

Date: November 5, 2020  
To: John Mermin and Tom Kloster  
From: Molly Cooney-Mesker, Community Engagement Specialist  
Subject: Regional Framework for Highway Jurisdictional Transfer Study public comment memorandum

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## Introduction

This memo summarizes the comments received during the public comment opportunity for the Regional Framework for Highway Jurisdictional Transfer Study report (the report). A jurisdictional transfer assessment was identified in the Regional Transportation Plan as a necessary step to help the greater Portland region meet its equity, safety and multimodal goals. The Jurisdictional Transfer Report will *not* result in specific transfers or commit any jurisdictions to a specific transfer. The purpose of the report is to set up a framework to help future transfer discussions. The comments and questions received during the comment period will help staff refine the report and will be available for jurisdictions using the jurisdictional transfer framework in the future.

## Public comment opportunity

Public comment on the draft Regional Framework for Highway Jurisdictional Transfer was solicited from September 15 through October 22, 2020. Notice of the public comment period was provided through Metro News and distributed to an email list of community members and organizations, the Project Steering Committee, Metro's Metropolitan Transportation Advisory Committee and the Joint Policy Committee on Transportation. Metro's Metropolitan Transportation Advisory Committee and the Project Steering Committee

Members of the public and other interested stakeholders were encouraged to review the draft document and comment:

- in writing to Metro Planning—Jurisdictional Transfer, 600 NE Grand Ave., Portland, OR 97232 or [transportation@oregonmetro.gov](mailto:transportation@oregonmetro.gov)
- by phone at 503-797-1750 or TDD 503-797-1804
- “in person” through online Zoom meetings with Metro and ODOT project managers
- Through an online comment survey

No comments were received by mail or phone. The project team received seven comment letters by email, two interested parties met with project managers and 40 people participated in the online comment survey. In addition to receiving the comment letters, survey responses, and in-person meetings, the project team also met with county coordinating committees. All comments received, meeting notes and survey results are attached to this report.

## Results of online survey and public comment

### Summary of comments from jurisdictions

Overall, jurisdictional staff and decision-makers who submitted comments are interested in continued dialogue about jurisdictional transfers. Levels of support for transferring roadways vary by roadway and jurisdiction. There is generally agreement that the roadways the report identifies as promising candidates for jurisdictional transfer need improvements to better meet local needs, uses and priorities, especially safety. There is a common concern among jurisdictions regarding the funding that would be needed at the local level for improvements and ongoing maintenance of transferred roadways.

The project team received comment letters from the following entities. The letters are included in Attachment A.

1. Concordia Neighborhood Association
2. City of Beaverton Council
3. Clackamas County Board of Commissioners
4. Clackamas County staff
5. Portland Bureau of Transportation staff
6. City of Tualatin Council
7. Washington County Board of Commissioners

The project team staff met with County Coordinating Committees including: including Clackamas County Coordinating Committee (C4), East Multnomah County Transportation Commission (EMCTC) and Washington County Coordinating Committee (WCCC). Notes from these meetings are included in Attachment B. Multnomah County Health Department staff met with the project team as well—see Attachment C.

### Online comment survey results and community comments

An online comment survey provided a platform for feedback on the draft Regional Framework for Highway Jurisdictional Transfer report. Forty people participated in the survey. Themes from the responses to the open-ended questions are included below. The complete survey results are included in Attachment D. Of the 40 people who responded to the online survey, three indicated they were responding in a professional capacity, including representatives from HAND, Brooklyn Action Corps and Portland Bureau of Transportation (PBOT). The open-ended responses from PBOT are not summarized in the themes below but are included in letter format as Attachment A-5.

### Survey responses regarding the effectiveness of the report

Survey respondents were asked if the report helps move the region forward in achieving jurisdictional transfers (26 responses). A majority (81%) of respondents indicated the report does help move the region forward in jurisdictional transfers and 15% indicated it is not helpful. One respondent was unsure.

Survey respondents were also asked for their ideas to improve the report to make it a stronger tool for achieving jurisdictional transfers (18 responses). The project team considered and

incorporated, as feasible, suggestions for improving the report. Attachment E includes the summary of the changes to the final report. Most of the responses requested more detail on the conditions of the roadways, costs, funding and timelines for transfers.

### Survey responses regarding community benefits of jurisdictional transfers

Survey respondents were asked if jurisdictional transfers will benefit their community and to explain how or how not (35 responses). 66% responded that yes, they believe jurisdictional transfers will benefit their community and 34% responded no, they did not think jurisdictional transfers would benefit their community.

Among the online survey respondents who indicated that jurisdictional transfers will benefit their communities, the most frequently mentioned reasons included:

- The expectation that local ownership will lead to improved safety, public health, multimodal infrastructure, and accessibility on the transferred roadways.
- A sense of urgency related to roadway improvements. Respondents felt that local ownership would lead to the faster implementation of improvements that meet the needs of the surrounding communities.
- Several roadways were mentioned by more than one respondent as needing improvements.
  - SE Powell Boulevard
  - Highway 43
  - 82<sup>nd</sup> Avenue

Among survey respondents who indicated that jurisdictional transfers will *not* benefit their communities, the most prominent concerns were:

- Local jurisdictions do not have the funding/capacity to maintain the roadways.
- Transfer to local jurisdictions would make the roads less accessible to cars and freight trucks.

### Other online survey comment themes

- There were a couple of comments related to the potential for transfers to result in roadway improvements that would increase land value. One commenter highlighted that increased land values would lead to displacement and suggested that anti-displacement measures be coordinated with transfers.
- There were several comments about the need to better understand the consequences of the transfers, including the financial impact on local community and how the transferred road would be maintained.
- Respondents appreciated the thorough background and explanation of the jurisdictional transfer process.

### Community comments

The project team received one comment letter from a community group— the Concordia Neighborhood Association—see Attachment A-1. The letter requests that the portion of Hwy 30

within Portland City Limits be added to the list of facilities for potential jurisdictional transfer from ODOT to PBOT, and to execute the transfer immediately. The Concordia Neighborhood Association's reasons for requesting the transfer echo the concerns expressed by other survey respondents regarding unsafe conditions and not serving the needs of local neighborhoods.

## Attachments

### **Attachment A: Comment letters**

1. Concordia Neighborhood Association
2. City of Beaverton Council
3. Clackamas County Board of Commissioners
4. Clackamas County staff
5. Portland Bureau of Transportation staff
6. City of Tualatin Council
7. Washington County Board of Commissioners

### **Attachment B: County coordinating committees – notes**

1. Clackamas County Coordinating Committee (C4)
2. East Multnomah County Transportation Commission (EMCTC)
3. Washington County Coordinating Committee (WCCC).

### **Attachment C: Meetings with project managers – notes**

### **Attachment D: Online comment survey results**

### **Attachment E: Summary of changes to Final Report**

## Attachment A: Comment Letters

1. Concordia Neighborhood Association
2. City of Beaverton Council
3. Clackamas County Board of Commissioners
4. Clackamas County staff
5. Portland Bureau of Transportation staff
6. City of Tualatin Council
7. Washington County Board of Commissioners

Dear Metro,

The Concordia Neighborhood Association is requesting the immediate transfer of the Hwy 30 / Lombard facility from ODOT to PBOT.

See the attached letter.

Our comment on the Jurisdictional Transfer Study would thus be to add the portion of Hwy 30 within Portland City Limits to the list of facilities for jurisdictional transfer from ODOT to PBOT, and to execute the transfer immediately. The Legislature should then work to fund needed improvements after the receiving jurisdiction has site control of the roadway facility, and has an opportunity to work with nearby residents to plan future facility improvements.

We also recommend that Metro and PBOT immediately abandon the use of LOS and Volume to Capacity ratios for the purpose of assessing the possibility of lane reductions, and replace them with metrics that are focused on saving lives and building communities, rather than allowing automobiles to travel at high rates of speed.

Thanks,

~Garlynn Woodsong for the Board of the Concordia Neighborhood Association



Concordia Neighborhood Association  
P.O. Box 11194  
Portland, OR 97211  
[www.concordiapdx.org](http://www.concordiapdx.org)

Re: Lombard/Hwy 30 Safety

September, 2020

To:

Senator Lew Frederick ([sen.LewFrederick@oregonlegislature.gov](mailto:sen.LewFrederick@oregonlegislature.gov))

Representative Tawna D. Sanchez ([rep.TawnaSanchez@oregonlegislature.gov](mailto:rep.TawnaSanchez@oregonlegislature.gov))

CC:

Oregon Governor Kate Brown ([kate.brown@oregon.gov](mailto:kate.brown@oregon.gov))

House Speaker Kotek ([rep.TinaKotek@oregonlegislature.gov](mailto:rep.TinaKotek@oregonlegislature.gov))

Congressman Earl Blumenauer ([congressman.EarlBlumenauer@mail.house.gov](mailto:congressman.EarlBlumenauer@mail.house.gov))

Commissioner Chloe Eudaly ([chloe@portlandoregon.gov](mailto:chloe@portlandoregon.gov))

PBOT Director Chris Warner ([PBOTDirector@portlandoregon.gov](mailto:PBOTDirector@portlandoregon.gov))

ODOT Director Kris Strickler ([kristopher.w.strickler@odot.state.or.us](mailto:kristopher.w.strickler@odot.state.or.us))

ODOT Region 1 Director Rian Windsheimer ([rian.M.WINDSHEIMER@odot.state.or.us](mailto:rian.M.WINDSHEIMER@odot.state.or.us)),

Metro President Lynn Peterson ([lynn.peterson@oregonmetro.gov](mailto:lynn.peterson@oregonmetro.gov)),

Metro Councilor Sam Chase ([sam.chase@oregonmetro.gov](mailto:sam.chase@oregonmetro.gov))

Dear decision makers,

In early August, a mother and her son, a student at Vernon Elementary School, were traveling on North Portland Highway (Hwy 30) when she lost control of her vehicle, it crossed the center line and impacted with an unoccupied truck and fifth-wheel on the opposite shoulder.

