Regional Framework for Highway Jurisdictional Transfer

Metro Council Work Session| April 16, 2019

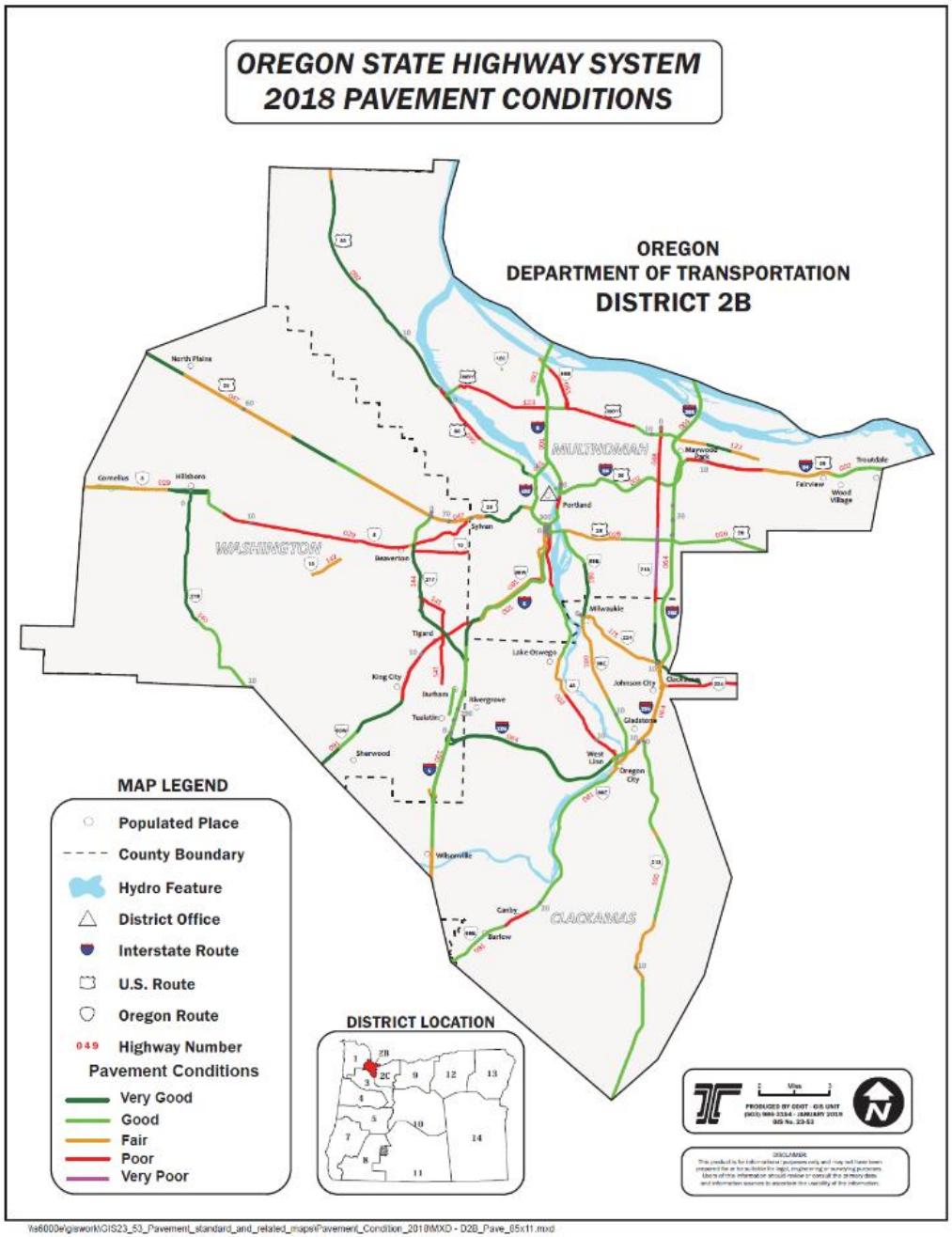
Overview of Jurisdictional Transfer Project

- Proposed process included in the 2018 Regional Transportation Plan (RTP)
- Aims to create consensus around regional priorities for transfer
- Opportunity to address issues related to classifications, cost estimates and mechanisms for transfer
- Does *not* commit funds or commit a jurisdiction to transfer

2018 Regional Transportation Plan

Why was a need for a Jurisdictional Transfer Framework identified in the 2018 RTP?

