

TriMet Title VI/Transit Equity Impacts Assessment
Recommended Plan for Major Service Changes and Fare Changes;
Effective September 2012

April 11, 2012

I. Executive Summary

This report evaluates transit equity impacts of recommended fare changes and major service changes in the plan for revenue-generating and cost-saving measures to balance the Fiscal 2013 budget. The recommended plan reflects feedback from riders, business leaders, community groups, and other stakeholders and recommendations of the TriMet Board and Budget Task Force. More than 3,000 persons provided nearly 8,500 comments on the initial proposal released on February 8, and more than 1,000 persons provided over 2,400 comments on the refined proposal released on March 14, including testimony at five public hearings.

Discussion and community feedback have highlighted that when choosing between service reductions and higher fares, additional revenue from fares is preferred in lieu of additional service cutbacks. The recommended plan has been designed and further refined to minimize service cuts and the overall impact to riders. The plan strives to balance affordable fares for those who depend on the system with maintaining service on the street to get people where they need to go.

As further described in this report, mitigations for the impacts of fares and service changes are included as integral elements of the plan.

Closing the FY 2013 Budget Gap

The initial proposal released on February 8 was designed to generate \$12 million in revenue and reduce costs by \$5.7 million, including measures to:

- Increase fares, eliminate zones, make single-ride tickets valid in one direction only, eliminate the Free Rail Zone, and implement a new Day Pass structure;
- Modify bus routes for more efficient coverage (14 lines), eliminate low-ridership trips (26 bus lines), eliminate some weekend service (3 bus lines), reduce the frequency of MAX service (except during rush hours), modify MAX Red Line operations during non-rush times;
- Adjust LIFT paratransit service boundary to match nearby bus/MAX service;
- Cut programs and staff as part of ongoing internal efficiencies;
- Reduce annual contribution to Portland Streetcar, and;
- Sell ads on TriMet websites.

The recommended plan would generate \$9 million in revenue and reduce costs by \$3 million. Changes from the initial proposal in February include:

- Set aside the fare policy change making single-ride tickets one-way only;
- Scale back service cuts from initial 42 bus lines and four MAX lines to 24 bus lines;
 - eliminate low-ridership trips on 9 bus lines (previously 26 lines),
 - no discontinuation of weekend service on any bus lines
 - no reduction of MAX frequency
 - no change in MAX Red Line operation, and;
- Increase savings from internal efficiencies from \$0.5 million to \$1.2 million.

The initial proposal aimed for \$17 million in savings, due to uncertainty around the unsettled labor contract with ATU Local 757. Since then, a further four-month delay in the scheduled arbitration means the outcome of the contract dispute will not be known until after the FY 2013 budget begins. The recommended plan totals \$12 million in savings. Depending on the outcome of the labor contract

arbitration with the ATU, expected to be announced in July 2012, TriMet may need to find additional savings of \$5 million, resulting in additional fare increases, service reductions, or both.

Context of Recommended Service Reductions and Fare Increases

TriMet is facing a \$12–\$17 million shortfall in FY 2013 because of lower-than-expected revenue from payroll taxes, anticipated cuts in federal funding, and unsustainable health care and other costs for union employees:

- Slower than expected growth in payroll tax revenues due to extended high unemployment (\$3 million)
- Uncertainty and a projected reduction in federal formula funding (\$4 million)
- Negotiations with ATU Local 757 over health care benefits and other cost-cutting measures are at an impasse and arbitration has been delayed (\$5-10 million)

Actions Already Taken To Balance the Budget During the Extended Recession

To balance the budget during the recession TriMet has cut costs, cut administrative staff, delayed investments, used stimulus money and depleted reserves. The agency has made cuts to non-union employee and retiree benefits, reduced the workforce by over 200 positions, and implemented executive furloughs and a non-union salary freeze (now in its fourth year). Replacement of older buses and upgrading the fare collection system have been delayed, and upkeep of facilities and offices has been kept at a minimum. Growth in LIFT paratransit service costs has been reduced, the fuel efficiency of the bus fleet has been improved, and employee overtime costs have been reduced.

In 2005, the employer payroll tax rate was increased to pay for operation of new services such as WES Commuter Rail, MAX Green Line, Portland Streetcar extensions, LIFT ADA paratransit service increases, and Portland-Milwaukie Light Rail.

In 2008, fares were raised 20 cents to cover increasing diesel prices, in addition to the regular 5-cent annual increase for inflation. In 2010, TriMet's fare-free zone was limited to MAX Light Rail and Portland Streetcar. Recently, the number of fare enforcement staff was increased to help reduce fare evasion.

In 2009 and 2010, TriMet was forced to reduce bus and MAX service to help address budget shortfalls caused by the ongoing recession. These reductions totaled 13% of bus service and 10% of MAX service.

Title VI and Transit Equity

Under federal law and implementing regulations TriMet ensures that the level and quality of service is provided without regard to race, color or national origin; and that services and benefits, as well as burdens, are fairly distributed. TriMet:

1. *Considers equity impacts and the availability of alternatives in developing fare change and major service change proposals.* A primary goal in developing this proposal for revenue increases and cost-reduction is preservation of service to minimize the impact to TriMet's riders. Recommended service reductions give careful consideration to the availability of alternative service. Similarly, possible equity impacts and mitigation measures are weighed in developing a fare change proposal.

2. *Evaluates any proposed fare changes and major service changes at the proposal stage to identify disparate impacts on minority populations and disproportionately high or adverse effects on minority and/or low-income populations.* When disparate impacts are apparent, specific mitigation measures are included.

When disparate impacts are apparent, proposed actions may be taken if it is demonstrated that the proposal meets a substantial need that is in the public interest and other alternatives would have more severe adverse effects than the recommended plan.

Analysis Methodology

The evaluation considers impacts on minority and low-income populations across the TriMet district. Changes were assessed using information from the US Census, TriMet service, ridership and fare system data, and demographic and fare information collected through TriMet surveys. Service changes were evaluated line-by-line and at the system level. Fare changes were evaluated by category of fare (Adult, Youth, Honored Citizen) and by payment option (cash, ticket, pass).

For lines with major service changes, if the percentages for impacted minority and low-income populations in tracts served by impacted portion of the line exceed those of the district as a whole, the impacts of changes to the line will be considered disproportionate. To determine the system-wide impacts of service changes, the percentages for impacted minority and low-income populations (all impacted tracts) are compared to the percentages for impacted non-minority and non-low-income populations. If the percentages for impacted minority and low-income populations differ from those of the impacted non-minority and non-low-income populations by more than 20%, the changes overall will be considered disparate.

For fare changes, a potential disparate impact is noted when the percentage of trips by minority and/or low-income riders using a fare option has an impact that exceeds the comparable impact on non-minority and non-low-income riders.

Recommended Service Changes and Analysis Results

Recommended major service changes include 20 bus lines:

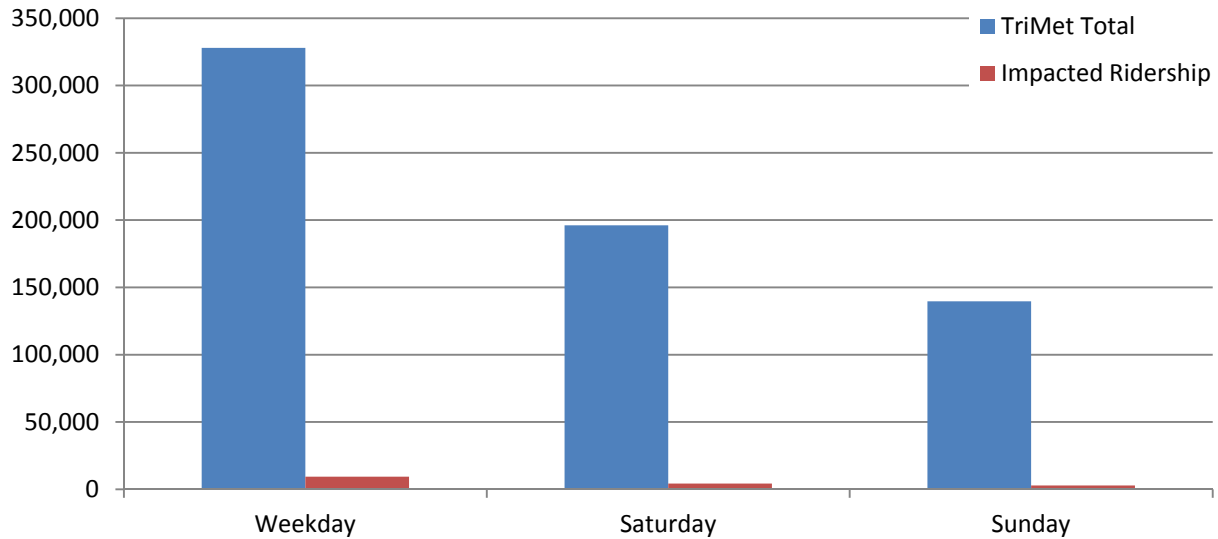
Bus and MAX lines with major changes have been scaled back from 28 to 20 lines:

- Routing changes on the following bus lines: 6, 8, 9, 12, 16, 17, 47, 48, 67, 70, 73, 77, 82, 89;
- Span of service changes by time of day and/or day of week on the following bus lines: 18, 50, 55, and 59;
- Routing and span of service changes on lines 43 and 87.

Numbers of Boarding Rides Impacted

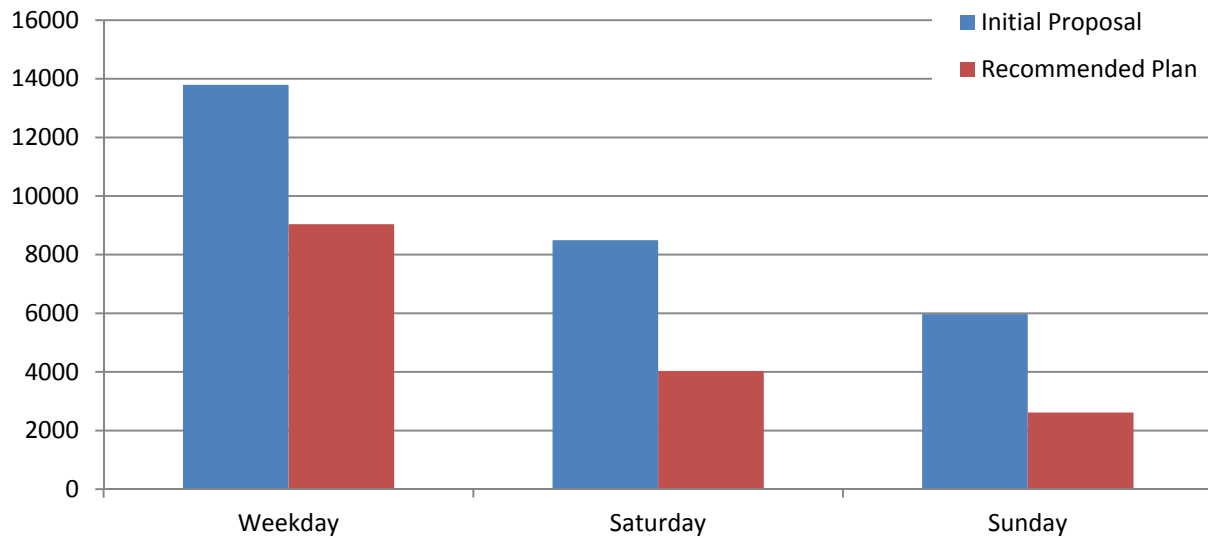
As shown in Figure ES-1 following, major service changes would impact an estimated 2 to 3 percent of system-wide daily boarding rides: on weekdays approximately 2.7% (8,820) of boardings; on Saturdays approximately 2.1% (4,028) of boardings, and; on Sundays approximately 1.9% (2,614) of boardings.

Figure ES-1
Total Ridership by Day of Week with Major Change Impacts



Ridership impacts have been substantially reduced in comparison to the initial proposal. The number of impacted boardings on weekdays has been reduced by 36.0%. On Saturday the reduction was 52.6% and on Sunday, 56.2%. Impacts for the initial proposal and recommended plan are illustrated in Figure ES-2.

Figure ES-2
Change in Impacted Ridership



Title VI/ Transit Equity Impacts

Title VI impacts at the route level disproportionate to representation within TriMet's service area were found as a result of this analysis.

Route Change Equity Impacts

Routes with major changes resulting in potential disproportionate impacts to both minority and low-income populations are 9, 16, 67, and 82. The following lines have potential disproportionate impacts to minority populations only: 6, 8, 47, 48, and 89. These lines have potential disproportionate impacts to low-income populations only: 12, 17, 70, 73, and 77.

Span of Service Change Equity Impacts

Line 59 is the only route with a major span of service change resulting in potential disproportionate impacts to only minority populations. Lines 18 and 55 have potential disproportionate impacts to low-income populations only. The recommended span changes to Line 50 have no disproportionate impacts.

Route and Span of Service Change Equity Impacts

For routes with both major route and span changes Line 87 has potential disproportionate impacts to both minority and low-income populations. Line 43 has disproportionate impacts to low-income populations only.

System Level Equity Impacts

At the system level no disparate transit equity impacts were identified. When comparing impacted Title VI populations to impacted non-Title VI populations for weekday, Saturday and Sunday the overall percentages were within non-disparate thresholds. That is, impacted minority and low-income populations were within 20% of impacted non-Title VI populations.

System level impacts are profiled in Table ES-1 for minority and low-income populations, with impacts to Title VI and non-Title VI populations, relative to the non-disparate range of impact by day of service.

Table ES-1
System Level Equity Impacts of Major Service Changes

Minority Assessment	Percent of Non-Minority Population Impacted	Non-Disparate Range	Percent of Minority Population Impacted	Disparate Impact?
Weekday	37.8%	30.2 – 45.4%	37.0%	No
Saturday	29.5%	23.6 – 35.4%	29.9%	No
Sunday	27.1%	21.7 – 32.5%	26.3%	No
Low-Income Assessment	Percent of Non-Low-Income Population Impacted	Non-Disparate Range	Percent of Low-Income Population Impacted	Disparate Impact?
Weekday	37.0%	29.6 – 44.4%	38.7%	No
Saturday	28.7%	23.0 – 34.4%	32.2%	No
Sunday	26.0%	20.8 – 31.3%	29.3%	No

Mitigations – Service Changes

Although at the system level no disparate impacts were identified, at the route level there are 19 of 20 lines where the recommended changes may impact minority and/or poverty populations disproportionately. Mitigation of these impacts is part of the proposal's design. A primary goal in crafting this service reduction proposal was the preservation of service to minimize the impact to TriMet's riders. The recommended changes take into account ridership, the availability of alternative service, as well as the use of the service for work and school trips.

Availability of Alternative Service

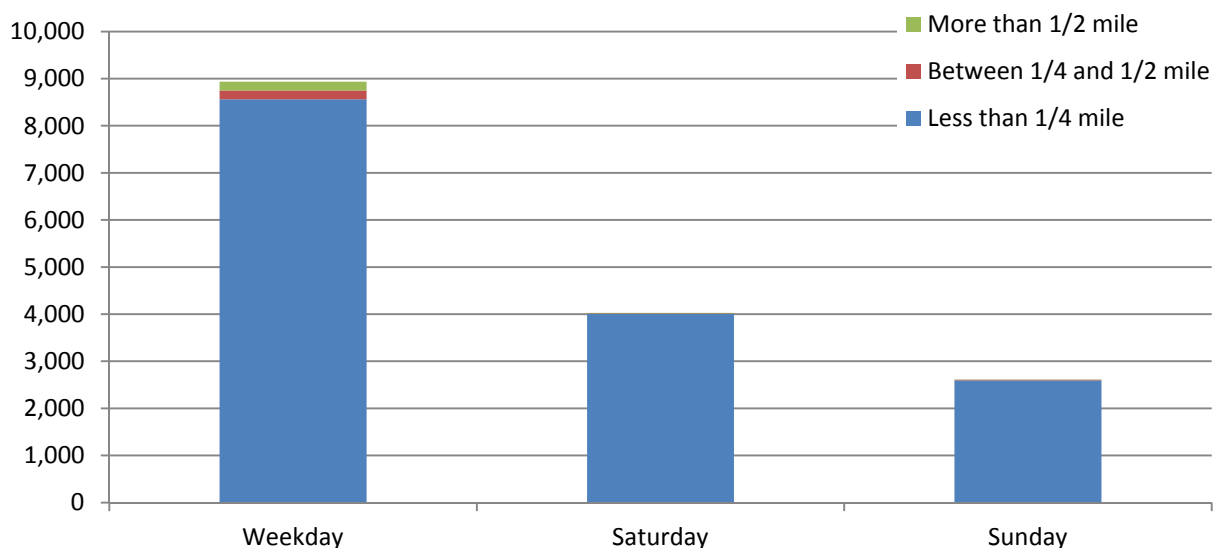
Of the 19 lines identified as having disproportionate impacts, 13 lines (nearly two-thirds) have alternative service for most impacted stops available either at the stop (6 lines), or within a quarter-mile-walk (7 lines). On the other six (6) lines, one-half or more of impacted stops have alternative service available within a half mile or less. In other cases an additional transfer may be needed to complete a particular trip. While this may not be an ideal solution from an individual rider's perspective it allows TriMet to preserve access to mobility for the broadest group of riders.

Additionally, some of the route changes will improve connectivity for some riders allowing them to make certain trips quicker and with fewer or no transfers.

The routes and route segments that do not have alternative service nearby generally have very low ridership thus the total number of impacted boardings is small. As shown in Figure ES-3, most impacted boardings would have alternative service available within less than ¼ mile walking distance:

- Weekdays; 95.8% with alternative service within ¼ mile;
- Saturdays; 99.6% with alternative service within ¼ mile, and;
- Sundays; 99.3% with alternative service within ¼ mile.

Figure ES-3
Walking Distance for Impacted Ridership



Among the 20 lines with recommended major changes, the availability of alternative services for impacted stops is further summarized in Table ES-2.

Table ES-2
Alternative Service Availability

Level of Alternative Service Available For Impacted Stops	Number of Lines
Fully Covered (All impacted stops directly served by one or more other lines, with similar span of service. Trips may require a transfer.)	6
High (Alternative service within ¼ mile or less walking distance for 75% or more of impacted boardings and alightings. Trips may require a transfer.)	8
Medium (Alternative service within ½ mile walking distance for at least 50% of impacted boardings and alightings. Trips may require a transfer.)	5
Low (Alternative service greater than ½ mile walking distance for 50% or more of impacted boardings and alightings. Trips may require a transfer.)	1

Recommended Fare Changes and Analysis Results

Recommended fare changes include:

- General fare increase across all fare categories except Honored Citizens (persons age 65+, persons with a disability, or persons with a Medicare card);
- Eliminate fare zones and implement a flat fare for adults;
- Eliminate the Free Rail Zone in downtown Portland and the Lloyd District;
- Introduce a Day Pass for all fare categories, priced at only twice the single trip fare; and
- Introduce a new 7-Day Pass for Youth and Honored Citizens.

TriMet's initial budget proposal considered limiting single trip tickets to travel in one direction only. Under that proposal, all tickets and transfers would be valid within the expiration time to make a trip in one direction, and a return trip ("round-trip") would not be allowed on the same fare. However, the initial proposal was based on a potential budget shortfall of \$17 million in the next fiscal year. Due to the timing of labor negotiations, and because public feedback indicated the change to one-way tickets was the least attractive option of the recommended fare changes, restricting single trip fares to travel in one direction has not been included in the revised proposal. Depending on the outcome of the labor contract arbitration with the ATU, expected to be announced in July 2012, TriMet may need to find additional savings of \$5 million, resulting in additional fare increases, service reductions, or both.

Current and recommended fares by fare option and category including amount and percentage of increases from current fares are shown in Table ES-3 on the following page.

Table ES-3
Current and Recommended Fares by Fare Option and Category: Increase Amounts and Percents;
Usage by Low-Income, Minority, and Overall

Fare Option and Category	Current	Recommended	Usage by Group				
	Effective September 2011	Effective September 2012	Increase Amount	% Increase	Low-Income (<\$20K)	Minority	Overall
CASH							
2-Zone	\$2.10	\$2.50 ¹	\$0.40	19.0%	21.9%	18.9%	16.3%
All-Zone	\$2.40	\$2.50 ¹	\$0.10	4.2%	12.7%	12.7%	10.6%
Youth	\$1.50	\$1.65	\$0.15	10.0%	3.9%	7.4%	4.6%
Honored Citizen	\$1.00	\$1.00	\$0.00	0.0%	4.5%	2.3%	2.9%
DAY PASS							
All-Zone	\$5.00	\$5.00 ¹	\$0.00	0.0%	1.7%	1.6%	1.4%
Youth	N/A	\$3.30					
Honored Citizen	N/A	\$2.00					
TICKETS (Book of 10)							
1-Zone	\$20.50	\$25.00 ¹	\$4.50	22.0%	0.9%	0.6%	0.9%
2-Zone	\$21.00	\$25.00 ¹	\$4.00	19.0%	3.3%	2.5%	3.5%
All-Zone	\$24.00	\$25.00 ¹	\$1.00	4.2%	2.3%	2.7%	3.0%
Youth	\$15.00	\$16.50	\$1.50	10.0%	0.3%	1.0%	0.6%
Honored Citizen	\$10.00	\$10.00	\$0.00	0.0%	1.2%	0.5%	1.0%
7-DAY PASS							
2-Zone	\$21.00	\$26.00 ¹	\$5.00	23.8%	0.2%	0.1%	0.1%
All-Zone	\$24.00	\$26.00 ¹	\$2.00	8.3%	0.3%	0.2%	0.2%
Youth	N/A	\$8.00					
Honored Citizen	N/A	\$7.00					
14-DAY PASS							
2-Zone	\$41.00	\$51.00 ¹	\$10.00	24.4%			
All-Zone	\$46.50	\$51.00 ¹	\$4.50	9.7%			
Youth	\$14.00	\$15.50	\$1.50	10.7%			
Honored Citizen	\$13.50	\$13.50	\$0.00	0.0%			
HALF MONTHLY PASS							
2-Zone	\$41.50	Eliminated					
All-Zone	\$47.00	Eliminated					
Youth	\$14.50	Eliminated					
Honored Citizen	\$14.00	Eliminated					
MONTHLY PASS							
2-Zone	\$81.00	\$100.00 ¹	\$19.00	23.5%	7.8%	7.5%	8.6%
All-Zone	\$92.00	\$100.00 ¹	\$8.00	8.7%	9.7%	11.3%	12.8%
Youth	\$27.00	\$30.00	\$3.00	11.1%	3.5%	7.1%	5.0%
Honored Citizen	\$26.00	\$26.00	\$0.00	0.0%	10.5%	4.8%	6.0%
ANNUAL PASS							
2-Zone	\$891.00	\$1,100.00 ¹	\$209.00	23.5%	0.0%	0.1%	0.4%
All-Zone	\$1,012.00	\$1,100.00 ¹	\$88.00	8.7%	3.7%	9.3%	11.5%
Youth	N/A	\$330.00					
Honored Citizen	\$286.00	\$286.00	\$0.00	0.0%	0.5%	0.2%	0.3%

Data not available for all fare media. Note: ¹ Effective September 1, 2012 there would be a single Adult fare option; 2-Zone and All-Zone are shown for 2012 to illustrate price increases from current fares.

Results of the analysis are summarized in Table ES-4 below. A possible disparate impact is noted in regard to low-income and minority populations for cash fare users. It should be noted, however, that as cash payers appear to be somewhat more likely to be low-income and/or minority, this proposal would increase cash fares proportionately less than pass fares. Additional mitigation measures are described below. Analysis of fare changes is provided in Sections VIII. through XI. of the report, and statistically significant differences are noted.

Table ES-4
Equity Impacts of Fare Changes

Fare Change Proposal Elements	Minority Disparate Impact	Low-Income Disparate Impact	Mitigation Measures
1. Implement Adult flat fare of \$2.50; eliminate zones:			
a. Increase cash fares: Adult All-Zone 4.2%, Adult 2-Zone 19%, and Youth 10%	Possible	Possible	Yes
b. Increase pre-paid tickets: All-Zone 4.2%, Adult 1 & 2-Zone 19%-22%, and Youth 10%	Not Likely	Not Likely	Yes
c. Increase multi-ride passes: Adult All-Zone 7.5%-8.7%, Adult 2-Zone 22%-23.8%, and Youth 10.7%-11.1%	Not Likely	Not Likely	Yes
2. Eliminate Free Rail Zone	Not Likely	Not Likely	Yes
3. Introduce new 7-Day pass for Youth and Honored Citizens	Not Likely	Not Likely	
4. Introduce a new Day Pass for Adult, Youth, and Honored Citizens at twice the single trip fare	Not Likely	Not Likely	

Mitigations – Fare Changes

TriMet has initiated a number of fare programs and options to create fare alternatives for minority and low income populations, with a focus on expanding unlimited ride options that offer more flexible and economical payment opportunities. New programs and options will accompany the September 2012 fare changes while existing programs will be maintained or enhanced, summarized following.

