

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ACCEPTING THE
FINDINGS IN THE REGIONAL FRAMEWORK
FOR HIGHWAY JURISDICTIONAL TRANSFER
STUDY

RESOLUTION NO. 20-5138
Introduced by Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, In greater Portland, ownership patterns of streets, roads, and highways reflect historical patterns; these patterns do not necessarily reflect current transportation, land use, and development needs; and

WHEREAS, many of these highway segments have significant needs and deficiencies, such as pedestrian and bicycle facility gaps, inadequate transit infrastructure, poor pavement conditions, or inadequate safety infrastructure, and many of these segments travel adjacent to areas with high concentrations of people of color, people with low incomes, or people who speak English as a second language; and

WHEREAS, The facility design and management approaches articulated in ODOT's Blueprint for Urban Design can address immediate community needs in advance of a jurisdictional transfer, while also reducing the cost of transfer and long-term maintenance of the facility; and

WHEREAS, Metro's 2018 Regional Transportation Plan (RTP) identified a jurisdictional transfer assessment as one approach to help the region meet its equity, safety and multimodal goals; and

WHEREAS, The Regional Framework for Highway Jurisdictional Transfer Study identifies which state-owned routes in greater Portland could be evaluated and considered for a jurisdictional transfer based on regional priorities, and summarizes key opportunities and barriers to transfer the routes; and

WHEREAS, The study was developed with input from several regional committees and elected bodies, such as the Transportation Policy Advisory Committee (TPAC), the Metropolitan Transportation Advisory Committee (MTAC), the County Coordinating Committees, and direction from the Joint Policy Advisory Committee on Transportation (JPACT), and the Metro Council; and

WHEREAS, The study was released for public comment and responses were received through an online survey, letters and virtual briefings; and

WHEREAS, The study identified technical and readiness methodologies for use by state, regional and local jurisdiction leaders to identify promising candidate roadways for transfer and facilitate successful transfer or roadway ownership; and

WHEREAS, the study identified 11 state-owned highway segments in greater Portland considered to be most promising for a jurisdictional transfer based on an assessment of technical, readiness, and equity considerations at this point in time; and

WHEREAS, the study recognized all corridors in the study are of importance and that the technical and readiness factors will change over time and, as a result the most promising corridors for a jurisdictional transfer will change over time as well; and

WHEREAS, The Metro Council hereby recognizes that jurisdictional transfer depends on readiness and funding and that jurisdictional transfer is one but not the only approach to addressing the needs on statewide highways; and

WHEREAS, The Metro Council further recognizes the value in using the findings of this report to inform ongoing efforts to advance the use of facility design and management approaches and to develop funding strategies in advance of any jurisdictional transfers, now therefore,

BE IT RESOLVED:

1. That the Metro Council hereby accepts the findings in the Regional Framework for Highway Jurisdictional Transfer study to inform policy development in the 2023 Regional Transportation Plan update as shown in Exhibit A.
3. That the Metro Council accepts the public comments received in Exhibit B

ADOPTED by the Metro Council this 17th day of December, 2020.

Approved as to Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney