

# PBOT

PORTLAND BUREAU OF TRANSPORTATION

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**Jo Ann Hardesty** Commissioner **Chris Warner** Director

March 25, 2021

Senator Beyer, Co-Chair  
Representative McLain, Co-Chair  
Joint Committee on Transportation  
Oregon State Legislature  
900 Court Street  
NE Salem, OR 97301

Co-Chair Beyer, Co-Chair McLain, and Members of the Committee:

Thank you for your consideration of the -1 amendment of HB 2744 and a path toward investing in state-owned urban arterials throughout Oregon. The Portland Bureau of Transportation appreciates this critical conversation about how to fund and improve these facilities which have been neglected for too long. These highways, including 82<sup>nd</sup> Avenue, Barbur Boulevard, and Powell Boulevard in the City of Portland, have significant deferred maintenance needs and are often high crash corridors. They are also often not designed to serve the adjacent land uses and are simply not meeting community needs for safe and accessible transportation facilities.

We appreciate that the -1 amendment builds upon a recent study completed by Metro and ODOT Region 1 to create a framework for jurisdictional transfer for state-owned urban arterials. This *Regional Framework for Highway Jurisdictional Transfer* identified a cost estimating methodology for jurisdictional transfer that includes four components: 1) State of good repair costs; 2) regionally or locally identified capital needs; 3) maintenance and operations; and 4) soft ownership costs. Each of these components is critical and we look forward to working with the state to build on this work.

We are pleased that this proposal would create an Oregon Highway Jurisdictional Transfer Fund and directs the Director of Transportation to identify resources to pay for jurisdictional transfer. We do have one additional suggestion. Given the significant costs of bringing these facilities to a level that would allow for transfer, we recommend clarifying the bill to allow the money in the proposed Oregon Highway Jurisdictional Transfer Fund to be used for investments on highways that are a priority for jurisdictional transfer, even if they do not immediately result in transfer. In urban areas, these investments would be designed using ODOT's Blueprint for Urban Design in collaboration with local agencies. This approach will advance urgently needed investments in safety and maintenance prior to



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the transfer of the facility. The communities around these facilities cannot afford to wait for funding for the full cost of transfer before seeing improvements on these streets.

Thank you again for consideration of this important bill. State-owned urban arterials have been neglected for too long and we appreciate this work to identify a path forward.

Sincerely,

Kristin Hull  
Planning Division Manager  
Portland Bureau of Transportation