

# Fall 2022 Service Reductions Ordinance

1st Reading  
TriMet Board of Directors

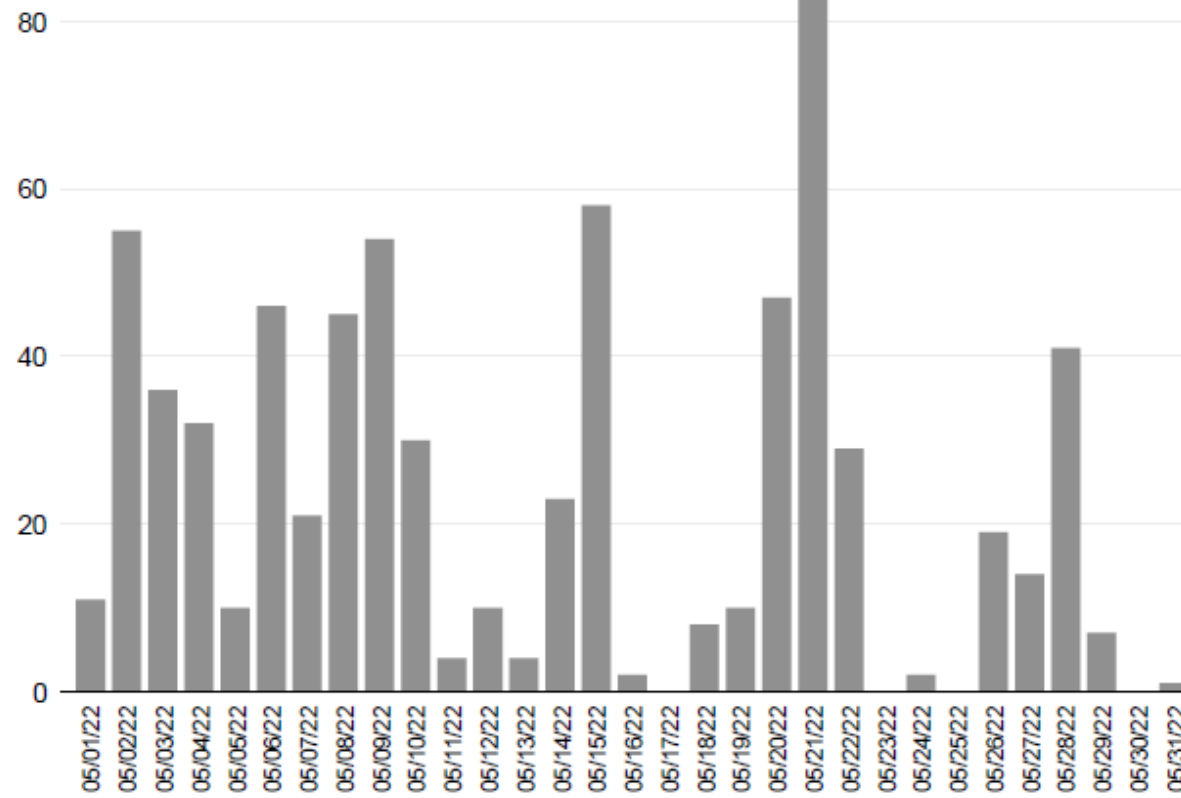
December 14, 2022



# Operator Shortage – Unreliable Service

BUS

Missed Trips, May 2022



# Operator Projection

## FALL 2022

Graduates per class	11 (Class start size 13)	16 (Class start size 19)	22 (Class start size 26)	28 (Class start size 33 <sup>Δ</sup> )
Operator variance*	-83	-59	-32	-4

\*Current service hours (Summer) + DTP, assume monthly attrition of 16

ΔClass size not currently achievable

Emergency temporary service reductions will be required to maintain reliable service in Fall '22.

# Emergency Temporary Service Reduction Approach

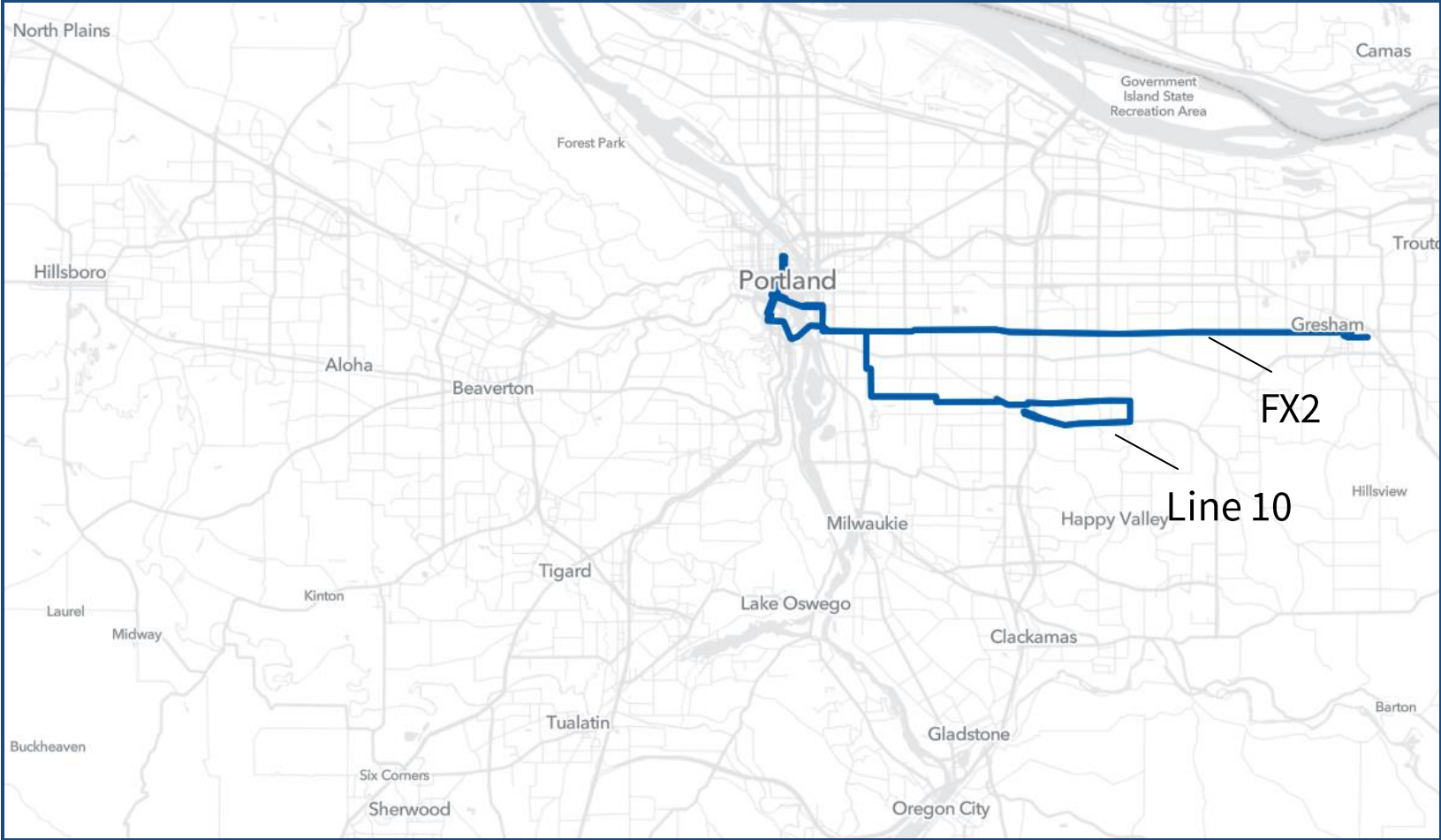
Reduce:

- Planned new service for Fall 2022
- Low ridership routes that don't serve large Title VI communities
- Peak service on Frequent Service Lines

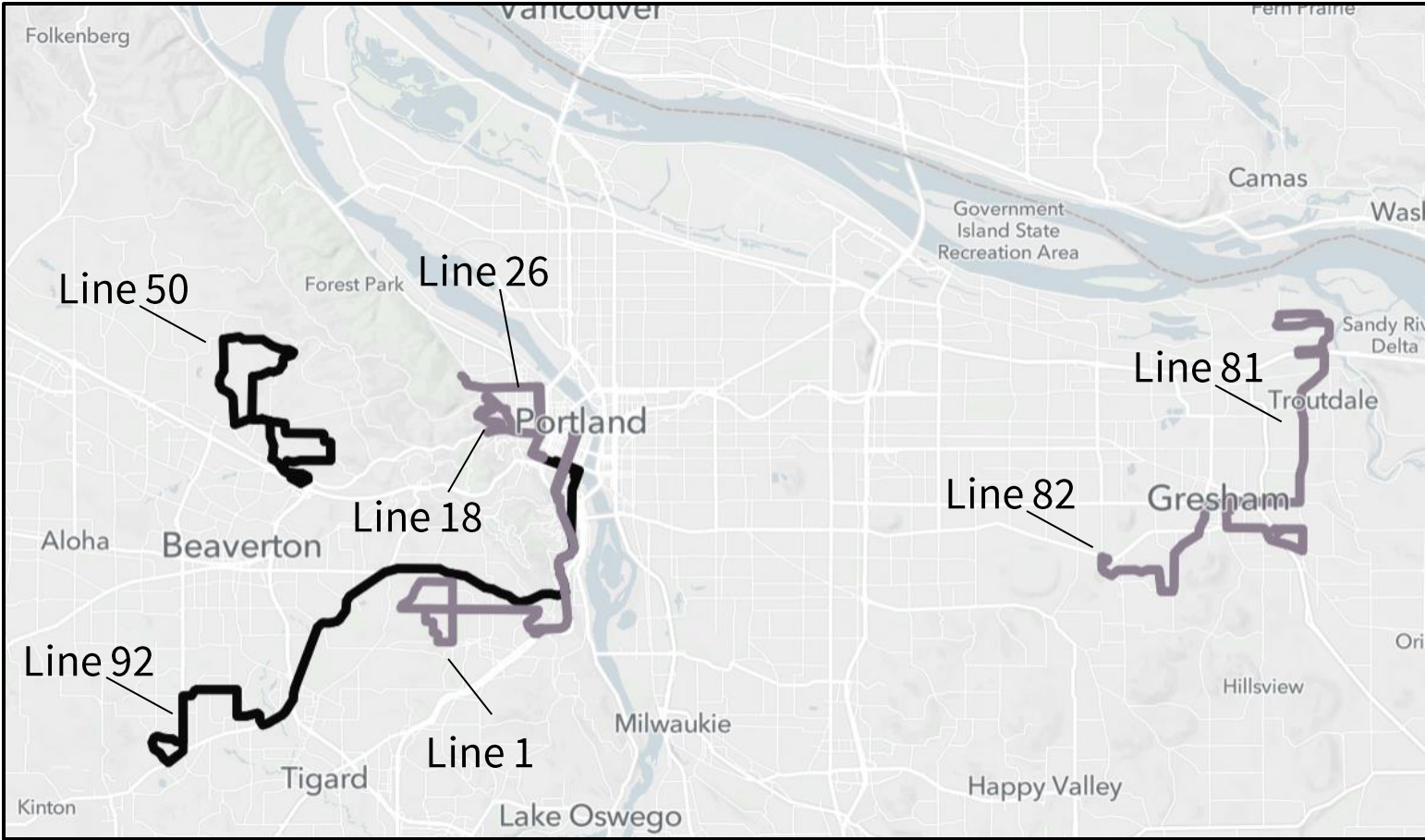
# Emergency Temporary Service Reduction Proposal

OPTIONS	#1	#2	#3
CHANGE	Reduce service upgrades	Reduce or <b>suspend</b> service on Low Title VI & low ridership routes	Reduce Weekday Peak Service
ROUTES	FX, 10	1, 18, 26, <b>50</b> , 81, 82 <b>92</b>	8, 9, 72
OPERATOR SAVINGS (Est.)	40 operators saved		

