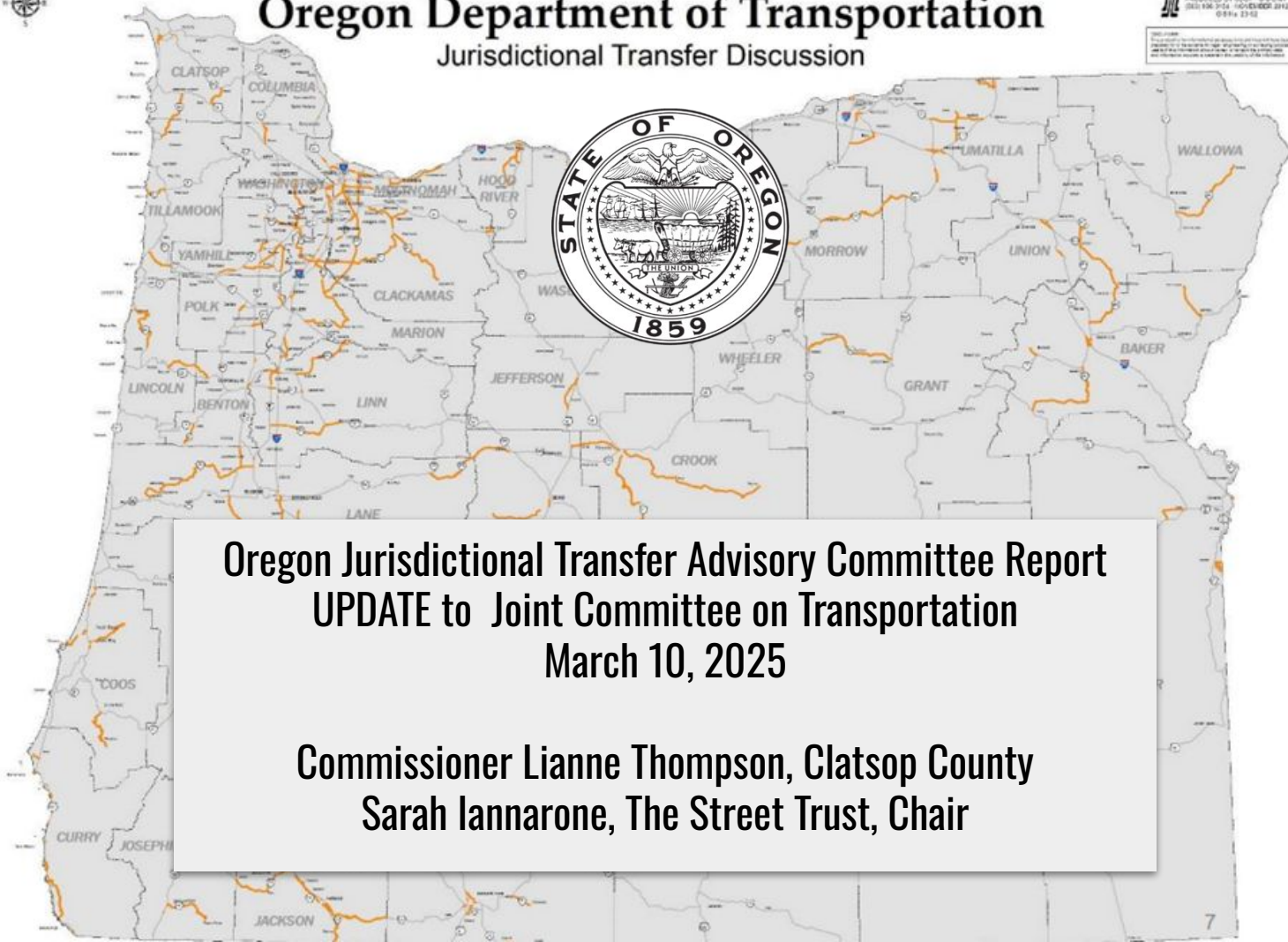


Oregon Department of Transportation

Jurisdictional Transfer Discussion

PRODUCED BY ODOT, 5/2017
ONLY FOR JTA, NOVEMBER 2012
08/14/2015



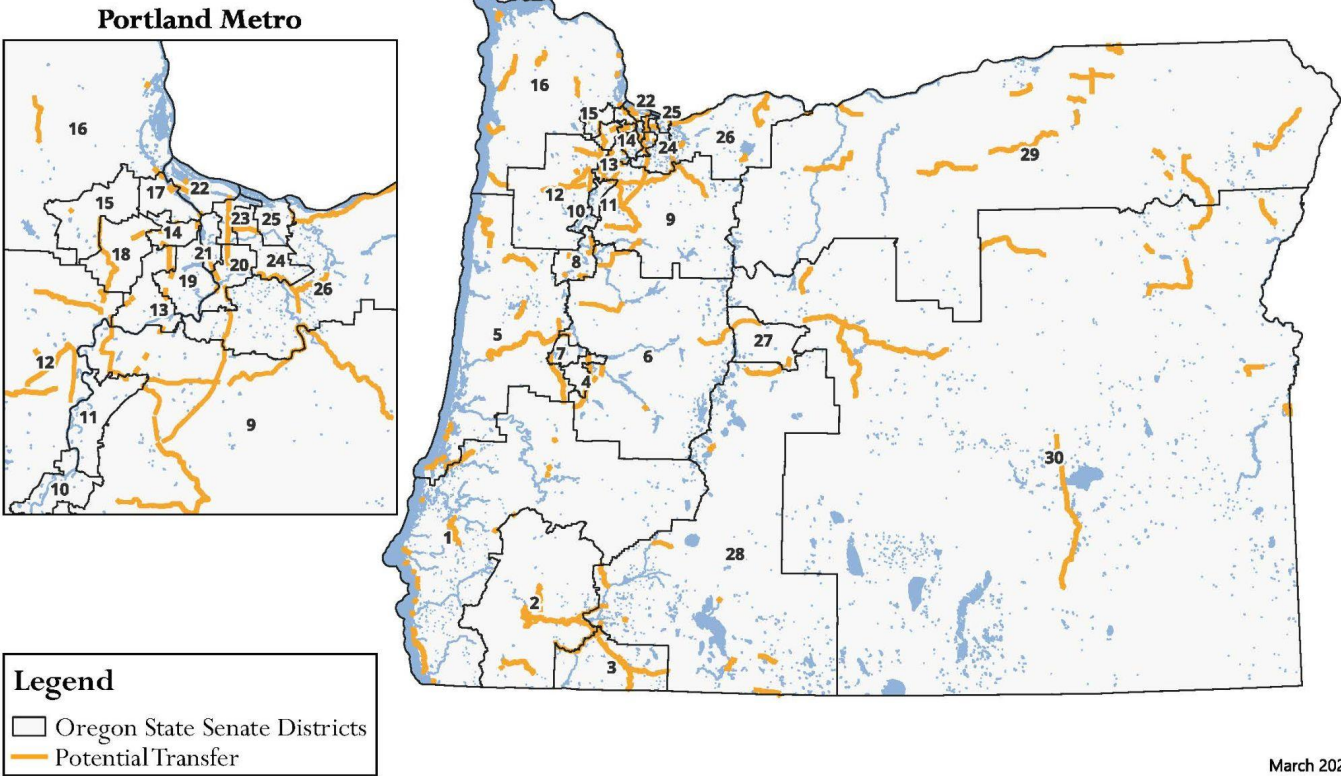
**Oregon Jurisdictional Transfer Advisory Committee Report
UPDATE to Joint Committee on Transportation
March 10, 2025**

**Commissioner Lianne Thompson, Clatsop County
Sarah Iannarone, The Street Trust, Chair**

Agenda

- Oregon's "Orphan Highway" Problem
- HB 2793 (2023) - Jurisdictional Transfer Advisory Committee
- 2024 JTAC Recommendations
- Next Steps

Oregon's “Orphan Highway” Problem



Oregon's “Orphan Highway” Problem

- State highways that function as urban arterials transfer to cities or counties.
- Adapting to changes in travel patterns and land use.
- Funding for improvements & maintenance main obstacle to transfer.
- Est. 600 miles, est. cost \$5.9B-\$12.7B



Source: Strong Towns

OR Jurisdictional Transfer Advisory Committee

- Established by HB2793 (2023) required to submit prioritized list of recommended transfers/biennium.
- Seven Meetings (11/23-07/24)
- Established Charter, Pre-Application, Application, Review