- Local jurisdictions identified unmet needs on state-owned facilities that have evolved to serving regional travel
- No clear process exists for how local governments and ODOT can work together to meet these needs
- Jurisdictional Transfer can offer a long-term solution for meeting these needs


OREGON STATE HIGHWAY SYSTEM
2018 PAVEMENT CONDITIONS
OREGON
DEPARTMENT OF TRANSPORTATION
DISTRICT 2B
MULTNOMAH
WASHINGTON
CLACKAMAS
Portland
Beaverton
Tigard
Lake Oswego
Milwaukie
Oregon City
West Linn
Wilsonville
Tualatin
Sherwood
King City
Gladstone
Johnson City
Troutdale
Fairview
Wood Village
Maywood Park
Hillsboro
North Plains
Cornelius
Sylvan
Rivergrove
Durham
Canby
Barlow
MAP LEGEND
Populated Place
County Boundary
Hydro Feature
District Office
Interstate Route
U.S. Route
Oregon Route
049 Highway Number
Pavement Conditions
Very Good
Good
Fair
Poor
Very Poor
DISTRICT LOCATION
2B
2C
PRODUCED BY ODOT - GIS UNIT
DISCLAIMER
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Background on Jurisdictional Transfer

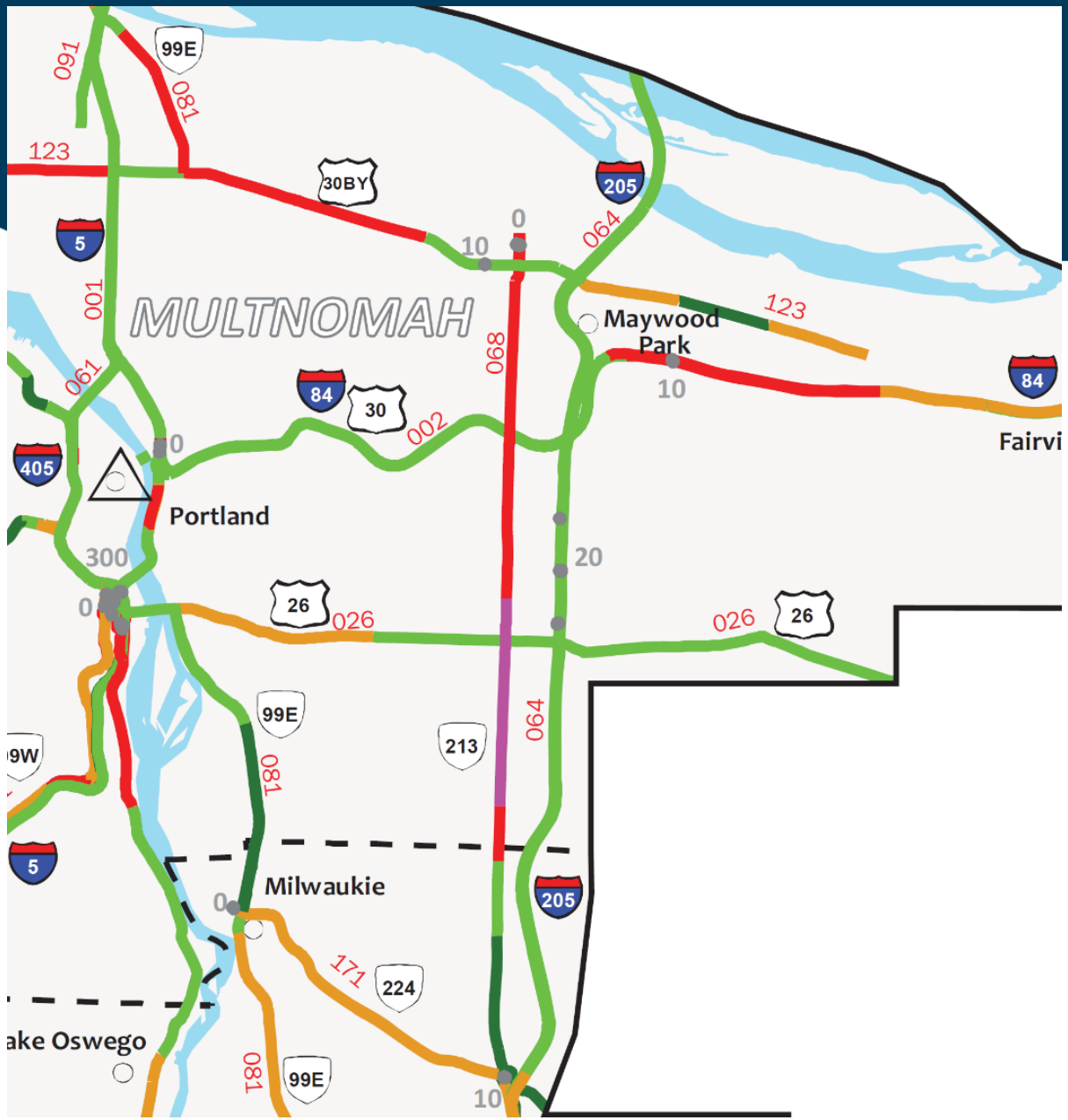
1934

Photo credit: vintageportland.wordpress.com

Today

Photo credit: City of Portland

82nd Avenue (Hwy 213)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Background on Jurisdictional Transfer

