

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALIGNING	)	RESOLUTION NO. 83-392
THE FEDERAL AID URBAN BOUNDARY	)	
WITH THE 1980 CENSUS BOUNDARY	)	Introduced by the Joint
AND URBAN GROWTH BOUNDARY	)	Policy Advisory Committee on
	)	Transportation

WHEREAS, The Federal Aid Urban Boundary is established to define where certain federal aid funding is eligible to be spent; and

WHEREAS, The original Federal Aid Urban Boundary was established by CRAG Resolution BD 760503 in 1976; and

WHEREAS, It is necessary to update the boundary to include at a minimum the 1980 census designated urbanized area; and

WHEREAS, It is desirable to align the boundary as closely as possible to the Urban Growth Boundary to ensure funding policies are consistent with land use policies; and

WHEREAS, This change will necessitate a change in the procedure for allocating Federal Aid Urban funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council amend the FAU boundary as shown on Attachment "A."
2. That the Metro Council amend the Federal Highway functional and administrative classifications from rural to urban designations as shown on Attachments "B" and "D."
3. That the Metro Council amend the Federal Highway functional and administrative classifications from urban to rural designations as shown on Attachments "C" and "D."

4. That the Metro Council intends to revise the current allocation procedures of FAU funds between Portland, Forest Grove and the balance of the Metro region.

Adopted by the Council of the Metropolitan Service District  
this 24th day of March, 1983.

  
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Presiding Officer

AC/srb  
7796B/283  
03/01/83

ATTACHMENT "D"

FAU BOUNDARY CHANGES

A. Rural to Urban - Washington County

1. Grahams Ferry Road - Rural Minor Collector to Urban Collector
2. Helenius Road/108th - Rural Minor Collector to Urban Collector
3. Tualatin-Sherwood Road - Rural Major Collector to Urban Minor Arterial
4. Highway 99W - Rural Principal Arterial to Urban Connecting Link
5. Beef Bend Road - Rural Major Collector to Urban Collector
6. TV Highway - Rural Minor Arterial to Urban Connecting Link
7. Susbauer Road - Rural Minor Collector to Urban Collector
8. Schefflin Road/Golf Course Road - Rural Major Collector to Urban Collector
9. Maple Street/Fern Hill Road - Rural Major Collector to Urban Collector
10. Highway 47 - Rural Minor Arterial to Urban Connecting Link
11. Thatcher Road - Rural Minor Collector to Urban Collector
12. Hornecker Road - Rural Minor Collector to Urban Collector
13. Glencoe Road - Rural Major Collector to Urban Minor Arterial
14. Jackson School Road - Rural Major Collector to Urban Collector
15. Evergreen Road - Rural Major Collector to Urban Collector
16. Highway 26/Sunset Highway - Rural Principal Arterial to Urban Connecting Link
17. West Union Road - Rural Major Collector to Urban Collector
18. Cornelius Pass Road - Rural Principal Arterial to Urban Principal Arterial

19. 185th Avenue - Rural Major Collector to Urban Collector
20. Springville Road - Rural Major Collector to Urban Collector

B. Rural to Urban - Multnomah County

21. Skyline Road - Rural Major Collector to Urban Collector
22. Newberry Road - Rural Major Collector to Urban Collector
23. Marine Drive - Rural Major Collector to Urban Collector
24. Crown Point Road - Rural Major Collector to Urban Collector
25. Troutdale Road - Rural Major Collector to Urban Collector
26. Lusted Road - Rural Major Collector to Urban Collector
27. 282nd - Rural Major Collector to Urban Collector

C. Rural to Urban - Clackamas County

28. Highway 212 - Rural Minor Arterial to Urban Connecting Link
29. Highway 224 - Rural Minor Arterial to Urban Connecting Link
30. Beaver Creek Road - Rural Major Collector to Urban Minor Arterial
31. Molalla Avenue - Rural Minor Arterial to Urban Connecting Link
32. Leland Road - Rural Major Collector to Urban Collector
33. Central Point Road - Rural Major Collector to Urban Collector
34. South End Road - Rural Major Collector to Urban Minor Arterial
35. Partlow Road/McCord Road - Rural Major Collector to Urban Collector
36. Highway 99E - Rural Minor Arterial to Urban Connecting Link



D. Urban to Rural - Multnomah County

37. Brooks Road - Urban Collector to Rural Major Collector
38. Anderson Road - Urban Collector to Rural Minor Collector
39. Highway 26 - Urban Connecting Link to Rural Principal Arterial
40. Hogan Road - Urban Minor Arterial to Rural Major Collector
41. Orient Drive - Urban Collector to Rural Major Collector
42. Thompson Road - Urban Collector to Rural Major Collector