Summary of Mitigation Measures

Measures for September 2012:

- *For September 2012, TriMet will introduce unlimited ride Day Passes (priced at only twice the single ride cash fare) and 7-Day Passes for Adults, Youth, and Honored Citizens. Day Passes and 7-Day Passes will be new options for both Honored Citizens and Youth. Day Passes will provide Youth and Honored Citizen cash payers with a convenient and economical alternative to paying for each ride separately, with the added benefit of unlimited rides during the day for the price of a roundtrip, a significant financial benefit for customers making multiple trips during the day. Similarly, the 1-Day Pass price for Adults will not increase and will remain at \$5.00, providing unlimited rides throughout the day for only twice the single fare. Providing a 7-Day Pass for each fare category offers another new unlimited ride product, for less than the upfront cost of a monthly pass. Increased marketing efforts are planned to remind people about the financial benefits of unlimited ride passes.*

The Day Pass and 7-Day Pass options offer additional payment and unlimited ride alternatives, and prospective mitigations for low-income and minority persons. The new Day Pass offers a prospective mitigation for low-income and minority persons currently using single-ride cash fares or tickets. In addition, eliminating fare zones provides a more equitable system for those individuals that live in the suburbs (who have become increasingly more likely to be low-income and minority) and travel great distances, as well as individuals that are penalized for living near a zone boundary. These minority and low-income suburban residents, who are more likely to pay with a single-ride cash fare, will especially benefit from the unlimited ride advantages provided by the new Day Pass and 7-Day Pass format.

- *For September 2012, TriMet will explore increasing the program discount to social service agencies from 5% to 10%, and will consider expanding program eligibility requirements to ensure that more community-based organizations that focus on providing services to low-income clients will be able to participate. With additional community outreach and education, TriMet hopes to work with organizations that serve homeless and/or low income persons, to help their clients access services critical to personal and residential stability.*
- *To mitigate the impact of recent fare increases for TriMet's LIFT paratransit service, Honored Citizen fares (senior citizens aged 65 and older, person with a disability, or person with a Medicare card) for fixed-route service will not increase at this time. Keeping Honored Citizen fares flat will help disabled individuals that are able to use fixed-route service transition to the higher LIFT fares. The Committee on Accessible Transportation (CAT) recommended that the Honored Citizen cash and pass fare not be increased during the transition to higher LIFT fares.*
- *To reduce the need for additional fare increases and service cuts that would adversely impact low-income riders throughout the service district, TriMet is proposing to eliminate the Free Rail Zone in downtown Portland. To mitigate the potential impact of eliminating the Free Rail Zone for the elderly and people with disabilities, TriMet will extend the Honored Citizen Downtown Pass Program (currently for Bus) to include free trips on rail for these individuals. To be eligible, customers must qualify as a TriMet Honored Citizen (senior citizen aged 65 and older, person with a disability, or person with a Medicare card), and be able to show proof of residence within the boundaries of the free fare area. Maintaining free bus/rail transit service in downtown for seniors and people with*

disabilities ensures that the most vulnerable citizens, many of whom are transit dependent, will continue to have the same access to transit and much needed services in the downtown area, including access to medical care, shopping and social services.

- *To reduce the need for additional fare increases and service cuts that would adversely impact low-income riders throughout the service district, TriMet has increased administrative cuts from \$500,000 to \$1.2 million.*
- TriMet's initial budget proposal considered limiting single trip tickets to travel in one direction only. Under that proposal, all tickets and transfers would be valid within the expiration time to make a trip in one direction, and a return trip ("round-trip") would not be allowed on the same fare. However, the initial proposal was based on a potential budget shortfall of \$17 million in the next fiscal year. *Due to the timing of labor negotiations, and because public feedback indicated the change to one-way tickets was the least attractive option of fare changes initially proposed, restricting single trip fares to travel in one direction has not been included in the recommended changes for September 2012.*
- In 2011, TriMet created a 30-Day Pass, using an in-house developed ticket printing application at TriMet's main Ticket Office. A 30-Day Pass is a benefit over the current calendar month pass format for customers who do not receive Government-issued benefit checks until the 3rd or 5th of the month. A 30-Day Pass is also a convenience for customers who desire the flexibility of not being locked into a calendar month format. *In September 2012, 30-Day Passes will also be available at ticket vending machines on all rail platforms.*

Measure for June 2013:

- *As of June, 2013 bus transfers will be valid for two hours from the time issued. This is the current policy for MAX transfers. Extending transfer times on buses to two hours will provide an additional benefit to many riders who pay with cash and tickets. New ticket printers will be installed on all buses to facilitate this change.*

Mitigation Measures Already In Place:

- In September 2008, TriMet created a 14-Day Pass, designed for low income customers who might be unable to afford the up-front cost of a monthly pass, but would still like to realize the savings of unlimited rides.
- In January 2006, TriMet created a 7-Day Pass for Adults, another product designed for low income customers who might be unable to afford the up-front cost of a monthly pass.

II. Introduction

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Discussion and community feedback have highlighted that when choosing between service reductions and higher fares, additional revenue from fares is preferred in lieu of additional service cutbacks. The recommended plan has been designed and further refined to minimize service cuts and the overall impact to riders. The plan strives to balance affordable fares for those who depend on the system with maintaining service on the street to get people where they need to go.

As further described in this report, mitigations for the impacts of fares and service changes are included as integral elements of the plan.

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The recommended plan would generate \$9 million in revenue and reduce costs by \$3 million. Changes from the initial proposal in February include:

- Set aside the fare policy change making single-ride tickets one-way only;
- Scale back service cuts from initial 42 bus lines and four MAX lines to 24 bus lines;
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 - no discontinuation of weekend service on any bus lines
 - no reduction of MAX frequency
 - no change in MAX Red Line operation, and;
- Increase savings from internal efficiencies from \$0.5 million to \$1.2 million.

The initial proposal aimed for \$17 million in savings, due to uncertainty around the unsettled labor contract with ATU Local 757. Since then, a further four-month delay in the scheduled arbitration means the outcome of the contract dispute will not be known until after the FY 2013 budget begins. The recommended plan totals \$12 million in savings. Depending on the outcome of the labor contract arbitration with the ATU, expected to be announced in July 2012, TriMet may need to find additional savings of \$5 million, resulting in additional fare increases, service reductions, or both.

Title VI and Transit Equity impacts of recommended major service changes are assessed in Sections IV. through VII., and recommended fare changes are assessed in Sections VIII. through XI. following.

Title VI and Transit Equity

TriMet complies with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1A to ensure that:

- The level and quality of service is provided without regard to race, color or national origin;
- There is full and fair participation in decision making without regard to race, color or national origin, and;
- There is meaningful access to programs by persons with limited English proficiency.

TriMet complies with the 1994 Presidential Executive Order 12898 and U.S. DOT Order 5610.2 of 1997 regarding Environmental Justice to:

- Identify and address disproportionately high and adverse human health or environmental effects of programs, policies and activities on minority and/or low income populations
- Include racial and ethnic populations and low-income communities in decision-making
- Ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination.

Definition of Minority and Low-Income Populations

From FTA Circular 4702.1A:

“Minority Persons include the following:

- (1) American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment.
- (2) Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.

(3) Black or African American Populations, which refers to peoples having origins in any of the Black racial groups of Africa.

(4) Hispanic or Latino Populations, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race.

(5) Native Hawaiian and Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.”

From FTA Circular 4702.1A:

“Low-Income means a person whose median household income is at or below the Department of Health and Human Services’ poverty guidelines.” The terms “low-income” and “poverty” are used interchangeably in this report and both follow this definition.

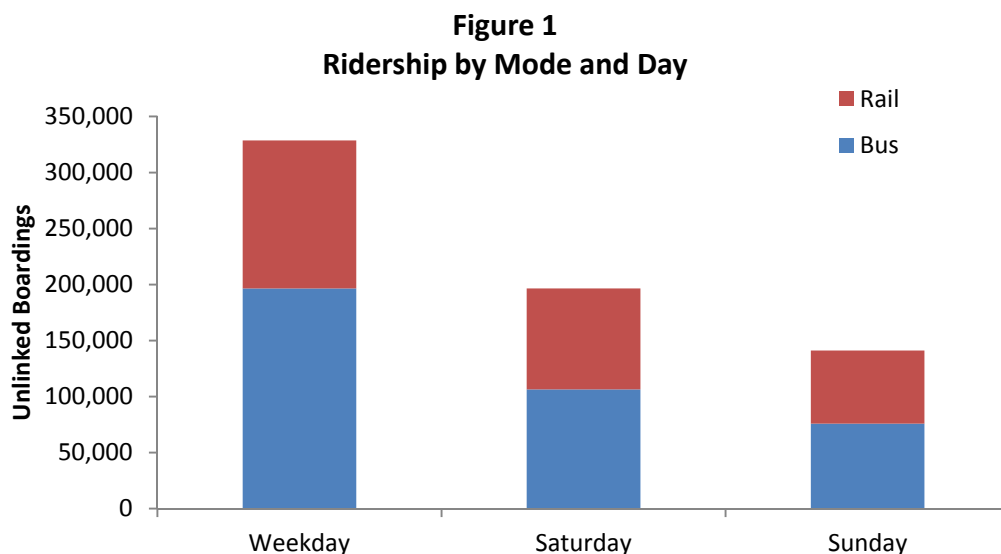
III. TriMet System Ridership Profile

Daily Ridership

The following data as plotted in Figure 1 below illustrate the distribution of ridership between TriMet’s bus and rail systems on weekday, Saturday, and Sunday. Ridership data is collected on an on-going basis via Automatic Passenger Counters (APCs) on TriMet vehicles and summarized quarterly. This data is from the Fall 2011 summary period.

Service Day	Bus	Rail	Total
Weekday	196,550	132,150	328,700
Saturday	106,430	90,140	196,570
Sunday	75,940	65,260	141,200

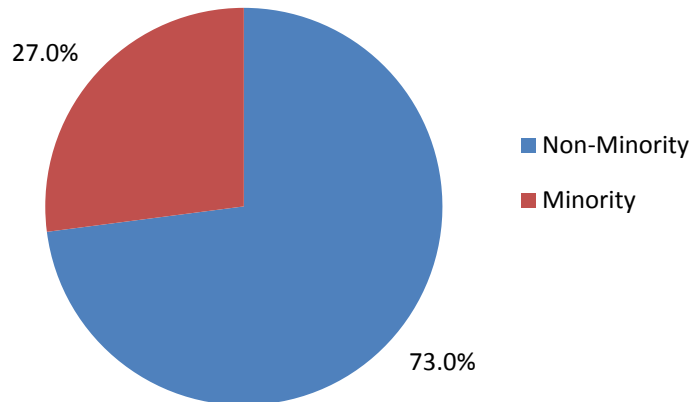
Rail includes both MAX light rail and WES commuter rail.



Race and Ethnicity – Service Area Profile

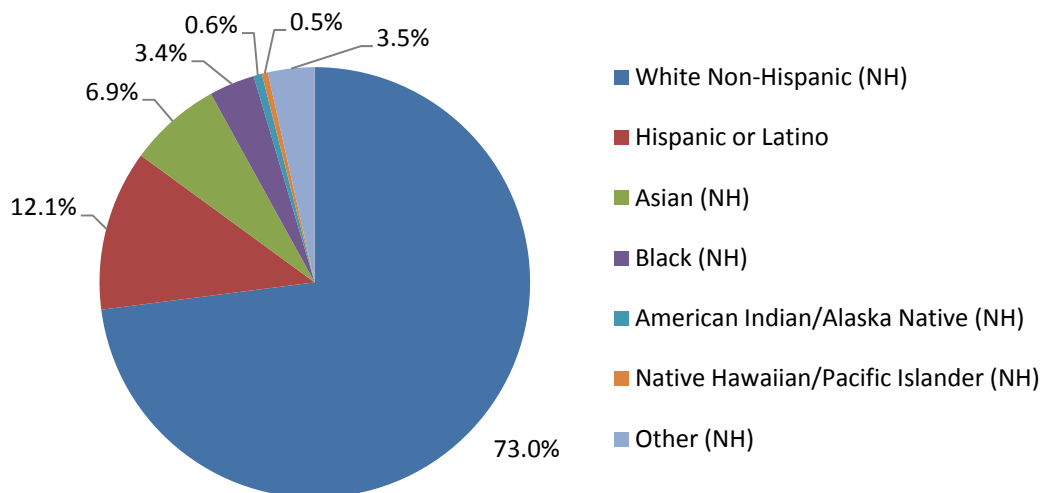
Based on 2010 US Census data 27% of the population within TriMet’s service district is considered minority using the definition provided in FTA Circular 4702.1A, as shown in Figure 2.

Figure 2
2010 TriMet Service Area Population by Minority Status



As shown in Figure 3, minority population within TriMet’s service district includes Hispanic or Latino (12.1%), Asian (6.9%), Black (3.4%), American Indian/Alaskan Native (0.6%), Native Hawaiian/Pacific Islander (0.5%), and Other (3.5%).

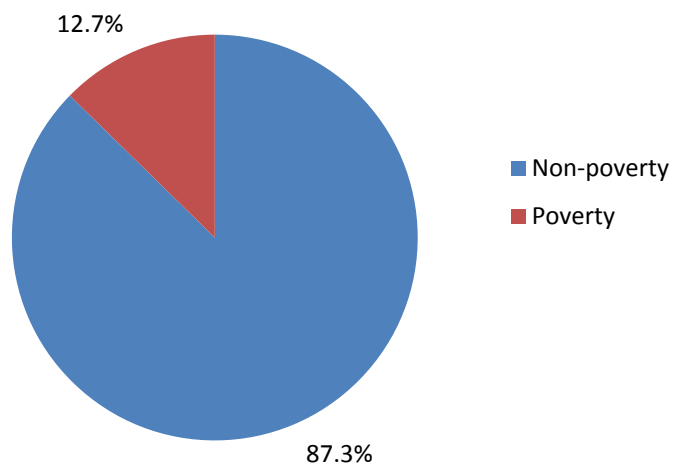
Figure 3
2010 TriMet Service Area Population Race/Ethnic Characteristics



Income – Service Area Profile

Based on 2006 - 2010 US Census American Community Survey 5-year estimates, 12.7% of the population within TriMet's service district is considered low-income (below poverty level) using the definition provided in FTA Circular4702.1A, as shown in Figure 4

Figure 4
TriMet Service Area Population in Poverty
2006-2010 Five-year Estimates



IV. Background and Methodology – Service Changes

Definition of Major Service Change

TriMet will consider any service changes that qualify for a public hearing under TriMet Code, Section 18.15 as a “major service change” and in need of analysis under Title VI. Service changes that require a public hearing are as follows:

1. A change in service of:
 - a) 25% or more of the number of transit route miles, or;
 - b) 25% or more of the number of transit revenue vehicle miles of a route on a daily basis for the day of the week for which a change is made, or;
2. A new transit route is established.

Also included in these recommended service changes are several route “streamlining” changes which would restructure routes to remove overlapping or redundant services. While some changes in individual bus lines within the “streamlining” recommendations do not meet the TriMet Code definition of a “major service change,” they are included in this analysis to ensure the aggregate impacts of these changes involving multiple lines are fully accounted for.

Maps by day of week of the TriMet service area showing minority and poverty populations and the major service changes assessed in this report are included in Appendix A.

Quantification of Impacted Ridership

Ridership

TriMet regularly collects passenger boarding and alighting data via Automatic Passenger Counters (APCs) installed on many of its buses and rail cars. Every trip is sampled multiple times during each quarterly service period resulting in passenger activity data available at the stop level and aggregated quarterly. This quarterly collection of ridership data is the Passenger Census. This analysis uses Passenger Census data from the Fall 2011 quarter unless otherwise noted.

- For route changes (a change to routing) ridership for the affected route segment(s) is used.
- For span of service changes (a change to operating hours or discontinuation of a full day of service) the entire line’s ridership is used.
- For trip discontinuations, trip level ridership data is used.
- For routes being split, passenger loads across the point of division are used.

Minority and Low-Income Populations

Census tract level data is utilized for this analysis. The following data tables will be used to identify minority and low-income populations.

Minority: P5. HISPANIC OR LATINO ORIGIN BY RACE, 2010 Census Summary File 1

Poverty: C17002. RATIO OF INCOME TO POVERTY LEVEL IN THE PAST 12 MONTHS, 2006-2010
American Community Survey 5-Year Estimates

Identification of Impacted Census Tracts

Stops associated with routes or route segments that have recommended major changes are considered impacted. Any tract containing an impacted stop is considered impacted. For routes being split, the entire line (all stops) is considered impacted.

Determination of Route-Level Impacts

TriMet does not collect demographic information at the route level. This analysis will focus on impacts to the impacted tracts served by routes with major service changes. If the percentages for impacted minority and low-income populations exceed those of the district as a whole, the changes to the route will be considered disproportionate.

TriMet service area thresholds for sensitive populations:

Population	Threshold
Minority	27%
Low-Income	12.7%

Determination of System-Level Impacts

To determine the final system-wide impacts of the service changes, we will compare the percentages for impacted minority and low-income populations (all impacted tracts) to the percentages for impacted non-minority and non-low-income populations. If the percentages for impacted minority and low-income populations differ from those of the impacted non-minority and non-low-income populations by more than 20%, the changes overall will be considered disparate.

V. Analysis – Service Changes

Lines with recommended major service changes and span of service adjustments were analyzed to determine if impacts to minority and low-income populations along each line or route segment would be considered disproportionate. Lines are analyzed based on whether the recommended change is a route change (change to routing) or a span of service change (a change to operating hours or discontinuation of a full day of service.)

Line-level impacts disproportionate to overall populations in TriMet’s Service Area are shaded; figures with purple shading are disproportionate to minority populations and figures with beige shading are disproportionate to low-income populations.

Route Changes (14 lines)

6-Martin Luther King Jr Blvd
8-Jackson Park/NE 15th
9-Powell/Broadway
12-Barbur/Sandy Blvd
16-Front Ave/St Johns
17-Holgate/NW 21st
47-Baseline/Evergreen
48-Cornell
67-Jenkins/158th
70-12th Ave
73-NE 33rd Ave
77-Broadway/Halsey
82-Eastman/182nd
89-Tanasbourne

Span Changes (4 lines)

18-Hillside
50-Cedar Mill
55-Hamilton
59-Walker/Park Way

Route and Span Changes (2 lines)

43-Taylors Ferry Rd
87-Airport Way/181st

Maps depicting route changes in this section are included in Appendix B.

Line 6-Martin Luther King Jr Blvd

Service Changes

All Days: Route would run from North Portland to Jantzen Beach via Martin Luther King Jr Blvd., Vancouver Way, and Marine Drive instead of via N Lombard St. and Denver Ave. in Kenton. This change would replace service along the north end of Line 8 with Line 6.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
6	Route change	Weekday	818	784	1,602
6	Route change	Saturday	695	708	1,403
6	Route change	Sunday	531	523	1,054

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
6	Route change	All days	35.5%	27%	12.3%	12.7%

Available Service Alternatives

The segments of N Lombard and N Denver that would no longer be served by Line 6 would continue to be served by two Frequent Service lines, 4-Division/Fessenden and 75-Cesar E Chavez/Lombard. All but two impacted stops are within ¼ mile of alternative service and all stops are within ½ mile. MAX Yellow Line service is also accessible nearby at the Kenton/N Denver and N Lombard TC stations.

Line	Day	Stops		Ons		Offs		Total	
6	Weekday	25	100.0%	818	100.0%	784	100.0%	1,602	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	23	92.0%	816	99.8%	782	99.7%	1,598	99.8%
	Between 1/4 and 1/2 Mile	2	8.0%	2	0.2%	2	0.3%	4	0.2%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
6	Saturday	25	100.0%	695	100.0%	708	100.0%	1,403	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	23	92.0%	694	99.9%	706	99.7%	1,400	99.8%
	Between 1/4 and 1/2 Mile	2	8.0%	1	0.1%	2	0.3%	3	0.2%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
6	Sunday	25	100.0%	531	100.0%	523	100.0%	1,054	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	23	92.0%	531	100.0%	522	99.8%	1,053	99.9%
	Between 1/4 and 1/2 Mile	2	8.0%	0	0.0%	1	0.2%	1	0.1%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 8-Jackson Park/NE 15th

Service Changes

All days: Route would end near NE Dekum & Durham instead of continuing to NE Middlefield Rd (Jubitz). This change would replace service north of Dekum with Line 6.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
8	Route change	Weekday	456	475	931
8	Route change	Saturday	337	332	669
8	Route change	Sunday	249	258	507

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
8	Route change	All days	43.7%	27%	12.4%	12.7%

Available Service Alternatives

Line 6 would serve most stops formerly served by Line 8 along Martin Luther King Jr Blvd and north of Columbia Blvd. Some trips may require an additional walk of just more than ¼ mile.

Line	Day	Stops		Ons		Offs		Total	
8	Weekday	24	100.0%	456	100.0%	475	100.0%	931	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	23	95.8%	453	99.3%	439	92.4%	892	95.8%
	Between 1/4 and 1/2 Mile	1	4.2%	3	0.7%	36	7.6%	39	4.2%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
8	Saturday	24	100.0%	337	100.0%	332	100.0%	669	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	23	95.8%	336	99.7%	311	93.7%	647	96.7%
	Between 1/4 and 1/2 Mile	1	4.2%	1	0.3%	21	6.3%	22	3.3%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
8	Sunday	24	100.0%	249	100.0%	258	100.0%	507	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	23	95.8%	248	99.6%	242	93.8%	490	96.6%
	Between 1/4 and 1/2 Mile	1	4.2%	1	0.4%	16	6.2%	17	3.4%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 9-Powell/Broadway

Service Changes

All Days: Route would be split into north and south. The section of Line 9 that travels from Gresham Transit Center into Downtown Portland along Powell Boulevard would not change its route, but the route would end downtown at Union Station. The Broadway (north) portion would be combined with Line 17-Holgate in Downtown Portland on the Portland Transit Mall. The combination would create a new connection between NE and SE Portland.

Ridership Impacts

Line	Change Type	Day	Estimated Daily Loads*
9	Route change	Weekday	1,254
9	Route change	Saturday	531
9	Route change	Sunday	387

*Across West Burnside.

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
9	Route change	All days	28.1%	27%	18.7%	12.7%

Available Service Alternatives

No route segments or stops are recommended to be discontinued. Some riders may need to make an additional transfer to complete their trips. However, other riders will have a new connection between NE and SE Portland.

Line 12-Barbur/Sandy Blvd

Service Changes

All Days: Line 12 would operate only between Tigard and Parkrose Transit Centers. In Southwest, Line 94 would provide local service between Sherwood and Tigard in the off-peak hours, and during peak hours, would continue both local service to Tigard as well as express trips into Downtown Portland from Tigard. In East Portland, a new local line from Gresham would connect to Line 12 at Parkrose.

Ridership Impacts

Line	Change Type	Day	Estimated Daily Loads*
12	Route change	Weekday	1,596
12	Route change	Saturday	1,242
12	Route change	Sunday	1,096

*At Tigard TC and Parkrose TC.

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
12	Route change	All days	24.4%	27%	13.9%	12.7%

Available Service Alternatives

No route segments or stops are recommended to be discontinued however riders travelling south of Tigard Transit Center or east of Parkrose Transit Center may be required to connect to new local services. These services would run between Tigard Transit Center and Sherwood and between Parkrose Transit Center and Gresham Transit Center.

Line 16-Front Ave/St Johns

Service Changes

Weekdays: Line 16 would serve the present Line 17 from St. Helens Rd. and Kittridge Ave. to Sauvie Island via Linnton and St. Johns and would no longer serve the Rivergate and Marine Dr. areas. Rivergate/Marine Dr. trips during weekday peak periods would be served by another bus line between St Johns and Jubitz. Service would be expanded mid-day weekdays and Saturdays to cover the former Line 17 segments.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
16	Route change	Weekday	225 (Estimated Daily Load)*		
			*At St Johns.		

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
16	Route change	Weekday	30.8%	27%	21.9%	12.7%

Available Service Alternatives

On weekdays riders who previously travelled to the Rivergate area via Line 16 will need to transfer to a new bus line at St. Johns or Jubitz.

