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METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Agenda

Meeting: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Date: July 10, 1986
Day: Thursday
Time: 7:30 a.m.
Place: Metro, Conference Room 330

- * 1. MEETING REPORT OF JUNE 12, 1986 - APPROVAL REQUESTED.
- * 2. AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE PHASE II FUNDING FOR EXTENDING THE SERVICE LIFE OF THE HAWTHORNE BRIDGE - APPROVAL REQUESTED - Andy Cotugno.
- * 3. AMENDING THE FY 87 UNIFIED WORK PROGRAM TO ADDRESS LOSS OF TRI-MET MATCH - APPROVAL REQUESTED - Andy Cotugno.
- * 4. INITIATION OF NEW PROJECTS TO THE INTERSTATE TRANSFER PROGRAM - APPROVAL REQUESTED - Andy Cotugno.
- * 5. TRI-MET BOARD FARE STRUCTURE PROPOSAL - DISCUSSION.

* Material enclosed.

NEXT JPACT MEETING: AUGUST 7, 1986 - 7:30 A.M.

MEETING REPORT

DATE OF MEETING: June 12, 1986

GROUP/SUBJECT: Joint Policy Advisory Committee on Transportation (JPACT)

PERSONS ATTENDING: Members: Richard Waker, Marv Woidyla, Larry Cole, Fred Hansen, Bob Bothman (alternate), Ron Thom, George Van Bergen, Margaret Strachan, Wes Myllenberg and Dick Pokornowski

Guests: Ted Spence and Rick Kuehn, ODOT; Keith Ahola, WSDOT; Peter Fry, Central Eastside Industrial Council; Geraldine Ball, DJB, Inc.; Susie Lahsene, Multnomah County; Gary Spanovich, Clackamas County; Grace Crunican, Stephen Iwata and Julia Pomeroy, City of Portland; Gil Mallery, IRC of Clark County; Bonnie Hays, Washington County Commissioner; and Lee Hames and Bob Post, Tri-Met

Staff: Rick Gustafson, Executive Officer; Andrew Cotugno, Bill Pettis, Richard Brandman, Karen Thackston, and Lois Kaplan, Secretary

MEDIA: None

SUMMARY:

MEETING REPORT OF MAY 8, 1986

The Meeting Report of the May 8, 1986 JPACT meeting was approved as written.

ODOT SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM

Andy Cotugno highlighted the material describing the recommendations for inclusion in the ODOT Six-Year Highway Improvement Program, reviewed regional comments for submittal to the Oregon Transportation Commission at its June 17 meeting, and evaluated the recommendations for the region in comparison to those recommended statewide. The regional "comments" paper included project specific comments and an overall assessment of the projects and future actions.

Recommendations incorporated in the "comment" paper included the following: 1) that ODOT should recognize the remainder of the region's top priorities as candidates for the remaining \$22 million of State Modernization funds and establish criteria for release of those funds on a case-by-case basis; and 2) that ODOT should consider factors such as job creation and fund generation when allocating the remaining State Modernization funds. Chairman Waker also emphasized the need for ODOT to respond to the issue of economic growth and development in its criteria.

JPACT

June 12, 1986

Page 2

In response, Bob Bothman indicated he saw no problems with the recommendations. He acknowledged the concerns of the Committee but pointed out that the Oregon Transportation Commission's perspective is one of the overall state highway system. He expressed appreciation for the support of the Six-Year Program. He also noted that there are few state highway miles in the Portland region and felt that, with cost overruns, expectations shouldn't be too great for the remaining \$22 million.

In discussion over possible switching of projects, Fred Hansen voiced concern over any change that would affect air quality.

Commissioner Strachan suggested that, in line with regional support of the convention/trade/spectator facility, a recommendation be incorporated in the "comment" paper for ODOT consideration of transportation improvements if the General Obligation bond is approved by the voters.

Action Taken: It was moved and seconded to approve the "comment" paper for submittal to the Oregon Transportation Commission, incorporating convention center improvements in the recommendations (language to be provided by Commissioner Strachan). Motion CARRIED unanimously.

TRI-MET SERVICE CUTS AND TAX PROPOSAL

Andy Cotugno reaffirmed that, at the May 8 JPACT meeting, a position was adopted lending support of the Tri-Met revenue proposal. Following that, the Tri-Met Board tabled the income tax until its June 30 Board meeting and adopted a budget recognizing a 10 percent reduction. The Position Paper, therefore, was remanded back to JPACT by the Metro Council for further consideration.

Andy then reviewed the 5 percent service cuts (totaling \$1.8 million). During discussion, concerns expressed included: 1) the fact that the proposed budget does not solve the financial problem while working on a \$5 million draw-down of working capital; 2) the need to maintain a viable transit system (meeting the needs of highway operation, mobility, air quality and land use goals); 3) the impact of service cuts on the transit-dependent and resulting impact on social service agencies; 4) the reliability of service; 5) the need for Tri-Met to work with JPACT to establish what is needed in the next five years for a financial plan and legislative agenda; 6) the future year impact on service when it is evident that further cuts will be necessary -- without any additional revenue source; 7) the need to coordinate and interface the transit system with C-TRAN so they are aware of the implications of the intended changes; 8) the question of reducing the liability insurance at the same time they are removing the transit police; and 9) the need to develop an alternate revenue source.

Fred Hansen cited the importance of reaching attainment on air quality standards by the year 1987. If there are cuts in ridership, he indicated an update on the Ozone Plan would be requested.

Some concern was expressed about random service cuts and how many would affect transportation in the peak hours. It was felt that such cuts would discourage people from taking transit in the future.

Linore Allison spoke of the lack of consensus on the Tri-Met Board as to its future action toward a new revenue source. One of the options being considered is contracting out some service to the private sector. Issues before the Tri-Met Board include consideration of a broad-based tax, the future of LRT and the question of whether or not Tri-Met should be providing a public service. Some JPACT members felt that there is need to make a case for the point that when transit service is cut, other social service costs are increased.

Rick Gustafson felt that, as a result of the meeting with JPACT and the Tri-Met Board, the support and need for transit has been reinforced, and he hoped that the Tri-Met Board would continue to work closely with this group in the future.

Action Taken: It was moved and seconded that a letter be drafted to the Tri-Met Board conveying the concerns of JPACT at this meeting and reaffirming our support of the Tri-Met revenue proposal. Motion CARRIED. Mayor Woidyla and Mayor Cole dissented.

ADJOURNMENT

There being no further business, the meeting was adjourned.

REPORT WRITTEN BY: Lois Kaplan

COPIES TO: Rick Gustafson
Don Carlson
JPACT Members

The amendment would be as follows:

- for Lois*
- 4) The region will be voting on a convention center this November. Funding for the center assumes some state support. If the center is approved by the voters, the OTC should consider the necessary transportation improvements as eligible for the remaining \$22 Million of State Modernization funds.

- ~~2. Further Discussion on Tri-Met's service cuts and income tax proposal.
More information to follow.~~

This is the amendment language.

SWD.m

Attachments

cc: Geoff Larkin
Cynthia Kurtz
Grace Crunican
Vic Rhodes

Thanks,

MDS

CONSIDERATION OF RESOLUTION NO. 86-662, FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVE-
MENT PROGRAM TO INCLUDE PHASE II FUNDING FOR
EXTENDING THE SERVICE LIFE OF THE HAWTHORNE BRIDGE

Date: July 1, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

PROPOSED ACTION

This action will amend the Transportation Improvement Program (TIP) to include a second phase project which will extend the service life of the Hawthorne Bridge.

Hawthorne Bridge (#2757) Phase II - Service
Life Extension - HBR

HIGHWAY BRIDGE REPLACEMENT FUNDS

Preliminary Engineering	\$ 127,800
Construction	1,137,600
Match	<u>140,600</u>
Total	\$1,406,000

BACKGROUND AND ANALYSIS

In April 1985, the TIP was amended to include emergency repairs (Phase I) on the Hawthorne Bridge to correct structural failure of the nine-foot diameter pulleys and lift guides.

This second phase will extend the service life of the 75 year old bridge an estimated 20 years and bring it up to current AASHTO standards. The work to be performed will cover mechanical, electrical, and structural repairs necessary to prevent malfunctions when raising and lowering the lift span. In addition, work to evaluate the need for and installation as needed of railings, signing, and traffic safety features will be undertaken. This option of rehabilitating the existing bridge is more cost-effective than replacement.

A project to replace three approach ramps was approved last October and is scheduled for construction in 1989. This Phase II project is scheduled for FY 1987 and is not part of the approach ramps project.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. 86-662.

BP/sm
5845C/462-3
07/01/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 86-662
TRANSPORTATION IMPROVEMENT PROGRAM)
TO INCLUDE PHASE II FUNDING FOR) Introduced by the
EXTENDING THE SERVICE LIFE OF THE) Joint Policy Advisory
HAWTHORNE BRIDGE) Committee on Transportation

WHEREAS, Through Resolution No. 85-569, the Council of the Metropolitan Service District (Metro) approved the use of Highway Bridge Replacement funds to cover emergency repairs (Phase I) to the Hawthorne Bridge; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that Phase II of the Hawthorne Bridge rehabilitation be undertaken in FY 1987; and

WHEREAS, The project intent is to repair the bridge, extend its structural life, and bring it up to current safety standards; and

WHEREAS, This project does not form a part of the replacement of three approach ramps scheduled for FY 1989; now, therefore,

BE IT RESOLVED,

1. That Federal Highway Bridge Replacement funds be authorized for Phase II:

Preliminary Engineering	\$ 127,800
Construction	1,137,600
Match	<u>140,600</u>
Total	\$1,406,000

2. That the Transportation Improvement Program and its Annual Element be amended to reflect this authorization.

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

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1986.

Richard Waker, Presiding Officer

BP/sm
5845C/462-3
07/01/86

CONSIDERATION OF RESOLUTION NO. 86-663 FOR THE
PURPOSE OF AMENDING THE FY 87 UNIFIED WORK PROGRAM

Date: July 1, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Review approved project budgets to adjust priorities in response to loss of Tri-Met match.

Background and Analysis

Resolution No. 86-638, adopted by the Council on April 22, 1986, approved the FY 87 Unified Work Program and budget which contained the transportation planning program. The approved work program budget was based on Tri-Met's contribution to local match in the amount of \$33,000 toward Metro's work program.

In June, the Tri-Met Board reduced their budget by 10 percent which resulted in a cut to their local match of \$25,778. In order to account for the loss of match, it is recommended that the FY 87 Unified Work Program budget be revised as shown on Attachment "A" with impacts as follows:

1. The LRT alternatives analysis should be downscoped to entail less detailed engineering analysis, although the general corridor feasibility study will be completed.
2. The Southwest and Southeast corridor studies have been upscoped accordingly as a shift in staff priorities.
3. Metro overmatch to Data has been reduced for use as replacement for the Tri-Met funds.
4. The RTP Update and Transit Privatization tasks have been fully retained because of the importance to the regional system.

Approval will mean that amendments can be submitted to UMTA for budget adjustments.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-663.

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE) RESOLUTION NO. 86-663
FY 87 UNIFIED WORK PROGRAM (UWP))
) Introduced by the Joint
) Advisory Committee on
) Transportation

WHEREAS, The Unified Work Program (UWP) describes all federally-funded transportation planning activities for the Portland/Vancouver metropolitan area to be conducted in FY 87; and

WHEREAS, On April 22, 1986, the Council of the Metropolitan Service District adopted the FY 87 Unified Work Program and budget by Resolution No. 86-638 which included Tri-Met match to Metro work activities; and

WHEREAS, The Tri-Met budget cuts have resulted in a loss of \$25,778 Tri-Met match to Metro; and

WHEREAS, The FY 87 Unified Work Program remains consistent with the proposed Metro budget submitted to the Tax Supervising and Conservation Commission; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District hereby:

a. approves the proposed revisions to the FY 87 Unified Work Program and budget as shown in Attachment "A".

b. authorizes budget amendments to affected grants be submitted to the proper federal agencies for approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1986

