

Date: March 27, 2019

To: Board of Directors

From: Doug Kelsey 

Subject: **ORDINANCE NO. 353 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING SERVICE CHANGES, REVISING ROUTE DESIGNATIONS, AND AMENDING TRIMET CODE CHAPTER 22 (FIRST READING AND PUBLIC HEARING)**

1. Purpose of Item

Ordinance 353 requests that the TriMet Board of Directors (Board) adopt service changes and revise route designations contained 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 by ordinance. The TriMet Code may be amended only by adoption of an ordinance.

4. Type of Action

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

5. Background

Ordinance 353 adopts service changes and revises route designations set forth in TriMet Code Chapter 22, Section 22.05. Most of the proposed service changes arise from the District's Service Enhancement Plan (SEP) process. That process addresses TriMet's 20-year vision for bus service improvements within the District, and considers public input received before and after the proposed changes were publicized.

A. Proposed Service Changes:

Ordinance 353 includes bus service changes for fiscal years 2019 and 2020. Service changes initiated in December of 2018 as experimental changes will be included as regular service in FY2019, upon the effective date of this Ordinance 353.

For FY2020, other service changes described in Ordinance 353 will begin in September 2019 and March 2020. In FY2020, two bus lines would be upgraded to Frequent Service, two bus lines would receive Sunday service, and one bus line would receive weekday

frequency and service span improvements, as well as Saturday and Sunday service. One bus line would also have a route change as well as two streamlined trips. Another bus line would take over service for an existing line via a route change.

The proposed service changes and their effective dates are generally described below.

Month	Line	Service Change
May 2019	22 Parkrose	Add run time for reliability and increase frequency. Service change initiated in Dec. 2018 as 180 day experimental service.
	23 San Rafael	Add run time for reliability and increase frequency. Service change initiated in Dec. 2018 as 180 day experimental service.
	25 Glisan/Rockwood	Add run time for reliability and increase frequency. Service change initiated in Dec. 2018 as 180 day experimental service.
September 2019	19 Woodstock/Glisan	Change route to serve SW Lincoln St. and SW 1 st St. between the Transit Mall (SW 5 th /6 th avenues) and SW 1 st & Arthur St. This change would improve reliability by avoiding the congested curves on SW Sheridan St., while still serving most customers. Eliminate the last two weekday afternoon outbound deviations to Union Manor due to difficulty turning onto SE McLoughlin Blvd. during the p.m. peak. The deviations average less than two boarding rides combined.
	30 Estacada	Add Sunday service. Service would match the existing service on Saturday.
	32 Oatfield Rd.	Add Sunday service. Service would match the existing service on Saturday.
	74 162 nd Ave.	Add weekday peak service, run weekday service later, and add Saturday and Sunday service.
March 2020	20 Burnside/Stark	Increase weekday and weekend frequency to Frequent Service.
	76 Beaverton/Tualatin	Increase weekday and weekend frequency to Frequent Service. Change name to 76 Hall/Greenberg.
	78 Beaverton/Lake Oswego 42 Denney/Hall	Line 78 takes over for Line 42 between Beaverton Transit Center and Tigard Transit Center and then returns to its current route to Lake Oswego Transit Center. This results in more weekday service (earlier/later) and weekend service on Denney Rd. and Hall Blvd. Change name to 78 Denney/Kerr Pkwy.

The complete list of service changes that will take effect as the result of the Board's adoption of this Ordinance 353 are set forth in the attached 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 during September 2018 and February 2019.

In September 2018, TriMet launched the initial outreach for the proposed service changes. TriMet sent postcards to residents living near the lines proposed to change, posted signs at affected bus stops, published ads in community newspapers, rode buses to hand out information, posted updates to multiple social media accounts, 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 open house meetings around the metro area, attended by at least 288 community members. TriMet contracted with the Immigrant & Refugee Community Organization (IRCO) to design, promote, and help run the open house meetings. Open house attendees received HOP cards, while IRCO provided food, interpretation services, and daycare upon request.

In late January 2019, TriMet used the feedback from the initial phase to update the proposal. Because of the overwhelming positive feedback from the public, staff kept all service improvements in the original proposal and only added a minor change to two trips on Line 19-Woodstock/Glisan to better streamline the route. TriMet staff then launched a second round of outreach, including community newspaper ads, postcards, riding the buses to hand out information, bus stop postings, a community meeting, social media updates, and emails to interested parties.

In February 2019, TriMet hosted two open house meetings – one in East Portland and one in downtown Portland – to provide information and solicit public comment on the revised proposal (a third open house meeting in Beaverton had to be cancelled twice due to snow and ice). Approximately 314 people attended the nine 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 (TEAC), Committee on Accessible Transportation (CAT), and HB2017 Transit Advisory Committee. The HB2017 Transit Advisory Committee voted to include the FY20 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 and standard mail. The FY20 Annual Service Change Outreach Report is included in the Board packet for today's meeting. Opportunity for public testimony is being provided during the March 27th meeting. A summary of comments received during and after the March 27, 2019, meeting will be provided to the Board prior to the April 24, 2019 Board meeting.