Line 17-Holgate/NW 21st

Service Changes

Weekday and Saturday: Line 17 would no longer serve portions of NW Portland, Linnton, St Johns, or Sauvie Island. NW Everett St., NW Glisan St., and NW 21st Ave. would be served by Line 77 instead of Line 17. On weekdays and Saturdays, the NW Industrial Area would be served by Line 15 or 77. Sauvie Island, Linnton, and St Johns would be served by Line 16. The section of Line 17 from Downtown Portland to SE Holgate and 138th is not impacted but would be combined with the northern portion of Line 9 to form a new connection between NE and SE Portland.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
17	Discontinue segment	Weekday	1,606	1,801	3,407
17	Discontinue segment	Saturday	438	488	926

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
17	Discontinue segment	All days	19.8%	27%	20.7%	12.7%

Available Service Alternatives

On weekdays and Saturdays riders may reach destinations along NW Everett St., NW Glisan St., and NW 21st Ave using Line 77. Additionally, Line 77 operates on Sundays. On weekdays and Saturdays Line 15 will serve the NW Industrial area and Line 16 will serve Linnton and Sauvie Island.

Line	Day	Stops		Ons		Offs		Total	
17	Weekday - NW	44	100.0%	1180	100.0%	1,326	100.0%	2,506	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	44	100.0%	1180	100.0%	1,326	100.0%	2,506	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17	Saturday - NW	44	100.0%	268	100.0%	304	100.0%	572	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	44	100.0%	268	100.0%	304	100.0%	572	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17	Weekday - St Helens Rd	87	100.0%	426	100.0%	475	100.0%	901	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	87	100.0%	426	100.0%	475	100.0%	901	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17	Saturday - St Helens Rd	85	100.0%	170	100.0%	184	100.0%	354	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	85	100.0%	170	100.0%	184	100.0%	354	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 47-Baseline/Evergreen

Service Changes

All days: Line 47-Baseline/Evergreen would no longer run to Willow Creek/SW 185th Avenue Transit Center. Buses would instead run from Hillsboro to Sunset Transit Center via SW 185th, Bronson, Cornell, Cedar Hills, and Barnes. A short stretch of NW Evergreen Parkway between NW 185th and Cornell would not have service. Together Lines 47 and 48 would replace Line 89.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
47	Discontinue segment	Weekday	163	180	343

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
47	Discontinue segment	Weekday	36.5%	27%	10.5%	12.7%

Available Service Alternatives

On weekdays Line 47 riders travelling to or from Willow Creek/SW 185 Ave Transit Center would need to transfer at 185th Ave to Line 52. Line 52 serves stops on SW 185th Ave that were served by Line 47. The stops on the short stretch of NW Evergreen Parkway between NW 185th and Cornell would not have service are all within ½ mile of Line 52 stops on NW 185th Ave.

Line	Day	Stops		Ons		Offs		Total	
47	Weekday	24	100.0%	163	100.0%	180	100.0%	343	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	21	87.5%	154	94.5%	169	93.9%	323	94.2%
	Between 1/4 and 1/2 Mile	3	12.5%	9	5.5%	11	3.2%	20	5.8%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 48-Cornell

Service Changes

All days: Line 48-Cornell would no longer run to Willow Creek/SW 185th Avenue Transit Center. Buses would instead run from Hillsboro to Sunset Transit Center via SW Cornell, Cedar Hills, and Barnes. Together Lines 47 and 48 would replace Line 89.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
48	Discontinue segment	Weekday	244	189	433
48	Discontinue segment	Saturday	155	126	281

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
48	Discontinue segment	Weekday	36.5%	27%	10.5%	12.7%
48	Discontinue segment	Saturday	36.5%	27%	10.5%	12.7%

Available Service Alternatives

On weekdays and Saturdays Line 48 riders travelling to or from Willow Creek/SW 185 Ave Transit Center would need to transfer at 185th Ave to Line 52. Line 52 serves stops on SW 185th Ave that were served by Line 48.

On Sundays new service would be added on Line 48 matching the level of Saturday service now on Line 89.

Line	Day	Stops		Ons		Offs		Total	
48	Weekday	18	100.0%	244	100.0%	189	100.0%	433	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	18	100.0%	244	100.0%	189	100.0%	433	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
48	Saturday	18	100.0%	155	100.0%	126	100.0%	281	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	18	100.0%	155	100.0%	126	100.0%	281	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 67-Jenkins/158th

Service Changes

Weekday: Line 67 would end at Merlo Road/SW 158th MAX Station instead of running to Beaverton TC along SW Jenkins Rd., Cedar Hills Blvd. and Center St. Other lines serve parts of the same streets as this line in central Beaverton.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
67	Discontinue segment	Weekday	375	338	713
67	Discontinue segment	Saturday	91	101	192

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
67	Discontinue segment	Weekday	40.6%	27%	16.6%	12.7%
67	Discontinue segment	Saturday	40.6%	27%	16.6%	12.7%

Available Service Alternatives

On weekdays and Saturdays riders may be able to complete a portion of their trips using Lines 20 (along SW Cedar Hill Blvd. and SW Center St.) and Line 62 (along Jenkins Rd.). Some trips may require an additional walk of up to ½ mile.

The change would result in 10 more trips per day on remaining portion of line. The frequency would improve from approximately 45 minute midday currently to 30 minute midday service.

Line	Day	Stops		Ons		Offs		Total	
67	Weekday	32	100.0%	375	100.0%	338	100.0%	713	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	29	90.6%	374	99.7%	334	98.8%	708	99.3%
	Between 1/4 and 1/2 Mile	3	9.4%	1	0.3%	4	0.6%	5	0.7%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
67	Saturday	32	100.0%	91	100.0%	101	100.0%	192	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	29	90.6%	91	100.0%	100	99.0%	191	99.5%
	Between 1/4 and 1/2 Mile	3	9.4%	0	0.0%	1	1.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 70-12th Ave

Service Changes

All Days: Line 70 would be combined with Line 73 at Lloyd Center and would no longer serve NE Multnomah Blvd. west of NE 9th Ave. or Rose Quarter Transit Center. This change would provide a new north-south crosstown service allowing more direct access between portions of NE and SE Portland.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
70	Discontinue segment	Weekday	363	318	681
70	Discontinue segment	Saturday	207	169	376
70	Discontinue segment	Sunday	104	93	197

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
70	Discontinue segment	All days	20.8%	27%	13.0%	12.7%

Available Service Alternatives

On all days of the week when Line 70 no longer serves Multnomah Blvd. west of NE 9th Ave. riders may use other bus lines (8 and 77) and MAX lines (Blue, Green and Red) to reach Rose Quarter Transit Center. An additional walk of less than ¼ mile may be required.

Line	Day	Stops		Ons		Offs		Total	
70	Weekday	13	100.0%	363	100.0%	318	100.0%	681	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	13	100.0%	363	100.0%	318	100.0%	681	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
70	Saturday	13	100.0%	207	100.0%	169	100.0%	376	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	13	100.0%	207	100.0%	169	100.0%	376	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
70	Sunday	13	100.0%	104	100.0%	93	100.0%	197	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	13	100.0%	104	100.0%	93	100.0%	197	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 73-NE 33rd Ave

Service Changes

All Days: Line 73 would be combined with Line 70 at Lloyd Center and would no longer serve NE Multnomah Blvd. west of NE 9th Ave. or Rose Quarter Transit Center. This change would provide a new north-south crosstown service allowing more direct access between portions of NE and SE Portland.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
73	Discontinue segment	Weekday	203	253	456
73	Discontinue segment	Saturday	56	77	133
73	Discontinue segment	Sunday	44	62	106

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
73	Discontinue segment	All days	20.8%	27%	13.0%	12.7%

Available Service Alternatives

On all days of the week when Line 73 no longer serves Multnomah Blvd. west of NE 9th Ave. riders may use other bus lines (8 and 77) and MAX lines (Blue, Green and Red) to reach Rose Quarter Transit Center. An additional walk of less than ¼ mile may be required.

Line	Day	Stops		Ons		Offs		Total	
73	Weekday	12	100.0%	203	100.0%	253	100.0%	456	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	12	100.0%	203	100.0%	253	74.7%	456	73.9%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
73	Saturday	12	100.0%	56	100.0%	77	100.0%	133	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	12	100.0%	56	100.0%	77	100.0%	133	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
73	Sunday	12	100.0%	44	100.0%	62	100.0%	106	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	12	100.0%	44	100.0%	62	100.0%	106	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 77-Broadway/Halsey

Service Changes

All Days: Line 77 would replace Line 17 on NW Everett St, NW Glisan St and NW 21st Ave to Montgomery Park. Line 77 would no longer serve NW Station Way, NW Lovejoy St, NW Northrup St, or NW 25th Ave.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
77	Discontinue segments	Weekday	426	432	858
77	Discontinue segments	Saturday	243	246	489
77	Discontinue segments	Sunday	172	164	336

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
77	Discontinue segments	All days	18.2%	27%	19.3%	12.7%

Available Service Alternatives

Riders beginning or ending trips along the discontinued segment along Station Way could utilize nearby service on NW 5th and 6th Avenues (MAX Green and Yellow lines as well as bus Line 33).

Service on NW Lovejoy and Northrup would be provided by Portland Streetcar. Riders wishing to board Line 77 would need to transfer from/to the Streetcar or walk to NW Everett or NW Glisan (between ¼ and ½ mile).

Service would no longer be provided on NW 25th. Riders could complete some trips by walking a short distance to Line 15 (along NW 23rd Ave.) or Line 77 (along NW 21st Ave.). These distances are less than ¼ mile.

Line	Day	Stops		Ons		Offs		Total	
77	Weekday	22	100.0%	426	100.0%	432	100.0%	858	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	22	100.0%	426	100.0%	432	100.0%	858	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
77	Saturday	22	100.0%	243	100.0%	246	100.0%	489	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	22	100.0%	243	100.0%	246	100.0%	489	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
77	Sunday	22	100.0%	172	100.0%	164	100.0%	336	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	22	100.0%	172	100.0%	164	100.0%	336	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 87-Airport Way/181st

Service Changes

Weekday: In East Multnomah County, Line 82 and Line 87 would be combined and called 87-Airport Way/181st. Buses would run between Gresham Transit Center and Gateway Transit Center along Eastman Parkway, 182nd/181st, and Airport Way. The line would have service all day from approximately 6 a.m. to 7 p.m.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
87	Route change	Weekday	112	82	194

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
87	Route change	Weekday	47.3%	27%	29.4%	12.7%

Available Service Alternatives

On weekdays Line 87 would no longer serve Parkrose Transit Center and a few stops in the Rockwood area and would remain on NE 181st Ave. An additional walk of less than ¼ mile may be required.

Line	Day	Stops		Ons		Offs		Total	
87	Weekday	5	100.0%	112	100.0%	82	100.0%	194	100.0%
Distance to Alternative Service									
	Less than 1/4 Mile	5	100.0%	112	100.0%	82	100.0%	194	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

Line 89-Tanasbourne

Service Changes

All Days: Replace Line 89 with a combination of Lines 47 and 48. Line 47 would serve portions of NW Bronson Rd, NW 153rd Ave, NW Oak Hills and NW 143rd Ave on weekdays only. Line 48 would serve Cornell Rd seven days a week.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
89	Route replaced	Weekday	29	39	68
89	Route replaced	Saturday	33*	53*	86*
89	Route replaced	Sunday	31*	40*	71*

*Spring 2011 Passenger census data.

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
89	Route replaced	All days	28.4%	27%	5.0%	12.7%

Available Service Alternatives

On all days line 89 would be replaced by lines 47 and 48. Four stops along NE Evergreen Pkwy would no longer be served. For riders using these stops an additional walk of less than ¼ mile may be required. Segments along NW Bronson Rd, NW 153rd Ave, NW Oak Hills Dr, and NW 143rd Ave would not have service on weekends as Line 47 only operates on weekdays. For riders using these segments on these days an additional walk may be required to complete their trip. Walking distances could vary from less than ¼ mile to nearly 1 mile.

Line	Day	Stops		Ons		Offs		Total	
89	Weekday	4	100.0%	29	100.0%	39	100.0%	68	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	4	100.0%	29	100.0%	39	100.0%	68	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
89	Saturday	42	100.0%	33	100.0%	53	100.0%	86	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	13	31.0%	18	54.5%	30	56.6%	48	55.8%
	Between 1/4 and 1/2 Mile	12	28.6%	3	9.1%	7	13.2%	10	11.6%
	Greater than 1/2 Mile	17	40.5%	12	36.4%	16	30.2%	28	32.6%
89	Sunday	42	100.0%	31	100.0%	40	100.0%	71	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	13	31.0%	13	41.9%	24	60.0%	37	52.1%
	Between 1/4 and 1/2 Mile	12	28.6%	11	35.5%	9	22.5%	20	28.2%
	Greater than 1/2 Mile	17	40.5%	7	22.6%	7	17.5%	14	19.7%

Span Changes (4 lines)

Line 18-Hillside

Service Changes

Weekday: Discontinue 8:39am trip and the 6:25pm from 18th & Morrison.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
18	Discontinue two (2) trips	Weekday	2	2	4

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
18	Discontinue two (2) trips	Weekday	15.7%	27%	18.1%	12.7%

Available Service Alternatives

On weekdays when these two trips are discontinued some riders may be able to utilize Lines 15 and 20 for a portion of their trips. For destinations not along W Burnside St. an additional walk may be required. About 70% of impacted stops are within ½ mile of alternative service on W Burnside St (Line 20) or NW 23rd Ave (Line 15). Figures below represent all trips.

Line	Day	Stops		Ons		Offs		Total	
18	Weekday	27	100.0%	10	100.0%	10	100.0%	20	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	15	55.6%	6	60.0%	7	70.0%	13	65.0%
	Between 1/4 and 1/2 Mile	4	14.8%	1	10.0%	0	0.0%	1	5.0%
	Greater than 1/2 Mile	8	29.6%	3	30.0%	3	15.0%	6	30.0%

Line 50-Cedar Mill

Service Changes

Weekday: Buses would run about every hour instead of every 30 minutes; discontinue 306pm, 345pm and 415pm trips from Sunset Transit Center.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
50	Decrease frequency and span	Weekday	203	239	442

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
50	Decrease frequency and span	Weekday	21.2%	27%	2.7%	12.7%

Available Service Alternatives

For travel when weekday trips are discontinued some riders may be able to utilize Line 89 along NW Cornell Rd and NW Cedar Hills Blvd. However, for much of the route no viable alternatives exist. Figures below represent all trips.

Line	Day	Stops		Ons		Offs		Total	
50	Weekday	108	100.0%	203	100.0%	239	100.0%	442	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	33	30.6%	137	67.5%	181	75.7%	318	71.9%
	Between 1/4 and 1/2 Mile	14	13.0%	31	26.4%	11	4.6%	42	9.5%
	Greater than 1/2 Mile	61	56.5%	35	22.4%	47	19.7%	82	18.6%

Line 55-Hamilton

Service Changes

Weekday: Discontinue 600am trip from SW Apple Way & Laurelwood and 622pm trip from SW Columbia & 16th.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
55	Discontinue two (2) trips	Weekday	18	18	36

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
55	Discontinue two (2) trips	Weekday	18.3%	27%	19.2%	12.7%

Available Service Alternatives

On weekdays when these trips are discontinued riders may be able to complete a portion of their trips on Line 54/56 (along SW Beaverton-Hillsdale Highway). Some trips may require an additional walk. Walking distances could vary from less than ¼ mile to approximately ¾ mile. Figures below represent all trips.

Line	Day	Stops		Ons		Offs		Total	
55	Weekday	106	100.0%	125	100.0%	117	100.0%	242	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	47	44.3%	64	51.2%	74	63.2%	138	57.0%
	Between 1/4 and 1/2 Mile	28	26.4%	33	26.4%	24	9.9%	57	23.6%
	Greater than 1/2 Mile	31	29.2%	28	22.4%	19	7.9%	47	19.4%

Line 59-Walker/Park Way

Service Changes

Weekday: Buses would run every 50-60 minutes instead of about every 40 minutes; first morning trip from Sunset TC at 650am instead of 555am and last trip at 819a instead of 914am; first afternoon trip from Sunset at 345pm instead of 238pm; first morning trip from Willow Creek TC at 615am instead of 532am, last trip at 751am instead of 832am, last afternoon trip at 510pm instead of 552pm.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
59	Decrease frequency and span	Weekday	127	133	260

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
59	Decrease frequency and span	Weekday	32.7%	27%	10.9%	12.7%

Available Service Alternatives

On weekdays when these trips are discontinued riders may be able to complete a portion of their trips on Lines 52 (along SW 185th Ave), 62 (along SW 158th Ave), 67 (along SW Murray Blvd), and 20 (along SW Cedar Hills Blvd). Some trips may require an additional walk. Walking distances could vary from less than ¼ mile to approximately ¾ mile. Figures below represent all trips.

Line	Day	Stops		Ons		Offs		Total	
59	Weekday	57	100.0%	127	100.0%	133	100.0%	260	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	29	50.9%	97	76.4%	105	78.9%	202	77.7%
	Between 1/4 and 1/2 Mile	18	31.6%	26	20.5%	26	10.0%	52	20.0%
	Greater than 1/2 Mile	10	17.5%	4	3.1%	2	0.8%	6	2.3%

Route and Span Changes (2 lines)

Line 43-Taylors Ferry Rd

Service Changes

Weekday: Buses would run every 60-70 minutes instead of every 30-40 minutes during rush hours; in downtown Portland, buses would turn around at SW 5th & Harrison instead of SW Columbia & 16th; discontinue 605am, 631am trips from SW Columbia & 10th and 743pm trip from SW Columbia & 16th.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
43	Decrease frequency and span	Weekday	579	618	1,197
43	Discontinue segment	Weekday	141*	111*	252*

*Included in the *Decrease frequency and span* totals

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
43	Decrease frequency and span	Weekday	20.8%	27%	16.5%	12.7%
43	Discontinue segment	Weekday	24.2%	27%	38.9%	12.7%

Available Service Alternatives

For travel on weekdays along the discontinued segment riders may use Line 6 along SW Columbia St and SW Jefferson St.

For weekday changes affecting the span of service, riders may be able to complete some trips using Line 35 along SW Macadam Blvd. Stops for the Line 35 are generally within ¼ mile of existing stops. Alternative service along Taylors Ferry Rd between SW Macadam Ave and SW Barbur Blvd is less accessible. A walk of up to one mile may be necessary to access Line 12 stops on SW Barbur Blvd. Additionally, the segment of Taylors Ferry Rd between SW Barbur Blvd and Washington Square Transit Center has limited alternatives with walking distances of over one mile in some cases. Figures below represent all trips.

Line	Day	Stops		Ons		Offs		Total	
43	Weekday	169	100.0%	579	100.0%	618	100.0%	1,197	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	76	45.0%	438	75.6%	439	71.0%	877	73.3%
	Between 1/4 and 1/2 Mile	28	16.6%	37	6.4%	48	4.0%	85	7.1%
	Greater than 1/2 Mile	65	38.5%	104	18.0%	131	10.9%	235	19.6%

Line 82-Eastman/182nd

Service Changes

Weekday: In East Multnomah County, Line 82 and Line 87 would be combined and called 87-Airport Way/181st. Buses would run between Gresham Transit Center and Gateway Transit Center along Eastman Parkway, 182nd/181st, and Airport Way. The line would have service all day from approximately 6 a.m. to 7 p.m.

Ridership Impacts

Line	Change Type	Day	Ons	Offs	Total
82	Route change	Weekday	6	5	11

Demographic Impacts

Line	Change Type	Day	Tracts Minority	Minority Threshold	Tracts Poverty	Poverty Threshold
82	Route change	Weekday	47.3%	27%	29.4%	12.7%

Available Service Alternatives

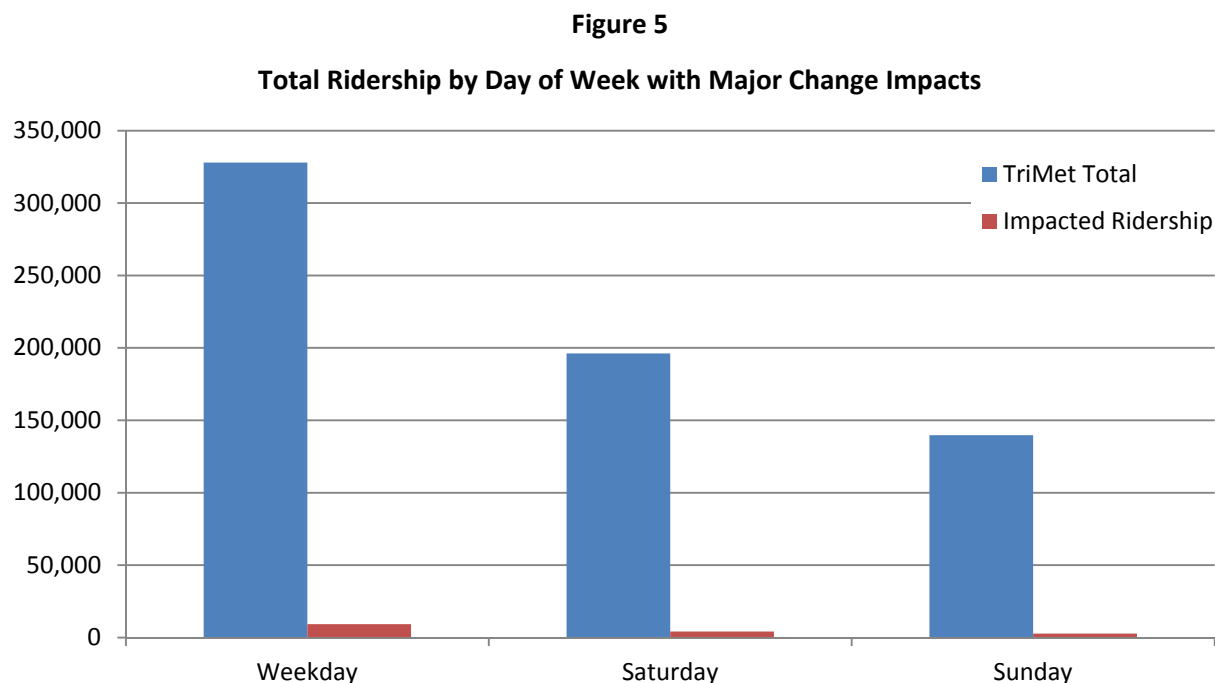
A single stop in Rockwood would no longer be served by Line 82. Stops on the new combined line are less than ¼ mile from this stop.

Line	Day	Stops		Ons		Offs		Total	
82	Weekday	1	100.0%	6	100.0%	5	100.0%	11	100.0%
	Distance to Alternative Service								
	Less than 1/4 Mile	1	100.0%	6	100.0%	5	100.0%	11	100.0%
	Between 1/4 and 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	Greater than 1/2 Mile	0	0.0%	0	0.0%	0	0.0%	0	0.0%

VI. Analysis Results – Service Changes

System Level - Ridership Impacts

As shown in Figure 5, major service changes would impact an estimated 2 to 3 percent of system-wide daily boarding rides: on weekdays approximately 2.7% (8,820) of boardings; on Saturdays approximately 2.1% (4,028) of boardings, and; on Sundays approximately 1.9% (2,614) of boardings.



System Level - Equity Impacts

At the system level no disparate Title VI impacts were identified. When comparing impacted Title VI populations to impacted non-Title VI populations for weekday, Saturday and Sunday the overall percentages were within non-disparate thresholds. That is, impacted minority and poverty populations were within 20% of impacted non-Title VI populations.

System level impacts are profiled in Table 1 on the following page for minority and poverty populations, with impacts to Title VI and non-Title VI populations, relative to the non-disparate range of impact by day of service.

Table 1
System Level Equity Impacts of Major Service Changes

Minority Assessment	Percent of Non-Minority Population Impacted	Non-Disparate Range	Percent of Minority Population Impacted	Disparate Impact?
Weekday	37.8%	30.2 – 45.4%	37.0%	No
Saturday	29.5%	23.6 – 35.4%	29.9%	No
Sunday	27.1%	21.7 – 32.5%	26.3%	No
Low-Income Assessment	Percent of Non-Low-Income Population Impacted	Non-Disparate Range	Percent of Low-Income Population Impacted	Disparate Impact?
Weekday	37.0%	29.6 – 44.4%	38.7%	No
Saturday	28.7%	23.0 – 34.4%	32.2%	No
Sunday	26.0%	20.8 – 31.3%	29.3%	No

Route Level - Equity Impacts

Potential Title VI impacts at the route level were found as a result of this analysis. In these instances, recommended changes may impact minority and/or poverty populations disproportionately to their representation within TriMet's service area.

Route Change Equity Impacts

Routes with major changes resulting in potential disproportionate impacts to both minority and low-income populations are 9, 16, 67, and 82. The following lines have potential disproportionate impacts to minority populations only: 6, 8, 47, 48, and 89. These lines have potential disproportionate impacts to low-income populations only: 12, 17, 70, 73, and 77.

Span Change Equity Impacts

Line 59 is the only route with a major span of service change resulting in potential disproportionate impacts to only minority populations. Lines 18 and 55 have potential disproportionate impacts to low-income populations only. The recommended span changes to Line 50 have no disproportionate impacts.

