



Title VI Service Equity Analysis: FY2019 Annual Service Plan

Department of Diversity & Transit Equity

April 26, 2018

Executive Summary

TriMet is proposing to implement several service improvements in fall 2018 and spring 2019. In accordance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B, TriMet conducts an Equity Analysis any time Major Service Changes are proposed to ensure that changes do not unfairly impact people of color and low-income populations. The service proposal includes Major Service Changes to twelve bus lines, including two brand new lines. Thus, an analysis is required prior to the TriMet Board of Directors taking action.

Methodology

TriMet's Title VI Program outlines the agency's Major Service Change, Disparate Impact, and Disproportionate Burden policies, as well as the way in which TriMet conducts Equity Analyses. Major Service Changes are analyzed for both potential adverse effects and distribution of benefits. This is done at both the individual line-level and system-level, and the analysis seeks to identify any potential disparities based on race/ethnicity or income.

Major Service Changes

The proposed addition of two brand new bus lines, a line split into two lines, and the proposed changes to nine existing lines meet TriMet's established thresholds for Major Service Changes:

- Line 272 - Airport Bus Line (New)
- Line 31 - Webster Line (New)
- Line 4 - Division/Fessenden
- Line 24 - Fremont
- Line 61 - Marquam Hill/Beaverton
- Line 64 - Marquam Hill/Tigard
- Line 66 - Marquam Hill/Hollywood
- Line 68 - Marquam Hill/Collins Circle
- Line 73 - 122nd Avenue
- Line 79 - Clackamas/Oregon City
- Line 81 - Kane/257th
- Line 96 - Tualatin/I-5

Findings

1. **No system level disparate impact or disproportionate burden** for the 12 major service increases.
2. **A slightly greater percentage** of the District's non-minority population stands to benefit from the proposed service improvements compared to the minority population (20% vs. 19.1%, respectively).
3. The vast majority of improvements are on lines with **average-or-above low-income populations** in their service areas. As a result, a greater share of the region's low-income populations stand to **benefit** as compared to higher income populations.
4. **No disproportionate and adverse effects** from the one major service reduction (Line 79). The minority and low-income populations in this service area are below the disparate impact and disproportionate burden thresholds.

Table of Contents

I.	Background.....	1
II.	TriMet Title VI Compliance	1
A.	Major Service Change Policy.....	2
B.	Disparate Impact Policy.....	3
C.	Disproportionate Burden Policy.....	4
III.	Proposed Service Changes.....	4
A.	Description of Changes	4
B.	Major Service Change Test	6
C.	Line-level Analyses	8
D.	System-level Analysis.....	20
IV.	Community Engagement	24
V.	Summary of Findings.....	25

Attachment A: Analysis of impact on access to employment, education, health care, and food for minority and low-income populations

I. Background

Building upon several years of ongoing service improvements, TriMet's Annual Service Plan for FY2019¹ proposes Major Service Changes to ten bus lines and the addition of two new bus lines. Other changes will involve all night service on several lines, additional peak hour trips on an over-loaded line, and improvements in on-time performance for lines with high ridership but lower current reliability. Though these changes will represent improvements for riders on those lines, they are not large enough changes to be reviewed as Major Service Changes. The Major Service Changes presented here represent the large majority of TriMet's proposed changes for FY19. The TriMet Board's approval of a ten-year payroll and self-employment tax rate increase in 2015 makes the changes possible.

TriMet has engaged the community for the past few years to develop a shared vision for future transit service that will guide how the additional revenue is invested. Each year, TriMet staff will use information developed from the shared vision planning efforts and outreach, updated analyses and measures, and additional outreach to prioritize incremental service improvements for that year. The efforts will focus on five factors defined by the TriMet Board: *demand, productivity, connections, equity, and growth*. Each year's plan will also consider safety, budget availability, and availability of staff and equipment to provide for expanded service.

This report documents the equity analysis conducted for these changes.

II. TriMet Title VI Compliance

As a recipient of Federal Transit Administration ("FTA") financial assistance, TriMet must ensure that service changes – both increases and reductions – comply with Title VI of the Civil Rights Act of 1964, which states:

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

The FTA has provided specific implementing guidelines and regulations for complying with Title VI in Circular 4702.1B ("Circular"). The Circular instructs transit agencies to consider impacts of Major Service Changes on low-income populations as well as minority populations by conducting a service equity analysis. Figure 1 shows the general sequence of steps and considerations in the equity analysis process.

TriMet's Title VI Program² outlines the agency's policies, definitions and procedures for complying with Title VI and performing equity analyses. As required by the Circular, this includes the agency's Major Service Change, Disparate Impact, and Disproportionate Burden policies, as set forth below.

¹ Fiscal year 2019 runs from July 1, 2018 to June 30, 2019.

² TriMet's Title VI Program was updated and submitted to FTA in fall 2017

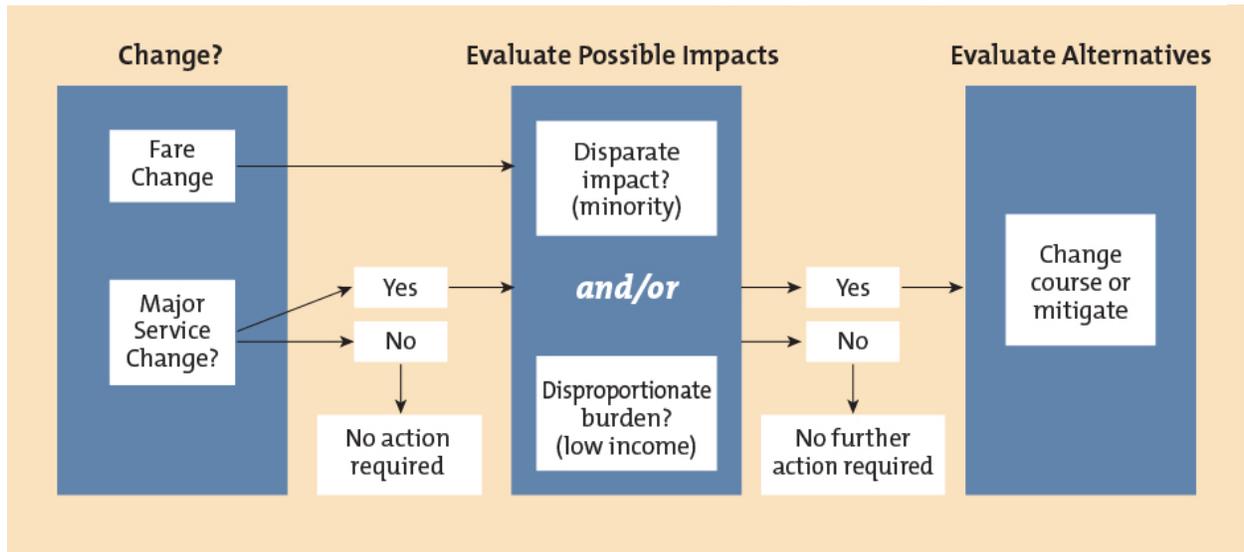
A. Major Service Change Policy

All changes in service meeting the definition of Major Service Change are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and included in the subsequent TriMet Title VI Program with a record of action taken by the Board.

A **Major Service Change** is defined as:

1. A change to **15% or more of a line's route miles**. This includes routing changes where route miles are neither increased nor reduced (i.e. re-routes), or;
2. A change of **15% or more to a line's span** (hours) of service on a daily basis for the day of the week for which a change is made, or;

Figure 1: Overview of TriMet's Title VI Equity Analysis process



3. A change of **15% or more to a line's frequency** of service on a daily basis for the day of the week for which a change is made, or;
4. A single transit line is **split** into two or more transit lines, or;
5. A **new transit line** is established.

A Major Service Change occurs whether the above thresholds are met:

- a) Within a single service proposal, or;
- b) Due to a cumulative effect of routing, span, or frequency changes over the three years prior to the analysis

B. Disparate Impact Policy

Testing for Disparate Impact evaluates effects on minority riders or populations as compared to non-minority riders or populations. “Minority” is defined as all persons who identify as being part of racial/ethnic groups besides white, non-Hispanic.

In the course of performing a Title VI Equity Analysis for possible disparate impact, TriMet will analyze how the proposed major service change or fare change action could impact minority populations, as compared to non-minority populations.

In the event the proposed action has an adverse impact that affects protected populations more than other populations at a level that exceeds the benchmarks established in the adopted Disparate Impact Policy, or that restricts the benefits of the service change to protected populations, the finding would be considered as a potential Disparate Impact. Given a potential Disparate Impact, TriMet will evaluate whether there is an alternative that would serve the same objectives and with a more equitable impact. Otherwise, TriMet will take measures to minimize or mitigate the adverse impact of the proposed action.

The Disparate Impact Policy defines measures for determination of potential Disparate Impact on minority populations resulting from Major Service Changes or any change in fares. The policy is applied to both adverse effects and benefits of Major Service Changes. Adverse effects of service changes are defined as:

1. A decrease in the level of transit service (span in days and/or hours, and/or frequency); and/or
2. Decreased access to comparable transit service, which is defined as an increase of the access distance to beyond one-quarter mile of bus stops or one-half mile of rail stations.

The determination of disparate impact associated with service changes is defined separately for impacts of changes on an individual line, and for system-level impacts of changes on more than one line, as well as for both service reductions and service improvements.

1. In the event of potential adverse effects resulting from service reductions:
 - a) A Major Service Change to a *single line* will be considered to have a potential Disparate Impact if the percentage of impacted minority population in the service area of the line exceeds the percentage of minority population of the TriMet District as a whole by at least 3 percentage points (e.g., 31 percent compared to 28 percent).
 - b) To determine the *system-wide* impacts of Major Service Change reductions on more than one line, the percentage of the TriMet district’s minority population that is impacted is compared to the percentage of the TriMet district’s non-minority population that is impacted. If the percentage of the minority population impacted is at least 20 percent greater than the percentage of the non-minority population impacted (e.g., 12 percent compared to 10 percent), the overall impact of changes will be considered disparate.

2. In the event of service improvements:

- a) A major service change to a *single line* will be considered to have a potential Disparate Impact if:
 - i. The improvement is linked to other service changes that have disproportionate and adverse effects on minority populations, or;
 - ii. The percentage of impacted minority population in the service area of the line is less than the percentage of minority population of the TriMet District as a whole by at least 3 percentage points (e.g., 25 percent compared to 28 percent).
 - b) To determine the *system-wide* impacts of major service change improvements on more than one line, the percentage of the TriMet district's minority population that is impacted is compared to the percentage of the TriMet district's non-minority population that is impacted. If the percentage of the minority population impacted is at least 20 percent less than the percentage of the non-minority population impacted (e.g., 8 percent compared to 10 percent), the overall impact of changes will be considered disparate.
3. Additional considerations to complement the quantitative Disparate Impact analysis above may include evaluating impacts to accessing employment, education, food, or health care for minority populations.

Upon determination of Disparate Impact, TriMet will either:

- a) Alter the service proposal to avoid, minimize, or mitigate potential Disparate Impacts, or;
- b) Provide a substantial legitimate justification for keeping the proposal as-is, and show that there are no alternatives that would have a less Disparate Impact on minority riders but would still accomplish the project or program goals.

C. Disproportionate Burden Policy

Testing for Disproportionate Burden evaluates potential effects on low-income riders or populations, defined as at or below 150% of the federal poverty level. The line and system level evaluations are identical to those used to determine potential Disparate Impacts, but compare low-income and higher income populations rather than minority and non-minority populations.

III. Proposed Service Changes

A. Description of Changes

Table 1 lists the proposed service changes by the quarter in which they would take effect. Most changes proposed for the next year are service increases. However, one of the proposed changes (Line 79) include the removal of service to some stops as part of their proposed routing changes.

