

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

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

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.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends to adopt the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

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

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALIGNING)	RESOLUTION NO.
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 _____ day of _____, 1983.

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
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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

E. Urban to Rural - Clackamas County

- 40. 172nd - Urban Collector to Rural Major Collector
- 41. 147th, Monner, 162nd, Hager - Urban Collectors to Rural Major Collectors
- 42. Sunnyside Road - Urban Minor Arterial to Rural Major Collector
- 43. Clackamas River Drive - Urban Collector to Rural Major Collector
- 44. Forsythe Road - Urban Minor Arterial to Rural Major Collector
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- 46. Redland Road - Urban Minor Arterial to Rural Major Collector
- 47. Holly Lane - Urban Collector to Rural Major Collector
- 48. Maple Lane - Urban Collector to Rural Major Collector

F. Urban to Rural - Washington County

- 49. Thompson Road - Urban Collector to Rural Major Collector

Metro FY 84 UWP Program Options

A. LRT Program Options

1. Regional LRT System Plan:

- . Complete Milwaukie/Bi-State LRT System Plan
- . Complete "preliminary" Central Area Plan
- . Initiate Barbur/Westside LRT System Plan
- . Initiate Clackamas Extensions LRT System Plan
- . Initiate "final" Central Area Plan
- . Initiate Overall Regional Staging Plan

2. Initiate next corridor Phase II Alternatives Analysis/DEIS.

B. RTP Program Options

1. FY 84 - Minor update to incorporate changes adopted during FY 84.
2. FY 84 - Major update to incorporate completed comprehensive plans and update population/employment forecasts.
3. Review local plans for compliance; determine steps necessary to obtain compliance.
4. Define regional Minor Arterial/Collector system; sub-regional transit trunk route/transit streets system.
5. Update, refine and publish detailed description of RTP projected capital, operating and maintenance costs and revenues.
6. Assess the travel impacts of "build-out" of local comprehensive plans.
7. Conduct a reconnaissance of commercial traffic access and circulation problems and the need for further action.
8. Complete the Southwest Corridor study.
9. Complete an Elderly and Handicapped transit service element of the RTP.

C. Technical Assistance

1. Provide travel forecasting assistance to local jurisdictions.
2. Provide project-level traffic forecasts to ODOT.

D. TIP

1. Program federal funding authority for projects.
2. Monitor funding status.

3. Obtain adoption of the Interstate Transfer Concept Program.
4. Publish the FY 84 TIP and periodic updates.
5. Coordinate regional application for ODOT Bikeway funding.
6. Provide input at the state and federal level on transportation funding needs.

E. Coordination and Management

F. Air Quality

1. Complete the Diesel study.
2. As needed by DEQ, evaluate proposed transportation improvements to determine whether additions to the ozone growth cushion are possible.

G. Energy Contingency Plan

H. Determine the extent to which home computers and telecommunications will reduce travel.

I. Travel Forecasting Model Refinement

1. Convert travel forecasting models to a micro computer.
2. Refine "windowing" technique to produce more accurate and detailed traffic forecasts at lower cost.
3. Evaluate the 1980 travel-to-work census; incorporate as appropriate.
4. Refine "external" traffic forecasts (entering the region) to obtain better estimates, better estimates of destinations and better delineation of trip purpose (truck, work, other).
5. Refine "commercial traffic" (trucks) trip generation rates and origin-destination pattern.

J. Bicycle Safety and Education Program

K. McLoughlin Rideshare Program - Final Evaluation

L. Data Services

1. Maintain data base: population, households, dwelling units, employment, commercial/industrial development, by census tract, by year.

2. Update PSU household size information.
3. Publish Annual Development Trends Report.
4. Develop five-year population and employment forecasts by census tract.

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

Date: February 16, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

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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.
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EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends to adopt the attached Resolution.

