

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 89-1176
FUNCTIONAL CLASSIFICATION SYSTEM) Introduced by Mike Ragsdale,
AND THE FEDERAL-AID URBAN SYSTEM) Presiding Officer

WHEREAS, Multnomah County has requested that a new facility, the 207th Avenue connector, be functionally classified and designated under the Federal-Aid System; and

WHEREAS, The addition is planned to link the County Arterial System with the Interstate System at a proposed new interchange at I-84 and 207th Avenue; and

WHEREAS, To be eligible for federal funds, streets undergoing roadway improvements must be functionally classified and federally designated; and

WHEREAS, The proposed change is consistent with the functions serving the traffic circulation patterns associated with the new facility; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District amends the Functional Classification System to add a proposed minor arterial: 207th Avenue Connector -- in a generalized corridor between I-84 at 207th to Glisan Street at 223rd Avenue.

2. That a Federal-Aid route number be assigned to the added segment in accordance with Exhibit A.

3. That a specific alignment will be selected within this generalized corridor based upon the Draft Environmental Impact Statement.

4. That Metro staff coordinate the amendments with the Oregon Department of Transportation.

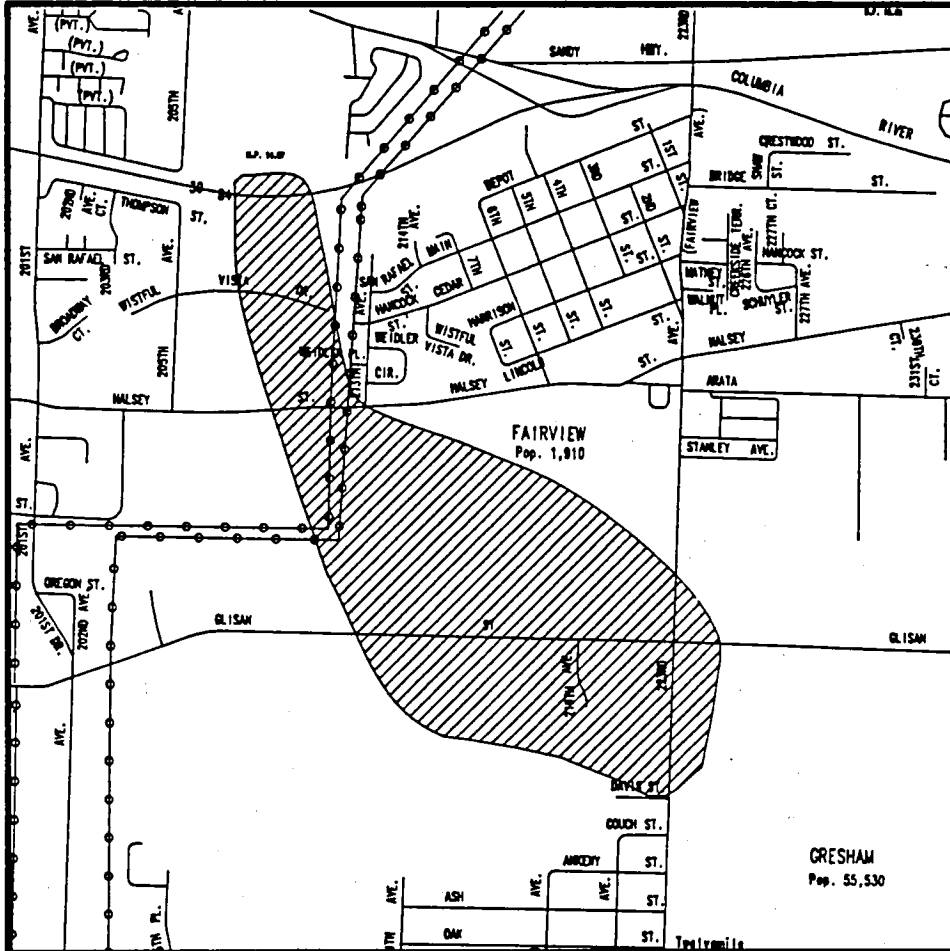
5. That the Council of the Metropolitan Service District hereby finds the project in accordance with the Regional Transportation Plan and hereby gives affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this 14th day of December, 1989.

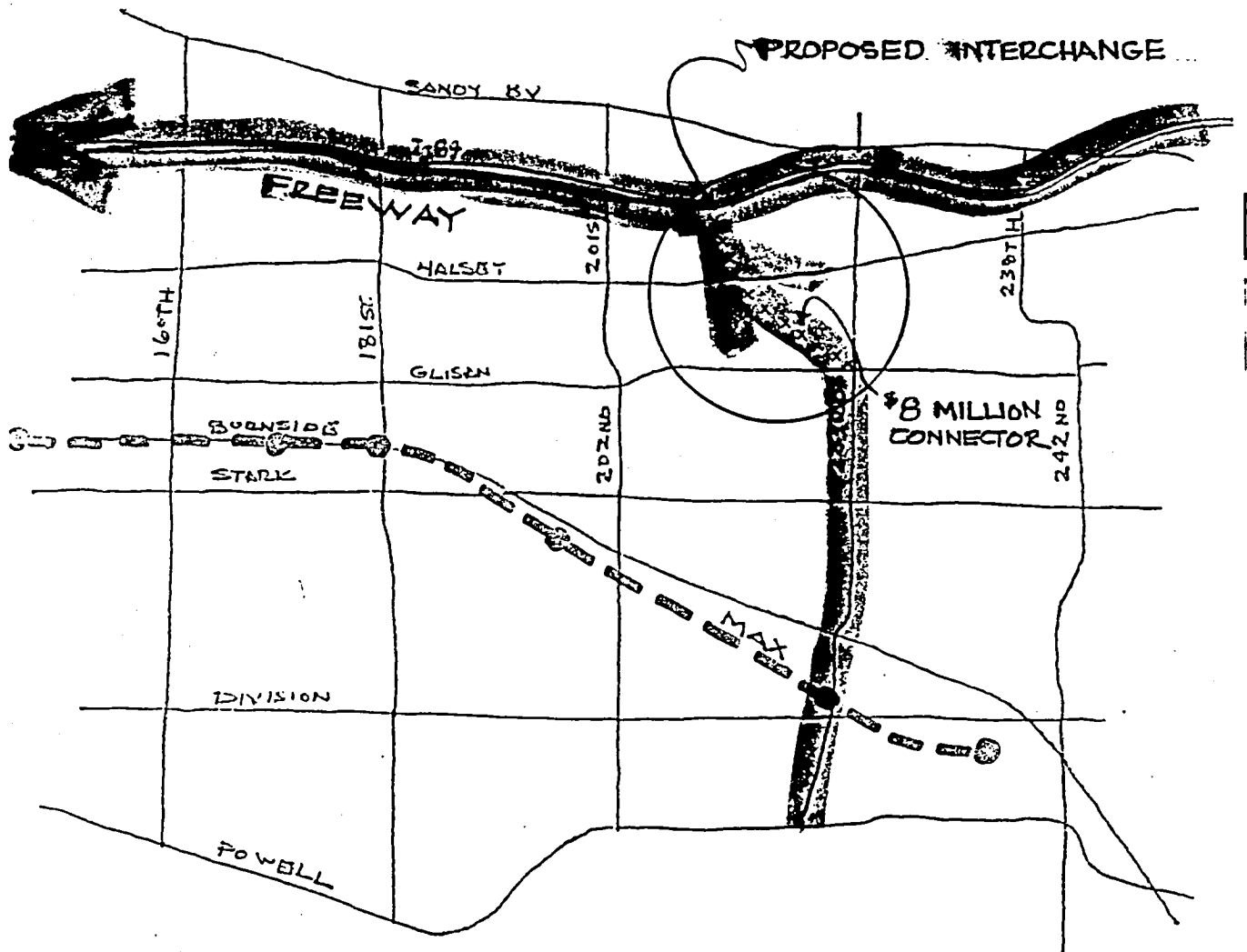

Mike Ragsdale, Presiding Officer

EXHIBIT A

207TH AVENUE CONNECTOR
(Generalized Corridor)



CHANGE: Add as Minor Arterial 207th Avenue Connector -- in a generalized corridor between I-84 at 207th to Glisan Street at 223rd Avenue.