E. Urban to Rural - Clackamas County

43. 172nd - Urban Collector to Rural Major Collector
44. 147th, Monner, 162nd, Hager - Urban Collectors to Rural Major Collectors
45. Sunnyside Road - Urban Minor Arterial to Rural Major Collector
46. Clackamas River Drive - Urban Collector to Rural Major Collector
47. Forsythe Road - Urban Minor Arterial to Rural Major Collector
48. Holcomb Road - Urban Collector to Rural Major Collector
49. Redland Road - Urban Minor Arterial to Rural Major Collector
50. Holly Lane - Urban Collector to Rural Major Collector
51. Maple Lane - Urban Collector to Rural Major Collector

F. Washington County - None

CONSIDERATION OF RESOLUTION NO. 83-392 FOR THE PURPOSE  
OF ALIGNING THE FEDERAL AID URBAN BOUNDARY WITH THE  
1980 CENSUS BOUNDARY AND URBAN GROWTH BOUNDARY

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Date: February 16, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Metro's adopted Federal Aid Urban (FAU) boundary is used in the administration of federal transportation funding received by the metropolitan area as follows:

- Federal aid "Urban" funds allocated to the Portland metropolitan area can only be spent on highway, bikeway and transit capital improvements inside the FAU boundary.
- Federal aid "Secondary" funds (for rural highway improvements) allocated to each county can only be spent outside the FAU boundary.
- Sec. 5/Transit Operating Assistance can only be used to operate service inside or connecting to the FAU boundary.
- Sec. 5/Sec. 9 Transit Capital Assistance can only be used for improvements inside the FAU boundary (with minor exceptions on a case-by-case basis).
- Sec. 18/Rural Transit Assistance can only be spent on transit service outside the FAU boundary or on routes connecting rural service to the urban area.

PROPOSED ACTION

This amendment to the FAU boundary involves adjustments to better align with the UGB with several exceptions:

- FHWA requires that the boundary encompass at a minimum the recently released 1980 census designated urbanized area-- in some cases, this boundary is outside the UGB.
- Selected streets outside the UGB are intended to perform an urban function serving development inside the UGB and should be included in the FAU boundary.
- Selected streets inside the UGB are intended to continue to operate as a rural facility and should remain outside the FAU boundary.

This amendment would also change the associated street designations from rural arterials and collectors to urban arterials and collectors (or vice versa) according to the specific boundary change.

One significant immediate impact of the FAU boundary change is to include Forest Grove and Cornelius inside the Portland metropolitan area FAU boundary. Under the old boundaries, the Portland region received an allocation of FAU funds and Forest Grove, with its own boundary, received its own allocation of FAU funds. Both allocations are based on the relative population inside the respective urban areas. With the boundary change, the population of the Portland urban area increases with the addition of the Forest Grove population and, as such, the Portland region FAU allocation is in part attributable to the Forest Grove population. With this change, it is necessary to determine the procedure for allocating FAU funds to Forest Grove.

Under normal conditions, Forest Grove would be treated like any other jurisdiction and could propose a highway project to be weighed against other proposals at the regional level. Under this procedure, available regional resources would be allocated to projects on the basis of "need," thereby meeting the highest priorities of the region. The alternative procedure would be to allocate the resources to all jurisdictions on the basis of population, regardless of where the critical transportation need exists. Complicating the Forest Grove situation is the fact that the Portland region transferred nearly all of its FAU funds downstate, leaving very little to allocate between Portland, Forest Grove and other regional projects. In addition, past FHWA/CRAG/Metro actions result in 41 percent of the funds being allocated to Portland on the basis of population and virtually all of the regional funds being allocated to a single project--Boones Ferry Road in Lake Oswego. In addition, it is inappropriate to penalize Forest Grove with the Portland region's downstate transfer of FAU funds since, at the time, they had their own FAU boundary, and received their own FAU allocation.

Based upon these considerations, it is necessary to establish a new policy on the distribution of FAU funds to deal with the distribution to Forest Grove, Portland and the balance of the region. Due to the complexity of the alternatives available and the effect on current intergovernmental agreements, resolution of this issue has been deferred to the next meeting. TPAC and JPACT have reviewed and approved this amendment.

