



Hood River County Road Fund
Joint Committee on Transportation Tour

Revenue

- State Hwy Fund - \$2.6M
- Fund Exchange - \$324k
- Secure Rural Schools - \$153k

- 190 miles of paved, 20 miles of gravel, 30 miles of Local Access Roads (non-maintained)
- 18 NBI, 9 Non-NBI Bridges, 3,500 culverts

- Revenue covers 10 full-time maintenance staff, 2 full time engineering staff, 4 full time mechanics, 1 admin staff, 1 public works director.
 - Current revenue = \$3.1M (\$600k in fleet reimbursement, interest), Current Burn Rate = \$3.6M for basic maintenance
- National Bridge Inventory (NBI) Bridges – Bridges at 20.2 feet or above.
- NBI bridges are inspected by ODOT every 2 years
- Non-NBI bridges were last inspected in 2018 by County staff – Staff was not bridge certified
- One of the Non-NBI bridges is permitted to be removed by East Fork Irrigation District, construction likely 2024/2025 winter
 - Fir Mountain Road and Irrigation Ditch and replaced with culvert pipe
- We do not have condition assessments of our 3,500 culverts
- We do not have condition assessments for many of our other assets such as stripes, signs and guardrails

Projects completed 2023

- Basic Maintenance – chip seal and prep work of rut patching, and crack seal of approximately 7 miles
- Basic Maintenance – mowing, ditching and culvert cleaning
- Snow and Ice Removal – snowplow, sand, and sweep
- Maintain Gravel Roads twice a year
- Sign replacement and Striping, only as needed

- *Calendar Year 24 – Basic Maintenance was low this year – Condition of roadway needed additional prep work and double shot of chip seal (would've been overlayed if we had adequate funding)*
- *Calendar Year 25 – We are not planning to chip seal and complete prep work of (Cooper Spur, Clear Creek Road, Evans Creek Road, and Lawrence Lake Road)*
- *In Calendar Year 26, we will be performing chip seals of (Cooper Spur, Clear Creek Road, Evans Creek Road, and Lawrence Lake Road)*
- *If our roads are in better condition and a single shot of chip seal is enough, production is closer to 20 miles per year.*
- *Anything less than 20 miles per year, we are falling behind on our maintenance activities causing roadways to fall into disrepair*

Not adequate funding

- Replacement of Lost Lake Bridge (seeking funding)
- Chip seal instead of paving due to costs
- Difficult to determine replacement priorities and update plans due to lack of Asset Management information
- Road dedications have not been accepted into Maintenance since 2011
- Deciding what services to reduce or eliminate

Replacement for Lost Lake Bridge estimated at \$6M in 2023 and we are seeking funding through the Local Bridge Program and STIP (Construction or P&E Funding)

Joint Commission on Transportation Tour

- Fully fund Safety and Maintenance of Existing Roadways
- Fully fund Asset Management
- Fully fund the replacement of failing infrastructure
- Fully fund the creation, update, maintain Critical Planning Documents

Ask for adequate funding to fully cover adequate safety and maintenance of roadway system including signs, stripes, guardrail, ditches, culverts, mowing and snowplowing

Ask for adequate funding to create an Asset Management program and track performance of roadway items to better plan for replacements prior to full failures

Ask for adequate funding to have matching funds or full funds to replace key infrastructure

Ask for adequate funding to create, update or maintain Critical Planning Documents

including Capital Improvement Plans, Transportation System Plans, Road Codes, Rules, and Standards