CURRENT PROPOSAL

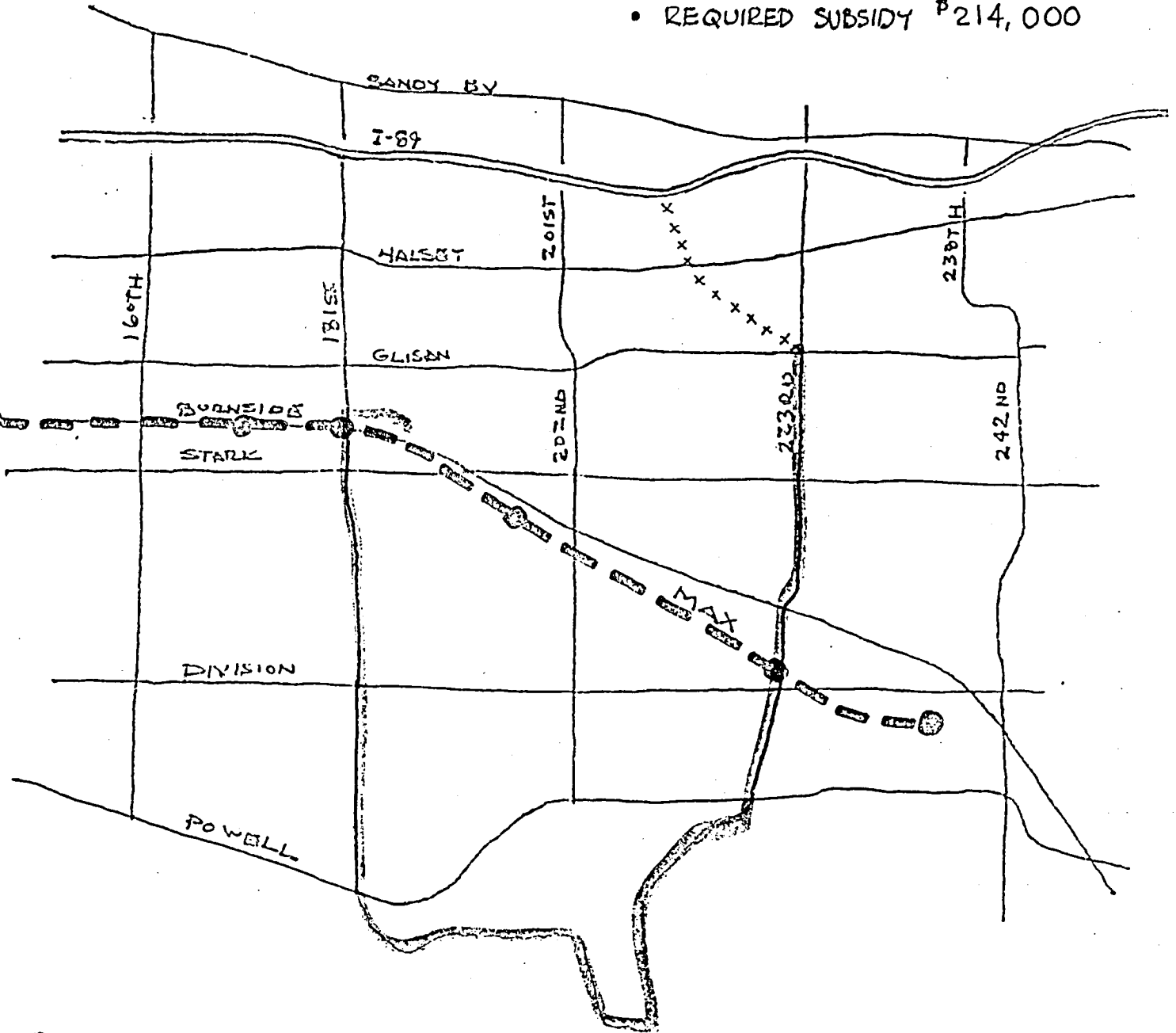
- THE PROPOSED 207TH AVE. CONNECTOR & I 84 INTERCHANGE WILL STIMULATE GREATER AUTO DEPENDENCY IN GRESHAM AREA