Richard Waker, Presiding Officer

ATTACHMENT A

PROPOSED UWP AMENDMENTS

	<u>FY 87</u> <u>Sec. 8</u>	<u>FY 87</u> <u>(e)4</u>	<u>FY 86</u> <u>(e)4</u>	<u>FY 85</u> <u>(e)4</u>	<u>All Other</u> <u>Sources</u>	<u>Total</u>
SW Corridor						
Approved	\$ 7,500	\$ 7,500	\$ 0	\$ 0	\$ 10,699	\$ 25,699
±	-7,500	0	+25,625	+11,500	+4,676	+34,301
Proposed	<u>\$ 0</u>	<u>\$ 7,500</u>	<u>\$ 25,625</u>	<u>\$ 11,500</u>	<u>\$ 15,375</u>	<u>\$ 60,000</u>
SE Corridor						
Approved		\$107,000	\$ 0		\$ 81,331	\$ 188,331
±		+22,006	+7,500		+5,207	+34,713
Proposed		<u>\$129,006</u>	<u>\$ 7,500</u>		<u>\$ 86,538</u>	<u>\$ 223,044</u>
LRT						
Approved		\$ 22,006	\$156,982	\$11,500	\$ 33,615	\$ 224,102
±		-22,006	-63,813	-11,500	-17,173	-114,491
Proposed		<u>\$ 0</u>	<u>\$ 93,169</u>	<u>\$ 0</u>	<u>\$ 16,442</u>	<u>\$ 109,611</u>
Data						
Approved	\$ 29,534				\$137,665	\$ 167,199
±	+9,000				-9,000	0
Proposed	<u>\$ 38,534</u>				<u>\$128,665</u>	<u>\$ 167,199</u>
TIP						
Approved	\$ 10,000	\$ 63,494			\$ 38,306	\$ 111,800
±	-1,500	0			-375	-1,875
Proposed	<u>\$ 8,500</u>	<u>\$ 63,494</u>			<u>\$ 37,931</u>	<u>\$ 109,925</u>
All Other Tasks						
Approved	\$178,606	\$ 0	\$ 0	\$25,000	\$420,753	\$ 624,361
±	0	0	0	0	0	0
Proposed	<u>\$178,606</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$25,000</u>	<u>\$420,753</u>	<u>\$ 624,361</u>
Total						
Approved	\$225,640	\$200,000	\$156,982	\$36,500	\$722,369	\$1,341,492
±	0	0	-30,688	0	-16,665	-47,353
Proposed	<u>\$225,640</u>	<u>\$200,000</u>	<u>\$126,294</u>	<u>\$36,500</u>	<u>\$705,704</u>	<u>\$1,294,139</u>

ATTACHMENT B

FY 87 UNIFIED WORK PROGRAM FUNDING SUMMARY

funduwp
6/25/86

-----federal funding-----

-----CARRY OVER-----

PROJECT	87 PL/ODOT	87 SEC 8	87 E(4)	87 ODOT	87 SEC 9	29-9011 86 E(4)	29-9010 85 E(4)	29-9008 84 E(4)	23-9001 83 E(4)	86 SEC 9	90-0005 85 SEC 9	90-0003 84 SEC 9	23-9002 84 E(4)	90-X011 83 SEC 9	87 HPR	LOCAL MATCH	TOTAL
METRO:																	
KTP UPDATE & REFINEMENT	41759	38653			28000											16663	125075
RTP FINANCING	2500	8353							14500							4647	30000
RTP PRIVATIZATION/Metro Tri-Net		28000														7000	35000
					14400											3600	18000
SOUTHWEST CORRIDOR STUDY	7500		7500	1000		25825	11500									6875	60000
SOUTHEAST CORRIDOR STUDY			129006	62449		7500										24089	225044
PHASE I ALT ANALY/Metro Tri-Net Portland						93169										16442	109611
							20000	23817								9762	53579
							5000									882	5882
DATA, GROWTH MONITORING	27681	38534														100983	167198
TRAVEL MODEL REFINEMENT	27660	51324			34800					6000						23031	142815
TECHNICAL ASSISTANCE	77480	7208		7500												7332	99600
BANFIELD ASSESSMENT										14000						3500	17500
TRANS IMPROVEMENT PROG	24601	8500	63494	5000												8330	109925
COORDINATION/MANAGEMENT	40675	44988													0	11247	96910
Metro SUBTOTAL	249856	225640	200000	75949	77200	126294	36500	23817	14500	20000	0	0	0	0	0	244383	1294139
ODOT PLANNING ASSISTANCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168818	0	168818
TRI-NET:																	
EFFICIENCY PLANNING					208880					36400						61320	306600
INFORMATION SYSTEMS PLAN					228000											57000	285000
PROJECT PLANNING					104000					94400		17718	395250	917020		356034	1884422
SERVICE PLANNING					116800					65600						45600	228000
SPECIAL AREA PLANNING					25200					20000	5600					12700	63500
LONG RANGE PLANNING					106000					8000	6000					30000	150000
PROGRAM ADMINISTRATION					4000											1000	5000
Tri-Net SUBTOTAL	0	0	0	0	792380	0	0	0	0	224400	11600	17718	395250	917020	0	563654	2922522
GRAND TOTAL	249856	225640	200000	75949	870080	126294	36500	23817	14500	244400	11600	17718	395250	917020	168818	808037	4385479

Note: PL/ODOT is \$249,856, comprised of \$222,522 (89.06%) federal share and \$27,334 (10.94%) ODOT match

CONSIDERATION OF RESOLUTION NO. 86-666 FOR THE
PURPOSE OF AMENDING THE CONCEPT PLAN, AUTHORIZING
NEW INTERSTATE TRANSFER PROJECTS AND AMENDING THE
TRANSPORTATION IMPROVEMENT PROGRAM

Date: July 9, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Adopt the attached resolution dealing with preliminary engineering (PE) projects set forth in Attachment "A." This action will:

1. Request Federal Highway Administration (FHWA) to refine the Interstate Transfer Concept Plan adopted in 1983. The refinements to the plan consist of changing the termini of selected projects and inclusion of specific street(s), structure(s), and other clarifying information.
2. Authorize Interstate Transfer funds for preliminary engineering projects in Attachment "A" as developed and recommended by the Transportation Improvement Program (TIP) Subcommittee.
3. Not constitute a priority commitment for use of newly allocated federal funds from any other source.
4. Require that if the project(s) are not built and FHWA requires repayment of federal funds for PE, the jurisdiction involved will be liable for such repayment.
5. Amend the TIP accordingly.

Background

Resolution No. 83-417 approved a Concept Plan to define all proposed projects to be implemented by September 30, 1986, with Interstate Transfer funds. This plan was required by the U. S. Department of Transportation (USDOT) and submitted to them in July 1983.

Recent communication from USDOT has requested that we review the Concept Plan previously submitted and identify any remaining projects we wish to advance (obligate) by the September 30, 1986, deadline. This action is necessary in order to maintain federal eligibility to use Interstate Transfer after September 30, 1986.

Attachment "A" has been prepared from recommendations of the TIP Subcommittee. It identifies the remaining project, its location in the Concept Plan, and the TIP action. In some cases, suggested changes to the Concept Plan are noted in order to accommodate changes in project scope which have occurred during the three-year interval. These changes generally consist of corrections to the termini, inclusion of additional streets and structures, and other minor clarifying details.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution No. 86-666.

BP/sm
5900C/462-3
07/09/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 86-666
CONCEPT PLAN, AUTHORIZING NEW)	
INTERSTATE TRANSFER PROJECTS AND)	Introduced by the Joint
AMENDING THE TRANSPORTATION)	Policy Advisory Committee
IMPROVEMENT PROGRAM)	on Transportation

WHEREAS, Metropolitan Service District Resolution No. 83-417 approved a Concept Plan for the expenditure of Interstate Transfer funds; and

WHEREAS, This plan was submitted to the U. S. Department of Transportation (USDOT) and defined all possible projects which could be implemented by the September 30, 1986, deadline; and

WHEREAS, USDOT has recently requested that the plan be reviewed for any remaining projects which could be implemented by the deadline date; and

WHEREAS, The Transportation Improvement Program (TIP) Subcommittee has undertaken such a review and has prepared a list of candidate preliminary engineering projects for implementation; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District approves the preliminary engineering projects described in Attachment "A."

