



Orphan Highways

Oregon Department of Transportation
February 26, 2015



Orphan Highways

State Highways
that look like city
streets or county
roads

Critical to
success of local
communities

Low priority for
ODOT



Goal: Align appropriate jurisdiction with roadways



State

Statewide
highways



County

Local roads

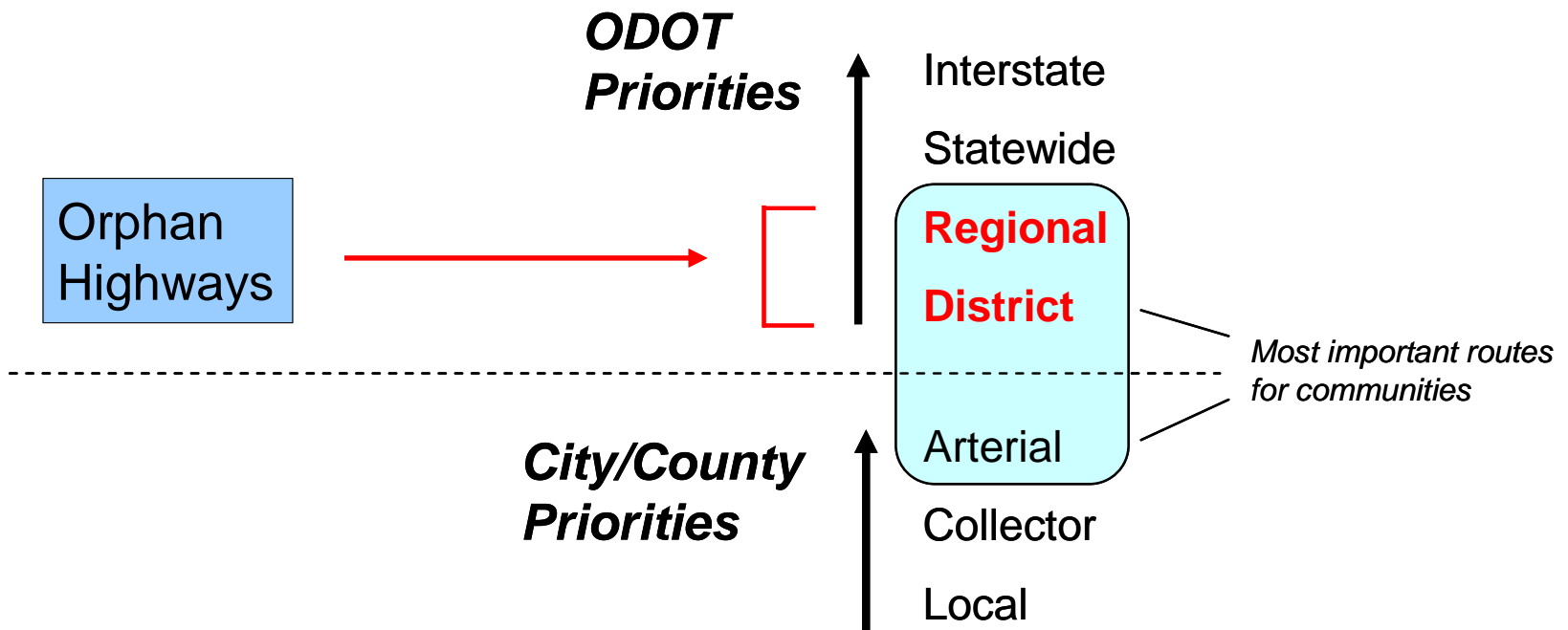


City

City streets



Overall Approach





Local control &
local decision making

Efficiencies





82nd Avenue
in Portland

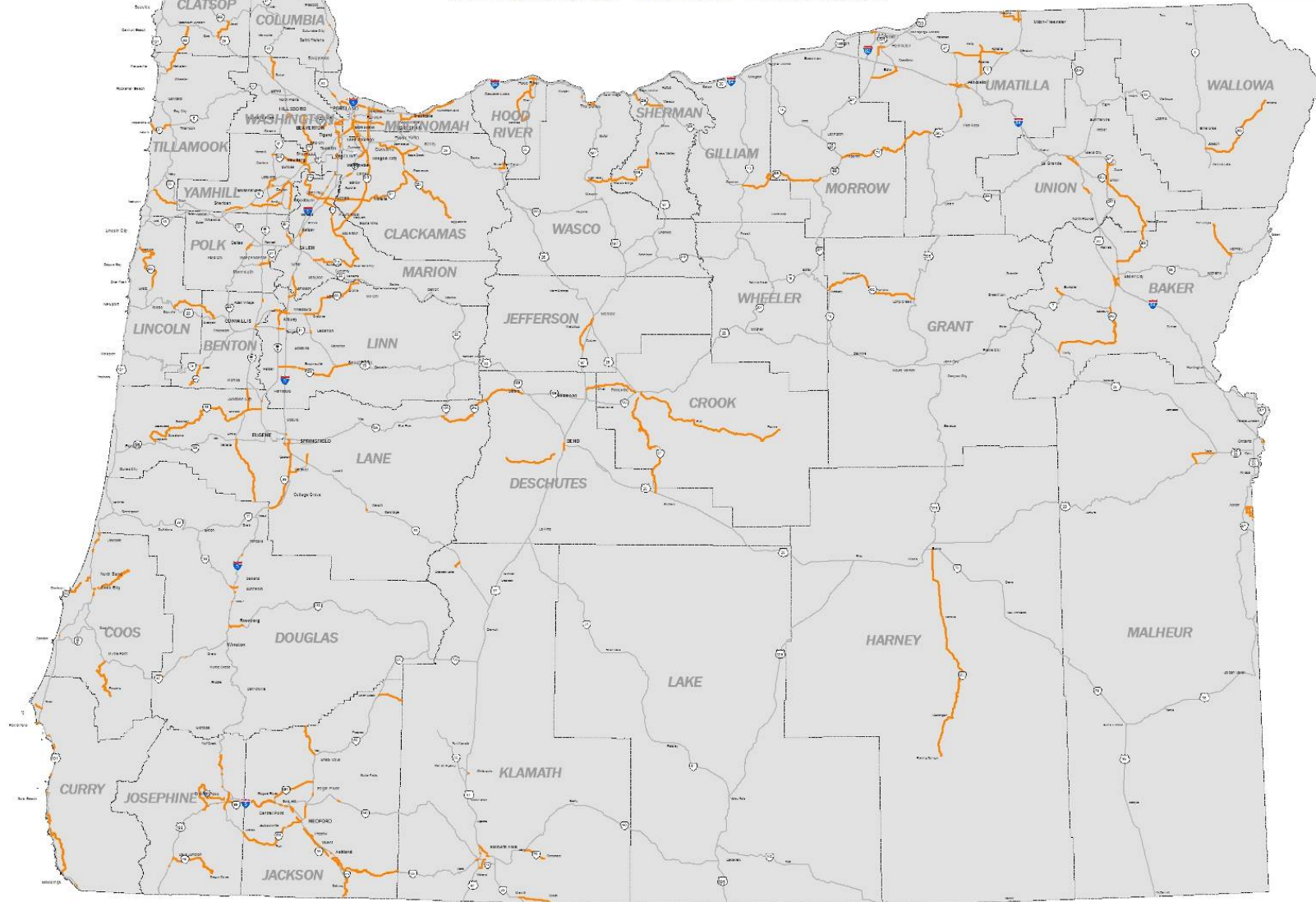


Oregon Department of Transportation