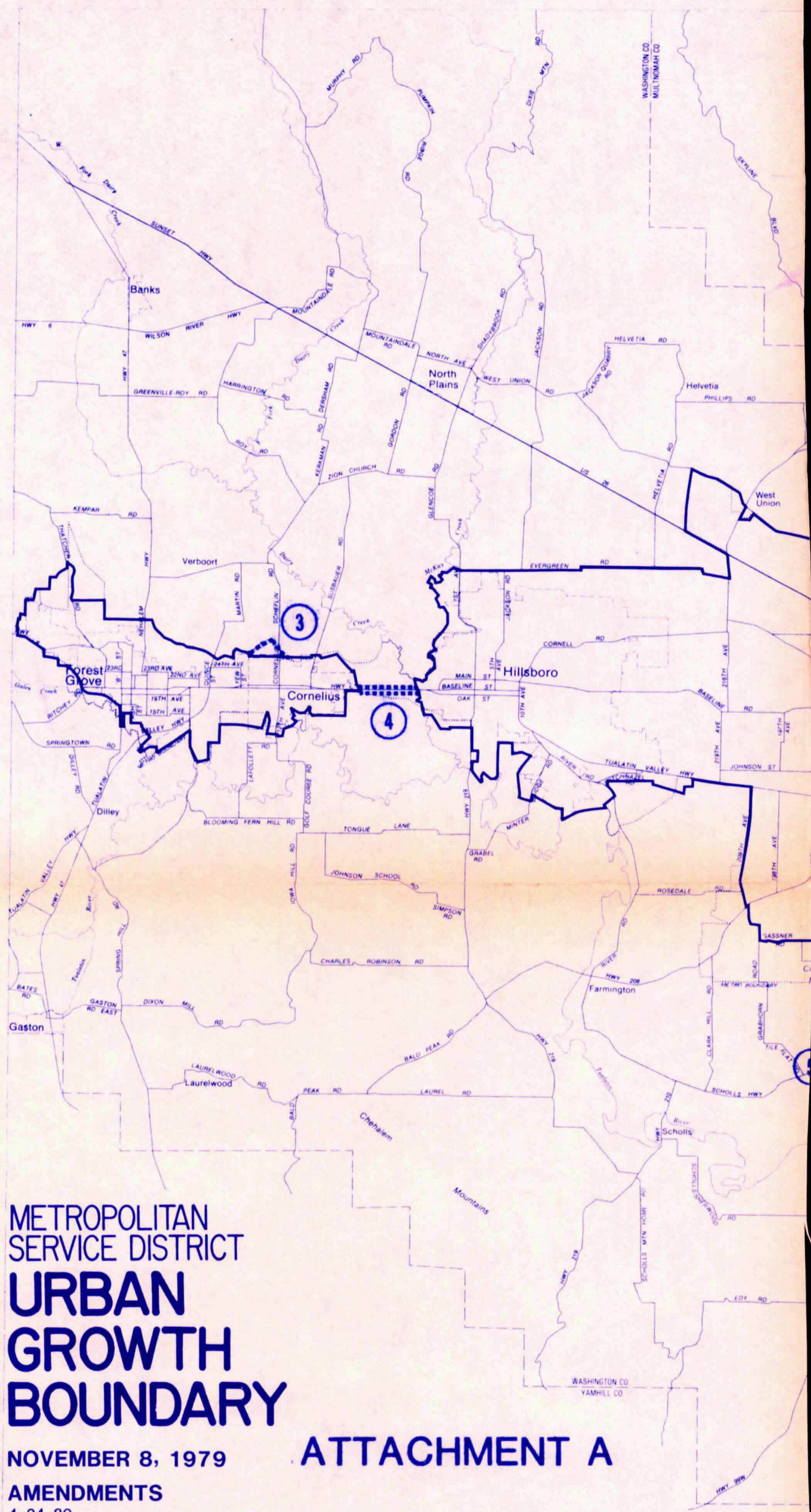
#### EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends to adopt the attached Resolution.