The car burst into flames, and both vehicle occupants died in the resulting fire. Police report the vehicle was traveling at a high rate of speed before impact.



A year ago, the Portland Bureau of Transportation (PBOT) embarked on the Columbia/Lombard project to study conditions along those roadways, and recommend safety improvements.

Since that time, absolutely no safety improvements have been made to Lombard Street, meaning nothing prevents future tragedies such as this one from occurring again, and again and again.

It's an unsafe highway, and the Oregon Department of Transportation (ODOT) does not appear to feel any motivation in the slightest to fix it to make it safer for travelers and nearby residents.

On the contrary, ODOT appears to feel its only required role is to justify why continuing the status quo is the only outcome the agency is interested in.

The time has thus come to remove North Portland Highway from ODOT's jurisdiction, and to transfer responsibility for the roadway to PBOT. This will free the roadway from needing to meet ODOT standards, and allow for alternative design solutions to be implemented.

This is not the first crash on this corridor. On Saturday, December 12, 2015, Martin Greenough was killed while riding his bicycle at the NE boundary of our neighborhood, on Lombard underneath the 42nd Ave overpass, at a pinch point where the bicycle lane vanishes and bicyclists are forced into high-speed traffic. Martin was a newcomer to our city, a recent transplant who wanted to live the Portland dream of riding his bicycle to and from work. Unfortunately, our region let him down, by not providing a safe and continuous bicycle route for him to use for his daily route. Now, he's dead, and his blood is on the hands of the agency responsible for designing and operating the facility that he was using. But, perhaps it is also on all of our hands, as a community, for not demanding better, safer facilities sooner.

So, as the neighborhood association that is responsible for that location, we feel a special responsibility to make the case that bicycle and pedestrian safety must come first, on all facilities that can be legally used by bicycles and pedestrians, and especially those that appear on city and regional bicycle maps or that might be recommended as routes by electronic way-finding apps.

When we asked ODOT staff to brief us on the agency's response to this tragic incident, as well as its future plans for making the entire Lombard / US 30 Bypass facility safe for all users, staff came out and met with us at our regular Land Use & Transportation Committee meeting, and gave us an overview of ODOT's plans for this facility through the year 2021. In reviewing these plans, we are struck by the fact that it will be many years before these safety improvements are complete, but even more critically, by the fact that once the planned improvements are complete, the facility as a whole will still not provide safe, continuous accommodation for bicycles and pedestrians along the stretch in question, from NE 181st ave on the east to the St Johns Bridge at the west.

Specifically, while ODOT has delivered a bike lane infill project on the south side of the highway at the NE 42nd Ave overpass, it has not yet developed a feasible proposal for the bicycle lane on the north side of the highway. Further, the bicycle lane disappears completely at the turn between NE Lombard Pl and NE 10th Ave, without any safe accommodation that would allow and direct bicycle users to a safe parallel facility. It would not be acceptable for a freeway to suddenly turn into a dirt road with no warning, and yet this sort of network incompleteness is apparently quite acceptable to ODOT when it comes to bicycle and pedestrian facilities. Sidewalks are completely discontinuous along this entire facility, despite the fact that it is lined by residential, commercial and industrial uses that see and produce pedestrian activity.

We would like to see a different approach taken to tackling this issue, one that prioritizes Vision Zero-type goals of eliminating traffic fatalities and minimizing serious crash injuries for vulnerable road users as soon as possible. Specifically, given the current shortage of available transportation funds for major projects, we would like to see the immediate re-striping of this facility to create safe, protected bicycle lanes along its entire alignment.

We suggest the facility be put onto a “road diet.” The roadway cross-section would have a continuous sidewalk, street trees and a two-directional cycle track on the south side next to the neighborhood.

Then add another row of trees, on-street parking, a single eastbound traffic lane, a median with trees and turn pockets at intersections, and a single westbound traffic lane with a shoulder/break-down lane.

The trees would limit the ability of traffic to cross the center line, reducing the severity of crashes. With only one lane in each direction, the temptation to speed to pass other vehicles would be eliminated and, with lower speeds, would also come fewer crashes and deaths.

A protected cycle track and new sidewalk would allow bicycles and pedestrians to travel east and west along the corridor safely and comfortably. The trees would provide shade to reduce the urban heat island effect, where large expanses of asphalt cause excessive heat on hot summer days. They would also help to capture pollution, trapping it on their exposed leaf and branch surfaces until it can be washed away in the next rain.

While the funding and engineering for this long-term approach is underway, we urge the immediate implementation of a “road diet” approach of removing through traffic lanes to allow for a cross-section that includes safe, protected bicycle facilities, as this is an improvement that can be accomplished in the very near term using only “paint” (thermoplastic). We feel strongly that, in this age of COVID-related quarantine, there will be no resulting traffic delays from this approach, and even if minor delays did result, they would be more than mitigated by the reduction in potential loss of life or serious injury to road users.

We also urge the construction of pedestrian facilities, including sidewalks, wheelchair ramps at intersections, and marked crosswalks at all legal pedestrian crossings, along the entire length of this urban facility.

We feel strongly that even one death is too many to be acceptable, and we urge the prioritization of human life over traffic throughput, average traffic speed, or driver inconvenience.

It's past time to stop making excuses for why bad designs have to remain. It's time to start building the safer future that we need to manifest to stop the senseless deaths on this blood-stained piece of local infrastructure.

Signed,

A handwritten signature in black ink, appearing to read "A. Furstner", with a small circle at the end of the signature.

Astrid Furstner  
Chair, Board of Directors

Concordia Neighborhood Association  
P.O. Box 11194  
Portland, OR 97211  
[landuse@concordiapdx.org](mailto:landuse@concordiapdx.org)

cc: Jon Makler, Region 1 Planning Manager ([jon.makler@odot.state.or.us](mailto:jon.makler@odot.state.or.us))



October 20, 2020

Metro Council  
600 NE Grand Ave  
Portland, OR 97232

RE: Regional Framework for Highway Jurisdictional Transfer  
September 2020 Draft Report

Dear Councilors,

Alongside my colleagues on the Beaverton City Council, I'm writing to offer our support in furthering the regional dialogue on highway jurisdictional transfer.

The September 2020 draft report, *Regional Framework for Highway Jurisdictional Transfer*, calls out Canyon Road in downtown Beaverton as one of the regions "most promising" corridors for transfer. We agree and we believe that Canyon Road should be one of the region's top priorities for jurisdictional transfer. For far too long, Canyon Road has been a barrier in realizing Beaverton's vision for a more vibrant downtown. Planning efforts have identified design and operational solutions to improve and calm the corridor, and we realize that jurisdictional transfer could be the mechanism to unlock opportunities for the transformative change the community has asked us to deliver.

The presentation by Metro and ODOT staff at our October 13, 2020 meeting sparked our interest and we appreciate the work to undertake this study. The report provides helpful guidance to cities and counties when considering the transfer process. In particular, the cost methodology identifies an approach to investigating the current conditions of a roadway, identifying capital needs, and estimating ownership costs that then become the basis of a decision-making process and negotiation. We will need to augment our available funding to support one-time investments and ongoing maintenance.

The draft report also identifies TV Highway west of downtown Beaverton and Hall Boulevard near Highway 217 as corridors with promise. On these corridors, we would work with our partners at Washington County to determine whether jurisdictional transfer is feasible and appropriate for the community and for the County.

We look forward to hearing updates on the progress of this study, and we are ready to lend our support to future efforts for legislation and funding strategies to advance jurisdictional transfers around the region. Let's create the communities we would like to see!

Sincerely,

*Denny Doyle*

Mayor Denny Doyle

*Lacey Beaty*

Councilor Lacey Beaty

*Cate Arnold*

Councilor Cate Arnold

*Laura Mitchell*

Council President Laura Mitchell

*Mark Fagin*

Councilor Mark Fagin

*Marc San Soucie*

Councilor Marc San Soucie



BOARD OF COUNTY COMMISSIONERS  
PUBLIC SERVICES BUILDING  
2051 KAEN ROAD | OREGON CITY, OR 97045

October 7, 2020

Metro Planning – Jurisdictional Transfer  
600 NE Grand Ave  
Portland, OR 97232

RE: Jurisdictional Transfer Study

Dear Mr. Mermin:

Thank you for the opportunity to comment on the “Regional Framework for Highway Jurisdictional Transfer Study.” We appreciate the inclusion of our staff on the Project Steering Committee as well as the input and review opportunities provided into developing the methodology and the final report.

The draft Regional Framework for Highway Jurisdictional Transfer report provides a clear methodology to identify state highways appropriate for jurisdictional transfer, including both a technical evaluation and a readiness evaluation that provides input into the candidates currently most promising for jurisdictional transfer. As is noted in the study, the methodology provides a foundation for the snapshot in time identification of the top eleven corridors appropriate for transfer.

Ultimately, the ability to undertake the jurisdictional transfers will require funding. The costing methodology demonstrates the breadth of items that need to be considered when assessing the cost of these projects.

The report mentions the development of funding strategies, but does not include these within the document. ***It is important to recognize that any funding for jurisdictional transfers that comes from the State resources will require reductions in other areas.*** Currently, ODOT has begun the conversation about priorities for the 2023-27 Statewide Transportation Improvement Program (STIP). **If STIP funding is intended for these projects, we encourage participation in the statewide discussion about STIP priorities so that implications and the trade-offs with other programs can be understood more holistically.** This is particularly critical for rural areas that depend on STIP funding.