Table 1: Proposed Service Changes in FY19 Annual Service Plan

Quarter	Line	Service Change Description
Fall 2018	4 - Division/Fessenden	<ul style="list-style-type: none"> ➤ One route between Gresham Transit Center and Downtown Portland ➤ One route between Downtown Portland and St. Johns
	61 - Marquam Hill/Beaverton	<ul style="list-style-type: none"> ➤ Add earlier and later trips during the weekday
	64 - Marquam Hill/Tigard	<ul style="list-style-type: none"> ➤ Add earlier and later trips during the weekday
	66 - Marquam Hill/Hollywood	<ul style="list-style-type: none"> ➤ Add earlier and later trips during the weekday
	68 - Marquam Hill/Collins Circle	<ul style="list-style-type: none"> ➤ Add earlier and later trips during the weekday
	73 - 122nd Avenue	<ul style="list-style-type: none"> ➤ Increase weekday midday frequency.
	81 - Kane/257th	<ul style="list-style-type: none"> ➤ Increase weekday peak frequency ➤ Add earlier and later trips during the weekday
	96 - Tualatin/I-5	<ul style="list-style-type: none"> ➤ Add midday service between Tualatin and Downtown Portland
	272 - Airport Bus Line (New)	<ul style="list-style-type: none"> ➤ New line connecting Burnside Street via 82nd Avenue to Portland International Airport
Spring 2019	24 - Fremont	<ul style="list-style-type: none"> ➤ Extend route over the Fremont Bridge to NW Portland and Goose Hollow in SW Portland ➤ Increase weekday frequency ➤ Add weekend service
	31 - Webster Line (New)	<ul style="list-style-type: none"> ➤ New line connecting Clackamas Town Center and Oregon City Transit Center
	79 - Clackamas/Oregon City	<ul style="list-style-type: none"> ➤ Change route to 82nd Avenue, I-205, and Washington Street ➤ Eliminate service on Strawberry Lane

Note: The FY19 Annual Service Plan also includes some minor changes to several bus lines (17, 20, 35, 56, 57, and 94) for the purpose of addressing reliability and capacity issues. These changes are not included in this analysis because they are too small to reach the Major Service Change threshold.

B. Major Service Change Test

To determine whether individual service changes meet the definition of Major Service Change, current and proposed service are compared in terms of route length, frequency, and span (hours) of service. Changes of 15% or more qualify as Major Service Changes, including changes meeting this threshold cumulatively over the course of three years.

Results of the comparison are shown in Table 2. To summarize, these changes meet TriMet's adopted Title VI Major Service Change definition:

Line 4 – Division/Fessenden: Split line

Line 24 – Fremont: Route length change of over 15%; Frequency increase of over 15% on weekdays; New weekend service

Line 31 – Webster: New bus line

Line 61 – Marquam Hill/Beaverton: Change in span of over 15% on weekdays

Line 64 – Marquam Hill/Tigard: Change in span of over 15% on weekdays

Line 66 – Marquam Hill/Hollywood: Change in span of over 15% on weekdays

Line 68 – Marquam Hill/Collins Circle: Change in span of over 15% on weekdays

Line 73 – 122nd Avenue: Frequency increase of over 15% on weekdays

Line 79 – Clackamas/Oregon City: Route length change of over 15%

Line 81 – Kane/257th: Frequency increase of over 15% on weekdays; Change in span of over 15% on weekdays

Line 96 – Tualatin/I-5: Frequency increase of over 15% on weekdays

Line 272 – Airport Bus: New bus line

Table 2: Results of Major Service Change Test by Line

Line	Change in Route Length	Change in Span	Change in Frequency	Line Split	New Line or New Service
Line 272 - Airport Bus					✓
Line 31 - Webster					✓
Line 4 - Division/Fessenden				✓	
Line 24 - Fremont	+61%				
Line 24 - Fremont (Weekday)			+114%		
Line 24 - Fremont (Saturday)					✓
Line 24 - Fremont (Sunday)					✓
Line 61 - Marquam Hill/Beaverton		+38%			
Line 64 - Marquam Hill/Tigard		+37%			
Line 66 - Marquam Hill/Hollywood		+33%			
Line 68 - Marquam Hill/Collins Circle		+27%			
Line 73 - 122nd Avenue (Weekday)			+27%		
*Line 79 - Clackamas/Oregon City	+36% -59%				
Line 81 - Kane/257th (Weekday)			+160%	+49%	
Line 96 - Tualatin/I-5		+33%			

*Proposed routing changes include both removing and adding portions to Line 79.

C. Line-level Analyses

Having identified the service changes which meet the definition of Major Service Change, the next step in the analysis is to look at each line individually to determine potential Disparate Impacts (minority populations) and/or Disproportionate Burdens (low-income populations). Both service reductions and service increases are analyzed. For service reductions, the analysis examines whether *adverse effects* are disproportionately borne by minority and/or low-income populations. On the other hand, for service increases the analysis examines the extent to which the *benefits* of the improvements are inclusive of minority and low-income populations.

The line-level analysis compares minority and low-income populations for the service area of each line proposed for a Major Service Change to the minority and low-income populations of the TriMet District as a whole. The analysis is separated by type of service change being proposed:

1. **Major Service Reduction**
2. **Major Service Increases**
3. **Other Major Service Changes**

1. Major Service Reduction

For service reductions the analysis examines whether *adverse effects* (defined on pg. 3) are disproportionately borne by minority or low-income populations. If *adverse effects* are identified and a line's minority and/or low-income populations are at least 3 percentage points greater than the minority or low-income populations for the TriMet District as a whole, the proposed change is flagged as a potential Disparate Impact or Disproportionate Burden.

The proposal for the Line 79 includes the only Major Service Reduction in this service plan.

➤ **Line 79** (Route streamlining, including stop removals)³

The Line 79 route change would improve connections between Oregon City Transit Center and Clackamas Town Center. Doing so would remove Line 79 service from a total of 9 stops, including both directions of service. Seven of these stops (which serve 40 out of the 44 daily ons/off) have comparable service within ¼ mile, and the population in the surrounding area is **17% minority** and **20% low-income**, as shown in Figures 2 and 3. Thirty-six of the current stops served by Line 79, along Webster, Oatfield, E. Dartmouth, W. Arlington, and McLoughlin Blvd, will be served by the new Webster Line.

Two stops, where the remaining 4 daily ons/off occur, do not have comparable service within ¼ mile, thereby meeting the definition of *adverse effect* (see Table 3). The population in the area surrounding these stops is **15% minority** and **16% low-income**, which are below the Disparate Impact threshold (31%) and Disproportionate Burden threshold (27%) for Major Service Reductions. Thus, there is ***no Disparate Impact*** and ***no Disproportionate Burden***.

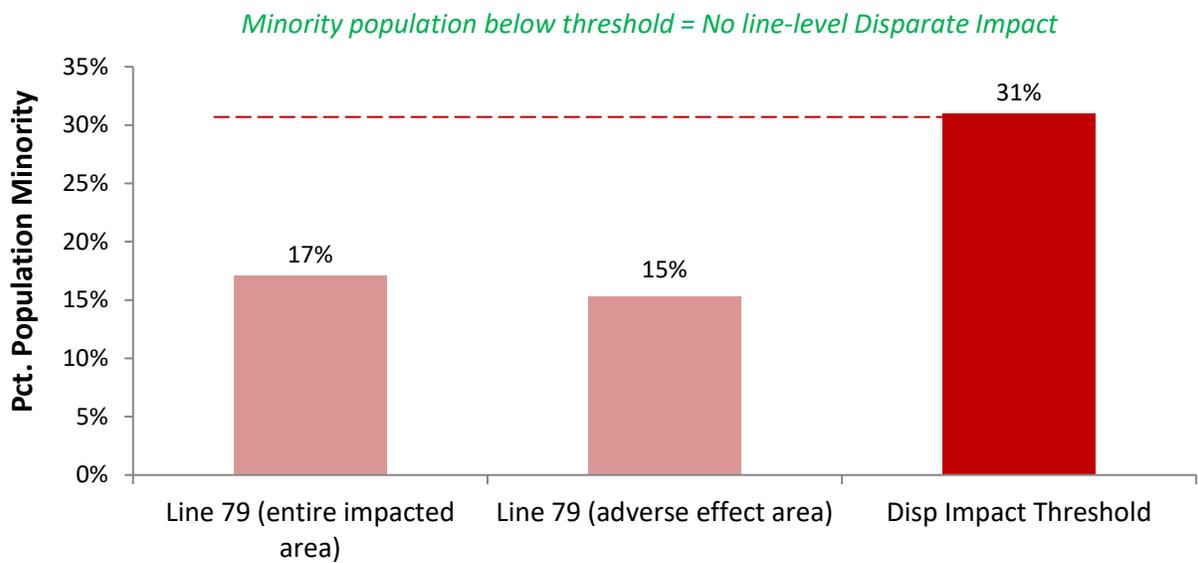
³ This section only analyzes the service reduction component of the Line 79 service change proposal. The analysis of the service increase component is provided in the next section.

Table 3: Stops and populations impacted by routing changes to Line 79

	No. of Stops	Total daily ons/offers (weekdays)	Pct. Population Minority	Pct. Population Low-Income
Service Removed	9	44	17%	20%
<i>Nearest comparable service</i>				
Less than ¼ mile	7	40	17%	20%
Over ¼ mile*	2	4	15%	16%

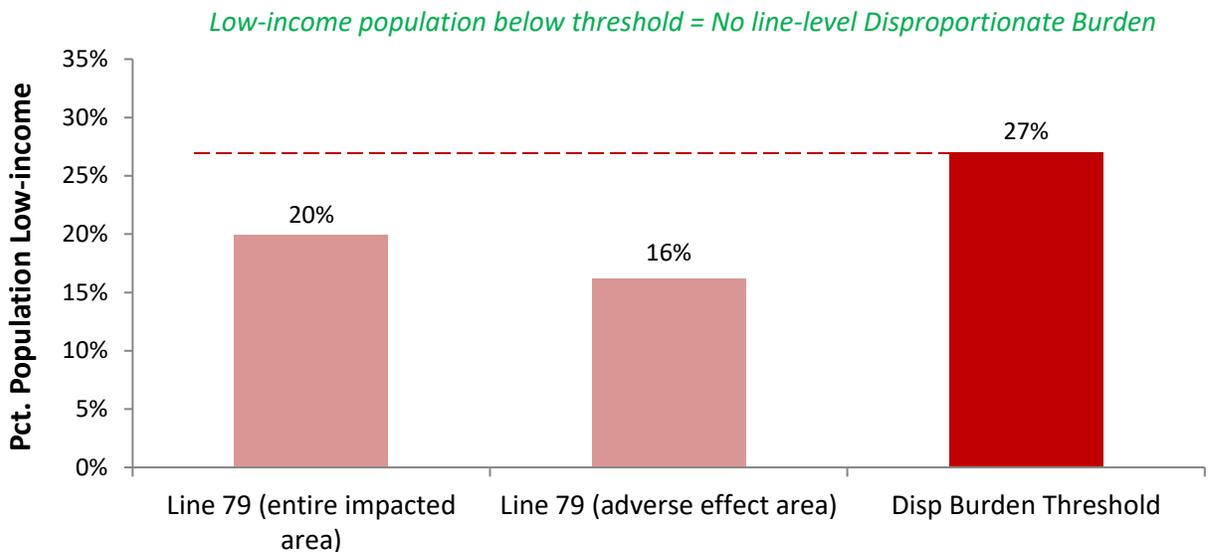
*Adverse effect applies

Figure 2: Minority Population Comparison
Proposed Line 79 (Coverage Removed) Major Service Reduction



Source: 2011-2015 American Community Survey, block group level

Figure 3: Low-income Population Comparison
Proposed Line 79 Major Service Reduction



Source: 2011-2015 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level.