Route and Span Change Equity Impacts

For routes with both major route and span changes the Line 87 has potential disproportionate impacts to both minority and low-income populations. Line 43 has disproportionate impacts to low-income populations only.

VII. Mitigations – Service Change Impacts

A primary goal in crafting this service reduction proposal was the preservation of service to minimize the impact to TriMet's riders. The recommended changes take into account ridership, the availability of alternative service, as well as the use of the service for work and school trips.

Although at the system level no disparate impacts were identified, at the route level there are 19 of 20 lines where the recommended changes may impact minority and/or low-income populations disproportionately. Mitigation of these impacts is part of the proposal's design.

Availability of Alternative Service

Of the 19 routes identified as having potential disproportionate impacts, 13 lines (nearly two-thirds) have alternative service for most impacted stops available either at the stop (6 lines), or within a quarter-mile-walk (8 lines). On the other five (5) lines, one-half or more of impacted stops have alternative service available within a half mile or less. In other cases an additional transfer may be needed to complete a particular trip. While this may not be an ideal solution from an individual rider's perspective it allows TriMet to preserve access to mobility for the broadest group of riders.

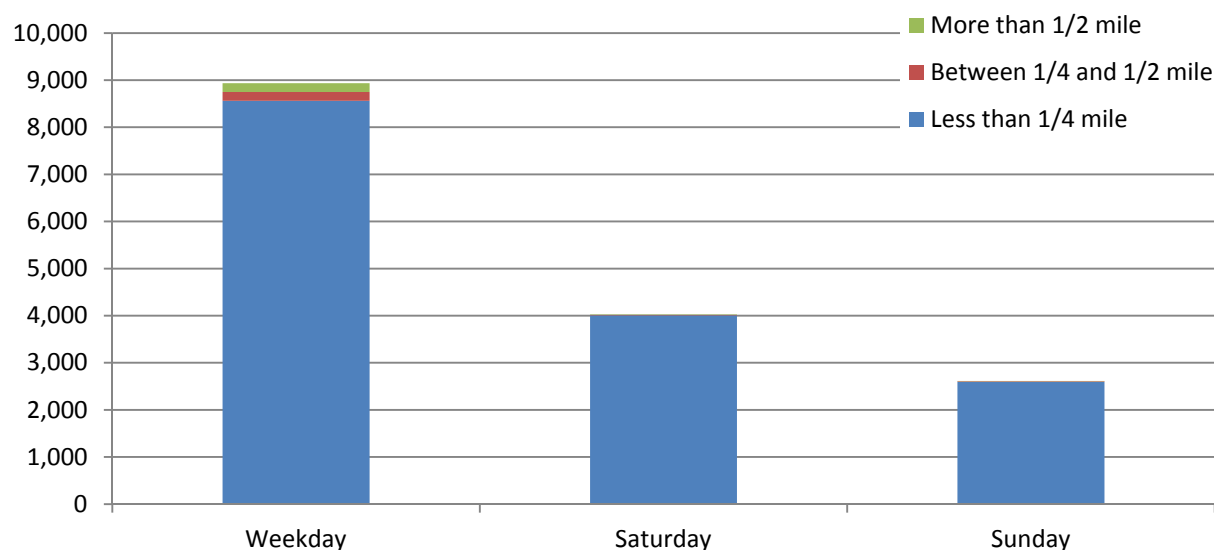
The routes and route segments that do not have alternative service nearby generally have very low ridership thus the total number of impacted rides is small.

Additionally, some of the route changes will improve connectivity for some riders allowing them to make certain trips quicker and with fewer or no transfers.

As shown in Figure 6, following, most all impacted rides would have alternative service available within less than ¼ mile walking distance:

- Weekdays; 95.8% with alternative service within ¼ mile;
- Saturdays; 99.6% with alternative service within ¼ mile within ¼ mile, and;
- Sundays; 99.3% with alternative service within ¼ mile.

Figure 6
Walking Distance for Impacted Ridership



Among the 20 lines with recommended major changes, the availability of alternative services for impacted stops is further summarized in Table 2. *On six (6) lines, rides involving impacted stops are fully covered, and on another 8 lines alternative service for 75% or more of impacted boardings and alightings is available within ¼ mile. Five other lines have alternative service available of 50% or more of impacted boardings and alightings.*

Table 2
Alternative Service Availability

Level of Alternative Service Available For Impacted Stops	Number of Lines
Fully Covered (All impacted stops directly served by one or more other lines, with similar span of service. Trips may require a transfer.)	6
High (Alternative service within ¼ mile or less walking distance for 75% or more of impacted boardings and alightings. Trips may require a transfer.)	8
Medium (Alternative service within ½ mile walking distance for at least 50% of impacted boardings and alightings. Trips may require a transfer.)	5
Low (Alternative service greater than ½ mile walking distance for 50% or more of impacted boardings and alightings. Trips may require a transfer.)	1 ¹

Notes: ¹ This line has no disproportionate impacts.

Table 3 shows the levels of alternative service available for each of the impacted lines and/or segments of lines by weekday, Saturday, and Sunday.

Table 3
Level of Alternative Service Available; All Lines with Major Changes
Weekday, Saturday and Sunday

			Availability of Alternative Service Fully Covered (FC), High (H), Medium (M), or Low (L)		
Line Number-Name	Impacted Minority	Impacted Poverty	Weekday	Saturday	Sunday
Route Changes:					
6-Martin Luther King Jr Blvd	35.5%	12.3%	H	H	H
8-Jackson Park/NE 15 th	43.7%	12.4%	H	H	H
9-Powell/Broadway	28.1%	18.7%	FC	FC	FC
12-Barbur/Sandy Blvd	24.4%	13.9%	FC	FC	FC
16-Front Ave/St Johns	30.8%	21.9%	H	NA	NA
17-Holgate/NW 21 st					
NW Portland	19.8%	20.7%	FC	FC	NA
St Helens Rd	19.8%	20.7%	FC	FC	NA
47-Baseline/Evergreen	36.5%	10.5%	H	NA	NA
48-Cornell	36.5%	10.5%	FC	FC	NA
67-Jenkins/158 th	40.6%	16.6%	H	H	NA
70-12th Ave	20.8%	13.0%	FC	FC	FC
73-NE 33rd Ave	20.8%	13.0%	FC	FC	FC
77-Broadway/Halsey	18.2%	19.3%	H	H	H
82-Eastman/182 nd	47.3%	29.4%	H	NA	NA
89-Tanasbourne	28.4%	5.0%	H	M	M

Table 3 - Continued

			Availability of Alternative Service Fully Covered (FC), High (H), Medium (M), or Low (L)		
Line Number-Name	Impacted Minority	Impacted Poverty	Weekday	Saturday	Sunday
Span and/or Frequency Changes:					
18-Hillside	15.7%	18.1%	M	NA	NA
50-Cedar Mill	21.2%	2.7%	L	NA	NA
55-Hamilton	18.3%	19.2%	M	NA	NA
59-Walker/Park Way	32.7%	10.9%	H	NA	NA
Route and Span Changes:					
43-Taylor's Ferry Rd					
Route Change	24.2%	38.9%	M	NA	NA
Span Change	20.8%	16.5%	M	NA	NA
87-Airport Way/181st	47.3%	29.4%	H	NA	NA

Notes:

Cell shading denotes populations exceeding TriMet service area thresholds for minority and low-income, respectively:

Population	Threshold
Minority	27%
Low-income	12.7%

VIII. Background and Methodology – Fare Changes

TriMet reviews fares annually to ensure fare levels keep pace with increases in the cost of operating the transit system. Fare adjustments to cover general increases in the cost of providing service regularly occur in September of each year, and TriMet customers have become accustomed to increases of at least five cents annually. Additional fare increases beyond the usual five cents have been approved in order to cover other unanticipated costs, such as for drastic and unexpected increases in the price of diesel fuel.

For Fiscal Year 2013, TriMet is facing considerable budget challenges due to a number of factors. A lower payroll tax forecast due to high unemployment, in addition to anticipated cuts in federal funding and higher wages and health care costs for union employees, are projected to create a budget shortfall of between \$12 million to \$17 million in the next fiscal year.

TriMet is considering fare changes that, if approved, would become effective September 1, 2012. The last change in fixed route fares occurred September 1, 2011, with cash fares increasing five cents. LIFT paratransit cash fares increased thirty cents April 1, 2012.

Recommended fare changes are analyzed to determine whether changes may have disproportionate impacts on minority and low-income populations. Recommended price changes in fares by passenger category and payment option are compared with current pricing, and the percentage change is calculated for each category/option. Analysis is then conducted to determine whether changes in specific fare categories or payment media would disproportionately impact minority and low-income individuals. Mitigation measures are then recommended. Data on the use of fare options by minority and low-income riders is from origin-destination surveys of trips conducted during the period 2000 – 2006. Statistically significant differences are noted where present.

IX. Analysis – Fare Changes

Recommended Fare Changes

The fare changes recommended for September 2012 include changes to generate revenues of approximately \$8.7 million to help fill a potential budget gap of \$12 million to \$17 million in the next fiscal year.

The changes include:

- General fare increases across all fare categories, except Honored Citizens (persons age 65+, persons with a disability, or persons with a Medicare card);
- Eliminate fare zones and implement a flat fare for adults;
- Eliminate the Free Rail Zone in downtown Portland and the Lloyd District;
- Introduce a Day Pass for all fare categories, priced at only twice the single trip fare; and
- Introduce a new 7-Day Pass for Youth and Honored Citizens.

TriMet's initial budget proposal considered limiting single trip tickets to travel in one direction only. Under that proposal, all tickets and transfers would be valid within the expiration time to make a trip in one direction, and a return trip ("round-trip") would not be allowed on the same fare. The initial proposal was based on a potential budget shortfall of \$17 million in the next fiscal year, whereas the recommended plan totals \$12 million in savings. Public feedback indicated the change to one-way tickets was the least attractive option among fare changes initially proposed, and restricting single trip fares to travel in one direction has not been included in the revised proposal.

The amount of revenue generated from fare adjustments directly impacts the level of transit service that needs to be reduced to balance the budget. While increasing fares can be a difficult financial hardship for those least able to afford the changes, TriMet is committed to implementing an approach that balances affordable fares for those who depend on the system, with maintaining adequate service levels on the street to get people where they need to go. Public feedback throughout the budget development and comment process has supported a preference for increasing fares if it means retaining service on the street. However, TriMet is proposing several strategies to help ease the burden of higher fares.

Current and recommended fares with percentage of increase, as well as usage by group, are shown in Table 4 on the next page. The estimated added revenue from fare changes shown in Table 4 is anticipated to be approximately \$6 million annually. Eliminating the Free Rail Zone is anticipated to generate an additional \$2.7 million.

Table 4
Current and Recommended Fares

Fare Option and Category	Current	Recommended	Increase Amount	% Increase	Usage by Group		
	Effective September 2011	Effective September 2012			Low-Income (<\$20K)	Minority	Overall
CASH							
2-Zone	\$2.10	\$2.50 ¹	\$0.40	19.0%	21.9%	18.9%	16.3%
All-Zone	\$2.40	\$2.50 ¹	\$0.10	4.2%	12.7%	12.7%	10.6%
Youth	\$1.50	\$1.65	\$0.15	10.0%	3.9%	7.4%	4.6%
Honored Citizen	\$1.00	\$1.00	\$0.00	0.0%	4.5%	2.3%	2.9%
DAY PASS							
All-Zone	\$5.00	\$5.00 ¹	\$0.00	0.0%	1.7%	1.6%	1.4%
Youth	N/A	\$3.30					
Honored Citizen	N/A	\$2.00					
TICKETS (Book of 10)							
1-Zone	\$20.50	\$25.00 ¹	\$4.50	22.0%	0.9%	0.6%	0.9%
2-Zone	\$21.00	\$25.00 ¹	\$4.00	19.0%	3.3%	2.5%	3.5%
All-Zone	\$24.00	\$25.00 ¹	\$1.00	4.2%	2.3%	2.7%	3.0%
Youth	\$15.00	\$16.50	\$1.50	10.0%	0.3%	1.0%	0.6%
Honored Citizen	\$10.00	\$10.00	\$0.00	0.0%	1.2%	0.5%	1.0%
7-DAY PASS							
2-Zone	\$21.00	\$26.00 ¹	\$5.00	23.8%	0.2%	0.1%	0.1%
All-Zone	\$24.00	\$26.00 ¹	\$2.00	8.3%	0.3%	0.2%	0.2%
Youth	N/A	\$8.00					
Honored Citizen	N/A	\$7.00					
14-DAY PASS							
2-Zone	\$41.00	\$51.00 ¹	\$10.00	24.4%			
All-Zone	\$46.50	\$51.00 ¹	\$4.50	9.7%			
Youth	\$14.00	\$15.50	\$1.50	10.7%			
Honored Citizen	\$13.50	\$13.50	\$0.00	0.0%			
HALF MONTHLY PASS							
2-Zone	\$41.50	Eliminated					
All-Zone	\$47.00	Eliminated					
Youth	\$14.50	Eliminated					
Honored Citizen	\$14.00	Eliminated					
MONTHLY PASS							
2-Zone	\$81.00	\$100.00 ¹	\$19.00	23.5%	7.8%	7.5%	8.6%
All-Zone	\$92.00	\$100.00 ¹	\$8.00	8.7%	9.7%	11.3%	12.8%
Youth	\$27.00	\$30.00	\$3.00	11.1%	3.5%	7.1%	5.0%
Honored Citizen	\$26.00	\$26.00	\$0.00	0.0%	10.5%	4.8%	6.0%
ANNUAL PASS							
2-Zone	\$891.00	\$1,100.00 ¹	\$209.00	23.5%	0.0%	0.1%	0.4%
All-Zone	\$1,012.00	\$1,100.00 ¹	\$88.00	8.7%	3.7%	9.3%	11.5%
Youth	N/A	\$330.00					
Honored Citizen	\$286.00	\$286.00	\$0.00	0.0%	0.5%	0.2%	0.3%

Data is not available for all fare media. Note: ¹ Effective September 1, 2012 this would be a single Adult fare option; 2-Zone and All-Zone are shown for 2012 to illustrate price increases from current fares.

As noted, Honored Citizen fares (for senior citizens aged 65+, persons with a disability, or persons with a Medicare card) would not increase in September 2012. TriMet proposed in June 2011 to increase LIFT paratransit fares to \$3 over three years and eliminate the unlimited use LIFT monthly pass. However, the proposal was revised based on public feedback and Board input. At their meeting on December 21, 2011, the TriMet Board's advisory Committee on Accessible Transportation (CAT) voted to recommend a revised LIFT fare increase proposal, to increase the LIFT cash fare until it reaches the same level as the adult all-zone cash fare (currently \$2.40). The CAT also recommended that the Honored Citizen cash, ticket and pass fares not be increased during the transition to higher LIFT fares, in order to make it easier for the elderly and people with disabilities to use fixed-route service.

Analysis of Recommended Fare Changes

Impacts of Fare Increases on Minority Populations

Data for Fare Type by Minority Status is displayed in Figure 7 and listed in Table 5, following. Differences that are statistically significant at the 95% confidence level are shown in bold font in Table 5. Trips by minorities are more likely than non-minorities to be made with a cash fare (41% for minorities, compared to 32% for non-minorities), and less likely to be made using other pre-paid tickets and passes. In addition, trips taken by minorities are more likely to be made with a Day Pass than trips for non-minorities.

Impacts: A possible disparate impact is noted in regard to cash payers that are more likely to be minority, particularly for 2-zone cash fares that will have a higher proportionate increase. However, it should be noted that this proposal would increase cash fares proportionately less than pass fares.

Mitigation and alternatives: TriMet will introduce unlimited ride Day Passes (priced at only twice the single ride cash fare) and 7-Day Passes for all fare categories. Day Passes and 7-Day Passes will be new options for both Honored Citizens and Youth. Day Passes will provide Youth and Honored Citizen cash payers with a convenient and economical alternative to paying for each ride separately, with the added benefit of unlimited rides during the day for the price of a roundtrip, a significant financial benefit for customers making multiple trips during the day. Similarly, the Day Pass price for Adults will not increase and will remain at \$5.00, providing unlimited rides throughout the day for only twice the single fare.

The Day Pass and 7-Day Pass options both offer additional payment and unlimited ride alternatives, and prospective mitigations for low-income and minority persons. The new Day Pass offers a prospective mitigation for low-income and minority persons currently using single-ride cash fares or tickets. Providing a 7-Day Pass for each fare category offers another new unlimited ride product, for less than the upfront cost of a monthly pass.

In addition, though monthly passes are recommended to increase proportionately more than cash fares, they provide a significant value for many riders. TriMet survey data shows that adults make on average 60 trips per month on a monthly pass. Adult monthly passes would be priced at 40 single trips per month, providing on average the equivalent of about 20 "free" trips. Other unlimited ride pass products provide a substantial benefit available to monthly pass users.

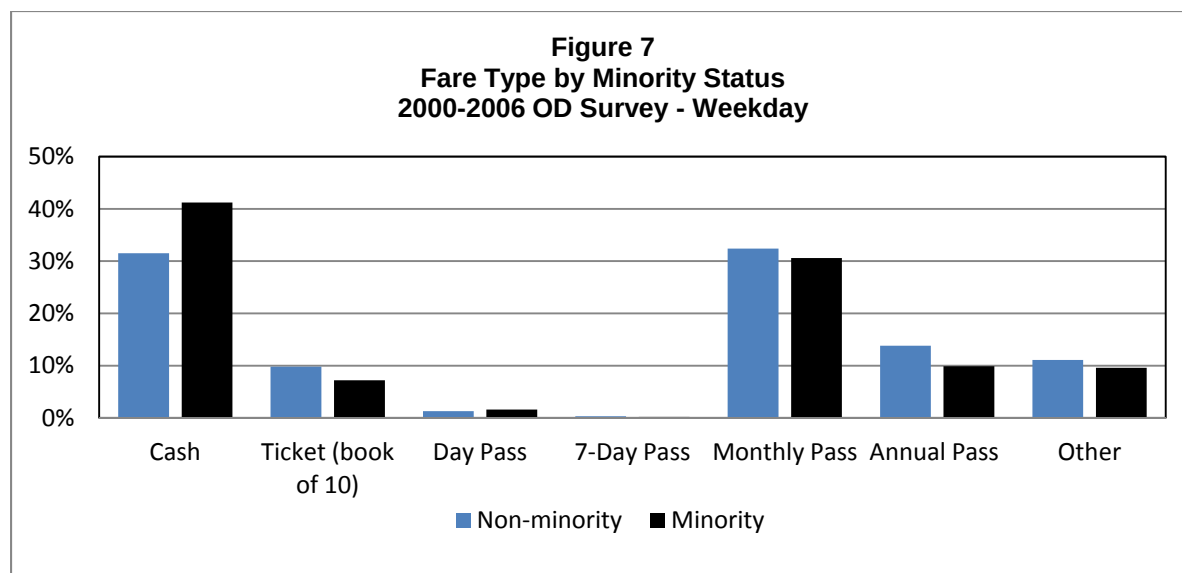


Table 5
Fare Type by Minority Status

Fare Type	Non-minority	Minority
Cash	32%	41%
Ticket (book of 10)	10%	7%
Day Pass	1%	2%
7-Day Pass	0%	0%
Monthly Pass	32%	31%
Annual Pass	14%	10%
Other	11%	10%

Bold = statistically significant difference at the 95% confidence level

Weighted to originating rides; non-minority, n=147,101; minority, n=53,355

Data for Fare Category by Minority Status is displayed in Figure 8 and shown in Table 6. Differences that are statistically significant at the 95% confidence level are shown in bold font in Table 6. Trips by minority and non-minority populations are equally as likely to be made using All-Zone fares (both 28%), 2-Zone fares (both 29%), 1-Zone fares (both 1%), and Day Passes (no statistically significant difference).

Impacts: Adult fares are equally as likely to be used by minorities and non-minorities, and recommended increases across fare categories would have no apparent disparate impact for minority populations. Youth fares appear more likely to be used by minorities.

Mitigation and alternatives: Since 2010, all high school students in the Portland Public School District (PPS) have received free transit passes. This pass program is currently funded by the PPS Department of Student Transportation, and by a special Business Energy Tax Credit Program through the State of Oregon Department of Energy. PPS does not provide regular yellow school bus service for high school students, and TriMet is the primary source of transportation to school for many students.

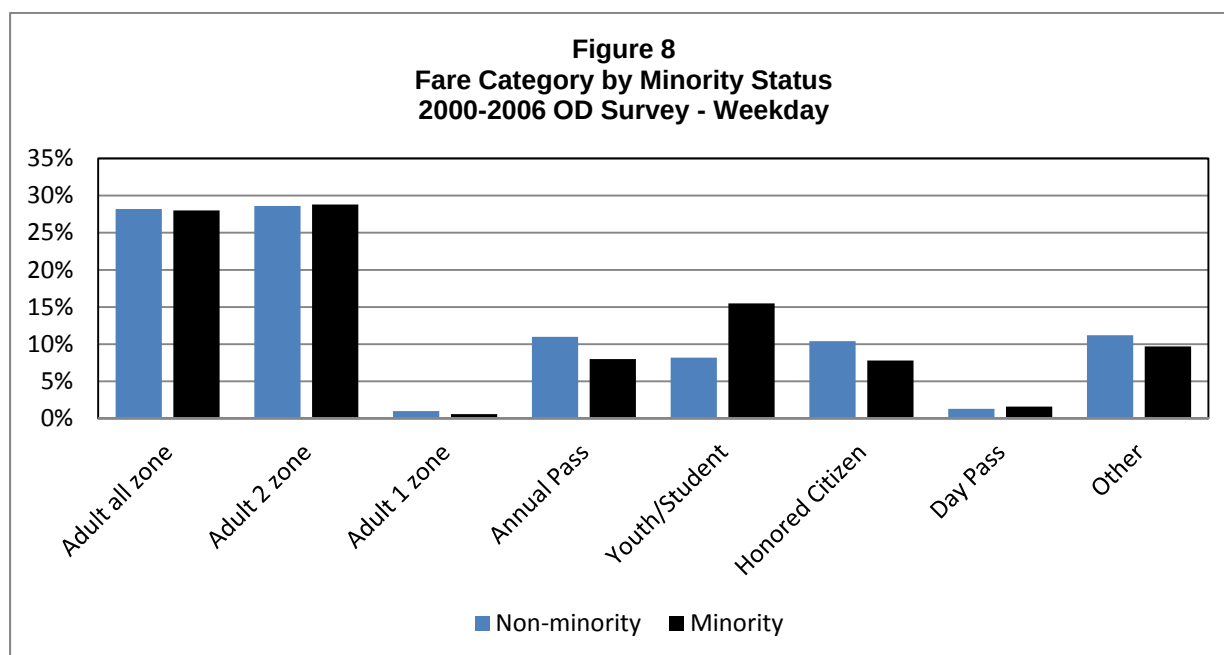


Table 6
Fare Category by Minority Status

Fare Category	Non-minority	Minority
Adult all zone	28%	28%
Adult 2 zone	29%	29%
Adult 1 zone	1%	1%
Annual Pass	11%	8%
Youth/Student	8%	15%
Honored Citizen	10%	8%
Day Pass	1%	2%
Other	11%	10%

Bold = statistically significant difference at the 95% confidence level

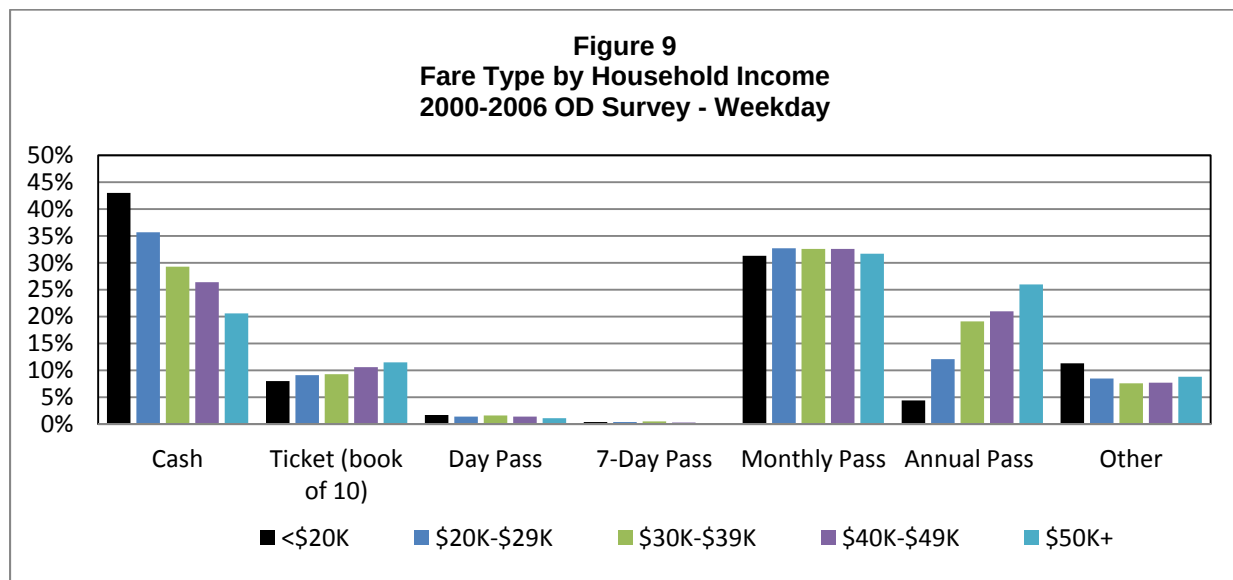
Weighted to originating rides; non-minority, n=147,101; minority, n=53,355

Impacts of Fare Increases on Low-Income¹ Populations

Data for Fare Type by Household Income is displayed in Figure 9 below and shown in Table 7, following. Trips made by individuals at lower income levels are more likely to be made using a cash fare. However, there is little difference by income level for trips made using Day Passes, 7-Day Passes, and Monthly Passes. Although the difference is not statistically significant, individuals at lower income levels (<\$20,000) are somewhat more likely to use Day Passes than those at higher income levels. The Day Pass is not recommended to increase.