Sincerely,

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Jim Bernard, Chair  
On Behalf of the Clackamas County Board of Commissioners

Hi John,

Thank you for the opportunity to comment. Clackamas County staff would like to provide the following comments.

1. It should be noted in this report that the readiness factor analysis is a snapshot in time and that many of the readiness factors will likely change in coming years. For example, During the funding measure discussions for HWY 212 jurisdictional transfer was discussed between ODOT and Clackamas County. The county asserted that if a new road was funded & constructed (i.e. Sunrise) and ODOT assumed jurisdiction over the new facility then Clackamas County would consider assuming jurisdiction over HWY 212. The jurisdictional process could in fact provide funding for the Sunrise which would facilitate a possible transfer of HWY 212. At that time, the Throughway designation would likely move from HWY 212 onto the Sunrise, therefore bringing it back in the mix as potentially appropriate for jurisdictional transfer.
2. It should also be noted in the report that this analysis should be updated every two years to ensure that the ever evolving nature of these factors be current prior to policy decisions being made based upon this analysis.

Many thanks & please let us know if you have questions.

Sincere best,

Jamie Stasny



**Jamie Stasny**

she/her/hers [Why pronouns matter](#)

Regional Transportation

& Land Use Policy Coordinator

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(971) 678-6406

[JStasny@clackamas.us](mailto:JStasny@clackamas.us)

*\*\*Please note: I will be working remotely during this time, I will be available by email or by phone at 971-678-6406\*\**



1120 SW Fifth Ave., Suite 800 Portland, OR 97204 503-823-5185  
Fax 503-823-7576 TTY 503-823-6868 [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

**Chloe Eudaly** Commissioner **Chris Warner** Director

To: John Mermin, Metro

From: Kristin Hull, Planning Division Manager, PBOT

Re: PBOT Comments on Regional Framework for Highway Jurisdictional Transfer Report

Dear John,

This letter provides our feedback on the Regional Framework for Highway Jurisdictional Transfer Report. Our comments are formatted to respond to the survey questions from Metro, as requested. Survey questions are shown in *bold italics*.

*Does this [draft Regional Framework for Highway Jurisdictional Transfer report](#) help move the region forward in achieving jurisdictional transfers?*

It does. This project has resulted in the identification of a subset of ODOT-owned facilities that are good candidates for jurisdictional transfer. This will allow ODOT and the region to focus efforts at investing and achieving JT in areas where it is most likely to be beneficial and successful.

However, there are a few key topics needed to move forward, that could be clearer within this report.

1. **JT as one potential tool, not the solution.** We still would reiterate the point we've made in earlier rounds of comments, which is that the "problem" should not be defined as "ODOT owns the highway" – which leads to jurisdictional transfer as the only way to solve the problem. Instead, the "problem" is that the highways are no longer serving their original purpose – they need to serve a broader community purpose and function, and are not currently doing a good job of that. The solution, then, can be framed as a set of tools or options for addressing this issue and ensuring that streets can serve their communities. JT is just one of these tools.
2. **Significant unmet funding needed to make JTs viable.** Without significant funding and investment on these ODOT-owned facilities, JTs are not a likely tool for addressing needs. This report and work does not seek to solve the funding problem, but should acknowledge the issue and clearly state that it does not address this question.
3. **Funding for ongoing maintenance after transfers.** The report does not clearly address the question of ongoing maintenance in cases of jurisdictional transfer, but should also acknowledge this issue – with significant assets being transferred away from ODOT and to local jurisdictions, funding sources for ongoing maintenance also must be identified.

We would recommend updating the executive summary and the framing of the report to provide broader context and put jurisdictional transfer (and the whole study) into this appropriate context.

It also would be helpful to have the report articulate the "next steps" that are not achieved by this work, including:

- commitment from local agencies, ODOT, and Metro to keep moving forward;
- identifying funding to make JTs viable;
- identifying funding source for ongoing maintenance;
- outlining near term steps prior to JT (i.e. Given the extensive mileage of highways identified as suitable for transfer, and the fact that they will not all be transferred very quickly or at the same time, what can be done in the interim to better serve the surrounding communities?)

The final paragraph of the conclusion notes that this is forthcoming – we agree that it will be critical in making the most of the work that has been done.



### ***What does the draft report do well?***

While we have previously commented on specifics related to the criteria and the evaluation (which in some cases have been addressed; in some cases not), we generally agree with the outcomes of the evaluation process and the 11 corridors that the report identifies as good opportunities.

### ***How could the report be improved? Do you have specific suggestions to make this a stronger tool for achieving jurisdictional transfers?***

As a public document, it may lack some context in terms of explaining the reasons for pursuing JT, the pros and cons, and alternative solutions. It seems particularly important to reference ODOT's recently adopted a new Blueprint for Urban Design. If the Blueprint for Urban Design is applied as intended, it would direct ODOT to implement multimodal, community-driven designs on these urban arterials without a transfer to the local jurisdiction.

More specific areas of feedback:

1. Figure 4.3 on page 26 shows a symbology for "transfer in process". This is applied to Barbur, 82<sup>nd</sup> Ave, and Outer Powell. These highways are definitely not all at the same level of "in process" and this could be very confusing to the public. Outer Powell certainly seems to fit with our understanding of "in process" since it has been funded, a project is underway, and both agencies have agreed that it will transfer to Portland following its completion. From the public perspective, this one is a sure thing. However, 82<sup>nd</sup> Ave and Barbur Blvd are in a different place. Funding has not been allocated, and there is no transfer agreement. We would recommend either removing them from being shown as "in process" or come up with another category, such as "Negotiations initiated".
2. Table 4-3 – should the final heading say "readiness" rather than technically promising?
3. In the cost estimating methodology, on page 34, related to state of good repair – Section 6.1 should reference both that the corridor elements function as intended AND that they are expected to do so for a typical lifecycle of that asset. For example – doing a 1-2 inch repave may result in a surface that appears to meet the SOGR definition; however, if the roadway base is not in good condition, it will deteriorate much more quickly than the typical 15- or 20-year asset life of pavement.
4. Figure 6.1, step 3 "Agree on SOGR definitions and assessment methods" – this provides the opportunity for this JT study to take the region the next step forward towards successful JT. The City of Portland and ODOT have worked together extensively to figure out this process on 82<sup>nd</sup> Avenue. Though those conversations are not concluded, it would be nice to draw on them in coming to agreement, at the regional level, on SOGR definitions and assessment methods, rather than leaving jurisdictions and individuals to figure this out differently for each of the identified candidate corridors for JT. A very useful outcome of this study could be regional agreement on these definitions and methods. Table 1 in Attachment F is a good start for this, but doesn't yet represent agreement from all parties. Reaching an agreed-upon starting point would be a very useful next step. Some example specifics we would like to see added to this table would be:
  - a. For pavement – core samples to assess the condition of the roadway base in addition to the other elements listed (if there is not a recent pavement report with core samples)
  - b. For sidewalks – assessment of curb height and curb condition
  - c. For drainage – video assessment of pipe condition (not just surface conditions)
5. Under capital needs, Section 6.2 – rather than saying that ODOT and the local jurisdiction may consider ADA needs, it should be changed to **must** – ADA is not optional and must be considered in the negotiation.

### ***Please explain how jurisdictional transfers might or might not benefit your community?***

Having a local jurisdiction owner can allow for a closer connection to the local community and a stronger focus on ensuring the street best meets the needs of that community. However, identifying funding for desired improvements will continue to be a challenge; simply stated, a transfer does not guarantee improvements to a facility. Further,



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ODOT's Blueprint for Urban Design allows for greater design flexibility under ODOT ownership which should remove some pressure to transfer facilities from ODOT to local jurisdictions.

There is the potential for jurisdictional transfers to create a greater burden over time on local jurisdiction funding if ongoing maintenance funding is not also included in the negotiations. ODOT highways are often larger streets with significant demands and are likely to have substantial ongoing maintenance costs. To ensure that communities *are* able to reap the advantages of JT, local jurisdictions need to have the ability to fund needed maintenance on these streets – without pulling resources away from other assets that are already locally owned and in need of maintenance.



*The Portland Bureau of Transportation fully complies with Title VI of the Civil Rights Act of 1964, the ADA Title II, and related statutes and regulations in all programs and activities. For accommodations, complaints and information, call (503) 823-5185, City TTY (503) 823-6868, or use Oregon Relay Service: 711.*

**From:** Gareth Prior [<mailto:gprior@tualatin.gov>]  
**Sent:** Tuesday, October 27, 2020 9:43 AM  
**To:** John Mermin; [glen.a.bolen@odot.state.or.us](mailto:glen.a.bolen@odot.state.or.us)  
**Cc:** Kim McMillan  
**Subject:** [External sender]Tualatin JT Study Comments

John and Glen,

The Tualatin City Council reviewed and discussed the findings of the Jurisdictional Transfer study at the October 12, 2020, meeting ([video 35:00](#)).

The Council reaffirmed the following staff comments:

1. Tualatin has no interest in taking ownership of 99W – we do want to see investment and a long-term plan
2. Study should provide a template for cost estimation
3. Support changes that allow for greater flexibility in design and speed control on state facilities

For the section of Lower/Upper Boones Ferry (Highway 141), we will have to learn more about the state of good repair and evaluate the pros/cons with future development or long-range planning projects (such as the SW Corridor or continued transit oriented development in the Bridgeport area).

Please reach out with any questions.

Thank you!

