

Date: April 25, 2018

To: Board of Directors

From: Doug Kelsey

Subject: **ORDINANCE 350 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING SERVICE CHANGES, UPDATING ROUTE DESIGNATIONS, AND AMENDING TRIMET CODE CHAPTER 22 (SECOND READING)**

1. Purpose of Item

Ordinance 350 requests that the TriMet Board of Directors (Board) adopt service changes and update route designations contained in TriMet Code Chapter 22.

2. Type of Agenda Item

- Initial Contract
- Contract Modification
- Other: Ordinance

3. Reason for Board Action

The Board may adopt service changes and update TriMet Code route designations by ordinance. The TriMet Code may be amended only by adoption of an ordinance. The Board conducted a first reading of Ordinance 350 at its March 28, 2018 meeting.

4. Type of Action

- Resolution
- Ordinance 1st Reading
- Ordinance 2nd Reading
- Other _____

5. Background

Ordinance 350 adopts service changes and updates route designations set forth in TriMet Code Chapter 22. The proposed service changes originate from the District's Service Enhancement Plan (SEP) process addressing the agency's 20-year vision for bus service improvements within the TriMet district and from public input before and after the initial proposed changes.

A. Proposed Service Changes

Ordinance 350 includes bus service changes for fiscal year 2019. In this fiscal year, 2 new bus lines will be added, 4 bus lines will have trips added due to overloads, 4 bus lines will have increased weekday frequencies, 7 bus lines will have increased span or

new weekend service, and 2 bus lines will have 24-hour service. There are 3 bus lines that will have a route change or extension. The new changes will begin in September 2018 and March 2019 as noted below.

| Quarter | Line | Service Change |
|--|---|--|
| | 4 Division/Fessenden split into two lines: 4 Fessenden 2 Division | Split into two lines, Line 2-Division and Line 4-Fessenden. The current Line 4-Division/Fessenden is very long and experiences difficulty staying on time. The line is being split to improve reliability by reducing the opportunities for congestion. |
| | 20 Burnside/Stark | Increased weekday midday frequency between Beaverton TC and Portland. Operate service 24 hours a day, with the intention of getting late night and early morning workers to/from work. |
| | 73 122 nd Ave. | Increased weekday midday frequency. |
| | September 2018 | 61 Marquam Hill/Beaverton 64 Marquam Hill/Tigard 66 Marquam Hill/Hollywood 68 Marquam Hill/Collins Cir. |
| 96 Tualatin/I-5 | | Add weekday midday service |
| 57 Tualatin Valley Highway | | Operate service 24 hours a day, with the intention of getting late night and early morning workers to/from work. |
| 81 Kane/257 th | | Increase weekday, peak frequency and operate service earlier and later to help late night and early morning workers get to/from work in the Troutdale Reynolds Industrial Park. |
| 272 PDX Night Bus (new line) | | Operate between PDX and SE Stark and SE 80 th via 82 nd Ave. Only operates during the hours that the Red Line MAX is not operating. This line is intended to help late night/early morning workers get on and off their shifts as well as help passengers on early departures and late arrivals. |
| 17 Holgate/Broadway 35 Macadam/Greeley 56 Scholls Ferry Rd. 94 Pacific Highway/Sherwood | | Added trip(s) to reduce overcrowding. |
| March 2019 | | 24 Fremont |
| | 79 Clackamas/Oregon City | Change route for a more direct trip and to serve a new area. |
| | 31 Webster (new line) | A new line serving Webster Rd. and parts of Gladstone formerly served by Line 79. |

The complete list of proposed Ordinance 350 service changes are set forth in Exhibit A.

B. Service Change Public Process

The proposed service changes are the result of numerous conversations and meetings with jurisdictions, businesses, customers, and community stakeholders. In addition to outreach activities conducted by TriMet service planners, advertisements regarding the proposed service changes were placed in newspapers across the district during two phases of outreach.

In November 2017, TriMet launched the initial feedback plan for the proposed service changes. TriMet sent postcards to residents around the lines proposed to change, posted signs at affected stops, published ads in community newspapers, rode buses to distribute information, and sent emails to interested parties and riders. TriMet's website solicited feedback about the proposed service changes (www.trimet.org/plan). TriMet also held seven (7) open house meetings around the metro area, including one conducted for Spanish speaking populations.

In February 2018, TriMet used the feedback from the initial phase to update some of the proposed changes and then launched a second round of outreach, including community newspaper ads, postcards, riding the buses to hand out information, and emails to interested parties.

On February 15, 2018, TriMet hosted an Open House at the Legacy Emanuel Hospital to provide information and solicit public comment on the revised proposal. Between 170 and 200 people attended the eight (8) open house meetings held during both outreach phases (the exact number is not known because not everyone signed in).

The service improvements were also reviewed with TriMet's Transit Equity Advisory Committee, Committee on Accessible Transportation, and HB2017 Transit Advisory Committee. The HB2017 Transit Advisory Committee voted to include the FY19 service improvements in the transportation improvement plan to be submitted to the Oregon Transportation Commission as required by HB2017.

Finally, public comment on the proposed service changes was accepted by phone, email, standard mail, and at all the public meetings. The FY19 Annual Service Change Outreach Report was included in the Board packet for the March meeting and an opportunity for public testimony was provided during the March meeting. A summary of any comments received since the March 28, 2018 meeting will be provided to the Board prior to the April 25, 2018 Board meeting.

C. Title VI Transit Equity Analysis

In accordance with Federal Transit Administration (FTA) Title VI Circular 4702.1B 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. Ordinance 350 includes 12 major service changes.

