



Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	Date:	February 26, 2025
Board Members Present:	JT Flowers Tyler Frisbee Erin Graham Robert Kellogg Thomas Kim LaVerne Lewis Kathy Wai	Board Members Absent:	

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 9:24am.

1. Committee Reports

Committee on Accessible Transportation (CAT) – Director Graham provided a summary of the February 19 CAT meeting. At the February CAT meeting, Wayfinding ad hoc committee provided a report, including current efforts and priorities underway to ensure compliance with Department of Justice requirements for website accessibility. Eileen Turvey provided an update on TriMet LIFT’s response to recent winter weather and the criteria LIFT uses to determine if riders and operators can all have safe transportation. TriMet’s statement on Immigration and Customs Enforcement (ICE) was affirmed with the committee. TriMet does not work with ICE or inquire about anyone’s immigration status. Oregon law prohibits it. The law also prohibits local law enforcement, including Transit Police officers, from working with ICE. Riders who believe they have experienced, witnessed or heard about activity by ICE on TriMet property are encouraged to report it immediately. In the event of an emergency, call 9-1-1. Otherwise, contact TriMet Rider Support by phone or text at 503-238-RIDE (7433), on Twitter @trimethelp or through the Customer Service page at trimet.org. Pat Williams addressed concerns about Immigration and Customs enforcement, shared updates on the successes of the blue light phones, and planned expansion of the Elevator Access Control Project. The meeting concluded with an overview of the work underway at the Beaverton and Oregon City Transit Centers. The next CAT meeting is Wednesday, March 19.

Metro Policy Advisory Committee (MPAC) – Director Flowers provided a summary of the January 22 MPAC meeting. Metro staff shared next steps on the 2024 Urban Growth Management Decision regarding Sherwood West. The Metro Council submitted its decision to the Oregon Department of Land Conservation and Development (DLCD) for review. Metro staff also gave an introduction and overview of the Cooling Corridors Study, which offers an opportunity to develop a data-informed approach on ways to increase

regional resilience to extreme heat in future work, including an updated 2040 vision. The next MPAC meeting takes place tonight, February 26.

Accountability Committee – General Counsel Shelley Devine provided highlights from the January 22 Accountability Committee meeting. The committee received an annual report on Ethicspoint Hotline complaints from Committee Member Darlene Graham, TriMet’s Director of Internal Audit. In sum, there was one Type 1 Report in 2024, which was investigated and determined to be substantiated, with appropriate action taken, and 14 Type 2 Reports, which were routed to the appropriate division for follow-up. The committee also received a report from Senior Analyst Dan Maguire on TriMet’s Public Records Requests for 2024, which set an all-time record for volume – 834 requests in calendar year 2024, compared to 734 requests in 2023. Committee member Dave Whipple, TriMet’s Manager of Digital Communications, reviewed statistics about the transparency and accountability center that is available on TriMet.org, and the committee reviewed and discussed various materials posted there to ensure that only timely and relevant information was posted. Our next Accountability Committee meeting is September 24, following our September board meeting.

Finance and Audit Committee (F&A) – Director Kim provided a summary of this morning’s F&A meeting. The committee received a reminder of three resolutions coming before the board today on budget transfer, debt management policy and debt authorization. A presentation was also provided on proposed updates to the TriMet Contract Review Board (TCRB) Rules. A resolution with the proposed TCRB Rules updates will come before the board next month. The committee was also briefed on the Fiscal Year 2026 Proposed Budget, which will be released March 5 to the public.

2. **General Manager Report**

January Ridership

General Manager Desue provided a review of January 2025 ridership statistics. TriMet provided more than 5.2 million rides in January. System-wide ridership was up 4.2% over the same time last year. That adds up to an additional 50,000 weekly rides. Our rail systems led the January 2025 ridership increases. MAX trips for the month were up 38.5% and WES trips rose nearly 28% over the prior year. It is worth noting that service on both rail systems remains lower than it was before the pandemic.

Spring Service Improvements

Mr. Desue highlighted service improvements rolling out this spring. We are implementing our next package of Forward Together service improvements this Sunday, March 2. Forward Together is all about increasing ridership and improving connections for people who have low or limited incomes. We are making bus service better on multiple lines:

Line 6 will see a route change to offer service to more employers, including Amazon.

Line 47 will provide new service to Intel’s Ronler Acres Campus.

Increasing service so buses arrive more often on more than half a dozen lines, including Line 72, which is our highest ridership bus line and serves 82nd Avenue.

Increasing weekend service to support riders who have experienced crowding on buses in an area where people are accessing a food bank.

Adjustments will be made to other schedules to keep buses on time. We remind riders to go to trimet.org to plan their trip, as these improvements go into service on March 2.