C. Title VI Transit 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. Nine major service changes are made by Ordinance 353 and have been subjected to TriMet's Title VI analysis.

Included in your Board packet is the draft Title VI Service Equity Analysis Report (Report), which evaluated potential adverse effects and benefits associated with the proposed major service changes. To summarize, the Title VI concerns associated with the proposed service changes are minimal. The proposed service changes improve service significantly for minority and low-income populations, with only two improvements (to the Lines 30 and 32) serving areas with relatively low minority populations 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) that the other 7 lines proposed for improvements did not have any line-level Disparate Impacts; and c) the 9 lines proposed for improvements did not have any line-level Disproportionate Burdens.

The results and findings of the Title VI service equity analysis will be presented to the Board for their consideration at their March 27, 2019, meeting. The final Report with supplemental public feedback will be provided to the Board prior to the April 24, 2019, meeting.

6. Financial/Budget Impact

Service changes proposed in Ordinance 353 will result in a FY2020 budget impact of approximately \$4.7 million, paid for by revenues generated by the HB2017 funding and the 2015 employer payroll tax increase.

7. Impact if Not Approved

The Board may choose not to conduct a first reading for Ordinance 353 at its March 27, 2019 meeting. This option is not recommended. The proposed service changes enable TriMet to continue to respond to demands for service in growing parts of the District, formally implement TriMet's December 2018 experimental service improvements, provide expanded service overall, and maintain current service capacity and reliability. Additionally, adoption of Ordinance 353 would fulfill the FY20 service improvements documented in TriMet's *Public Transportation Improvement Plan* (i.e., HB 2017 plan).

ORDINANCE NO. 353

**ORDINANCE NO. 353 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING
SERVICE CHANGES, UPDATING ROUTE DESIGNATIONS, AND AMENDING
TRIMET CODE CHAPTER 22 (FIRST READING AND PUBLIC HEARING)**

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 reviewed, considered and approved the Title VI Service Equity 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 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 No. 353 shall take effect thirty days after the date of its Second Reading. Operative dates for specific Service Changes and revised Route Designations shall be as shown on the attached Exhibit A.

Dated: March 27, 2019

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

**ORDINANCE NO. 353
EXHIBIT A**

Adopted Service Changes and Revised TriMet Code Chapter 22 Route Designations

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

Section 1 – Service Changes

Affected Lines	Description
	Operative May 24, 2019
22 Parkrose	Add run time for reliability and increase frequency. Service change initiated in Dec. 2018 as 180 day experimental service.
23 San Rafael	Add run time for reliability and increase frequency. Service change initiated in Dec. 2018 as 180 day experimental service.
25 Glisan/Rockwood	Add run time for reliability and increase frequency. Service change initiated in Dec. 2018 as 180 day experimental service.
	Operative September 1, 2019
19 Woodstock/Glisan	Change route to serve SW Lincoln St. and SW 1 st St. between the Transit Mall (SW 5 th /6 th avenues) and SW 1 st & Arthur St. This change would improve reliability by avoiding the congested curves on SW Sheridan St., while still serving most customers. Eliminate the last two weekday afternoon outbound deviations to Union Manor due to difficulty turning onto SE McLoughlin Blvd. during the p.m. peak. The deviations average less than two boarding rides combined.
30 Estacada	Add Sunday service. Service would match the existing service on Saturday.
32 Oatfield Rd.	Add Sunday service. Service would match the existing service on Saturday.

Affected Lines	Description
74 162 nd Ave.	Add weekday peak service, run weekday service later, and add Saturday and Sunday service.
	Operative March 1, 2020
20 Burnside/Stark	Increase weekday and weekend frequency to Frequent Service.
76 Beaverton/Tualatin	Increase weekday and weekend frequency to Frequent Service. Change name to 76 Hall/Greenberg.
78 Beaverton/Lake Oswego 42 Denney/Hall	Line 78 takes over for Line 42 between Beaverton Transit Center and Tigard Transit Center and then returns to its current route to Lake Oswego Transit Center. This results in earlier/later weekday service and weekend service on Denney Rd. and Hall Blvd. Change name to 78 Denney/Kerr Pkwy.

Section 2 – Revised TriMet Code Chapter 22, Section 22.05 Route Designations

Operative March 1, 2020

Discontinue “42 Denney/Hall”

Change name from “Line 76 Beaverton/Tualatin” to “Line 76 Hall/Greenberg”

Change name from “Line 78 Beaverton/Lake Oswego” to “Line 78 Denney/Kerr Pkwy.”