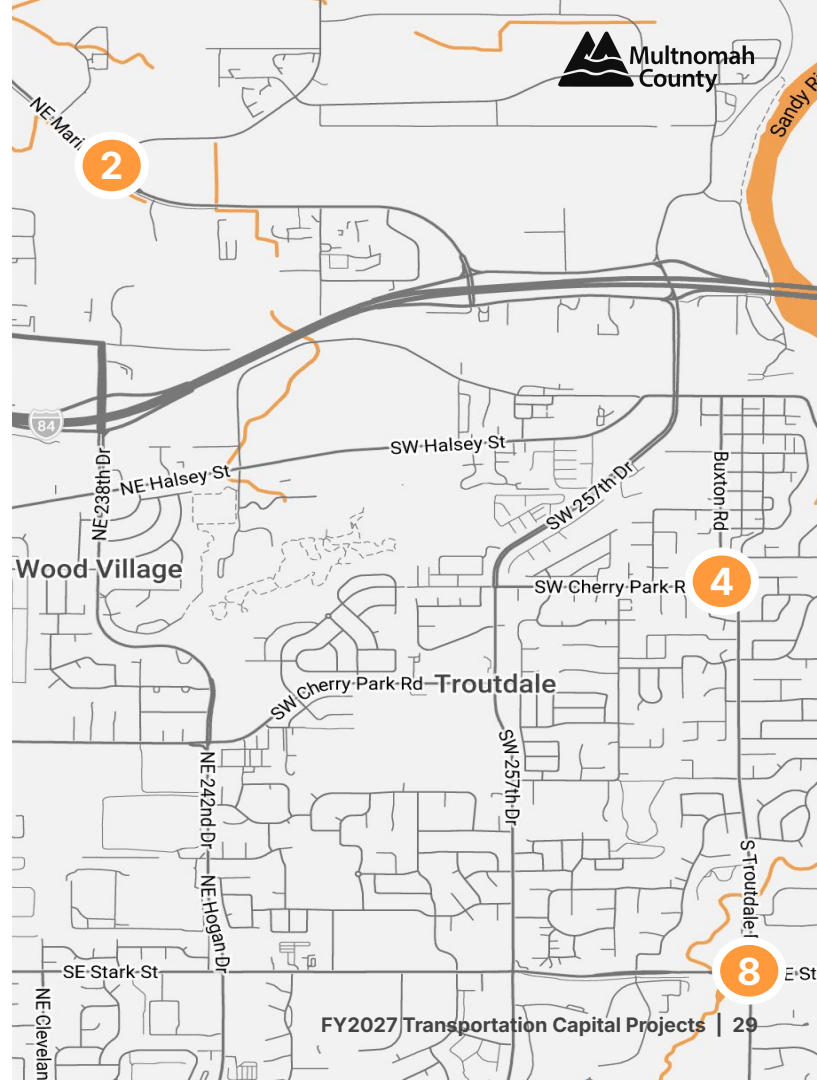
- Design: FY 2026-27
- Construction: FY 2027

Project Goals: Improve existing signals at Marine Dr and Sundial Rd and at Stark St and Troutdale Rd. Replace signals at Cherry Park and Buxton Rd that are near the end of their useful life. **Includes 14 ADA ramp replacements** (Rig●)

Future Phases: None

Funding Source: Road Fund

FY 2027 Budget: \$1,450,000



223rd Safe Routes to School

Current Phase: Construction FY 2027

Project Goals: Pedestrian, bike, drainage, pavement marking, and resurfacing improvements from north of Halsey to Main Street near Fairview Elementary School.

Includes 8 ADA ramps.