#### COMMITTEE CONSIDERATION AND RECOMMENDATION

AC/gl  
7796B/283  
03/11/83





METROPOLITAN  
SERVICE DISTRICT  
**URBAN  
GROWTH  
BOUNDARY**

NOVEMBER 8, 1979

**ATTACHMENT A**

**AMENDMENTS**

- 4-24-80
- 1-29-81
- 9-24-81
- 11-81
- 12-2-82



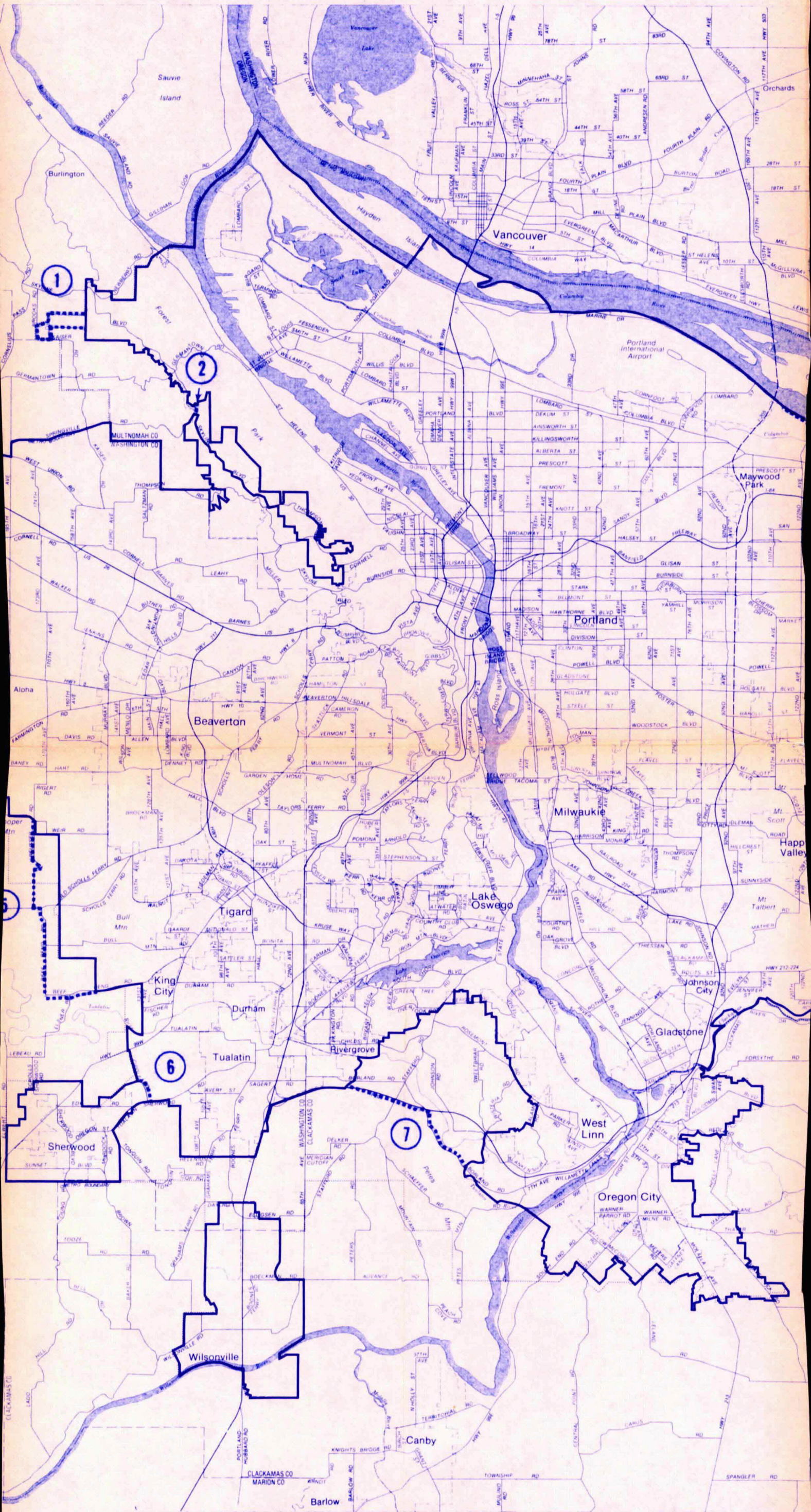
**INDICATES AREAS WHERE  
THE PROPOSED FAU  
BOUNDARY IS NOT  
CONSISTENT WITH  
THE UGB**