Ciarlo, Catherine	Region Government Representative
Egnew, Coral	Transit Representative
Furman, Courtney	Transportation Engineer Representative
Iannarone, Sarah	Chair, Road User Representative
Iwai, Michael	Law Enforcement Representative
MacClanahan, Jessica	Transportation Engineer Representative
Newman, Emma	Oregon Bicycle and Pedestrian Advisory Committee
Teater, Kevin	Vice- Chair, City Government Representative
Thompson, Lianne	County Government Representative
Vial, John	City Government Representative

2024 JTAC Evaluation Process

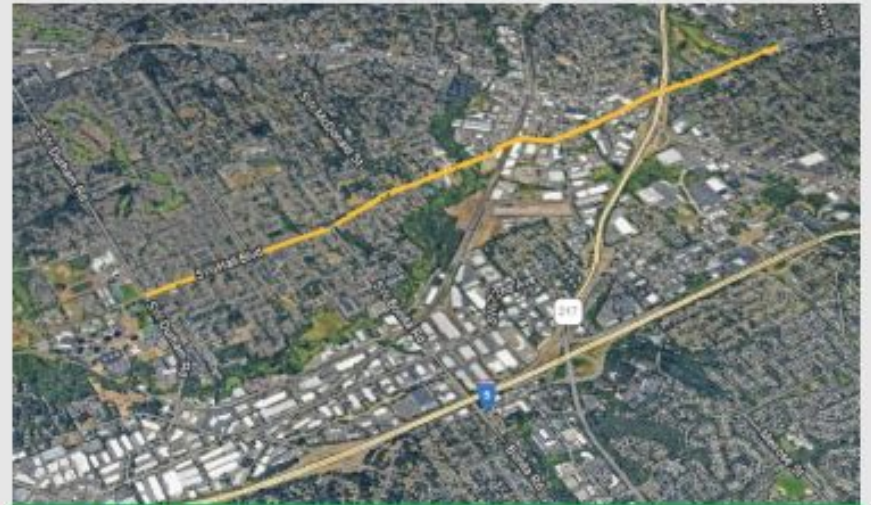
- Balance needs statewide - rural, suburban, urban
- Objective, measurable criteria; predictable process, timeline
- Leverage multiple funding streams on shovel-ready projects; positive local economic development impact
- Will refine match formula for 2025-27 process
- Standardized process = better budgeting by state, locals

Category	Item
Community Vision	Vision Narrative (5)
	Intended Improvements (5)
	Maintenance Plan (5)
	Problem, Solution, Impediments (5)
	<i>Total Possible 20 Pts</i>
Safety	Expectations for Improved Safety
	<i>Total Possible 25 Pts</i>
Impacts of Transfer	Historically Underserved Impact (15)
	Climate (VMT, GHg reductions, 15)
	Multimodal Improvements (15)
	Economic & Community Development (10)
	<i>Total Possible 50 Pts</i>
TOTAL SCORE (out of 100)	

2024 JTAC Recommendations



OR 281, Hood River – \$30.6 million
From 13th & Cascade avenues to Pacific & 12th avenues.



OR 141/Hall Blvd, Tigard – \$50 million
From Locust Street to Durham Road

2024 JTAC Recommendations

These transfers are a tool to reset the operations of the road to roughly match the intended land use context along these corridors through investments in safety such as reducing speed limits and adding more crossings and complete sidewalks, while leveraging transportation investments for complete neighborhoods and supporting local businesses.



From deadly liabilities to thriving Main Streets



Considerations

- Previously ad hoc political process via Ways & Means, can focus on systematic, technical process via JCT/OTC/ODOT budget process
- Biennial funding target, est. \$100M - up to good repair and off ODOT's books (in 100+ years)
- Create pipeline of transfers so local jurisdictions can plan, engage the community, raise matching funds



Next Steps

- JTAC reconvenes in May 2025
- Applications open, Fall 2025
- Application refinement and selection, Spring/Summer 2026
- Report with recommendations to JCT no later than Sept 15, 2026 for 27-28 budget

*From Portland Bureau of Transportation (2024):
SE Mill Street, just east of 82nd Avenue lacked sidewalks,
street trees, and the street was potholed*