Future Phases: None

Funding Source: Safe Routes to School Grant
75.71% Road Fund 24.29%

FY 2027 Budget: \$1,540,000

Current conditions pictured right ►



FY 2027 Paving

Buxton to Cherry Park Rd

Current Phase: Construction FY 2027

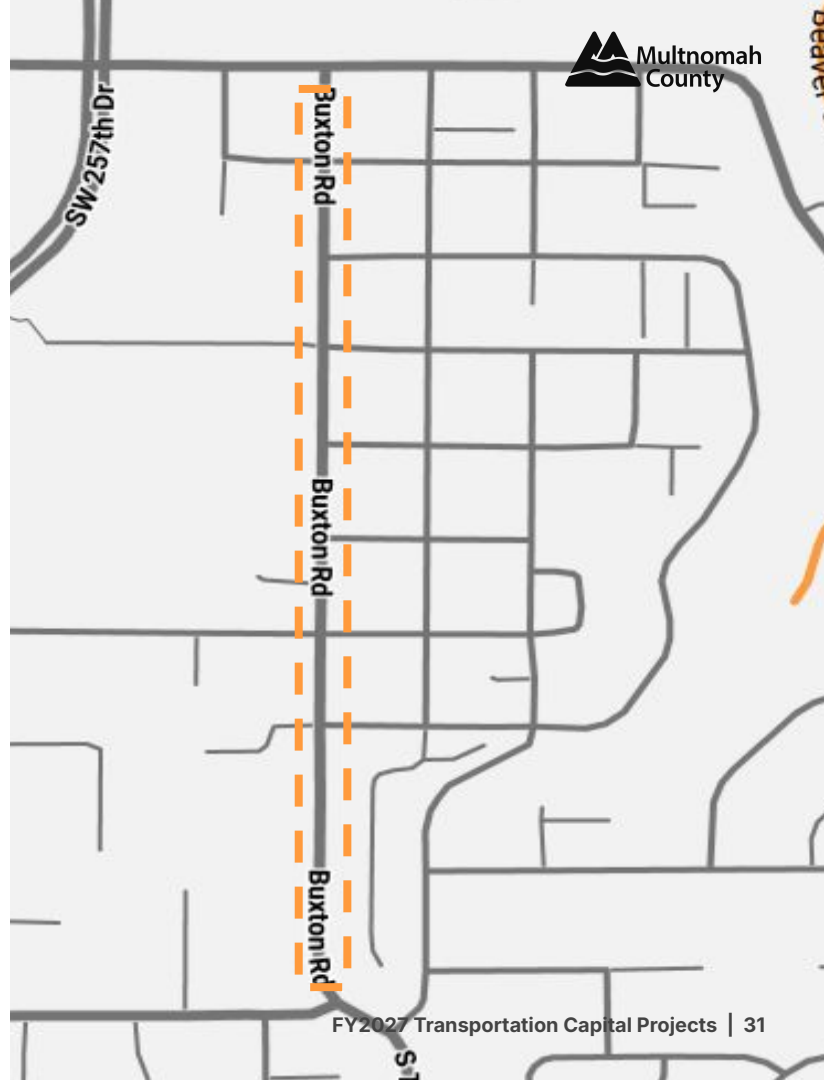
Project Goals: Resurface Buxton Rd in Troutdale from the Historic Columbia River Highway to north of Cherry Park Rd.

Replace any non-compliant ADA ramps with compliant ramps.

Funding Source: Road Fund

FY 2027 Budget: \$1.1M

Paving area in Downtown Troutdale pictured right ►



Reeder Rd. Culvert Replacement

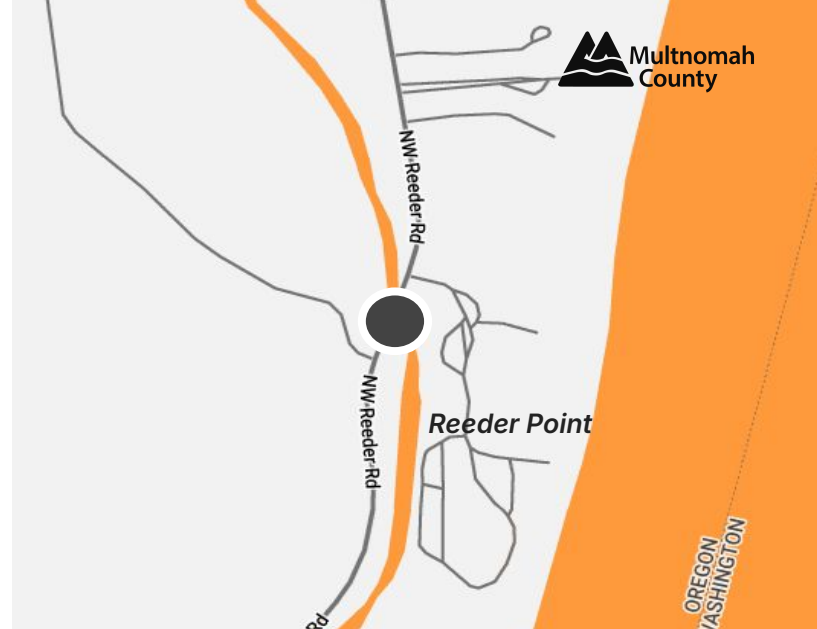
Current Phase: Construction FY 2026-27

Project Goals: On Sauvie Island, replace the failed existing dual 48" diameter culverts on Reeder Rd with a new 12 ft. diameter culvert.