BUS ROUTE # 82

EXISTING TOKEN CROSSTOWN
FEEDER SERVICE TO ROCKWOOD
& CITY HALL MAX STATIONS

STATISTICS (ANNUAL)

- REVENUE HOURS 3570
- RIDERSHIP 28,000
- SYSTEM COST \$230,000
- FAREBOX REV. \$16,000
- REQUIRED SUBSIDY \$214,000



HEADWAYS

30 MIN.
60 MIN.

WEEKDAYS ONLY

5A 7 9 11 1P 3 5 7 9 11 1A

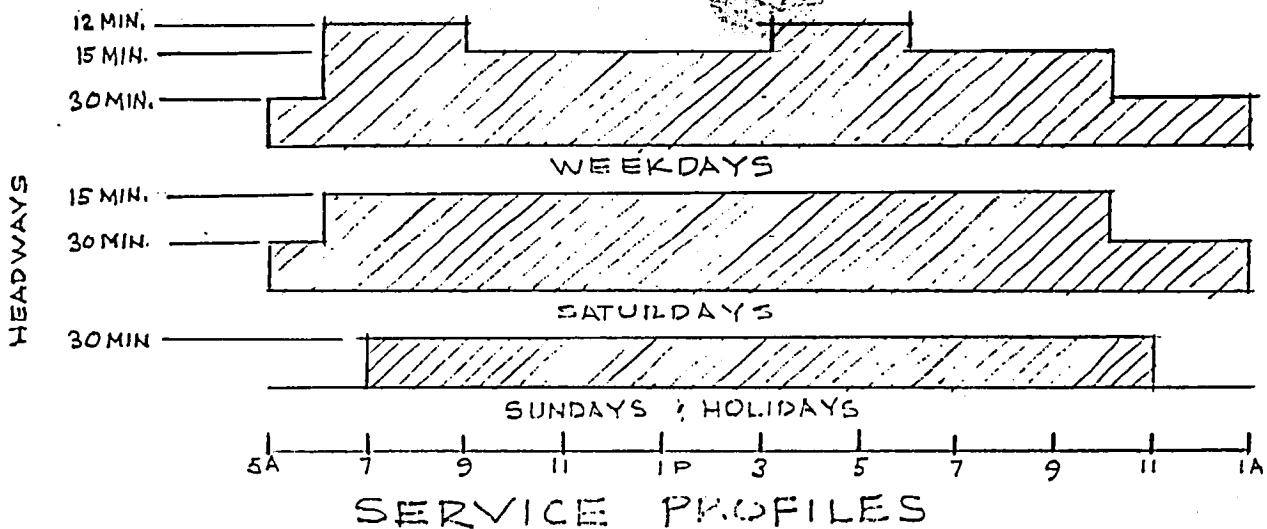
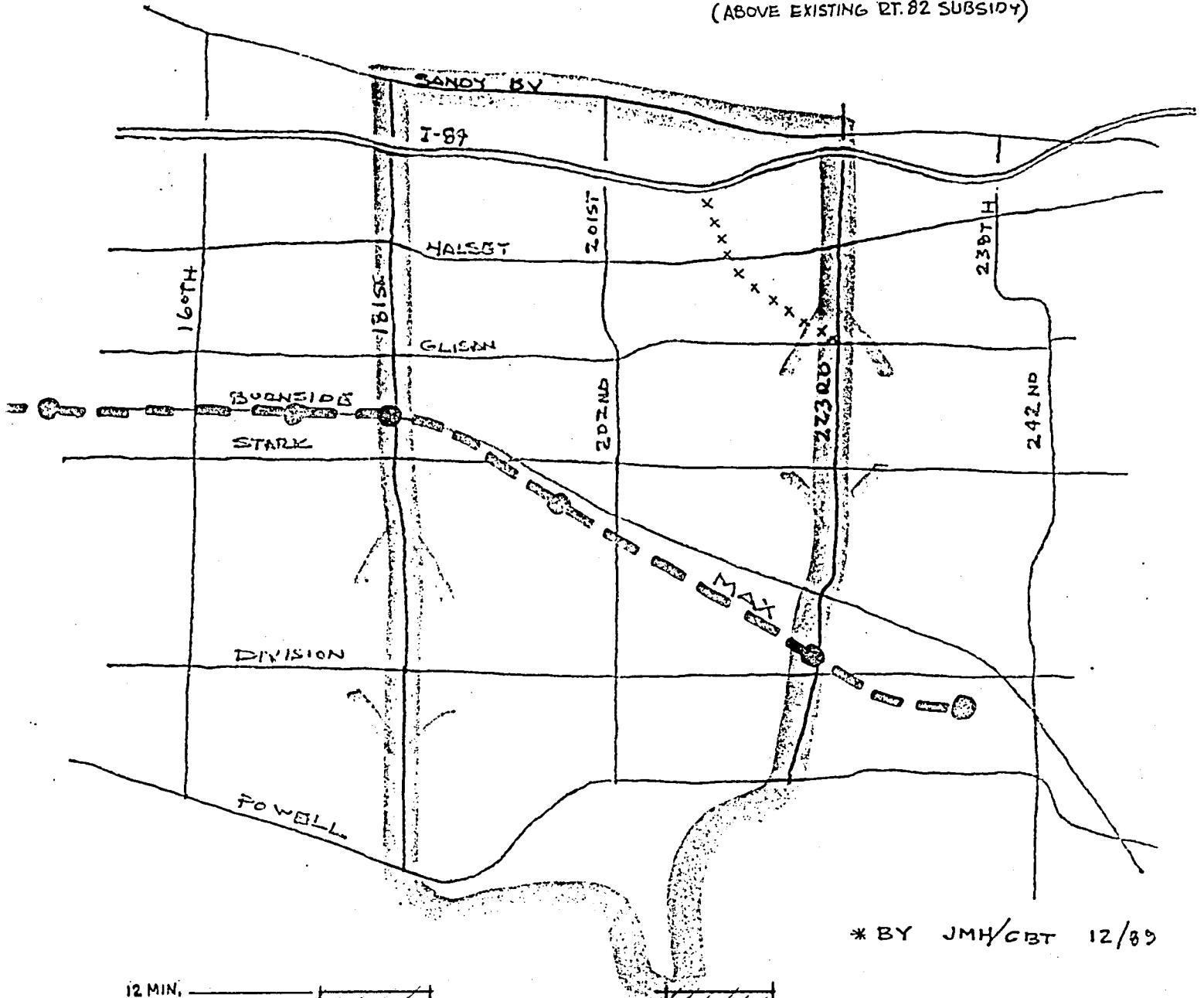
SERVICE PROFILE

