

Regional framework for highway jurisdictional transfer

Some greater Portland arterials were originally constructed by the State of Oregon to connect rural areas and markets but no longer reflect the transportation, land use and development needs of the community and may work better if transferred to cities or counties.

What is a jurisdictional transfer?

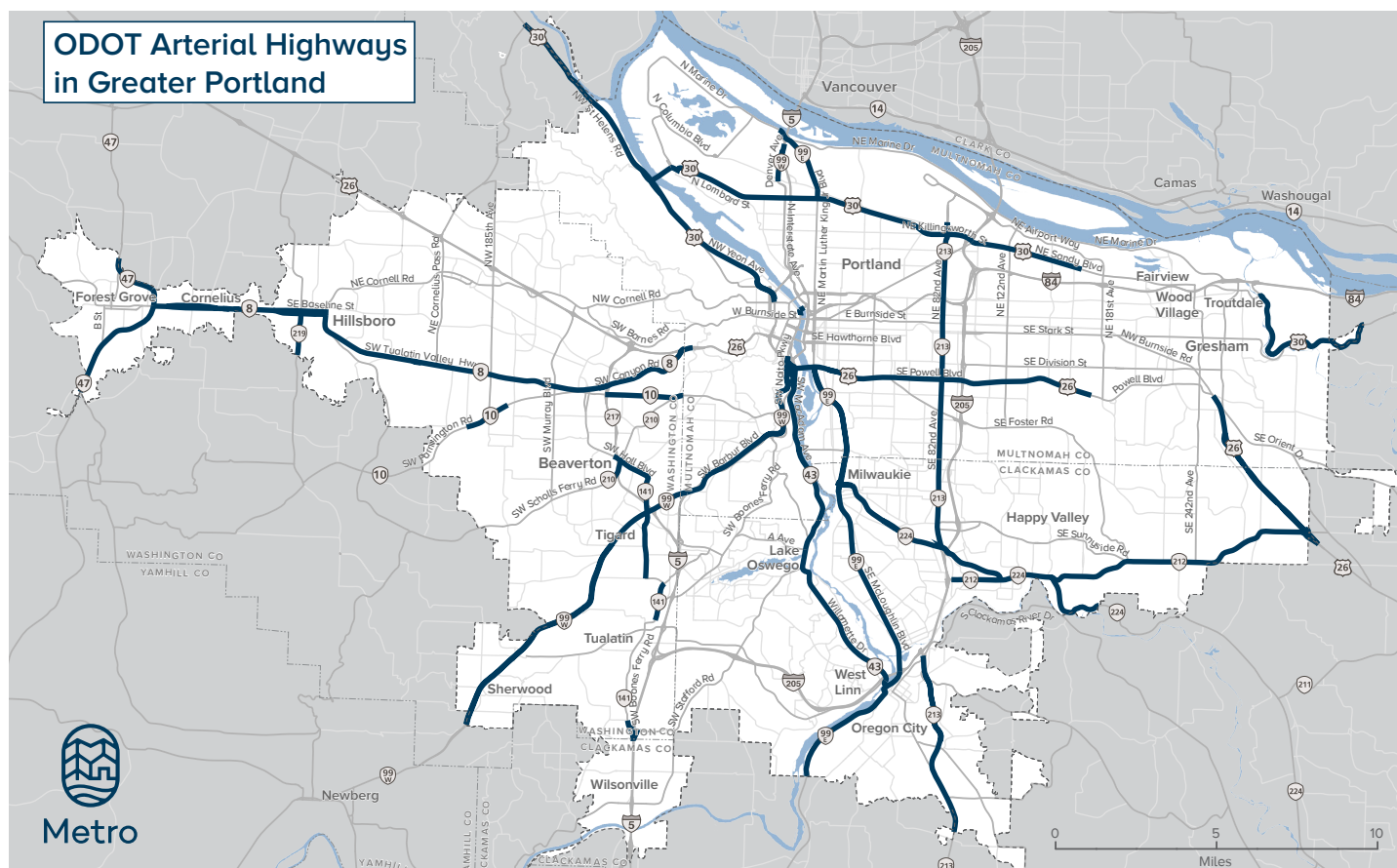
Jurisdictional transfer is the process of changing the ownership and often maintenance responsibilities of a roadway, typically from the state to local or county government.

Why transfer highways to local jurisdictions?

Oregon Department of Transportation owns and maintains some roadways in greater Portland that were originally constructed to provide connections from farmland to the city. Over time, they grew to become highways. In 1956, the federal government began building the Interstate Highway System; between 1960 and 1980, the highway system in Portland was built. The system included limited access facilities such as I-5, I-205, and Highway 26 which provided more efficient long distance travel options.

As a result, many of the original roads must now serve many travel needs, providing space for people walking and biking, transit, and short-distance travel for vehicles. Designs that were useful last century don't always work for our communities today. The question of how to manage these roads especially impact the many people of color, people with low income or limited-English speakers who live and travel along some of these arterials that used to function as highways.