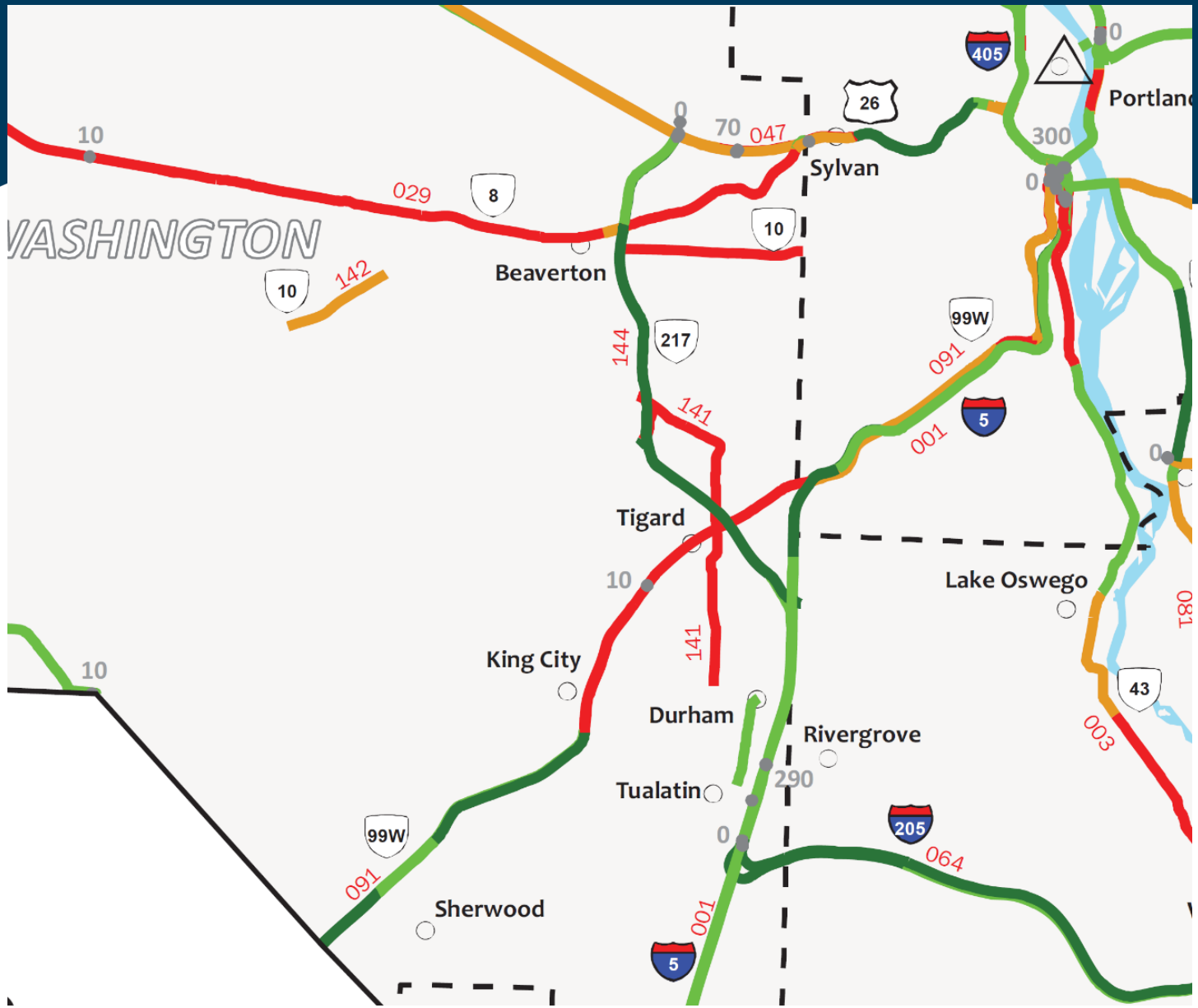
1948

Photo credit: City of Portland archive

Today

Photo credit: Oregonlive.com

Barbur Blvd (Hwy 99W)


WASHINGTON
Beaverton
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Lake Oswego
King City
Durham
Rivergrove
Tualatin
Sherwood
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10
8
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290
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Background on Jurisdictional Transfer

The Oregon Highway Plan (OHP) Policy 2C (Interjurisdictional Transfers) declares:
It is the policy of the State of Oregon to consider jurisdictional transfers that

- rationalize and simplify management responsibilities,
- reflect the appropriate functional classification, and
- lead to increased efficiencies in the operation and maintenance of a particular roadway segment or corridor.