In terms of access⁴, this change would remove service from:

- About 7,626 jobs
 - 62% are low-to-medium wage jobs, which is higher than the TriMet district average
 - 9% are jobs held by people of color, which is lower than the TriMet district average
 - 8% are jobs held by Hisp/Latino workers, which is similar to the TriMet district average

2. Major Service Increases

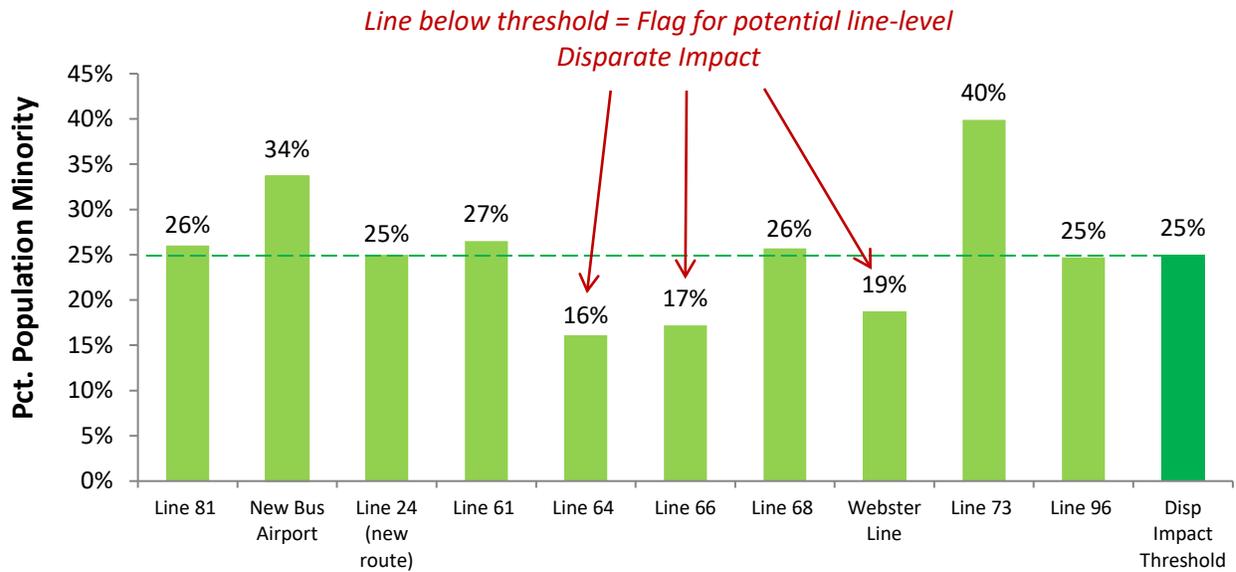
For service increases, the analysis examines the extent to which the *benefits* of the improvements are inclusive of minority and low-income populations.

Figure 4 displays the minority population along each line⁵ proposed for a major increase as compared to the 25% Disparate Impact threshold. Figure 5 displays the low-income population along each line as compared to the 21% Disproportionate Burden threshold. Because these are proposed service increases, protected populations *falling below* these thresholds are flagged for potential concerns. The narrative analysis of each individual line follows, which includes further considerations of access to jobs, education, health care, and food for minority and low-income populations.

⁴ Access defined as within ¼ mile of a stop on the line. For full details of access to services by line, see Attachment B.

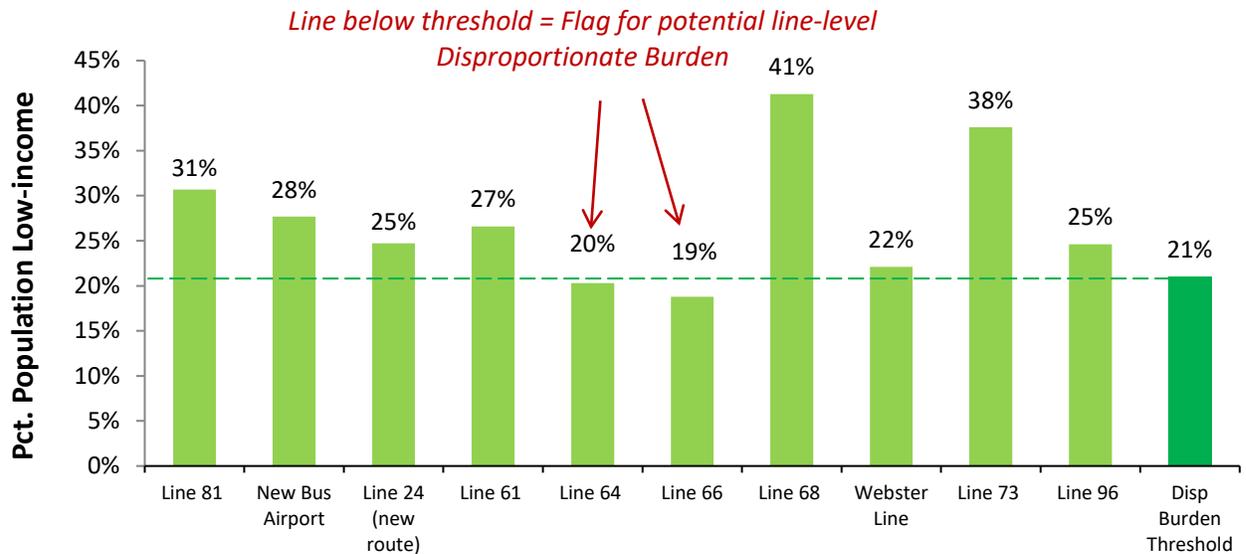
⁵ Line 79 shown separately for clarity.

Figure 4: Minority Population Comparison
 Lines with proposed Major Service Increases & Disparate Impact Threshold



Source: 2011-2015 American Community Survey, block group level

Figure 5: Low-income Population Comparison
 Lines with proposed Major Service Increases & Disproportionate Burden Threshold



Source: 2011-2015 American Community Survey, block group level.
 Low-income defined as at or below 150% federal poverty level.

➤ **Line 272 – Airport Bus** (New bus line)

The proposed routing for this line would potentially benefit a service area population that is **33% minority** and **32% low-income** which are both well above the Disparate Impact (25%) and Disproportionate Burden (21%) thresholds for Major Service Increases. Thus, there is *no Disparate Impact* and *no Disproportionate Burden* at the line-level.

In terms of access, this line would provide new service to:

- About 31,000 jobs
 - 64% are low-to-medium wage jobs, which is much greater than the TriMet district average
 - 12% are jobs held by people of color, which is equal to the TriMet district average
 - 9% are jobs held by Hispanic/Latino workers, which is slightly greater than the TriMet district average
- 4 employment and housing resource centers
- 3 high school
- 1 community health care service centers
- 4 grocery stores and supermarkets, two of which are Asian grocers

➤ **Line 31 – Webster** (New bus line)

The proposed routing for this line would potentially benefit a service area population that is **19% minority** and **22% low-income**, which are both well below the Disparate Impact (25%) and Disproportionate Burden (21%) thresholds for Major Service Increases. This indicates a potential Disparate Impact and Disproportionate Burden, calling for further examination, in particular the considerations below as well as the system-level analysis provided in the next section.

In terms of access, this line would maintain service⁶ to:

- Over 18,992 jobs
 - 64% are low-to-medium wage jobs, which is greater than the TriMet district average
 - 11% are jobs held by minorities, which is slightly less than the TriMet district average
 - 8% are jobs held by Hisp/Latino workers, which is similar to the TriMet district average
- 2 community college
- 2 middle school and 2 high schools, including 1 alternative high schools
- 4 community health care service centers
- 5 grocery stores/supermarkets

In terms of access, this line would provide new service to:

- Over 1,297 jobs
 - 68% are low-to-medium wage jobs, which is greater than the TriMet district average
 - 8% are jobs held by minorities, which is less than the TriMet district average
 - 8% are jobs held by Hisp./Latino workers, which is similar to the TriMet district average
- 1 grocery store/supermarket

⁶ Stops removed from Line 79 will be maintained by the New Webster line

➤ **Line 79 – Clackamas/Oregon City (Route change)**

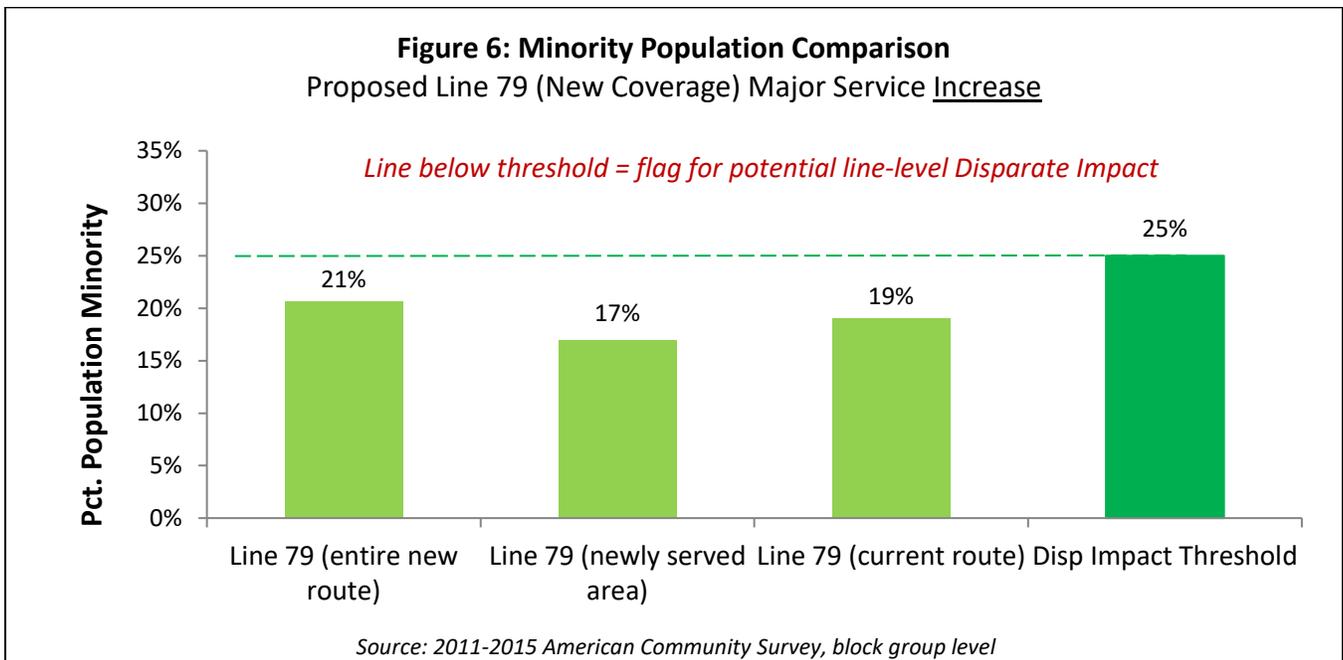
The Line 79 proposal includes a route change that will serve a new area on the entire new line. As shown in Figure 6, the entire new line has a population that is 21% **minority** which is below the Disparate Impact threshold (25%) for Major Service Increases. This indicates a **potential Disparate Impact**, calling for further examination, in particular the considerations below as well as the system-level analysis provided in the next section. On the other hand, the newly served area population (see Figure 7) is **26% low-income**, which is above the Disproportionate Burden threshold (21%) for Major Service Increases. Thus, there is **no Disproportionate Burden** at the line level.