Impacts: A possible disparate impact is noted in regard to cash payers that are more likely to be low-income, particularly for 2-zone cash fares that will have a higher proportionate increase. However, it should be noted that this proposal would increase cash fares proportionately less than pass fares.

Mitigation and alternatives: As mentioned before, the new Day Pass (priced at only twice the single cash fare) and 7-Day Pass options offer additional payment and unlimited ride alternatives, and prospective mitigations for low-income and minority persons. The new Day Pass offers a prospective mitigation for low-income and minority persons currently using single-ride cash fares or tickets. Providing a 7-Day Pass for each fare category offers another new unlimited ride product, for less than the upfront cost of a monthly pass.



Note: ¹ Federal HHS poverty guidelines vary by household size. The base level is \$10,890 for a one-person household, increasing by \$3,820 for each additional person. For example, the poverty guideline for a family of four is \$22,350. The poverty threshold is defined based on both family size and age composition. For example, the poverty threshold for a four-person family with two children under age 18 is \$22,113. For purposes of this fare analysis, low-income is considered to be "less than \$20,000" which corresponds to a break point in the available TriMet survey data.

Table 7
Fare Type by Household Income

Fare Type	<\$20K	\$20K-\$29K	\$30K-\$39K	\$40K-\$49K	\$50K+
	A	B	C	D	E
Cash	43%	36%	29%	26%	22%
Significance	BCDE	CDE	DE	F	
Ticket (book of 10)	8%	9%	10%	11%	11%
Significance			A	AB	AB
Day Pass	2%	1%	1%	1%	1%
Significance	E				
7-Day Pass	0%	0%	0%	0%	0%
Significance	E				
Monthly Pass	31%	33%	32%	32%	30%
Significance		E			
Annual Pass	4%	12%	18%	20%	25%
Significance		A	AB	AB	ABCD
Other	11%	9%	10%	10%	11%
Significance	BCD				BCD

ABCDE = statistically significant differences between columns at the 95% confidence level
Weighted to originating rides; <\$20K, n=65,533; \$20K-\$29K, n=26,358; \$30K-\$39K, n=19,332; \$40K-\$49K, n=14,302; \$50K+, n=46,520

Data for Fare Category by Household Income is displayed in Figure 10 and shown in Table 8, following. Trips by low-income individuals are somewhat more likely to be made with a 2-Zone fare than an All-Zone fare (33% compared to 25%). Trips made using an Honored Citizen fare are also more likely to be made by individuals at lower income levels; however, Honored Citizen fares are not recommended to increase in 2012.

Impacts: Low-income populations may be more likely to use a 2-zone fare. A possible disparate impact is noted in regard to 2-zone payers that will have a higher proportionate increase, particularly those that pay with cash. However, there is no difference by income level for trips made using multi-ride passes. It should be noted that this proposal would increase cash fares proportionately less than pass fares.

Mitigation and alternatives: Introducing unlimited ride Day Passes for each category, priced at only twice the cash fare, will offer cash payers an attractive economical alternative with the benefit of an unlimited-ride pass. Providing 7-Day Passes for each category offers another new unlimited ride product, for less than the upfront cost of a monthly pass.

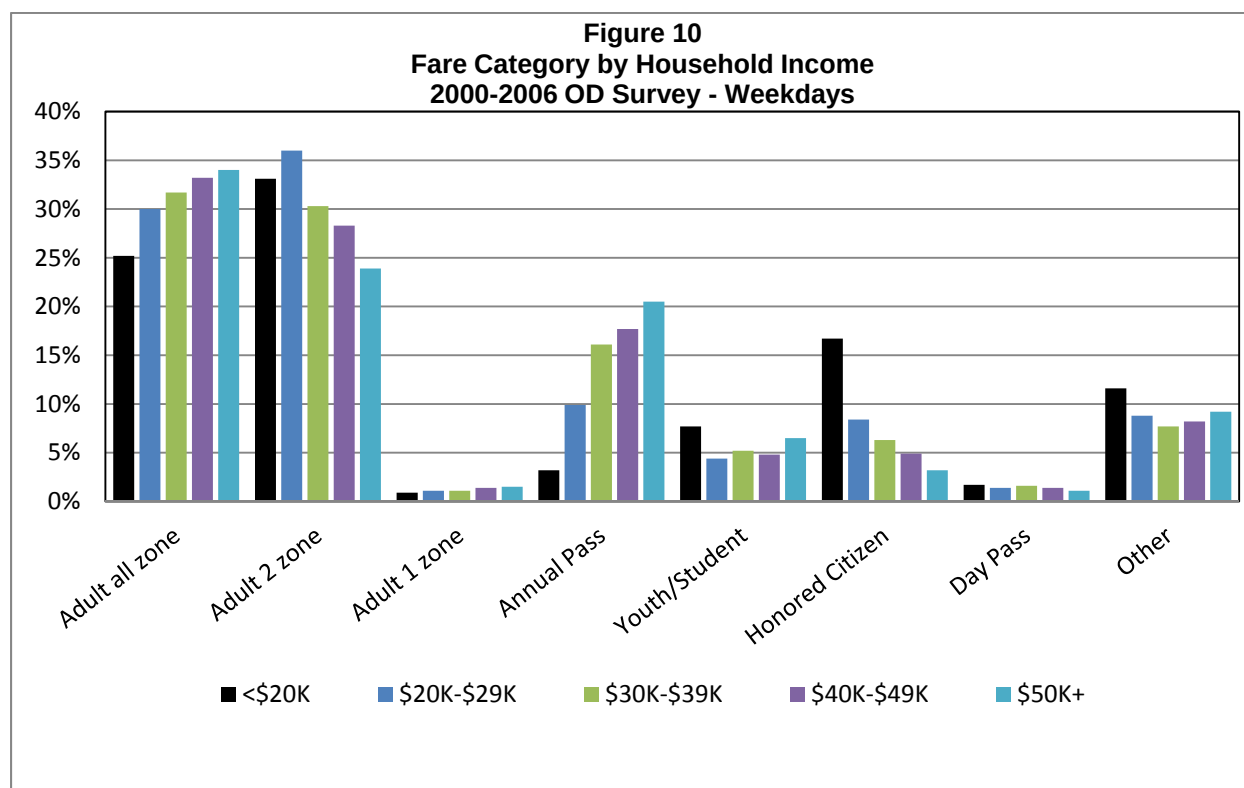


Table 8
Fare Category by Household Income

Fare Category	<\$20K	\$20K-\$29K	\$30K-\$39K	\$40K-\$49K	\$50K+
	A	B	C	D	E
Adult all zone	25%	30%	31%	33%	33%
Significance		A	A	A	AB
Adult 2 zone	33%	36%	30%	29%	23%
Significance	CDE	ACDE	E	E	
Adult 1 zone	1%	1%	1%	1%	1%
Annual Pass	3%	10%	15%	16%	20%
Significance		A	AB	AB	ABCD
Youth/Student	8%	4%	6%	5%	6%
Significance	BCDE		B		BD
Honored Citizen	17%	8%	6%	5%	3%
Significance	BCDE	CDE	DE	E	
Day Pass	2%	1%	1%	1%	1%
Significance	E				
Other	12%	9%	10%	10%	12%
Significance	BCDE				BCD

ABCDE = statistically significant difference between columns at the 95% confidence level
Weighted to originating rides; <\$20K, n=65,533; \$20K-\$29K, n=26,358; \$30K-\$39K, n=19,332; \$40K-\$49K, n=14,302; \$50K+, n=46,520

Impacts of Eliminating Fare Zones and Implementing a Flat Fare

Current Zone Fare System

Currently, TriMet's service area is divided into three fare zones, organized in roughly concentric circles around central Portland. A separate Free Rail Zone is within Zone 1 (that boundary is not depicted here). Adult fares are based on the number of zones travelled in. Honored Citizen and Youth fares are valid in all zones.



For example:

- If you are an adult and want to travel from Gresham Transit Center to downtown Portland, your trip would require an all-zone fare, because you are traveling in all 3 fare zones.
- If you are an adult travelling across 1 zone boundary or within a single zone and paying for a single trip, you would need a 2-zone fare. In addition, customers purchasing a pre-paid 2-zone pass must choose between zones 1-2 or zones 2-3.
- Adult riders can buy an upgrade for a 2-zone pass by paying the 30 cent cash fare difference. This is a convenience for someone who typically buys a 2-zone pass and makes an occasional all-zone trip (such as to the airport).
- Honored Citizens and Youth riders do not need to worry about zones, as these fares are valid everywhere.

Flat Fare System

Eliminating zones and moving to a flat fare would have a number of significant advantages, including:

- *Simplicity*; easier for customers to understand and for personnel to administer;
- *Consistency*; users would pay a uniform amount and present variations in fare amounts for trips of similar distances would be eliminated, and;
- *Compatibility* with a future electronic fare system.

Simplicity:

- The primary advantage of a flat fare is that it is easy to understand and administer. A zone-based fare structure is confusing for new customers, thereby acting as a barrier to attracting new riders to the system. Public feedback has overwhelmingly supported the proposal to shift to a simpler flat fare system.
- Zones can be confusing even for bus operators, who need to keep track of where a person boarded and how they paid.
- Eliminating zones simplifies the system for customers, and improves the system for personnel by simplifying fare policies and reducing the variety of fare media that must be identified, ultimately helping to streamline revenue collection.
- TriMet estimates that over 1 million trips each year are taken in more zones than were actually paid for, intentionally or unintentionally, which leads to revenue loss for the agency.

Consistency:

- The customer knows how much the fare will be for every ride. The intent of a zone system is to charge someone based on how far they travel, however, TriMet's zone system is not consistently effective at capturing trip distance, and unfairly penalizes those that live near a zone boundary.
- For example, a person who lives in zone 3 can travel a great distance without crossing a zone boundary. A rider can travel from the Sunset Transit Center to Forest Grove, a distance of about 16 miles, and stay entirely in zone 3. On the other hand, that same rider can travel from Sunset Transit Center to the Oregon Zoo, less than 3 miles away, and travel through three zones, which requires an all-zone fare.
- A person who lives near a zone boundary could travel only three blocks and cross that boundary, and travel in two zones. However, a customer riding the line 70 for example, beginning at NE 82nd and Killingsworth and travelling to SE 82nd and Johnson Creek, a trip of about 7 miles, would remain entirely in zone 2.

Migration to Electronic Fare Collection

- A flat fare would help pave the way for easier implementation of Electronic Fare Collection (smart cards), by eliminating the need to "tap off" and the costly investment of additional card readers, and avoiding the complex calculations and software programming required to implement a distance-based system.

Service Design and Demographic Changes

- The current fare zones have remained the same since the early 1980s – 30 years ago – while TriMet's service level and design have changed significantly.
- The region's demographics have also shifted dramatically over this time. Thirty years ago, Portland's per capita median income was among the lowest in the region. Now, the per capita income of Forest Grove, Milwaukie, Gresham, and Hillsboro residents is significantly lower than for residents in Portland.
- A flat fare may help reduce these disparities, as eliminating fare zones provides a more equitable system for those individuals who live in the suburbs (who have become increasingly more likely to be low-income and minority) and travel great distances.

Impacts on Minority Populations

In implementing a flat fare structure, individuals purchasing a 2-zone fare would pay proportionately more than someone who currently pays with an all-zone fare. As shown in Figure 8 and in Table 6 on page 51, trips by minority and non-minority populations are equally as likely to be made using all-zone fares (both 28%), 2-zone fares (both 29%), 1-zone fares (both 1%), and Day Passes (no statistically significant difference). *However, a possible disparate impact is noted in regard to cash payers that are more likely to be minority (Figure 7, Table 5 on page 50), particularly for 2-zone cash fares that will have a higher proportionate increase (Table 4 on page 48).* It should be noted that this recommendation would increase cash fares proportionately less than pass fares.

Impacts on Low-Income Populations

Trips made by low-income populations are more likely to be with 2-zone fares than all-zone fares (33% compared to 25% as shown in Table 8 on page 54). *A possible disparate impact is noted in regard to 2-zone payers that will have a higher proportionate increase, particularly those that pay with cash.* However, there is no difference by income level for trips made using multi-ride passes. It should be noted that the recommended plan would increase cash fares proportionately less than pass fares.

The impact of the recommended changes for low-income and minority populations would be mitigated by the following:

- Introducing unlimited ride Day Passes for each category, priced at only twice the cash fare, will provide single-trip cash payers with a significant economical benefit and an attractive alternative to paying for each ride with a cash fare, by offering cash payers the benefit of an unlimited-ride pass. Day Passes for adults are not recommended to increase in September 2012, and would remain at \$5.00.
- Extending transfer times on buses to two hours will provide many cash and ticket payers with an additional benefit over the current transfer policy (described further below).
- Eliminating the Free Rail Zone reduces the need for additional fare increases and service cuts that would adversely impact low-income riders throughout the service district.
- To reduce the need for additional fare increases and service cuts that would adversely impact low-income riders throughout the service district, TriMet has increased administrative cuts from \$500,000 to \$1.2 million.
- For September 2012, TriMet will explore increasing the program discount to social service agencies from 5% to 10%, and will consider expanding program eligibility requirements to ensure that more community-based organizations that focus on providing services to low-income clients will be able to participate. With additional community outreach and education, TriMet hopes to work with organizations that serve homeless and/or low income persons, to help their clients access services critical to personal and residential stability.
- TriMet has undertaken a number of other strategies to decrease the impact of fare increases on low-income individuals, discussed further below under **Section XI. Mitigation Strategies**.

Impacts of Elimination of the Free Rail Zone

Fareless Square (now the Free Rail Zone) was created in 1975 primarily as an air quality strategy to reduce carbon monoxide emissions from cars. The policy objectives were to encourage transit use and reduce air pollution from cars; to make travel within downtown easier for commerce, retail and recreational purposes; and to promote development in the downtown core.

All bus and rail trips that began and ended within Fareless Square were free, all day every day. The free fare area included most of downtown Portland as well as a portion of the Lloyd District on the eastside, encompassing about 330 square blocks. In January 2010, Fareless Square became the Free Rail Zone, as free rides were no longer provided on buses. The opening of the Green Line light rail service in downtown Portland provided improved rail service on the Transit Mall downtown that was previously available only by bus. It is one of the largest free fare areas of its kind in the country. The closest-by comparison, Seattle's Ride Free area is anticipated to end in October 2012.

Since free transit was established, downtown Portland and the region have changed dramatically. TriMet now operates a comprehensive light rail system, the bus system has been greatly expanded, and the Portland Streetcar provides transit service downtown. While transit service has also improved in the suburbs where minority and low-income populations have become more concentrated, the Free Rail Zone continues to be a benefit primarily for those that live and work downtown, where income levels have continued to rise. Free transit service in the downtown core does not provide an equal benefit for someone who relies on transit and lives in suburban communities, such as Gresham, Beaverton or Hillsboro. Elimination of the Free Rail Zone is anticipated to generate approximately \$2.7 million, which would help to avoid additional service cuts in all areas of TriMet's service district. Eliminating the Free Rail Zone would impact only 5% of TriMet's ridership, while \$2.7 million in service cuts would impact far more minority and low-income individuals throughout the region.

Impacts of Eliminating Free Rail Zone on Minority Populations

Data for Free Rail Zone "Fare" by Minority Status is shown in Figure 11 and listed in Table 9. Minorities are less likely than non-minorities to be making a trip for free in the Free Rail Zone (5% compared to 6%). *Consequently, elimination of the Free Rail Zone would have no apparent disparate impact on minority populations.*

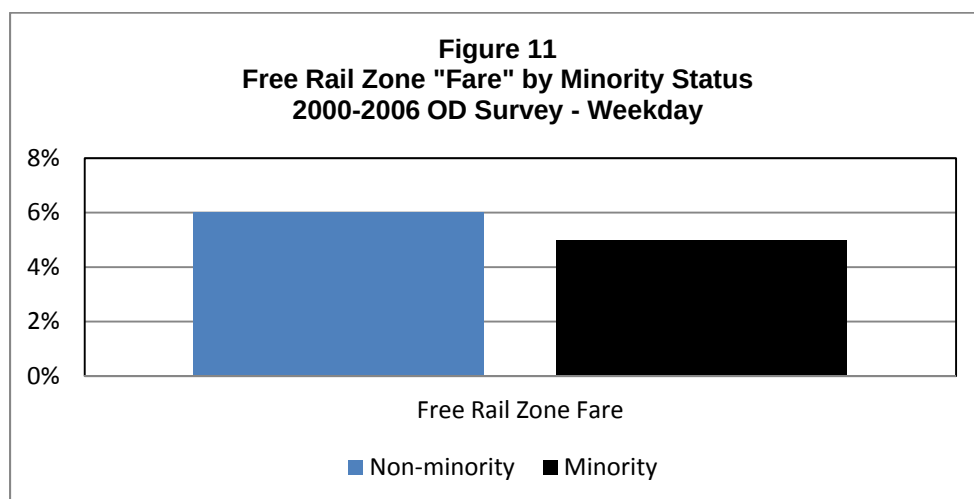


Table 9
Free Rail Zone "Fare" by Minority Status

	Non-minority	Minority		
	n=8,327	n=2,530		
Free Rail Zone Fare	6%	5%		
<i>Bold = statistically significant difference at the 95% confidence level</i>				
<i>Weighted to originating rides</i>				

Impacts of Eliminating Free Rail Zone on Low-Income Populations

Data on Free Rail Zone “Fare” by Household Income is shown in Figure 12 and listed in Table 10 following. Persons at lower income levels (<\$20,000) are less likely to be making a free trip in the Free Rail Zone than are individuals at higher income levels (5%, compared to 8% for \$50,000+). *Therefore, elimination of the Free Rail Zone would have no apparent disparate impact on low-income populations.*

To mitigate the impact of eliminating Free Rail to the elderly and people with disabilities, TriMet will extend the Honored Citizen Downtown Pass Program to preserve free trips on rail for these individuals. To be eligible, customers must qualify as a TriMet Honored Citizen (senior citizen aged 65 and older, person with a disability, or person with a Medicare card), and be able to show proof of residence within the boundaries of the free fare area. The program to maintain free transit service for seniors and people with disabilities ensures that the most vulnerable citizens, many of whom are transit dependent, will continue to have the same access to transit to get to much needed services in the downtown area, including access to medical care, shopping and social services.

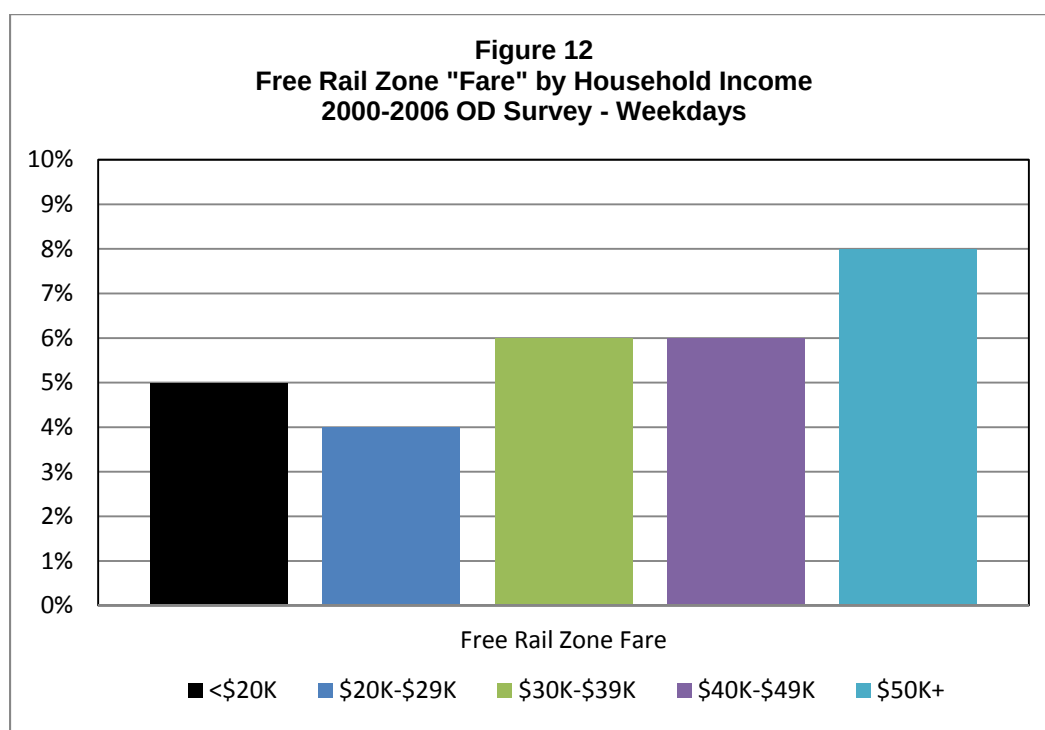


Table 10
Free Rail Zone “Fare” by Low-Income Status

	<\$20K	\$20K-\$29K	\$30K-\$39K	\$40K-\$49K	\$50K+
	A	B	C	D	E
Free Rail Zone Fare	5%	4%	6%	6%	8%
Significance			AB	B	ABCD

ABCDE = statistically significant difference between columns at the 95% confidence level

Weighted to originating rides; <\$20K, n=3,088; \$20K-\$29K, n=1,126; \$30K-\$39K, n=1,208; \$40K-\$49K, n=804; \$50K+, n=3,526

Extending Bus Transfer Times for Cash and Ticket Fares

TriMet is proposing to extend transfer times on buses to two hours, which will simplify the policy for customers, as well as provide many cash and ticket payers with an additional benefit over the current transfer policy. TriMet's current transfer policy for cash fares and single ride tickets is designed to allow a passenger to complete a trip in one direction, and prevent "round-tripping" on the same fare.

Transfers are designed to provide enough time for a person to complete their trip in one direction, by transferring between buses or between bus and rail. On weekdays, most bus service runs at least every half hour, and bus transfers are manually torn to allow at least one hour past the end of the line so that connections can be made with other vehicles. In case a bus is not running as scheduled, this allows enough time to catch the next vehicle. On weekends, transfers are torn for two hours since some service runs only once an hour. The amount of time a customer receives with a bus transfer varies from route to route, and depends on where the customer boards in relation to the end of the line. Tickets purchased for rail, however, are always valid for two hours.

The current transfer policy as applied is confusing and unpredictable for customers, is inconsistent between service modes, and is a highly manual and time consuming procedure for bus operators to implement, and which is often prone to error.

To facilitate the change in transfer policy, in June 2013, TriMet anticipates implementing transfer printers on buses that will automatically print the expiration time for two hours from the time of purchase. This will be an improvement that will eliminate the unpredictability in transfer times for customers, provide consistency between bus and rail transfers, and replace the highly manual paper/punch transfer system with an automatic solution that will greatly streamline the bus operator's responsibilities.

X. Analysis Results – Fare Changes

Results of the analysis of recommended fare changes are summarized in the Table 12 below, with recommended measures to mitigate potential impacts noted. Related mitigation measures are detailed in the preceding Section IX. Analysis-Fare Changes, and Section XI. Mitigations-Fare Change Impacts, following.

Table 12
Equity Impacts of Fare Changes

Fare Change Proposal Elements	Minority Disparate Impact	Low-Income Disparate Impact	Mitigation Measures
1. Implement Adult flat fare of \$2.50; eliminate zones:			
a. Increase cash fares: Adult All-Zone 4.2%, Adult 2-Zone 19%, and Youth 10%	Possible	Possible	Yes
b. Increase pre-paid tickets: All-Zone 4.2%, Adult 1 & 2-Zone 19%-22%, and Youth 10%	Not Likely	Not Likely	Yes
c. Increase multi-ride passes: Adult All-Zone 7.5%-8.7%, Adult 2-Zone 22%-23.8%, and Youth 10.7%-11.1%	Not Likely	Not Likely	Yes
2. Eliminate Free Rail Zone	Not Likely	Not Likely	Yes
3. Introduce new 7-Day pass for Youth and Honored Citizens	Not Likely	Not Likely	
4. Introduce a new Day Pass for Adult, Youth, and Honored Citizens at twice the single trip fare	Not Likely	Not Likely	

XI. MITIGATIONS – FARE CHANGES

TriMet has initiated a number of fare programs and options to create fare alternatives for minority and low income populations, with a focus on expanding unlimited ride options that offer more flexible and economical payment opportunities. New programs and options will accompany September 2012 fare changes while existing programs will be maintained or enhanced, summarized following.

Summary of Mitigation Measures

Measures for September 2012:

- *For September 2012, TriMet will introduce unlimited ride Day Passes (priced at only twice the single ride cash fare) and 7-Day Passes for Adults, Youth, and Honored Citizens. Day Passes and 7-Day Passes will be new options for both Honored Citizens and Youth. Day Passes will provide Youth and Honored Citizen cash payers with a convenient and economical alternative to paying for each ride separately, with the added benefit of unlimited rides during the day for the price of a roundtrip, a significant financial benefit for customers making multiple trips during the day. Similarly, the 1-Day Pass price for Adults will not increase and will remain at \$5.00, providing unlimited rides throughout the day for only twice the single fare. Providing a 7-Day Pass for each fare category offers another new unlimited ride product, for less than the upfront cost of a monthly pass. Increased marketing efforts are planned to remind people about the financial benefits of unlimited ride passes.*

The Day Pass and 7-Day Pass options offer additional payment and unlimited ride alternatives, and prospective mitigations for low-income and minority persons. The new Day Pass offers a prospective mitigation for low-income and minority persons currently using single-ride cash fares or tickets. In addition, eliminating fare zones provides a more equitable system for those individuals that live in the suburbs (who have become increasingly more likely to be low-income and minority) and travel great distances, as well as individuals that are penalized for living near a zone boundary. These minority and low-income suburban residents, who are more likely to pay with a single-ride cash fare, will especially benefit from the unlimited ride advantages provided by the new Day Pass and 7-Day Pass format.

- *For September 2012, TriMet will explore increasing the program discount to social service agencies from 5% to 10%, and will consider expanding program eligibility requirements to ensure that more community-based organizations that focus on providing services to low-income clients will be able to participate. With additional community outreach and education, TriMet hopes to work with organizations that serve homeless and/or low income persons, to help their clients access services critical to personal and residential stability.*
- *To mitigate the impact of recent fare increases for TriMet's LIFT paratransit service, Honored Citizen fares (senior citizens aged 65 and older, person with a disability, or person with a Medicare card) for fixed-route service will not increase at this time. Keeping Honored Citizen fares unchanged will help disabled individuals that are able to use fixed-route service transition to the higher LIFT fares. The Committee on Accessible Transportation (CAT) recommended that the Honored Citizen cash and pass fare not be increased during the transition to higher LIFT fares.*

- To reduce the need for additional fare increases and service cuts that would adversely impact low-income riders throughout the service district, TriMet is recommending the elimination of the Free Rail Zone in downtown Portland. *To mitigate the potential impact of eliminating the Free Rail Zone for the elderly and people with disabilities, TriMet will extend the Honored Citizen Downtown Pass Program (currently for Bus) to include free trips on rail for these individuals.* To be eligible, customers must qualify as a TriMet Honored Citizen (senior citizen aged 65 and older, person with a disability, or person with a Medicare card), and be able to show proof of residence within the boundaries of the free fare area. Maintaining free bus/rail transit service in downtown for seniors and people with disabilities ensures that the most vulnerable citizens, many of whom are transit dependent, will continue to have the same access to transit and much needed services in the downtown area, including access to medical care, shopping and social services.
- *To reduce the need for additional fare increases and service cuts that would adversely impact low-income riders throughout the service district, TriMet has increased administrative cuts from \$500,000 to \$1.2 million.*
- TriMet's initial budget proposal considered limiting single trip tickets to travel in one direction only. Under that proposal, all tickets and transfers would be valid within the expiration time to make a trip in one direction, and a return trip ("round-trip") would not be allowed on the same fare. However, the initial proposal was based on a potential budget shortfall of \$17 million in the next fiscal year. *Due to the timing of labor negotiations, and because public feedback indicated the change to one-way tickets was the least attractive option of fare changes initially proposed, restricting single trip fares to travel in one direction has not been included in the recommended changes for 2012.*
- In 2011, TriMet created a 30-Day Pass, using an in-house developed ticket printing application at TriMet's main Ticket Office. A 30-Day Pass is a benefit over the current calendar month pass format for customers who do not receive Government-issued benefit checks until the 3rd or 5th of the month. A 30-Day Pass is also a convenience for customers who desire the flexibility of not being locked into a calendar month format. *In September 2012, 30-Day Passes will also be available at ticket vending machines on all rail platforms.*

Measure for June 2013:

- *As of June, 2013 bus transfers will be valid for two hours from the time issued. This is the current policy for MAX transfers. Extending transfer times on buses to two hours will provide an additional benefit to many riders who pay with cash and tickets.* New ticket printers will be installed on all buses to facilitate this change.

Mitigations Measures Already In Place:

- In September 2008, TriMet created a 14-Day Pass, designed for low income customers who might be unable to afford the up-front cost of a monthly pass, but would still like to realize the savings of unlimited rides.
- In January 2006, TriMet created a 7-Day Pass, another product designed for low income customers who might be unable to afford the up-front cost of a monthly pass.

XII. Public Process

TriMet launched the FY 2013 budget process in late October, three months ahead of schedule, to have additional time to develop options to deal with the budget shortfall, to present, discuss and refine options with the community, and receive community feedback.

During the six-month outreach process, staff met with more than 5,100 people at dozens of community meetings and other venues, including riding potentially affected bus lines to inform passengers and solicit feedback. In all, the agency received some 16,000 comments on service reduction and fare increase proposals.

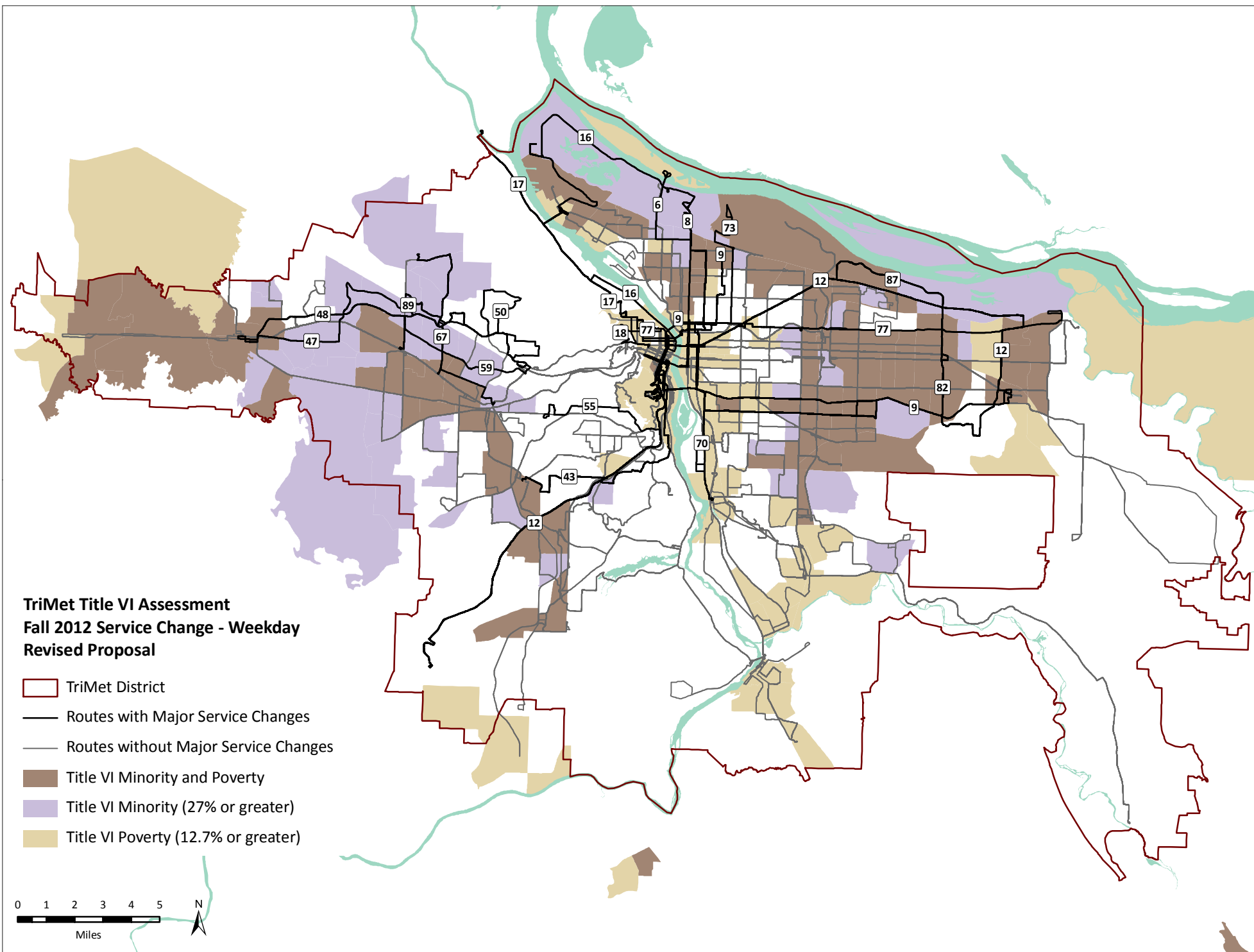
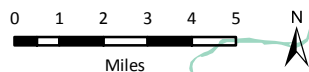
An overview of major steps and milestone dates in the process follows:

- A. October 26, 2011 Kick-off; formation of the General Manager's Budget Task Force.
- B. December 15, 2011 Begin public discussion and input; *"Challenges and Choices - a Budget Discussion Guide."* Information online and distributed through multiple channels including onboard outreach with input received online and by phone, email, mail, fax and TTY.
- C. February 8, 2012 *Initial Proposal* for service reductions and fare changes reflecting the recommendations of the Budget Task Force and public feedback in response to "Challenges and Choices." Community meetings, four (4) open houses, onboard outreach, and comments are received as in B., above.
- D. March 2, 2012 *Refined Proposal* based on updated financial forecast and public input on the initial proposal. Five (5) public hearings and comments are received as in B., above.
- E. April 25, 2012 *Recommended Plan* to the TriMet Board of Directors considering all public input on the refined proposal. Board's first consideration on April 25.
- F. May 23, 2012 *Final Plan* for fares and services; Board action to adopt a final plan is expected on May 23, 2012. Fare changes effective September 1 and service changes effective September 2, 2012.

APPENDIX A: SERVICE AREA MAPS (3)

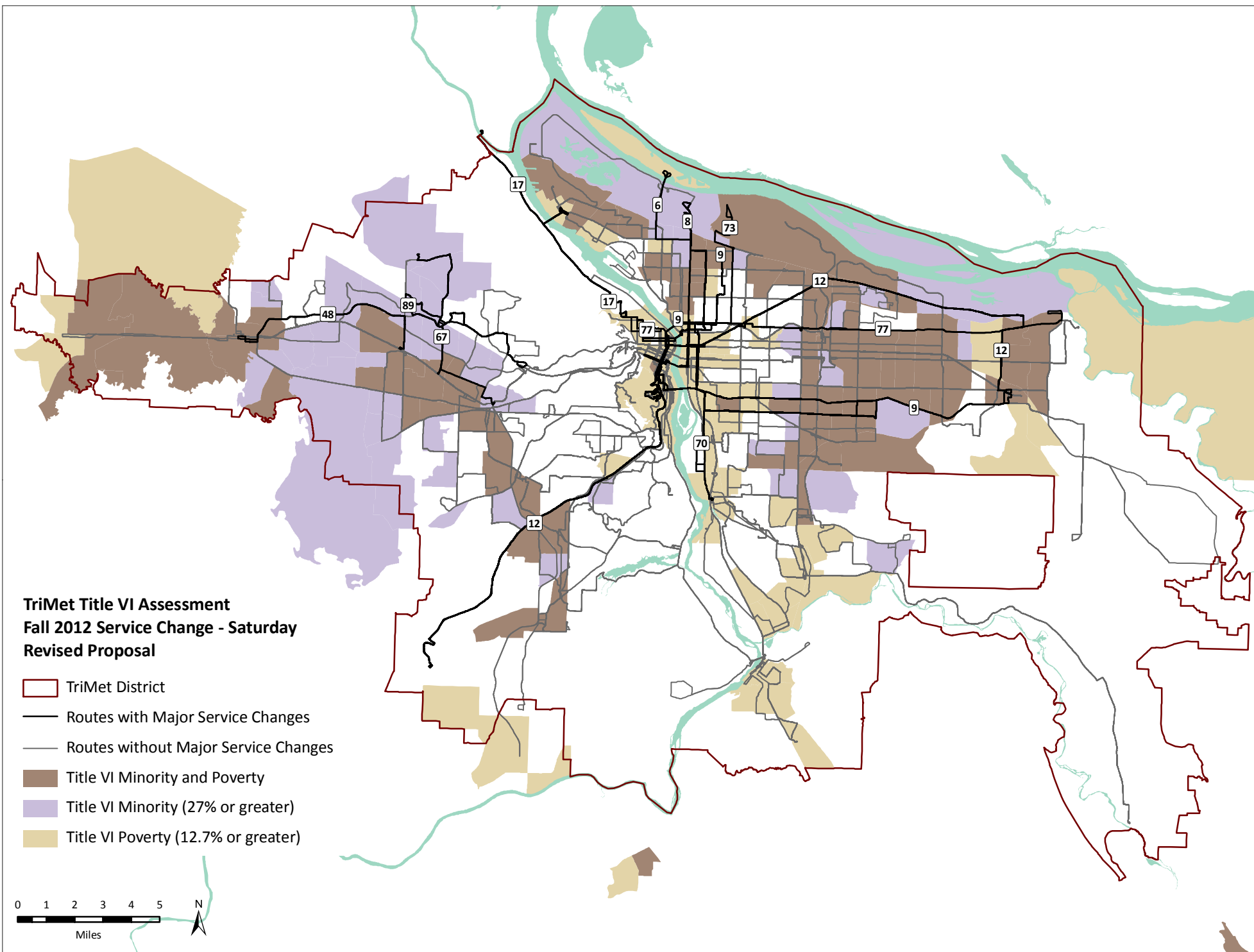
**TriMet Title VI Assessment
Fall 2012 Service Change - Weekday
Revised Proposal**

-  TriMet District
-  Routes with Major Service Changes
-  Routes without Major Service Changes
-  Title VI Minority and Poverty
-  Title VI Minority (27% or greater)
-  Title VI Poverty (12.7% or greater)



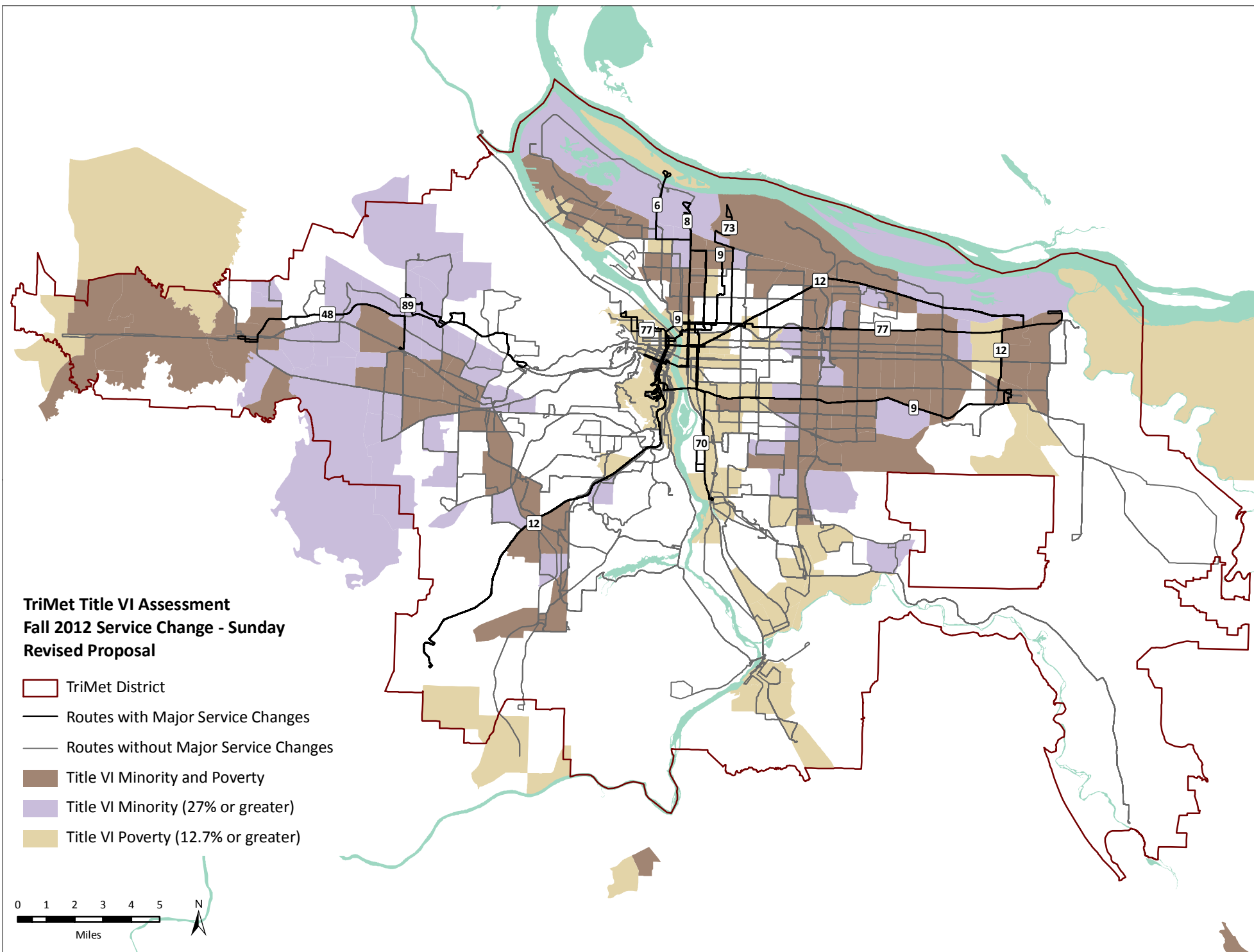
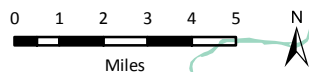
**TriMet Title VI Assessment
Fall 2012 Service Change - Saturday
Revised Proposal**

-  TriMet District
-  Routes with Major Service Changes
-  Routes without Major Service Changes
-  Title VI Minority and Poverty
-  Title VI Minority (27% or greater)
-  Title VI Poverty (12.7% or greater)

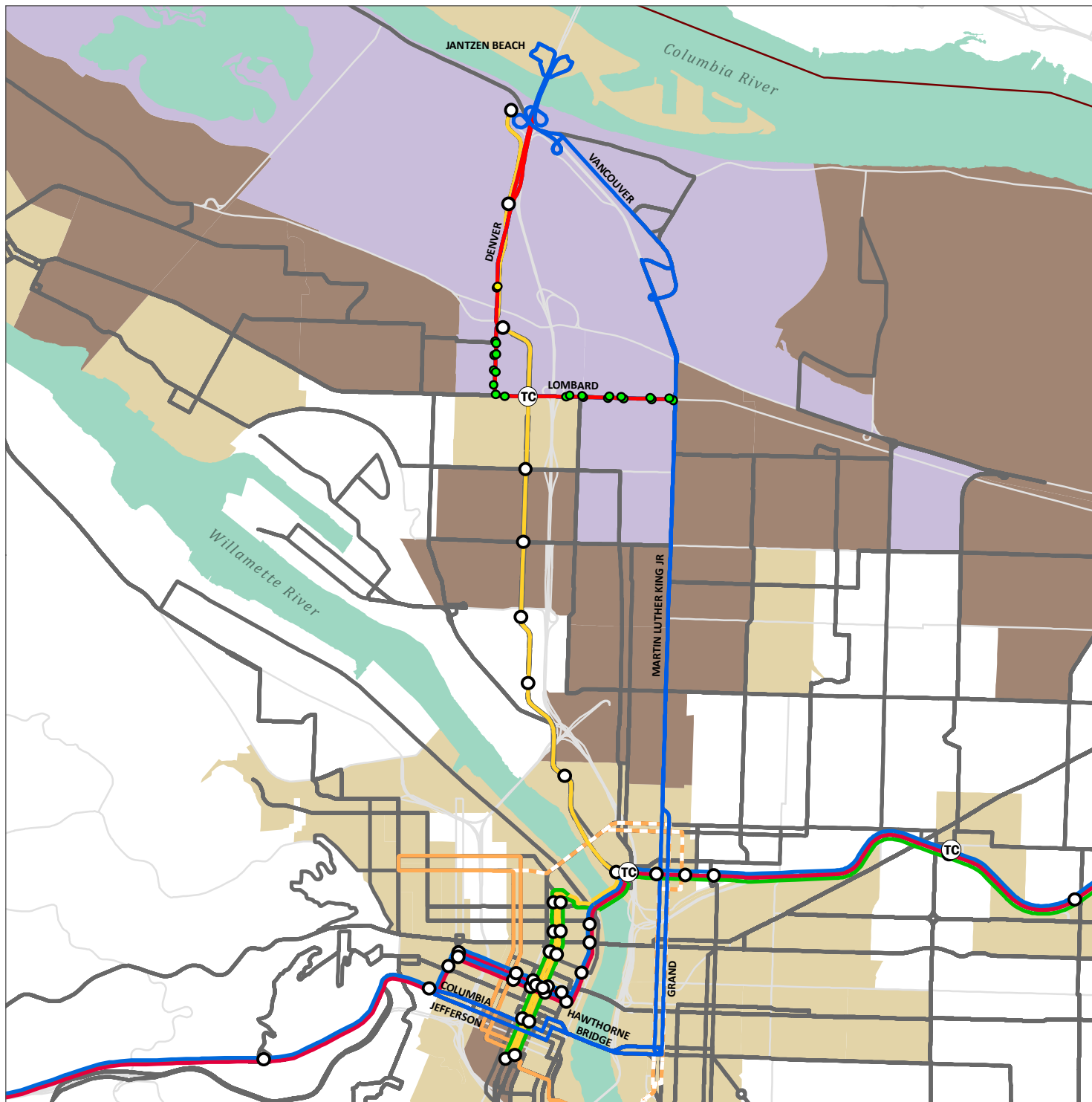


**TriMet Title VI Assessment
Fall 2012 Service Change - Sunday
Revised Proposal**

-  TriMet District
-  Routes with Major Service Changes
-  Routes without Major Service Changes
-  Title VI Minority and Poverty
-  Title VI Minority (27% or greater)
-  Title VI Poverty (12.7% or greater)



APPENDIX B: MAPS OF ROUTES WITH ROUTE CHANGES (16 Lines)

