



Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	Date:	May 28, 2025
Board Members Present:	Tyler Frisbee Erin Graham Robert Kellogg LaVerne Lewis Kathy Wai	Board Members Absent:	JT Flowers Thomas Kim

TriMet Board Business meetings and public forum are available via web video stream. You can access the archived meetings and materials at trimet.org/meetings/board.

Following Public Forum, President Lewis called the business meeting to order at 9:42am.

1. Committee Reports

Committee on Accessible Transportation (CAT) – Director Graham provided a summary of the May 21 CAT meeting. CAT Chair Jan Campbell opened the meeting with a review of the Oregon Active Transportation Summit in which several CAT members attended and some provided presentations on accessibility. Nate Smith, Director of Customer Experience, provided an update on the proposed changes to the Bus Catcher Information Displays (BCID). The CAT Fixed Route Sub-Committee provided an update from their last meeting. The Wayfinding Sub-Committee shared questions about the Falcon text-to-speech devices and opportunities to make them more obvious and accessible. They also provided an update about the wayfinding work with Portland State University to make accessibility improvements at the Beaverton Transit Center. An 82nd Ave Community Advisory Committee update was provided, focusing on current discussions regarding the Business Access and Transit lanes. Annadiana Johnson provided a CAT FY26 recruiting update. With 27 applicants this year, there was a tremendous amount of interest in advancing the cause of accessible transit in the community. Jan Campbell was re-elected to the CAT Committee Chair role and Patricia Kepler was unanimously re-elected to her Executive Committee member-at-large position. The meeting concluded with an Accessible Transportation Program Update on the expanded Instacart Grocery Delivery Pilot, provided by Charlie Clark, LIFT Service Delivery Manager. The Annual CAT Accessibility Luncheon will be held on June 18th, and the luncheon replaces the monthly business meeting. Staff is working on a 35th anniversary of the ADA celebration at the Jan Campbell Transit Mobility Center on 7/25/25.

Metro Policy Advisory Committee (MPAC) – Director Kellogg provided a summary of the April 23 MPAC meeting. During this meeting, Metro staff gave the committee a “Future Vision” Scoping Update – providing a work plan to update Metro’s 1995 conceptual 50-year vision for the region. The committee also received an update on the Tualatin Valley (aka “TV”) Highway Locally Preferred Alternative (or “LPA”). Lastly, Metro

staff asked for feedback on the Community Connector Transit Study's policy framework, proposed opportunity area, and planned engagement approach. The next MPAC meeting is tonight, May 28.

Finance and Audit Committee (F&A) – Director Wai reported a summary of this morning's F&A meeting. The first item discussed was reviewing changes to the proposed FY26 Budget that are outlined in the resolution the board will vote on today to adopt the FY26 Budget. The Finance team then provided an overview of the Strategic Financial Plan Policy. TriMet staff has been working with Directors Kellogg and Kim to incorporate feedback and edits to the policy. The full board will receive a final draft and notes on the policy by the end of this week. The Board will vote on the policy at the June board meeting. Lastly, the committee received an update on progress with the internal audit.

Board Announcements – President Lewis provided reminders of upcoming Board Member responsibilities. First, there is a site inspection of the Interstate Bridge Replacement (IBR) Project, scheduled for this coming June 17, which is a Tuesday, from 9am to noon. On that date, the Board will meet at One Main Place at 9am and travel with TriMet staff and Subject Matter Experts to visit the existing Interstate Bridge and view the various planned locations for key infrastructure of the IBR. Second, next month we will be electing Board officers, specifically a Board President, Vice President, and a Secretary/Treasurer. The Officer elections are being held per ORS 267.120(1) and will be for a two-year term beginning July 1, 2025. Next month we will also be confirming Board Committee assignments. I am in the process of working with each of you and with the General Manager on Committee assignments, which will also be for two years. In addition, I am working with Board Administrator Falesha Thrash on the Board Portal so that information regarding each Committee, items like charters, meeting minutes, etc., are current and easy to locate.