2. That the Federal Highway Administration be requested to accept the minor housekeeping changes to the Concept Plan in light of the three-year interval since plan development.

3. That Interstate Transfer funds are authorized in the amounts and from the sources noted and that the Transportation Improvement Program be amended accordingly.

4. That this action is not a priority commitment of a project for use of newly allocated federal funds from any other source.

5. That if a project is not built and repayment of federal funds for preliminary engineering is required by FHWA, the jurisdiction involved will be liable for such repayment.

6. That the Council of the Metropolitan Service District finds these actions to be in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District
this _____ day of _____, 1986.

Richard Waker, Presiding Officer

BP/sm
5900C/462-4
07/09/86

ATTACHMENT "A"

INITIATION OF NEW PROJECTS
TO THE INTERSTATE TRANSFER PROGRAM

CLACKAMAS COUNTY

- Highway 224 Frontage Roads - Lake to Johnson
Concept Plan - New Project #37
TIP - Add as new PE project \$ 25,000
- Bluff Road/Clackamas Road - 102nd Drive to 142nd
Concept Plan - New Project #43
TIP - Add as new PE project \$ 25,000
- Beavercreek Road Extension - Beavercreek to Warner-Milne
Concept Plan - Active Project (formerly New Project #38);
refine to extend easterly terminus to Oregon City Bypass
- Railroad/Harmony
Concept Plan - Active Project #45; adjust to extend
termini from 82nd Avenue east to include Sunnyside
Road and Sunnybrook Road east of I-205 (Phase IV)
TIP - Add as new project to cover PE for new phase \$ 25,000

Note: Funding transferred from Railroad/Harmony
Unit II Project
- Extension of SE 98th - Lawnfield to Mather
Concept Plan - Active PE Project (formerly New
Project #44); adjust to extend southerly terminus
from Mather to 102nd at Clackamas Road
- Traffic Signal and Intersection Improvements
Concept Plan - New Project #71
TIP - Add as new PE project \$ 10,000

These projects will use funds transferred from the
Sunnyside Project Reserve except as noted.

WASHINGTON COUNTY

- Baseline Road - 170th to Brookwood
Concept Plan - New Project #55
TIP - Add as new PE project \$ 25,000

WASHINGTON COUNTY (continued)

- Brookwood Avenue - TV Highway to Cornell Road
Concept Plan - New Project #54
TIP - Add as new PE project \$ 25,000
 - Cornell Road - 158th to 185th
Concept Plan - New Project #50; termini are 185th
to Barnes Road; refine if necessary
TIP - Add as new PE project \$ 25,000
 - Traffic Signal and Intersection Improvements
Concept Plan - New Project #71
TIP - Add as new PE project \$ 10,000
 - Greenburg Road at Tiedeman Avenue Signal (Tigard)
Concept Plan - New Project #71
TIP - Add as new PE/construction project \$ 40,000
 - Beaverton/Tualatin Hwy. at Burnham St. Signal (Tigard)
Concept Plan - New Project #71
TIP - Add as new PE/construction project \$ 31,713
- The above projects will use funds transferred from the Cornell Road Phase II Project
- The above two projects will use surplus funds transferred from the 99W TSM project.

MULTNOMAH COUNTY

- 242nd Widening - Division to Glisan
Concept Plan - New Project #35; adjust termini -
Division to I-84
TIP - Add new PE project \$ 18,000
- 221st/223rd Avenue Extension
Concept Plan - Active Project #42; adjust termini
to include Burnside to I-84
TIP - Add as new PE project \$ 18,000
- Graham Road Structure
Concept Plan - Active Project #40; refine plan
to include structure if necessary
TIP - Add as new PE project \$ 18,000

These projects will use funds transferred from the 242nd Avenue project.

MULTNOMAH COUNTY - continued

- Traffic Signal and Intersection Improvements
Concept Plan - New Project #71
TIP - Add as new PE project \$ 10,000
- Gresham LRT Access Roads Reconstruction - Kelly,
8th, 10th, Main, Miller
Concept Plan - New Project #36; Adjust to
include Cleveland Street
TIP - Add as new PE project \$ 15,000
- Stark Street - 257th to Troutdale Road
Concept Plan - New Project #34
TIP - Add as new PE project \$ 15,000

The above three projects will use funds transferred from
S.E. Stark Street (221st/242nd).

CITY OF PORTLAND

- SE Foster Road - 122nd to Jenne Road
Concept Plan - Active Project #2
TIP - Reactivate PE project \$100,000
- Beaverton-Hillsdale Highway Phase II
Concept Plan - Active Project #31
TIP - Phase I complete and in place;
add new Phase II PE \$ 50,000
- N. Rivergate Drive - Lombard to Portland Road
Concept Plan - New Project #2
TIP - Add as new PE project \$100,000
- N. Rivergate Slough Bridge Widening
Concept Plan - New Project #3
TIP - Add as new PE project \$ 50,000
- SW Multnomah Boulevard - Barbur to 45th
Concept Plan - New Project #4
TIP - Add as new PE project \$100,000
- N. Burgard - Columbia to Terminal
Concept Plan - New Project #22
TIP - Add as new PE project \$100,000

CITY OF PORTLAND (continued)

- Convention Center Circulation Program
Concept Plan - New Project #8
TIP - Add as new PE project \$ 50,000
- Commercial Districts Circulation
Concept Plan - New Project #17
TIP - Add as new PE project \$ 50,000
- Traffic Signal Improvements
Concept Plan - New Project #21
TIP - Add as new PE project \$ 25,000
- System Improvements to Urban Standards
Concept Plan - New Project #24
TIP - Add as new PE project \$ 25,000
- St. Johns Waterfront Industrial Access
Concept Plan - New Project #28
TIP - Add as new PE project \$ 25,000
- Arterial Street 3-R Program
Concept Plan - Active Project #36
TIP - Reactivate PE for Follow-on Phase \$ 25,000
- Everett/Glisan - NW 18th to Westover Road
Concept Plan - Active Project #23
TIP - Reactivate PE project \$ 25,000

These projects will use funds transferred
from the Airport Way - Unit III Project

CATEGORY I

- King/Harrison/42nd
Concept Plan - Completed Project #44; incidental
part of Gladstone/Milwaukie TSM with boundaries
of Johnson Creek Boulevard, 82nd Avenue, I-205
and 99E
TIP - Add as new PE project with McLoughlin
Boulevard to 82nd termini \$ 50,000

CATEGORY I - continued

- Johnson Creek Boulevard - McLoughlin Boulevard
to 92nd

Concept Plan - New Project #24 (Street System
Improvements, City of Portland); adjust to
include full length of Johnson Creek Boulevard
TIP - Add as new PE project

\$ 50,000

- Holgate - S.E. 17th to S.E. 28th

Concept Plan - Completed Project #6; adjust
to extend terminus to 148th Avenue
TIP - Add as new PE project

\$ 50,000

These Category I projects will use funds
transferred from the McLoughlin Boulevard Reserve

5900C/462

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 86-667 FOR THE
PURPOSE OF AMENDING THE FUNCTIONAL CLASSIFICATION
SYSTEM AND THE FEDERAL-AID URBAN SYSTEM

Date: July 9, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

This action will initiate a request to the Federal Highway Administration (FHWA) to classify and designate under the Federal-Aid System selected local streets in Clackamas County.

