

Multnomah County Transportation Division Changes | Snapshot

Refocusing priorities to align with less resources

A \$2.9M drop in gas tax revenues due to COVID-19 and \$1.9M in unanticipated capital project costs have resulted in a \$5.4M shortfall in Multnomah County's Road Fund, prompting the division to scale back on capital projects, road maintenance and planning services.



We have heard from the community that it's most important to focus on safety and maintaining what we have. As we right-size our responsibilities with our remaining resources, we will work closely with our partners to deliver services effectively.

Focus on asset management and equity

To carry out our mission of helping people safely get where they need to go, the division will prioritize asset management and preservation of county infrastructure. New capital projects will be postponed. The County will set service levels to meet the needs of underserved communities to support social equity and economic well being, while protecting the environment.

There will be little or no change to mandated activities such as bridge operations and road maintenance, development review and permitting, pavement markings, signage and stormwater management.

Changes to capital projects

The County will prioritize capital projects that preserve our existing assets, such as repaving roads and replacing culverts. These include:

- Continuing the Larch Mountain Road paving project - scheduled for completion in October 2022
- Continuing the Latourell Road replacement of a deteriorating timber bridge - scheduled for completion in October 2023
- Projects that ensure ADA compliance

The NE 238th Drive Project to improve freight mobility, pedestrian and bicycle access between NE Arata Rd and NE Glisan St will also move forward. This project, already designed and funded, is scheduled for completion in October 2021.

The division will not take on new capital projects in the short-term that enhance or expand functionality of County transportation assets, including addition of bike lanes and sidewalks.

Changes to the planned project schedule include:

- Cancellation of SE 267th Ave culvert replacement of deteriorated culvert and removal of fish passage barrier on North Fork of Johnson Creek

- Cancellation of the Stark Street multimodal enhancement project near Mt. Hood Community College
- Postponement of the Glisan Street water quality project to install infiltration catch basins and mitigate stormwater impacts of the recent Sandy Boulevard project
- Postponement of the Sandy/223rd design development project to FY 2024

Changes to maintenance services

Our road maintenance teams will continue to:

- Maintain culverts and asphalt, seal and patch pavement
- Locate utilities before digging
- Maintain bioswales and vegetation around regulatory signs
- Fabricate signs and stripe streets
- Plow snow in higher traffic streets
- Respond to emergencies

Transportation will no longer do chip seal surface treatments and will scale back on:

- Maintaining gravel roads
- Cleaning and inspecting signs
- Removing litter and debris
- Applying herbicide treatment and mowing shoulders
- Plowing snow in lower traffic streets

Changes to planning and permitting

All mandated work will continue.

The County has postponed non-mandated planning work including:

- Stormwater master plan to identify needed stormwater infrastructure (such as adding drainage pipes or increasing culvert size) throughout the county, allowing for required upgrades as part of future development
- East County Transportation Demand Management Implementation Plan to work with Troutdale Reynolds Industrial Park employers and nearby cities to reduce single occupant trips to the industrial park and make it easier for commuters to use transit, carpool, and other modes instead
- County Transportation Code language update