COMMITTEE CONSIDERATION AND RECOMMENDATION

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

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF ALIGNING)	RESOLUTION NO. 83-392
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WITH THE 1980 CENSUS BOUNDARY)	Introduced by the Joint
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Presiding Officer

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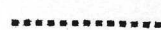
METROPOLITAN SERVICE DISTRICT URBAN GROWTH BOUNDARY

NOVEMBER 8, 1979

ATTACHMENT A

AMENDMENTS

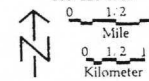
4-24-80
1-29-81
9-24-81
11-81
12-2-82



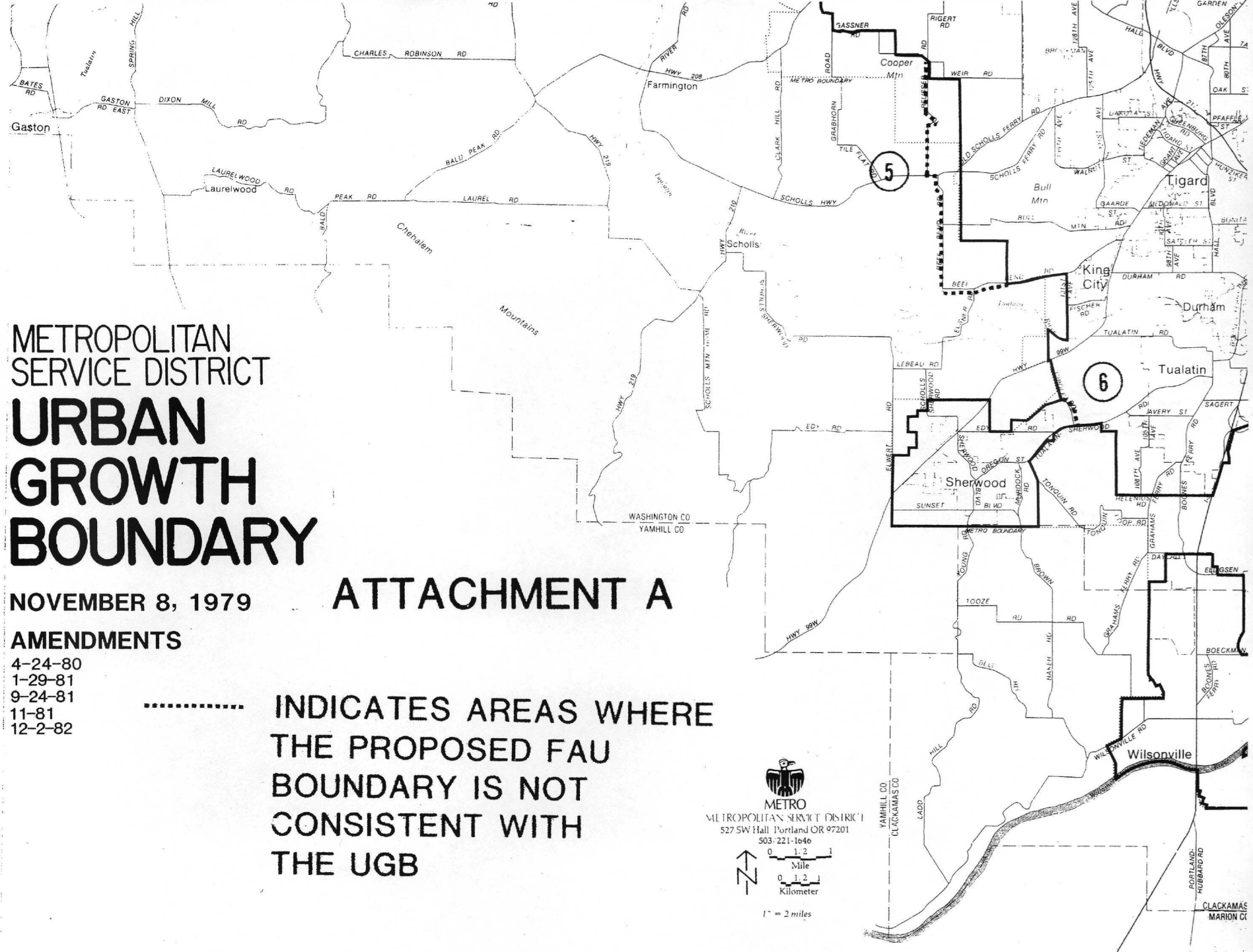
INDICATES AREAS WHERE
THE PROPOSED FAU
BOUNDARY IS NOT
CONSISTENT WITH
THE UGB



METRO
METROPOLITAN SERVICE DISTRICT
527 SW Hall Portland OR 97201
503-221-1040



1" = 2 miles



METROPOLITAN SERVICE DISTRICT URBAN GROWTH BOUNDARY

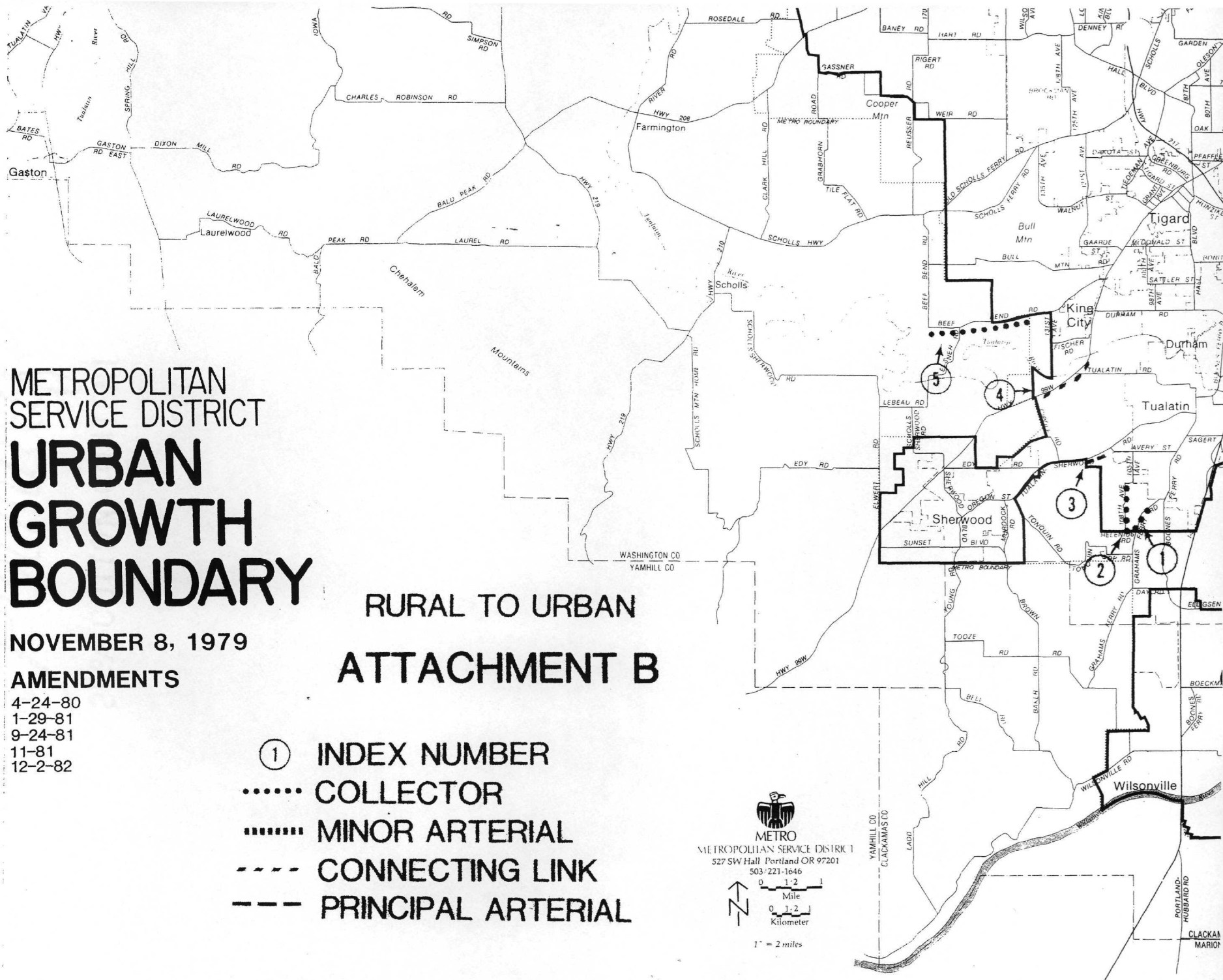
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AMENDMENTS

4-24-80
1-29-81
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RURAL TO URBAN ATTACHMENT B