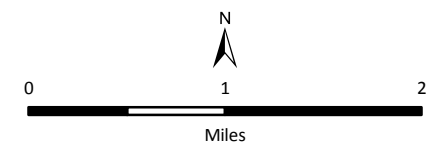


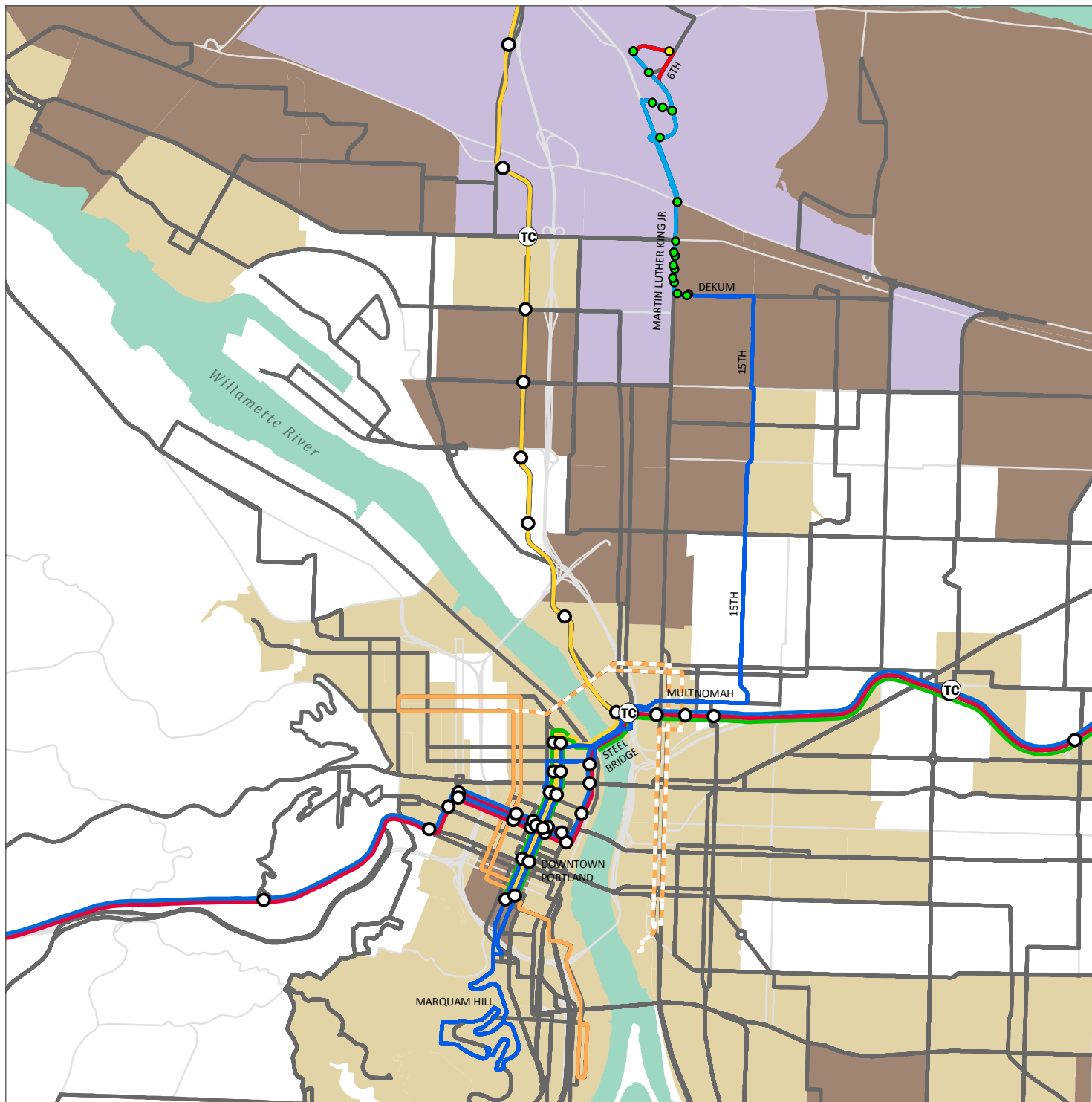
TriMet Title VI Assessment Fall 2012 Service Change

6-Martin Luther King Jr Blvd

- Proposed Line 6
- Discontinued Segment
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



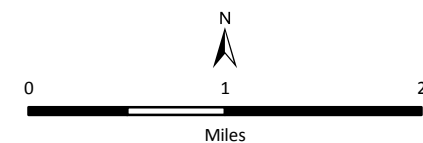


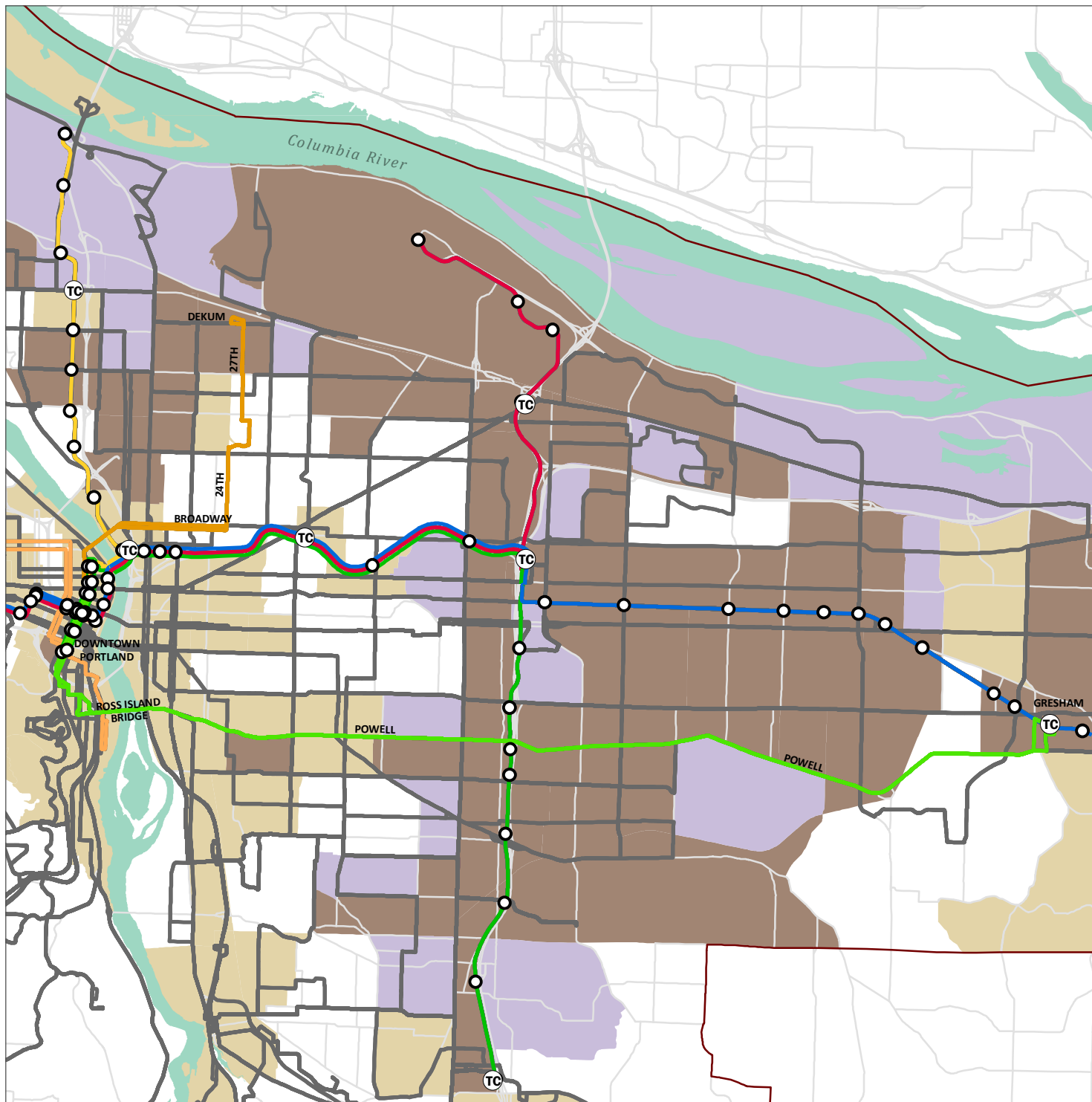
TriMet Title VI Assessment Fall 2012 Service Change

8-Jackson Park/NE 15th

- Proposed Line 8
- Discontinued Segment
- Segment Joining Line 6
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau





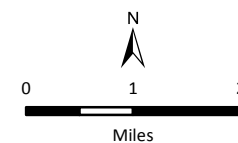
TriMet Title VI Assessment Fall 2012 Service Change

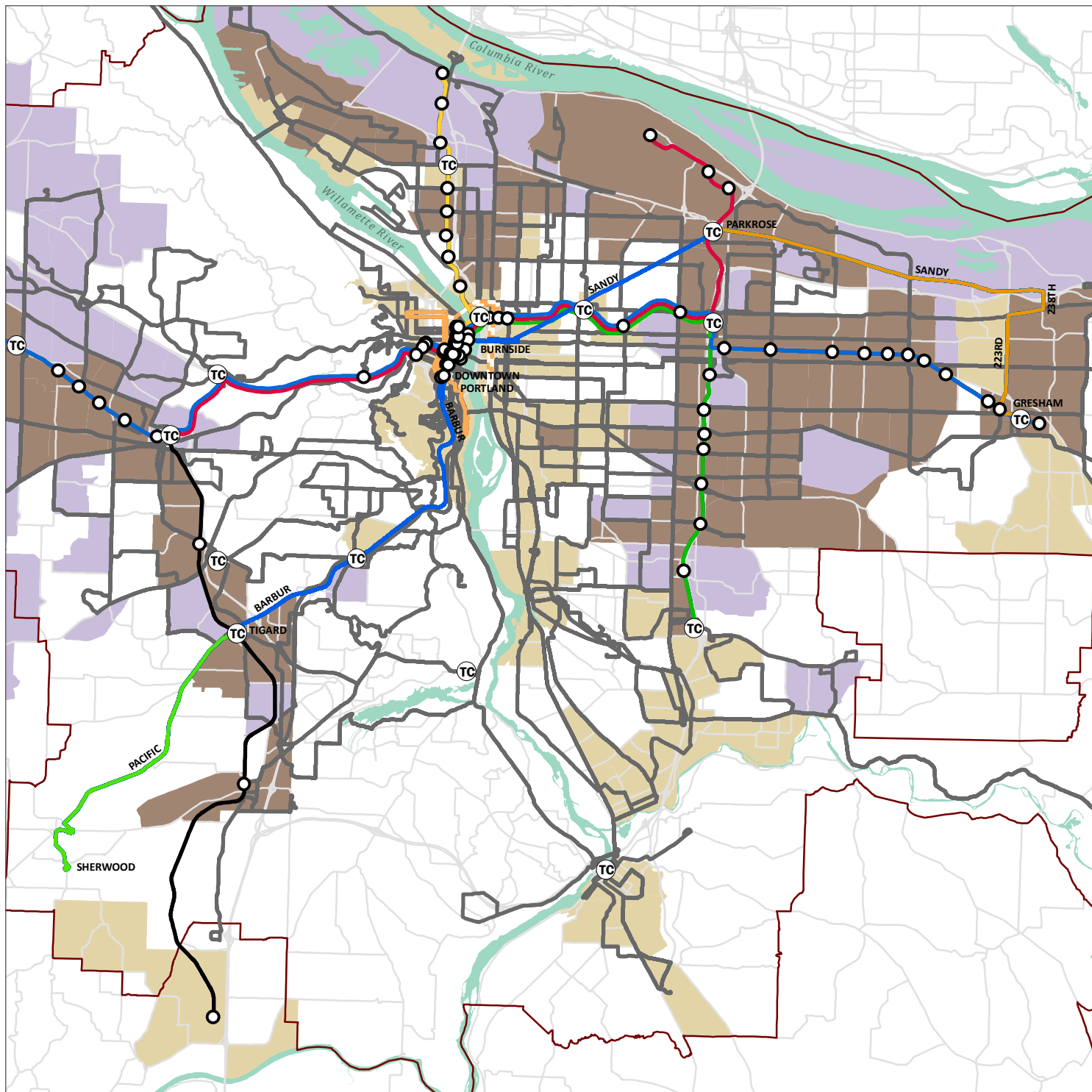
9-Powell/Broadway

Proposed Line 9

- South Segment
- North Segment
(To be joined with Line 17)
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- ⓉC Transit Center
- ▭ TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



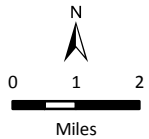


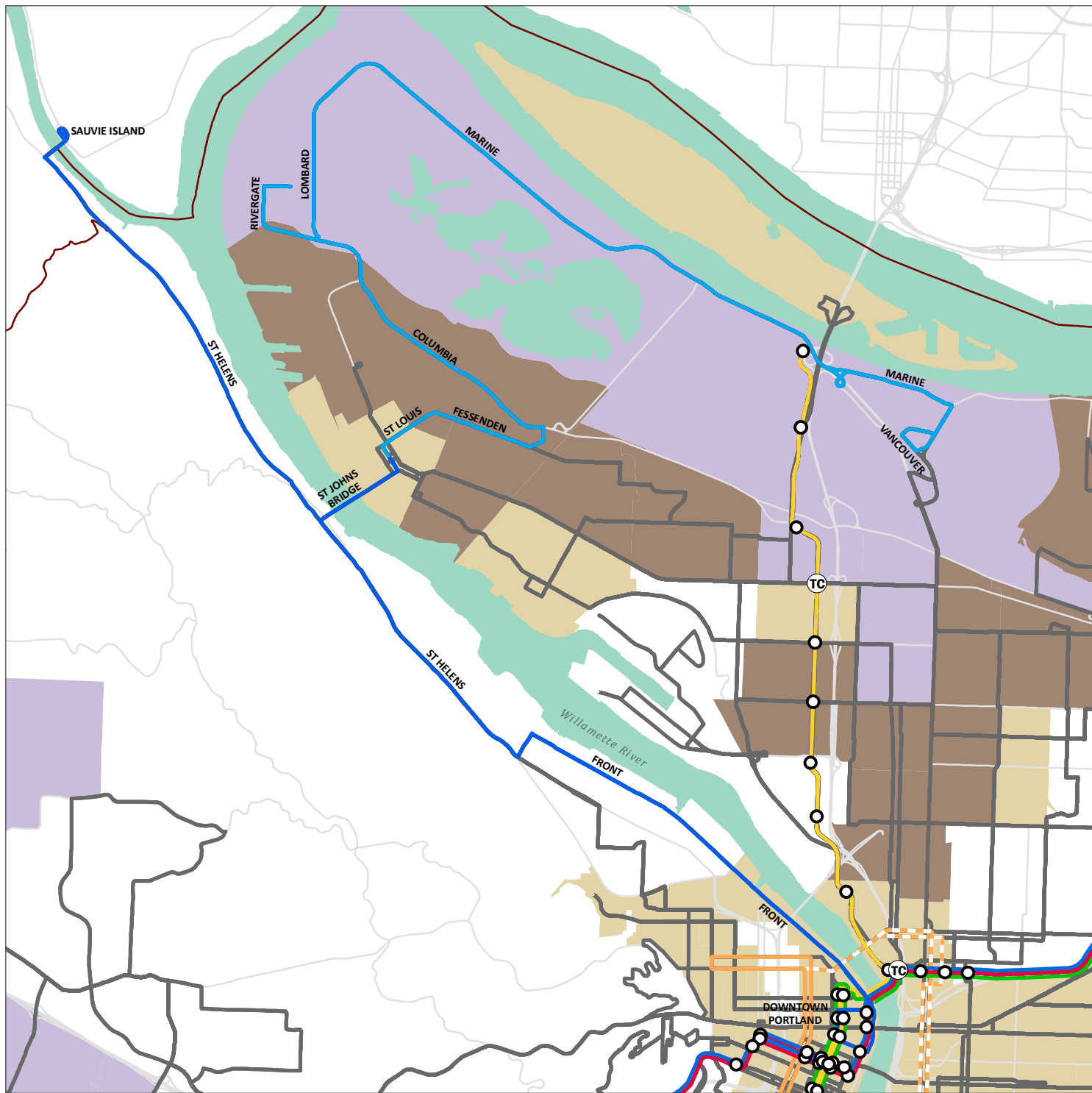
TriMet Title VI Assessment
Fall 2012 Service Change

12-Barbur/Sandy Blvd

- Proposed Line 12
- Proposed Line 12 East
- Proposed Line 12 South
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



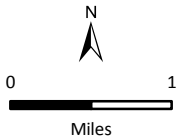


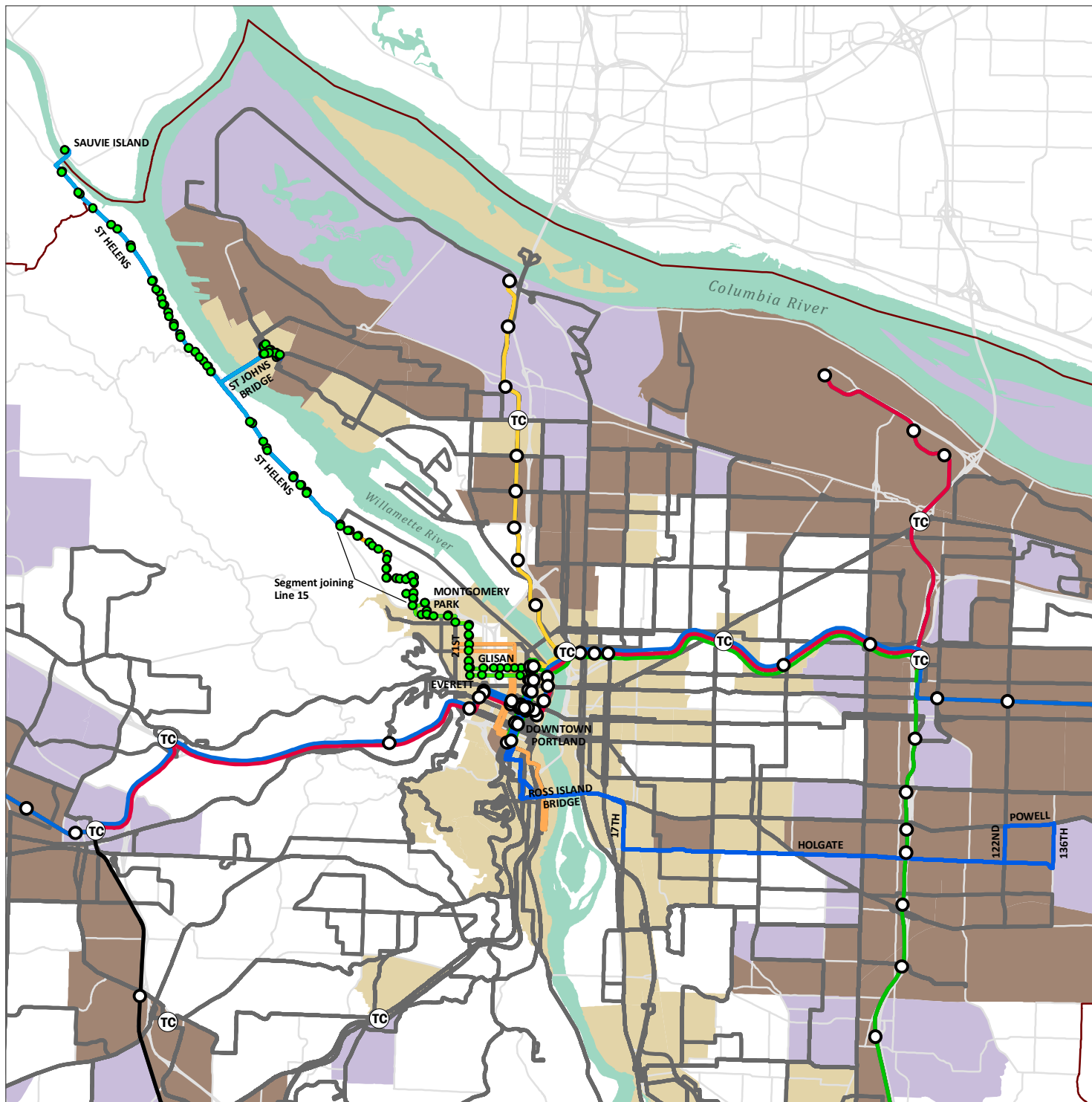
TriMet Title VI Assessment Fall 2012 Service Change

16-Front Ave/St Johns

- Proposed Line 16
- New Marine Dr Service
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



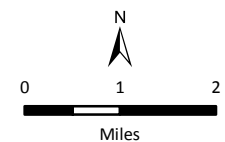


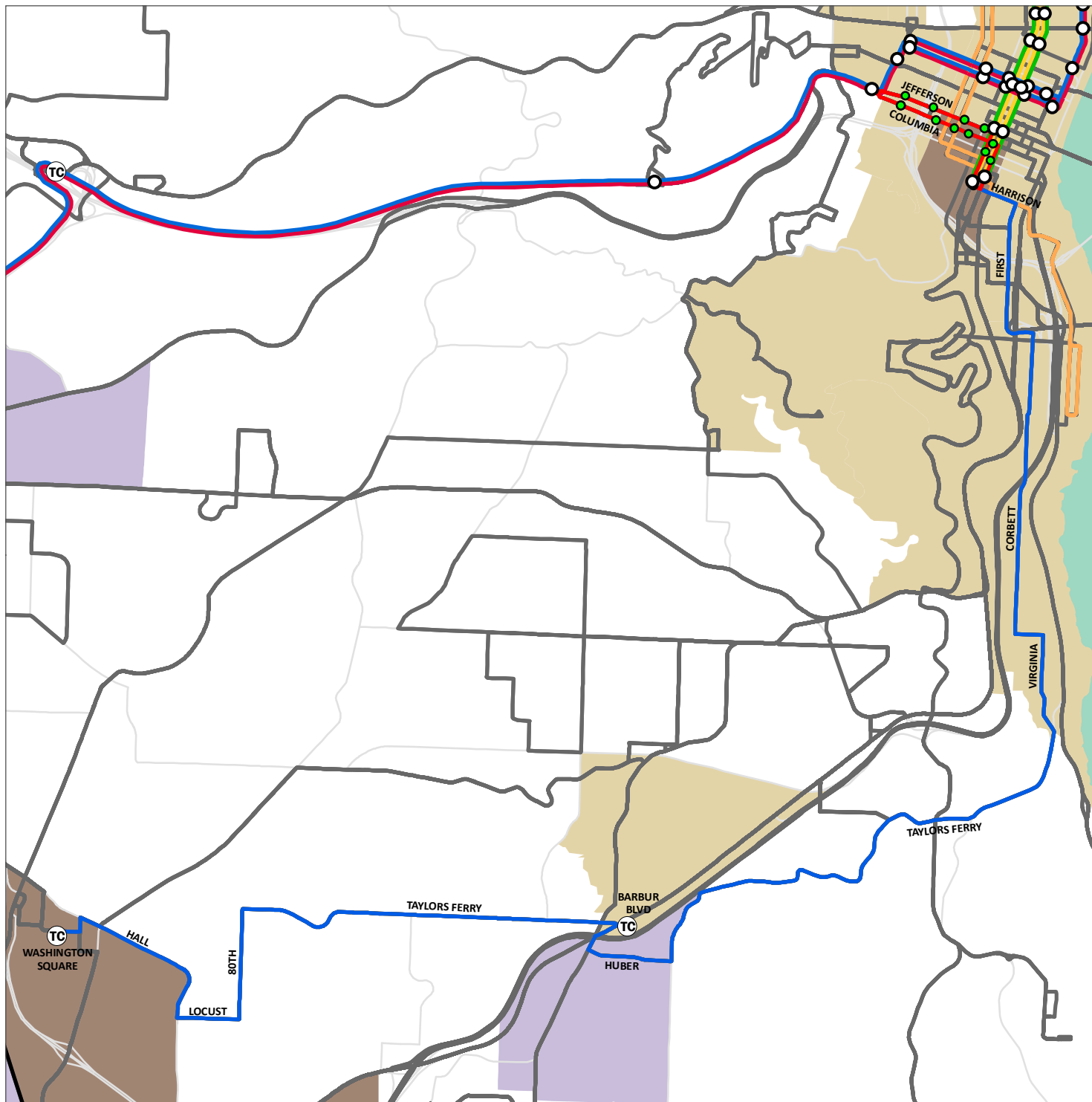
TriMet Title VI Assessment Fall 2012 Service Change

17-Holgate/NW 21st

- Proposed Line 17
- See Line 9 map for proposed extension
- Segment Joining Line 16
- Segment Joining Line 77
- Segment Joining Line 15
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