Monthly Operations Analysis

Mr. Desue clarified the title of the monthly report has been modified from 'Monthly Operations Performance Report' to 'Monthly Operations Analysis'. He then introduced Les Spitler, Director of Transit System Support Services, to present. A recording of the presentation is on YouTube at www.youtube.com/@trimet.

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 as well as provide highlights of TriMet's partnership with Portland Opportunities Industrialization Center (POIC). A copy of both presentations can be located in the meeting archives at www.trimet.org.

We Ride with Rosa

Mr. Desue shared details from the February 4 Rosa Parks event. Earlier this month, TriMet and our partners paid tribute to Rosa Parks. For the fifth straight year, we did not collect fares on February 4, Rosa Parks' birthday. She made great strides for Americans, Black Americans, with her brave stand against segregation on board a city bus in Montgomery, Alabama back in 1955. For the last two years, TriMet has celebrated Rosa Parks Day with the students and staff at North Portland's Rosa Parks School. This year, we worked with the school to make it a meaningful cultural and educational experience for the kids, 90% of whom are people of color. They learned about Rosa Parks in the classroom and created beautiful artwork to tell her story and celebrate her legacy during a special assembly that brought friends and family together to honor the Civil Rights icon. I was honored to be there alongside former Board Director Keith Edwards, who championed Rosa Parks Day at TriMet. President Lewis was there, and Director Flowers and I both spoke as part of the assembly. The highlight of the event was a special song written by Portland-based, Grammy-nominated musician Aaron Nigel Smith and performed by the students of Rosa Parks School. A recording of the song shared during the meeting is on YouTube at www.youtube.com/@trimet.

Employee Recognition

Mr. Desue reflected on an incident that took place the afternoon of January 29 and recognized bus operator Mike Perrault and other employees who were involved. A man on the street was waiving a gun around, pointing it at people and even firing it. There were TriMet employees in the area, and for them and other bystanders, it was a frightening situation. The man then boarded one of our buses. For Operator Perrault, frightening became terrifying, but his quick action gave riders on board the opportunity to get to safety. While Operator Perrault and others will not speak today at the direction of our deputy district attorney, as this is an active investigation, we felt compelled to acknowledge their actions of that day. Mr. Desue also recognized Rail Operator David White, Dispatcher Charity Keeney, Controller Nick Vanoudenhaegen, Dispatcher Carrie Miller, and Controller Corey Arelliano. He then introduced Bus Operations Director, Donnie Vercher, and Senior Director of our Operations Command Center (OCC) and Rail Operations, Mary Hill to share more about the operators being recognized and to speak about the OCC's role. Mr. Desue shared his personal gratitude with all those who stepped up during this event. He praised Operator Perrault for his quick thinking, professionalism and empathy in how he dealt with the man. The room then stood to honor Operator Perrault, Operator White and the OCC staff.

Budget

Mr. Desue provided an update on our work to develop the next fiscal year's budget. In just two weeks, we will release our Fiscal Year 2026 Proposed budget to the board and to the public for review and approval. As you know, we have been operating at a loss since COVID19 hit in March 2020 and we felt the immediate effect as ridership dropped. A number of other events have affected our ridership: civil unrest, climate events, crime, and a homeless epidemic that has held a tight grip on our city. When we lost ridership, we

lost fare box revenue and have been using one-time only federal stimulus funds to backfill that loss. It has taken considerable resources, staffing and otherwise, to stabilize our system, to bring crime down, to implement reimagined service for our changing community and to deliver safe, reliable and convenient transit that millions depend on each month. We are also very cognizant about the fiscal cliff that looms ahead of us and we continue to work on plans to avert that cliff.

The budget you will soon see will reflect our work to continue TriMet's fiscal sustainability. We cannot do it all in one year, but we are making strides. The Proposed budget holds the baseline with no increases except for those contractual items that we know have gone up, like electricity. However, much work is being done and the Adopted Budget that we will release later this spring for you to consider will reflect the needs ahead based on:

- Staffing levels and what is really needed – or mission critical positions
- What are our service needs
- What system/ facilities repairs are needed or State of good repairs
- What capital projects we want to move forward with

In the last four months, I have met with each executive to review their budget to discuss:

- Staffing levels/mission critical positions
- Service needs
- State of good repair needs
- And have reviewed our capital projects ahead

We have also updated our financial forecast, going through every revenue assumption and worked numerous funding scenarios. Mr. Desue reflected on the uncertainty we are facing. We have seen grants frozen and employees let go at the FTA/federal level government, and we are bracing for what funding might be cut. In planning for what could be cuts to our federal grants, we will be increasing our operating reserves in contingency. We remain optimistic, but are not resting. We are actively preparing for what is ahead. In the last two weeks, I had every executive leader perform an exercise to cut 5% of their budget. As you can imagine, that was not an easy exercise but we need to be prepared. We are looking at various scenarios because we do not know what the future holds but we need to be prepared because we owe it to our riders, this region and our employees. In two weeks, we will be transmitting to you our budget and releasing it to the public. Please know that it has been carefully crafted and there is more work to be done with our finances.

