Service Planning Update

TriMet Board of Directors

February 22, 2017
Service Enhancement Plans
Service Planning Considerations

Annual Service Plan

- Operations
- Growth
- Connections
- Budget
- Productivity
- Demand
- Safety & Equity
- Bus Availability
Annual Service Planning Process

- Community and Stakeholder Input
- Service Enhancement Plan Priorities
- Capacity & Reliability Improvements

1. 1st Draft Annual Service Plan
2. Community & Stakeholder Outreach
3. TriMet Budget Forecast
4. 2nd Draft Annual Service Plan
5. Community & Stakeholder Outreach
6. Final Draft Annual Service Plan
7. TriMet Board Action
FY18 Annual Service Plan Proposals

Legend
- SEP Improvements
- Existing Bus Lines
- FY18 Proposed Improvements
Additional Trips Proposed

• Capacity Improvements to address overloaded trips on 5 bus lines
• Weekday Midday Trips to provide more frequent access on 3 bus lines
• Weekend Trips for better all-week access on 2 bus lines
Route Changes

4 bus lines with route changes:

Line 6
Line 152
Line 87
Line 81
Line 6 route change to serve Hayden Meadows and Yellow Line MAX at Delta Park/Vanport station.
Line 152 route change to serve International Way business Park and Clackamas Community College.
New Bus Lines

3 new bus lines

Beaverton
East Portland/Gresham
South Gresham
New Line between Beaverton TC and Tigard TC via Denney, Scholls Ferry and Hall Blvd.
New Line on 162nd Ave. in East Portland and Gresham between Division and Airport Way.
FY18 Budget Implications

~$5.4m = 3.4% bus service increase:

- Capacity
- Reliability
- Upgrades to existing service
- Establish new service
Title VI of the Civil Rights Acts of 1964

“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.”
## Major Service Changes

<table>
<thead>
<tr>
<th>Line</th>
<th>Type of Major Service Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denny/Hall Line</td>
<td>New bus line</td>
</tr>
<tr>
<td>E 162&lt;sup&gt;nd&lt;/sup&gt; Ave Line</td>
<td>New bus line</td>
</tr>
<tr>
<td>South Gresham Line</td>
<td>New bus line (from combining portions of Lines 81, 87)</td>
</tr>
<tr>
<td>6-Martin Luther King Jr Blvd</td>
<td>Route change of over 15%</td>
</tr>
<tr>
<td>33-McLoughlin/King Rd</td>
<td>Weekend span increases of over 15%</td>
</tr>
<tr>
<td>44-Capitol Hwy/Mocks Crest</td>
<td>Weekday frequency increase of over 15%</td>
</tr>
<tr>
<td>52-Farmington/185th</td>
<td>Weekend frequency increases of over 15%</td>
</tr>
<tr>
<td>77-Broadway/Halsey</td>
<td>Weekday frequency increase of over 15% (since 2014)</td>
</tr>
<tr>
<td>81-Kane/257th</td>
<td>Route change of over 15%</td>
</tr>
<tr>
<td>87-Airport Way/181&lt;sup&gt;st&lt;/sup&gt;</td>
<td>Line split</td>
</tr>
<tr>
<td></td>
<td>Weekday frequency increase of over 15%</td>
</tr>
<tr>
<td></td>
<td>New weekend service</td>
</tr>
<tr>
<td>152-Milwaukie</td>
<td>Route change of over 15%</td>
</tr>
<tr>
<td></td>
<td>Weekday frequency increase of over 15%</td>
</tr>
</tbody>
</table>
Different analysis for different types of Major Service Changes

- Major Service Increases
- Major Service Reduction
- Other Major Service Changes
Disparate Impact Analysis (Minority Population)
New Lines, New Coverage, & Service Improvements

Source: 2010-2014 American Community Survey, block group level
Disparate Impact Analysis (Minority Population)
Line 152 Route Change & Frequency Increase

Minority population below threshold = flag for potential Disparate Impact

Source: 2010-2014 American Community Survey, block group level
Disproportionate Burden Analysis (Low-income Population)
New Lines, New Coverage, & Service Improvements

Low-income populations above threshold = No Disproportionate Burden

Source: 2010-2014 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level.
Disproportionate Burden Analysis (Low-income Population)
Line 152 Route Change & Frequency Increase

Low-income population below threshold = flag for potential Disproportionate Burden

Source: 2010-2014 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level.
Disparate Impact Analysis (Minority Population)
Line 152 Route Change

Minority populations below threshold = No Disparate Impact

Source: 2010-2014 American Community Survey, block group level
Disproportionate Burden Analysis (Low-income Population)
Line 152 Route Change

Low-income populations below threshold = No Disproportionate Burden

Source: 2010-2014 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level.
Disparate Impact Analysis (Minority Population)
Line 87 Split/New South Gresham Line

Source: 2010-2014 American Community Survey, block group level

Major service increase after split
Combined with portion of current Line 81 after split
Disproportionate Burden Analysis (Low-income Population)
Line 87 Split/New South Gresham Line

Pct. Population Low-income

- Line 87-181st Ave portion: 40%
- Line 87 - South Gresham portion: 25%
- New South Gresham Line: 28%
- TriMet District: 24%

Source: 2010-2014 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level.

Other Major Service Changes
Disparate Impact Analysis (Minority Population)  
System Level

Greater share of minority population benefits than non-minority population = No Disparate Impact

Source: 2010-2014 American Community Survey, block group level
Disproportionate Burden Analysis (Low-income Population) 
System Level

Greater share of low-income population benefits than higher income population = No Disproportionate Burden

Source: 2010-2014 American Community Survey, block group level. Low-income defined as at or below 150% federal poverty level. Higher income is above 150% federal poverty level.
## Summary of Findings

<table>
<thead>
<tr>
<th>Major Service Increases</th>
<th>Potential Disparate Impact?</th>
<th>Potential Disproportionate Burden?</th>
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<td>Denny/Hall Line (New)</td>
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<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td><strong>Combined Improvements</strong></td>
<td><strong>No</strong></td>
<td><strong>No</strong></td>
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<td><strong>System-level</strong></td>
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<th>Major Service Reduction</th>
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<th>Potential Disproportionate Burden?</th>
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<td>152-Milwaukie</td>
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<th>Other Major Service Changes</th>
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<tr>
<td>87-Airport Way/181&lt;sup&gt;st&lt;/sup&gt; (Split)</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td><strong>South Gresham Line (New)</strong></td>
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Equity Analysis Conclusions

1. The vast majority of improvements are on lines with **average-or-above minority and low-income populations** in their service areas. As a result, a greater share of the region’s minority and low-income populations stand to **benefit** as compared to non-minority and higher income populations.
   - Addresses service changes flagged for potential inequitable distribution of benefits.

2. Found **no disproportionate and adverse effects** from the one major service reduction (Line 152). Proposed changes do reduce access to some jobs in North Clackamas County while reducing travel time and increasing frequency to others.

3. Proposal **creates new access** to nearly 40,000 low/medium wage jobs, and **improves access** to over 230,000 low/medium wage jobs.
Next Steps

- **February 28:** Public Open House
- **March 5:** Public Comment Period Ends
- **March 22:** First TriMet Board Reading and Public Hearing
- **April 26:** Second Board Reading
- **September 2017 & March 2018:** Service Changes