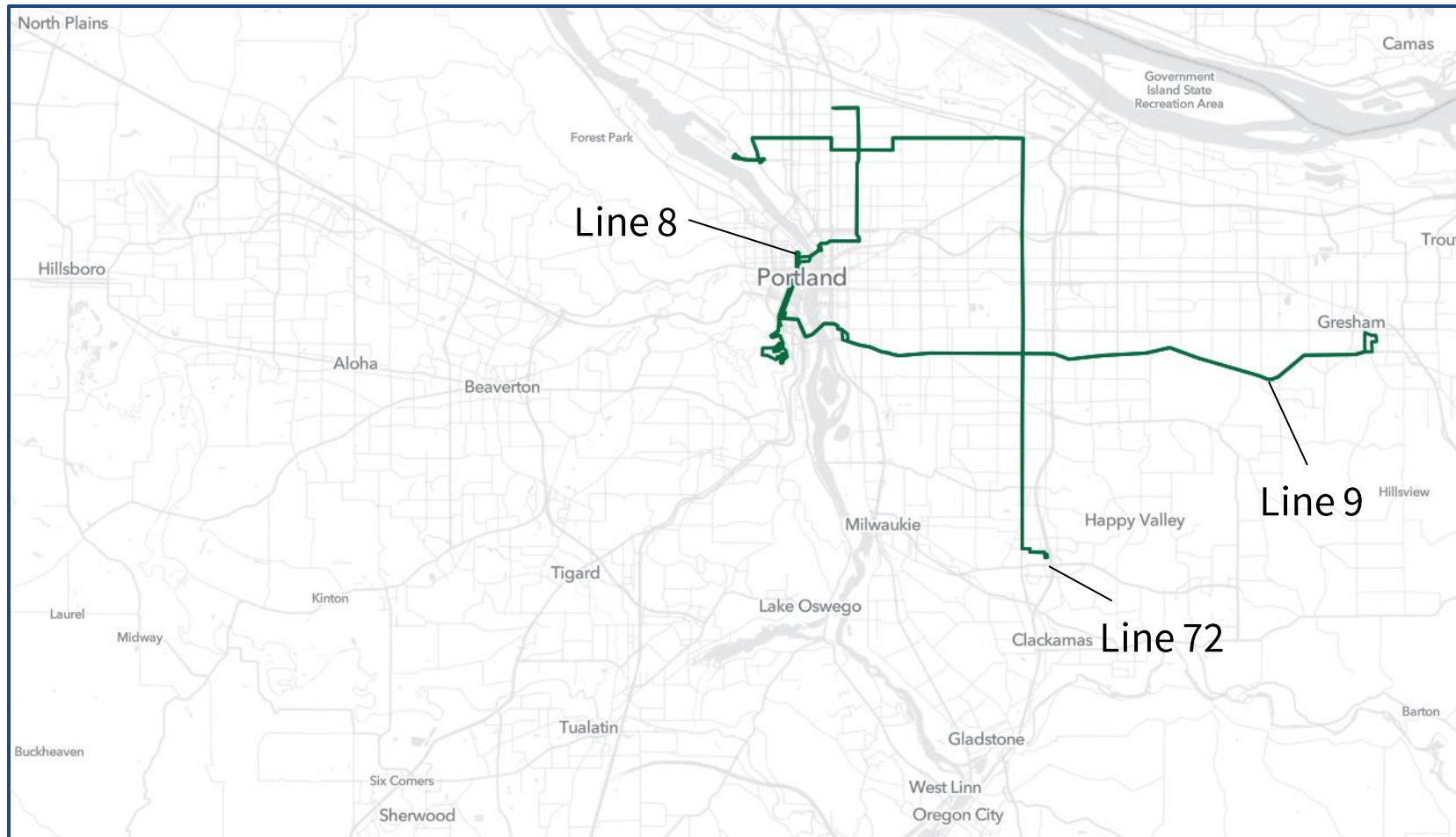
# #1: FX 2-Division & Line 10 – Reduce Service Upgrade



# #2: Low Title VI & Low Ridership Routes



# #3: Eliminate Peak Trips on Frequent Service Lines





# Service Reduction Since Pre-Pandemic

	Reduced from March 2020
Spring 2022	~19%
Fall 2022	~22%

# Service Restoration Plan

## Service Restoration:

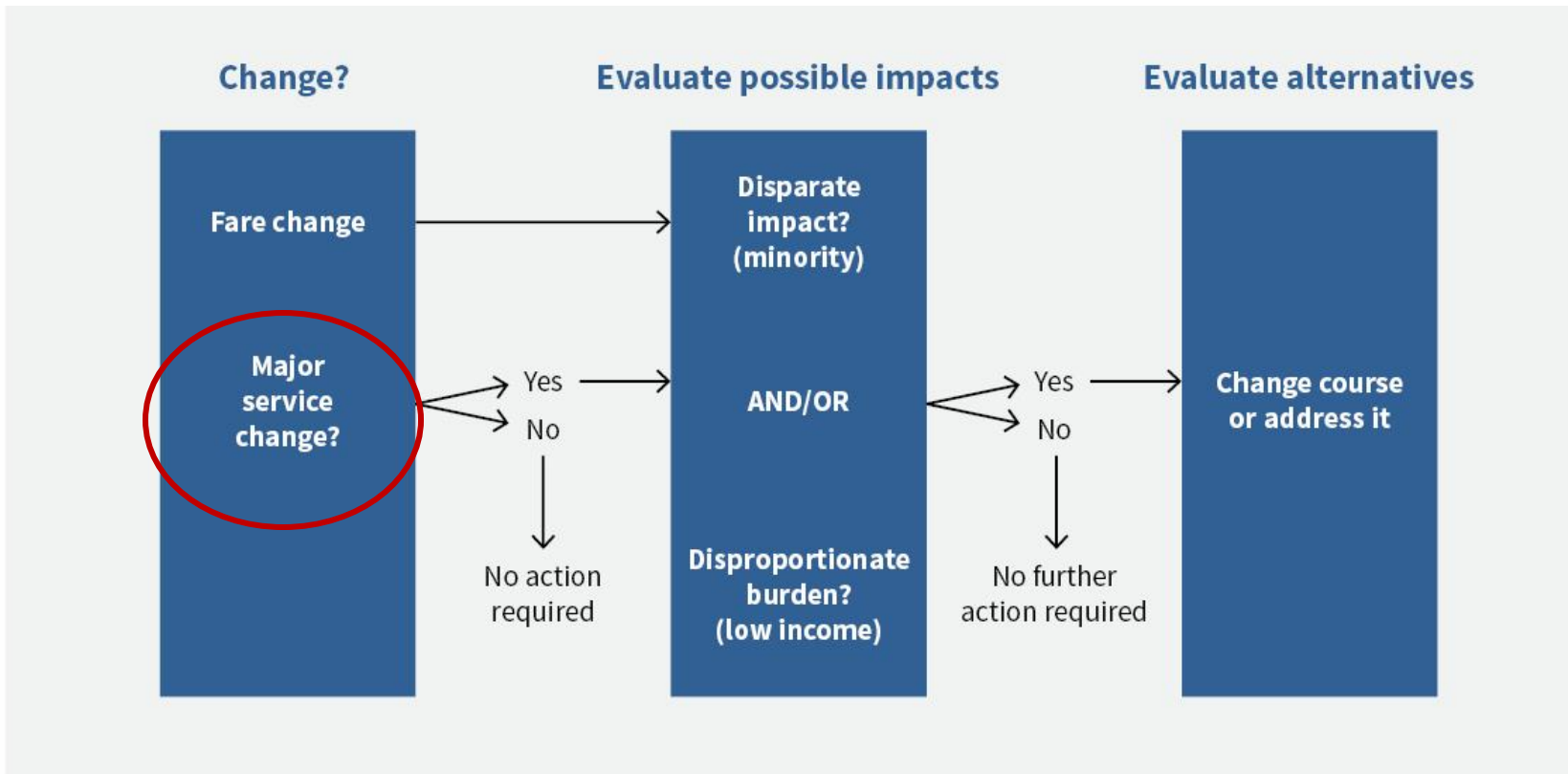
- Aim to begin adding back service hours in 2023
- Depends on increased operator ranks
- Rely on Forward Together process to guide our restoration plan
- Service could look different when it's restored



## Title VI of the Civil Rights Acts of 1964

“No **person** in the United States shall, on the grounds 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**.”