**Garet S. Prior, AICP** (*he/him*)  
Policy Analyst  
City of Tualatin | Community Development  
503.691.3020 | [www.tualatinoregon.gov](http://www.tualatinoregon.gov)



October 20, 2020

President Lynn Peterson  
Metro Regional Government  
600 NE Grand Ave  
Portland OR 97232

Dear President Peterson and Metro Councilors:

Thank you for the opportunity to comment on the Regional Framework for Highway Jurisdictional Transfer Study. The report presents a comprehensive documentation of state-owned urban arterials. We agree state highways change function over time and jurisdictional transfer can better align highway design treatments with community aspirations. We also appreciate the documentation of the step-by-step jurisdictional transfer process outlined in the report and the recognition no two transfers are the same. The consistent framework for evaluating potential transfers presented in the study will help navigate the process.

The report highlights the reality that a successful jurisdictional transfer requires both technical conditions and political support. Considering both factors, please review our comments on the priorities identified in Washington County for your use in finalizing the report and as input on future jurisdictional transfer discussions:

- **Farmington Road:** We support the proposed transfer between 173rd and 198th avenues (MP 5.9 to MP 7.3). This relatively short (1.5 mile) segment is a true “orphan” where the road is managed by the County on both ends of the state segment. The County has a long-standing agreement to work with ODOT to facilitate a jurisdictional transfer for this segment of Farmington, subject to developing a mutually agreeable funding strategy for needed improvements to bring the road up to urban standards. As with previous transfers, we expect an agreement to be based on dedicated funding by both ODOT and the County at levels to be determined.
- **Hall Boulevard in Tigard and Upper Boones Ferry Road in Durham and Tualatin (OR 141):** These roads are fragments of OR 141; northern segments of which have previously been transferred to Beaverton. We support the priority transfer designations where modest upgrades are needed and the transfer aligns with the community need and technical feasibility subject to city support for the transfers. Washington County would willingly expand our traffic control responsibilities for these highways with upgraded infrastructure as requested by the cities. With funding for upgrades, Washington County is willing to consider a jurisdictional transfer of the short segment of Hall Blvd in unincorporated Washington County to avoid future “orphans.”
- **TV Highway:** County staff do not support jurisdictional transfer for this 12-mile segment at this time as the associated costs and liabilities are significant based on planning-level analysis completed for the ‘Get Moving’ measure. However, we strongly support ODOT investment in this corridor to address deferred maintenance and improve safety. The high proportion of vulnerable populations and historically marginalized communities increases the need for

**Board of County Commissioners**

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upgrades. Conceptual designs developed for the 'Get Moving 2020' proposal reflect a sound basis for investment. Following substantial improvements to TV Highway, the Board may be willing to consider a potential future transfer.

- **Highway 99W:** Metro's study shows Highway 99W ranking as a priority based on several criteria, including its role in serving designated Town Centers and having frequent bus routes. County and city staff submitted comment to Metro staff that local agencies do not support this as a priority for transfer as recommended in the report due to its continued statewide transportation function. However, we support continued engagement between ODOT and the communities along the highway to make investments consistent with changing community needs along the corridor.

We strongly support the addition of **Beaverton Hillsdale Highway** as a candidate for a jurisdictional transfer in the longer term. The highway serves a Town Center and has frequent bus service. The intersection of this state highway and the County's Scholls Ferry and Oleson roads in the Raleigh Hills Town Center is well-known as a high-crash location. Future upgrades to this corridor can be planned in conjunction with a land use planning process in coordination with Beaverton, Portland, ODOT and TriMet. This multi-jurisdictional corridor is overdue for attention, and significant efforts will be needed to address the issues noted above.

Thank you for your work to bring the needs of these state-owned arterials in our region to our attention. We support additional investment in these urban arterials and ask the transfer process to be one, but not the only way to secure needed investments on these corridors. ODOT's new Blueprint for Urban Design provides an alternative to achieve local community aspirations without a jurisdiction transfer. With or without transfer, state-owned urban arterials need additional funding to meet the changing needs of the community.

Sincerely,



Kathryn Harrington  
Chair, Washington County Board of Commissioners

cc: Board of County Commissioners  
Stephen Roberts, Director, Land Use & Transportation  
Christina Deffebach, Senior Policy Analyst, Land Use & Transportation

## Attachment B: County coordinating committees – notes

1. Co Clackamas County Coordinating Committee (C4)
2. East Multnomah County Transportation Commission (EMCTC)
3. Washington County Coordinating Committee (WCCC)

Jurisdictional Transfer Study comments  
Clackamas County Coordinating Committee  
September 16, 2020

Here are some of the key questions or statements that came up during the meeting.

- Important to look at roadway width and radius during JT discussions
- Concern that findings for 43 did not take into account regional context – full corridor into Lake Oswego, Portland from West Linn
- Questions about how this effort affects funds available; and whether potential future funds would siphon dollars from a different bucket of funding
- Question about whether the ODOT-owned arterials are also regional emergency routes, and whether discussions would take this factor into account
- Concern about “being left out” if this effort is picked up again in the future and conditions change for a jurisdiction that does not currently float to the top in terms of the evaluation
- Questions about why ODOT has not transferred roadways in the past (disinvestment, lack of resources)
- 82<sup>nd</sup> Avenue in Portland is in dire need of transfer
- Appreciation for the presentation, especially Margi’s section on history

Jurisdictional Transfer Study comments  
East Multnomah County Transportation Commission  
October 12, 2020

(1) Councilor Hinton (Gresham)

- a. What were the components of the equity assessment and why was that done?
- b. What is the purpose of a transfer?

Jurisdictional Transfer Study comments  
Washington County Coordinating Committee  
October 12, 2020

(1) Mayor Snider (Tigard)

- a. Surprised to see 99W on list, especially in Tigard – interest is low; there is a throughput function

(2) Mayor Calloway (Hillsboro)

- a. Does it affect funding allocation/priorities for upcoming RTP processes, etc.?
  - i. Margi response: hope is to help attract funding by having one voice on ODOT-owned arterials
- b. Should not be a link to funding priorities in the RTP

(3) Commissioner Rogers (Wash Co)

- a. TV Hwy is complex and difficult to maintain; Washington County would be wary about taking it on
- b. 99W has high use and plays a key role in throughput (does not act like an “orphan highway”)
- c. Future funding for a roadway, e.g. TV Hwy, will not be conditional on a JT

(4) Mayor Doyle (Beaverton)

- a. Caution about the high price tag for these efforts

(5) Mayor Truax (Forest Grove)

- a. Caution to Metro and ODOT about the high cost, including high cost of maintenance
- b. Prior transfer of OR 8 in Forest Grove has generally been a success



## Attachment C: Meetings with project managers – notes

1. Multnomah County
2. Clackamas Community College

**Jurisdictional transfer public comment meeting**

Date: Thursday, October 8, 2020 10:00 a.m.

Location: Virtual meeting

Attendees:

Glen Bolen – ODOT

John Mermin – Metro

Brendon Haggerty – Multnomah County

Andrew Campbell – Multnomah County

Notes:

These state-owned arterial highways really impact health in multiple ways:

- They create barriers to physical activity
- They increase exposure to noise and air pollution
- They often lack basic access

Transferring these roadways can lead to improvements that improve health of the communities along them, but also create the possibility of gentrification and displacement, see past example on NE MLK Blvd in Portland. Please consider anti-displacement strategies along with any future transfers and improvements along these roadways.

Other topics discussed:

- How the evaluation/rankings of candidate roadways will be used
- US 30 - The readiness scoring of NE Lombard, the possibility for projects along the Sandy Blvd portion.
- What “transfer in process” means when shown on maps in the report
- How a transfer recipient is decided, e.g. City vs County

Notetaker: John Mermin

**Jurisdictional transfer public comment meeting**

Date: Friday, October 9, 2020 10:30 a.m.

Location: Virtual meeting

Attendees:

Glen Bolen – ODOT

John Mermin – Metro

Ray Atkinson, Clackamas Community College

Notes:

Today's discussion focused on 82<sup>nd</sup> avenue:

- Why is 82<sup>nd</sup> avenue segmented at the City/county boundary given the desire for some level of consistency throughout the corridor?
- Why did the portion of 82<sup>nd</sup> Ave within Clackamas County not rank as highly in the Jurisdictional Transfer Study's evaluation as the portion in Portland?
- How does this evaluation relate to the improvements for 82<sup>nd</sup> Avenue within Get Moving 2020?
  - o Could this evaluation impact funding or design of 82<sup>nd</sup> avenue within Clackamas County (if the Get Moving 2020 transportation measure were to pass in November)?
  - o How might the design of 82<sup>nd</sup> avenue differ if it were owned by ODOT vs Clackamas County?

Notetaker: John Mermin

## Attachment D: Online comment survey results

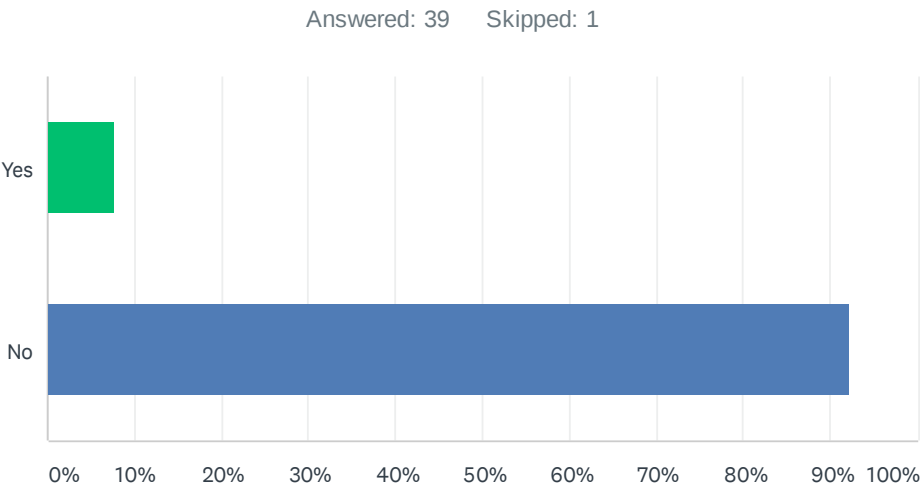
## Q1 Please provide your zip code.