The TriMet draft Title VI service equity analysis (Report) was provided to the Board before the March 2018 meeting. The Report evaluated potential adverse effects and benefits associated with the proposed major service changes. To summarize, the Title VI concerns are minimal with the proposed service changes outlined in Ordinance 350. The proposed service changes improve service significantly for minority and low-income populations, with only three improvements (to the Lines 64, 66, and 31) serving areas with relatively low minority populations and two improvements (Lines 64 and 66) serving a relatively low proportion of low-income households as compared to the TriMet district. However, improving service on these lines does not raise concerns of an inequitable distribution of benefits given: a) the results of the system-level analysis; b) 9 lines proposed for improvements did not have any line-level Disparate Impacts; and c) 10 lines proposed for improvements did not have any line-level Disproportionate Burdens. The one proposed service reduction (to the Line 79) also does not appear to create disproportionate and adverse effects given the low concentrations of minority and low-income populations potentially impacted.

The results and findings of the Title VI service equity analysis was presented to the Board for their consideration at the March 28, 2018 meeting. The final Report with any supplemental public feedback will be provided to the Board prior to the April 25, 2018 meeting.

6. Financial/Budget Impact

Service changes proposed in Ordinance 350 will result in a FY2018 budget impact of approximately \$8.0 million, with about half of it paid for by revenues generated by the 2016 payroll tax increase and half coming from HB2017 funding.

7. Impact if Not Approved

The Board may choose not to conduct a second reading for Ordinance 350 at its April 25, 2018 meeting. This option, however, is not recommended. The proposed service changes enable TriMet to continue to serve the growing region, provide expanded service, and maintain service capacity and reliability.

ORDINANCE NO. 350

ORDINANCE OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING SERVICE CHANGES, UPDATING ROUTE DESIGNATIONS, AND AMENDING TRIMET CODE CHAPTER 22 (SECOND READING)

THE BOARD OF DIRECTORS OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET), pursuant to the authority of Oregon Revised Statutes Chapter 267, having considered the transit equity service change analysis Final Report, 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 shall be filed for affected lines.

Section 2- Amendment of TriMet Code Chapter 22

TriMet Code Section 22.05 is amended to make the Route Designation updates set forth in attached Exhibit A.

Section 3- Effective/Operative Dates

This Ordinance shall take effect thirty days after the date of its adoption. Operative dates for specific Service Changes and Route Designation updates shall be as designated on Exhibit A.

Dated: April 25, 2018

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

**ORDINANCE NO. 350
EXHIBIT A**

Service Changes and TriMet Code Chapter 22 Route Designation Updates

Service Changes are adopted and TriMet Code Chapter 22 Route Designations are updated as set forth below:

Section 1 – Service Changes

| Affected Lines | Description |
|---|---|
| | <i>Operative September 2, 2018</i> |
| 4 Division/Fessenden split into two lines: 2 Division 4 Fessenden | Split the line into two routes to help buses stay on time: Line 2-Division running between Gresham Transit Center and Downtown Portland, and Line 4-Fessenden between Downtown Portland and St. Johns. Transfer between the lines on the Transit Mall in Downtown Portland. |
| 20 Burnside/Stark | Service 24/7 between Beaverton Transit Center and Gresham to accommodate earlier and later work shifts. Increased frequency between Beaverton TC and Downtown Portland. |
| 57 Tualatin Valley Highway | Service 24/7 between Beaverton Transit Center and Forest Grove. |
| 61 Marquam Hill/Beaverton | Earlier and later trips to and from Marquam Hill to accommodate earlier and later work shifts. |
| 64 Marquam Hill/Tigard | Earlier and later trips to and from Marquam Hill to accommodate earlier and later work shifts. |
| 66 Marquam Hill/Hollywood | Earlier and later trips to and from Marquam Hill to accommodate earlier and later work shifts. |
| 68 Marquam Hill/Collins Cir. | Earlier and later trips to and from Marquam Hill to accommodate earlier and later work shifts. |
| 73 122 nd Ave. | Increased weekday mid-day frequency to help get riders to jobs, shopping and recreation. |
| 81 Kane/257 th | Increased weekday, peak frequency and hours of operation to better serve businesses in the area. |

| Affected Lines | Description |
|--------------------------------|---|
| 96 Tualatin/I-5 | New weekday, mid-day service between Tualatin and Downtown Portland in response to community feedback. |
| 272 PDX Night Bus | A new bus route operating between the airport and SE Stark and 80 th when the MAX Red Line isn't running. This would provide transit access to PDX via 82 nd Avenue where riders could transfer to proposed overnight service on Line 20 at Burnside. |
| <i>Operative March 3, 2019</i> | |
| Line 24 Fremont | Extend the route over the Fremont Bridge to NW Portland and Goose Hollow in SW Portland where it would connect with MAX Blue and Red line service. Increased frequency weekday and add weekend service. |
| Line 31 Webster | New route between Clackamas Town Center and Oregon City Transit Center via Thiessen, Webster, Arlington and McLoughlin that covers some of the old Line 79 route. |
| Line 79 Clackamas/Oregon City | Reroute Line 79 to 82 nd Ave, I-205 and Washington Street, providing a more direct trip between Clackamas Town Center and Oregon City, and eliminate service on Strawberry Lane. |

Section 2 – Route Designation Revisions to TriMet Code Chapter 22, Section 22.05

Operative September 2, 2018

Add “272 PDX Night Bus”

Add “2 Division”

Change “4 Division/Fessenden” to “4 Fessenden”

Change “24 Fremont” to “24 Fremont/NW 18th Ave.”

Operative March 3, 2019:

Add “31 Webster”