

Date: April 24, 2024

To: Board of Directors

From: Sam Desue, Jr.

Subject: **ORDINANCE NO. 377 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING FY2025 SERVICE CHANGES AND REVISING ROUTE DESIGNATIONS (SECOND READING)**

1. Purpose of Item

Ordinance No. 377 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 1st Reading and Public Hearing
- Ordinance 2nd Reading
- Other _____

5. Background

Each year in the spring, TriMet presents proposed service changes to the Board for implementation in the coming fiscal year. Ordinance No. 377 will make MAX and bus service changes and revise route designations set forth in TriMet Code Chapter 22, Section 22.05. The proposed FY2025 service changes include extending the MAX Red Line service to the Fair Complex/Hillsboro Airport MAX station in Hillsboro, initiating a new network of Night Buses to replace late night MAX trips and allow more time for overnight MAX maintenance, and continuing TriMet’s restoration of bus service hours as the Forward Together Service Concept is implemented.

Proposed Service Changes:

Ordinance No. 377 includes MAX Red Line and bus service changes for TriMet’s Fiscal Year 2025 (which begins on July 1, 2024). Construction of TriMet’s A Better Red project will be completed this summer, resulting in improved MAX Red Line operations to Portland International Airport and the extension of Red Line service to the Fair Complex/Hillsboro Airport MAX Station. The extension of MAX Red Line service, combined with the existing

MAX Blue Line service on the District's west side, will double MAX frequency between Beaverton Transit Center and the Fair Complex/Hillsboro Airport MAX Station.

The Ordinance also proposes a network of Night Buses that would operate late at night in place of post-midnight MAX service. Currently, there are only 47 minutes within a 24-hour period when no trains are operating on the MAX system due to trains pulling into the rail yards at night, at the end of the service day, and leaving the rail yards in the morning, at the beginning of the next service day. This schedule only allows narrow windows of time for TriMet's Maintenance of Way (MOW) Department to work during the night on various parts of the system. In fact, TriMet has the country's second shortest overnight rail work window among transit agencies with light rail.

The Night Bus Network is modeled after the existing Line 291-Orange Night Bus, which has been in operation since 2015. Line 291 was established because late night Orange Line trains would have taken so long to return to the Ruby Junction rail yard that there would not have been time available for maintenance on the eastside Blue Line corridor. Similar to Line 291, the Night Bus Network envisions buses replacing MAX trips after midnight on the Blue, Red, and Yellow alignments. A Green Night Bus is not needed because the MAX Green Line already has a nearly five-hour overnight work window.

In addition, northbound service would be added to Line 291-Orange Night Bus, which currently offers only southbound service. Altogether, TriMet anticipates that establishing the Night Bus Network will allow customers to complete their trips, while also increasing the amount of time for TriMet's MOW personnel to complete work necessary to maintain safe and reliable operations. The Night Bus Network also will reduce the need to disrupt MAX service during the day in order to accomplish critical maintenance and replacement tasks.

This Ordinance also prioritizes restoration of ridership, equitable service, and student access to schools through changes to the bus network being implemented as part of the second year of the Forward Together Service Concept. The service changes made via this Ordinance were also guided by the available number of vehicle hours and Operators, the Title VI analysis, and the geographic distribution of service.

In summary, the service changes made by Ordinance No. 377 include:

- MAX Red Line service extension to Fair Complex/Hillsboro Airport MAX Station
- A new Night Bus Network to replace late night MAX trips, allowing for an increased overnight maintenance work window
- Full Frequent Service upgrades to four bus lines (three of these upgrades originally planned for FY2024 were deferred to FY2025 due to the Operator shortage)
- Addition of three new bus lines
- Extensions of bus service to unserved areas, especially to help high school students access school
- Increased bus service and efficiency
- New weekend bus service
- Discontinuation of some low-ridership, low-productivity, and underperforming lines and route segments consistent with the Forward Together Service Concept

The proposed service changes are detailed in the Exhibit A attached to Ordinance No. 377.

Service Change Public Process

Two public outreach processes were conducted regarding the FY2025 service changes. These included the fall outreach between late September and November 2023 and the Winter Outreach between early January and early February 2024.

The fall outreach process requested public comment on a larger set of service changes than shown in this Ordinance. The overall number of service changes were reduced based on projected Operator levels for FY2025. Additionally, some proposals were revised based on public input.