This action will upgrade two local street segments to the status of Collector and assign Federal-Aid numbers, thereby permitting use of federal funds on the affected streets.

Add as Collectors:

Sunnybrook Road Extension - 84th Avenue (FAU 9722) to Sunnyside Road at Valley View (FAU 9718)

S.E. 98th Avenue Extension (FAU 9725) - S.E. 98th Avenue at Mather to S.E. 102nd Avenue (FAU 9731)

Background and Analysis

Clackamas County is requesting that preliminary engineering projects be initiated using Interstate Transfer funds. Of the projects being requested (Resolution No. 86-666), two of these are not currently on the Federal-Aid System and are therefore not eligible for federal funds.

The Sunnybrook Extension is a key component to the Railroad/Harmony improvement project and would form Phase 4 of that project. The Railroad/Harmony project will improve Railroad/Harmony/Sunnyside from the Milwaukie Central Business District to I-205.

Changing their functional classifications and Federal-Aid designations, as noted under proposed action, will make these street segments eligible for federal funding.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends approval of Resolution
No. 86-667.

BP/sm
5942C/462-2
07/09/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 86-667
FUNCTIONAL CLASSIFICATION SYSTEM)	
AND THE FEDERAL-AID URBAN SYSTEM)	Introduced by the Joint
)	Advisory Committee on
)	Transportation

WHEREAS, Clackamas County has requested through Resolution No. 86-666 that Interstate Transfer funds be authorized for selected preliminary engineering projects; and

WHEREAS, Two of the proposed projects are not currently on the Federal-Aid Urban System (FAUS); and

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

WHEREAS, The proposed changes are consistent with the functions serving traffic circulations in the areas involved; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District amend the Functional Classification System to add as collectors those street segments appearing in Attachment "A."

- Sunnybrook Road Extension - 84th Avenue to Sunnyside Road
- S.E. 98th Avenue Extension - S.E. Mather Road to S.E. 102nd Avenue

2. That the Metro Council amend the Federal-Aid Urban System to incorporate Attachment "A."

3. That Federal-Aid route numbers be assigned accordingly.

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

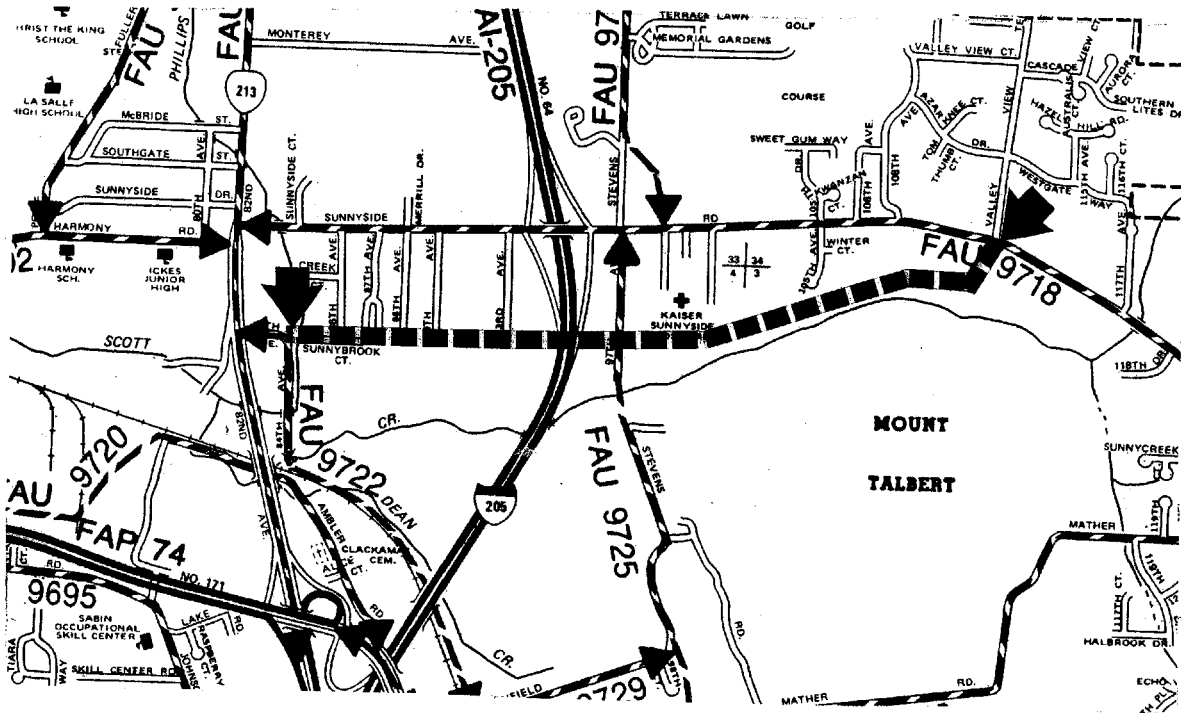
ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1986.