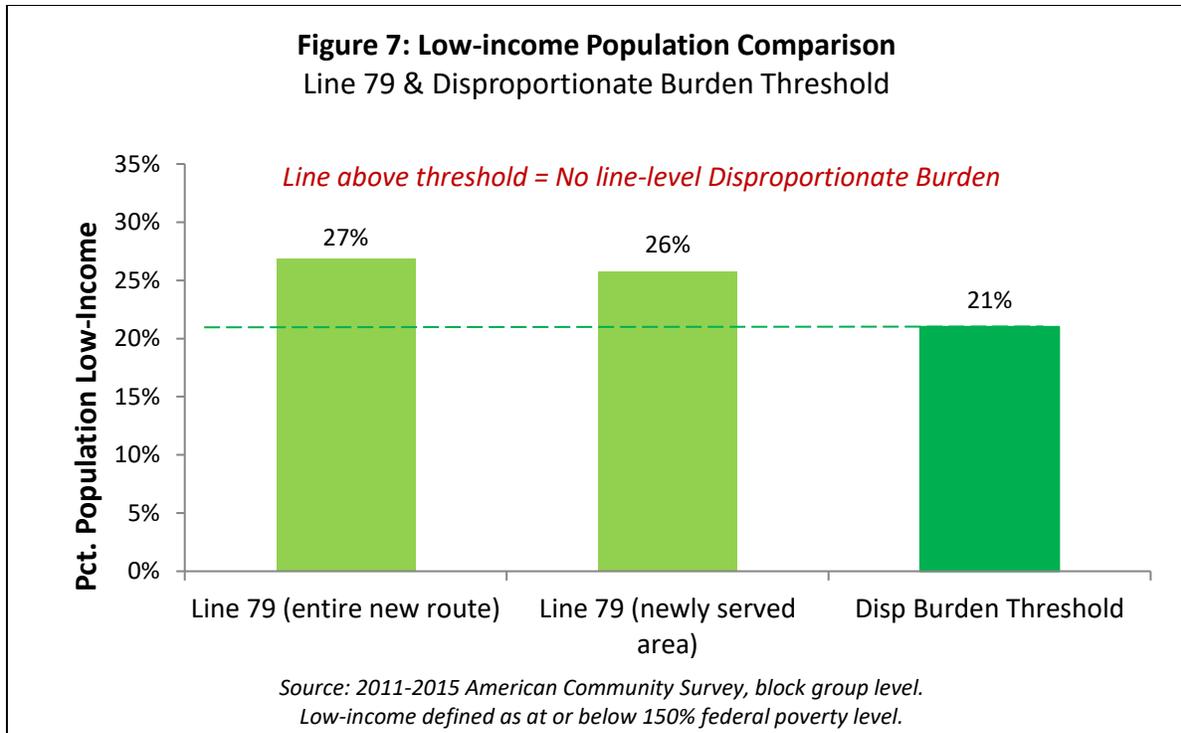
In terms of access, the route change would provide new service to:

- About 462 jobs
 - 66% are low-to-medium wage jobs, which is much greater than the TriMet district average
 - 4% are jobs held by minorities, which is less than the TriMet district average
 - 7% are jobs held by Hisp/Latino workers, which is lower than the TriMet district average
- 1 grocery stores/supermarkets
- 2 human and social services centers

In terms of access, this line would improve service to:

- About 33,940 jobs
 - 62% are low-to-medium wage jobs, which is much greater than the TriMet district average
 - 8% are jobs held by minorities, which is less than the TriMet district average
 - 10% are jobs held by Hisp/Latino workers, which is above the TriMet district average
- 3 employment resource center
- 5 human and social services centers
- 4 grocery stores/supermarkets, including one Asian grocer





➤ **Line 96 – Tualatin/I-5** (Weekday frequency increase)

This service increase would potentially benefit a service area population that is **25% minority** and **25% low-income**, which are at or above the Disparate Impact and Disproportionate Burden thresholds for Major Service Increases. Thus, there is **no Disparate Impact** and **Disproportionate Burden** at the line level.

The frequency increase would improve service to:

- Over 99,000 jobs
 - 48% are low-to-medium wage jobs, which is less than the TriMet district average
 - 11% are jobs held by minorities, which is slightly less than the TriMet district average
 - 7% are jobs held by Hisp./Latino workers, which is slightly less than the TriMet district average
- 6 high schools, 5 of which are private
- 11 grocery stores/supermarkets
- 12 human and social services centers
- 2 employment resource centers

➤ **Line 81 – Kane/257th** (Weekday frequency increase and span improvements)

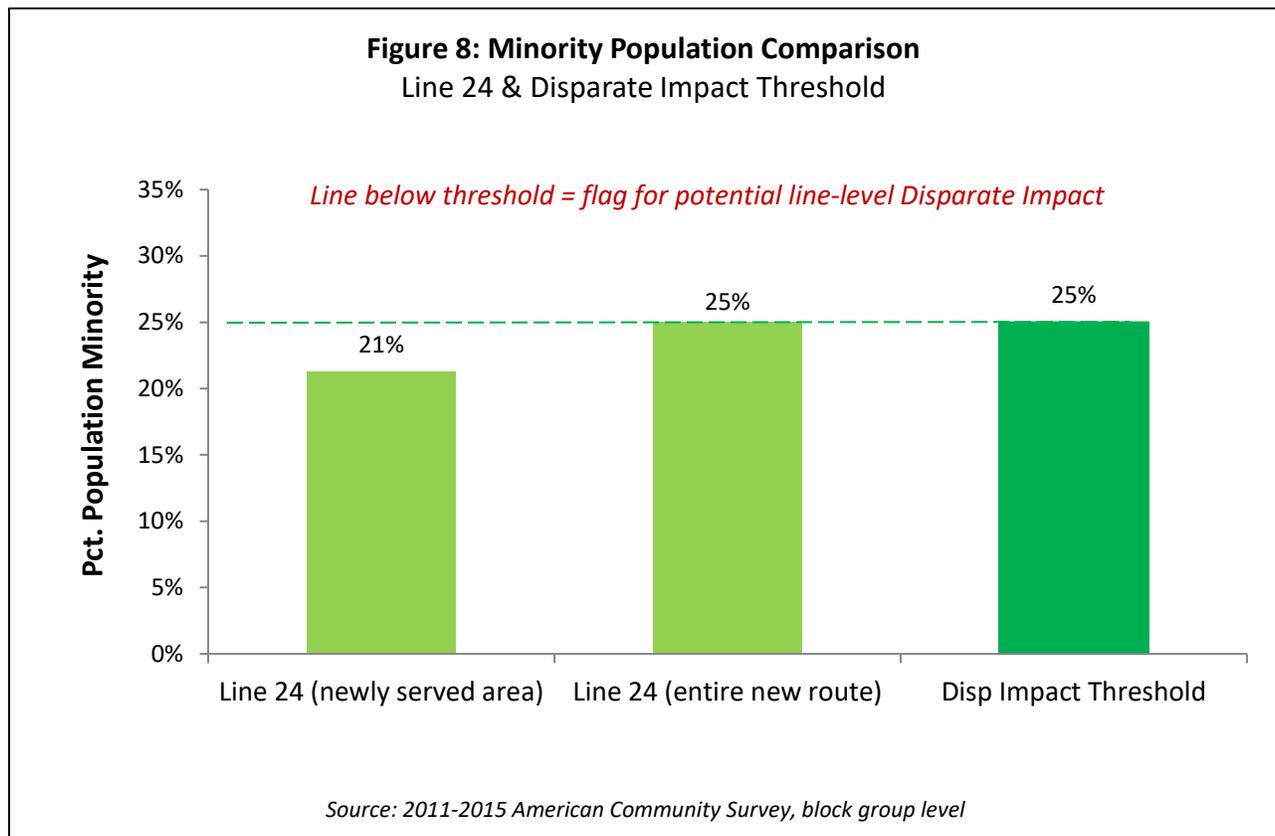
This service increase would potentially benefit a service area population that is **26% minority** and **31% low-income**, which are above the Disparate Impact and Disproportionate Burden thresholds for Major Service Increases. Thus, there is **no Disparate Impact** and **Disproportionate Burden** at the line level.

The frequency increase would improve service to:

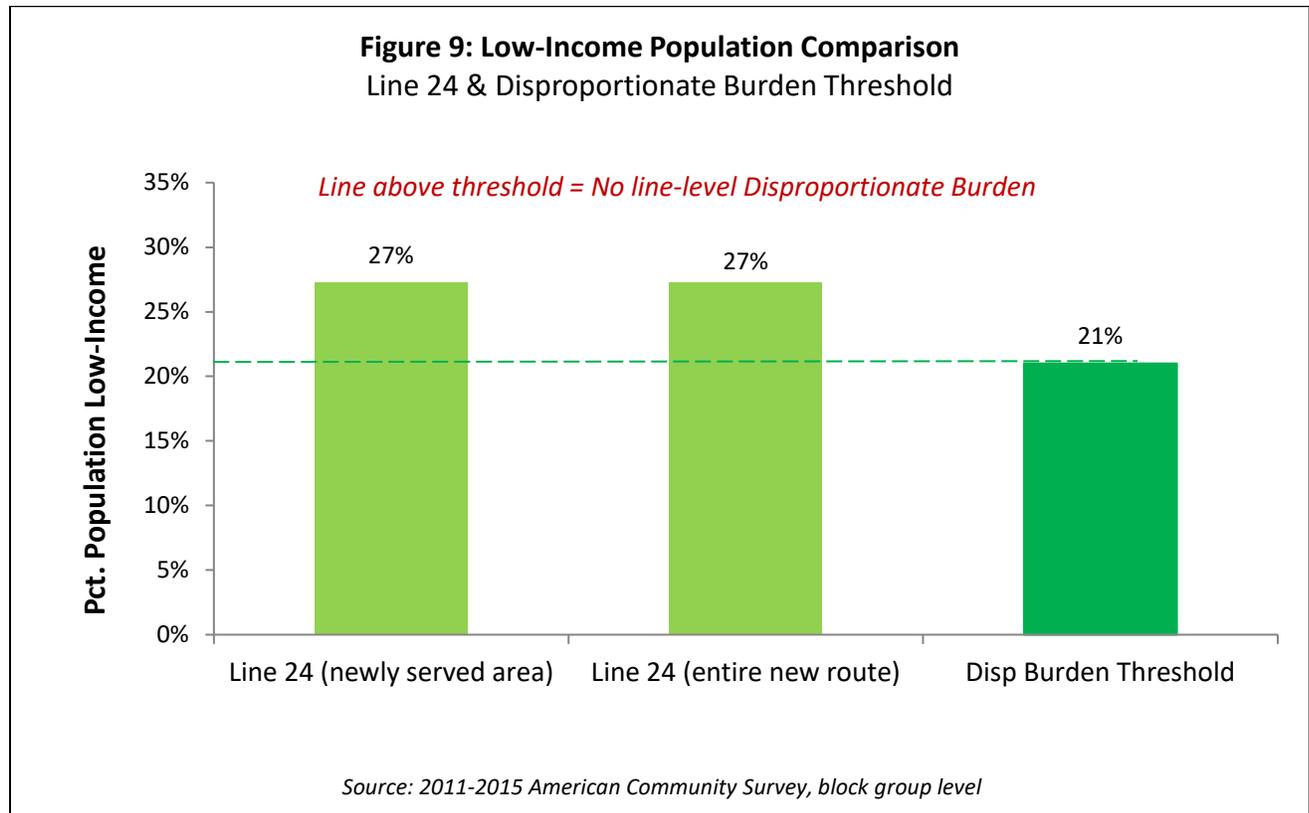
- About 17,675 jobs
 - 66% are low-to-medium wage jobs, which is above the TriMet district average
 - 12% are jobs held by minorities, which is similar to the TriMet district average
 - 9% are jobs held by Hisp./Latino workers, which is above the TriMet district average
- 1 community college and 3 high schools
- 5 grocery stores/supermarkets
- 4 human and social services centers

➤ **Line 24** (Route extended and frequency increase)

The Line 24 proposal includes both a route change that will serve a new area and a frequency increase on the entire new line. As shown in Figure 6, the entire new line has a population that is **25% minority**, which is equal to the Disparate Impact threshold for Major Service Increases (25%). On the other hand, the area that would be newly served by the route change to the Line 24 has a population that is **21% minority**, which is below the Disparate Impact threshold for Major Service Increases (25%). This indicates a **potential Disparate Impact**, calling for further examination, in particular the considerations below as well as the system-level analysis provided in the next section.



As shown in Figure 9, the entire new line has a population that is **27% low-income**, while the area that would be newly served by the route change to the Line 24 has a population that is **27% minority**. Both of these are above the Disproportionate Burden threshold for Major Service Increases (21%). Thus, there is **no Disproportionate Burden** at the line-level.



Thus, there is no **potential Disproportionate Burden** related to the route change or increase in frequency. However, there is a **potential Disparate Impact** related to the route change, calling for further examination, in particular the considerations below as well as the system-level analysis provided in the next section.

In terms of access, the route change would provide new service to:

- About 26,396 jobs
 - 50% are low-to-medium wage jobs, which is less than the TriMet district average
 - 11% are jobs held by minorities, which is slightly less than the TriMet district average
 - 6% are jobs held by Hisp/Latino workers, which is lower than the TriMet district average
- 3 high schools, including 2 private high schools
- 8 grocery stores/supermarkets
- 6 human and social services centers

The frequency increase would improve service to:

- About 39,378 jobs
 - 53% are low-to-medium wage jobs, which is less than the TriMet district average

- 12% are jobs held by minorities, which is equal to the TriMet district average
- 6% are jobs held by Hisp/Latino workers, which is lower than the TriMet district average
- 4 employment resource centers
- 4 human and social services centers
- 7 grocery stores/supermarkets, including one Asian grocer

➤ **Line 73 – 122nd Avenue** (Weekday frequency increase)

This service increase would potentially benefit a service area population that is **40% minority** and **38% low-income**, which are well above the Disparate Impact and Disproportionate Burden thresholds for Major Service Increases. Thus, there is **no Disparate Impact** and **Disproportionate Burden** at the line level.