Staff initiated the fall outreach by launching an information website at trimet.org/plan on September 26, 2023. This website documented each proposed service change and included detailed maps. The outreach team also publicized the proposed service changes and requested comment via public notices mailed to a ¼ mile range around the areas where service changes were proposed. Signage requesting comments was also posted at all bus stops that were proposed to either close or where a service change was recommended.

Outreach staff also released an announcement of the proposal to the media, as well as to stakeholders and riders via email distribution and social media platforms. The proposal was shared with the community through TriMet’s employer program and partner distribution email lists. Feedback channels included email, social media, trimet.org, virtual and in-person open houses, direct conversations with riders, and TriMet Customer Service.

In addition to the online outreach, TriMet staff conducted five in-person and three virtual open house meetings. A total of 204 people attended the 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 chart describes the open house locations, languages, and attendance.

Open House	Languages	Attendance
University of Oregon, Portland – 10/10/23	English, Spanish	22
Rosewood Initiative, East Portland – 10/17/23	English, Vietnamese, Burmese, Nepali	50
Seventh Day Adventist Church, Oregon City – 10/18/23	English, Russian, Ukrainian	44
Fairview City Hall, Fairview – 10/19/23	English, Spanish	11
Virtual Open House – 10/21/23	Spanish	10
Muslim Education Trust, Tigard – 10/22/23	English, Arabic, Farsi	51
Virtual Open House – 10/25/22	English	15
Virtual Open House – 10/26/23	Vietnamese	1

Outreach also was extended to communities with limited English proficiency via TriMet’s multicultural outreach engagement contract. TriMet identified the top 5 languages spoken per bus line as Spanish, Chinese, Vietnamese, Ukrainian, and Russian. A work order was then issued to five community based organizations to support multicultural outreach. These

organizations were identified by the communities in which they work, the language assistance provided, and their location.

For the first round of outreach, four organizations responded: Centro Cultural, Slavic Community Center of NW, Muslim Educational Trust, and Playeast.

The outreach deliverables included developing a community-specific contacts and engagement strategy that solicits feedback for TriMet's FY2025 Annual Service Plan. Additional deliverables included postings in newsletters, social media, and other mediums. Partners were tasked with recruiting 50 community members to provide feedback for the service changes, and coordinating and hosting language-specific open houses with TriMet staff present.

We received over 1,700 comments from September 26 through November 21, 2023 via the website, open houses, emails, letters, direct conversations and calls to Customer Service. Common themes included:

- Appreciation for proposed increases in bus service, especially to lines:
 - 12-Barbur/Sandy
 - 25-Glisan/Rockwood
 - 52-Farmington/185th
 - 77-Broadway/Halsey
 - 86-136th/148th
 - 87-Airport Way/181st
- Concerns about decreases or changes to bus service, especially to lines:
 - 15-Belmont/NW 23rd
 - 16-Front Ave./St. Helen's
 - 17-Holgate/Broadway
 - 96-Tualatin/I-5
- Requests for more bus and MAX service in general
- Concerns about security on buses and trains
- Concerns about the January 1, 2024 fare increase

In January and February 2024, TriMet staff conducted a second outreach on a smaller package of service changes for FY2025. The proposed service change package was reduced as a result of revised Operator projections for FY2024 and FY2025. It also included changes to the proposal based on feedback received during the first round of outreach and feedback from customers

As was done for the fall outreach, in January TriMet launched a webpage, trimet.org/plan, as a central location for obtaining information and providing comments. Notices were again mailed to addresses located within a ¼ mile of the proposed service changes, and postings were hung at major bus stops and transit centers. Staff also released an announcement to the media, and sent notification of the revised proposal via email blasts, social media posts, and partner email distribution lists. Feedback channels included email, social media, trimet.org, and TriMet Customer Service.

Direct presentations were also made to the Committee on Accessible Transportation (CAT) and the Transportation Equity Advisory Committee (TEAC).

During the outreach process, TriMet staff held three in-person open house meetings and one virtual event. 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.

