



Metro

# 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

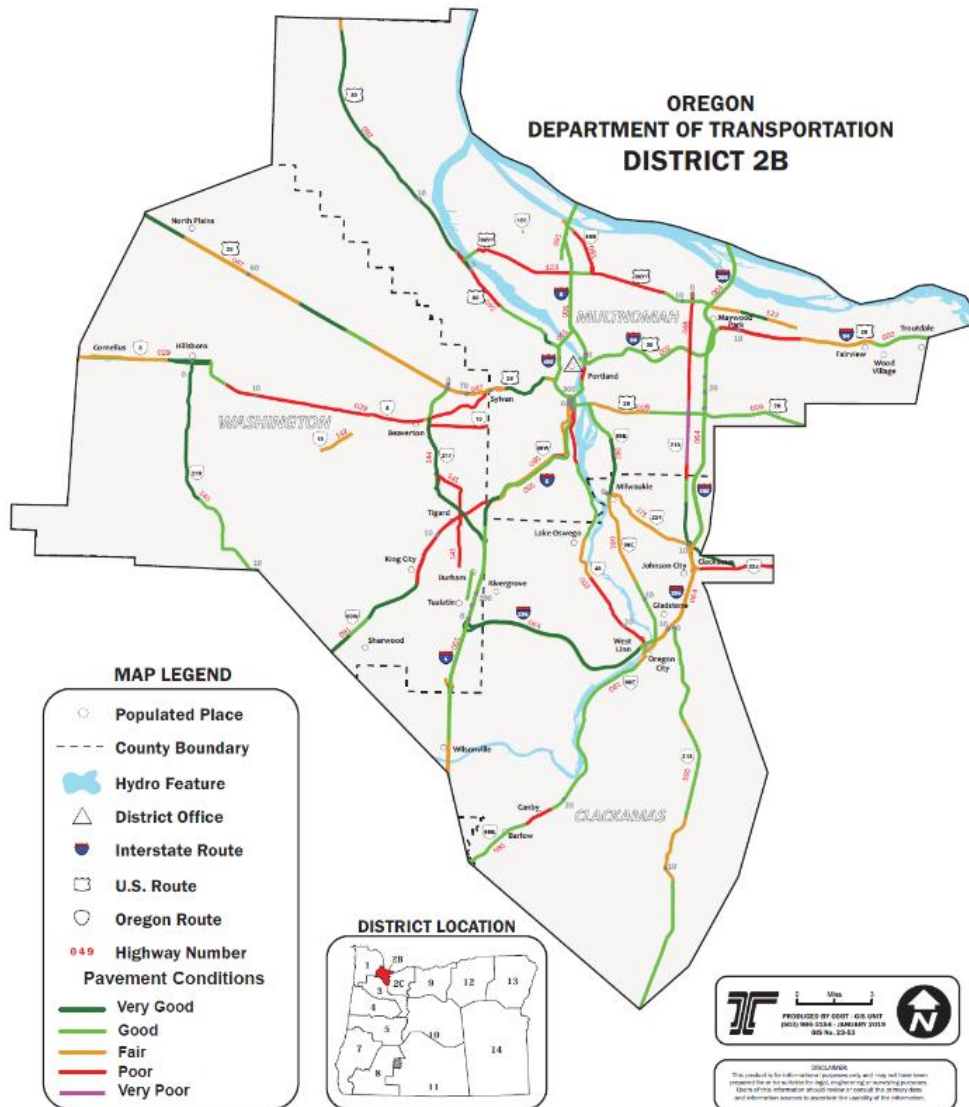


PUBLIC REVIEW DRAFT

2018 Regional  
Transportation Plan

# **OREGON STATE HIGHWAY SYSTEM 2018 PAVEMENT CONDITIONS**

## **OREGON