Follow-up from April 30 Board Retreat: Delegated Authority Increase Discussion – President Lewis led a follow-up discussion on increasing the General Manager delegated authority. Included in the Board packet were two Discussion Draft Resolutions that the Board will be considering and discussing. These Discussion Drafts are provided to the Board as a follow-up to the presentation received during the April 30 Board Retreat from Jeff Rogers, TriMet's Director of Procurement and Supply Chain Management. Jeff also provided a memo regarding options for increasing the General Manager's level of contracting authority. The memo and two Discussion Drafts show how increasing the General Manager's level of contracting authority would reduce the Board's time and effort in reviewing TriMet contracts while also increasing the speed at which internal decisions at TriMet can be made. President Lewis then welcome the Board to discuss these materials and Jeff provided a brief presentation. A copy of the materials and presentation can be located in the meeting archives at www.trimet.org. Following the presentation and discussion, President Lewis asked General Manager Desue to have staff prepare a resolution to come before the Board in June with a delegated authority threshold of \$2 million and a sole source threshold of \$250,000.

2. General Manager Report

Lines 86 and June Service Update

Mr. Desue provided an update on the proposed changes to bus line 86 and service updates in June. First, I am looking forward to heading out to Relay Resources in the morning, to cut the ribbon on our newest bus line. Line 86 on 148th Avenue officially launches with our quarterly service update, which takes effect this Sunday. The new line is a new north-south connector for East Portland, where the bus will travel between Lents in Southeast Portland and the Columbia Corridor in Northeast Portland. One of the stops is at Relay Resources. Relay is a non-profit that provides jobs and services to people with disabilities. It currently employs nearly 900 people, and many of them ride TriMet. As we bring this new line to East Portland, we are also increasing service on the existing Line 87, which includes East Portland and Gresham. With this service update, Line 87 will move off the Relay campus to serve Parkrose Transit Center, where riders can make quick and easy connections to the MAX Red Line and additional transit services. Line 87 will become

TriMet's 19th Frequent Service line, with buses arriving every 15 minutes or better for most of the day, every day. Additionally, we will be increasing service on Line 47, which serves Intel, and making some adjustments to keep buses on time. Riders will benefit from these new options to connect with opportunities throughout our region.

April Ridership

Mr. Desue shared an update on ridership for the month of April. TriMet provided 5.7 million rides last month. That is a system-wide, 4.8% increase over April 2024. Bus ridership was strong in April, up 7.4% over last year. Our data shows MAX ridership was essentially flat. We did have a disruption to the eastern side of the MAX Blue Line at the end of April and into May that reduced ridership. WES saw a 6.2% ridership increase despite remaining at reduced frequency since April 2020.

Monthly Operations Analysis

Mr. Desue introduced Les Spitler, Director of Transit System Support Services, to present the Monthly Operations Analysis. A copy of the report can be located in the meeting archives at www.trimet.org.

Safety and Security Monthly Update

Mr. Desue invited Andrew Wilson, Executive Director of Safety and Security, to come forward and present a monthly Safety and Security Update. A copy of the presentation can be located in the meeting archives at www.trimet.org.

Employee Recognition

Mr. Desue announced the TriMet Financial Services team recently received a Certificate of Achievement for Excellence in Financial Reporting. It is the highest form of recognition in governmental accounting and financial reporting. Mr. Desue introduced Chief Financial Officer, Nancy Young-Oliver, to speak about the award and to recognize Cara Fitzpatrick, Director of Financial Services, for the award. A recording of the employee recognition can be found on the TriMet YouTube channel at <https://www.youtube.com/@trimet>.

Consent Agenda

- Approval of Board Meeting Minutes for April 23, 2025

Action: Director Kellogg moved for approval of the Consent Agenda. Director Wai seconded the motion. The motion passed with unanimous approval.

