

**Lead Agency:** Community Services

**Program Contact:** Karen Schilling

**Program Offer Type:** Existing Operating

**Related Programs:**

**Program Characteristics:** In Target

**Executive Summary**

The Transportation Capital program represents payments to contractors for capital improvement projects on County-owned Willamette River bridges (Sellwood, Hawthorne, Morrison, Burnside, Broadway and Sauvie Island) and County road infrastructure including bicycle and pedestrian facilities and culverts. The purpose of this program is to maintain and enhance the existing transportation system. Current capital needs are identified in the Transportation Capital Improvement Plan. The plan outlines needed Road and Bridge improvements during the next 20 years. The Transportation Capital Program prioritizes the projects and schedules projects to match available and new funds projected for a 5-year period.

**Program Description**

Capital improvements are relatively high dollar projects to rehabilitate, improve, or replace when needed, transportation infrastructure assets such as roads and bridges. This program represents County funds, and funds from outside sources that pass through the County, to make capital improvements on County owned bridges, roads, bicycle/pedestrian facilities and culverts. This program is dependent upon Bridge Engineering and Roadway Engineering programs to provide County labor to plan and oversee the design and construction associated with capital projects. Projects are identified, prioritized and scheduled in the Transportation Capital Improvement Program (CIP) to match available funds. This program is approved by the Board of County Commissioners. Transportation staff pursue outside sources of funding through grants and collaborative agreements for these projects. The County's transportation infrastructure assets are valued in excess of \$1.7 billion dollars. It is very important to protect these assets. Many factors contribute to the constant degradation of the transportation infrastructure so constant effort is required to maintain the current status. Recent CIP updates include equity and health criteria for rating and ranking roadway, bike and pedestrian projects. In the coming years, similar criteria will be considered for bridge and culvert projects. The major transportation capital project included in the FY14 budget is the Sellwood Bridge replacement. Other roadway projects are scheduled in East County.

**Performance Measures**

| Measure Type | Primary Measure                      | Previous Year Actual (FY11-12) | Current Year Purchased (FY12-13) | Current Year Estimate (FY12-13) | Next Year Offer (FY13-14) |
|--------------|--------------------------------------|--------------------------------|----------------------------------|---------------------------------|---------------------------|
| Output       | Dollar value of capital improvements | 7,209,925                      | 4,315,000                        | 3,380,855                       | 8,954,000                 |
| Outcome      | % of cost growth                     | 19.0%                          | 0.0%                             | 0.0%                            | 0.0%                      |

**Performance Measure - Description**

Dollar value of capital improvement include all County funds spent, regardless of source. The percentage of cost growth compares the total construction cost at completion at the beginning of the fiscal year to the total construction cost estimate at the end of the fiscal year for major projects. This measures the ability to control cost growth during the construction.

## Legal/Contractual Obligation

This program is mandated by Federal Regulation CFR Title 33 which covers the responsibilities of drawbridge owners; ORS 366.744 and ORS 382.305-382.425 specifically addresses the Willamette River Bridges; ORS 366.514 addresses the Bike and Pedestrian Program; ORS 368 addresses the Road Capital Program, and revenue sharing agreements with the cities of Portland, Gresham, Fairview and Troutdale.

## Revenue/Expense Detail

|                              | Proposed General Fund | Proposed Other Funds | Proposed General Fund | Proposed Other Funds |
|------------------------------|-----------------------|----------------------|-----------------------|----------------------|
| <b>Program Expenses</b>      | 2013                  | 2013                 | 2014                  | 2014                 |
| Internal Services            | \$0                   | \$771,381            | \$0                   | \$535,006            |
| Capital Outlay               | \$0                   | \$6,050,000          | \$0                   | \$8,954,000          |
| Unappropriated & Contingency | \$0                   | \$358,500            | \$0                   | \$409,575            |
| <b>Total GF/non-GF:</b>      | <b>\$0</b>            | <b>\$7,179,881</b>   | <b>\$0</b>            | <b>\$9,898,581</b>   |
| <b>Program Total:</b>        | <b>\$7,179,881</b>    |                      | <b>\$9,898,581</b>    |                      |
| Program FTE                  | 0.00                  | 0.00                 | 0.00                  | 0.00                 |
| <b>Program Revenues</b>      |                       |                      |                       |                      |
| Indirect for dep't Admin     | \$14,968              | \$0                  | \$10,021              | \$0                  |
| Fees, Permits & Charges      | \$0                   | \$0                  | \$0                   | \$50,000             |
| Intergovernmental            | \$0                   | \$4,116,967          | \$0                   | \$9,438,006          |
| Other / Miscellaneous        | \$0                   | \$3,062,914          | \$0                   | \$410,575            |
| <b>Total Revenue:</b>        | <b>\$14,968</b>       | <b>\$7,179,881</b>   | <b>\$10,021</b>       | <b>\$9,898,581</b>   |

## Explanation of Revenues

Revenues come from dedicated Transportation Funds for construction, repair, maintenance and operation of County roads, bridges and bicycle/pedestrian facilities. Capital projects in this program receive allocations from State Motor Vehicle revenues (i.e., state gas tax, vehicle registration fees, weight/mile tax), County gasoline tax, County vehicle registration fees, permits, development charges, State and Federal grants, and through intergovernmental agreements.

## Significant Program Changes

Last year this program was: