

**Date:** March 22, 2023

**To:** Board of Directors

**From:** Sam Desue, Jr.

**Subject:** **ORDINANCE NO. 372 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING MAY 2023 SERVICE CHANGES AND REVISING ROUTE DESIGNATIONS (FIRST READING AND PUBLIC HEARING)**

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**1. Purpose of Item**

Ordinance No. 372 requests that the TriMet Board of Directors (Board) adopt service changes and revise route designations now shown in TriMet Code Chapter 22, Section 22.05.

**2. Type of Agenda Item**

- Initial Contract
- Contract Modification
- Other: Ordinance

**3. Reason for Board Action**

The Board may adopt service changes and revise TriMet Code route designations only by adoption of an Ordinance.

**4. Type of Action**

- Resolution
- Ordinance 1<sup>st</sup> Reading and Public Hearing
- Ordinance 2<sup>nd</sup> Reading
- Other \_\_\_\_\_

**5. Background**

Ordinance No. 372 will make bus service changes and revise route designations set forth in TriMet Code Chapter 22, Section 22.05. The proposed May 2023 service changes are related to the need to avoid a busy freight rail crossing, to address safety concerns for students attending Cleveland High School, and to address concerns raised by ATU regarding more service to Center Garage.

**A. Proposed Service Changes:**

Ordinance No. 372 includes bus service changes to Line 70-12<sup>th</sup> Avenue/NE 33<sup>rd</sup> Avenue and Line 17-Broadway/Holgate. If approved, the changes would take effect on May 28, 2023.

**Line 70 Change**

Line 70-12<sup>th</sup> Ave/NE 33<sup>rd</sup> Avenue currently operates through a busy freight crossing at SE 11<sup>th</sup> and 12<sup>th</sup> avenues. The crossing is blocked by freight trains several times a day, sometimes for long periods of time. When this occurs, Line 70 must be rerouted up to SE 21<sup>st</sup> Avenue in the southbound direction and over the Martin Luther King Jr. Viaduct in the

northbound direction. As a consequence of these frequent train blockages, Line 70 has the worst on-time performance of all bus lines on the system.

Additionally, Line 70 is an important bus route for Cleveland High School students who live in the Sellwood, Westmoreland, and Brooklyn neighborhoods. Currently, students from these neighborhoods must ride Line 70 to Powell Boulevard and transfer to Line 9-Powell. This trip requires students to cross Powell Boulevard twice on their way to school and once on the way home. In the wake of two collisions between a bicyclist and a vehicle (fatal) and a pedestrian and a vehicle (injury) in the SE Powell and 26<sup>th</sup> Avenue intersection, the community asked TriMet to find a safer way for TriMet to transport students to the high school.

After much discussion with the community, TriMet is proposing having Line 70 operate on Milwaukie Boulevard to Powell Boulevard, then to 21<sup>st</sup> Avenue to Ladd Avenue, then to its current route on 11<sup>th</sup> and 12<sup>th</sup> Avenues north of Hawthorne Boulevard. This would avoid the train crossing at 11<sup>th</sup> and 12<sup>th</sup> Avenues – improving the on-time performance – as well as safely transport students across Powell Boulevard.

TriMet is not proposing to serve the high school on 26<sup>th</sup> Avenue because of safety concerns about:

- bus turning movements in the middle of this busy intersection where recent traffic collisions with pedestrians and bicyclists have occurred,
- how students currently walk between the school and the existing bus stops for Line 10-Harold,
- the additional time it would take all other customers to deviate up to the school, and
- an increase in the number of large vehicles traversing through the Powell and 26<sup>th</sup> Avenue intersection.

The proposal also changes the route through Sellwood so that the line no longer splits in two at SE Bybee Boulevard, with trips alternating between using 13<sup>th</sup> Avenue and 17<sup>th</sup> Avenue. This routing was confusing for customers and depressed ridership. Instead, Line 70 would remain on SE Milwaukie Avenue until Milwaukie Avenue becomes SE 17<sup>th</sup> Avenue, and then continue on 17<sup>th</sup> Avenue to the end of the line in the City of Milwaukie.

### **Line 17 Change**

During outreach for the Line 70 route change, Amalgamated Transit Union (ATU) members expressed concerns about the line operating on Milwaukie instead of along 17<sup>th</sup> Avenue to the Center Street Garage. Some operators use Line 70 to get to their road reliefs from the garage.

In response to this, TriMet proposes upgrading Line 17 from Downtown to SE Holgate/136<sup>th</sup> Avenue to Frequent Service. This would double the number of Line 17 buses serving Center Street Garage and help bus operators access their road relief points. Additionally, the Holgate segment of Line 17 is very productive service, making it a good candidate for Frequent Service, 7 days per week.

Finally, a small route change at the Line 17 turnaround is proposed, so that the route travels to SE 136<sup>th</sup> Avenue and Harold Street instead of SE 136<sup>th</sup> Avenue and Powell Boulevard. This change was included in the Forward Together Service Plan.

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

Line	Service Change	Name Change
17-Holgate/ Broadway	Upgrade the SE Holgate Boulevard portion to Frequent Service (doubles service from every 30 min. to every 15 min., 7 days/week); route change so bus leaves layover via SE 136 <sup>th</sup> Avenue and SE Harold Street instead of SE 136 <sup>th</sup> Avenue and SE Powell Boulevard. Discontinue service on SE 136 <sup>th</sup> Avenue between SE Holgate Boulevard and SE Powell Boulevard, SE Powell Boulevard between SE 136 <sup>th</sup> Avenue and SE 122 <sup>nd</sup> Avenue, and SE 122 <sup>nd</sup> Avenue between SE Powell Boulevard and SE Holgate Boulevard. Add new service to SE 136 Avenue between SE Holgate Boulevard and SE Harold Street, SE Harold Street between SE 136 <sup>th</sup> Avenue and SE 122 <sup>nd</sup> Avenue, and SE 122 <sup>nd</sup> Avenue between SE Harold Street and SE Holgate Boulevard.	N/A
70-12 <sup>th</sup> /NE 33 <sup>rd</sup> Avenue	Route change to SE 21 <sup>st</sup> Avenue from SE 11 <sup>th</sup> Avenue and SE 12 <sup>th</sup> Avenue to avoid the busy freight rail crossing and eliminate transfer for Cleveland High School students; consolidate the line on SE Milwaukie Avenue and SE 17 <sup>th</sup> Avenue rather than split the line in Sellwood; discontinue service SE Bybee Boulevard, SE 13 <sup>th</sup> Avenue, SE Umatilla Street, and SE Linn Street.	N/A

**B. Service Change Public Process**

Because TriMet was conducting the Forward Together Plan process this past year, the Line 70 service changes were included in the Forward Together outreach process during September and October 2022, and again in January and February 2023 during a separate outreach for the FY24 service changes. The September and October outreach process requested public comment on all the service changes in the Forward Together Plan, and staff reached out to the public in multiple ways.

To start, staff made information available on [trimet.org/forward](http://trimet.org/forward), and conducted a survey in eight languages via an online language translation tool in English, Spanish, Korean, Vietnamese, Chinese, Ukrainian, Russian, and Somali. The webpage and survey were advertised to the community through social media (Facebook and Twitter) and handouts translated into the eight languages. The survey was also advertised to TriMet’s Riders Club via email, to customers at transit centers via e-readers at the stops with QR codes, and to employees via *ExpressLine*, the online employee newsletter. The survey received 4,597 responses, of which 124 were completed in a language other than English.

In addition to the online outreach, TriMet staff conducted five in-person open house meetings and two virtual open house meetings. All of the in-person open houses featured some non-English language translation, depending on where they were located. Most comments were submitted through verbal interactions; however 107 written comments were submitted by open house attendees.

The following table describes the open house events:

<b>Open House</b>	<b>Languages</b>	<b>Attendance</b>
PCC Cascade, North Portland – 10/18/22	English, Spanish	60
Rosewood Initiative, East Portland – 10/19/22	English, Spanish, Nepali, Rohingya, Sango, Burmese	80
Shute Park Library, Hillsboro – 10/20/22	English, Spanish	70
Virtual Open House – 10/22/22	Spanish	40
Fairview City Hall – 10/24/22	Spanish	40
Clackamas Community College, Harmony, Milwaukie – 10/26/22	English, Russian, Ukrainian	50
Virtual Open House – 10/27/22	English	60

TriMet staff also partnered with the Slavic Family Center, Playeast (in Fairview), Centro Cultural, and the Somali Family Council to promote the survey and open house meetings through emails, phone calls, newsletters, and face to face interactions. Finally, several local communities promoted the survey and open house meetings on their social media platforms and newsletters.

In January and February 2023, TriMet staff conducted a second outreach specific to the group of service changes in the Forward Together Plan that are proposed to be implemented in FY2024. Included in the outreach effort was a discussion of the proposed fare increase.

Similar to the Fall outreach, TriMet launched a webpage, [trimet.org/plan](https://trimet.org/plan), as a central location for obtaining information and providing comments. The webpage also included a language translation tool for viewers who do not speak English. The webpage and open house meetings were also promoted to Riders Club, email subscribers to impacted lines, employers, and community stakeholders. The proposed changes and open houses were also published in KATU, KGW, KOIN, Fox News, and in newspapers such as the *Oregonian*, *Willamette Week*, the *Sellwood Bee* and the *Statesman Journal*. TriMet also promoted the service changes on social media (Facebook and Twitter). Visitors to the webpage submitted 1,471 comments.

During the January and February outreach process, TriMet staff held eleven in-person open house meetings and six virtual events. All in-person events featured some non-English language translation depending on where they were located. The following is a list of the open house locations, languages and attendance.