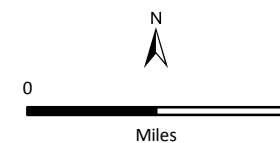


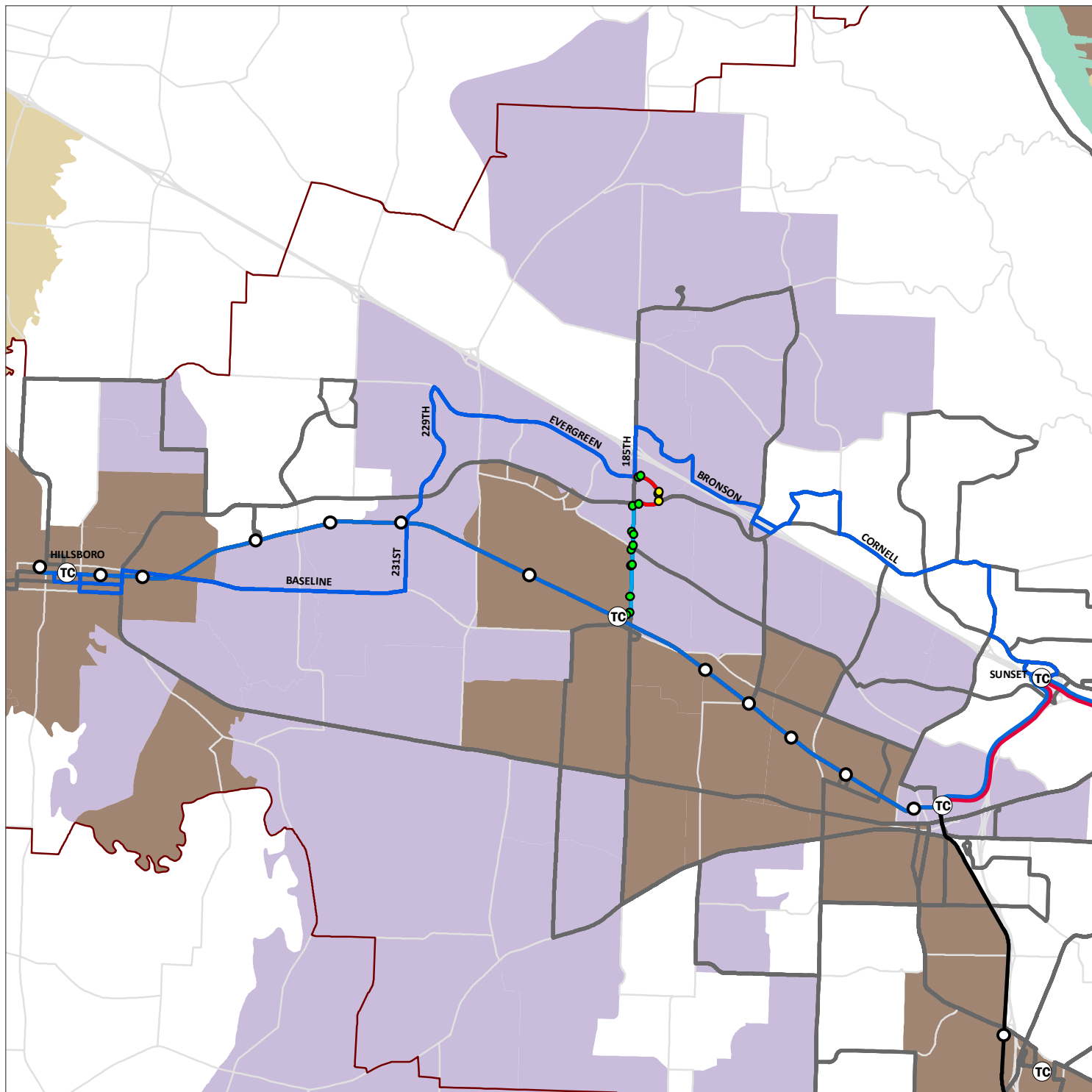
TriMet Title VI Assessment Fall 2012 Service Change

43-Taylor's Ferry Rd

- Proposed Line 43
- Discontinue segment
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- - - Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



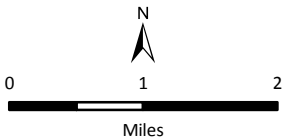


TriMet Title VI Assessment Fall 2012 Service Change

47-Baseline/Evergreen

- Proposed Line 47
- Discontinued Segment
- Discontinue Line 47,
Other Service Available
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau

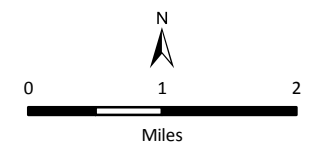
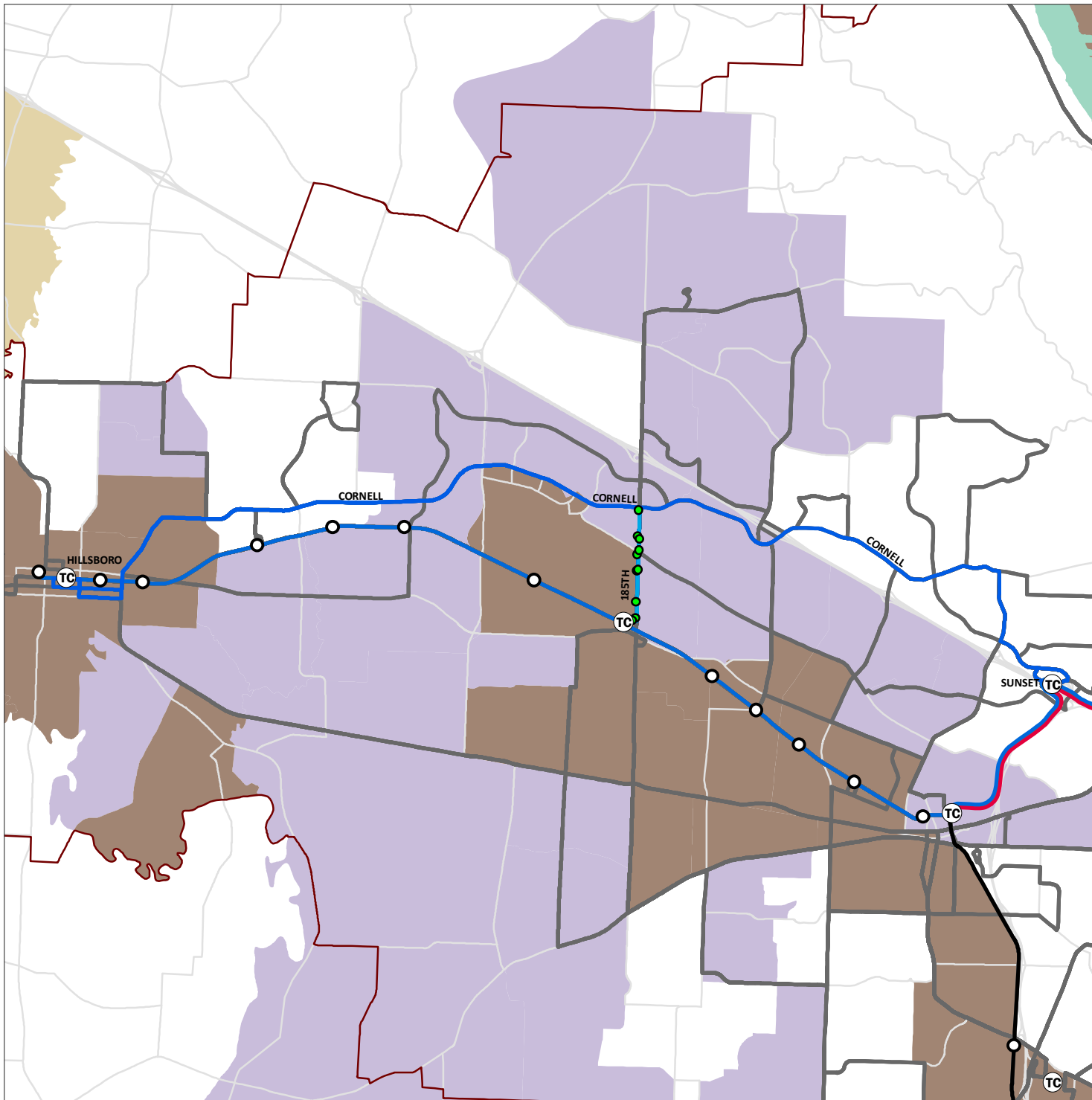


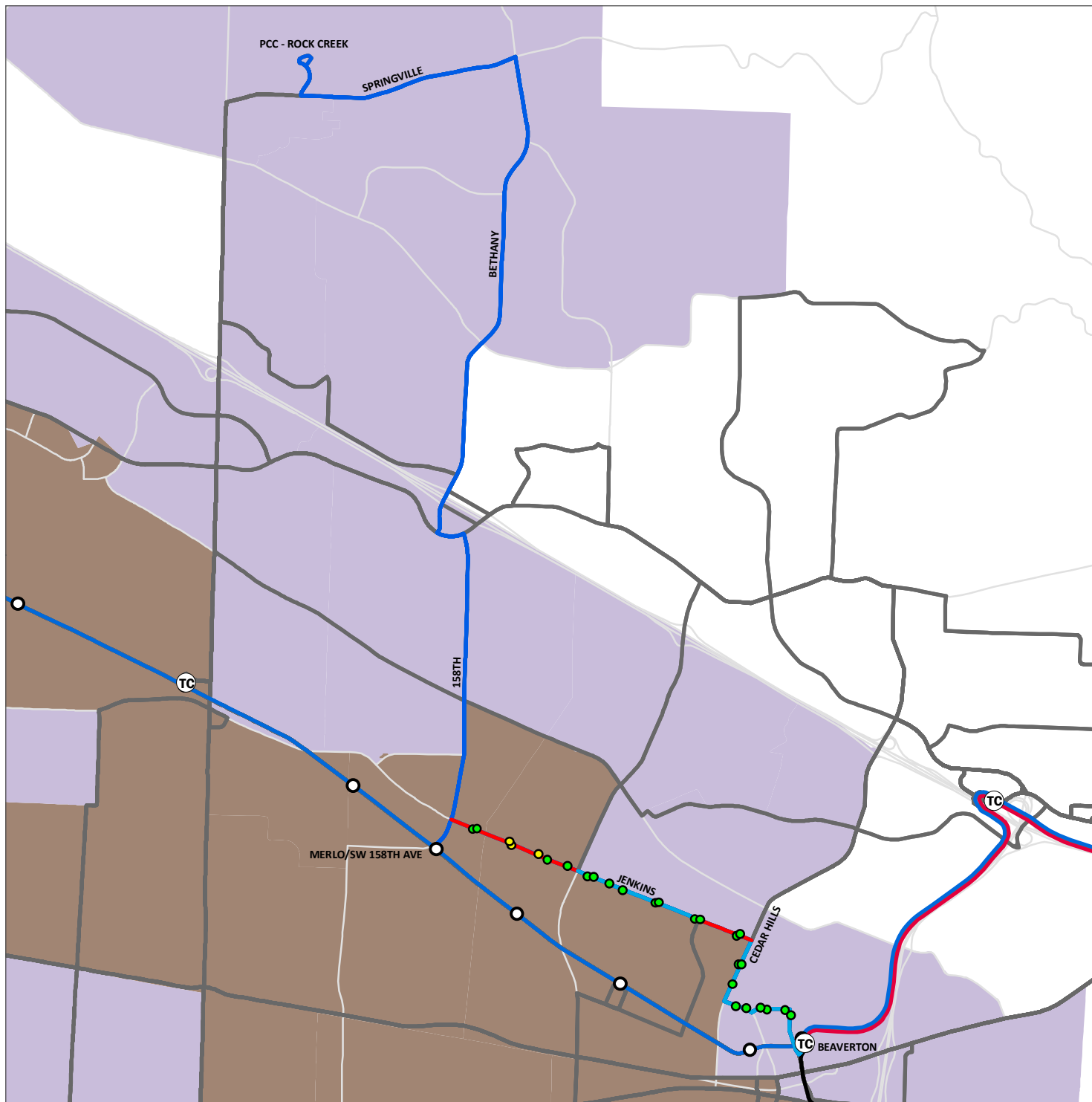
TriMet Title VI Assessment Fall 2012 Service Change

48-Cornell

- Proposed Line 48
- Discontinue Line 48,
— Other Service Available
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- - - Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau





TriMet Title VI Assessment Fall 2012 Service Change

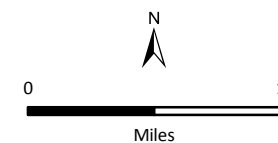
67-Jenkins/158th

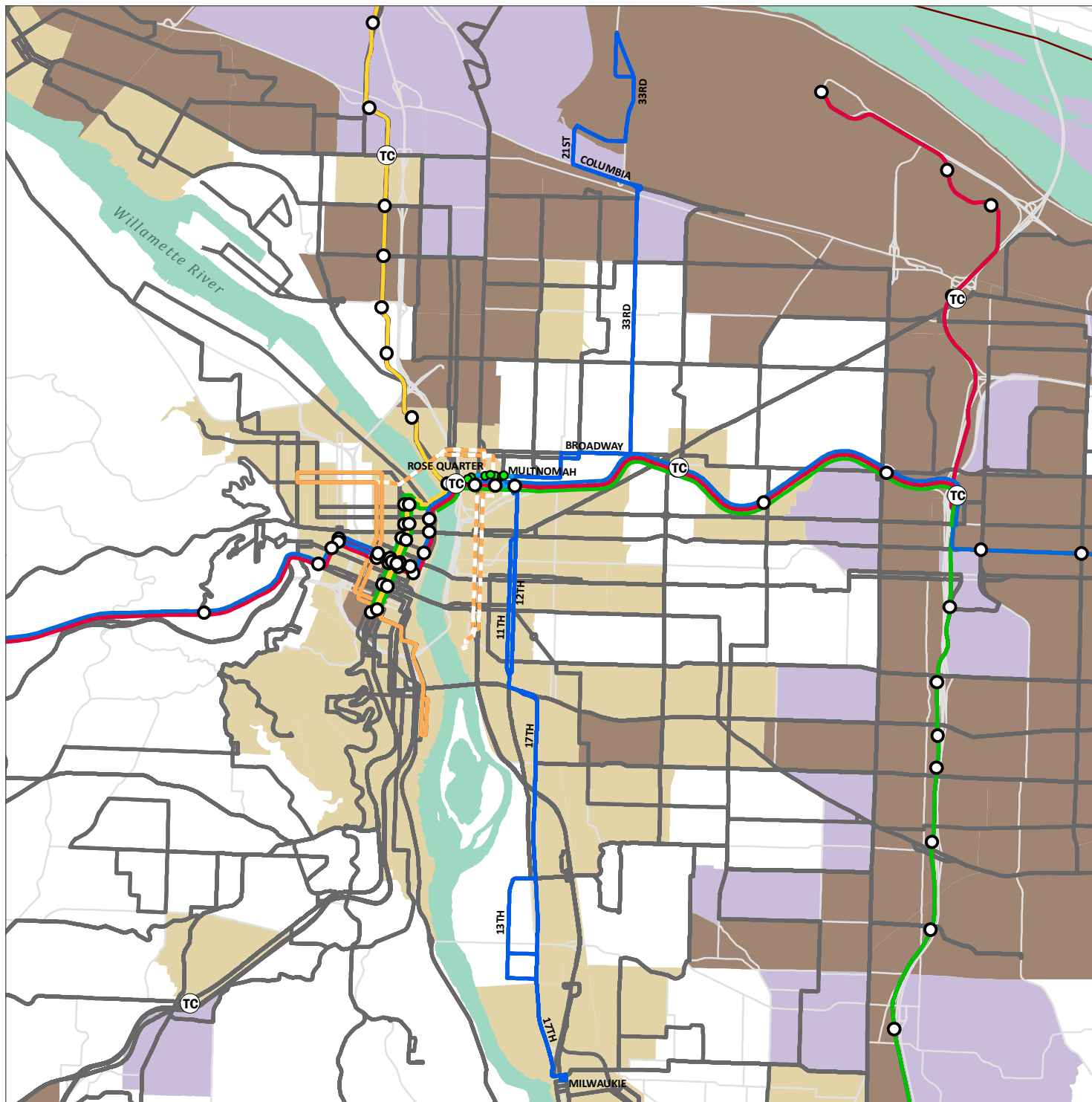
- Proposed Line 67
- Discontinue Segment
- Discontinue Line 67,
Other Service Available

Alternative Stop Walking Distance

- Less than 1/4 Mile
- Between 1/4 and 1/2 Mile
- Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



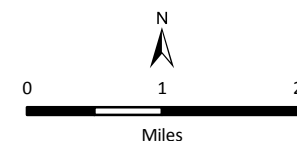


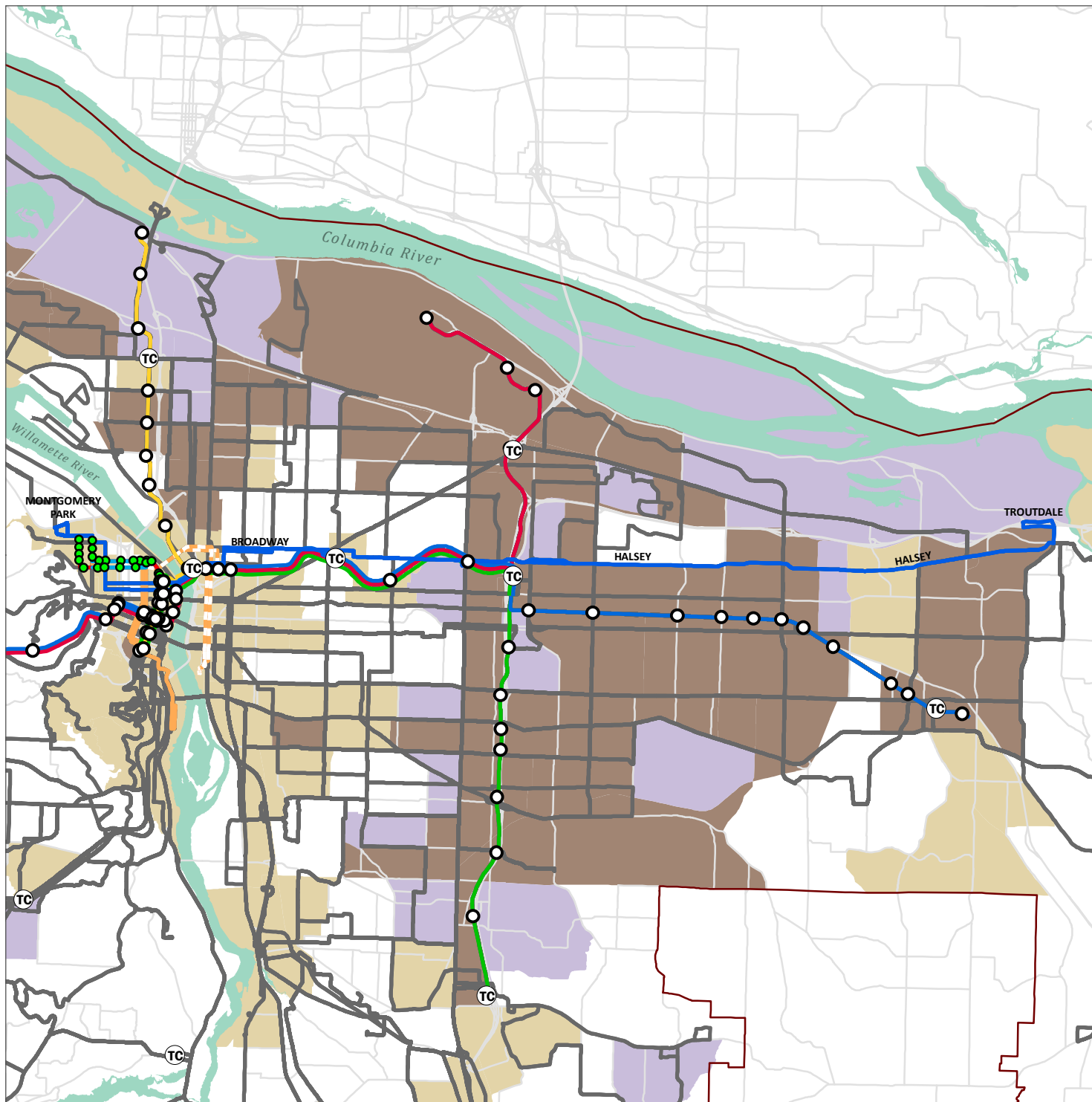
TriMet Title VI Assessment Fall 2012 Service Change

70-12th Ave & 73-NE 33rd Ave

- Proposed Line 70
- Discontinue Line 70 & 73,
Other Service Available
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



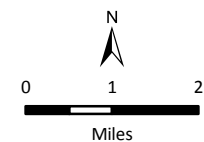


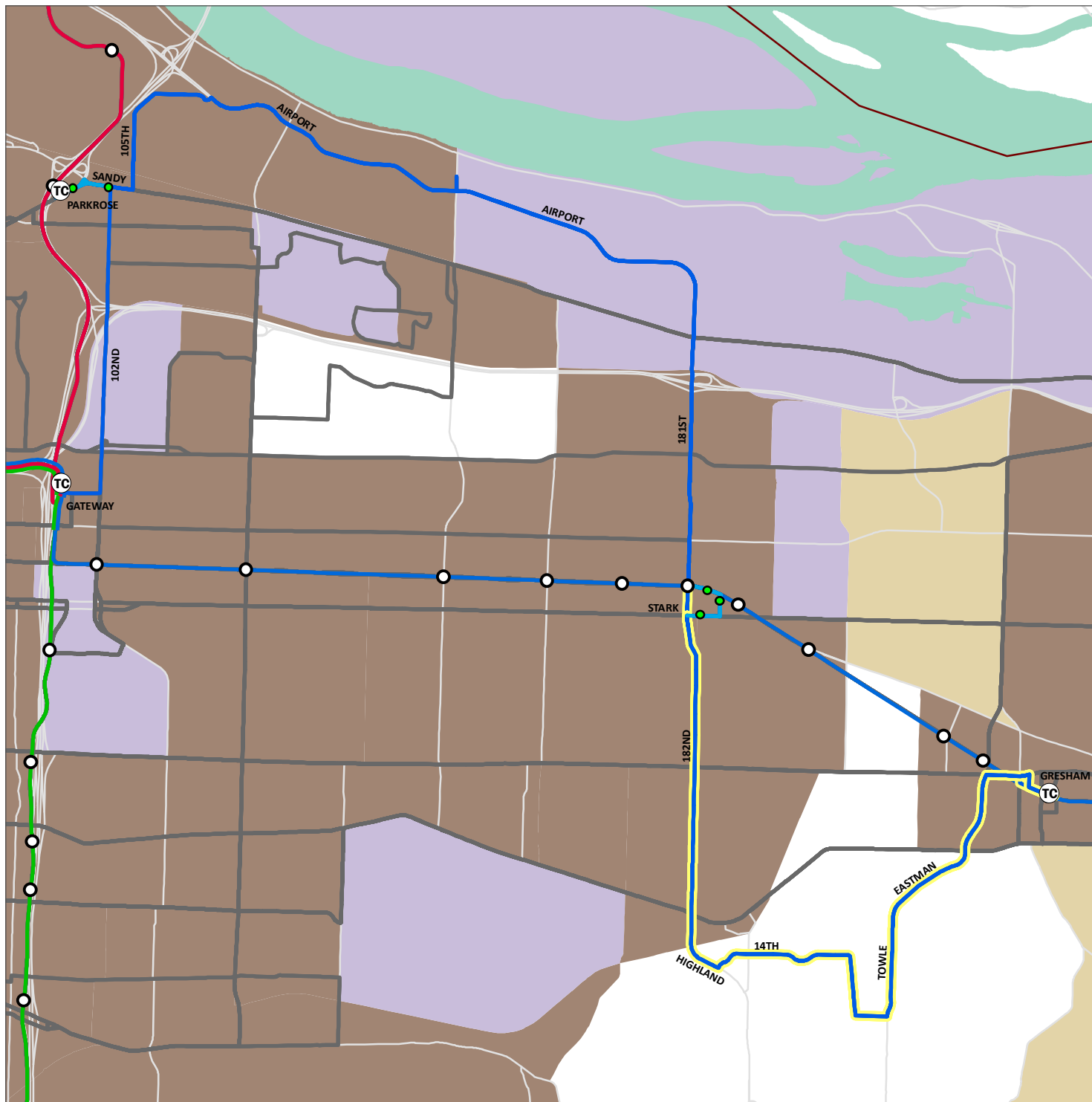
TriMet Title VI Assessment Fall 2012 Service Change

77-Broadway/Halsey

- Proposed Line 77
- Discontinued Segment
- Discontinue Line 77,
Other Service Available
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- - - Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau





TriMet Title VI Assessment Fall 2012 Service Change

87-Airport Way/181st & 82-Eastman/182nd

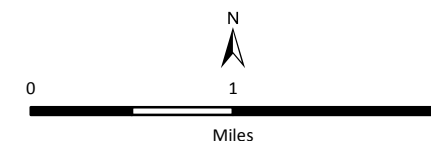
- Proposed Line 87
- Incorporating Line 82
- Discontinue Line 87,
Other Service Available

Alternative Stop Walking Distance

- Less than 1/4 Mile
- Between 1/4 and 1/2 Mile
- Greater than 1/2 Mile

- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau



TriMet Title VI Assessment Fall 2012 Service Change

89-Tanasbourne

- Line 89 Replaced by Line 48
All Days of the Week
- Line 89 Replaced by Line 47
Weekdays Only
- Discontinue Segment
- Alternative Stop Walking Distance
 - Less than 1/4 Mile
 - Between 1/4 and 1/2 Mile
 - Greater than 1/2 Mile
- MAX Light Rail
- Portland Streetcar
- Portland Streetcar, UC
- Rail Station
- Other Bus Lines
- TC Transit Center
- TriMet District
- Title VI Minority and Poverty
- Title VI Minority (27% or Greater)
- Title VI Poverty (12.7% or Greater)

Data: TriMet, Metro, US Census Bureau