4. Resolutions

Resolution 25-05-24 - Adopting the Fiscal Year 2026 Annual Budget and Appropriating Funds

General Manager Desue discussed Resolution 25-05-24. TriMet's fiscal year 2026 Budget includes all the costs of providing the bus, rail, paratransit service and other contributions TriMet provides to our community. Oregon Local Budget Law requires the Board to adopt a balanced budget before the start of TriMet's new fiscal year. That is July 1, a little more than four weeks away. This morning, we ask for the Board's approval of the budget, which includes revisions from the Proposed Budget approved in March. As I have mentioned, we will have an operating budget deficit in FY26 of approximately \$70 million dollars and there is potential for those deficits to continue year to year, we face a fiscal cliff in FY2031. As we have moved through the budget process these past few months, most of our divisions reduced their projected discretionary spending by 2 to 3 percent. Cuts such as this are never easy and at this point have not included layoffs, but we must take steps now to ensure a fiscally sustainable future for TriMet. Our funding crisis cannot be solved by cuts alone. We continue to seek additional revenue both through the upcoming statewide transportation package and by looking for new revenue streams. We will continue to tighten spending and look for additional efficiencies. The cuts that are now incorporated into the budget before you

have reduced our operating deficit by \$7.1 million dollars for the coming fiscal year, which equates to \$71 million dollars in cost savings over ten years. Mr. Desue introduced Chief Financial Officer, Nancy Young-Oliver, and Director of Budgets and Forecasting, Michael Dohn, to break down the numbers and highlight some of the changes. A copy of the presentation can be located in the meeting archives at www.trimet.org. Mr. Desue continued, noting the It is important to note that while we are focused on tightening our belt... this budget supports our continuing mission of connecting people with valued mobility options that are safe, convenient, reliable, accessible and welcoming for all. It invests in what we have to maintain more of our facilities and assets in a state of good repair. It fulfills TriMet's commitments to our partners in pursuing safety and bus rapid transit projects along 82nd Avenue and TV Highway. And it advances efforts focused on the continual improvement of the safety and security of our riders, our employees and the public.

Action: Director Frisbee moved for approval of Resolution 25-05-24. Director Graham seconded the motion. The motion passed with unanimous approval.

Resolution 25-05-25 – Recommending that the Metro Council Adopt the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project as Part of the Regional Transportation Plan

General Manager Desue discussed Resolution 25-05-25. The TV Highway Transit and Safety Project will bring better, faster, high-capacity transit service to a vital Washington County corridor, connecting the communities of Beaverton and Forest Grove. The project will utilize transit signal priority and other methods to keep buses moving around traffic congestion. It will also provide safer and more accessible connections to our transit services. With large projects like this, and just as with the 82nd Avenue Transit Project, Metro requires the TriMet Board and relevant partner jurisdictions to adopt the LPA or locally preferred alternative route. LPA adoption helps demonstrate public support for the project. It is essential to advance project funding and development. Mr. Desue introduced Director of Major Projects, Jamie Snook, Manager of Capital Planning, David Aulwes, and Associate Project Manager, Bernadette Le, to provide additional detail, including a look at the LPA and an updated timeline. A copy of the presentation can be located in the meeting archives at www.trimet.org. With federal, state and local financial support, and working closely with local jurisdictions, TriMet will be the lead agency for Project Development and construction. The total project cost is estimated at about \$300 million dollars, and the project will be seeking about \$150 million from the FTA's Small Starts Program. The remaining local match for the project would come from TriMet, the state of Oregon, local jurisdictions and additional grant opportunities.

Action: Director Frisbee moved for approval of Resolution 25-05-25. Director Kellogg seconded the motion. The motion passed with unanimous approval.

Resolution 25-05-26 – Authorizing an Intergovernmental Agreement with Multnomah County for District Attorney Investigation and Prosecution Services

General Manager Desue discussed Resolution 25-05-26. The Intergovernmental Agreement that TriMet has with the Multnomah County District Attorney's Office expires at the end of next month. TriMet's partnership with the DA's office is critical to addressing criminal activity on and around our transit system. It increases safety for riders, employees and the community. Under the new agreement, the Multnomah County District Attorney's Office would continue to provide TriMet the services of two Deputy District Attorneys; one dedicated to felony cases and the other focused on misdemeanor cases. We would continue contracting for two District Attorney Investigators to support the Deputy District Attorneys. These investigators have helped achieve positive outcomes in the cases brought forward for prosecution. In 2024, 97% of the felony cases and 90% of the misdemeanor cases related to TriMet, which were referred to the DA's office, successfully moved forward for prosecution. New to the proposed agreement coming before you this morning are two DA employees to help support successful prosecutions and help support our employees who find themselves victims of crime: one Legal Assistant and one Victim's Advocate for TriMet staff. The Board's