The frequency increase would improve service to:

- About 14,166 jobs
 - 74% are low-to-medium wage jobs, which is well above the TriMet district average
 - 14% are jobs held by minorities, which is above the TriMet district average
 - 9% are jobs held by Hisp./Latino workers, which is above the TriMet district average
- 1 community college campus
- 2 middle schools and 1 high school
- 4 grocery stores/supermarkets
- 3 human and social services centers

➤ **Line 61 – Marquam Hill/Beaverton** (Weekday span improvements)

This service increase would potentially benefit a service area population that is **27% minority** and **27% low-income**, both of which exceed the Disparate Impact (25%) and Disproportionate Burden (21%) thresholds for Major Service Increases. Thus, there is **no Disparate Impact** and **no Disproportionate Burden** at the line-level.

In terms of access, this increase would improve service to:

- About 40,000 jobs
 - 47% are low-to-medium wage jobs, which is less than the TriMet district average
 - 15% are jobs held by minorities, which is greater than the TriMet district average
 - 6% are jobs held by Hisp./Latino workers, which is less than the TriMet district average
- 10 grocery stores/supermarkets, including one Asian grocer
- 7 community health care service centers
- 1 employment resource center
- 1 middle school and 2 high schools

➤ **Line 64 – Marquam Hill/Tigard** (Weekday span improvements)

This service increase would potentially benefit a service area population that is **16% minority** and **20% low-income**, both of which are below the Disparate Impact (25%) and Disproportionate Burden (21%) thresholds for Major Service Increases. This indicates a **potential Disparate Impact and Disproportionate**

Burden, calling for further examination, in particular the considerations below as well as the system-level analysis provided in the next section.

In terms of access, this increase would improve service to:

- About 45,000 jobs
 - 47% are low- to-medium wage jobs, which is less than the TriMet district average
 - 15% are jobs held by people of color, which is greater than the TriMet district average
 - 7% are jobs held by Hisp/Latino workers, which is less than the TriMet district average
- 2 high schools
- 5 human and social services centers
- 7 grocery stores/supermarkets, including 1 Mediterranean grocer

➤ **Line 66 – Marquam Hill/Hollywood** (Weekday span improvements)

This service increase would potentially benefit a service area population that is **17% minority** and **19% low-income**, both of which are below the Disparate Impact (25%) and Disproportionate Burden (21%) thresholds for Major Service Increases. This indicates a ***potential Disparate Impact and Disproportionate Burden***, calling for further examination, in particular the considerations below as well as the system-level analysis provided in the next section.

In terms of access, this increase would improve service to:

- About 49,000 jobs
 - 45% are low- to-medium wage jobs, which is less than the TriMet district average
 - 14% are jobs held by people of color, which is greater than the TriMet district average
 - 6% are jobs held by Hisp/Latino workers, which is less than the TriMet district average
- 1 employment resource center
- 1 high school
- 8 community health care service centers
- 3 human and social services centers
- 10 grocery stores/supermarkets

➤ **Line 68 – Marquam Hill/Beaverton** (Weekday span improvements)

This service increase would potentially benefit a service area population that is **26% minority** and **41% low-income**, both of which exceed the Disparate Impact (25%) and Disproportionate Burden (21%) thresholds for Major Service Increases. Thus, there is ***no Disparate Impact*** and ***no Disproportionate Burden*** at the line-level.

In terms of access, this increase would improve service to:

- About 42,000 jobs
 - 39% are low-to-medium wage jobs, which is less than the TriMet district average
 - 15% are jobs held by minorities, which is greater than the TriMet district average
 - 5% are jobs held by Hisp./Latino workers, which is less than the TriMet district average
- 3 high schools

- 2 alternative/trade schools
- 2 grocery store/supermarkets
- 8 human and social services centers

3. Other Major Service Changes

One of the proposed changes, while qualifying as a Major Service Changes, does not necessarily increase or reduce service. Evaluating potential distribution of adverse effects or benefits of the changes is not applicable, and therefore there is *no potential Disparate Impact* and *no potential Disproportionate Burden* under TriMet’s Title VI policies. Even so, TriMet still analyzed the details of the proposed changes for potential equity impacts.

➤ **Line 4 – Division/Fessenden (Line split)**

The Line 4 is proposed to be split into two lines and would share stops Downtown Portland. The first segment of the route would run between St. Johns and Downtown Portland and the second segment would run between Downtown Portland and the Gresham Transit Center. There would be no service increase or reduction after the split.

As shown in Figures 10 and 11, the service area for each route segment have minority and low-income populations well above average for the TriMet district. Thus, there is *no Disparate Impact* and *no Disproportionate Burden* at the line-level.

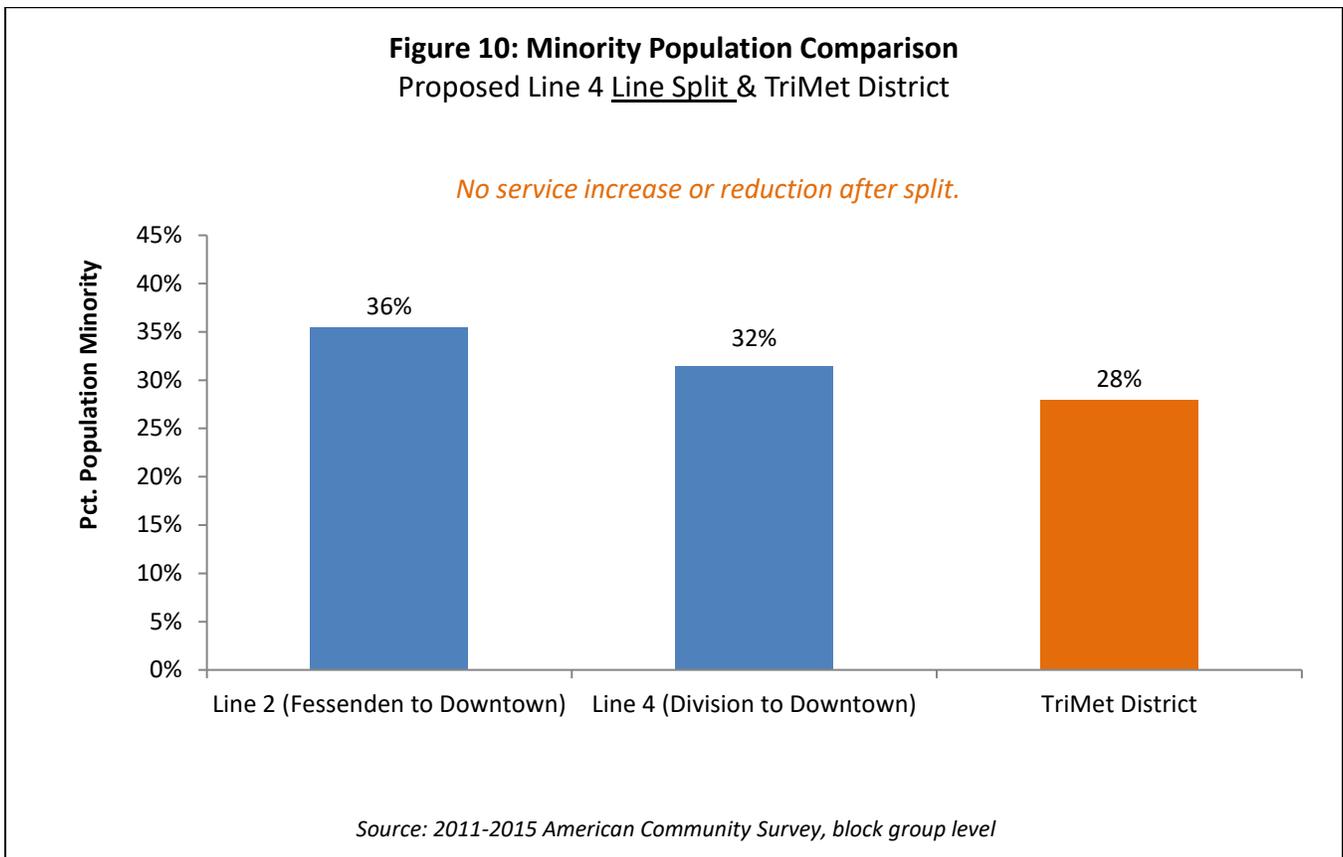
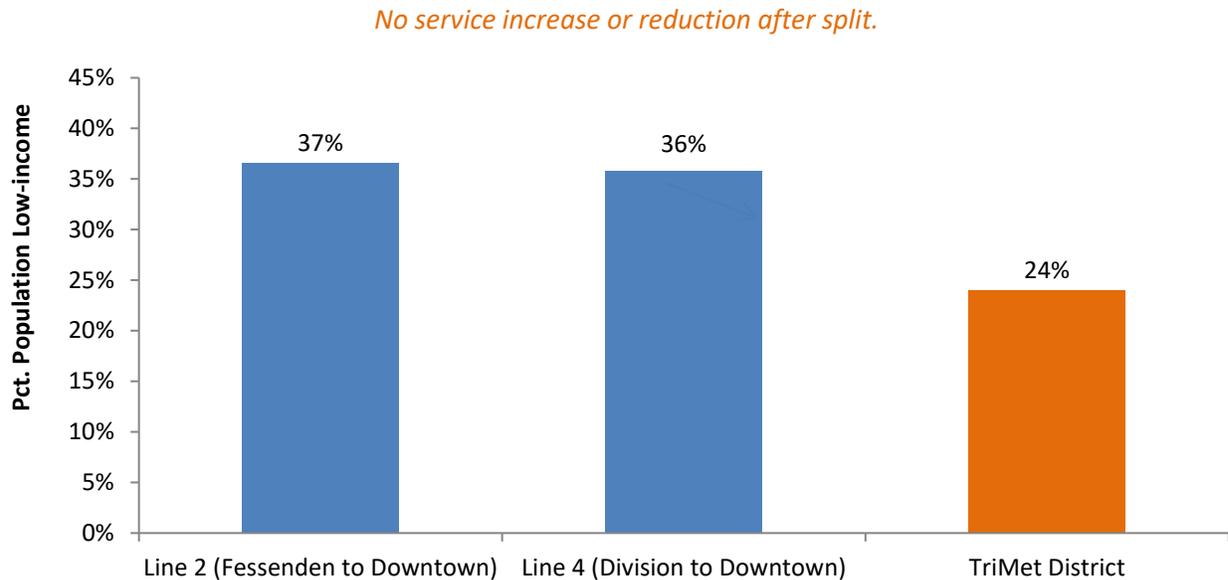


Figure 11: Low-income Population Comparison
Proposed Line 4 Line Split & TriMet District



Source: 2011-2015 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level.

D. System-level Analysis

Because more than one line is proposed for a Major Service Change, a system-level analysis is required in addition to the line-level analysis. The system-level analysis aims to measure impacts of all Major Service Changes combined to determine how equitable the impacts would be across racial/ethnic and economic lines. Service increases and service reductions are analyzed separately in order to examine both potential system-level *adverse effects* and distribution of *benefits*.