BUS ROUTE #62

* PROPOSED FULL SERVICE
CROSSTOWN FEEDER TO
ROCKWOOD & CITY HALL
MAX STATIONS

STATISTICS (ANNUAL)

- REVENUE HOURS 30,000
- EST. RIDERSHIP 800,000
- SYSTEM COST \$1,980,000
- EST. FAREBOX REV. 460,000
- EST. REQUIRED SUBSIDY \$1,306,000
(ABOVE EXISTING RT. 82 SUBSIDY)



STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 89-1176 FOR THE
PURPOSE OF AMENDING THE FUNCTIONAL CLASSIFICATION
SYSTEM AND THE FEDERAL-AID URBAN SYSTEM

Date: November 20, 1989

Presented by: Andy Cotugno

PROPOSED ACTION

This action will initiate a request to the Federal Highway Administration (FHWA) to classify and designate under the Federal-Aid System:

- 207th Avenue Connector -- in a generalized corridor between I-84 at 207th Avenue to Glisan Street/223rd Avenue

Upon FHWA approval, the status of the proposed facility within the noted termini will be functionally classified as a minor arterial, and assigned a Federal-Aid number, thereby permitting use of federal funds for improvements.

TPAC recommends adoption of the proposed resolution.

FACTUAL BACKGROUND AND ANALYSIS

Multnomah County is undertaking preliminary engineering on the 207th Connector in East Multnomah County. This connector is planned to link the county arterial system with the Interstate system at ODOT's proposed new interchange at 207th. The arterial connection from the interstate potentially could follow many different alignments including using existing roadways, such as Halsey and 223rd. The Environmental Impact Studies, now underway, are considering a series of alternative alignments as well as a no-build alternative. All the alternatives generally connect in a corridor from I-84 at 207th to Glisan at 223rd. The length of this general alignment is 1.5 miles.

Upon completion, it will make possible direct north/south travel from points south of Powell to Sandy Boulevard via 207th/223rd/Eastman Boulevard. Without a new 207th interchange and connector, two east urban county north/south arterials would become overloaded, 181st Avenue and 238th/242nd Avenue. If the Mt. Hood Parkway facility is constructed (limited access) connecting to I-84 at 238th/242nd, through traffic would shift from arterials to the parkway and allow the arterials to serve local traffic. A separate action will be required to add the Mt. Hood Parkway to the Federal-Aid System, classified as a Principal Arterial.

The cost of this new road is approximately \$8 million, a portion of which will use federal funds. To date, \$580,170 of Interstate Transfer funding and \$1,156,227 of FAU funding has been approved. In addition, the project has already been approved in the Regional Transportation Plan. This action will allow implementation of the two previous actions, in that inclusion of the route on the FAU system is necessary for federal funding eligibility.

At the December 1 TPAC meeting, Jim Howell and Ray Polani recommended further consideration of transit as an alternative to the 207th connector and therefore recommended that this action not be approved. They submitted the attached materials describing a feeder bus system for the area connecting to MAX in lieu of the 207th/223rd arterial connecting to I-84. However, the RTP is based upon a significant expansion in feeder bus service to MAX and, therefore, the 207th recommendation is to carry the remaining traffic not using transit.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 89-1176.

89-1176.RES
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Rev.12-04-89

INTERGOVERNMENTAL RELATIONS COMMITTEE REPORT

RESOLUTION NO. 89-1176, AMENDING THE FUNCTIONAL CLASSIFICATION SYSTEM AND THE FEDERAL-AID URBAN SYSTEM

Date: December 6, 1989

Presented by: Councilor Gardner

COMMITTEE RECOMMENDATION: At the December 5, 1989, Intergovernmental Relations Committee meeting, Councilors DeJardin, Devlin and myself voted unanimously to recommend the Council adopt Resolution No. 89-1176. Councilors Bauer and Collier were excused.

COMMITTEE DISCUSSION/ISSUES: Resolution No. 89-1176 requests inclusion of the 207th Avenue Connector -- a generalized corridor between I-84 at 207th to Glisan Street at 223rd Avenue -- under the Federal Highway Administration (FHWA) Federal-Aid Urban (FAU) System. To secure federal funding for improvements to any street, a jurisdiction must first get FHWA to "classify and designate" the route as a part of the FAU System. As noted in the Staff Report, Multnomah County is undertaking preliminary engineering on the 207th Connector and Environmental Impact Studies are also underway. A number of alignments as well as a build/no build alternative are being considered. Although \$1,156,227 of FAU funding has been approved for the project and it is included in the Regional Transportation Plan (RTP), this action is required to implement the funding.

Also attached to the Staff Report are two diagrams submitted to the Transportation Policy Alternatives Committee (TPAC) by Jim Howell and Ray Polani which describe a "feeder bus system" instead of the 207th Connector. Transportation staff noted the RTP includes a "significant" feeder bus service expansion and the 207th Corridor is to address the remaining demand not filled by transit. The Committee did not identify any additional issues or note any concerns with the resolution.

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