approval of this IGA would continue to strengthen the collaboration of TriMet's Safety and Security Division, the Multnomah County District Attorney, the Transit Police Division and the Multnomah County Sheriff's Office. It frees up Transit Police staff to focus on security missions, increases our ability to hold people accountable for the crimes they commit around the transit system, and it improves overall safety and security for the benefit of TriMet's riders, employees and the public. Under Oregon law, an IGA is exempt from state procurement rules. The terms were negotiated between the District Attorney's Office and Andrew Wilson, our Executive Director of Safety and Security. The IGA's total cost for the first year is under \$1.4 million dollars with a five-year total estimated at just under \$7.8 million.

Action: Director Kellogg moved for approval of Resolution 25-05-26. Director Graham seconded the motion. The motion passed with unanimous approval.

Resolution 25-05-27 – Authorizing a Contract with Advanced Railway Innovations, Inc. for Qualified Protection Person Services for On-Track Safety of Roadway Workers and Workgroups

General Manager Desue discussed Resolution 25-05-27. Federal regulations require TriMet to provide "Roadway Worker Protection" for maintenance personnel who work in and around the right of way for our light rail system – MAX. District-wide, about 40% of all maintenance grounds are in the right of way. To comply with this requirement, TriMet's Facilities Management provides what's known as a "QPP", or Qualified Protection Person, to support regular grounds maintenance in the right of way. A QPP provides lookout duties to warn workers of oncoming trains. They also stay in regular radio contact with TriMet Rail Control. It is their responsibility to start, stop and/or move workers to ensure life safety while allowing efficient train movement through work zones. TriMet Facilities Management works with 3 to 5 Qualified Protection Persons, for three to five days per week, year-round. Having a contracted QPP allows our crews to remain focused on the work. A total of 326 vendors were notified of TriMet's Invitation to Bid, but we received only one response, from Advanced Railway Technology. Their bid came in at a rate much lower than TriMet's Independent Cost Estimate. The proposed contract is for a five-year term, for about \$1.4 million dollars. Total contract costs will be based on TriMet's actual use over the term.

Action: Director Graham moved for approval of Resolution 25-05-27. Director Frisbee seconded the motion. The motion passed with unanimous approval.

Resolution 25-05-28 – Authorizing a Contract with MJ Hughes Construction for the Replacement of a Security Fence for Ruby Junction Light Rail Vehicle Yard

General Manager Desue discussed Resolution 25-05-28. Our Ruby Junction Light Rail Vehicle Yard is located on Eleven Mile Avenue in Gresham. It includes two properties enclosed, by about 4,400 linear feet of fencing. The fencing was installed as the Ruby Junction facilities were developed over a 20-year period, between 1983 and 2004. A lot of this fencing has deteriorated over time. It no longer meets TriMet's security or asset protection standards and must be replaced to maintain a state of good repair and keep our infrastructure safe. This contract will replace the existing fencing with a new, heavy-duty, cut-resistant fence system. Without it, TriMet's light rail vehicles, non-revenue vehicles, buildings and personnel will be exposed to increased risk of vandalism, theft and damage. TriMet issued an Invitation to Bid and notified about 430 vendors. Ultimately four vendors submitted bids. MJ Hughes Construction's bid was the lowest and one of three to come in under TriMet's Independent Cost Estimate. This resolution would authorize award of the Contract to MJ Hughes in the amount of \$1.8 million dollars, with a contract term of two years. The amount is included within the Maintenance Division's FY2026 Budget, and will be paid from TriMet's General Funds.

Action: Director Kellogg moved for approval of Resolution 25-05-28. Director Graham seconded the motion. The motion passed with unanimous approval.

Hearing no further business, President Lewis adjourned the meeting at 11:45am.

5. **EXECUTIVE SESSION PER ORS 192.660(2)(f) and (h)**

Respectfully submitted,

Falesha Thrash, Board Administrator and recording secretary