Richard Waker, Presiding Officer

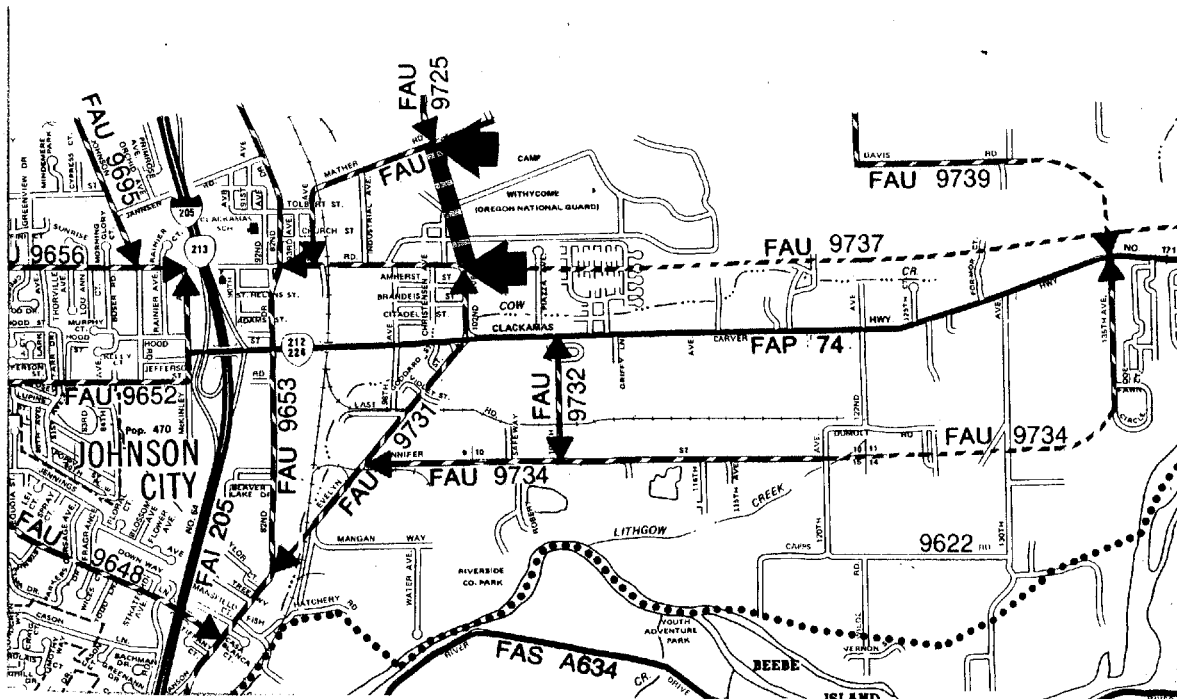
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07/09/86

ATTACHMENT "A"

SUNNYBROOK ROAD EXTENSION



98TH AVENUE EXTENSION



FACILITIES PROPOSED
FOR ADDITION TO THE
FAU SYSTEM



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: July 2, 1986

To: JPACT

From: *AC* Andrew C. Cotugno, Transportation Director

Regarding: Tri-Met Fare Proposal

Attached are materials developed by the Tri-Met staff regarding alternative fare proposals. Included is an alternative developed by the Tri-Met Board as well as a potential staff revision. At their June 30 meeting, the Tri-Met Board tabled the matter for further consideration of suggested alternatives and their potential impacts.

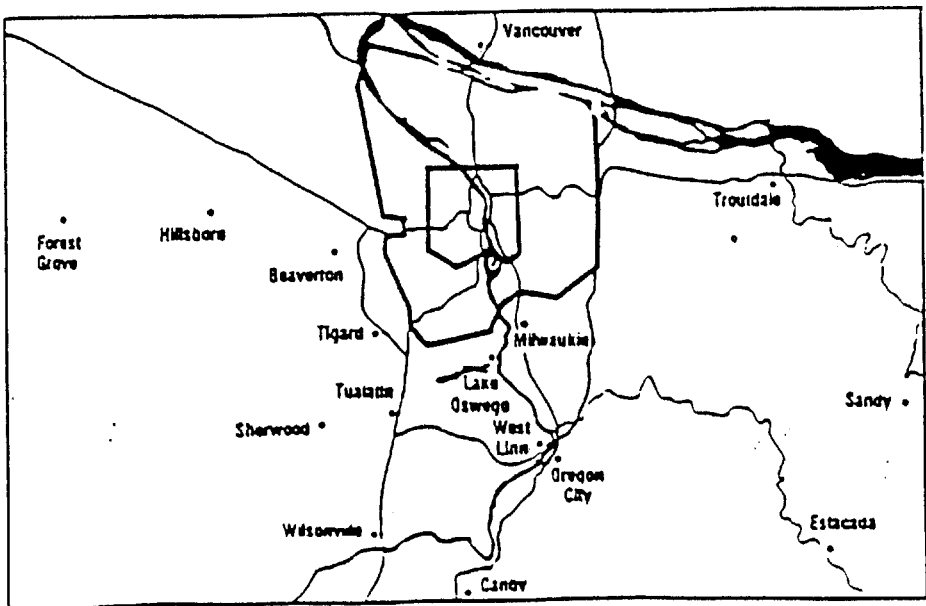
ACC:lmk

Enclosures

STAFF REVISIONS TO THE TRI-MET FARE PROPOSAL

Annual Revenue (Millions)	Estimated Weekday Ridership Change	Adult Fares			
		Zones	Cash	Ticket	Pass
\$19.0-19.5	-2,200 due to fares	1-2	.85	.65	25
	-1,500-3,000 due to the elimination of round-tripping	3	1.10	.90	35
		Youth	-	.50	20
		Honored Citizen	.40	.35	7.50
		Short Hopper	-	-	-
		Hopper	-	-	-

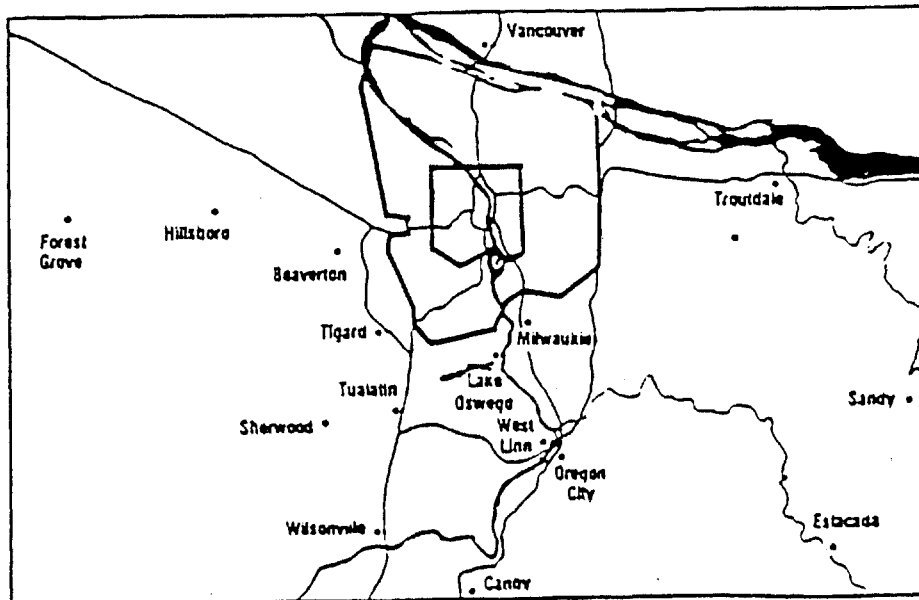
- o Maintains current 1-2 zone cash fare in order to maintain current cash rides + attract cash rides.
- o Maintains pass discount for short-distance riders.
- o Ticket discount based on 20 cent savings per trip.
- o High pass breakeven (38 trips a month, based on ticket price).
- o Simple zone system.
- o Distance-based fares.
- o Eliminates peak hour surcharge for Honored Citizens.
- o Ridership and revenue estimates include the elimination of round-tripping.
- o High revenue estimate includes the addition of 4,000 weekday rides attracted to light rail. Low revenue estimate does not include the addition of 4,000 weekday rides.