Consent Agenda

- Approval of Board Meeting Minutes for January 26, 2025

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

4. Resolutions

Resolution 25-02-02 – Authorizing a Contract Modification with Iris Infrared & Intelligent Sensors, NA, Inc. for TriMet's LIFT Paratransit Vehicles

General Manager Desue discussed Resolution 25-02-02. This resolution will allow for the purchase of additional equipment for TriMet's LIFT paratransit fleet, including on-board cameras and network video recorders. The Iris equipment allows live and look-back views into LIFT vehicles and provides automatic vehicle location services, to help ensure LIFT vehicles are on the correct route and providing appropriate service. TriMet has a sole source contract with Iris to install this safety and security technology on our recently purchased LIFT vehicles. We have an opportunity to use available federal grant funding to outfit 60

LIFT vehicles with this technology that currently do not have it. The expected cost of the requested Modification is about \$520,000 dollars, bringing the total contract amount with Iris to just over \$1.3 million dollars. The proposed expenditure is included in TriMet's FY2025 Adopted Budget. As the LIFT vehicles reach the end of their useful lives, the Iris equipment can be removed and installed in new replacement vehicles. If the Board approves the modification, the installation can be completed by June 30 of this year. Iris has nine employees, of whom 33% are women and 78% are minorities.

Action: Director Graham moved for approval of Resolution 25-02-02. Director Frisbee seconded the motion. The motion passed with unanimous approval.

Resolution 25-02-03 – Resolution 25-02-03 – Authorizing a Contract Modification with HMI Oregon Dealership Inc., DBA PacificWRO

General Manager Desue discussed Resolution 25-02-03. This next modification request concerns the purchase of furniture as we expand and update employee workspaces at TriMet facilities. TriMet has used PacificWRO for our office furniture needs for more than a decade. Our contract with PacificWRO is a "piggyback contract" that we obtained through a national cooperative public sector purchasing organization, to achieve more favorable pricing. In June 2023, the Board approved a resolution modifying the contract from about \$4.6 million dollars to \$6.6 million dollars. The increase was based on projected costs of improvements to accommodate additional personnel at our Operations Headquarters at Southeast Center Street, at our Elmonica and Ruby Junction rail facilities and here at One Mail Place, as well as Facilities Management and Engineering & Construction projects. The funds authorized from the 2023 Resolution are now nearly fully utilized. Based on our anticipated office furniture and facility requirements for the next year, our space-planning staff estimate a modification of about \$3 million dollars will accommodate costs of purchasing and installing furniture for additional needs. If approved, those funds will cover expansion here at One Main Place; new leased space for Safety and Security staff; expansion projects managed by Facilities and other divisions; and satisfy daily operational needs. With the Board's approval, the total contract amount will increase to \$9.6 million dollars through its termination date of December 30, 2025. Funding is included in TriMet's FY2025 Adopted Budget. Looking at its workforce: PacificWRO employs 52 people, of which 73% are female and 7.7% are minorities.

Action: Director Kim moved for approval of Resolution 25-02-03. Director Wai seconded the motion. The motion passed with unanimous approval.

Resolution 25-02-04 – Authorizing the Transfer of Appropriated Funds within the FY2024-2025 Budget

General Manager Desue discussed Resolution 25-02-04. This is a routine matter consistent with what we do every year: Using available funds in one division for needs right now that are in another division or department. While a budget is based on the best available information at the time it is adopted, actual revenues and expenses cannot be known at that time. Thus, internal transfers of funds are necessary during the fiscal year to match the needs of the agency. That is what we are doing with this resolution as required by Oregon Budget Law. The resolution will approve the transfer of more than \$10.2 million dollars in funds. Specifically \$9.5 million dollars in appropriated general funds from TriMet's Safety and Security, and Finance and Administrative Services divisions, and more than \$719,000 dollars in appropriated STIF funds from the Engineering & Construction Division will go to other needs. The transfers include \$7.25 million dollars in general funds going to Maintenance for parts for buses and MAX trains, and to purchase a needed maintenance vehicle. \$1 million dollars in general funds transferred to IT for speeding up the purchase of replacement components for State of Good Repair projects. \$750,000 dollars in general funds will go to support the increased demand for bus operator and CDL training programs conducted by the Transit Asset and System Support Division. A half a million dollars will go to the Debt Service Program. The STIF funding will be transferred to Public Affairs for digital displays and A-D-A text to speech devices to deliver real-time

information to riders. These transfers are internal reallocations of budgeted funds and will not impact TriMet's overall FY2025 Adopted Budget. If these transfers are not made, we would not be able to fund the critical needs and initiatives stated, and we would exceed the budgeted appropriation for Debt Service, violating Oregon Budget Law.

Action: Director Kim moved for approval of Resolution 25-02-04. Director Kellogg seconded the motion. The motion passed with unanimous approval.

Resolution 25-02-05 – Amending TriMet's Debt Management Policy

General Manager Desue discussed Resolution 25-02-05. The Board has ultimate responsibility and authority for the issuance and management of TriMet's debt, consistent with best practices and the Board's fiduciary oversight of TriMet's finances. That responsibility and authority is reflected in TriMet's Debt Management Policy. Pursuant to the Policy, TriMet currently holds outstanding Senior Lien Payroll Tax Revenue Bonds, capital grant receipt revenue bonds and a long-term lease obligation. TriMet has consistently made timely payments on all principal and interest obligations. This resolution proposes the adoption of several amendments to the existing policy. The debt policy was developed in 2011 with the most recent updates in 2019. It is time for us to update the debt policy as we are looking at issuing debt in fiscal year 2026. Mr. Desue introduced Chief Financial Officer Nancy Young-Oliver, Director of Financial Services, Cara Fitzpatrick and Manager of Debt and Treasury, Kingston Sprague to provide a closer look at the substantive revisions to the debt policy. A copy of the presentation can be located in the meeting archives at www.trimet.org.

Action: Director Kim moved for approval of Resolution 25-02-05. Director Kellogg seconded the motion. The motion passed with unanimous approval.

Resolution 25-02-06 – Authorizing the Issuance of Senior Lien Payroll Tax Revenue Bonds

General Manager Desue discussed Resolution 25-02-06. Oregon law requires Board approval and a publication of notice before TriMet may issue revenue bonds, which must be issued for a public purpose. This Resolution authorizes TriMet to issue Senior Lien Payroll Tax Revenue Bonds to pay for a variety of transit projects and transit support systems and equipment. Chief Financial Officer Nancy Young-Oliver, Director of Financial Services, Cara Fitzpatrick and Manager of Debt and Treasury, Kingston Sprague provided a brief overview. A copy of the presentation can be located in the meeting archives at www.trimet.org. Mr. Desue continued with Senior Lien Payroll Tax Revenue Bonds are guaranteed by revenue derived from TriMet's payroll tax, which enhances their value to investors in the marketplace. The proposed issuance of these bonds is consistent with TriMet's Debt Management Policy.

Action: Director Kim moved for approval of Resolution 25-02-06. Director Wai seconded the motion. The board had further questions and discussion with TriMet staff. Director Frisbee summarized their discussion as the board supports the staff's work and expertise and has a desire to be prudent in this moment of uncertainty. Director Kellogg brought forward a new motion to table Resolution 25-02-06 until April. Director Kim seconded the motion to table the resolution. The motion to table Resolution 25-02-06 passed with unanimous approval.

Resolution 25-02-07 – Authorizing an Intergovernmental Agreement with the City of Portland for the 82nd Avenue Transit Project

General Manager Desue discussed Resolution 25-02-07. The 82nd Avenue Transit Project will bring faster, high-capacity bus service to the 82nd Avenue corridor, with a line similar to FX2-Division. Once complete in 2029, the new 82nd Avenue Frequent Express line will serve riders across a 10-mile stretch between Clackamas Town Center and the Cully neighborhood in Northeast Portland. We have been working alongside our regional partners, Metro, ODOT, Clackamas County and the City of Portland, on the initial

phase of the project, which included identifying the mode, alignment and general station locations along the corridor. These elements make up the Locally Preferred Alternative, or LPA, which you will hear more about in your briefing today. We have reached another critical step in the project. To move into the Project Development phase of FTA's Capital Investment Grants program, the 82nd Avenue Transit Project must secure all funds necessary to develop the Project through 100% design. That is about \$30 million dollars. To ensure the successful design of portions on the Project that fall within the City of Portland, this Resolution will authorize an IGA with the City to allow TriMet to reimburse the City for necessary staff work. The estimated cost is approximately \$4.5 million dollars. City involvement and review of drawings are essential, because it is the roadway authority and permitting agency for the Project segments within Portland.

Action: Director Frisbee moved for approval of Resolution 25-02-07. Director Kim seconded the motion. The motion passed with unanimous approval.

Hearing no further business, President Lewis adjourned the meeting at 12:33pm.

5. **Briefing**

82nd Avenue Transit Project Locally Preferred Alternative Overview

President Lewis introduced Principal Project Manager Jesse Stemmler to provide an overview of the 82nd Avenue Transit Project Locally Preferred Alternative (LPA).

Draft Business Plan

President Lewis introduced Senior Director of Planning, Alan Lehto to provide an overview of the draft FY 2026-2030 Business Plan.

Respectfully submitted,

Falesha Thrash

Falesha Thrash, Board Administrator and recording secretary