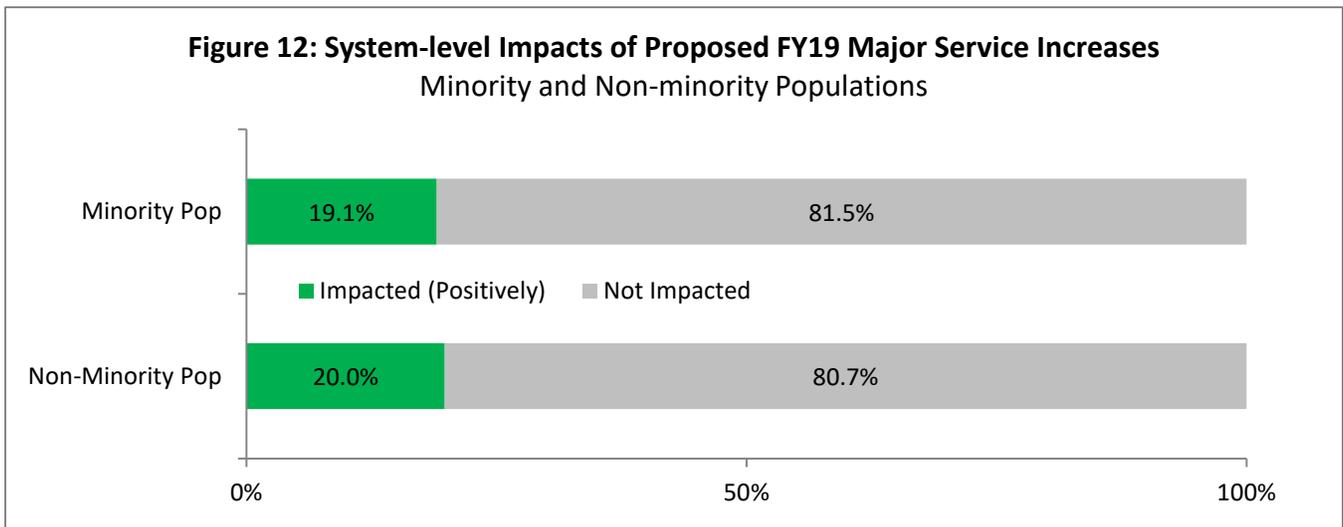
➤ ***System-level Disparate Impact Analysis: Major Service Increases***

The system-level Disparate Impact analysis of Major Service Increases is completed by determining what portion of the TriMet District's minority population stands to benefit from the Major Service Change improvements, and comparing that to the portion of the District's non-minority population that potentially benefits. A potential Disparate Impact would exist if minority populations benefitted substantially less than non-minority populations. The way we measure this is to test whether 20% less (or 4/5) of the District's minority than non-minority population stood to benefit from the improvements.

Table 4 and Figure 12 compare the positively impacted minority and non-minority populations. A slightly greater percentage of the District’s non-minority population stands to benefit by the proposed Major Service Increase compared to the minority population (20% vs. 19.1%, respectively). However, the difference does not meet the Disparate Impact Threshold of 16%: given the 20% of the non-minority population will benefit from the increases, the percentage of the minority population impacted would have to be at least 16% to meet the definition of a system-level Disparate Impact. Therefore, *no System-level Disparate Impact* is found related to the proposed Major Service Increases.

Table 4: System-level Disparate Impact Analysis of Major Service Increases

Pct. of TriMet District Non-Minority Pop Positively Impacted	Minority Pop Disparate Impact Threshold	Pct. of TriMet District Minority Pop Positively Impacted	Potential Disparate Impact?
20%	Less than 16%	19.1%	No



➤ **System-level Disparate Impact Analysis: Major Service Reductions**

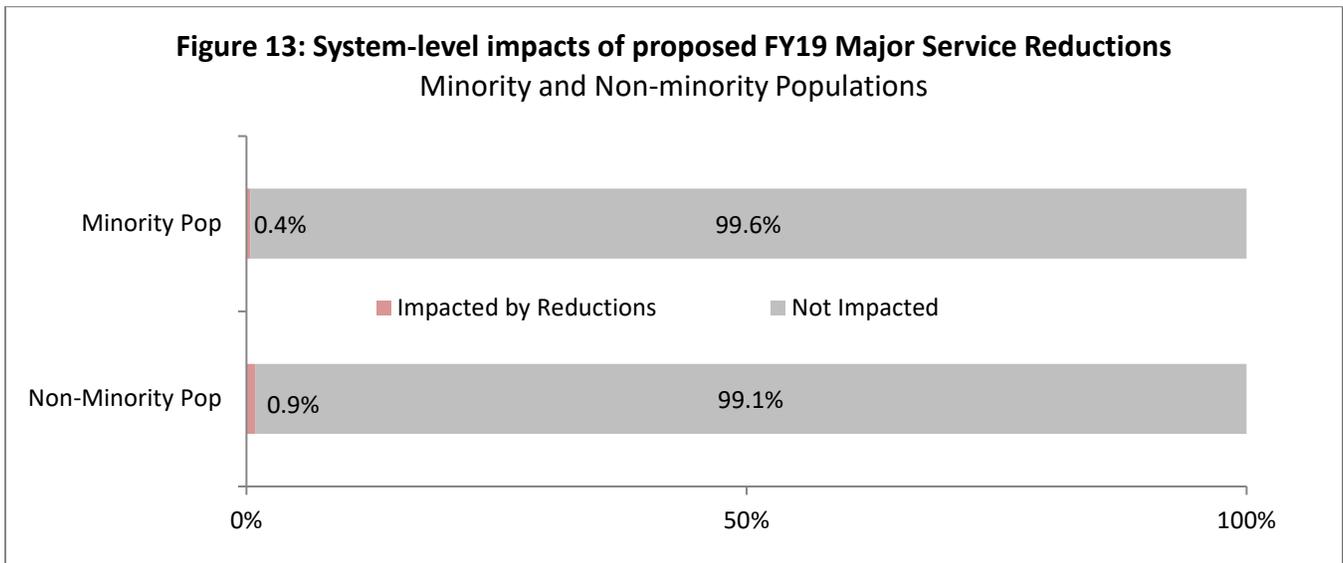
The system-level Disparate Impact analysis of Major Service Reductions is completed by determining what proportion of the TriMet District’s minority population is potentially adversely impacted from the service reductions and comparing that to the District’s non-minority population that may be adversely impacted. A potential Disparate Impact would exist if minority populations were impacted substantially more by service reductions than non-minority populations. The way we measure this is to test whether 20% more of the District’s minority than non-minority population were impacted by the service reductions.

Table 5 and Figure 13 compare the impacted minority and non-minority populations. A greater percentage of the District’s non-minority population is potentially impacted by the proposed Major Service Reductions as compared to the minority population (0.9% vs. 0.4%, respectively). Therefore, *no System-level Disparate Impact* is found related to the proposed Major Service Reductions.

Table 5: System-level Disparate Impact Analysis of Major Service Reductions

Pct. of TriMet District Non-Minority Pop Impacted	Minority Pop Disparate Impact Threshold	Pct. of TriMet District Minority Pop Impacted	Potential Disparate Impact?
0.9%	Greater than 1%	0.4%	No

**Figure 13: System-level impacts of proposed FY19 Major Service Reductions
Minority and Non-minority Populations**



➤ ***System-level Disproportionate Burden Analysis: Major Service Increases***

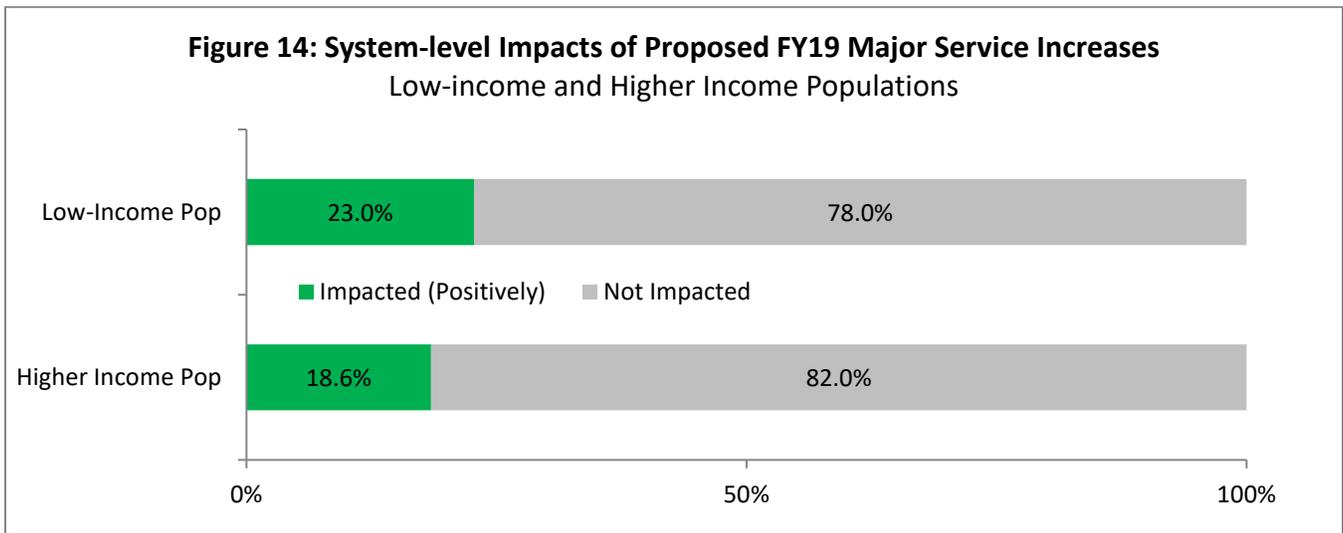
The System-level Disproportionate Burden analysis is completed by determining what proportion of the TriMet District’s low-income population is positively impacted by the Major Service Increases, and comparing that to the District’s higher income population that is positively impacted. “Higher income” includes all persons above the low-income threshold of 150% of the federal poverty level. A potential Disproportionate Burden would exist if low-income populations benefitted substantially less than higher income populations. The way we measure this is to test whether 20% less (or 4/5) of the District’s low-income than higher income population stands to benefit from the improvements.

Table 6 and Figure 14 compare the impacted low-income and higher income populations. A greater percentage of the District’s low-income population stands to benefit from the proposed Major Service Increases as compared to the higher income population (23% vs. 18.6%, respectively). Therefore, ***no System-level Disproportionate Burden*** is found related to the proposed Major Service Increases.

Table 6: System-level Disproportionate Burden Analysis of Major Service Increases

Pct. of TriMet District Higher Income Pop Positively Impacted	Low-Income Pop Disparate Impact Threshold	Pct. of TriMet District Low Income Pop Positively Impacted	Potential Disproportionate Burden?
18.6%	Less than 15%	23%	No

Figure 14: System-level Impacts of Proposed FY19 Major Service Increases
Low-income and Higher Income Populations



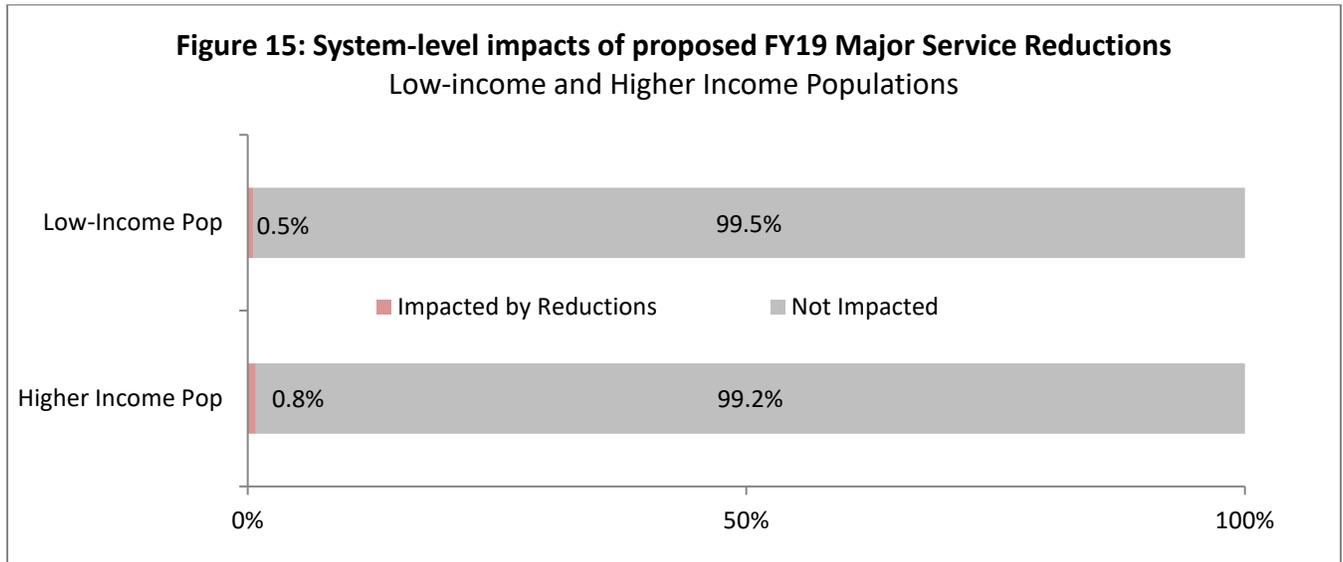
➤ ***System-level Disproportionate Burden Analysis: Major Service Reductions***

The system-level Disproportionate Burden analysis is completed by determining what proportion of the TriMet District’s low-income population is potentially adversely impacted from the service reductions and comparing that to the District’s higher income population that may be adversely impacted. “Higher income” includes all persons above the low-income threshold of 150% of the federal poverty level. A potential Disproportionate Burden would exist if low-income populations were impacted substantially more by service reductions than higher income populations. The way we measure this is to test whether 20% more of the District’s low-income than higher income population were impacted by the service reductions.

