

**Date:** April 27, 2022

**To:** Board of Directors

**From:** Sam Desue, Jr.

**Subject: ORDINANCE NO. 366 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. 366 requests that the TriMet Board of Directors (Board) adopt service changes and revise route designations now shown 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. 366 will make bus service changes and revise route designations set forth in TriMet Code Chapter 22, Section 22.05. Service changes for FY23 are related to the launch of the new FX-Division high-capacity bus service in Fall of 2022.

**A. Proposed Service Changes:**

Ordinance No. 366 includes bus service changes for TriMet’s Fiscal Year 2023 (which begins on July 1, 2022). The Ordinance proposes to:

- discontinue Frequent Service on Line 2-Division;
- launch FX-Division in place of Line 2-Division, operating at the same or better service levels;
- implement a route change to Line 10-Harold to serve SE 7<sup>th</sup> Avenue instead of SE Ladd Avenue;
- increase weekday frequency on Line 10-Harold; and
- add weekend service to Line 10-Harold.

The proposed service changes are shown on the attached Exhibit A, and are generally described below:

Date	Lines	Change
Sept. 2022	Line 2-Division	Discontinue service on Line 2-Division St. to make way for FX-Division high capacity bus service.
	FX-Division	Launch FX-Division, TriMet’s first high capacity bus line. FX-Division will operate up to every 6 min. in the a.m. and p.m. peaks and no less than every 12 min. in the midday. FX Division will serve the same route as the Line 2-Division between the Gresham Transit Center and SE Division/7 <sup>th</sup> Avenue. The line will extend along Division St. beyond Gresham Transit Center and end at the Cleveland MAX Station and Park & Ride. In SE Portland, the line will not serve SE 7 <sup>th</sup> Avenue, SE Hawthorne/Madison, the Hawthorne Bridge or SW Main/Madison. Instead, FX-Division will extend along SE Division to SE 8 <sup>th</sup> , Division Pl, SE 7 <sup>th</sup> , Tilikum Way, the Tilikum Bridge, Harbor Viaduct, SW Lincoln, and SW 5 <sup>th</sup> /6 <sup>th</sup> to NW Irving St.
	Line 10-Harold	Change the Line 10-Harold route so it no longer serves SE 26 <sup>th</sup> to SE Clinton, SE 21 <sup>st</sup> , SE Ladd, and SE 12 <sup>th</sup> to regular route on SE Hawthorne/Madison. Instead, Line 10 will serve SE 26 <sup>th</sup> to SE Division to SE 7 <sup>th</sup> to regular route on SE Hawthorne/Madison. Increase weekday service to operate every 20-30 minutes and add weekend service operating every 30 minutes.

**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 of 2021 and requested public comment on an initial set of proposed service changes. Staff reached out to the public in multiple ways: displaying information on trimet.org, email messages to TriMet’s Riders Club and other lists, social media posts, press releases, bus stop postings, post cards mailed to people living within a ¼ mile of impacted bus lines, and live interactions.

Outreach was also conducted to communities with limited English proficiency via TriMet’s multicultural outreach engagement contract. TriMet identified the top five languages spoken per bus line as Chinese, Vietnamese, Khmer, Spanish, Ukrainian, Russian, and Tagalog. A work order was issued to five community-based organizations, identified by the communities with which they work, the language assistance provided, and location. All were based in southeast Portland. Of the five organizations identified, two responded – APANO and Slavic Community Center of NW (Slavic Family).

APANO was tasked with conducting outreach to Vietnamese and Chinese speakers and Slavic Family with Ukrainian and Russian speakers affected by the proposed service plan. The deliverables from each included developing a community-specific outreach and engagement strategy that solicits feedback for TriMet’s FY2023

Annual Service Plan (FY2023), promotion of FY2023 via contractor's website, newsletter, social media, and other mediums, recruiting ten community members per language to provide feedback for the service changes, and coordinating and hosting language specific open houses with TriMet staff present.

APANO reached out to its assigned community via Facebook, WeChat (Chinese social media platform), WeChat Parents Group, internally via organizing programs, and word of mouth. The Slavic Family reached out to its assigned community via Facebook, Instagram, Slavic Family website, and Slavic Family radio.

APANO and Slavic Family also assisted staff with four multi-cultural partner open houses:

- Russian – 11/4 – 14 participants
- Chinese – 11/8 – 12 participants
- Ukrainian – 11/10 – 18 participants
- Vietnamese – 11/11 – 9 participants

Once the Fall outreach was completed, staff reviewed all the comments received in order to gauge the level of support for the changes, and made changes to the proposal based on the comments. Staff then conducted another outreach process in late January/early February 2022 to receive public comments on the revised proposals. Outreach included a revised webpage, email messages to TriMet's Riders Club and other lists, social media posts, press releases, post cards mailed 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 (APANO, Slavic Family and Latino Network) to inform them of the proposed service change proposals and allow their constituents to provide feedback. TriMet received more than 200 comments over the course of both outreach processes.

### **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 major service changes made by Ordinance No. 366 have been subjected to TriMet's Title VI analysis.

The preliminary Title VI Service Equity Analysis Report for Ordinance No. 366 (Title VI Report) was presented to the Board at the March 2022 meeting. The final Title VI Report, which evaluated potential adverse effects and benefits associated with the proposed major service changes along with any supplemental public comments, is included in the Board packet for consideration at the April 27, 2022 meeting.

In summary, the Title VI Report's concerns regarding the proposed service changes outlined in Ordinance No. 366 are minimal. The proposed service improvements (new FX Division and Line 10) did not have any negative line-level and system-level impacts. The proposed changes will significantly improve service for minority and low-income populations.

The proposed route retirement of the Line 2 does not result in a potential Disparate Impact or Disproportionate Burden at the line-level, since the implementation of FX 2 will result in the replacement and improvement of existing bus service provided by Line 2, with the exception of the discontinued service to SE 7th Avenue. The surrounding area on SE 7th Avenue has a

higher-than-average concentration of low-income residents (36%) compared to the TriMet service district average (18%). To minimize the potential adverse impact to low-income populations, the Line 10 will move from SE Ladd Avenue to SE 7th Avenue to provide service previously served by Line 2, and frequency on the Line 10 will increase. There is no adverse impact to minority residents as a result of this change.

**6. Financial/Budget Impact**

The service changes described in Ordinance No. 366 are estimated to cost approximately \$2.4 million per year.

**7. Impact if Not Approved**

If the Board chooses not to conduct a second reading and approve Ordinance No. 366 at its April 27, 2022 meeting, FX-Division would not launch as TriMet's first high capacity bus line and the Line 10 would not receive a route change and service increase.

**ORDINANCE NO. 366**

**ORDINANCE NO. 366 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 adopted.

Dated: April 27, 2022.

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:

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***Gregory E. Skillman***

Legal Department