


**Date:** April 22, 2009

**To:** Board of Directors

**From:** Fred Hansen 

**Subject:** **ORDINANCE NO. 306 ADOPTING SERVICE CHANGES, AND AMENDING TRIMET CODE CHAPTER 22 (FIRST READING AND PUBLIC HEARING)**

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**1. Issue or Purpose of the Item.**

The purpose of this Ordinance No. 306 is to request that the TriMet Board of Directors (Board) adopt service changes and update route designations contained in TriMet Code Chapter 22.

**2. Reason for Board Action.**

The Board may adopt proposed service changes and update TriMet Code route designations by ordinance. This is the first reading of Ordinance No. 306.

**3. Background**

**September 2009 Service Reductions Due To Budget Shortfall:**

The deteriorating national economy continues to be particularly hard-hitting in Oregon, which has one of the highest unemployment rates in the country at 12.1 percent in March. Because TriMet gets most of its revenues – 55 percent – from the employer payroll tax, TriMet is facing its own economic crisis. As regional employment and payroll tax revenues have continued their sharp decline, TriMet's projected budgetary gap, and the resulting need for budget cuts, has increased from \$13.5 million to \$23.6 million for the FY10 budget.

To address this budgetary gap, the agency has taken numerous steps to reduce costs and improve efficiency including an eight percent across-the-board expense cut, a hiring and salary freeze, furloughs and projected staff layoffs. As a result of the necessary expense reductions, the budget includes proposed bus and MAX service cuts, the first of which will be effective September 2009. Because TriMet's core mission is to provide connections to jobs, school and other activities throughout the region, service cuts are the last place we look when we need to address a budget shortfall. In order to minimize the required service cuts, TriMet is using a portion of federal stimulus funds (resulting from the American Recovery and Reinvestment Act) to offset some necessary service cuts. And although most of the stimulus funds are for capital projects, one category can be used for preventive maintenance and offset these cuts. Thus, the federal stimulus package has enabled TriMet to limit the needed service reductions to about half of what would have been required without the stimulus funds.

It should be noted, however, that if economic conditions worsen, additional service cuts might be required. TriMet will have a better picture of actual payroll tax receipts for the first quarter of 2009 in mid-May. If additional service cuts are necessary, they will be proposed in May or June and implemented starting November 29, 2009.

**Service Cut Criteria and Public Process:**

The recommended service reductions reflect difficult choices and actions necessary for fiscal stability. Selection of lines, days of service and times of day for service reductions has been focused with care to preserve as much service for as many riders as possible. Proposed service reductions were selected through a detailed line-by-line and trip-by-trip technical analysis taking into account ridership productivity, availability of alternative service, use of service for work and school trips, and the operating efficiency of potential changes. Transit equity was also assessed line-by-line, consistent with Federal methodology, to determine that the reductions do not disproportionately impact lines that serve minority and low-income individuals.

In February TriMet opened a six-week public comment period regarding proposed reductions on 45 bus lines and MAX service. Four open houses were held to receive information from the public. The public outreach resulted in more than 1,500 comments that were reviewed and analyzed by staff.

Staff revised proposals for 15 of the 45 bus lines in response to concerns from riders about connections to jobs, schools and the practicality of alternative transit service. The revisions reduced the number of lines proposed for discontinuation from 12 to 5. Other modifications maintained some level of service that also resulted in reduced costs.

A revised proposal was released for public comment on March 25 and three public hearings were held on April 6, 7 and 8. More than 600 comments were received on the revised proposal at the three public hearings and through mail, phone and e-mail. A summary of public comments received at the hearings is provided in my memo to the Board dated April 17, 2009.

Based on comments received at the hearings, staff revised the proposals for five lines. A summary of the final recommendations is below.

**Recommended Service Reductions:**

Discontinue Lines 41-Tacoma, 74-Lloyd District/Southeast, 86-Alderwood and 153-South End Rd Loop.