Table 7 and Figure 15 compare the impacted low-income and higher income populations. A greater percentage of the District’s higher income population is potentially impacted by the proposed Major Service Reductions as compared to the low-income population (0.8% vs. 0.5%, respectively). Therefore, ***no system-level Disparate Impact*** is found related to the proposed Major Service Reductions.

Table 7: System-level Disproportionate Burden Analysis of Major Service Reductions

Pct. of TriMet District Higher Income Pop Positively Impacted	Low-Income Pop Disparate Impact Threshold	Pct. of TriMet District Low Income Pop Positively Impacted	Potential Disproportionate Burden?
0.8%	Greater than 0.96%	0.5%	No



IV. Community Engagement

The service proposals analyzed in this report stem from a multi-year planning and outreach process to develop a vision for future transit service in the Portland metropolitan region. Divided by sub-region of the TriMet service district, these “Service Enhancement Plans” were undertaken to identify and prioritize opportunities to improve bus service as well as pedestrian and bike access to transit, given current and projected population and job growth. These are long-range plans which include dozens of bus service improvements beyond those proposed for implementation over the next year.⁷

An initial FY19 service plan was developed in fall 2017, at which point TriMet posted the proposed changes on trimet.org to solicit feedback, placed advertisements in newspapers across the service district, conducted on-board outreach and sent postcards to nearby residents of lines with proposed routing changes, presented the proposal to the Transit Equity Advisory Committee, sent emails to riders and other stakeholders, and staff held seven TriMet Open Houses. Based on feedback received, TriMet modified the plan by:

1. Selecting 82nd Avenue as the preferred route option for the New Airport Bus line; and

⁷ For more information, go to <http://future.trimet.org>

2. Extending Line 24-Fremont over the Fremont Bridge to Goose Hollow in SW Portland, where it would connect with MAX Blue and Red line service. The Line 24 will continue to serve the stops, including Legacy Emmanuel Hospital, on Vancouver and Williams all the way to Russell.

For the second phase of outreach, the updated plan was posted to trimet.org and many elements of the initial outreach phase were repeated (postcards, newspaper advertisements, emails). TriMet held an open house on February 15, 2018 in North Portland to solicit feedback about the updated proposal. Finally, TriMet held a public hearing at its March 28, 2018 board meeting to receive comments on the proposed service changes.

Responses overall were positive about the proposal. The following is a summary of themes across the feedback received:

- Strong community support for the proposed new Airport Bus line on SE 82nd Ave.
- Support for the service increases to OHSU with Lines 61, 64, 66, and 68
- Strong community support for the proposed new Webster line.
- Support from the City of Troutdale for the proposed routing changes to the Lines 81 and 96.
- Strong community support for the proposed all night service with Lines 20 and 57.
- Advocacy to continue to serve Emanuel Hospital and N Vancouver/Williams; informing decision to continue service on Line 24.

V. Summary of Findings

Table 8 on the next page summarizes the results of the line-level and system-level Disparate Impact and Disproportionate Burden analyses. As shown, Title VI concerns are minimal with the proposed FY19 Annual Service Plan. The proposal promises to improve service significantly for minority and low-income populations, with only three improvements (to the Lines 64, 66 and 31 – New Webster Line) serving areas with relatively low minority populations. Lines 64 and 66 improvements also serve 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) that the other 9 lines proposed for improvements did not have any line-level Disparate Impacts; and c) that the other 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.

Table 8: Summary of Disparate Impact and Disproportionate Burden analysis results

		Potential Disparate Impact?	Potential Disproportionate Burden?
Major Service Reduction	79 – Clackamas/Oregon City	No	No
Major Service Increases	272 – Airport Bus (New)	No	No
	31 – Webster (New)	Yes	No
	24 – Fremont	No	No
	61 – Marquam Hill/Beaverton	No	No
	64 – Marquam Hill/Tigard	Yes	Yes
	66 – Marquam Hill/Hollywood	Yes	Yes
	68 – Marquam Hill/Collins Circle	No	No
	73 – 122nd Avenue	No	No
	79 – Clackamas/Oregon City	No	No
	81 – Kane/257th	No	No
	96 – Tualatin/I-5	No	No
		<i>Combined Improvements (System-level)</i>	No
Other Major Service Changes	Line 4 – Division/Fessenden	No	No

Attachment A: Analysis of impact on access to employment, education, health care, and food for minority and low-income populations

Line 272 – Airport Night Bus

New Line to serve Airport via NE 82nd Avenue

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<ul style="list-style-type: none"> Creates new access to an estimated 31,000 jobs <table border="1" style="margin-left: 20px;"> <caption>Job Creation Comparison</caption> <thead> <tr> <th>Category</th> <th>New Bus Airport</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>56%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>14%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>8%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ New Bus Airport ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	New Bus Airport	TriMet District	Low/Medium Wage Jobs*	56%	55%	Jobs Held by Workers of Color*	14%	12%	Jobs Held by Hispanic/Latino Workers*	8%	8%	<ul style="list-style-type: none"> IRCO Impact NW JOIN Transition Projects 	<ul style="list-style-type: none"> Madison High Helensview HS Hand in Hand Center for Jewish-Arab Education in Israel 	<ul style="list-style-type: none"> 211info 	<ul style="list-style-type: none"> Walgreens (2 locations) China Foods Wholesale La Bouffe International Gourmet
Category	New Bus Airport	TriMet District														
Low/Medium Wage Jobs*	56%	55%														
Jobs Held by Workers of Color*	14%	12%														
Jobs Held by Hispanic/Latino Workers*	8%	8%														

Line 31 – Webster Rd

New line connecting Clackamas TC and Oregon City TC

Creates new access
 Improves access
 Removes access
 Reduces access

	Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
IMPROVE ACCESS	<ul style="list-style-type: none"> • <u>Maintains</u> access to an estimated 18,992 jobs <table border="1"> <caption>Job Characteristics Comparison (IMPROVE ACCESS)</caption> <thead> <tr> <th>Characteristic</th> <th>New Webster Line</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>64%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>8%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>11%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ New Webster Line ■ TriMet District </p>	Characteristic	New Webster Line	TriMet District	Low/Medium Wage Jobs*	64%	55%	Jobs Held by Workers of Color*	8%	12%	Jobs Held by Hispanic/Latino Workers*	11%	8%	N/A	<ul style="list-style-type: none"> • Clackamas Comm. Col • Clackamas Middle College • Kraxberger Middle • NW Alternative School • Sabin-Schellenberg Center South 	<ul style="list-style-type: none"> • Los Ninos Cuentan • Central City Concern • Roth Senior Care • Recovery Association Project, Inc 	<ul style="list-style-type: none"> • Walgreens (2 locations) • Safeway • Natural Grocers by Vitamin Cottage • Rite Aide
Characteristic	New Webster Line	TriMet District															
Low/Medium Wage Jobs*	64%	55%															
Jobs Held by Workers of Color*	8%	12%															
Jobs Held by Hispanic/Latino Workers*	11%	8%															
NEW ACCESS	<ul style="list-style-type: none"> • <u>Creates</u> access to an estimated 1,297 jobs <table border="1"> <caption>Job Characteristics Comparison (NEW ACCESS)</caption> <thead> <tr> <th>Characteristic</th> <th>Webster Line (new coverage area)</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>68%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>8%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>8%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Webster Line (new coverage area) ■ TriMet District </p>	Characteristic	Webster Line (new coverage area)	TriMet District	Low/Medium Wage Jobs*	68%	55%	Jobs Held by Workers of Color*	8%	12%	Jobs Held by Hispanic/Latino Workers*	8%	8%	N/A	<ul style="list-style-type: none"> • Sabin-Schellenberg Center North 	N/A	<ul style="list-style-type: none"> • Safeway
Characteristic	Webster Line (new coverage area)	TriMet District															
Low/Medium Wage Jobs*	68%	55%															
Jobs Held by Workers of Color*	8%	12%															
Jobs Held by Hispanic/Latino Workers*	8%	8%															

**Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.*

Line 79 – Clackamas/Oregon City

Route change to serve 82nd Ave and I-205. Streamlining trip between Clackamas TC and Oregon City TC

Creates new access Improves access Removes access Reduces access

	Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
NEW ACCESS	<ul style="list-style-type: none"> Creates new access to an estimated 462 jobs <table border="1"> <caption>Job Access Data for New Access</caption> <thead> <tr> <th>Category</th> <th>Line 79-new</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>66%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>4%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>7%</td> <td>8%</td> </tr> </tbody> </table> <p>Legend: ■ Line 79-new ■ TriMet District</p>	Category	Line 79-new	TriMet District	Low/Medium Wage Jobs*	66%	55%	Jobs Held by Workers of Color*	4%	12%	Jobs Held by Hispanic/Latino Workers*	7%	8%	N/A	<ul style="list-style-type: none"> Living Room 	<ul style="list-style-type: none"> Recovery Association Project, Inc. Anger Mgmt Agency 	<ul style="list-style-type: none"> Safeway
Category	Line 79-new	TriMet District															
Low/Medium Wage Jobs*	66%	55%															
Jobs Held by Workers of Color*	4%	12%															
Jobs Held by Hispanic/Latino Workers*	7%	8%															
IMPROVED ACCESS	<ul style="list-style-type: none"> Improves access to an estimated 33,940 jobs <table border="1"> <caption>Job Access Data for Improved Access</caption> <thead> <tr> <th>Category</th> <th>Line 79-improved</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>62%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>8%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>10%</td> <td>8%</td> </tr> </tbody> </table> <p>Legend: ■ Line 79-improved ■ TriMet District</p>	Category	Line 79-improved	TriMet District	Low/Medium Wage Jobs*	62%	55%	Jobs Held by Workers of Color*	8%	12%	Jobs Held by Hispanic/Latino Workers*	10%	8%	N/A	<ul style="list-style-type: none"> Clackamas Comm. Col Clackamas Middle College Sabin-Schellenberg Center South 	<ul style="list-style-type: none"> Central City Concern Clinic North Clackamas DHS Roth Senior Care Los Nino Cuentan Recovery Assoc. Proj. 	<ul style="list-style-type: none"> Safeway Cash & Carry Tombstone Grocery Natural Grocers by Vitamin Cottage
Category	Line 79-improved	TriMet District															
Low/Medium Wage Jobs*	62%	55%															
Jobs Held by Workers of Color*	8%	12%															
Jobs Held by Hispanic/Latino Workers*	10%	8%															

<p>REMOVED ACCESS</p>	<ul style="list-style-type: none"> Removes access to an estimated 7,626 jobs <table border="1"> <thead> <tr> <th>Category</th> <th>Line 79-removed</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>62%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>9%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>8%</td> <td>8%</td> </tr> </tbody> </table> <p>Legend: ■ Line 79-removed ■ TriMet District</p>	Category	Line 79-removed	TriMet District	Low/Medium Wage Jobs*	62%	55%	Jobs Held by Workers of Color*	9%	12%	Jobs Held by Hispanic/Latino Workers*	8%	8%	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<ul style="list-style-type: none"> Safeway
Category	Line 79-removed	TriMet District															
Low/Medium Wage Jobs*	62%	55%															
Jobs Held by Workers of Color*	9%	12%															
Jobs Held by Hispanic/Latino Workers*	8%	8%															

**Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.*

Line 61 – Marquam Hill/Beaverton

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 40,332 jobs</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 61 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>47%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>15%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>6%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Line 61 ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	Line 61 (%)	TriMet District (%)	Low/Medium Wage Jobs*	47%	55%	Jobs Held by Workers of Color*	15%	12%	Jobs Held by Hispanic/Latino Workers*	6%	8%	<ul style="list-style-type: none"> • Mentors 360 	<ul style="list-style-type: none"> • Wilson HS • Hilltop School of Music • Sylvan Learning Center • Gray Middle School • Jesuit HS 	<ul style="list-style-type: none"> • OHSU • Child Foundation • Neighborhood House • Handy Hands • American Veterans Aid • Center for Behavioral Health • G & J Home Care Services 	<ul style="list-style-type: none"> • Food Front Cooperative Grocery • Safeway • Rite Aid • Trader Joes • Walgreen • Uwajimaya • Ross Island Grocery and Café • New Seasons • Natural Grocers • Albertsons
Category	Line 61 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	47%	55%														
Jobs Held by Workers of Color*	15%	12%														
Jobs Held by Hispanic/Latino Workers*	6%	8%														

Line 64 – Marquam Hill/Tigard

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 45,327 jobs</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 64 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>47%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>13%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>9%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Line 64 ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	Line 64 (%)	TriMet District (%)	Low/Medium Wage Jobs*	47%	55%	Jobs Held by Workers of Color*	13%	12%	Jobs Held by Hispanic/Latino Workers*	9%	8%	<ul style="list-style-type: none"> • Mentors 360 	<ul style="list-style-type: none"> • Wilson HS • Westside Christian HS 	<ul style="list-style-type: none"> • OHSU • Luke-Dorf Behavioral Health Service • Neighborhood House • Oregon Coalition Against Domestic Violence • Regency Home Care • Infinite Care Giving Services • Zero to Three 	<ul style="list-style-type: none"> • Food Front Cooperative Grocery • Rite Aid • Walgreen • Ross Island Grocery and Café • Cash & Carry • Natural Grocers • Halal Meat & Mediterranean Food
Category	Line 64 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	47%	55%														
Jobs Held by Workers of Color*	13%	12%														
Jobs Held by Hispanic/Latino Workers*	9%	8%														

Line 66 – Marquam Hill/Hollywood

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 49,827 jobs</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 66 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>45%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>13%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>6%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Line 66 ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	Line 66 (%)	TriMet District (%)	Low/Medium Wage Jobs*	45%	55%	Jobs Held by Workers of Color*	13%	12%	Jobs Held by Hispanic/Latino Workers*	6%	8%	<ul style="list-style-type: none"> • Dress for Success of Oregon 	<ul style="list-style-type: none"> • Cleveland HS • Mother and Child Education Center • Resolutions NW • Big Brothers Big Sisters 	<ul style="list-style-type: none"> • OHSU • Hollywood Senior Center • DHS-CAF • Cascadia Behavioral Healthcare • Homewatch Care Givers of Portland • Impact NW • On the Move Community Integration • Catholic Community Services 	<ul style="list-style-type: none"> • People's Food Cooperative Grocery • Rite Aid (2 locations) • Safeway • Walgreens (2 locations) • Ross Island Grocery and Café • Trader Joes • Hollywood Grocery Outlet • New Seasons
Category	Line 66 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	45%	55%														
Jobs Held by Workers of Color*	13%	12%														
Jobs Held by Hispanic/Latino Workers*	6%	8%														

Line 68 – Marquam Hill/Collins Circle

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 43,840 jobs</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 68 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>39%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>14%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>5%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Line 68 ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	Line 68 (%)	TriMet District (%)	Low/Medium Wage Jobs*	39%	55%	Jobs Held by Workers of Color*	14%	12%	Jobs Held by Hispanic/Latino Workers*	5%	8%	<ul style="list-style-type: none"> • Rural Community Assistance Corporation • NeighborWorks America 	<ul style="list-style-type: none"> • Lincoln HS • St. Mary's Academy School • Outside In-Urban Ed • Portland Chinese School • The Northwest Academy 	<ul style="list-style-type: none"> • OHSU • Central City Concern • NARA Outpatient • Oregon Hospice Association • Senior Service America • Portland Homeless Family Solutions • Impact NW • Northwest Pilot Project 	<ul style="list-style-type: none"> • Safeway • Ross Island Grocery and Cafe
Category	Line 68 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	39%	55%														
Jobs Held by Workers of Color*	14%	12%														
Jobs Held by Hispanic/Latino Workers*	5%	8%														

Line 73 – 122nd Avenue

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 14,166 jobs</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 73 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>74%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>9%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>14%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Line 73 ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	Line 73 (%)	TriMet District (%)	Low/Medium Wage Jobs*	74%	55%	Jobs Held by Workers of Color*	9%	12%	Jobs Held by Hispanic/Latino Workers*	14%	8%	N/A	<ul style="list-style-type: none"> • Alice Ott Middle School • Parkrose HS • Mt Hood Community College • Sylvan Learning Center 	<ul style="list-style-type: none"> • NARA Wellness and Youth Center • Multiple Sclerosis Society of Portland • Human Solutions 	<ul style="list-style-type: none"> • Walgreens (2 locations) • Safeway (2 locations) • Rite Aid • Hong Phat Market • New Day Market • 5C Quick Mart • Tawakal Grocery Halal • Division Grocery Outlet
Category	Line 73 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	74%	55%														
Jobs Held by Workers of Color*	9%	12%														
Jobs Held by Hispanic/Latino Workers*	14%	8%														

Line 81 – Kane/257th

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 17,675 jobs</p> <table border="1" style="margin-top: 10px;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 81 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>66%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>9%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>12%</td> <td>8%</td> </tr> </tbody> </table> <p style="text-align: center;"> ■ Line 81 ■ TriMet District </p> <p><small>*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.</small></p>	Category	Line 81 (%)	TriMet District (%)	Low/Medium Wage Jobs*	66%	55%	Jobs Held by Workers of Color*	9%	12%	Jobs Held by Hispanic/Latino Workers*	12%	8%	N/A	<ul style="list-style-type: none"> • Mt. Hood Community College • Burlingame Creek HS • Reynolds HS • Gresham HS 	<ul style="list-style-type: none"> • YWCA of Greater Portland • Gresham Senior Center • Impact NW • Morrison Child and Family Services 	<ul style="list-style-type: none"> • Walgreens • Safeway • Rite Aid • Albertsons • Tienda San Miguel
Category	Line 81 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	66%	55%														
Jobs Held by Workers of Color*	9%	12%														
Jobs Held by Hispanic/Latino Workers*	12%	8%														

Line 96 – Tualatin/I-5

Added frequency on Weekdays

Creates new access
 Improves access
 Removes access
 Reduces access

Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
<p>• <u>Improves</u> access to an estimated 99,524 jobs</p> <table border="1" style="margin-top: 10px; width: 100%; border-collapse: collapse;"> <caption>Bar Chart Data</caption> <thead> <tr> <th>Category</th> <th>Line 96 (%)</th> <th>TriMet District (%)</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>48%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>7%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>11%</td> <td>8%</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 10px;"> ■ Line 96 ■ TriMet District </p> <p style="font-size: x-small; margin-top: 10px;"> *Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not "White Alone". Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau. </p>	Category	Line 96 (%)	TriMet District (%)	Low/Medium Wage Jobs*	48%	55%	Jobs Held by Workers of Color*	7%	12%	Jobs Held by Hispanic/Latino Workers*	11%	8%	<ul style="list-style-type: none"> Rural Community Assistance Corporation Pathfinders of Oregon 	<ul style="list-style-type: none"> Tualatin HS Sylvan Learning Center Lincoln HS St. Mary's Academy School Outside In-Urban Ed Horizon HS The Northwest Academy 	<ul style="list-style-type: none"> Progress Health Services OnePoint Patient Care NARA Outpatient Payless Long Term Care Pharmacy Central City Concern Morrison Center Senior Service America Oregon Hospice Association National Indian Child Welfare Association Make-A-Wish Foundation Holt International Children's Service Oregon Coalition Against DV 	<ul style="list-style-type: none"> Safeway (3 locations) Trader Joes Zupan's Market Walgreens (2 locations) Walmart Ross Island Grocery and Cafe Barbur World Foods Whole Foods Market
Category	Line 96 (%)	TriMet District (%)														
Low/Medium Wage Jobs*	48%	55%														
Jobs Held by Workers of Color*	7%	12%														
Jobs Held by Hispanic/Latino Workers*	11%	8%														

Line 24 – Fremont

Route length change over the Fremont Bridge to Goose Hollow. Frequency increased.

Creates new access
 Improves access
 Removes access
 Reduces access

	Employment	Employment Resource Centers	Education & Educational Services	Community Health Care Services	Grocery Stores & Supermarkets												
NEW ACCESS	<ul style="list-style-type: none"> Creates new access to an estimated 26,396 jobs <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Line 24 new vs TriMet District</caption> <thead> <tr> <th>Category</th> <th>Line 24 new</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>50%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>11%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>6%</td> <td>8%</td> </tr> </tbody> </table>	Category	Line 24 new	TriMet District	Low/Medium Wage Jobs*	50%	55%	Jobs Held by Workers of Color*	11%	12%	Jobs Held by Hispanic/Latino Workers*	6%	8%	N/A	<ul style="list-style-type: none"> Lincoln HS Outside In-Urban Ed The Northwest Academy The Children’s Institute Maximus K-12 Education 	<ul style="list-style-type: none"> Raphael House Changing Perceptions Outside In NARA Outpatient Portland Homeless Family Solutions DVSD 	<ul style="list-style-type: none"> Food Front Cooperative Grocery Safeway Walgreens (3 locations) New Seasons Cash & Carry (2 locations)
Category	Line 24 new	TriMet District															
Low/Medium Wage Jobs*	50%	55%															
Jobs Held by Workers of Color*	11%	12%															
Jobs Held by Hispanic/Latino Workers*	6%	8%															
IMPROVED ACCESS	<ul style="list-style-type: none"> Improves access to an estimated 39,378 jobs <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Line 24 improved vs TriMet District</caption> <thead> <tr> <th>Category</th> <th>Line 24 improved</th> <th>TriMet District</th> </tr> </thead> <tbody> <tr> <td>Low/Medium Wage Jobs*</td> <td>53%</td> <td>55%</td> </tr> <tr> <td>Jobs Held by Workers of Color*</td> <td>12%</td> <td>12%</td> </tr> <tr> <td>Jobs Held by Hispanic/Latino Workers*</td> <td>6%</td> <td>8%</td> </tr> </tbody> </table>	Category	Line 24 improved	TriMet District	Low/Medium Wage Jobs*	53%	55%	Jobs Held by Workers of Color*	12%	12%	Jobs Held by Hispanic/Latino Workers*	6%	8%	<ul style="list-style-type: none"> The Mentoring Project Kairos PDX Young Minds of Awareness Friends of the Children 	<ul style="list-style-type: none"> Beaumont Access Alternative Program IRCO Africa House Sylvan Learning Center 	<ul style="list-style-type: none"> Ronald McDonald House Charities 	<ul style="list-style-type: none"> WinCo Safeway Walgreens (2 locations) Whole Foods New Seasons Thanh Thao Market
Category	Line 24 improved	TriMet District															
Low/Medium Wage Jobs*	53%	55%															
Jobs Held by Workers of Color*	12%	12%															
Jobs Held by Hispanic/Latino Workers*	6%	8%															

*Low/Medium wage jobs defined as having earnings of under \$3,333 per month, or about \$40,000 per year. Jobs held by workers of color include jobs where the race indicated was not “White Alone”. Jobs held by Hispanic/Latino workers include jobs where the ethnicity indicated was Hispanic/Latino. Source: US Census Bureau.

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:	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.
	4 Fessenden	
	2 Division	
	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.
September 2018	73 122 nd Ave.	Increased weekday midday frequency.
	61 Marquam Hill/Beaverton 64 Marquam Hill/Tigard 66 Marquam Hill/Hollywood 68 Marquam Hill/Collins Cir.	More service earlier and later to better meet OHSU shift times.
	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	Extend route across the Fremont Bridge and through NW Portland to the Goose Hollow MAX station. Improve frequency and add weekend service. This improvement is intended to help people from NE Portland access jobs on the Westside faster.
	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



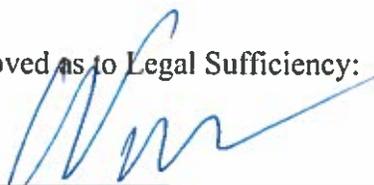
Presiding Officer

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”