DEPARTMENT OF TRANSPORTATION DISTRICT 2B**





# Background on Jurisdictional Transfer

1934

Today



Portland Archives, A2009-009.3120

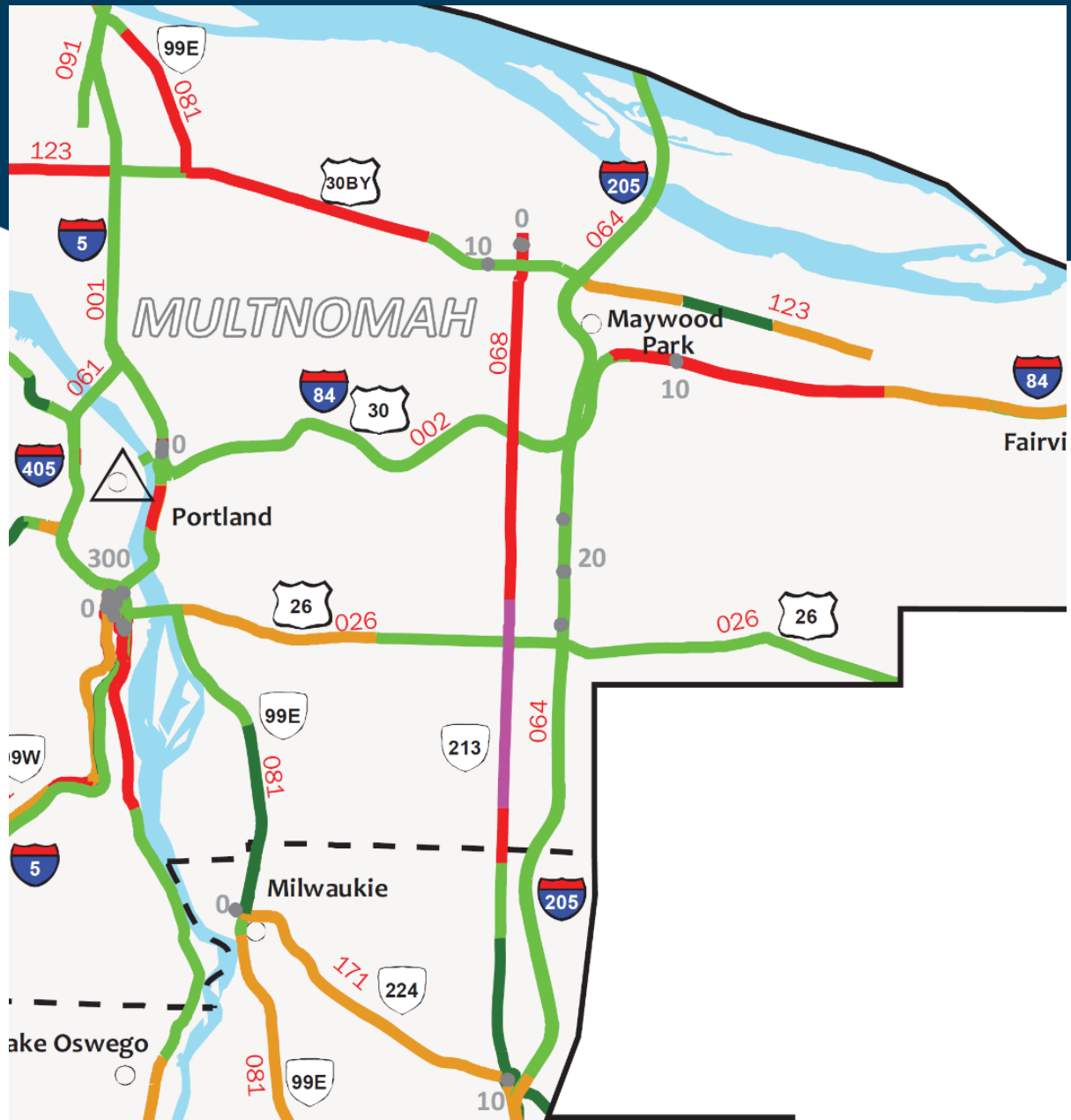
N.E. 82nd Ave - 5-28-34

Photo credit: vintageportland.wordpress.com