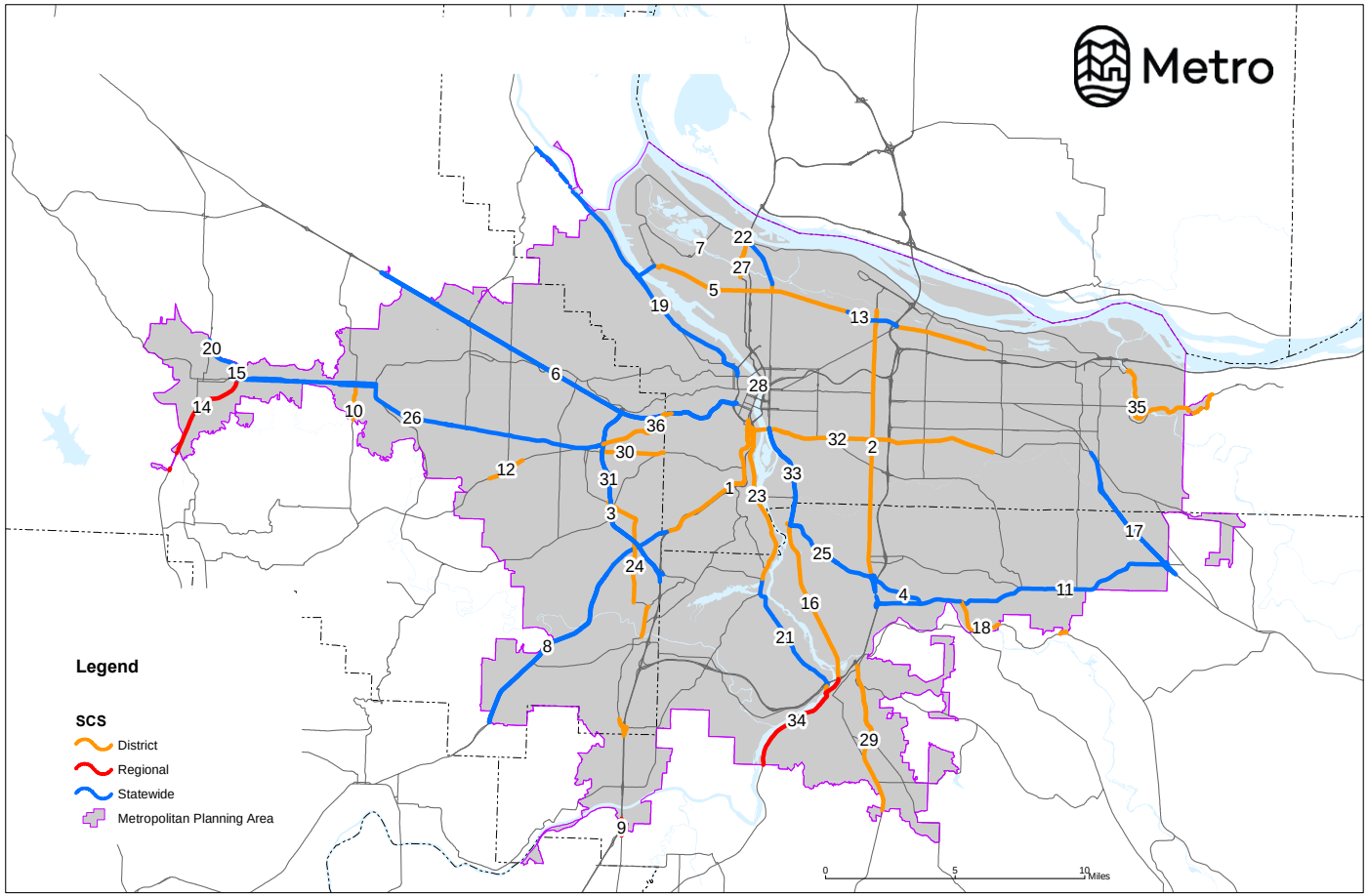
Purpose of JT Assessment Program

- **Identify potential state-owned routes** in the greater Portland region that could be evaluated and considered for a jurisdictional transfer
- Identify **gaps and deficiencies on those routes to inform cost estimates**
- **Regionally prioritize** the routes for potential transfer
- **Address some of the barriers and opportunities to transfer** the prioritized routes from state ownership to local ownership

Steps in the JT Assessment Process

1. Identify roadways that might be candidates for jurisdictional transfer
2. Needs assessment & corridor prioritization
3. Cost Methodology
4. Capability Assessment

STEP 1: Identify roadways that might be candidates for jurisdictional transfer



Source: ODOT, Oregon Highway Plan State Highway Classifications

STEP 2: Needs Assessment & Corridor Ranking

Needs

- Asset maintenance: Pavement condition and status of assets
- Pedestrian Network: Completeness of network
- Transit Service: Existing or planned route
- Safety: Crash Data

Ranking

- Tier 1 - Highest priority roadways for transfer
- Tier 2 - Medium priority roadways for transfer
- Tier 3 - Lowest priority roadways for transfer