Jurisdictional Transfer Discussion

PRODUCED BY ODOT - GIS UNIT
 (503) 956-3154 - NOVEMBER 2012
 GIS No. 23-02

DISCLAIMER
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Legend

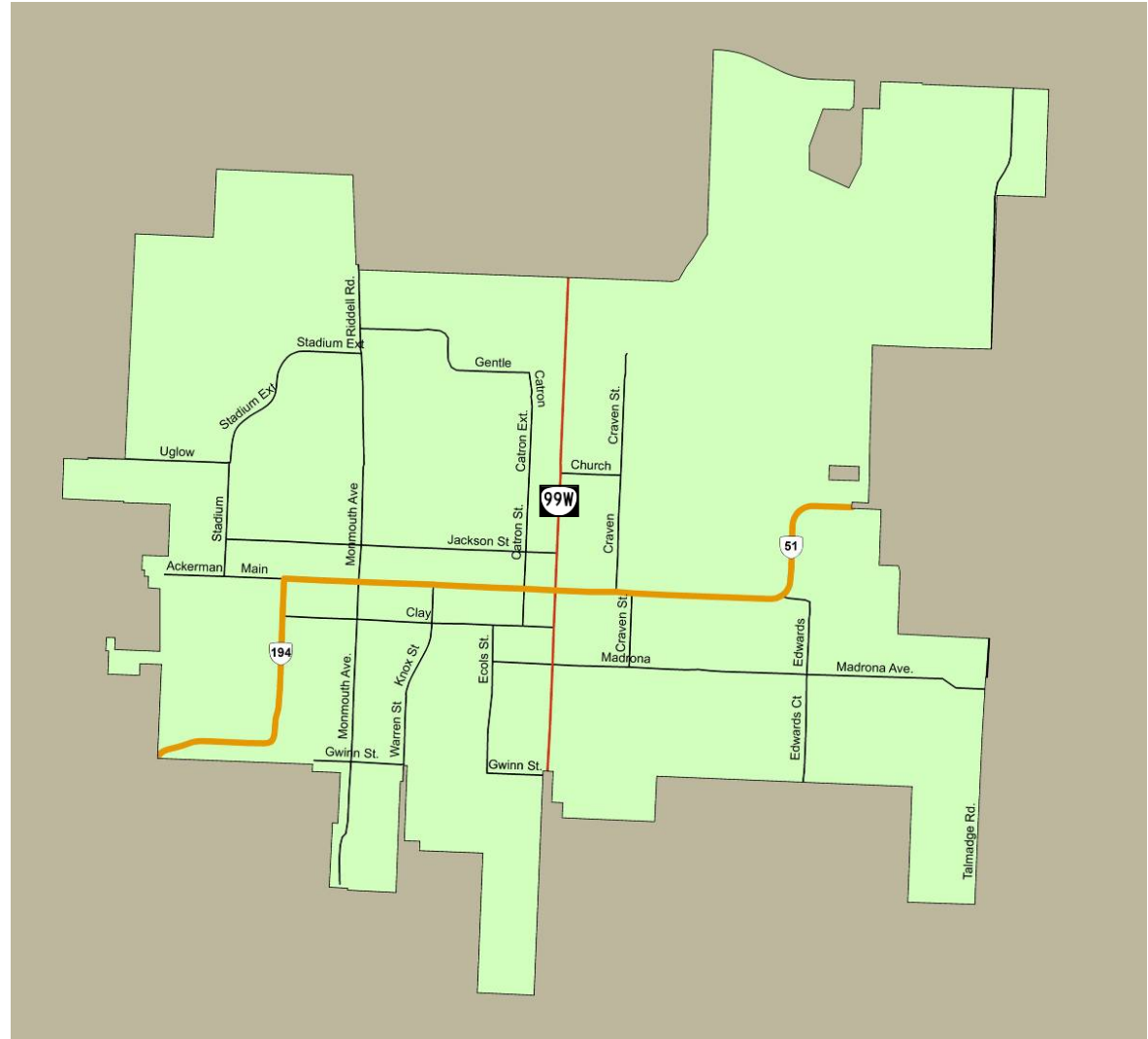
— Candidates for Jurisdictional Transfer — Highway