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



METROPOLITAN SERVICE DISTRICT URBAN GROWTH BOUNDARY

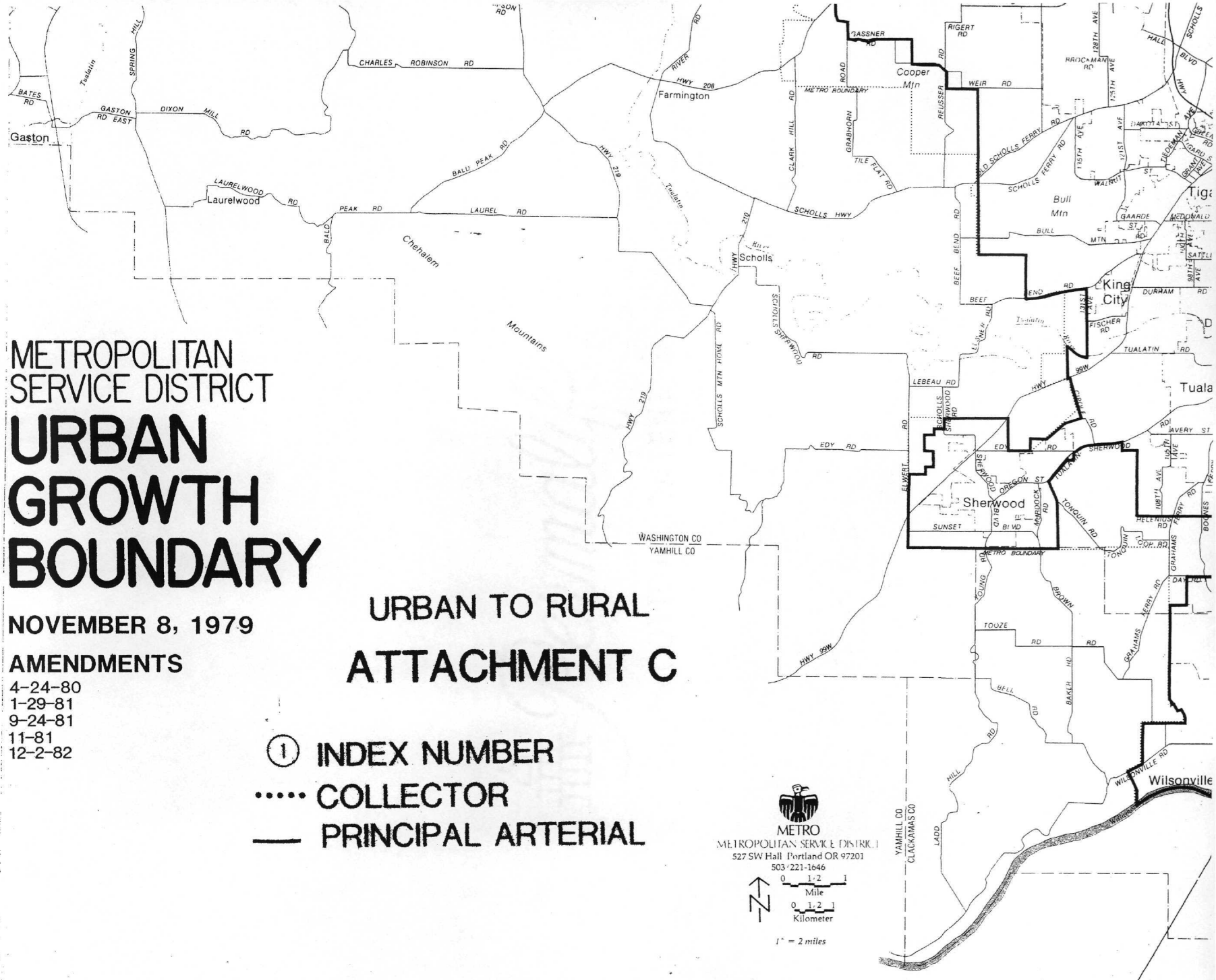
NOVEMBER 8, 1979

AMENDMENTS

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

URBAN TO RURAL ATTACHMENT C

- ① INDEX NUMBER
- COLLECTOR
- PRINCIPAL ARTERIAL



ATTACHMENT "D"

FAU BOUNDARY CHANGES

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F. Washington County - None



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST., PORTLAND, OR. 97201, 503/221-1646

MEMORANDUM

Date: March 3, 1983
To: JPACT
From: Steve Siegel
Regarding: Infrastructure Financing Legislation at the
1983 Legislature

Infrastructure financing has become one of the major issues before the Legislature this session. While there are many proposals in various stages of Legislative review, I have tried to identify the major bills at this point. For purposes of discussion, I have classified these bills into (a) those directly dealing with transportation and (b) those dealing with infrastructure (including transportation) in general.