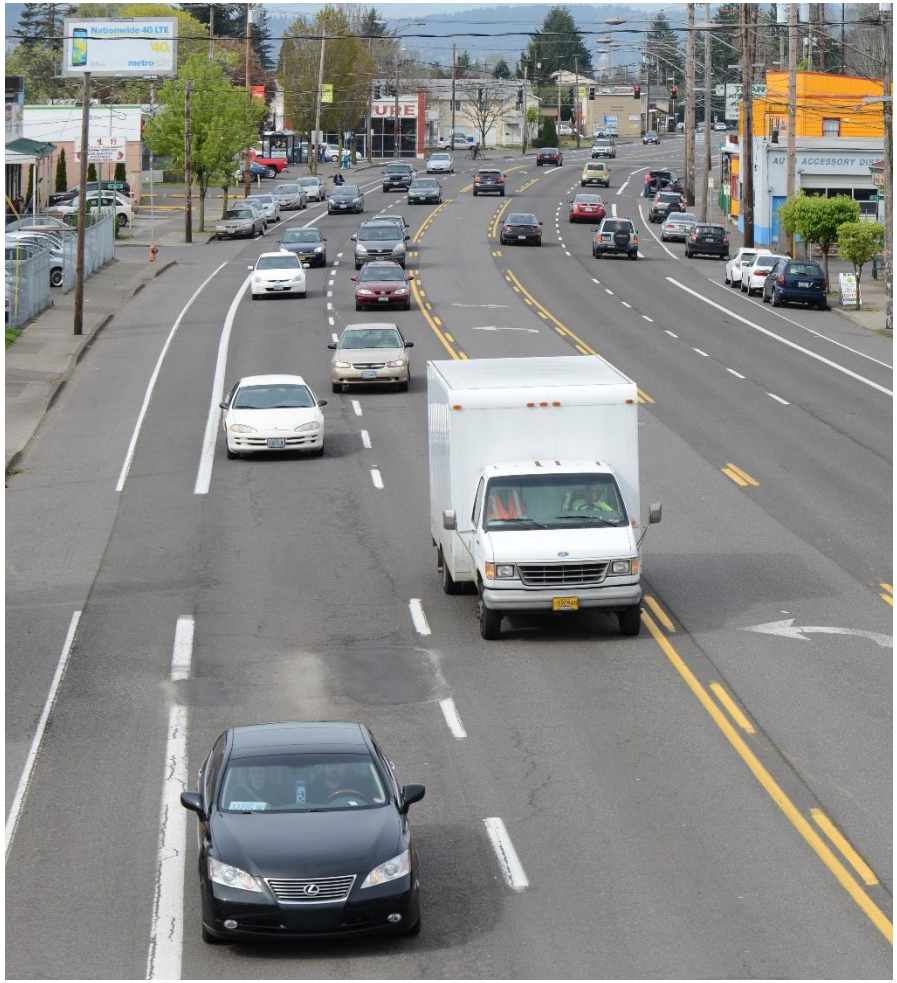
STEP 3: Cost Methodology

Develop cost methodology for each area of need:

- Maintenance conditions
- Pedestrian Network
- Transit Network
- Safety

* *Not every need is present on every corridor*

STEP 4: Capability Assessment



- Address capacity and readiness of a local agency to receive one of these facilities.
- Assess likelihood of investments in the near future.

Final Report

- Regional prioritization of candidates for jurisdictional transfer
- Establish agreement on regional approach to transfers
