

Date: January 25, 2023

To: Board of Directors

From: Sam Desue, Jr.



Subject: **ORDINANCE NO. 371 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING SEPTEMBER 2022 SERVICE REDUCTIONS AND REVISING ROUTE DESIGNATIONS (SECOND READING)**

1. Purpose of Item

Adoption of Ordinance No. 371 by the TriMet Board of Directors (Board) will approve service reductions and revise route designations now shown in TriMet Code Chapter 22, Section 22.05.

2. Type of Agenda Item

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other: Ordinance

3. Reason for Board Action

The Board may approve service changes and revise the route designations shown in the TriMet Code only by adoption of an ordinance.

4. Type of Action

- ☐ Resolution
- ☐ Ordinance 1st Reading and Public Hearing
- ☒ Ordinance 2nd Reading

5. Background

Ordinance No. 371 adopts necessary service hour reductions temporarily initiated on September 18, 2022, and revises the route designations now shown in the TriMet Code Chapter 22, Section 22.05.

TriMet has been experiencing the most severe operator shortage in its history, resulting from challenging recruitment and employee attrition related to the COVID-19 pandemic. Consequently, the operator shortage caused significant increases in missed trips on both bus and MAX service throughout spring and summer of 2022. TriMet responded in September 2022 by enacting emergency temporary service hour reductions on ten bus lines.

The reductions were targeted toward low ridership lines with low Title VI populations, and peak service on Frequent Service Lines. The reductions included two line eliminations, three lines cut back to serve just school trips, and six lines with reduced peak service. Despite the service reductions, ridership continued to grow on most lines and the cost per ride dropped

significantly on all lines that were not eliminated. This indicates that the service reductions were targeted towards the lowest ridership trips, preserving the most popular trips.

Since the implementation of these emergency service reductions, bus and MAX operator numbers have begun to increase, and as operator numbers increase, TriMet will evaluate the restoration of service hours. However, it will not necessarily return service to the lines that received reductions in September 2022, due to their history of low ridership. Instead, staff will be guided by the Forward Together recommendations when restoring service hours on the system.

A. Proposed Service Changes:

Ordinance No. 371 acknowledges and adopts the emergency service reductions that were implemented on September 18, 2022. The service changes are generally described below.

Date	Lines	Change
September 18, 2022	Lines 50-Cedar Mill, 92-South Beaverton Express	Discontinue service due to very low ridership.
	Lines 1-Vermont, 18-Hillside, 26-Thurman	Reduce service to just the trips meant to transport students to and from school.
	Lines 8-Jackson Park/15 th Ave., 9-Powell	Reduce rush hour peak service to operate every 15 minutes.
	Line 12-Killingsworth/82 nd Ave.	Reduce rush hour peak service to operate every 12 minutes.
	Line 81-Kane/257 th Ave.	Eliminate trips that were added to reduce overcrowding due to capacity constraints during the COVID-19 pandemic.
	Line 82-South Gresham	Reduce service to operate every 60 minutes due to low ridership.

B. Service Change Public Process

Ordinarily, prior to the first reading and public hearing of a service change ordinance, staff would conduct two rounds of outreach to discuss the service changes – one in the fall and one in early spring. Comments would be collected from online surveys, customer service inquiries, open house meetings, and small group settings, and much of the outreach would be done in coordination with community-based organizations. After the first round of outreach, staff would review comments and make revisions to the proposed service changes, then unveil the revised proposal at the spring open house meetings and take additional comment. Depending on the comments received, staff would either further revise the proposed changes, or advance an annual service change ordinance to the Board in March of each year.

However, given the urgency of the bus operator shortage and its effect on schedules, TriMet's Planning and Policy staff was not able to conduct its typical public outreach process prior to the emergency service reductions that had to be implemented on September 18, 2022. Although staff communicated to the public that the service changes were occurring through the same means as it usually does, there was not sufficient time for the usual interaction between staff and the community concerning the emergency

service reductions, and staff was not able to present the comprehensive outreach results to the Board as part of the typical process for adopting a service change ordinance.

C. Title VI Service Equity Analysis

In accordance with Federal Transit Administration (FTA) Title VI Circular 4702.IB implementing Title VI of the Civil Rights Act, major service changes must be analyzed to identify potential disparate impacts and/or disproportionate burdens on minority and low-income populations for these service reductions. The eight of ten bus lines on which major service changes occurred as a result of the emergency reductions have been subjected to TriMet's Title VI analysis.

Included in the Board packet is the final Title VI Service Equity Analysis Report (Title VI Report), which evaluated potential adverse effects and benefits associated with the proposed permanent major service reductions described in this Ordinance No. 371. In summary, the Title VI Service Equity Analysis Report shows that the September 2022 emergency service reductions did not have disparate impacts and/or disproportionate burdens on minority and low-income populations.

6. Financial/Budget Impact

The service reductions described in this Ordinance No. 371 have already occurred and approval of this Ordinance will not impact the FY2023 budget.

7. Impact if Not Approved

The described emergency service reductions have been in effect since September 18, 2022, and bus schedules and public information necessarily have been changed to reflect the reduced service. Although operator numbers and ridership have increased, these increases are not sufficient to justify a restoration of the service to previous levels at this time. Further, these service reductions were targeted at low ridership trips, and future service hour restoration will be guided by the Forward Together process. Therefore, adoption of this Ordinance No. 371 is strongly recommended.

ORDINANCE NO. 371

ORDINANCE NO. 371 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING SEPTEMBER 2022 SERVICE REDUCTIONS AND REVISING ROUTE DESIGNATIONS (SECOND READING)

The Board of Directors of the Tri-County Metropolitan Transportation District of Oregon (TriMet), pursuant to the authority of ORS Chapter 267, having considered testimony offered during a public hearing, and having reviewed, considered and approved the Title VI Service Equity Analysis Final Report, does hereby ordain and decree the following Ordinance:

Section 1- Adoption of Service Changes

Emergency Service Changes implemented on September 18, 2022 are adopted as set forth in 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 have been filed for the affected lines.

Section 2- Amendment of TriMet Code Chapter 22

TriMet Code Section 22.05 is amended to show the revised Route Designations set forth in the attached Exhibit A.

Section 3- Effective/Operative Dates

This Ordinance shall take effect thirty days after the date of its Second Reading. Operative dates for specific Service Changes and revised Route Designations have already been enacted.

Dated: January 25, 2023

Presiding Officer

Attest:

Recording Secretary

Approved as to Legal Sufficiency:



Legal Department