Transportation

- HB 2039 raises the gas tax 1¢ and dedicates the proceeds to economic development-related transportation projects. (Each 1¢ increase in gas and weight mile taxes yields \$19 million annually). The bill is currently before the House Trade and Economic Development Committee.
- HB 2040 raises the gas tax 1¢ and dedicates the proceeds to repair and maintenance of existing highways. This bill is currently before the House Transportation Committee.
- HB 2041 raises the gas tax 1¢ each year for the next three years from 8¢ to 11¢ per gallon. This bill is also in House Transportation.
- HB 2785 (D. Jones, Smith, Hamby, Ryles) changes the allocation of gas tax moneys from 20.7% to 24% for counties and from 12.17% to 14% for cities. In House Transportation, with subsequent referral to Ways and Means.
- HB 2786 (Young, Ford, Hamby, Ryles) allows counties to tax vehicle registrations if voters approve. Vehicle registration taxes may be no higher than the state registration fee--currently \$10 per year). Any tax over \$5 per vehicle per year must be shared with cities on the basis of population. Counties are required to hold such an election if cities representing 60% of the county's incorporated population petition the county governing body (at Speaker's desk).

Infrastructure Financing Legislation

Page 2

March 3, 1983

- HB 2656 (Otto) requires the Department of Transportation to pay the costs of removing or relocating utilities required by highway construction projects funded at least 75% by federal grants (In House Transportation, no hearings scheduled).

Infrastructure

- HB 2342 (Joint Interim Task Force on Growth) creates a public works fund financed by a state lottery. The Economic Development Department would allocate funds to localities based on a statewide project priority list (in House, Trade and Economic Development).
- SB 238 (Joint Legislative Committee on Land Use) creates a State Growth Fund, with no identified revenue sources. The Executive Department is designated to allocate money to local jurisdictions for economic development projects (in Senate, Commerce).
- HB 2738 (Katz/Ripper) creates an Executive Council for Infrastructure Management and Development composed of the Governor or Treasurer, and representatives of DEQ, LCDC, ODOT and DED. The Council is required to develop priorities for building and repairing roads, water and sewer systems and to report annually to the Legislature on statewide infrastructure strategies and local and regional priorities for infrastructure development. (In Trade and Economic Development, no hearings scheduled).

SS:JS:lz



PORTLAND, OREGON

OFFICE OF PUBLIC AFFAIRS

Mildred A. Schwab, Commissioner
1220 S.W. Fifth Ave.
Portland, Oregon 97204
(503) 248-4180

8 March 1983

Charlie Williamson
Chairman, JPACT
Metro
527 SW Hall St.
Portland, OR 97201

Dear Charlie:

Because of other commitments, I will not be able to attend this Thursday's JPACT meeting. I would vote for approval on the single action item. However, I was surprised to see the Citizens for Better Transit (CBT) proposal for a Coliseum Transportation Center included on the agenda. As I am sure you are aware, the CBT proposal has been offered as an alternative to a bus station relocation proposal which Greyhound made to the city. It is my understanding that the information item was added to JPACT's agenda at the request of a Metro District Councilor, without discussion with city staff.

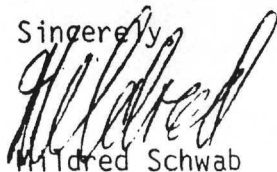
I am aware of no grounds which call for JPACT review of the Transportation Center proposal. The project as currently proposed does not call for the use of any federal transportation funds. The location proposed for Greyhound's terminal, adjacent to Union Station, was identified in the city's Downtown Plan, which as part of our Comprehensive Plan has already been accepted by Metro during LCDC reviews. The Council has established a public review process, directing the Planning and Design Commissions and the Hearings Officer to consider the Greyhound proposal, preparatory to public hearings and action by the Council.

As no Metro or JPACT member has proposed to the Council regional involvement in development or funding of the transportation center, I do not believe that a JPACT presentation by one participant in the city's review process is appropriate. Therefore, I request that the presentation not be considered at the March meeting. If JPACT wishes, a general briefing could be arranged for a later meeting.

In the future, I request that items which affect only one jurisdiction not be added to the JPACT agenda without the approval of that jurisdiction. Those proposing an item should make a written request to the jurisdiction's JPACT representative, setting forth the grounds for JPACT's interest or involvement. If you think it is appropriate, perhaps JPACT's bylaws should be revised.

Thank you for your consideration of this matter.

