

**Date:** April 28, 2021

**To:** Board of Directors

**From:** Sam Desue, Jr.

**Subject: ORDINANCE NO. 363 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING SERVICE CHANGES AND REVISING ROUTE DESIGNATIONS (SECOND READING)**

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**1. Purpose of Item**

Ordinance No. 363 requests that the TriMet Board of Directors (Board) adopt service changes and revise route designations now described in TriMet Code Chapter 22, Section 22.05.

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other: Ordinance

**3. Reason for Board Action**

The Board may adopt service changes and revise TriMet Code route designations only by adoption of an Ordinance.

**4. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading and Public Hearing
- Ordinance 2<sup>nd</sup> Reading
- Other \_\_\_\_\_

**5. Background**

Ordinance No. 363 will make bus service changes and revise route designations set forth in TriMet Code Chapter 22, Section 22.05. Due to reduced revenue resulting from the COVID-19 pandemic, the proposed service changes for Fiscal Year 2022 mostly focus on discontinuing or reducing frequency on low ridership bus route segments, streamlining bus routes to eliminate low ridership deviations and improve travel time for customers, changing routes to improve safety, and increasing ridership and overall efficiency.

**A. Proposed Service Changes:**

Ordinance No. 363 includes bus service changes for TriMet’s Fiscal Year 2022 (which begins on July 1, 2021). The Ordinance proposes to:

- discontinue service on one very low ridership segment (Line 11-Rivergate),
- eliminate deviations to improve travel time (Line 15-Belmont/NW 23<sup>rd</sup>),
- reduce trips serving low ridership deviations (Line 19-Woodstock/Glisan),

- discontinue serving low ridership route segments that pose safety challenges (NW Thurman segment of Line 15-Belmont/NW 23<sup>rd</sup>, Line 39-Lewis & Clark),
- change routes to attract new riders with no or minimal impact to current customers (Line 32-Oatfield, Line 63-Washington Park/Arlington Heights), and
- combine routes to increase ridership and efficiency (Lines 93-Tigard/Sherwood, Line 94-Pacific Hwy/Sherwood).

Date	Lines	Change
Sept. 2021	Line 11-Rivergate	Discontinue serving very low ridership deviation to N. Rivergate Blvd. and N. Ramsey St.
	Line 19-Woodstock/Glisan	<p>Serve Union Manor hourly between 9:00 a.m. and 3:00 p.m. to better match service with demand and reduce the number of deviations.</p> <p>Serve the SE Rex and 32<sup>nd</sup> Ave. segment in Eastmoreland with two a.m. trips and two p.m. trips, weekdays only, to better match service with demand and reduce the number of deviations, and still enable students to meet Cleveland High School bell times.</p>
	Line 32-Oatfield	Extend service to Oregon City High School via Beaver Creek Rd. and Meyers Rd. to attract new riders, and meet school bell times. Line extension does not negatively impact current riders.
	Line 39-Lewis & Clark	Discontinue very low ridership extension to the Lewis & Clark Graduate School of Education, and addressing safety concerns by eliminating a turnaround in a narrow parking lot and a mid-route layover.
	Line 93-Tigard/Sherwood Line 94-Pacific Hwy/Sherwood	<p>Combine bus lines 93 &amp; 94 into one bus line to improve ridership and increase efficiency. Continue to operate weekend service only to Tigard on existing schedule.</p> <p>Maintain Line 94-Pacific Hwy/Sherwood route designation for weekdays. For weekends, change the route designation to say: Line 94-Pacific Hwy/Sherwood to Tigard TC, and Line 94-Pacific Hwy/Sherwood to Sherwood.</p> <p>Retire Line 93-Tigard/Sherwood route designation.</p>

<p>Mar. 2022</p>	<p>Line 15-Belmont/NW 23<sup>rd</sup> Ave.</p>	<p>Change eastbound downtown Portland route segment to serve SW Alder St. instead of SW Salmon St., reducing the distance between the eastbound and westbound legs by 4 blocks. The City of Portland intends to install transit priority improvements on SW Alder St. to allow better bus movement through traffic.</p> <p>Separate the low ridership NW Thurman segment from the rest of Line 15, and create a new Line 26 to serve NW Thurman St. and NW 18<sup>th</sup>/19<sup>th</sup> Ave. to Providence Park and Lincoln High School. This change addresses a safety concern by replacing a 3-point turn at NW Thurman and Gordon streets with U-turn enabled by a 30' bus.</p> <p>Better match service on NW Thurman with demand by providing 40 min. service between 6 a.m. and 10 a.m. and 3 p.m. and 7 p.m. (~14 round trips) on weekdays and 40 min. service between 8 a.m. and 4 p.m. on Saturday and Sunday (~10 round trips). All existing Line 15 trips to NW Thurman would continue on NW 23<sup>rd</sup> Ave.</p> <p>Create route designation for the new Thurman St. bus line to say: Line 26-Thurman/NW 18<sup>th</sup> to SW 18<sup>th</sup> &amp; Salmon St., and Line 26-Thurman/NW 18<sup>th</sup> to NW Thurman &amp; Gordon.</p>
	<p>Line 63-Washington Park/Arlington Heights</p>	<p>Change route to travel between the Portland International Rose Test Garden/Japanese Garden and the Transit Mall (SW 6<sup>th</sup> Ave.) via SW Salmon, 6<sup>th</sup>, Washington, and Morrison. This change will eliminate duplication with the Washington Park Free Shuttle, which provides circulation within the park and Arlington Heights every 15 min., seven days a week, year-round. Operate two morning trips from the Oregon Zoo through the Arlington Heights neighborhood on SW Fairview when the Washington Park Free Shuttle isn't operating.</p> <p>Change route designation to say: Line 63-Washington Park/SW 6<sup>th</sup> Ave. to Rose Garden/Japanese Garden, and Line 63 Washington Park/SW 6<sup>th</sup> Ave. to Portland City Center.</p>

## **B. Service Change Public Process**

TriMet staff conducted two rounds of public outreach for the annual service changes, also known as the Annual Service Plan (ASP). The first outreach process occurred in the Fall and requested public comment on an initial set of proposed service changes. Staff reached out to the public in multiple ways: displaying information on its webpage, email messages to TriMet's Riders Club and other lists, social media posts, press releases, mailed post cards to people living within a ¼ mile of impacted bus lines, and live interactions.