<b>Open House</b>	<b>Languages</b>	<b>Attendance</b>
University of Oregon, Downtown Portland – 1/17/23	English, Spanish	45
Virtual Open House – 1/18/23	English, Spanish	10
St. Philip Neri Catholic Church, SE Portland – 1/18/23	English, Vietnamese	60
Rosewood Initiative, East Portland - 1/19/23	English, Korean, Vietnamese, Chinese, Rohingya, Burmese	52
Virtual Open House – 1/21/23	English	16
Blue Star Events Center, NE Portland – 1.21.23	Somali	60
Clackamas Community College, Harmony, Milwaukie – 1/24/23	English, Ukrainian, Russian	125
Washington St. Conference Center, Hillsboro – 1/25/23	English, Spanish	10
Virtual Open House – 1/28/23	English	14
Virtual Open House – 1/28/23	Spanish	15
Fairview City Hall – 1/26/23	English, Spanish	50
Virtual Open House – 1/30/23	English, Spanish – for Honored Citizens	12
Korean Society of Oregon, SW Portland – 2/1/23	Korean	60
Muslim Education Trust, Tigard – 2/1/23	English, Arabic, Farsi	55
Mekong Bistro, NE Portland – 2/2/23	Chinese	26
Virtual Open House – 2/4/23	English/Spanish	12
Center for Positive Aging, NE Portland – 2/6/23	Korean, Japanese	35

In addition, TriMet staff collaborated with eleven multicultural organizations to promote the open house meetings. The organizations included the Asian Pacific Islander Community Coalition of Oregon (APICCO), Asian Pacific American Network of Oregon (APANO), Center for Positive Aging, Centro Cultural, Immigrant Refugee Community Organization (IRCO), Linguava, Muslim Educational Trust, Playeast, Rosewood Initiative, Slavic Family Center, and Somali American Council of Oregon. These organizations helped promote the survey and open house meetings through social media, websites, emails, radio, newsletters, and face to face interactions.

The Line 17-Broadway/Holgate changes were included in the September-October public process for Forward Together Service Concept, but not the January-February public process for the FY2024 Service Changes. This is because the Line 17-Holgate service changes were not in the original proposal for the FY2024 Service Changes. Instead, they were added in response to community comments received regarding the Line 70-12<sup>th</sup>/NE 33rd Avenue service changes during the public process for the FY2024 changes. As a result, the Line 17 service changes were added as a mitigation to an issue raised during the community engagement for Line 70. Additional community outreach will occur prior to implementation of the change in May 2023.

### **C. Title VI Service Equity Analysis**

In accordance with Federal Transit Administration (FTA) Title VI Circular 4702.IB implementing Title VI of the Civil Rights Act, major service changes must be analyzed to identify potential disproportionate impacts to minority and low-income populations. The major service changes made by Ordinance No. 372 have been subjected to TriMet's Title VI analysis.

Included in the Board packet is the draft Title VI Service Equity Analysis Report (Title VI Report), which evaluated potential adverse effects and benefits associated with the proposed major service changes. To summarize, there are no Title VI concerns regarding the proposed service changes outlined in Ordinance No. 372. This is because the route change to Line 70 doesn't meet the major service change threshold and because the changes to Line 17 benefit minority and low-income communities more than non-minority and high income communities, and there are no identified burdens resulting from the proposed Line 17 service increase.

The results and findings of the Title VI Service Equity Analysis Report are being presented to the Board for its consideration at the March 22, 2023 meeting. The final Title VI Report with any supplemental public feedback will be provided to the Board prior to the April 26, 2023 meeting.

### **6. Financial/Budget Impact**

The service changes described in Ordinance No. 372 are estimated to cost approximately \$364,936 per year. This cost is included in the proposed Budget scheduled to be presented to the Board at the March board meeting.

### **7. Impact if Not Approved**

If the Board chooses not to conduct a first reading and public hearing for Ordinance No. 372 at its March 22, 2023 meeting, the service changes will not be made.

**ORDINANCE NO. 372**

**ORDINANCE NO. 372 OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING MAY  
2023 SERVICE CHANGES AND REVISING ROUTE DESIGNATIONS (FIRST  
READING AND PUBLIC HEARING)**

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

**Section 1- Adoption of Service Changes**

Service Changes are adopted as set forth on the attached Exhibit A, which is incorporated into and made part of this Ordinance. In accordance with TriMet Code Section 22.05, new Schedule Notices consistent with Exhibit A shall be filed for the affected lines.

**Section 2- Amendment of TriMet Code Chapter 22**

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

**Section 3- Effective/Operative Dates**

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

Dated: March 22, 2023.

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Presiding Officer

Attest:

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Recording Secretary

Approved as to Legal Sufficiency:



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Legal Department

**EXHIBIT A TO ORDINANCE NO. 372**

The proposed service changes are described below.

<b>Line</b>	<b>Service Change</b>	<b>Name Change</b>
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70-12 <sup>th</sup> /NE 33 <sup>rd</sup>	Route change to SE 21 <sup>st</sup> Avenue from SE 11 <sup>th</sup> Avenue and SE 12 <sup>th</sup> Avenue to avoid the busy freight rail crossing and eliminate transfer for Cleveland High School students; consolidate the line on SE Milwaukie Avenue and SE 17 <sup>th</sup> Avenue rather than split the line in Sellwood; discontinue service SE Bybee Boulevard, SE 13 <sup>th</sup> Avenue, SE Umatilla Street, and SE Linn Street.	N/A