Photo credit: City of Portland

**82<sup>nd</sup> Avenue (Hwy 213)**



# Background on Jurisdictional Transfer

1948



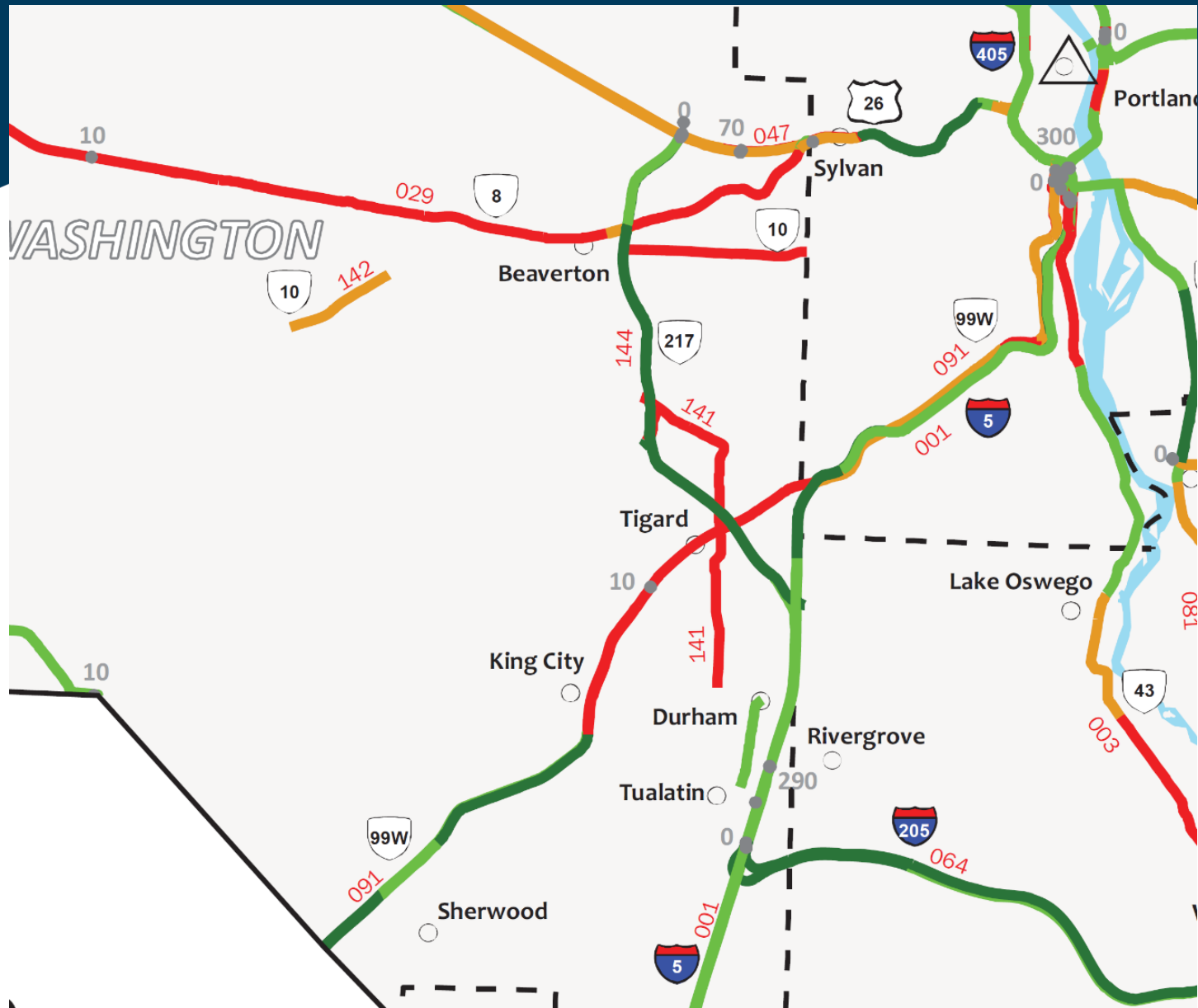
Photo credit: City of Portland archive

Today