Funding Source: Road Fund

FY 27 Budget: \$2.9M

Replacement area shown ●Top Right ►



302nd Ave. at Jackson Rd.

Culvert Replacement

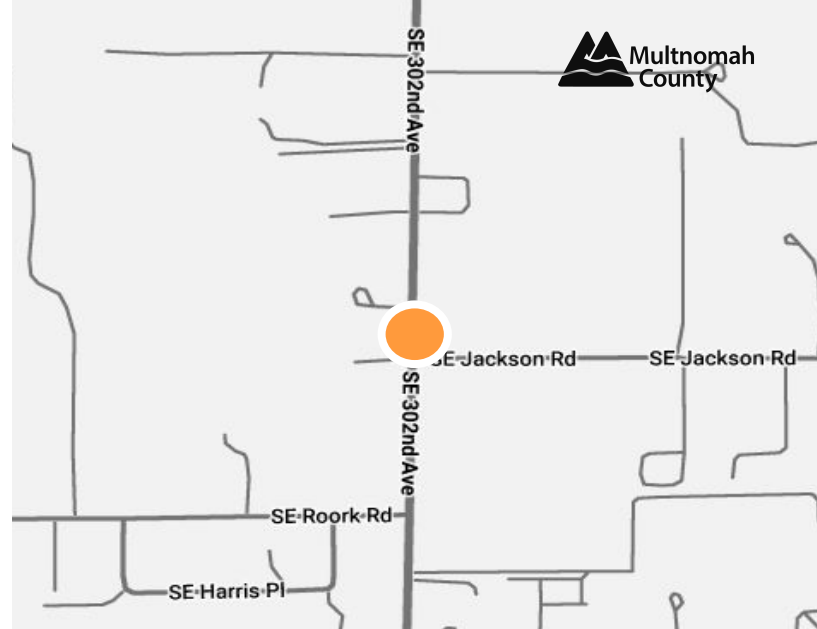
Current Phase: Construction FY 2027

Project Goals: Replace the failed existing 24" diameter drainage culvert crossing 302nd just north of Jackson Rd.

Funding Source: Road Fund

FY 2027 Budget: \$245k

Replacement area shown ● Top Right ►



Capital Contingency Projects

Design & Construction

Rocky Point Landslide Repair - Grant

- **Current Phase:** Final Design FY 2026-27
- **Future Phase:** Construction FY 2027

Kaiser Road Scour Repair - Grant

- **Current Phase:** Final Design FY 2026-27
- **Future Phase:** Construction FY 2027

Gordon Creek Rd Slide/Rock Fall Repair- Grant

- **Current Phase:** Design FY 2026-27
- **Future Phase:** Construction FY 2027





Earthquake Ready Burnside Bridge

Program Offer 90019

FY 2026 Key Project Activities

- Advanced level of design to 60%
- Prepare to submit permits and land use applications with long lead time and shelf life
- Prepare final drafts of all other permits and land use applications
- Documenting key design decisions and agency/stakeholder agreements to date



Earthquake Ready Burnside Bridge

Program Offer 90019

FY 2027 Key Project Activities

- Complete "Pick Up Plan"
- Develop 60% cost estimate and updated range of costs
- Continue to pursue funding opportunities as they arise



Bridge Capital Plan

Updating the 2015 Willamette River Bridge Capital Improvement Plan

The purpose of the project is to:

- Provide a **comprehensive needs** assessment of our Willamette River Bridges
- **Engage the community** and partner agencies on envisioning the future of our bridges
- Develop a **prioritized list of projects** to guide County investments for the next 20 years, including **updated cost estimates**

FY 2027 Key Project Activities

- Initiate project and RFP for consultant
- Conduct in depth condition assessments and inspections
- Public engagement

Transportation Funding - what rules govern?