TRI-MET FARE PROPOSAL

Annual Revenue (Millions)	Estimated Weekday Ridership Change	Adult Fares			
		Zones	Cash	Ticket	Pass
\$19.4-20.4	-5,500 due to fares	1-2	1.00	.65	30
	-1,500-3,000 due to the elimination of round-tripping	3	1.00	.85	30
		Youth	-	.50	20
		Honored			
	-1,500 due to the elimination of Fareless Square	Citizen	.50	.50	7.50

- o Eliminates peak hour surcharge for Honored Citizens.
- o Ridership and revenue estimates include the elimination of round-tripping and Fareless Square.



	Current Fares	Initial Proposal	Revised Proposal
Cash			
1-2 zones	.85	1.00	.85
3 zones	1.10	1.00	1.10
All zones	1.35	1.00	1.10
Youth	N/A	N/A	N/A
Honored Citizens	.25	.50	.40
Ticket			
1-2 zones	.65	.65	.65
3 zones	.90	.85	.90
All zones	1.15	.85	.90
Youth	N/A	.50	.50
Honored Citizens	.25	.50	.35
Short Hopper	.50		
Pass			
1-2 zones	23.00	30.00	25.00
3 zones	32.00	30.00	35.00
All zones	40.00	30.00	35.00
Youth	20.00	20.00	20.00
Honored Citizens	6.00	7.50	7.50
Eliminate Fareless Square		yes	no
Eliminate Round Trips		yes	yes
Eliminate Honored Citizen Peak Surcharge		yes	yes

SUMMARY
Comparison of Fare Proposals

Ridership.

The current proposal would result in a loss of about 10,000 weekday rides, the revised proposal would result in a loss of about 5,000 weekday rides. In each of these alternatives, about 3,000 rides lost are due to the elimination of round trips.

Part of the reasoning behind a \$1.00 flat cash fare in the current proposal is that a \$1.00 flat fare would simplify the system for new riders. However, no hard evidence exists to indicate that people respond to a fare system according to how easy the base fare is to remember. On the other hand, there is plenty of evidence in the experience of this agency and the experience of many other transit agencies that riders and potential riders are sensitive to price.

Since the September 1985 fare increase and strike scare, for example, the district has experienced an 8% drop in ridership. Staff estimates that raising the fare from \$.85 to \$1.00 for 1 and 2 zone riders would result in an immediate loss of 1,150 weekday cash rides. Raising pass prices from \$23 to \$30 would result in an immediate drop of over 2,300 weekday pass rides. A \$1.00 base cash fare, despite its simplicity, could be too high to win new riders to transit, particularly short-distance riders. If so, the ridership losses the agency would experience as a result of the current proposal would most likely be deep and permanent, and would result in decreased system productivity.

Equity.

A flat pass and cash fare system raises questions about equity. Suburban residents are less likely to use transit than urban residents, and are less sensitive to high fares because they tend to make longer trips and are wealthier. Urban residents are far more likely to use transit than suburban residents but are more sensitive to high fares because they make shorter trips and tend to have lower incomes. Therefore a fare structure that is designed to attract suburban residents to transit by significantly reducing long-distance fares but that also increases short-distance fares, would strive to attract riders from the group least likely to take transit and the group most expensive to serve. This would also serve to detract the riders from the system--short-distance, inner-city riders--that are the most likely to take transit, and the least expensive to serve.

The current proposal would reduce fares for current 3 zone and all-zone riders. This fare decrease would result in an annual subsidy to long-distance riders of nearly \$650,000, but would only increase weekday ridership in this fare category by an estimated 900 rides. In addition, by increasing 1 and 2 zone cash and pass

fares, the current proposal would result in substantial inner-city ridership losses.

The revised proposal would implement a more moderate fare decrease for all-zone riders. This decrease would result in an annual subsidy to long-distance riders of about \$230,000, and would result in an increase of about 410 weekday long-distance rides. In addition, the revised proposal imposes a more moderate pass fare increase for 1 and 2 zone riders and a more moderate pass fare decrease for all zone riders, and no cash or ticket increases for 1 and 2 zone riders. As a result of the pass price increase in the revised proposal, the district would lose only about 950 weekday rides, much less than the 3,450 rides that Tri-Met would lose as a result of the proposed cash and pass increases for 1 and 2 zone riders.

Simplification.

Tri-Met has had zone pricing since 1975. However, the current five zone system, implemented in 1982, has proven to be awkward for riders and the drivers who monitor fares, as well as the fare inspectors. The staff recommends that reducing the number of zones to three for all fare categories. This reduction in the number of zones would not compromise the principles of distance-based pricing, it would simplify the system for riders, and would be operationally sensible.

The public seems to be demanding a simplified fare structure. The simplified zone system in the revised proposal would meet that demand. Tri-Met recently conducted a regional survey of both riders and non-riders. When asked in an open-ended question to list the things that they like the least about Tri-Met, only 4% mentioned a complicated fare structure.

Round Trips.

In both the fare alternatives, between 1,500 and 3,000 weekday rides lost would be due to the elimination of round trips. However, because round trips cost the district about \$700,000 in foregone revenue annually, both proposals recommend that round trips be eliminated, despite ridership losses. Once Tri-Met riders become accustomed to paying their return fare, we expect to fully recover the ridership lost from the elimination of round trips.

However, the Board should be made aware that line-specific transfers will not eliminate round trips entirely as some riders will still be able to round trip legally if their destination is served by several different lines. There is no way to eliminate round-trips entirely using line-specific transfers without imposing a complicated set of transfer rules on our riders.

Alternatively, the district could reduce round-tripping by decreasing the amount of time allowed on transfers. However, there is no data to indicate how much round-tripping would decrease as a result. In addition, we could probably not reduce the transfer time allowed by much, given the large service area of the district, the proof-of-payment system on light rail, and the infrequency of weekend service.

Peak/Off Peak Fares.

Public testimony and a recent Oregonian editorial indicate some interest in a peak/off-peak fare structure. There are a number of good reasons for establishing this type of system. First, peak hour commuters tend to be less sensitive to fares than off-peak riders who tend to be very sensitive to fares. Second, Tri-Met provides more frequent service during peak hours, and riders are less sensitive to relatively high fares if they are served by routes with frequent, high quality service. Therefore, a fare system that increases fares for peak hour commuters and decreases fares for off-peak riders would maximize ridership and minimize revenue losses.