Photo credit: Oregonlive.com

**Barbur Blvd (Hwy 99W)**





# 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



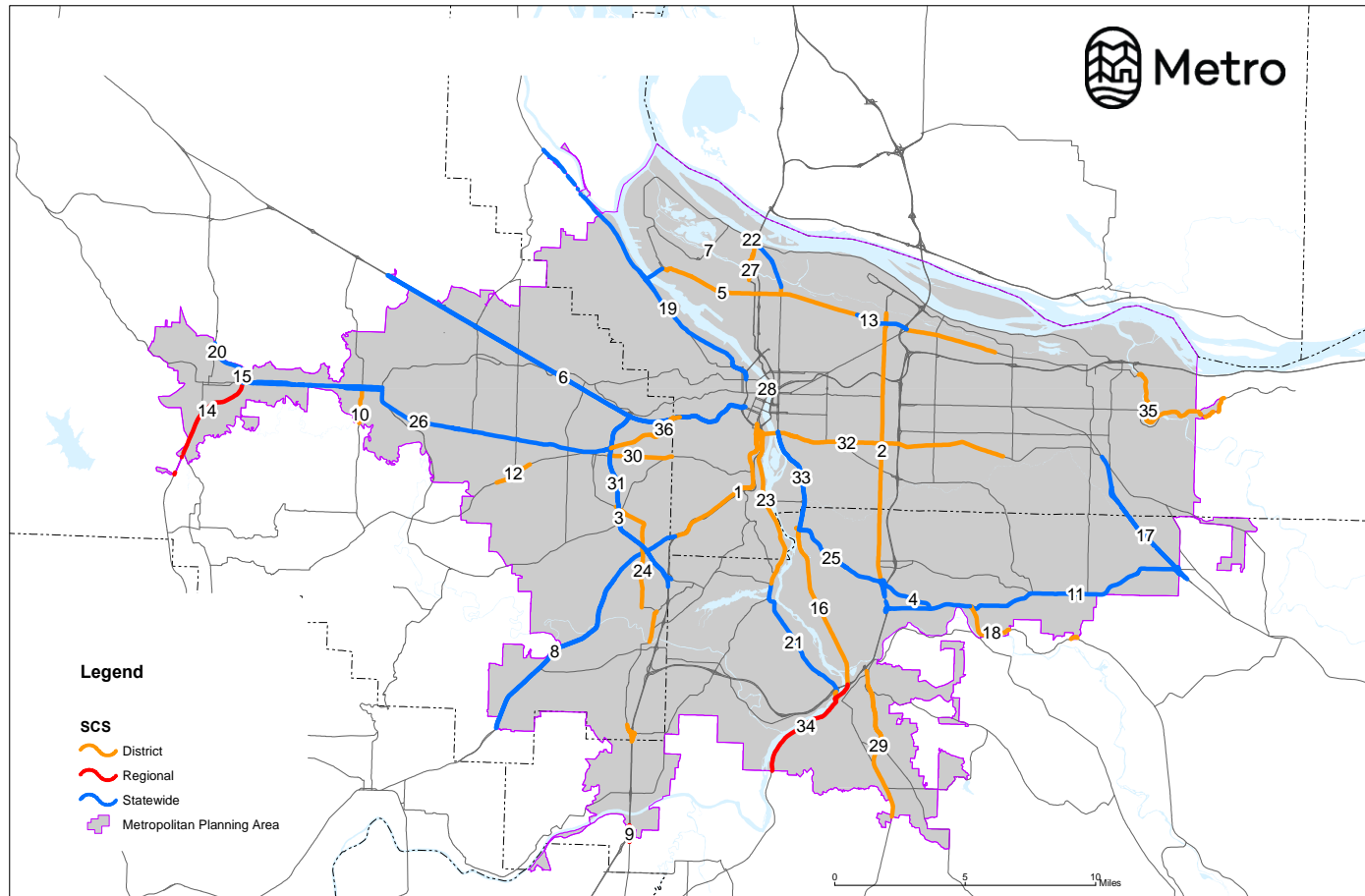
3. Cost Methodology



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?

