



## Minutes

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<b>Meeting:</b>	TriMet Board of Directors Regular Board Meeting	<b>Date:</b>	February 28, 2024
		<b>Time:</b>	9:00 a.m.
<b>Board Members Present:</b>	Keith Edwards Tyler Frisbee Ozzie Gonzalez Robert Kellogg Thomas Kim LaVerne Lewis	<b>Board Members Absent:</b>	Kathy Wai

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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](https://trimet.org/meetings/board).

President Gonzalez called the business meeting to order at 9:18 am.

### 1. Committee Reports

**Accountability Committee** – General Counsel Shelley Devine provided a summary of the January 24 Accountability Committee meeting. All committee members were in attendance, including board member Robert Kellogg. The Committee was presented with a summary of all 2023 reports to the Fraud, Waste, and Abuse employee hotline, an overview of the Public Records Request process and a summary of the more than 700 requests in 2023, reviewed statistics around the Accountability and Transparency site, and reviewed the Accountability and Transparency website itself. The next Accountability Committee meeting is scheduled for June 26, 2024.

**Committee on Accessible Transportation (CAT)** – Director Edwards provided a summary of the February 21 CAT meeting. Jan Campbell opened the meeting with sharing a letter drafted by the CAT Executive committee in support of Senate Bill 1553. There was an update from both the Fixed Route subcommittee and the LIFT subcommittee. Staff provided updates on the CAT committee recruitment, fare increase mitigations for LIFT-eligible riders and an overview of the FY 2025 Business Plan and Vision 2030. The Interstate Bridge Replacement team also provided a presentation to the committee and will return at a later meeting to complete their presentation. The next CAT meeting takes place March 20.

**Metro Policy Advisory Committee (MPAC)** – Director Kim shared highlights from the January 24 MPAC meeting. Metro provided an update on their work to create a Priority Climate Action Plan as part of the EPA Carbon Pollution Reduction Planning Grant. Metro also discussed its annual report on the status of compliance by cities and counties on the requirements of the Urban Growth Management Functional Plan (UGMFP). An expert panel on Urban Growth Management addressed the committee to answer questions. The next MPAC meeting takes place tonight, February 28.

**Finance and Audit Committee (F&A)** – Director Lewis provided a summary of the F&A meeting that took place earlier this morning. The meeting agenda consisted of a briefing of the Fiscal Year 2025 Budget, an update on the Investment Policy, a preview of the OPEB Trust Resolution coming next month, a review of the FY25 Annual Service Plan, and an update on the collective bargaining process.

## **2. General Manager Report**

### **January Ridership**

Mr. Desue provided a review of January ridership statistics. January's ridership was severely impacted by the extreme winter weather we experienced last month as well as the major MAX service disruption still underway for "A Better Red" project work. Despite these factors, TriMet provided more than 5.1 million trips in January and ridership was up by more than 7% over January 2023.

### **Contactless Credit Hop Benefits**

Mr. Desue shared an update on benefits of contactless payments. As we continue work to grow and regain ridership, we are always working to make it easier to access our system. For years, riders have been able to tap a contactless credit or debit card or their smartphone to the Hop reader to pay their fare. It is a quick and easy way to purchase adult fare without needing to stop at a ticket machine or have exact change to ride a bus. A new innovation with our contactless payment option brings a major new benefit - the ability to earn a month pass as you ride. As with our physical and virtual Hop cards, those who use their mobile wallet or chip-enabled payment card can ride free for the rest of the month once they reach the monthly cap. This does only apply to adult fare and riders need to tap the same credit or debit card each time they ride, but it is just another convenience to make riding easy. We are also using the rollout of this new benefit to increase awareness of paying directly with a credit or debit card, or smartphone. Hop Fastpass cards aren't going anywhere. This new option simply extends those benefits to additional methods that are used to pay fare.

### **Better Red**

Mr. Desue provided an update on the work being done with Better Red. Construction is nearing the end of the line in more ways than one. The current disruption to MAX Blue, Green and Red lines will wrap up this Sunday. We definitely thank our riders for their patience and understanding as this seven-week disruption has been especially disruptive. It was necessary to finish work on our first new MAX station in nearly a decade and connect new track and signaling equipment to the existing light rail system at the Gateway Transit Center. The MAX system has quadrupled in size since the Gateway Transit Center first opened in 1986. It is our busiest transit center and the Better Red project is helping it become more efficient. On March 4 we will open the new Gateway North Station connected to the transit center by a pedestrian pathway and we put the reliability portion of the project into operation. That will help keep trains running on time throughout our interconnected MAX system. As the current disruption for A Better Red and other MAX improvements wraps up, we are alerting riders to what we currently believe is the last disruption needed for the project. This one will be much smaller and focus on work necessary for the Red Line extension into Hillsboro. For that, the MAX Blue Line between the Orenco station and the end of the line in Hillsboro will be disrupted for nine days, from Saturday, March 16 through Sunday, March 24. The extension portion of A Better Red Project is expected to open in late August.