In theory, a simple zone system that provides for distance based fares combined with a peak hour surcharge would be the most economically rational fare system, as it would charge higher fares for riders who are relatively insensitive to price, and would charge lower fares for riders who are relatively sensitive to price. For this reason, a number of transit agencies have established this type of fare structure.

However, peak/off-peak fare structures have not always met with success. Thirty-two time-of-day pricing programs have been introduced by American transit agencies between 1970 and 1983. Of these programs, twenty-two still exist. At least eight of these programs were discontinued due to tremendous losses in fare revenue at properties which discounted off-peak fares, and due to increases in operating expenses which exceeded increases in passenger revenue. Only in cases where fares were differentiated by adding a peak surcharge, rather than reducing the off-peak fare, did cost recovery rates increase.

In addition, peak/off-peak fare systems are complicated. They complicate the operator's job, they are not easy for riders to understand or comply with, and they are costly and complicated to administer. Although implementing such a system may be desirable for many reasons, a peak/off-peak system would fail to meet the Board's goal of presenting the public with a simplified fare structure.

Fareless Square Options

The staff proposes that the district negotiate for additional funds from the City of Portland in order to keep Fareless Square fareless. These funds should be tied to the cost of the salaries and benefits of the fare inspectors that would be necessary to keep Fareless Square. With or without additional funding, the staff advises that light rail be fareless in Fareless Square during all hours of operation.

Five options for the modification of the present operation of Fareless Square are presented here.

Option 1: Eliminate Fareless Square

This option is projected to result in a net annual gain of \$275,000 to Tri-Met. The total savings consist of three components.

1. Elimination of the currently filled five bus fare inspector positions would save \$75,000. These inspectors would return to driving buses, and five mini-run drivers would then be laid off. The net savings to Tri-Met through the elimination of five mini-run drivers is estimated to be \$75,000. The actual cost of maintaining five fare inspectors is \$200,000 (salary and benefits).

2. Anticipated reductions in fare evasion on outbound trips would result in \$100,000 more farebox revenue annually.

3. About \$100,000 is expected as a result of fares collected on intra-downtown trips.

This option is the simplest of the four with respect to overall fare system simplicity and fare collection procedures: Everyone pays his fare as he boards the bus, regardless of the bus' location.

This option is the most severe of the four in terms of consistency with regional and city plans and policies. It is also perceived to be the worst in terms of negative effects on downtown mobility and commercial access.

Option 2: Retain Fareless Square and Institute Pay-As-You-Leave (PAYL) except between 4 and 7 pm.

This option would return to the pre-1982 form of operation of Fareless Square. It would save \$75,000 per year through the elimination of five bus fare inspector positions. Fare evasion would be reduced by about 50%, resulting in an annual revenue gain

of \$50,000. Total increased revenue is therefore estimated to be \$125,000 annually.

Operational problems exist with this option. Bus drivers perceive that the PAYL system encourages evasion and increases driver-passenger conflicts. The passenger is confronted with some complexity with this option; he must remember or be reminded when to pay or show his pass or transfer. He must also remember to exit by the front door except between 4 and 7pm.

This option is consistent with regional and city plans and policies and should be roughly equivalent to today's system in terms of intra-downtown mobility and commercial access.

Option 3: Fareless Square would be on LRT only.

This option could be a compromise between the elimination and retention of the free zone. This option would result in an annual net positive cash flow of \$275,000. Some revenue would be lost in comparison with Option 1 due to the fact that some people may be willing to pay to ride LRT for intra-downtown trips.

Due to the long midday headways on LRT in comparison with buses on the Mall (4 LRT trans/hour vs. approximately 60 buses/hour), it is likely that the volume of intra-downtown passenger movements on LRT will not be large.

This option is also simple in terms of public comprehension fare of collection procedures. LRT, regardless of the final disposition of the Fareless Square issue, will have a different fare collection system than buses due to the fact that full self-service fare collection problems will be used on rail service. Therefore, it should not be unreasonable to treat LRT differently in downtown. Retaining Fareless Square on LRT will not increase rail fare inspection costs and should not increase fare evasion rates.

This option does address some of the concerns regarding regional and city plans and policies. It would offer free shuttle service from the retail core to the Yamhill, Old Town and Chinatown districts.

Option 4: Maintain Fareless Square 9AM-4PM Weekdays.

This option is also intended as a compromise. Net positive cash flow is estimated to be \$125,000-\$100,000 per year due to reduced fare evasion and the collection of fares from former free riders in Fareless Square. No fare inspector costs would be saved. Outbound passengers would pay as they enter at all times except 9AM-4PM weekdays. Pay as you leave would not be required.

This option has some complexity problems. The passenger must remember when to pay and all rider must retain proof-of-payment when Fareless Square is in effect.

Operationally, this option should work well.

This option would appear to be consistent with regional and city plans and policies.

Option 5: Charge a Special Fare for Current Fareless Square Trips

If Fareless Square trips were charged \$.25, the district could expect to receive an estimated \$100,000 annually in new revenue. However, no fare inspector costs would be saved as fare inspectors would still be needed to line the perimeter of the Square to inspect for correct payment. It costs the district about \$200,000 to inspect weekdays eight hours a day (five inspectors).

This option should be consistent with regional and city plans and policies.

COMMITTEE MEETING TITLE

JPACT

DATE

7-10-86

NAME

AFFILIATION

NAME	AFFILIATION
M- James Ellison	Tri-Met
M- LLOYD ANDERSON	PORT OF PORTLAND
M- Pauline Anderson	Newport County
MA- Tom Bupham	OCG
M- LARRY COLE	CITIES OF WASHINGTON COUNTY
M- Kevin Vessey	Clark Co.
M- Sam Cooper	Metro Council
M- ED FERGUSON	WSDOT
M- Fred Miller	ODOT
M- Wes McInerney	Wash. County
MA- Jim Gardner	Metro Council
S- Andrew Cotugno	Metro
S- Rick Gustafson	Metro
M- Mark Woodruff	City of Multnomah Co
M- Donna Dunlap	CLACKAMAS COUNTY
G- Bebe Tucker	Port of Portland
S- Bill Pettis	METRO
G- Susan Jausque	NUMCO
S- Karen Shackleton	Metro
G- JUNG CAPPS	TRI-MET
G- Bob Fort	TRI-MET
G- Bob Macey	I.R.O.
G- Keith Ahola	WSDOT

COMMITTEE MEETING TITLE JRACT

DATE 7-10-86

NAME

AFFILIATION

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Plx

G Ted Spence

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G Steve Dotterer

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G Gary Spanovich

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G Lee Hames

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M - Margaret Stradan

Portland