Transferring state highways that function as urban arterials to local jurisdictions will allow them to be operated and maintained consistent with local design standards that may respond better to modern transportation uses and mobility options, land use and development patterns.



What is the regional framework for highway jurisdictional transfer study?

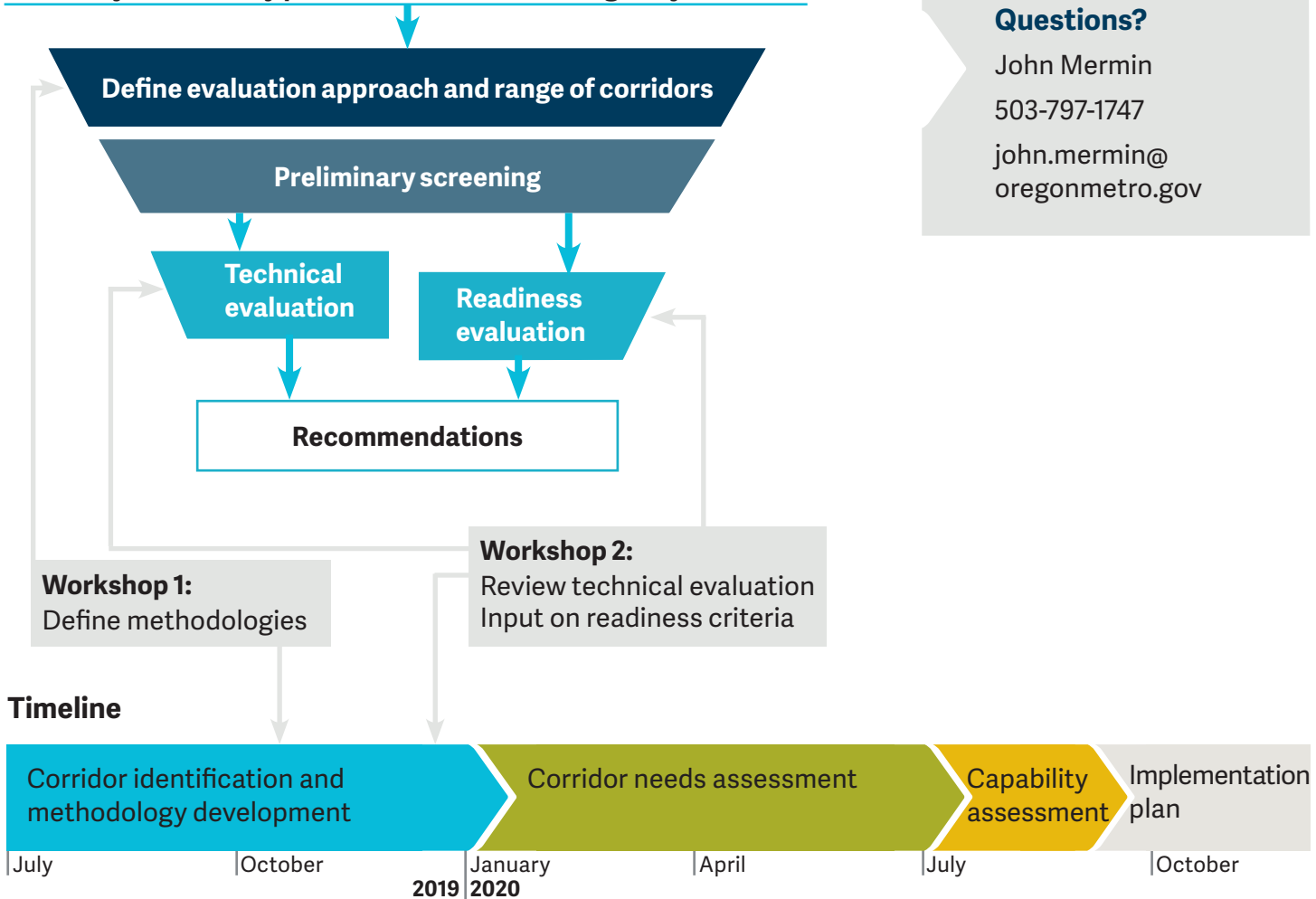
The study will identify which state-owned routes in greater Portland should be evaluated and considered for a jurisdictional transfer. The study will:

- identify highway corridors most promising for transfer
- identify gaps and deficiencies
- address some of the opportunities and barriers to transfer the prioritized highway to local ownership.

The result will serve as a tool for state, regional, and local leaders to identify good candidate roadways for transfer and facilitate successful transfer of roadway ownership.

Corridor identification steps

Inventory and identify potential ODOT arterial highway corridors



Ways to stay informed

- Visit oregonmetro.gov/jurisdictionaltransfer.
- Join the TPAC/MTAC workshops.
- Connect with local, regional and state partners.



Metro

