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www.jadedistrict.org

June 18, 2015

The Honorable Betsy Johnson
The Honorable David Gomberg
SubCommittee On Transportation and Economic Development
Joint Committee On Ways and Means

Subject: Testimony in Support of SB 117

Co-Chairs Betsy Johnson, David Gomberg, and Members of the Committee,

Thank you for this opportunity to write in support of SB 117, creating a task force on jurisdictional transfers. My name is Steph Routh, and I am Co-Chair of the Policy & Equity Committee for the Jade International District. The Jade District is a Neighborhood Prosperity Initiative coordinated by the Asian Pacific American Network of Oregon (APANO) with the purpose of community and economic development without displacement for the area surrounding 82nd Ave. and Powell Blvd. in East Portland. This District includes 422 registered businesses and is home to one of the most racially diverse neighborhoods in Oregon.

The Jade District's success as a thriving business district depends on a transportation system that can meet the needs of both its businesses and residents. While Oregon Route 213 (NE & SE 82nd Ave.) was once the primary passenger freight route through this area, nearby I-205 has long since taken over the role that Route 213 was meant to fulfill, leaving Jade businesses and residents a legacy highway classification that does not meet the changing needs of the area or region. In charettes, business association meetings, and conversations with local stakeholders, we have heard that Route 213's current operations as a state highway has negative impacts, including small business and workforce development and pedestrian and family safety.

We support SB 117, and are invested in a timely process to address the need for addressing "orphan" state highways and to better facilitate jurisdictional transfers when appropriate.

State and local transportation agencies across the state are constrained by limited resources and face difficult decisions in allocating those resources to best meet its agency's goals. As Metro's Andy Cutugno noted in his testimony regarding SB 117 on March 16, 2015, ODOT has rightly prioritized their limited funds on major state and interstate routes. Over a longer timeline of financial constraint, this has led to some facilities — that retain less statewide strategic importance but are of critical importance on the county and city levels — falling into an "orphaned" status.

Funding decisions for the 2016-2018 State Transportation Improvement Program allocates 76% of available ODOT funds to their "Fix-It" program and 24% to their "Enhance" program. In the next decade, ODOT projects the pavement condition on the Interstate system to decline from 95% fair or better to 88%; Statewide highways will decline from 85% to 72%; and Regional and District highways will fall the most—from 83% to 55%. With such a minimal resource to maintain the Regional and District routes and so many miles to address, the relatively high cost per mile of urban maintenance will be deferred. Meanwhile, local jurisdictions find the costs of a jurisdictional transfer — bringing a facility in disrepair up to an acceptable level of service — prohibitive in the context of their own financial constraints.



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SB 117 is a step in the direction of developing solutions to reconcile jurisdictional ownership with jurisdictions' goals while ensuring financial health of our agencies and economic development of our state.

Please support SB 117. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Steph Routh".

Steph Routh
Co-Chair, Policy & Equity Committee
Jade International District

Rev. Joseph Santos-Lyons
Executive Director
Asian Pacific American Network of Oregon