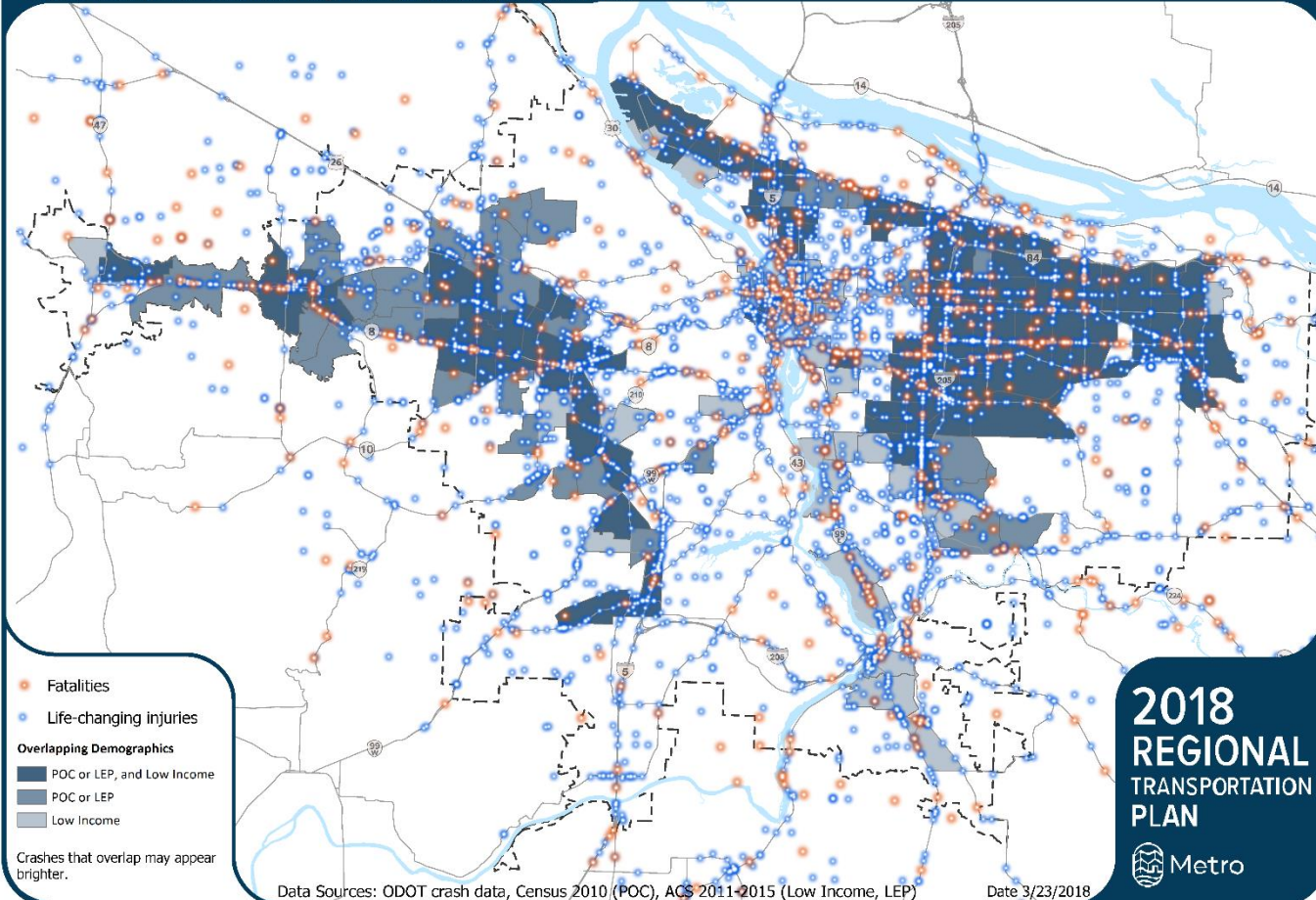


# Slides in reserve

# Fatal and Serious Crashes overlapping Communities of Color

## Fatal and Serious Crashes Overlapping Communities of Color, English Language Learners, and Lower-Income Communities

This map shows the overlap of fatal and life changing crashes involving people driving, biking and walking with census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.