Answered: 36

Skipped: 4

Zip Code	No. of respondents
97034	1
97068	9
97086	1
97202	5
97204	1
97209	2
97211	1
97212	2
97213	2
97214	5
97215	1
97217	2
97221	1
97223	1
97232	1

Q2 Are you participating in this questionnaire in a professional capacity (i.e. as a staff member of a jurisdiction or member of a committee)? If so, please provide your agency or affiliation.



ANSWER CHOICES	RESPONSES	
Yes	7.69%	3
No	92.31%	36
TOTAL		39

### Q3 Does this draft Regional Framework for Highway Jurisdictional Transfer report help move the region forward in achieving jurisdictional transfers?

Answered: 26 Skipped: 14

11 people said yes.

2 people said sure.

Other responses:

Yes, give these streets back to the jurisdiction to manage and control

Yes, in many ways it reflects what needs to happen in Portland to reflect the changes in population density along certain "State" highways, as well as the potential for building safe communities and allowing businesses to thrive.

I believe so.

Yes, but reasoning is weak.

Somewhat. It is a step in the right direction.

It does. This project has resulted in the identification of a subset of ODOT-owned facilities that are good candidates for jurisdictional transfer. This will allow ODOT and the region to focus efforts at investing and achieving JT in areas where it is most likely to be beneficial and successful. However, there are a few key topics needed to move forward, that could be more clear within this report. 1. JT as one potential tool, not the solution. We still would reiterate the point we've made in earlier rounds of comments, which is that the "problem" should not be defined as "ODOT owns the highway" – which leads to jurisdictional transfer as the only way to solve the problem. Instead, the "problem" is that the highways are no longer serving their original purpose – they need to serve a broader community purpose and function, and are not currently doing a good job of that. The solution, then, can be framed as a set of tools or options for addressing this issue and ensuring that streets can serve their communities. JT is just one of these tools. 2. Significant unmet funding need to make JTs viable. Without significant funding and investment on these ODOT-owned facilities, JTs are not a likely tool for addressing needs. This report and work does not seek to solve the funding problem, but should acknowledge the issue and that it does not address this question. 3. Funding for ongoing maintenance after transfers. The report does not clearly address the question of ongoing maintenance, in cases of jurisdictional transfer, but should also acknowledge this issue – with significant assets being transferred away from ODOT and to local jurisdictions, funding sources for ongoing maintenance also must be identified. We would recommend updating the executive summary and the framing of the report to provide broader context and put jurisdictional transfer (and the whole study) into this appropriate context. It also would be helpful to have the report articulate the "next steps" that are not achieved by this work, including: - commitment from local agencies, ODOT, and Metro to keep moving forward; - identifying funding to make JTs viable; - identifying funding source for ongoing maintenance; - outlining near term steps prior

to JT (i.e. Given the extensive mileage of highways identified as suitable for transfer, and the fact that they will not all be transferred very quickly or at the same time, what can be done in the interim to better serve the surrounding communities?) The final paragraph of the conclusion notes that this is forthcoming – we agree that it will be critical in making the most of the work that has been done.

No a euphemism for absolving the state from maintenance only move the problem to communities that may not have the tax base to support

No. Need to know consequences of transfer. Both that and how well road will be maintained

I don't believe so at this time.

No

I don't know.



## Q4 What does the draft report report do well?

Answered: 22 Skipped: 18

It converts a hostile thoroughfare to a neighborhood friendly road. Shift responsibility from those who are responsible to those that don't have historical responsibility, funding or knowledge.

While we have commented on specifics related to the criteria and the evaluation (which in some cases have been addressed; in some cases not), we generally agree with the outcomes of the evaluation process and the 11 corridors that the report identifies as good opportunities.

Lays out a specious argument

I don't know. Haven't seen it yet.

General description of what's being done.

No

Thorough explanation of the process

Thorough

Give the cities/counties more control over the highway

Identify roads that are really hard to safe while biking/walking or doing anything other than driving a very large SUV.

Framework for trans, not reasoning

Identify the processes required and lay out a clear plan to make this achievable.

Lays out the framework for jurisdictional handover.

Move badly needed progress along. Finally. Thank you.

It spells out in clarity the benefits of moving the jurisdiction to Metro

Good detailed analysis

Explains how we got here, and what could be gained by transferring them.

Identifies major arterials that no longer act as highways as when they were first constructed, which should be managed by local agencies for more frequent and rapid maintenance and improvements.

It establishes a reasonable framework for jurisdictional transfer.

The report takes us thru the steps that were used, as well as the factors of measurement that were used to arrive at their final findings. It is a comprehensive "report".

Clarifies what segments of roads are currently being considered for transfer

**Q 5. How could the report be improved? Do you have specific suggestions to make this a stronger tool for achieving jurisdictional transfers?**

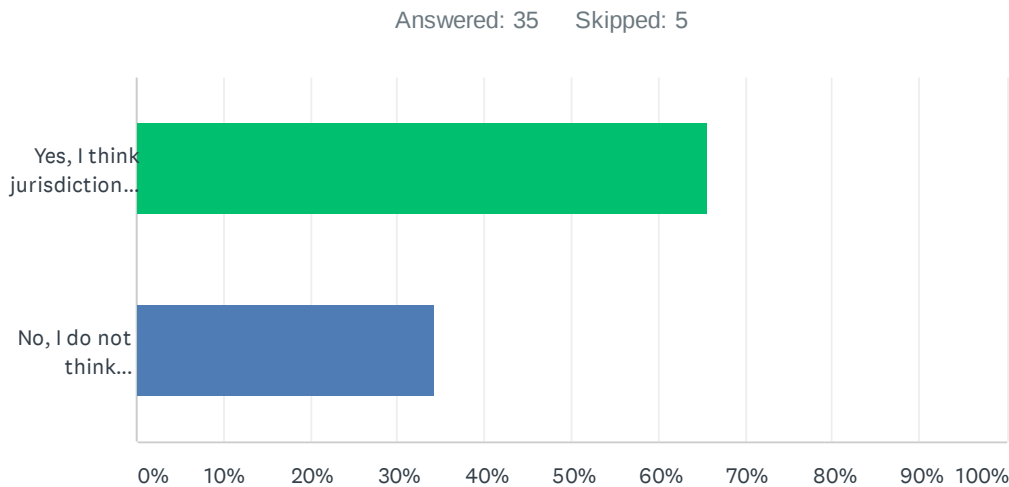
Answered: 18 Skipped: 22

1. PDF page numbers and actual page numbers don't always match and it's difficult to navigate.
2. I'm opposed to jurisdictional transfer. Federal gas taxes have not been allocated to properly fund road transportation projects in the state. An audit should be conducted to see where the federal highway funds have been spent over the past 30 years. It appears that too many funds have been allocated to non-road projects that has contributed to increased congestion on Oregon, especially in the Portland metro area. For example, the I205 west side beltway with widening and third bridge to Vancouver 30 years ago, and highway 26 bypass around Sandy to name a couple.
3. As a public document it may lack some context in terms of explaining the reasons for pursuing JT, the pros and cons, and alternative solutions. ODOT has recently adopted a new Blueprint for Urban Design, and, if applied as intended, this document would direct ODOT to implement multimodal, community-driven designs on these urban arterials without a transfer to the local jurisdiction. More specific areas of feedback:
  - a. Figure 4.3 on page 26 shows a symbology for "transfer in process". This is applied to Barbur, 82nd Ave, and Outer Powell. These highways are definitely not all at the same level of "in process" and this could be very confusing to the public. Outer Powell certainly seems to fit with our understanding of "in process" since it has been funded, a project is underway, and both agencies have agreed that it will transfer to Portland following its completion. From the public perspective, this one is a sure thing. However, 82nd Ave and Barbur Blvd are in a completely different place. Funding has not been allocated, and there is no transfer agreement. We would recommend either removing them from being shown as "in process" or come up with another category, such as – "Negotiations initiated".
  - b. Table 4-3 – should the final heading say "readiness" rather than technically promising?
  - c. In the cost estimating methodology, on page 34, related to state of good repair – Section 6.1 should reference both that the corridor elements function as intended AND that they are expected to do so for a typical lifecycle of that asset. For example – doing a 1-2 inch repave may result in a surface that appears to meet the SOGR definition; however, if the roadway base is not in good condition, it will deteriorate much more quickly than the typical 15- or 20-year asset life of pavement.
  - d. Figure 6.1, step 3 "Agree on SOGR definitions and assessment methods" – this provides the opportunity for this JT study to take the region the next step forward towards successful JT. The City of Portland and ODOT have worked together extensively to figure out this process on 82nd Avenue. Though those conversations are not concluded, it would be nice to draw on them in coming to agreement, at the regional level, on SOGR definitions and assessment methods, rather than leaving jurisdictions and individuals to figure this out differently for each of the identified candidate corridors for JT. A very useful outcome of this study could be regional agreement on these definitions and methods. Table 1 in Attachment F is a good start for this, but doesn't yet represent agreement from all parties. Reaching an agreed-upon starting point would be a very useful next step. Some example specifics we would like to see added to this table would be:
    - a. For pavement – core samples to assess the condition of the roadway base in

addition to the other elements listed (if there is not a recent pavement report with core samples) b. For sidewalks – assessment of curb height and curb condition c. For drainage – video assessment of pipe condition (not just surface conditions)