Open House	Languages	Attendance
Virtual Open House – 1/25/24	English, Spanish	13
Tualatin Library, Tualatin – 1/30/24	English, Spanish	13
PCC Rock Creek, Hillsboro – 1/31/24	English, Spanish	7
University of Oregon, Portland – 2/1/24	English, Spanish	22

In the second round of outreach, TriMet staff partnered with Centro Cultural for help recruiting attendees, promoting the events, and bringing food to two open house events. They also helped promote the virtual event on Zoom.

We received over 1,000 comments from January 10th through February 16th via the website, open houses, emails, letters, and calls to Customer Service. Common themes included:

- Appreciation for proposed increases to bus service, especially to lines
 - 25-Glisan/Rockwood
 - 86-136th/148th
- Concerns about decreases or changes to bus service, especially to lines
 - 17-Holgate/Broadway
 - 96-Tualatin/I-5
- Requests for more bus and MAX service in general
- Concerns about security on buses and trains

Staff added the Night Bus Network to the list of proposed FY2025 service changes in January 2024. Because late night riders are not as likely to participate in traditional forms of outreach, On-Street Customer Service Representatives rode MAX trains late at night to get their input. Representatives rode portions of 26 different trips on the MAX Blue, Red, Yellow, Green, and Orange Lines between January 29 and February 6, 2024. (Note, MAX Red Line trips occurred on the Red Line Shuttle due to the Better Red MAX shutdown at that time). In all, representatives made contact with 518 riders.

Common themes included:

- Appreciation for the late night outreach
- Few concerns about having to use buses instead of MAX late at night
- An understanding of the reason for the Night Bus Network
- An interest in timed transfers between Night Buses
- Concern that late night buses will not be welcomed by residents

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. 377 have been subjected to TriMet's Title VI analysis.

Included in the packet for the Board's consideration is the final Title VI Service Equity Analysis Report (Title VI Report), which evaluated potential adverse effects and benefits associated with the proposed major service changes. The final Title VI Report considered the public comment received during and after the March 27, 2024 First Reading and Public Hearing on Ordinance No. 377, and found no Title VI issues were raised by the testimony. In summary, the final Title VI Report shows that there are no overall system-level Title VI concerns regarding the proposed service changes outlined in Ordinance No. 377, but there are some individual line impacts of which to be aware.

Of the five proposed major service reductions, one had potential line-level disparate impacts on minorities, and two had potential line-level disproportionate burdens on people living with low-incomes. However, on a system-level, there were no potential disparate impacts or disproportionate burdens.

Of the 26 proposed major service improvements, eleven had potential line-level disparate impacts on minorities, and two had a potential line-level disproportionate burden on people living with low-incomes. However, on a system-level, there were no potential disparate impacts or disproportionate burdens.

6. Financial/Budget Impact

The service changes described in Ordinance No. 377 are estimated to cost approximately \$27.2 million per year. This cost is included in the Proposed FY2025 Budget presented to the Board at its March board meeting.

7. Impact if Not Approved

If the Board fails to adopt Ordinance No. 377 after its Second Reading, TriMet will not be able to extend MAX Red Line service to the Fair Complex/Hillsboro Airport MAX station, implement the Night Bus network to increase the MAX overnight work window, or put into operation the second year of Forward Together service improvements.

ORDINANCE NO. 377

**ORDINANCE NO. 377 OF THE TRI-COUNTY METROPOLITAN
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING
FY2025 SERVICE CHANGES AND REVISING ROUTE DESIGNATIONS
(SECOND READING)**

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: April 24, 2024.



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department

EXHIBIT A TO ORDINANCE NO. 377

The proposed service changes are described below.