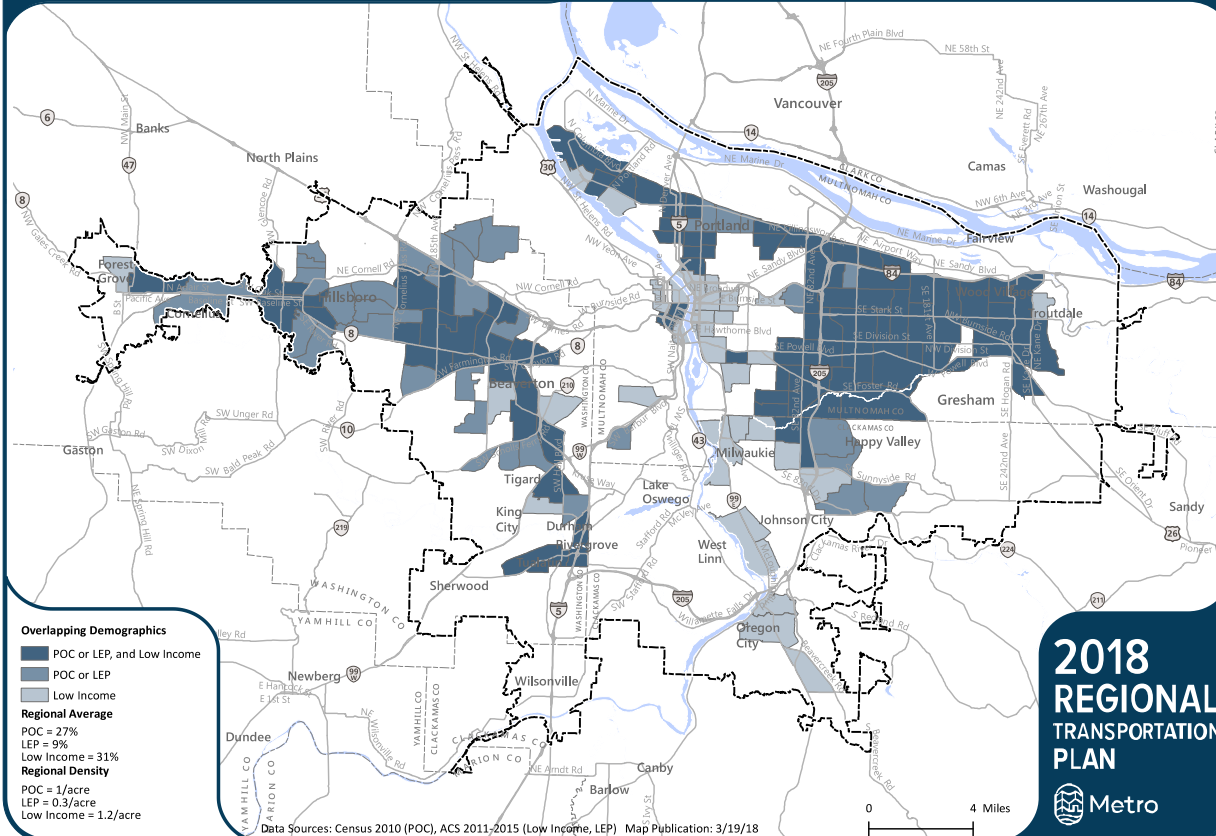


# RTP Equity Analysis

*Analysis of priorities and disparities experienced by historically marginalized communities*

## Communities of Color, English Language Learners, and Lower-Income Communities

This map shows census tracts with higher than regional average concentrations and double the density of one or more of the following: people of color, people with low income, and English language learners. Census tracts where multiple demographic groups overlap are identified.



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

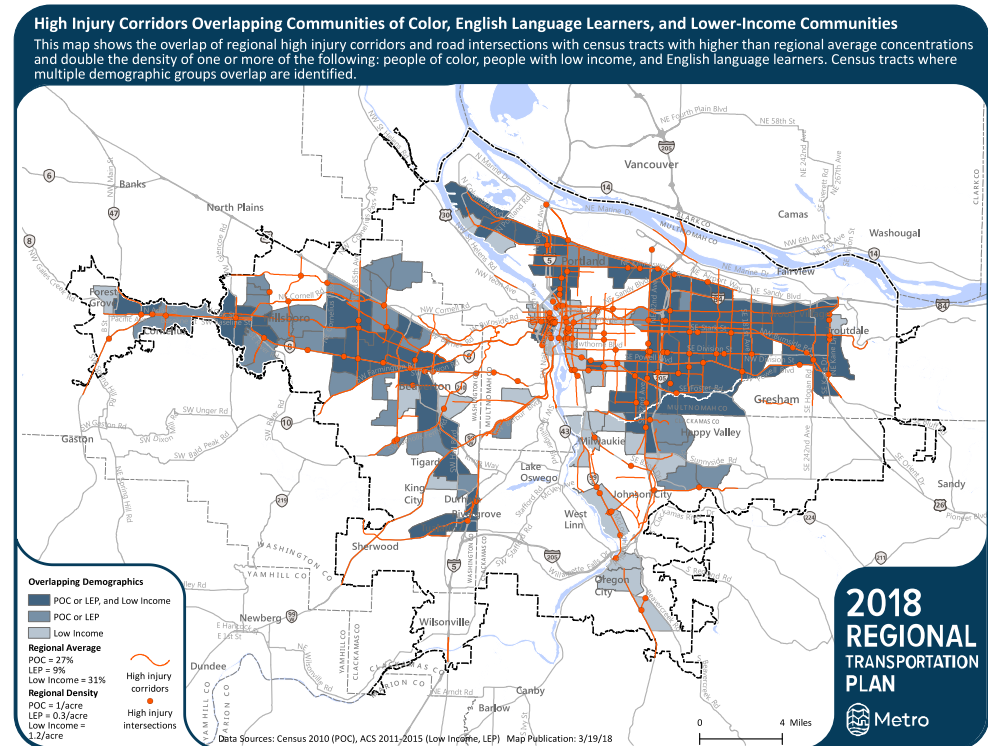
## *Analysis of high injury corridors and hotspots*

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

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.



Source: 2018 RTP (Chapter 3)