**METRO**  
METROPOLITAN SERVICE DISTRICT  
527 SW Hall Portland OR 97201  
803-221-1046

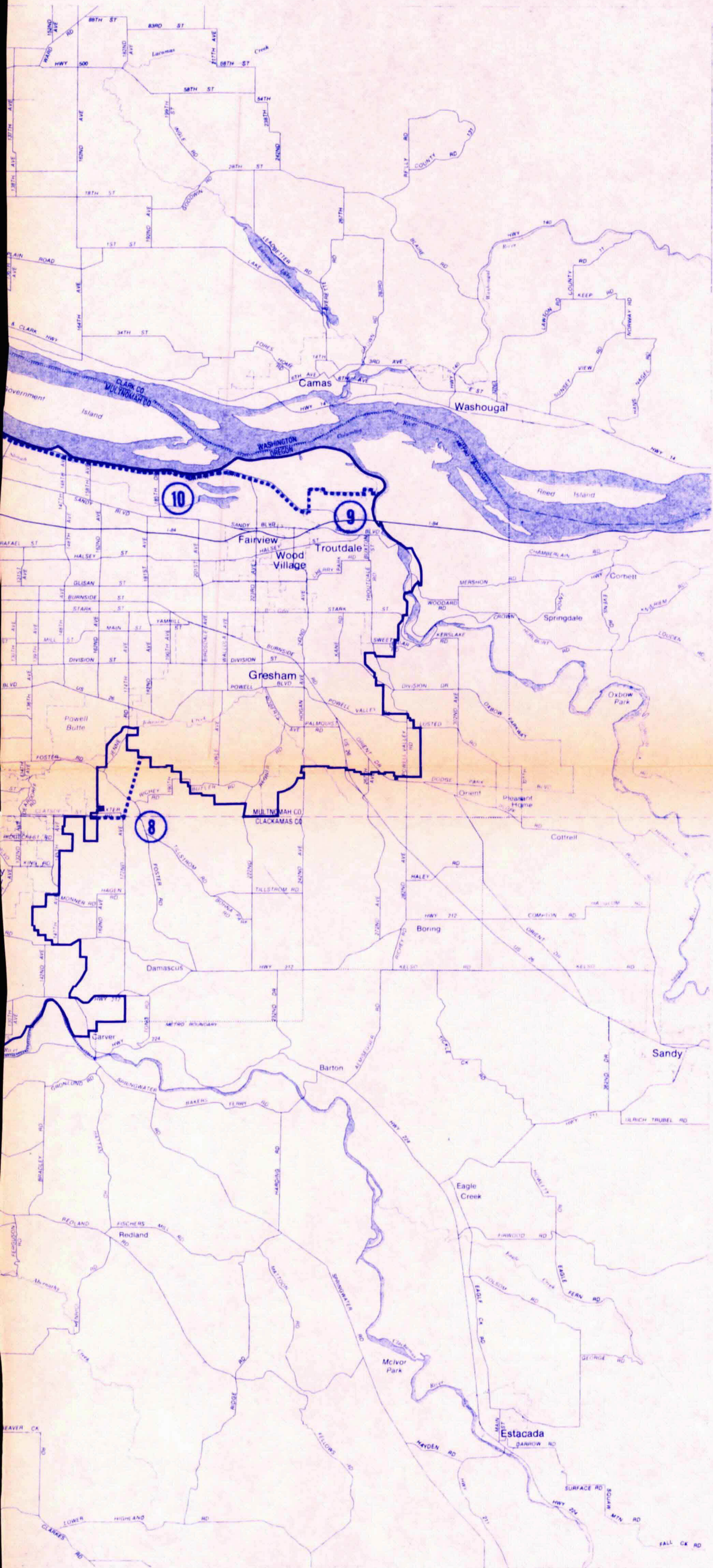
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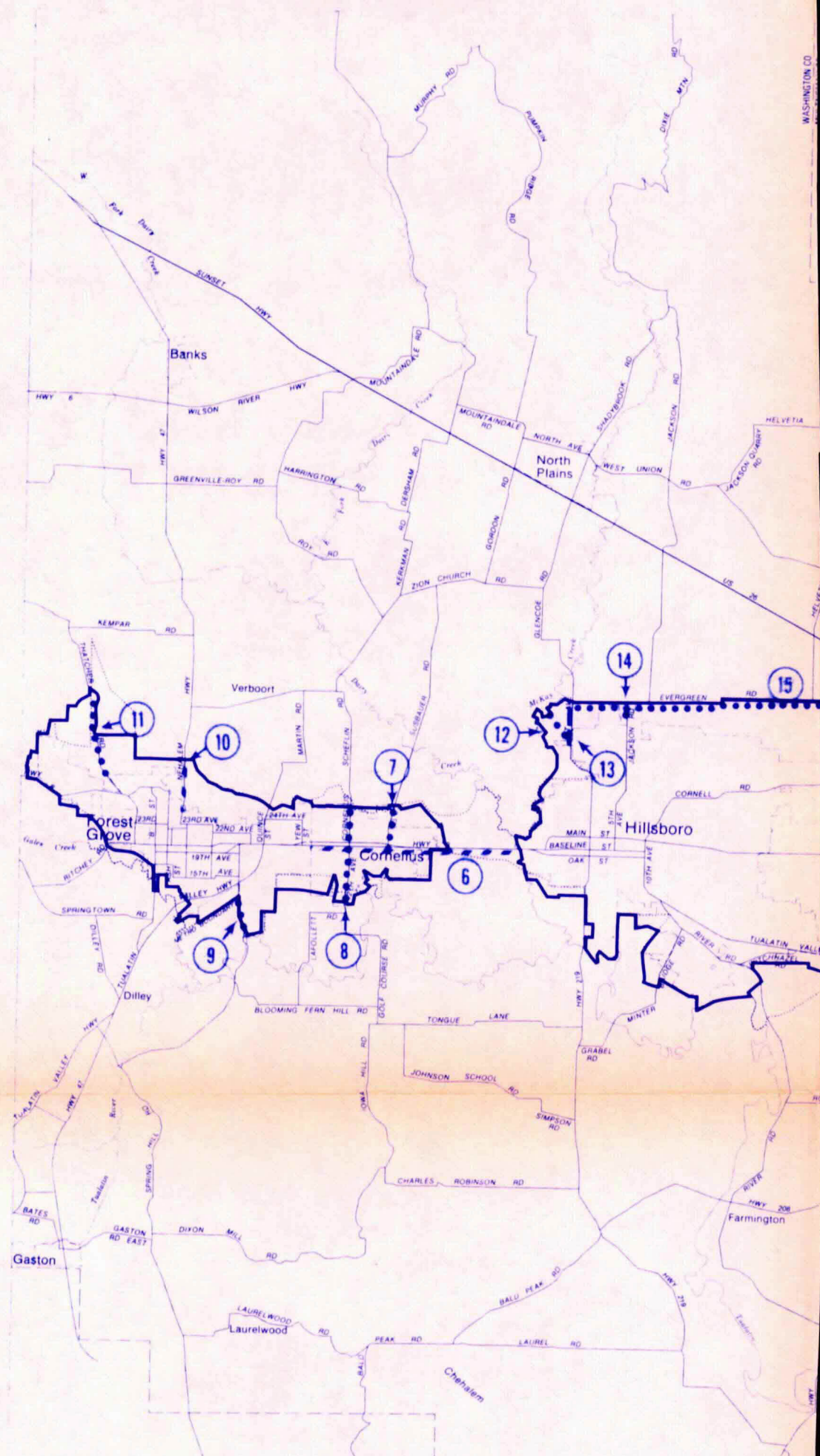