0 25 50 Miles



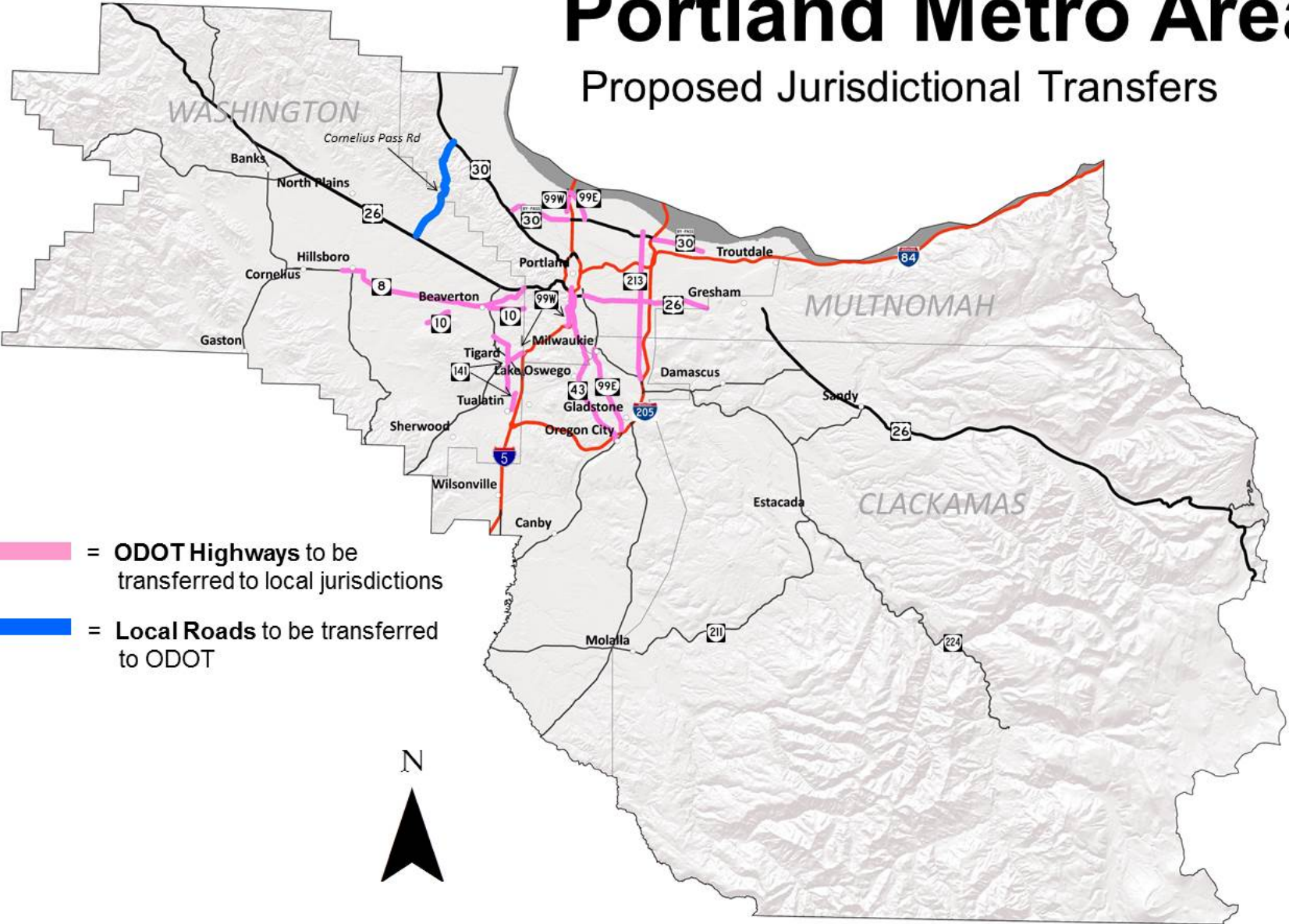
Monmouth

= Candidates for
Jurisdictional
Transfer



Portland Metro Area

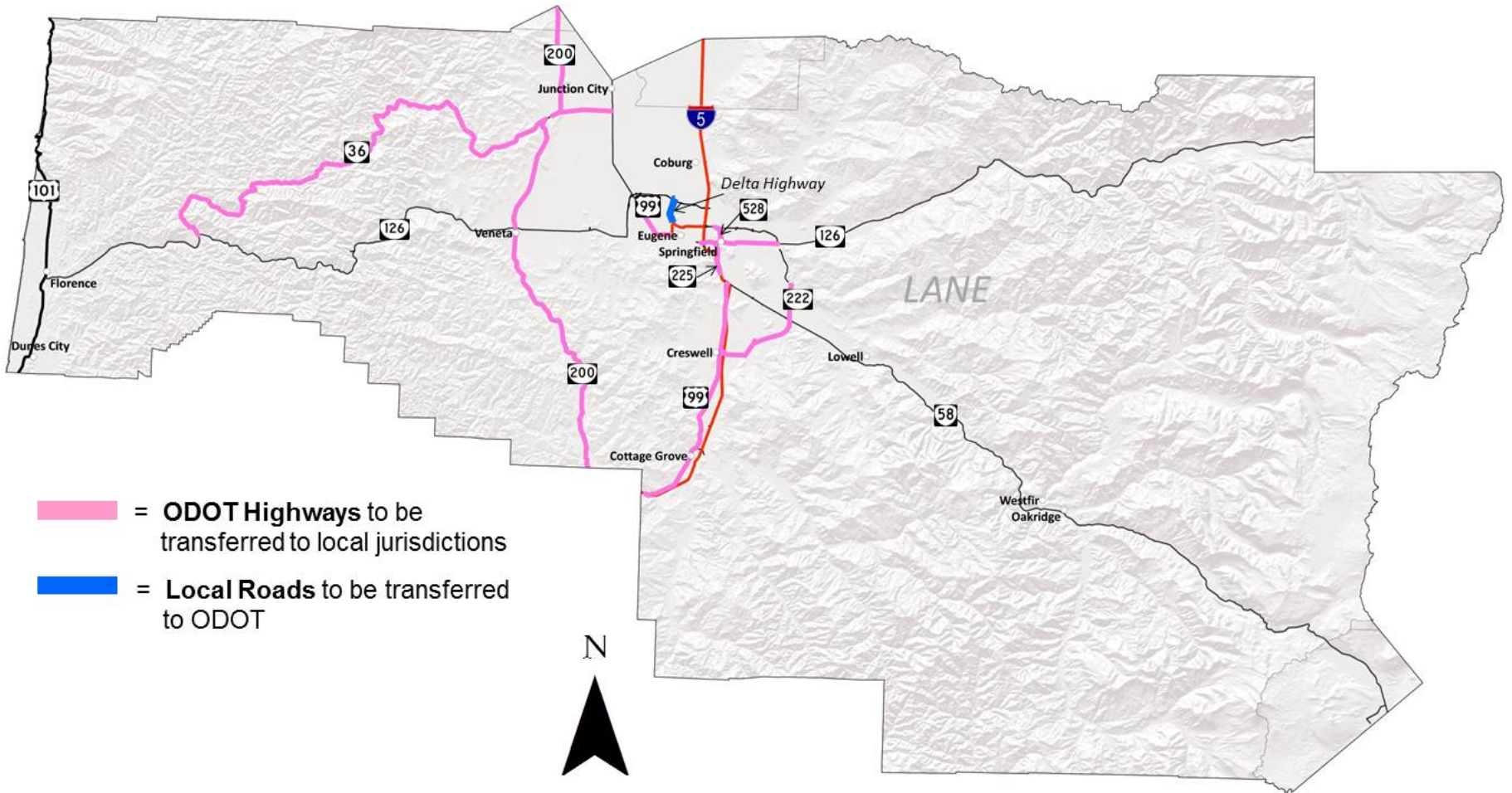
Proposed Jurisdictional Transfers



-  = **ODOT Highways** to be transferred to local jurisdictions
-  = **Local Roads** to be transferred to ODOT