In the Fall of 2020, live interactions included virtual town hall meetings – one in English and one in Spanish. Attendance and viewings of the recorded meetings exceeded the typical open house meetings. Outreach also included virtual meetings with stakeholders and neighborhood associations. Also, in spite of COVID, staff was able to safely survey riders on board buses and at bus stops, particularly in regards to weekend service on Line 93-Tigard/Sherwood.

Once the Fall outreach was completed, staff reviewed all the comments received in order to gauge the level of support for the change, and made changes to the proposal based on the comments. Staff then conducted another outreach process in the late January/early February to receive public comments on the revised proposals. Once again, outreach included a revised webpage, email messages to TriMet's Riders Club and other lists, social media posts, press releases, mailed post cards to people living within a ¼ mile of impacted bus lines, and a virtual open house meeting with Spanish translation available. Additionally, staff contacted community-based organizations to inform them of the proposed service change proposals and allow their constituents to provide feedback.

Community based organizations contacted included:

- Native American Youth and Family Center (NAYA)
- Immigrant and Refugee Community Organization (IRCO)
- Albertina Kerr
- Asian Pacific American Network of Oregon (APANO)
- Asian Health and Services Center
- Urban League of Portland
- Self-Enhancement Inc.
- Rosewood Initiative
- Hacienda CDC
- Goodwill Industries

Based on feedback received during both rounds of outreach, staff presented initial service change proposal to the TriMet Board of Directors on March 24, 2021. The service change proposal described herein was amended and finalized based on testimony received from the public and comments from the Board of Directors during the March 24, 2021 Board meeting.

## **C. Title VI Service Equity Analysis**

In accordance with Federal Transit Administration (FTA) Title VI Circular 4702.IB implementing Title VI of the Civil Rights Act, major service changes must be analyzed to identify potential disproportionate impacts to minority and low-income populations. The

seven major service changes are made by Ordinance No. 363 have been subjected to TriMet's Title VI analysis.

Included in the Board packet is the final Title VI Service Equity Analysis Report (Title VI Report), which evaluated potential adverse effects and benefits associated with the proposed major service changes. To summarize, the Title VI concerns regarding the proposed service changes outlined in Ordinance No. 363 are minimal.

Three of the proposed service increases may appear to create some potential adverse effects, considering the relatively low minority populations compared to the TriMet district. However, improving service on these lines does not raise significant concerns for inequitable distribution of benefits for minority populations. That is, two of the three lines (New Thurman Line and Line 63) will both increase the respective service areas for minority populations compared to the current service areas. Additionally, the Line 32 extension will increase access to the Oregon City High School, which has a higher percentage of minority students (23%), and the Line 94 will resume service for the Line 93. Furthermore, the proposal does not raise concerns of an inequitable distribution of benefits for low-income populations given: a) there were no system-level impacts; and b) the three lines proposed for improvements did not have any line-level Disproportionate Burdens.

The proposed service reductions on Lines 15, 19, and 63 do not appear to create adverse effects given their low concentrations of minority and low-income populations. Overall, reducing service on these lines does not raise concerns of an inequitable distribution of burdens for minority and low-income populations, given the results of the line-level and system-level analysis.

The results and findings of the Title VI Service Equity Analysis Report were presented to the Board for its consideration at the March 24, 2021, meeting, and are included in the Board materials for the April 21, 2021 special meeting. The final Title VI Report with supplemental public feedback will be provided to the Board prior to the April 28, 2021 meeting.

**6. Financial/Budget Impact**

The service changes described in Ordinance No. 363 are estimated to cost \$345,000 per year.

**7. Impact if Not Approved**

If the Board chooses not to conduct a second reading for Ordinance No. 363 at its April 28, 2021 meeting, the current service levels would remain in place and the transit system would not address the low ridership deviations and safety issues resolved by the proposed changes. Electing not to proceed with the Ordinance also would forgo opportunities to attract new riders by streamlining some bus routes.

**ORDINANCE NO. 363**

**ORDINANCE NO. 363 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING  
SERVICE CHANGES AND UPDATING ROUTE DESIGNATIONS (SECOND  
READING)**

The Board of Directors of the Tri-County Metropolitan Transportation District of Oregon, pursuant to the authority of ORS Chapter 267, having reviewed, considered and approved the Title VI Service Equity Analysis Final Report and considered testimony offered during a public hearing, does hereby ordain and decree the following Ordinance:

**Section 1- Adoption of Service Changes**

Service Changes are adopted as set forth on the attached Exhibit A, which is incorporated into and made part of this Ordinance. In accordance with TriMet Code Section 22.05, new Schedule Notices consistent with Exhibit A shall be filed for the affected lines.

**Section 2- Amendment of TriMet Code Chapter 22**

TriMet Code Section 22.05 is amended to show the revised Route Designations set forth in the attached Exhibit A.

**Section 3- Effective/Operative Dates**

This Ordinance shall take effect thirty days after the date of its Second Reading. Operative dates for specific Service Changes and revised Route Designations have already been enacted.

Dated: April 28, 2021.

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:

***Gregory E. Skillman***\_\_\_\_\_

Legal Department