Line	Service Change	Name Change
MAX Red Line	Extend MAX Red Line trips to Fair Complex Station/Hillsboro Airport MAX Station from Beaverton Transit Center as part of the service for the A Better Red Project. Operate service on the newly double-tracked rail line between Gateway Transit Center and Portland International Airport, serving the new Gateway North Station.	No change
8-Jackson Park/NE 15th	Change the end of the line to NE 27 th Ave. and Saratoga via Dekum to provide Frequent Service to the newly expanded affordable housing development and the University of Oregon Concordia campus. Discontinue service on Dekum west of 15 th and Martin Luther King Jr. Blvd. This route change will replace the existing Line 17 service to these destinations.	No change
17-Holgate/Broadway	Change route to serve NE Sunderland, 33 rd Dr., Riverside Way, 21 st Ave., Columbia Blvd., 33 rd Ave., NE Broadway, 21 st Ave., Multnomah Blvd., across the Steel Bridge, Glisan St. to regular route inbound to Portland. Same routing outbound, but NW Everett will replace Glisan. Operate every 15 min. from at least 7 a.m. to 7 p.m., seven days per week, upgrading the entire line to Frequent Service. Discontinue service on NW Irving, NW Broadway, NE Weidler, 24 th Ave., Regents Dr., 29 th Ave., Skidmore, 27 th Ave., Saratoga, and Dekum due to low ridership.	17-Holgate/NE 33rd
21-Sandy Blvd./223 rd 24-Fremont/NW 18 th	Change route of Line 24-Fremont/NW 18 th to serve NE Sandy Blvd. to Parkrose Transit Center and merge with Line 21-Sandy Blvd./223 rd to improve connections between Gresham, Parkrose Transit Center, NE and NW Portland. Operate every 30 min., seven days a week. Discontinue Line 24 service on the NE Benjamin, 92 nd Ave., Halsey/Weidler, 102 nd Ave., Pacific, and at the Gateway Transit Center segment and the Vancouver/Williams/Russell /Kerby loop due to low ridership.	24-Fremont/Sandy Blvd.
25-Glisan/Rockwood	Extend service to Reynolds High School and Mt. Hood Community College via Glisan, Cherry Park, 257 th Ave., Cherry Park, Troutdale Rd., and Stark to Mt. Hood Community College terminus. Discontinue service on 181 st , Stark,	25-Glisan/Troutdale Rd.

	185 th , and Burnside. Operate every 30 min. most of the day, seven days a week.	
29-Lake/Webster Rd.	Upgrade to hourly service weekdays to serve the new Clackamas County Behavioral Health Clinic	No change
31-Webster Rd.	Increase frequency to every 30 minutes for most of the day, seven days a week. Extend line to Clackamas County Red Soils Campus and Clackamas Community College via Washington, 12 th St., Main, Oregon City Transit Center, Main, Singer Hill Rd., 7 th St. Center, 5 th St., Linn, Warner Milne, Beaver Creek, and Meyers Rd. Discontinue service on Dartmouth, Portland, Arlington, and McLoughlin.	31-Webster/Beaver Creek
32-Oatfield	Change route to serve Dartmouth to Portland to Arlington. Discontinue service on Washington, 9 th St., Jackson, 16 th St., Division, Molalla, Beaver Creek, and Meyers to allow for more frequent lines to serve them.	No change
33-McLoughlin/King Rd.	Change route to provide Frequent Service to higher density residential and commercial areas along 10 th St., Singer Hill Rd. 7 th St., Molalla, Warner Milne, Beaver Creek, and Molalla to Clackamas Community College. Discontinue service on S. McLoughlin, 2 nd St., S. High, 5 th St., and Linn.	No change
34-Linwood/River Rd.	Extend service to Clackamas Heights via Main, 14 th St., Washington, Holcomb, and Longview. Upgrade to hourly service for most of the day on weekdays.	No change
38-Boones Ferry Rd.	No change.	38-Kruse Way
47-Main/Evergreen	Change route to Willow Creek Transit Center via Stucki, Walker, and 185 th Ave. Discontinue service on Bronson, 174 th Ave., Laidlaw, Bethany, & Springville due to low ridership.	47-Main/Baseline
52-Farmington/185 th	Upgrade to Frequent Service, with trips operating every 15 min. between at least 7 a.m. to 7 p.m., seven days a week. This improvement was deferred from FY24 to FY25 due to the operator shortage.	No change
55-Hamilton	Preserve Line 55-Hamilton for school service to Wells High School.	No change
67-Bethany/158 th	Add earlier and later service to make up for the discontinuation of Line 47-Main/Evergreen in the Bethany area.	No change
70-12 th /NE 33 rd Ave.	Change route to terminate at Rose Quarter Transit Center via NE Multnomah. Discontinue service along 21 st Ave., Broadway/Weidler, 33 rd Ave., Columbia, 21 st Ave., Riverside, 33 rd Dr.,	70-Milwaukie Ave./12 th