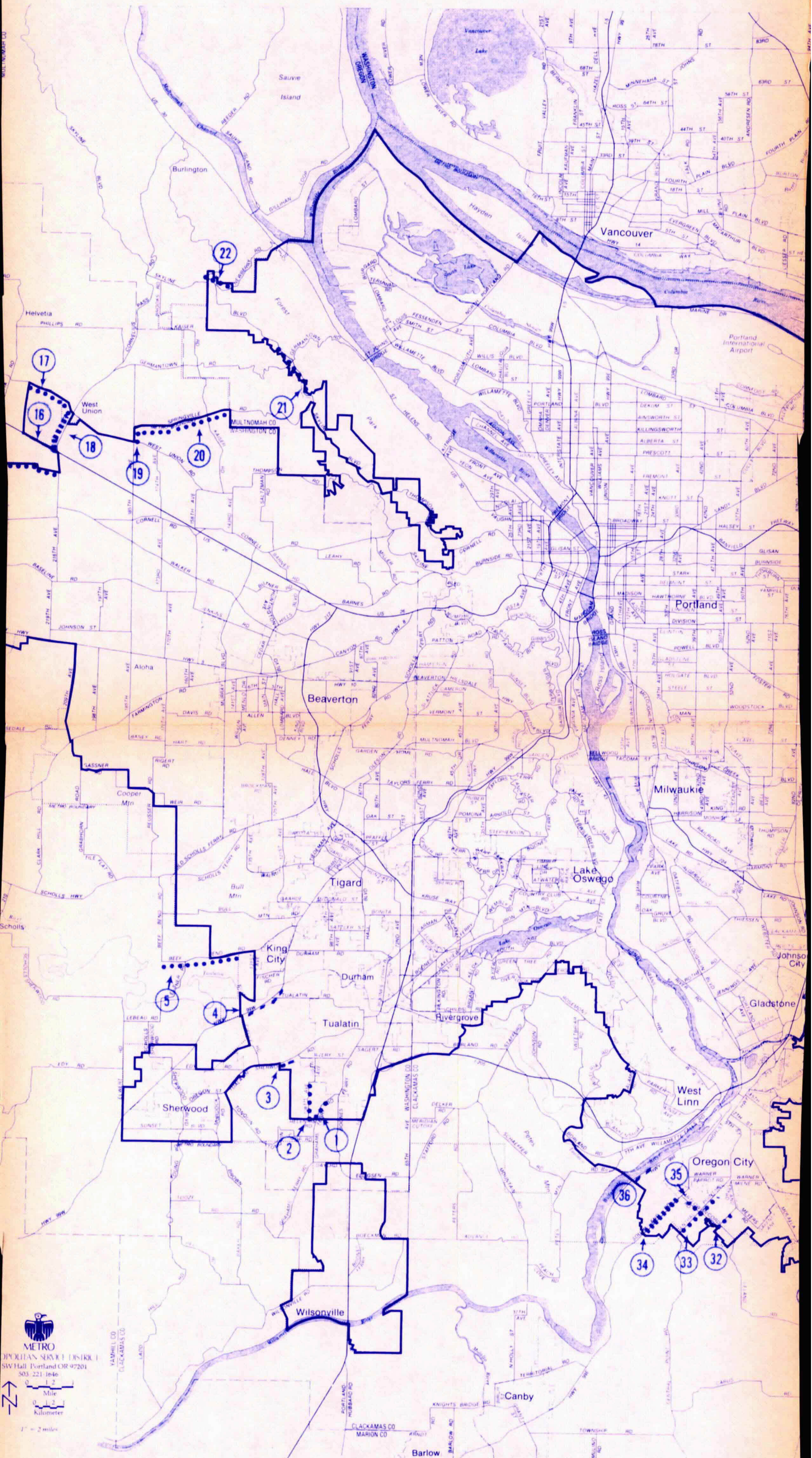
METROPOLITAN  
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RURAL TO URBAN  
**ATTACHMENT B**