- e. Under capital needs, Section 6.2 – rather than saying that ODOT and the local jurisdiction may consider ADA needs, it should be changed to must – ADA is not optional and must be considered in the negotiation.
- 4. More detail on what is to be transferred.
- 5. Need to know financial impact to jurisdictions taking over. And implications of how road will be maintained re: roads requirements when it's transferred.
- 6. Haven't seen the report or its structure yet.
- 7. Need to know financial impact to jurisdictions taking over. And implications of how road will be maintained re: roads requirements when it's transferred.
- 8. There needs to be a discussion about funding.
- 9. Bigger font.
- 10. None
- 11. I didn't see the opportunity cost in the costing analysis. Possibly, having these roads in poor condition create underinvestment in the property near the roads. If true, I would expect a rise in value for the adjacent property translating to additional metro revenue. In addition to more private wealth.
- 12. Cost benefit analysis
- 13. Liability is important, but concerns about it cannot get in the way of completing this expeditiously. This system doesn't serve anyone as is - if a jurisdiction takes on greater liability as a result of controlling its own road - so be it, it should've been that way all along.
- 14. MORE ALL CAPS EXCLAMATION MARKS!!! That always makes things more persuasive.
- 15. Would like to see strong and detailed timelines for next steps, and call out who the key players are that need to make those next steps.
- 16. Detailing the last time the proposed corridors received improvements from ODOT.
- 17. At this point, I think it is pretty comprehensive and a good start as it will need to evolve as things change over the next year or so.
- 18. It should include the information regarding the level of condition the road, infrastructure, and foundation need to be prior to the City(s) accepting their transfer. Also, where those funds will be coming from for those improvement and timeline.

Q6 Do you think jurisdictional transfers will benefit your community?  
Please explain how or how not.



ANSWER CHOICES	RESPONSES	
Yes, I think jurisdictional transfers will benefit my community.	65.71%	23
No, I do not think jurisdictional transfers will benefit my community.	34.29%	12
TOTAL		35

## Q7 Is there anything else you would like Metro, ODOT, cities and counties to know as they prepare to use the draft Regional Framework for Highway Jurisdictional Transfer report?

Answered: 17 Skipped: 23

I'm concerned that it will not be equitably governed by the jurisdictions involved with the oversight. In other words, how will this change benefit my Clackamas county community when currently the transportation dollars are not equitably coming to Clackamas County now for road projects?

I will also email these comments to John Mermin in a word doc in case that's easier.

No

Financial and road maintenance impacts

The idea should be killed.

If you are going to toll 205, you need to spend the funds in the area that is being taxed. Highway 43 should definitely be first on the priority list.

Not at this time

I believe we should continue to invest in infrastructure that supports multiple modes of transportation.

Provide successful examples that benefit localities

Please leave all these arterials alone. Please.

Yes - this is long overdue and needs to be done expeditiously. I would also include Highway 10 (Beav Hills Highway) - there are tremendous amount of apartments and possibility to make it a better place between Hillsdale and Raleigh Hills and this needs for ODOT to leave the picture.

Extend the Willamette Drive improvements of HWY 43 to include State Street in Lake Oswego, a real choke point for people riding bikes.

Stop ignoring my community, our cut as out of the tax that pays for Metro and let us fix it ourselves. Stop taking our taxes and spending it in some of the wealthiest parts of the Metro.

82nd should be one of the highest priority corridor to be transferred.

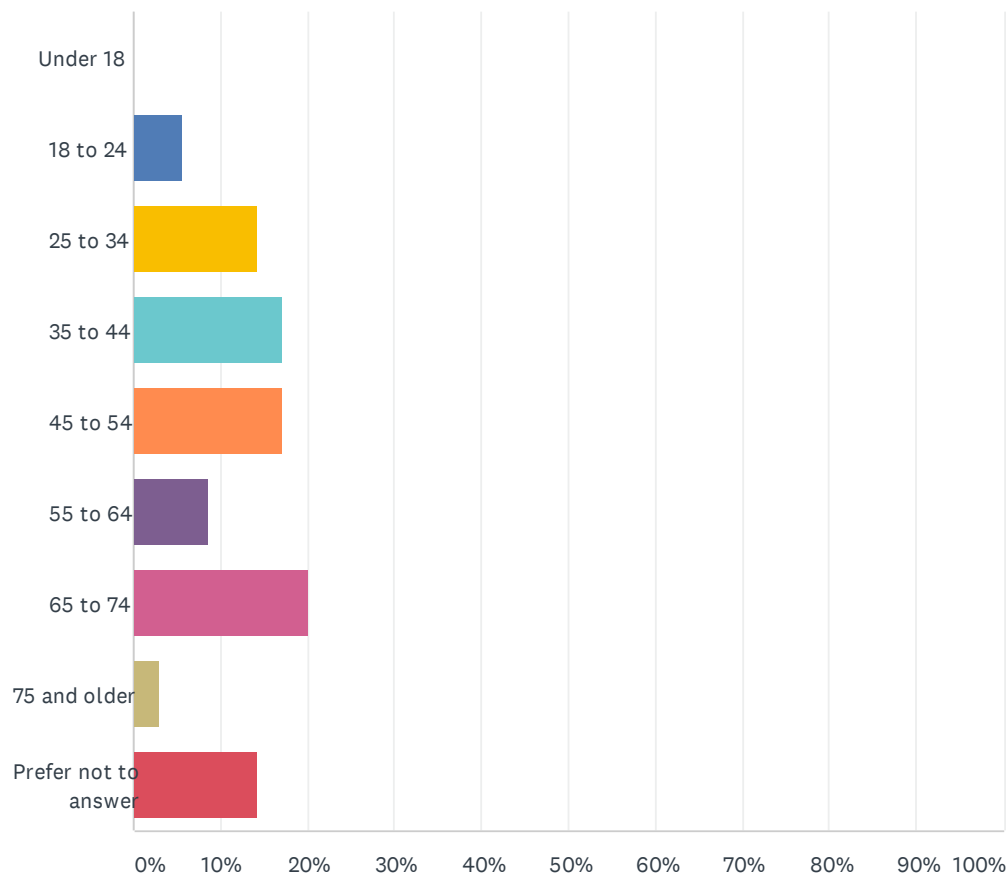
Nope

Safety and Accessibility are essential as Portland continues to grow. Add to that Interconnectivity and Public Transportation. We also need to consider making these corridors hospitable for businesses that serve and accommodate the communities that surround them. Therefore, we need to be more diligent in our design for these corridors to insure we are providing the residents with corridors that actually work to their benefit and not some "special sector", i.e. truckers, etc.

Do a MUCH better job in publicizing requests for comments like this! Hiding this opportunity 3 clicks down from a select list email is disingenuous to an open public comment process.

Q8 Which of the following ranges includes your age

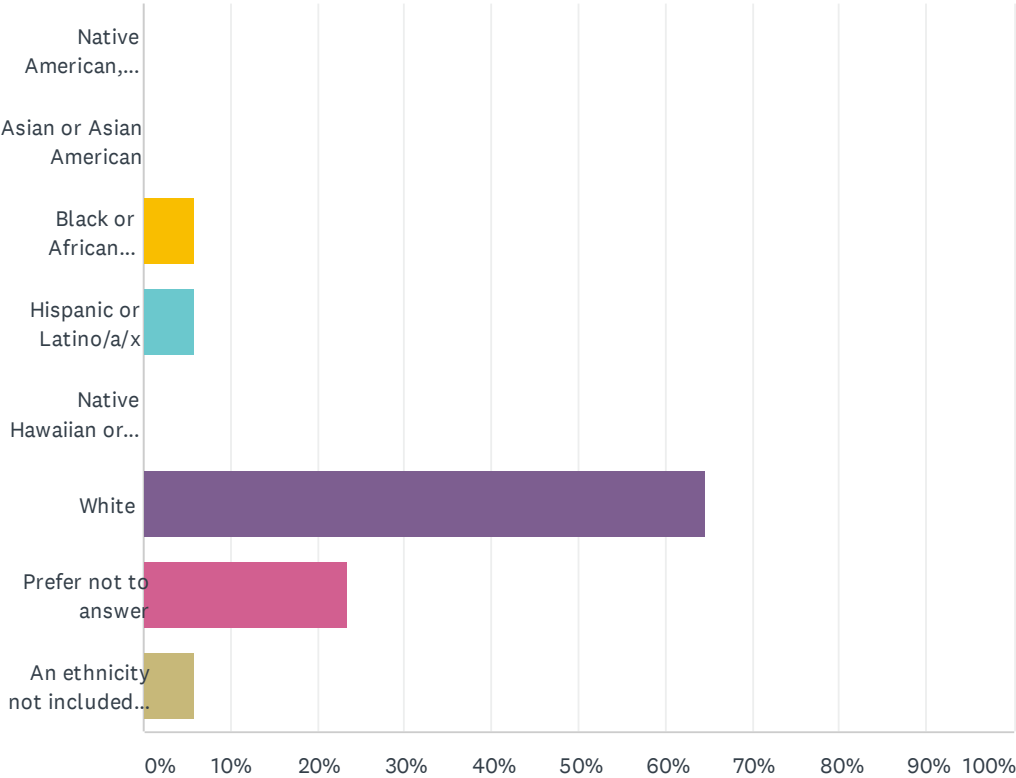
Answered: 35    Skipped: 5



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18 to 24	5.71%	2
25 to 34	14.29%	5
35 to 44	17.14%	6
45 to 54	17.14%	6
55 to 64	8.57%	3
65 to 74	20.00%	7
75 and older	2.86%	1
Prefer not to answer	14.29%	5
TOTAL		35