1. Agreements w/ Portland:

- a. Road Transfer agreement 1984 - County transfers City and County revenue
- b. Road Transfer agreement 1989 - County transfers any revenue collected county wide, into perpetuity

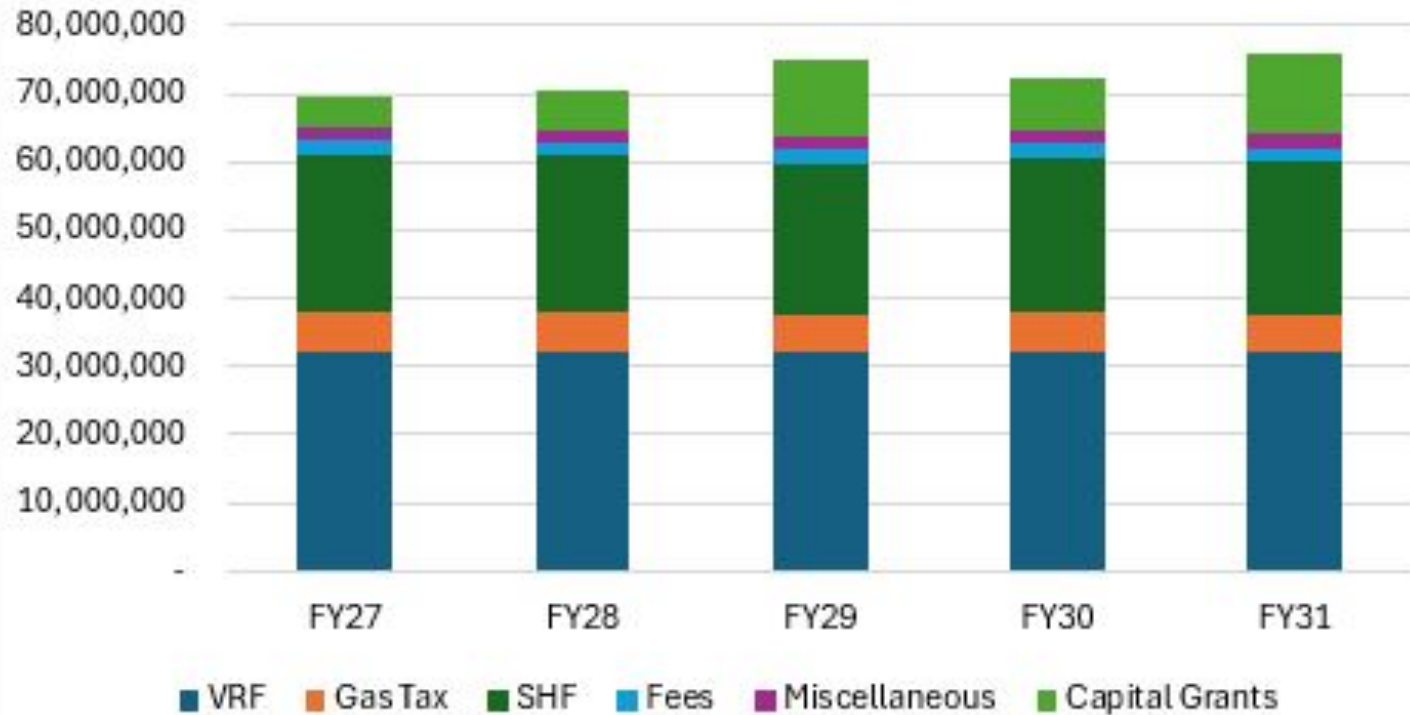
2. Agreements w/ East CO cities:

- a. 44-2985 IGA Road Transfer agreement 2005 - signed by Gresham, Troutdale, Wood Village, Fairview, and County
- b. 44-2623 IGA w/ Troutdale
- c. 44-2622 IGA w/ Fairview

3. State Laws:

- a. HB 2041 (OTIA II) and MOU (signed by Gresham, Troutdale, Fairview, Portland, and Multnomah County). Requires County to distribute some county share SHF revenue to Cities
- b. ORS 801.044 (Limits Multnomah County to use VRF on Willamette River Bridges)

Multnomah County 5 year revenue forecast



What do we spend this revenue on?