Discontinue some or all weekend service on Lines 1-Vermont, 10-Harold, 17-NW 21st Ave/St Helens Rd, 33-Fremont, 34-River Rd, 39-Lewis & Clark, 43-Taylor's Ferry Rd, 47-Baseline/Evergreen, 48-Cornell, 51-Vista, 59-Walker/Park Way, 63-Washington Park, 67-Jenkins/158th Ave, 156-Mather Rd and 157-Happy Valley.

Change frequency, hours of operation and/or route on Lines 1-Vermont, 15-Belmont, 18-Hillside, 19-Woodstock, 27-Market/Main, 33-Fremont, 34-River Rd, 36-South Shore, 37-Lake Grove, 55-Hamilton, 58-Canyon Rd, 59-Walker/Park Way, 60-Leahy Rd, 63-Washington Park, 70-12th Ave, 85-Swan Island, 88-Hart/198th Ave, 89-Tanasbourne, 156-Mather Rd and 157- Happy Valley.

Make minor schedule adjustments on Lines 8-Jackson Park, 8-NE 15th Ave, 9-Powell, 9-Broadway, 12-Sandy Blvd, 15-NW 23rd Ave, 17-Holgate, 19-Glisan, 20-Burnside/Stark, 32-Oatfield and 52-Farmington/185th.

A new fixed route bus line will replace the Cedar Mill Shuttle and Line 60-Leahy Rd.

Change frequency of early morning and later evening service on MAX Blue, Red, and Yellow Lines to every 30 minutes instead of every 15 minutes. Operate new MAX Green Line starting in September 2009 with less frequent service, particularly during weekend morning and weekday/weekend evening periods, than was originally included in the planned service.

Discontinuation of Line 153-South End Rd Loop would result in a change to the LIFT service area boundary. Staff is conducting direct outreach to LIFT riders in the affected area and will assure that they will have transportation available to meet their needs, either LIFT or an alternative transportation provider.

**Updates to TriMet Code Chapter 22:**

Construction of the I-205/Portland Mall Light Rail Project (Green Line) temporarily relocated buses from 5th and 6th avenues to 3rd and 4th avenues and other streets in downtown Portland. Route changes are proposed to move buses back to 5th and 6th avenues and to update other routings in the Portland city center to begin May 24, 2009.

Updates to route numbers and names are proposed to amend TriMet Code Chapter 22 as shown in Exhibit A of Ordinance No. 306.

**4. Options, if any.**

The Board may choose to not conduct a first reading for adoption of Ordinance No. 306, and give additional direction to staff for changes, ask for the Ordinance to be modified accordingly and schedule another first reading. Staff believes that the current proposal, while difficult as is the case for any service cut, represents the best solution to needed service reductions based on extensive analysis and community input.

**5. Recommendation.**

The General Manager recommends that the Board conduct a first reading and public hearing for Ordinance No. 306 at its April 22, 2009 meeting.

**ORDINANCE NO. 306**

**AN ORDINANCE OF THE TRI-COUNTY METROPOLITAN  
TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING  
SERVICE CHANGES, AND AMENDING TRIMET CODE CHAPTER 22**

THE BOARD OF DIRECTORS OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET), pursuant to the authority of Oregon Revised Statutes Chapter 267, 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 shall be filed for affected lines.

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

TriMet Code Section 22.05 is amended to make the route designation revisions set forth on the attached Exhibit A.

**Section 3 – Effective/Operative Dates**

This Ordinance shall take effect thirty days after the date of its adoption. Operative dates for specific service/route designation changes shall be as designated on Exhibit A.

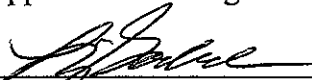
Date Adopted: \_\_\_\_\_

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Presiding Officer

Attest:

\_\_\_\_\_  
Recording Secretary

Approved as to Legal Sufficiency:

  
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Legal Department