### **Type 1 Family**

Mr. Desue shared details on retiring Type 1 trains. As we are expanding service, we are adding some new trains, what we call our Type 6 trains. Testing continues to make sure they are safe and reliable once they go

into service. As we are accepting delivery of more of the new trains, we are saying goodbye to our oldest trains. We are decommissioning the Type 1s that have served us well for almost 40 years. Many of those trains had commemorative plaques installed just outside the operator cab. We are attempting to get those plaques to the families of those honored. I want to share a touching video produced by one of our Public Information Officers, Tyler Graf, about the plaque from car 107 and the story behind it. The video can be viewed as part of the February 28, 2024 meeting recording on YouTube at [www.youtube.com/@trimet](http://www.youtube.com/@trimet).

### **New Electric Buses Arriving**

Mr. Desue provided an update on the arrival of new electric buses. While we say goodbye to our oldest vehicles, we are saying hello to our newest ones - the latest generation of long-range electric buses. You may remember that the purchase of these 24 zero-emissions buses represents our first “bulk purchase” of vehicles with battery-electric technology. We have received a handful of the buses to date. They will go through testing before we put them into service later this year. These electric buses are being driven roughly 650 miles from one of Gillig’s manufacturing sites in Livermore, California to Portland. Yes, the buses did have to stop and charge on their way to Portland, but the trip is a significant milestone in itself. These next-generation buses have a 33% boost in energy storage that equates to longer range. Once in service, we expect these buses to run about 150 miles per charge. These buses are creating a lot of buzz when we post about them on social media. There’s a lot of excitement around them, and with good reason.

### **New Executive Directors**

Mr. Desue introduced two new Executive Directors to the board. Next I’m excited to announce two new members of the Executive Leadership Team who will be instrumental in our Vision 2030 and the goal to substantially increase ridership. First, someone who the Board is familiar with is now being officially promoted to a permanent Executive Director position. Dan Blair has been graciously filling in as interim Executive Director of Maintenance Operations since last March. While he has been pivotal in moving our Maintenance Division forward, proactively problem-solving and improving our maintenance efforts, he is needed in another very important role that goes hand-in-hand with maintenance. I’m thrilled that Dan has accepted the Executive Director of our Transit System Asset Division. Dan has promoted up through TriMet for the past 30 years, starting as a light rail vehicle mechanic. His extensive knowledge and technical ability will help guide his new division that is focused on assuring maintenance controls and oversight of all TriMet assets needed to provide quality transit service to our community. The second new Executive Director will lead the Maintenance Division. John Weston is new to TriMet but not transit. John has nearly 40 years in the transit industry. That includes maintenance, quality assurance and construction management positions. Both John and Dan will report to Chief Operating Officer Bonnie Todd.

### **Government Finance Officers Association Equity Award**

Mr. Desue recognized the Procurement Team for a recent award provided by the Government Finance Officers Association. It’s an acknowledgment of the work that has been done here at TriMet, to increase opportunities for small and minority-owned businesses through contracting opportunities with our agency. We did it through partnership, education, and one other thing that proved to be incredibly beneficial – listening. By taking time and listening to the challenges and concerns of small businesses around contracting with an organization like TriMet, we were able to identify new pathways to success. A big congratulations this morning to our Chief Financial Officer Nancy Young-Oliver, as well as Procurement and Supply Chain Management Director Les Spitler and your team. The Government Finance Officers Association has honored you and TriMet with an Award for Excellence in the Procurement Category. Specifically, the award recognized the work that the team has done to bring a new approach to contracting policies and processes

that removes barriers to participation. Just one such opportunity can really begin to change the trajectory for these small businesses and their employees. This is who we are, and thank you for leading the way.

### **3. Consent Agenda**

- Approval of Board Meeting Minutes for January 24, 2024
- Resolution 24-02-08 – Authorizing Additional Change Orders to the Contract with Stacy and Witbeck, Inc. (SWI) for Construction Manager/General Contractor (CM/GC) Services for the Banfield Track Rehabilitation Project

**Action:** Director Edwards moved for approval of the Consent Agenda. Director Kim seconded the motion. Director Kellogg was absent for the vote. The motion passed with five votes in favor.

### **4. Resolutions**

#### **Resolution 24-02-09 – Authorizing the Transfer of Appropriated Funds within the FY2023-2024 Budget**

General Manager Desue discussed Resolution 24-02-09. When TriMet drafts our annual budget, it is based on the best available information at the time, before actual revenues and expenses are known. Therefore, there are times during the fiscal year in which we may need to transfer funds internally, to match revised expenditures of our Divisions. Let me stress that this is just an internal transfer – the overall amount of the TriMet budget you previously approved does not change. The Resolution before you now would approve the transfer of about \$7.5 million dollars in funds previously appropriated to the Safety and Security Division's FY2023-2024 annual budget to:

- The Legal Services Division for the Hollywood TOD and Substation project, modifications to office space at One Main Place, and mapping and survey work;
- Also to the Public Affairs Division to bring on more On-street Customer Service Representatives, who help increase presence and contribute to the sense of safety and security on our transit system;
- And to the Information Technology Division for the replacement of aging, mission-critical transit radio system equipment.