- Recommendation on funds to pursue for transfer

Next steps

April 18	JPACT Briefing
April-May	Evaluation of consultant proposals
May-June	Negotiation of final scope, schedule, budget
June 7	TPAC Briefing
July	Consultant work (Corridor Identification) begins

Policy Questions

Are equity, safety and multi-modal mobility the right policy outcomes for this effort?

From a policy perspective, do you agree with Metro staff on the assessment factors?

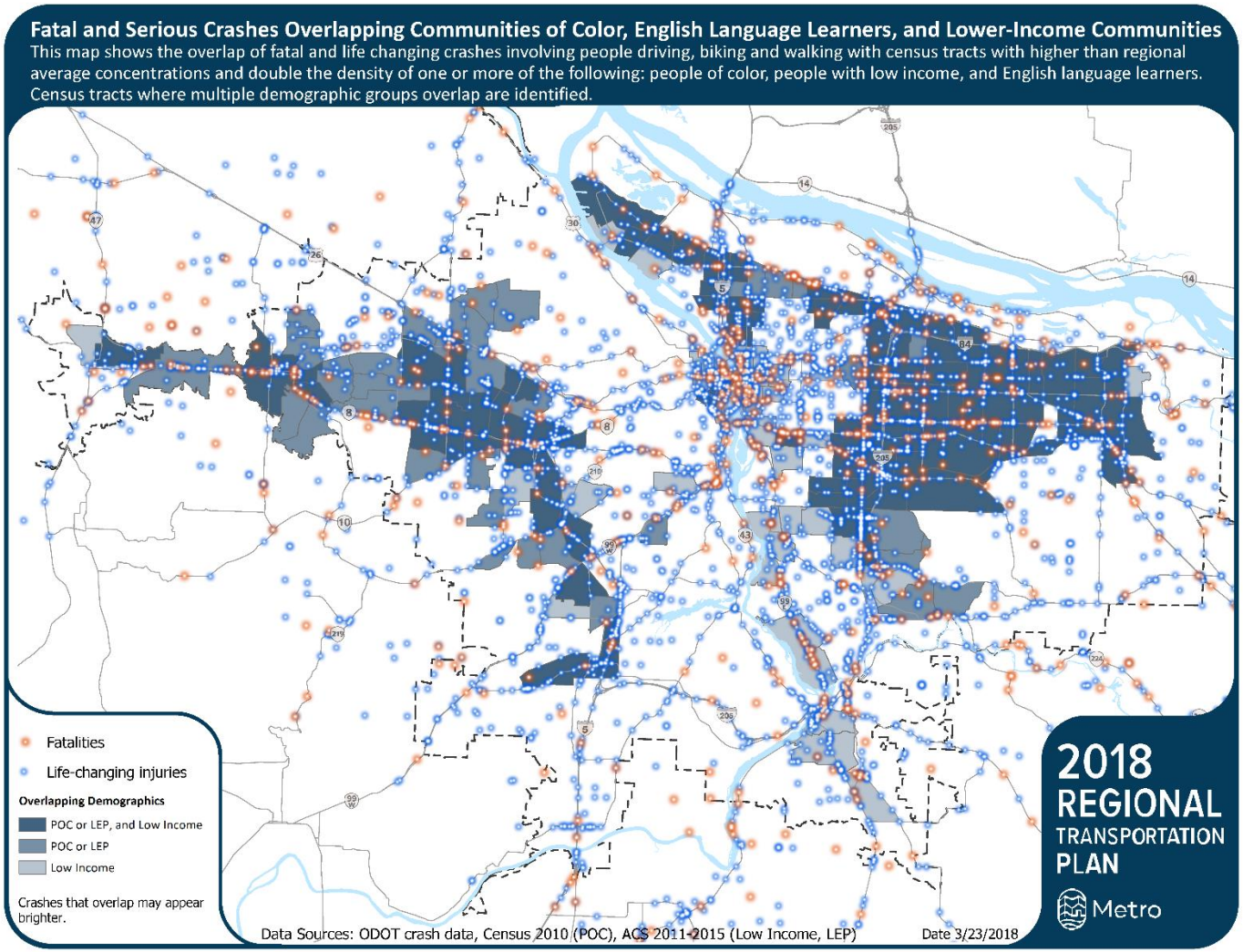
- Asset condition (maintenance), Safety, Pedestrian network,