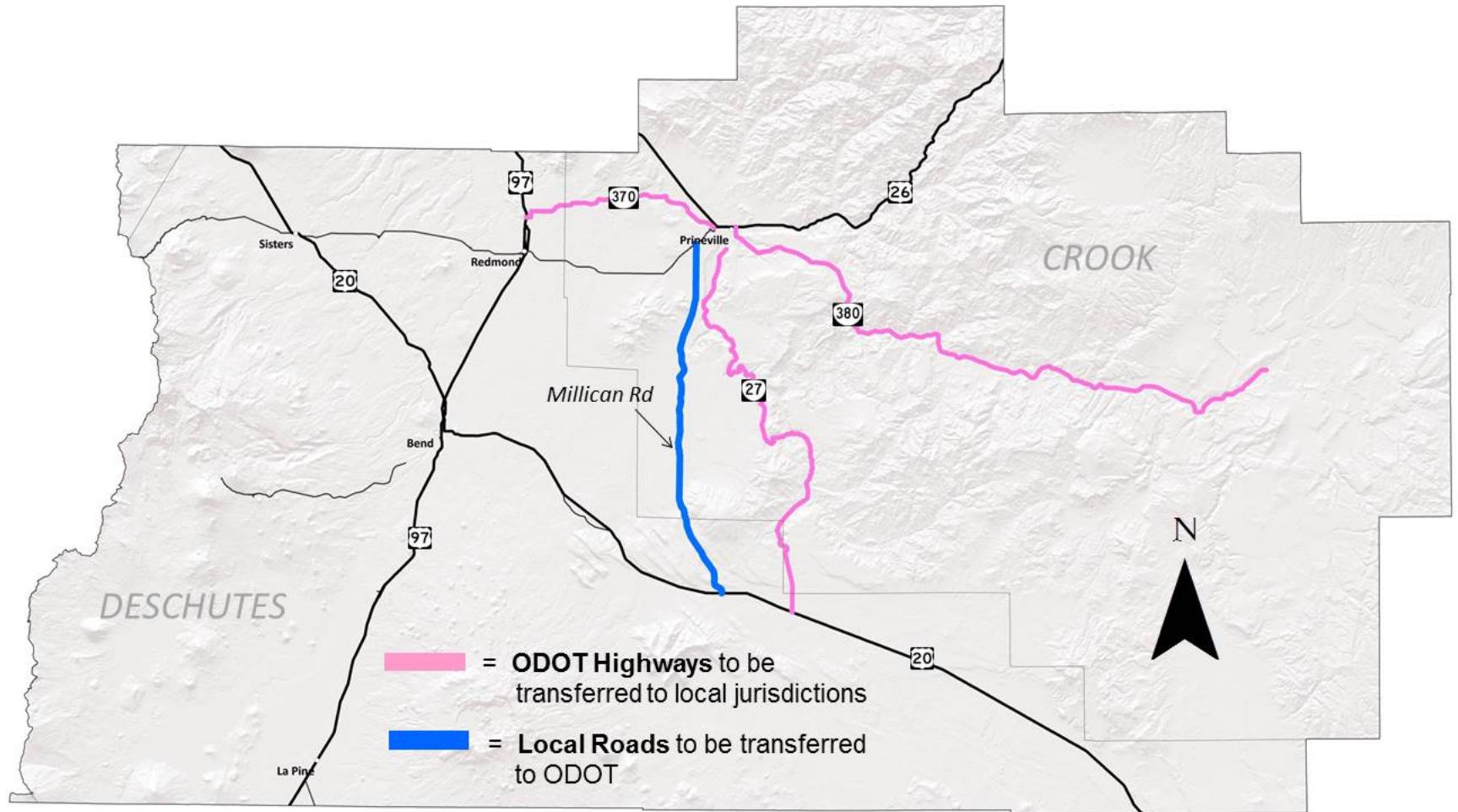
Lane County

Proposed Jurisdictional Transfers



Crook & Deschutes Counties

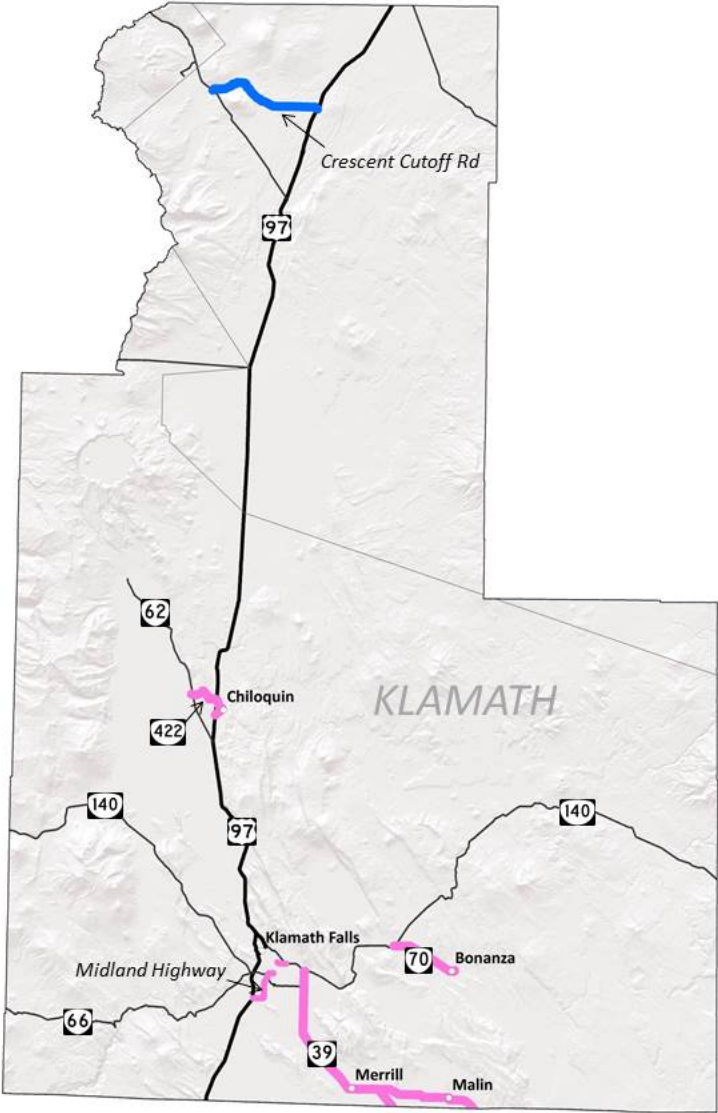
Proposed Jurisdictional Transfers



Klamath County

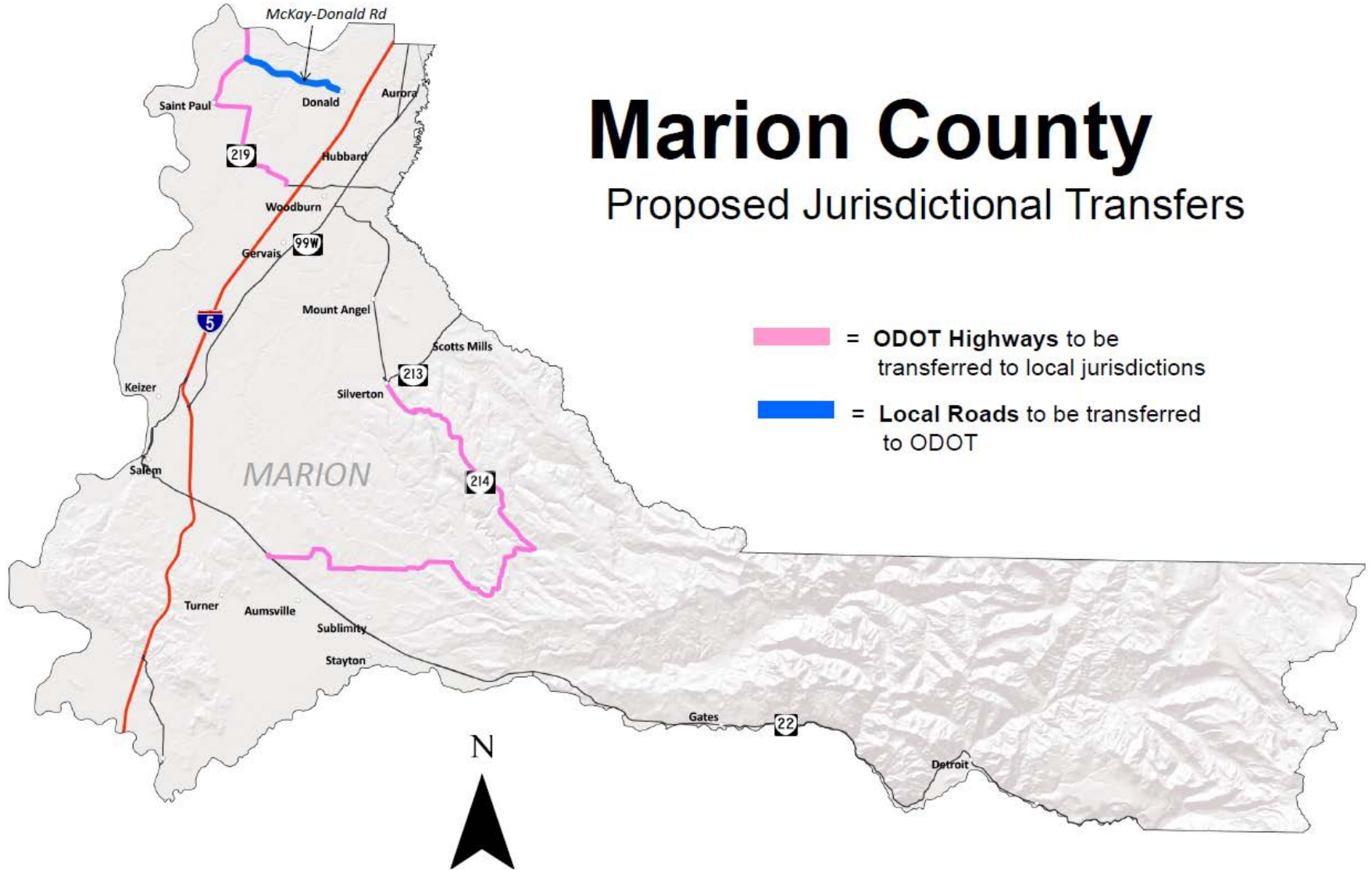
Proposed Jurisdictional Transfers

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Marion County

Proposed Jurisdictional Transfers



The key issue is funding

1

System is
underfunded

2

Transferring
additional liability is
counterproductive

3

Transferring
funding from high
priority routes
creates other
problems





We held Roadway Transfer Focus Groups
La Grande | Forest Grove | Corvallis

We learned...

Transfers in growing communities have the most advantages

Rural transfers of roads come down to a financial decision

Evaluate transfers on a case-by-case basis



The Oregon Transportation Forum recommends adopting a 1cent gas tax to facilitate transfer



Benefits



- Local control and investment on key community routes
- Focus ODOT on statewide routes
- Overall system efficiencies