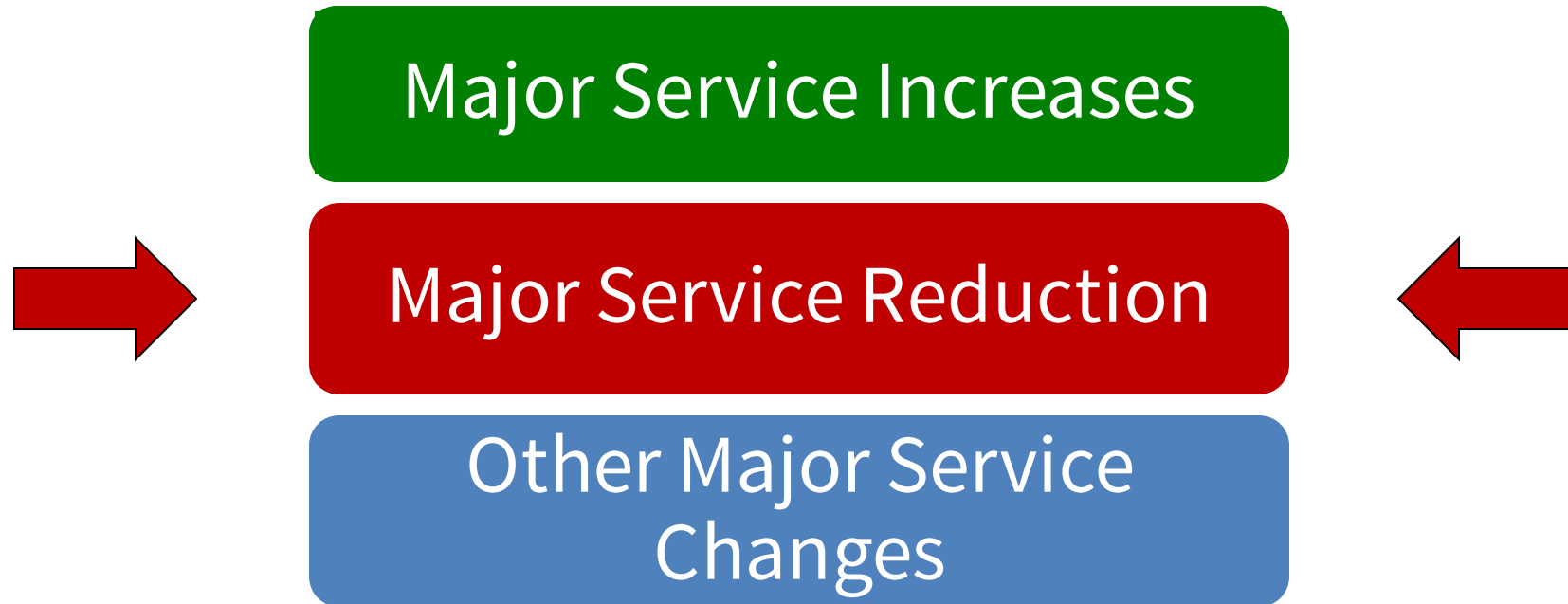
# Title VI Service Equity Analysis



# Lines Meeting the Major Service Change Threshold

Line	Service Change Description
<b>Line 1-Vermont</b> <b>Line 18-Hillside</b> <b>Line 81-Kane/257th</b> <b>Line 82-South Gresham</b>	➤ Reduce weekday frequency
<b>Line 26-Thurman/NW 18th</b>	➤ Reduce weekday & weekend frequency
<b>Line 50-Cedar Mill</b> <b>Line 92-South Beaverton Express</b>	➤ Eliminate line

# Different analysis for each type of Major Service Change



TriMet's Disparate Impact and  
Disproportionate Burden policies  
establish thresholds to  
Evaluate Possible Impacts.