The Safety and Security Division has funds available, especially due to the ongoing national police shortage and recruitment into the Transit Police Division being hampered by that. That's not to say that filling the Transit Police positions is not a priority, but the Division has sufficient funds to make these transfers possible for the current budget year. The transfer does not have a financial impact on the overall FY23-24 budget.

**Action:** Director Frisbee moved for approval of Resolution 24-02-09. Director Kim seconded the motion. Director Kellogg was absent for the vote. The motion passed with five votes in favor.

#### **Resolution 24-02-10 – Establishing the Accessible Transportation Fund Advisory Committee to Replace the Special Transportation Fund Advisory Committee**

Mr. Desue discussed Resolution 24-02-10. During the special session of 2020, the Oregon Legislature adopted a bill directing ODOT to consolidate the Special Transportation Fund, or STF, with the Statewide Transportation Improvement Fund, which we call STIF. STIF came about with the passage of Keep Oregon Moving, also known as HB 2017. Both of these funds had corresponding advisory committees that advise TriMet and the Board on the allocation of funds. The Resolution before you today would dissolve the old STF Advisory Committee and create a new "Accessible Transportation Fund Advisory Committee," in line with state law. That advisory committee will consist of the former STF advisory committee members and will be a "work group" that reports to the HB 2017 Transit Advisory Committee. The Transit Advisory Committee will continue to advise the Board on the STIF Plan and allocation of STIF funds that now include the former Special Transportation Funds - STF). Tom Mills, Director of Mobility Policy and Planning, is here to help

connect the dots. A copy of the presentation can be found in the meeting archives at [www.trimet.org](http://www.trimet.org). Mr. Desue continued to say the Resolution will have no direct financial impact.

**Action:** Director Edwards moved for approval of Resolution 24-02-10. Director Frisbee seconded the motion. Director Kellogg was absent for the vote. The motion passed with five votes in favor.

**Resolution 24-02-11 – Authorizing a Contract Modification with Raimore Construction, LLC (Raimore) for Construction Manager/General Contractor (CM/GC) Services for the Hollywood Transit Center Infrastructure Project**

Mr. Desue discussed Resolution 24-02-11. The purpose of this Resolution is to authorize a contract modification with Raimore Construction for CM/GC services for the redevelopment of the Hollywood Transit Center Infrastructure Project. This is a Project that you have heard a lot about. The scope of the work includes the redevelopment of Northeast 42nd Street as a public plaza as well as a new stair and ramp structure, new bus facilities, and a traction power substation at the transit center. The Board selected Raimore as the CM/GC for this Project, and previously approved resolutions authorizing early construction work and procurement activities. This Resolution provides the next step in the contracting process. It requests a modification to the contract to approve the negotiated Total Contract Price of \$12.2 million dollars for construction services. This price includes a Change Order authority of \$1 million dollars. Approval of this Resolution will bring the total amount of the revised CM/GC contract to approximately \$22.3 million dollars. Raimore has 64 employees; 81% report being part of a minority group and 17% are female. The firm plans to use COBID-certified firms for about 60% of the work. That includes Raimore’s share, as they are a certified Minority-owned business enterprise. The amount is included in the Legal Services FY24 Budget and pursuant to the Board’s approval of the earlier FY24 budget transfer.

**Action:** Director Edwards moved for approval of Resolution 24-02-11. Director Kim seconded the motion. The motion passed with unanimous approval.

**Resolution 24-02-12 – Authorizing Modification of the Shared Use Agreement (SUA) with Portland & Western Railroad for Ongoing Westside Express Service (WES) Operations**

Mr. Desue discussed Resolution 24-02-12. The final Resolution to consider this morning comes in regard to WES. TriMet has a 50-year shared-use agreement with Portland and Western Railroad, for the operation and maintenance of our commuter rail service. Portland-and-Western and TriMet share ownership of the tracks where WES operates, between Wilsonville and Beaverton. And Portland-and-Western provides services for WES operations and maintenance. The Resolution before you today would authorize the execution of an Amendment to the shared use agreement, and establish updated billing rates for “P-and-W’s” services for 2024 through 2029. The estimated five-year total is budgeted at \$22.6 million dollars, and there’s a breakdown of those amounts year-by-year in your packet. Amendments to the agreement are processed through Finance and Administration and reviewed and approved by the Legal Service Division. The cost of WES operating services are budgeted annually within the transportation Division’s Operating Budget.

**Action:** Director Kellogg moved for approval of Resolution 24-02-12. Director Lewis seconded the motion. The motion passed with unanimous approval.

Hearing no further business, President Gonzalez adjourned the meeting at 10:30 a.m.

Respectfully submitted,

*Falesha Thrash*

Falesha Thrash, Board Administrator and recording secretary