- ① INDEX NUMBER
- ..... COLLECTOR
- ..... MINOR ARTERIAL
- CONNECTING LINK
- PRINCIPAL ARTERIAL





**METRO**  
 POLITICAL SERVICE DISTRICT 1  
 SW Hall, Portland, OR 97201  
 503-221-1646

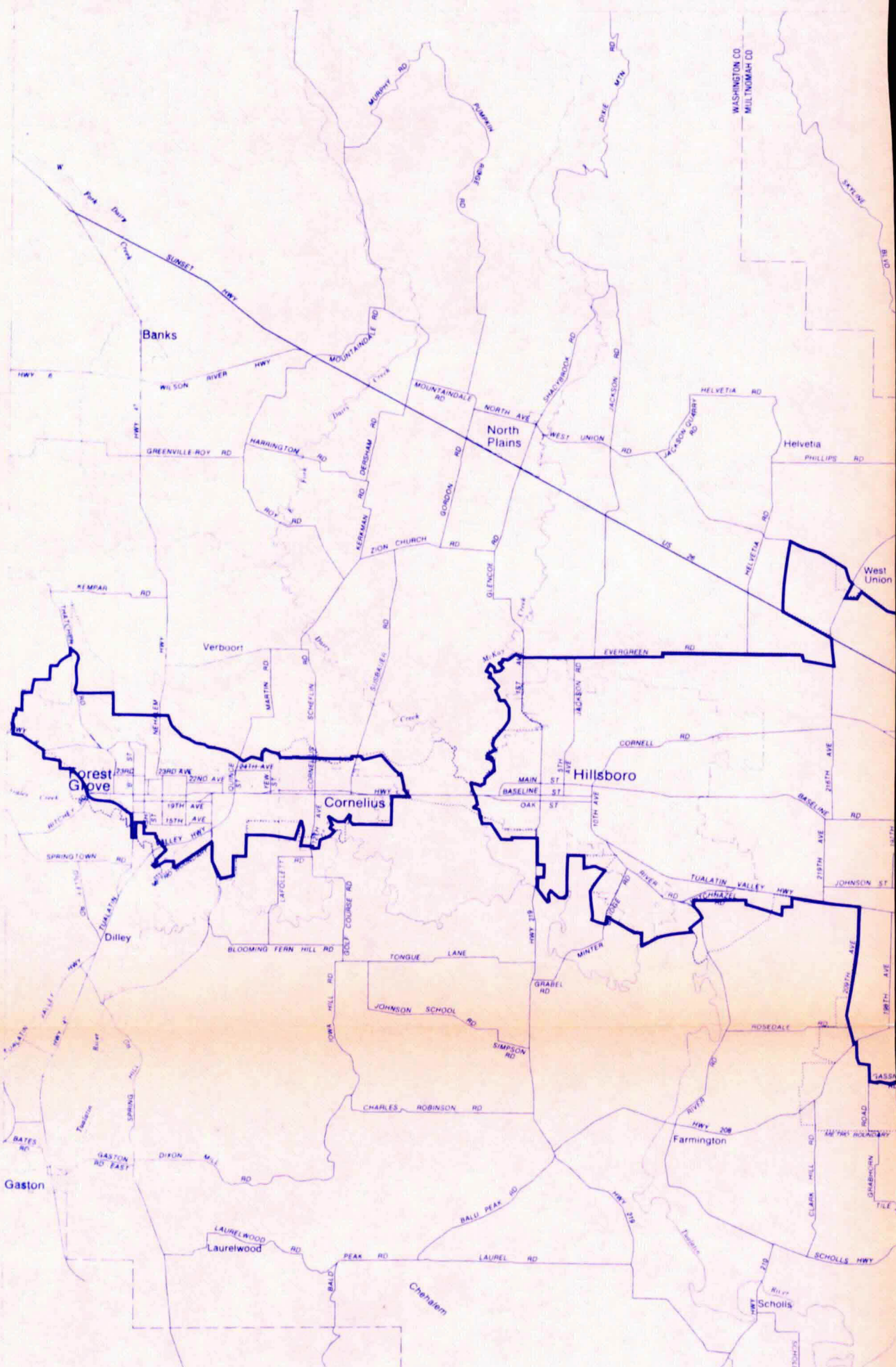
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METROPOLITAN  
SERVICE DISTRICT  
**URBAN  
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9-24-81  
11-81  
12-2-82