  Transit Network

Questions?

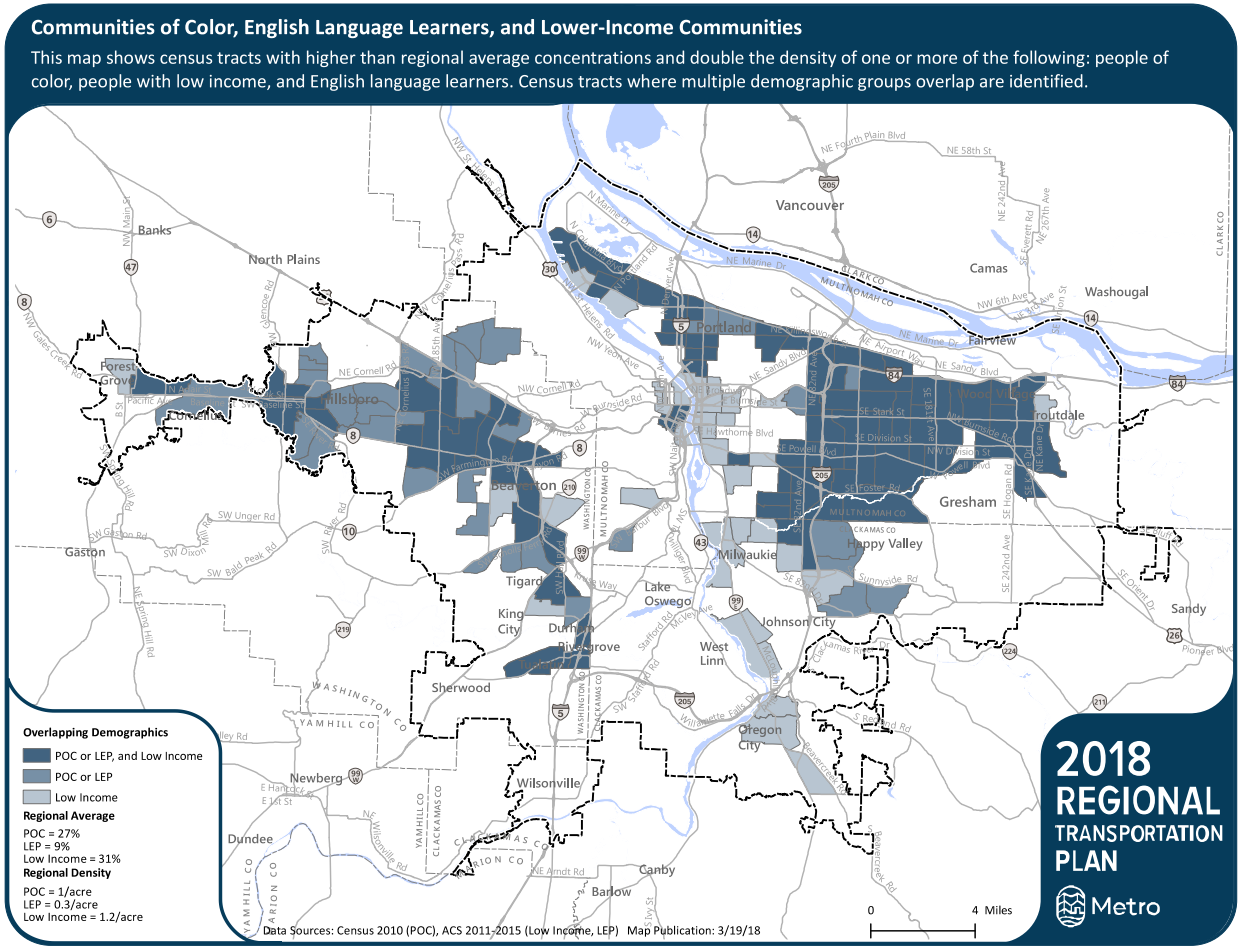
Slides in reserve

Fatal and Serious Crashes overlapping Communities of Color



RTP Equity Analysis

Analysis of priorities and disparities experienced by historically marginalized communities



Prioritizing reducing disparities and barriers, particularly for people of color and people with low income

Priorities:

- Safety
- Access to jobs, places and travel options
- Public health
- Affordability

Source: 2018 RTP (Chapter 3) and Appendix E (Transportation Equity Evaluation)

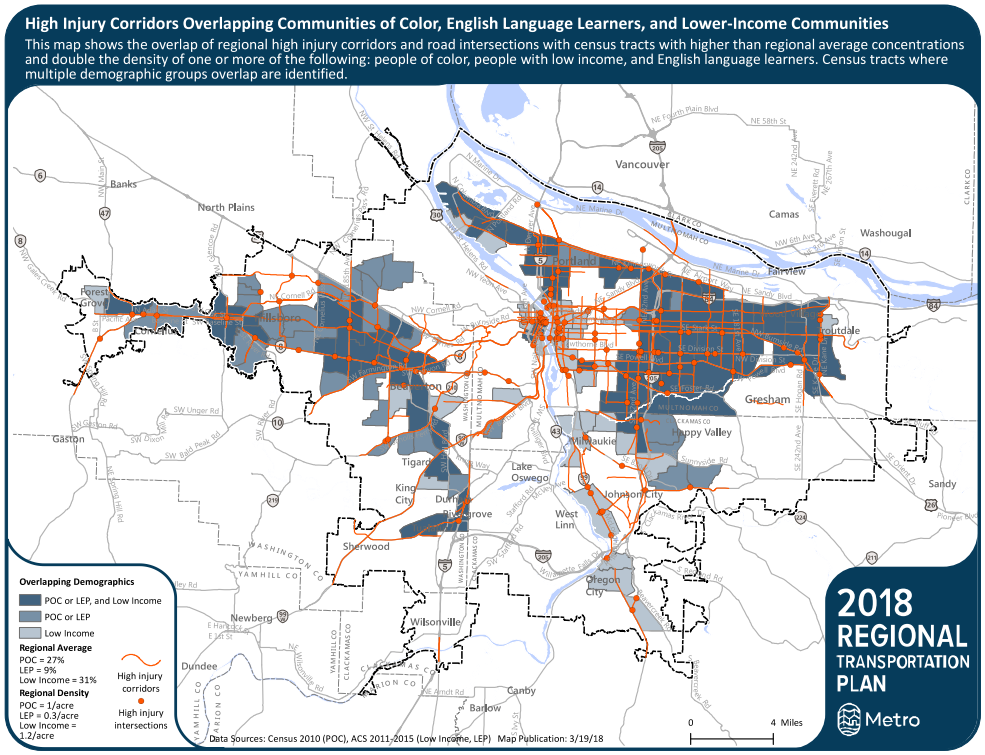
RTP Safety Strategy

Analysis of high injury corridors and hotspots

More than **60 percent of projects improve safety** and **three-quarters of those projects are located in equity focus areas** – areas with the highest incidents of crashes causing death or life-changing injuries

Average 482 deaths
and serious injuries per year

60% of severe crashes occur on high injury network which represents 6% of all streets



Source: 2018 RTP (Chapter 3)

While the number of projects improving safety is moving in the right direction, observed crash data from last five years indicates that the region is moving in the wrong direction to achieve Vision Zero target.