	and Sunderland to make way for the Line 17 extension above.	
76-Hall/Greenburg	Extend weekday service hourly between at least 6 a.m. and 6 p.m. from Meridian Park Hospital to West Linn and Oregon City Transit Center via SW Borland, Stafford, Interstate 205, 10 th St., Willamette Falls Dr., Willamette Dr., Interstate 205, and McLoughlin Blvd.	No change
77-Broadway/Halsey	Upgrade to Frequent Service, with trips operating every 15 min. between at least 7 a.m. to 7 p.m., seven days a week. This improvement was deferred from FY24 to FY25 due to the operator shortage.	No change
79-Clackamas/Oregon City	Increase frequency to every 30 minutes for most of the day, seven days a week. Change route to serve Gladstone via Arlington and McLoughlin. Extend line to Providence Willamette Falls Medical Center via 15 th Ave. Discontinue service on Washington St.	No change
80-Kane/Troutdale Rd.	Discontinue. Most of the line will be served by lines 25 and 81. Discontinue service on S Buxton Rd. and Historic Columbia River Highway.	Discontinue line
81-Kane/257 th	Change route to take over for Line 81 along Hood, Powell, 3 rd St., 1 st Ave., Kane, and 257 th Ave. Add weekend service operating every 30 min. for most of the day. Discontinue service on Division St.	No change
85-Swan Island	Discontinue line. Replaced by new Line 40-Tacoma/Macadam.	Discontinue line
87-Airport Way/181 st	Upgrade to Frequent Service, with trips operating every 15 min. between at least 7 a.m. to 7 p.m., seven days a week. This improvement was deferred from FY24 to FY25 due to the operator shortage.	No change
96-Tualatin/I-5	Change route to connect Tualatin with Lake Grove, Mountain Park, PCC Sylvania, and Barbur Transit Center hourly during the midday on weekdays. Extend service between Barbur Transit Center and Downtown Portland approximately every 30 minutes during weekdays between 5 a.m. and 10 a.m. and 2 p.m. and 7 p.m.	96-Boones Ferry
99-Macadam/McLoughlin	Discontinue line. Replaced by new Line 40-Tacoma/Macadam and existing Line 33-McLoughlin/King Rd.	Discontinue line
154-Willamette/Clackamas Heights	Discontinue line. Replaced by Line 76-Hall/Greenburg extension and Line 34-River Rd. extension.	Discontinue line

New Line	Introduce new bus line operating every 30 minutes for most of the day, seven days a week, between the Tacoma MAX Station and Park & Ride, Sellwood, South Waterfront, Downtown Portland, Rose Quarter, and Swan Island via SE Tenino, Tacoma, Macadam, Kelly, 1 st Ave., Harrison, 6 th Ave., Everett, the Steel Bridge, Interstate, Greeley, Going, Lagoon, Basin, Leverman, and Cutter Cir. SW River, Moody, and Bancroft will be used in the outbound direction to serve South Waterfront.	40-Tacoma/Swan Island
New Line	Introduce new bus line between Lents, Powellhurst-Gilbert, Centennial, Hazelwood, Wilkes, and Argay Terrace operating every 30 min. for most of the day, seven days a week. The line will also connect the Lents Town Center, Midway Business Association, Columbia Corridor, and Relay Resources.	86-148 th Ave.
New Line	Introduce new bus line between West Linn and Lake Oswego Transit Center operating hourly during most of the day on weekdays via 10 th St., Willamette Falls, Ostman, Blankenship, Salamo, Santa Anita, Hidden Springs, Rosemont, Stafford, McVey, State, A St. and B St.	153-Stafford/Salamo
291-Orange Night Bus	Add northbound trips to Line 291-Orange Night Bus.	No change
New Line – Night Bus	Operate in place of Blue Line MAX trips after midnight between Cleveland Station and SW Columbia and 16 th Ave. every day with service to every station area in that portion of the Blue Line.	287-Blue Eastside Night Bus
New Line – Night Bus	Operate in place of Blue Line MAX trips after midnight between Hatfield Station and Rose Quarter every day with service to every station area in that portion of the Blue Line.	288-Blue Westside Night Bus
New Line – Night Bus	Operate in place of Red Line MAX trips after midnight between Portland International Airport and downtown Portland every day with service to every station area in that portion of the Red Line.	292-Red Night Bus
New Line – Night Bus	Operate in place of Yellow Line MAX trips after midnight between Expo Center and Portland State University every day with service to every station area in that portion of the Yellow Line.	293-Yellow Night Bus