

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

PROJECT	-----federal funding-----															LOCAL MATCH	TOTAL	
	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			
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						93169											16442	109611
Portland							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
<b>Metro SUBTOTAL</b>	<b>249856</b>	<b>225640</b>	<b>200000</b>	<b>75949</b>	<b>77200</b>	<b>126294</b>	<b>36500</b>	<b>23817</b>	<b>14500</b>	<b>20000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244383</b>	<b>1294139</b>	
ODOT PLANNING ASSISTANCE	0	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
<b>Tri-Net SUBTOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>792380</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224400</b>	<b>11600</b>	<b>17718</b>	<b>395250</b>	<b>917020</b>	<b>0</b>	<b>563654</b>	<b>2922522</b>	
<b>GRAND TOTAL</b>	<b>249856</b>	<b>225640</b>	<b>200000</b>	<b>75949</b>	<b>870080</b>	<b>126294</b>	<b>36500</b>	<b>23817</b>	<b>14500</b>	<b>244400</b>	<b>11600</b>	<b>17718</b>	<b>395250</b>	<b>917020</b>	<b>168818</b>	<b>808037</b>	<b>4385479</b>	

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
- The above projects will use funds transferred from  
the Cornell Road Phase II Project
- 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 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

BP/sm  
5942C/642-2  
07/09/86





**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

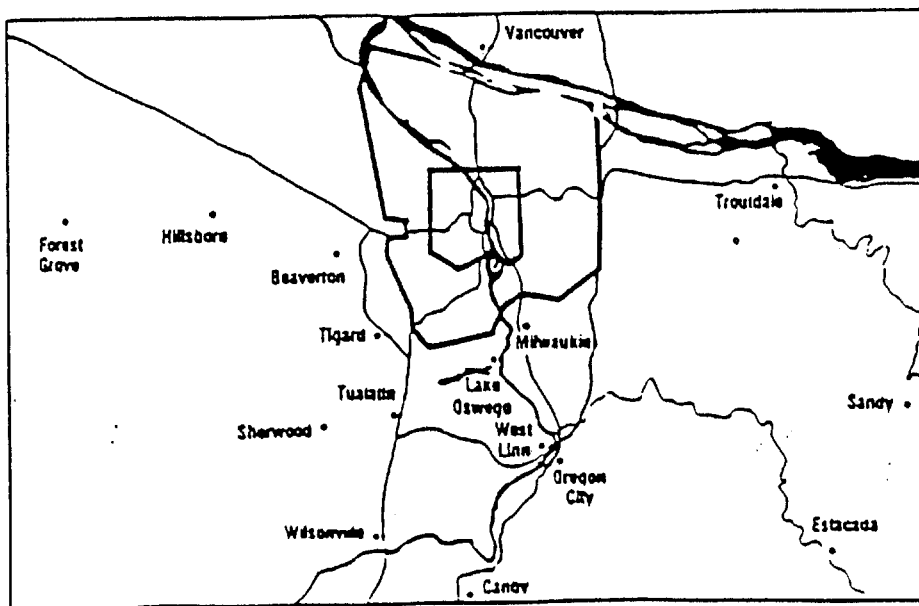
Enclosures



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	-	-	-

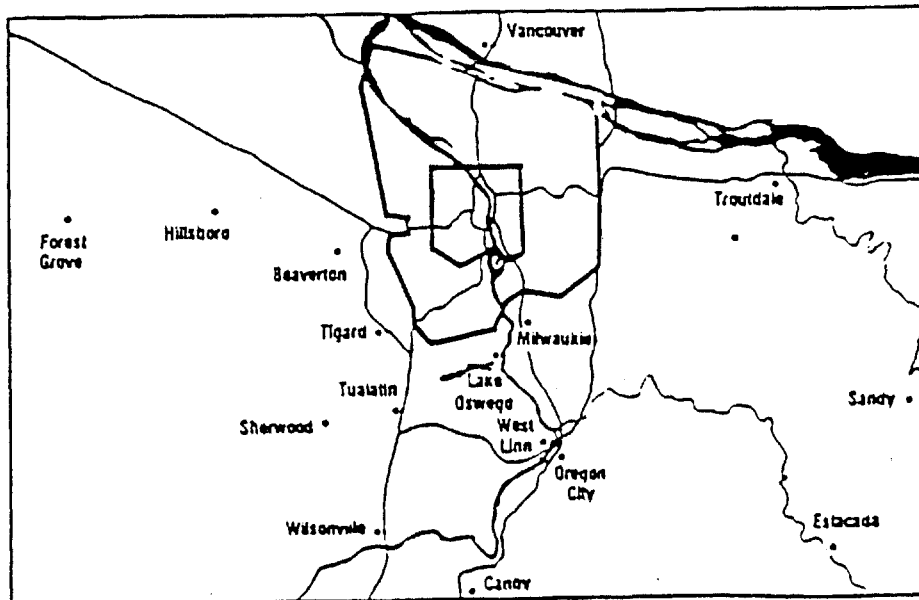
- o Maintains current 1-2 zone cash fare in order to maintain current cash rides + attract cash rides.
- o Maintains pass discount for short-distance riders.
- o Ticket discount based on 20 cent savings per trip.
- o High pass breakeven (38 trips a month, based on ticket price).
- o Simple zone system.
- 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
<b>Cash</b>			
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
<b>Ticket</b>			
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		
<b>Pass</b>			
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
<b>Eliminate</b>			
Fareless Square		yes	no
<b>Eliminate</b>			
Round Trips		yes	yes
<b>Eliminate Honored Citizen Peak Surcharge</b>			
		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- <del>James Ellison</del>	<del>Tri-Met</del>
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- <del>Donna Williams</del>	<b>CLACKAMAS COUNTY</b>
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