Sincerely,



Mildred Schwab

MS:SD:db



METROPOLITAN SERVICE DISTRICT
527 S.W. HALL ST. PORTLAND, OR. 97201 • 503 221 1646

7 RECEIVED MAR 9 1983

Charles Williamson
COUNCILOR
DISTRICT 2

March 9, 1983

The Honorable Mildred A. Schwab
Commissioner
City of Portland
City Hall
Portland, OR 97204

Dear Mildred:

Thank you for your letter of yesterday regarding the CBT proposal for a Coliseum Transportation Center. I agree with you that where the City of Portland puts the Greyhound terminal is none of Metro's business. I had a request from John Frewing and Bruce Etlinger to have JPACT review the CBT slide show.

The slide show is on the agenda as an informational item only. As far as I am concerned, it is simply for Metro councilors and representatives of other jurisdictions to review a proposal for a regional transportation center which could be built at some point in the future.

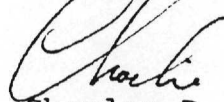
I will distribute your letter at the JPACT meeting and ask the members of the JPACT if they are interested in seeing the slide show. If they are, I would intend to go ahead with it on an informational basis only. If they are not, it will be removed from the agenda.

Metro is not, cannot be and should not be some appellate body to which dissatisfied local citizens can appeal rulings by local governments. At the same time, I think that in the interests of free expression and exchange of ideas, the JPACT should be able to at least discuss items which the members feel might have regional transportation impacts if the members so desire. The decision will be up to the JPACT and not me.

The Honorable Mildred A. Schwab
March 9, 1983
Page 2

I am sorry you will be unable to attend the meeting tomorrow. I hope you will consider having an alternate elected official from the city attend in your place.

Sincerely,

A handwritten signature in cursive script, appearing to read "Charlie", written over a horizontal line.

Charles R. Williamson

CRW:djs

cc: Andy Cotugno

COMMITTEE MEETING TITLE JPACT

DATE 3/10/83 - 7:30 a.m.

NAME	AFFILIATION
M- <u>Wds Mullenbach</u>	<u>Wash Co</u>
M- <u>Gene Etinger</u>	<u>Metro Council</u>
M- <u>Bill Young</u>	<u>DEQ</u>
MA- <u>Paul Bumanan</u>	<u>Multnomah County</u>
MA- <u>Ed Hardt</u>	<u>ODOT</u>
M- <u>Charlie Williams</u>	<u>Metro</u>
M- <u>Robin Lindquist</u>	<u>Clackamas Small Cities</u>
M- <u>JOHN FREENING</u>	<u>TRI-MET</u>
M- <u>Vernon V. Veysey</u>	<u>Clark County</u>
S- <u>Andy Cotugno</u>	<u>Metro</u>
M- <u>ED FERGUSON</u>	<u>WSDOT</u>
M- <u>LARRY COLE</u>	<u>CITIES OF WASHINGTON COUNTY</u>
M- <u>RICHARD WAKER</u>	<u>METRO COUNCIL</u>
S- <u>STEVE SIEGEL</u>	<u>METRO COUNCIL</u>
G- <u>Keith Ahola</u>	<u>WSDOT</u>
G- <u>Gilbert Maloney</u>	<u>Regional Planning Council</u>
G- <u>Greg Nelson</u>	<u>Commissioner Gordon Shedburne</u>
G- <u>Sarah Salazar</u>	<u>Wash Co Port of Portland</u>
G- <u>Larry RICE</u>	<u>WASH. CO.</u>
S- <u>Michael Orr</u>	<u>METRO</u>
S- <u>Karen Shackleton</u>	<u>"</u>
G- <u>Elton Chang</u>	<u>FHWA - Salem</u>
S- <u>ROBERT W. HART</u>	<u>METRO</u>

DATE _____

AFFILIATION

G- Jerry Markesino	City of Portland
G- STEVE DOTTERER	" " "
G- PAUL BAY	TRI-MET
G- Ernie Bonner	Metro
G- Bebe Rucker	Multnomah County
G- Ray Polani	Citizens for Better Transit
G- ALOHA L. SCHADE	PORTLAND ENTERPRISE - OREGON
G- Winston Murth	ASSOCIATION of RAILWAY PASSENGERS
G- RICK WALKER	Clackamas Co.
S- Keith Layton	CITIES OF MULTNOMAH CO.
S- James A. Gieseking, Jr	Metro.
M- Margaret Weil	"
G- George Starr	Cities in Mult. Co.
G- Leeanne MacColl	Citizen
	Citizen