**Title VI policies applied to both  
line and system level analysis**

# Line Level

## Disparate Impact Analysis (Minority Population)

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., 34 percent compared to 31 percent).

Percent minority population for entire TriMet District: 31.0%

Line	Total Line Population	Minority Population	Percent Minority Population	Single Line Disparate Impact ( $\geq 34.0\%$ )
1	33,649	8,659	25.7%	NO
18	14,669	3,141	21.4%	NO
26	15,434	3,989	25.8%	NO
<b>50</b>	<b>18,957</b>	<b>6,462</b>	<b>34.1%</b>	<b>YES</b>
81	16,238	5,393	33.2%	NO
82	19,642	5,853	29.8%	NO
92	29,709	8,193	27.6%	NO

Sources: TriMet GIS, Metro Regional Land Information System, and US Census American Community Survey  
Table: 2016-2020 (5-Year Estimates) Table B03002-Hispanic or Latino Origin By Race  
<https://trimet.org/equity/pdf/TriMet-2022-Title-VI-Program-Update.pdf#page=40>



# Line Level

## Disproportionate Burden (Low Income)

A Major Service Change to a single line will be considered to have a potential Disproportionate Burden if the percentage of impacted low-income population in the service area of the line exceeds the percentage of low-income population of the TriMet District as a whole by at least 3 percentage points (e.g., 20.1 percent compared to 17.1 percent).

Percent population earning below 150% federal poverty level for the entire TriMet service district: 17.1%

Line	Total Line Population	Population Below 150% FPL	Percent Population Below 150% FPL	Single Line Disproportionate Burdens ( $\geq 20.1\%$ )
1	30,940	6,875	22.2%	YES
18	14,657	2,873	19.6%	NO
26	15,337	3,217	21.0%	YES
50	18,931	1,352	7.1%	NO
81	16,097	4,804	29.8%	YES
82	19,471	5,220	26.8%	YES
92	28,657	5,412	18.9%	NO

Sources: TriMet GIS, Metro Regional Land Information System, and US Census American Community Survey

Table: Table C17002-Ratio Of Income To Poverty Level In The Past 12 Months (Block Group Level Data)

<https://trimet.org/equity/pdf/TriMet-2022-Title-VI-Program-Update.pdf#page=42>

# System Level

## Disparate Impact Analysis (Minority Population)

Population Category	District-Wide Population	Fall 2022 Service Reduction Impacted Population	Percent Impacted Population	System-wide Disparate Impact (Minority Pop Percentage $\geq$ 10.0%)
Minority	511,388	37,456	7.3%	NO
Non-Minority	1,135,659	94,393	8.3%	

Sources: TriMet GIS, Metro Regional Land Information System, and US Census American Community Survey Table: 2016-2020 (5-Year Estimates) Table B03002-Hispanic or Latino Origin By Race  
<https://trimet.org/equity/pdf/TriMet-2022-Title-VI-Program-Update.pdf#page=40>

A smaller percentage of the District's non-minority population will be negatively impacted

**Per the Title VI Policy, the findings do not result in a disparate impact**

# System Level

## Disproportionate Burden Analysis (Low-income Population)

Population Category	District-Wide Population	Fall 2022 Service Reduction Impacted Population	Percent Impacted Population	System-Wide Disproportionate Burden (Low-Income Pop Percentage $\geq$ 9.2%)
Below 150% of FPL	277,968	25,214	9.1%	NO
Above 150% of FPL	1,347,331	103,463	7.7%	

Sources: TriMet GIS, Metro Regional Land Information System, and US Census American Community Survey Table: Table C17002-Ratio Of Income To Poverty Level In The Past 12 Months (Block Group Level Data) <https://trimet.org/equity/pdf/TriMet-2022-Title-VI-Program-Update.pdf#page=43>

A slightly higher percentage of the District's low-income populations will be negatively impacted

**Per the Title VI Policy, the findings do not result in a disproportionate burden**

# Service Equity Analysis Conclusions

- No system-level disparate impact or disproportionate burden for the 7 major service decreases.
- Minority and low-income populations will not be impacted substantially more by service decreases
- Therefore, the results of the service equity analysis do not require a modification of the proposed changes