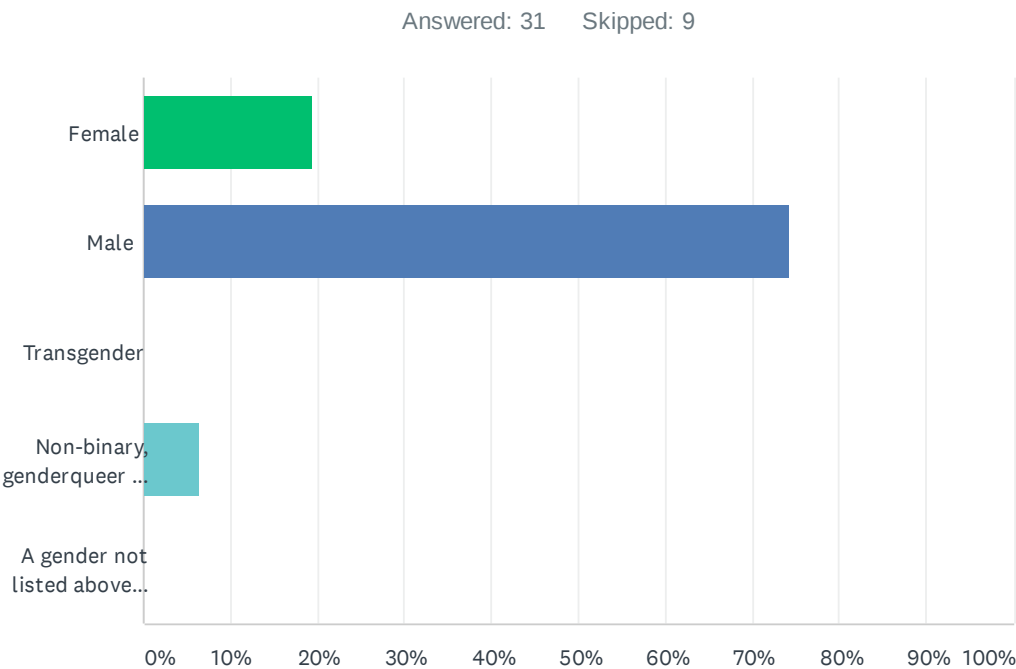
Q9 Within the broad categories below, where would you place your racial or ethnic identity?  
(Select all that apply)

Answered: 34    Skipped: 6



ANSWER CHOICES	RESPONSES	
Native American, American Indian or Alaska Native	0.00%	0
Asian or Asian American	0.00%	0
Black or African American	5.88%	2
Hispanic or Latino/a/x	5.88%	2
Native Hawaiian or other Pacific Islander	0.00%	0
White	64.71%	22
Prefer not to answer	23.53%	8
An ethnicity not included above (please specify)	5.88%	2
Total Respondents: 34		

Q10 How do you identify your gender? (Select all that apply)

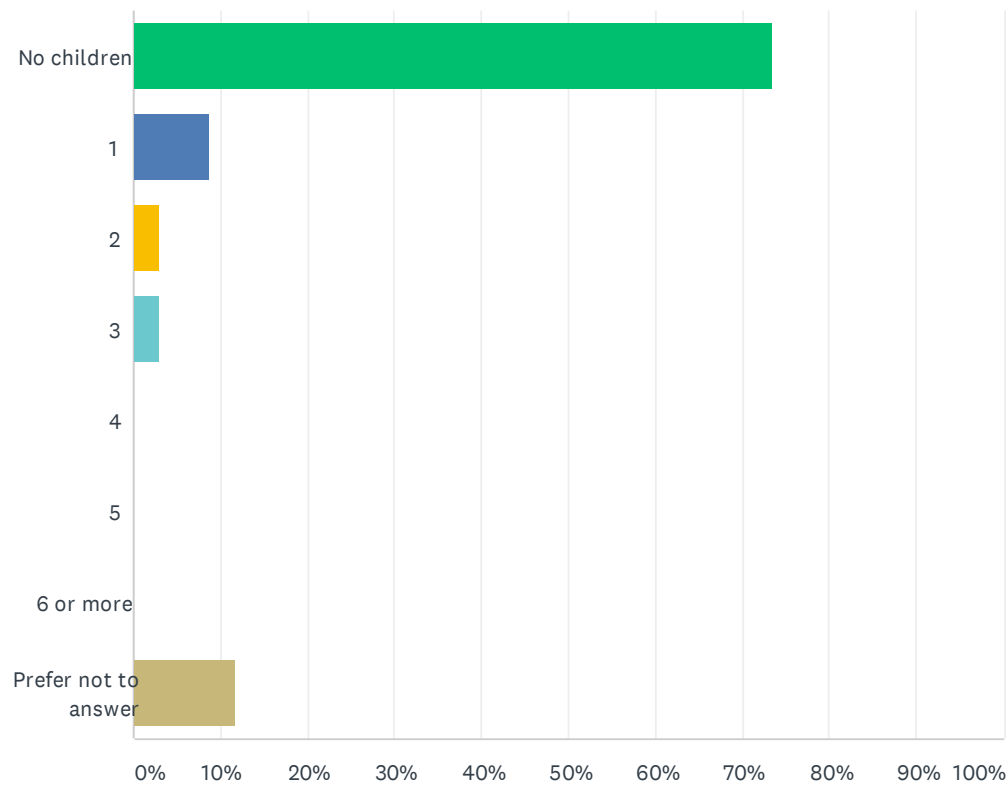


ANSWER CHOICES	RESPONSES	
Female	19.35%	6
Male	74.19%	23
Transgender	0.00%	0
Non-binary, genderqueer or third gender	6.45%	2
A gender not listed above (please describe)	0.00%	0
Total Respondents: 31		



Q11 How many children under the age of 18 live in your household?  
(Check one)

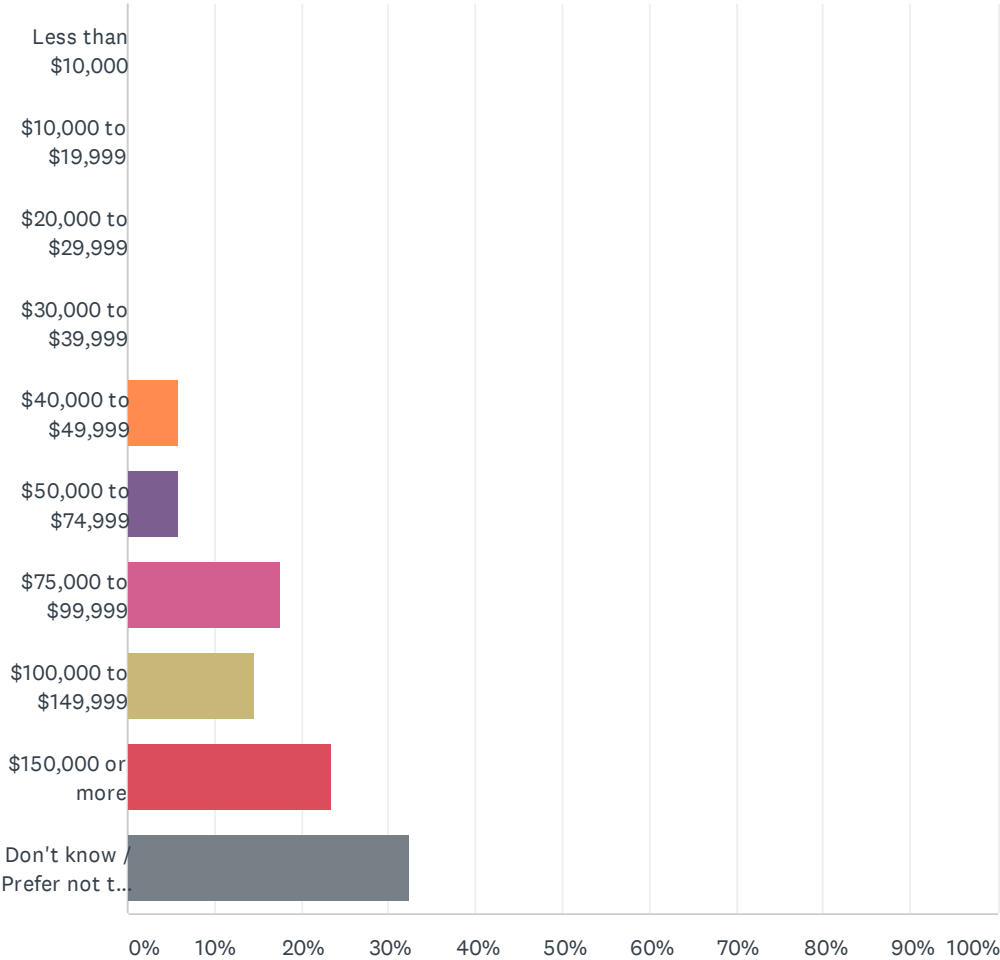
Answered: 34    Skipped: 6



ANSWER CHOICES	RESPONSES	
No children	73.53%	25
1	8.82%	3
2	2.94%	1
3	2.94%	1
4	0.00%	0
5	0.00%	0
6 or more	0.00%	0
Prefer not to answer	11.76%	4
TOTAL		34

Q12 Which of the following best represents the annual income of your household before taxes?