URBAN TO RURAL  
**ATTACHMENT C**

- ① INDEX NUMBER
- ..... COLLECTOR
- PRINCIPAL ARTERIAL

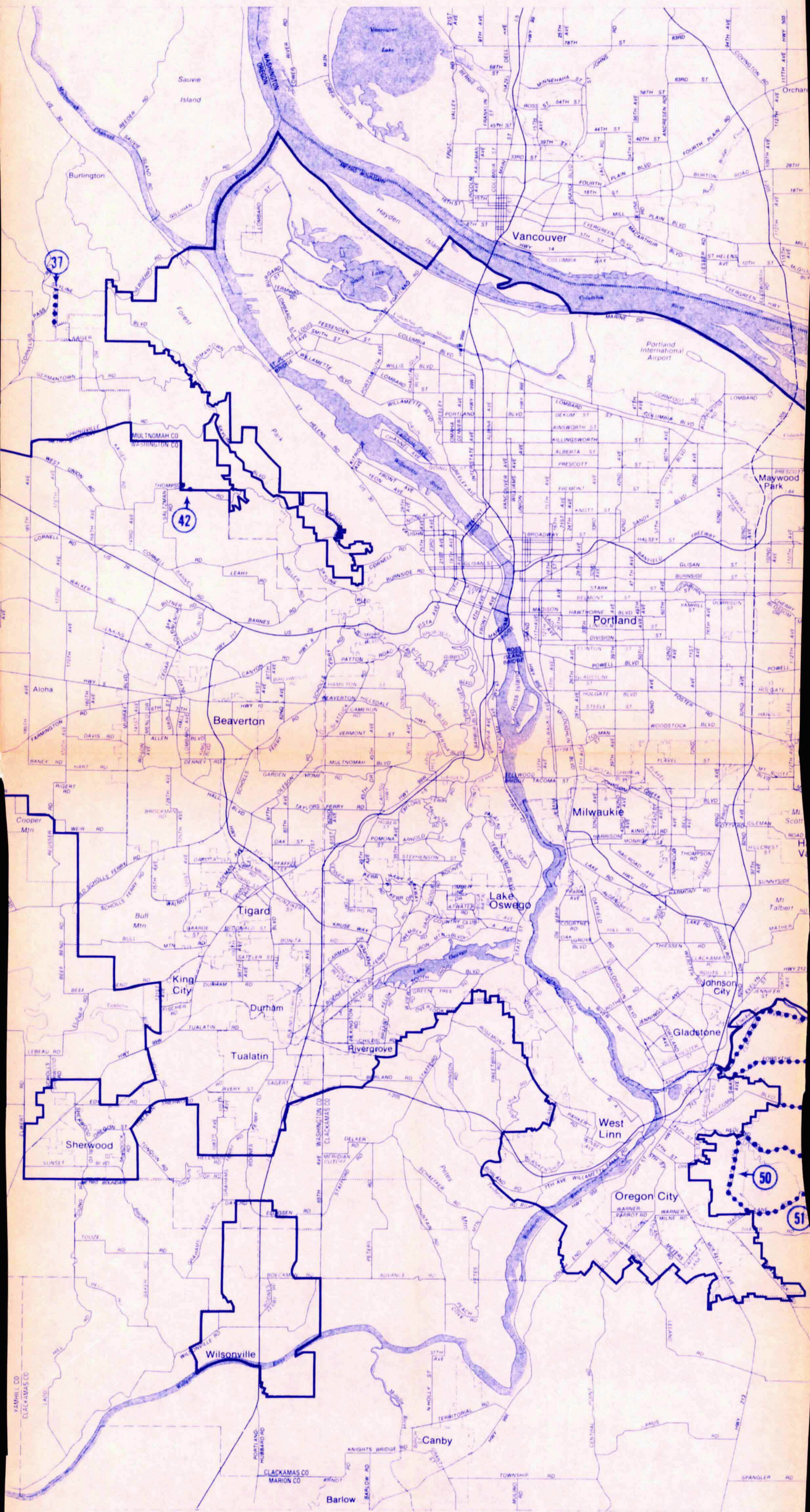


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Kilometer

1" = 2 miles







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