Answered: 34    Skipped: 6

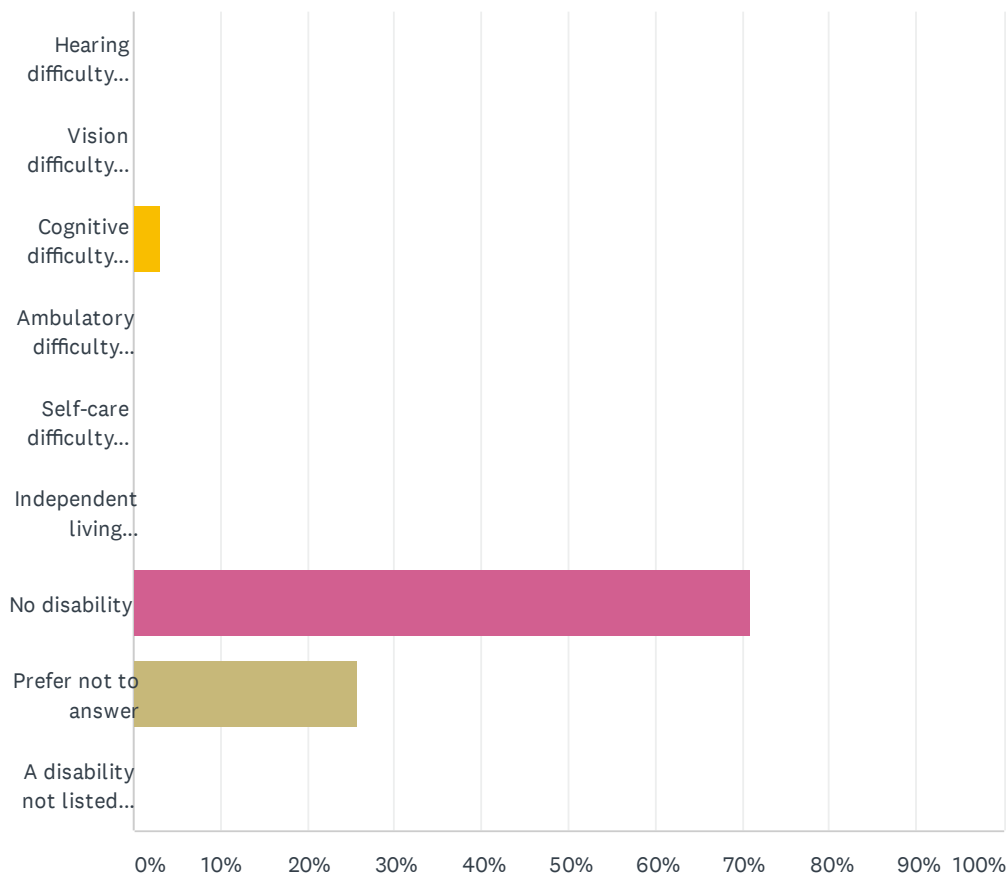


Share your feedback on the draft Regional Framework for Highway Jurisdictional Transfer report

ANSWER CHOICES	RESPONSES	
Less than \$10,000	0.00%	0
\$10,000 to \$19,999	0.00%	0
\$20,000 to \$29,999	0.00%	0
\$30,000 to \$39,999	0.00%	0
\$40,000 to \$49,999	5.88%	2
\$50,000 to \$74,999	5.88%	2
\$75,000 to \$99,999	17.65%	6
\$100,000 to \$149,999	14.71%	5
\$150,000 or more	23.53%	8
Don't know / Prefer not to answer	32.35%	11
TOTAL		34

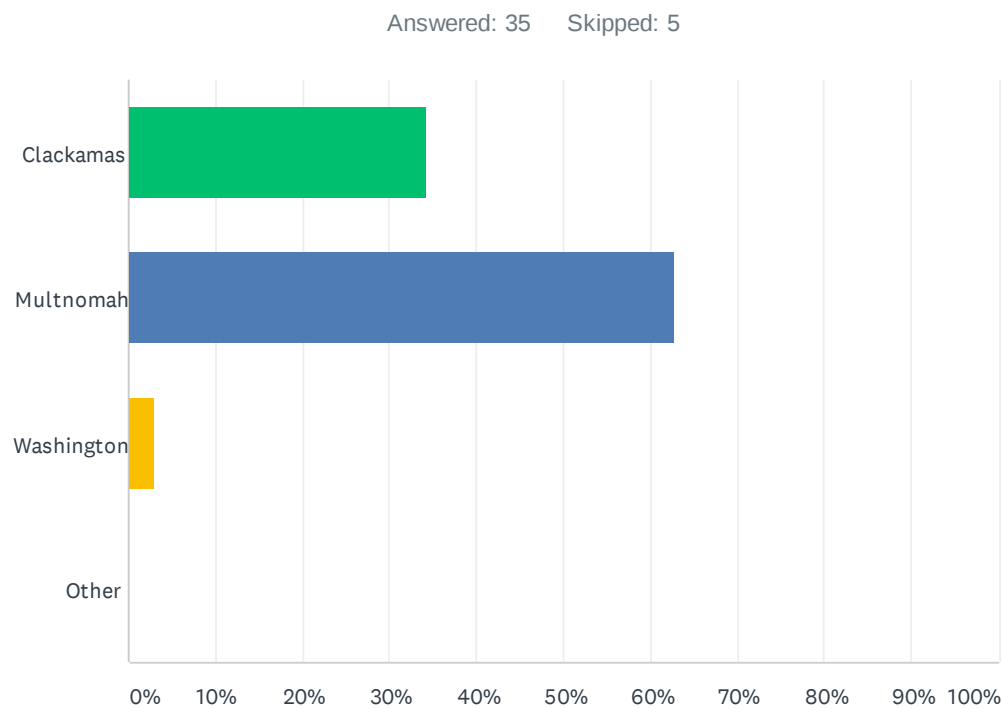
Q13 Do you live with a disability? (Select all that apply)

Answered: 31    Skipped: 9



ANSWER CHOICES	RESPONSES	
Hearing difficulty (deaf or have serious difficulty hearing)	0.00%	0
Vision difficulty (blind or have serious difficulty seeing, even when wearing glasses)	0.00%	0
Cognitive difficulty (because of a physical, mental or emotional problem, have difficulty remembering, concentrating or making decisions)	3.23%	1
Ambulatory difficulty (unable to walk or having serious difficulty walking or climbing stairs)	0.00%	0
Self-care difficulty (unable to bathe or dress or having difficulty doing so)	0.00%	0
Independent living difficulty (because of a physical, mental or emotional problem, unable to do errands alone or have difficulty doing so)	0.00%	0
No disability	70.97%	22
Prefer not to answer	25.81%	8
A disability not listed above (please describe)	0.00%	0
Total Respondents: 31		

Q14 In which County do you live?



ANSWER CHOICES		RESPONSES	
Clackamas		34.29%	12
Multnomah		62.86%	22
Washington		2.86%	1
Other		0.00%	0
TOTAL			35

## Attachment E: Summary of changes to Final Report

# METRO HIGHWAY JURISDICTIONAL TRANSFER FRAMEWORK

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Date: November 2020

Subject: Summary of changes to Final Report

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## Summary of changes

### Executive Summary (page viii)

- Added language:  
Historically, identifying a single, comprehensive funding source for jurisdictional transfers in the region has been a challenge. Jurisdictions are typically only interested in transfers when accompanied by funding to improve the roadway, and it is difficult to provide a meaningful funding amount by piecing different funding buckets together. The study team recognizes the need for a wholistic and comprehensive funding strategy to fully accomplish jurisdictional transfers. Refer to the Consultant Recommendation memorandum (November 2020) for a list of funding sources and a broader funding discussion.

### Figure 2-1 (page 9)

- Changed Phase 1 text: ~~Identify approvers~~ Identify decision makers

### Section 2.3, Phase 1 (page 10)

- Changed text: ~~Identify approvers~~ Identify decision makers

### Figures 4-3 and 4-4 (pages 26, 28) and Attachment C, Figures 3 and 4 (page 124, 125)

- “Transfer is progress” denotation has been removed from the legend
- “Transfer discussions are underway for the following segments:” and status update on the suggested three segments has been added as a footnote to the legend

### Table 4-3 (page 27)

- Changed right column heading: ~~Technically Promising for Transfer?~~ High rank for transfer readiness?

### Section 6.2, Capital Needs (page 34) and Attachment F (page 9)

- Changed text in final paragraph from “may” to “must”: ODOT and the local jurisdiction ~~may~~ must consider the costs associated with Americans with Disabilities Act (ADA) compliance.

### Section 7, Conclusion (page 37)

- Changed text:
  - ~~The study team will produce a separate recommendation document focused on regional next steps for local, regional, and state partners. It will include an overview of the most~~

~~promising funding strategies available from a variety of sources for jurisdictional transfers. The consultant recommendation will offer the most promising candidates to move forward in these state, regional and local jurisdictional transfer conversations. The recommendation also will include steps to keep partners engaged in the jurisdictional transfer topic.~~

- Historically, identifying a single, comprehensive funding source for jurisdictional transfers in the region has been a challenge. Jurisdictions are typically only interested in transfers when accompanied by funding to improve the roadway, and it is difficult to provide a meaningful funding amount by piecing different funding buckets together. The study team recognizes the need for a wholistic and comprehensive funding strategy to fully accomplish jurisdictional transfers. Refer to the Consultant Recommendation memorandum (November 2020) for a list of funding sources and a broader funding discussion.

#### **Attachment F (page 219)**

- Footnote added to Table 1 that reads, “Field surveys may need to be augmented with more detailed analysis of facilities dependent on agreement between agencies.”