



Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	Date:	March 27, 2024
Board Members Present:	Keith Edwards Ozzie Gonzalez Robert Kellogg LaVerne Lewis Kathy Wai	Board Members Absent:	Tyler Frisbee Thomas Kim

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President Gonzalez called the business meeting to order at 11:05am.

1. Committee Reports

Committee on Accessible Transportation (CAT) – Director Edwards provided a summary of the March 20 CAT meeting. At the meeting, the committee was provided an update on the Instacart Pilot project, the upcoming APTA Mobility conference was discussed and Fiscal Year 2025 CAT member nominations were presented. TriMet Budget Director, Michael Dohn, also presented the agency’s proposed budget. The next CAT meeting takes place April 10.

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 an update from Eide Bailley who provided a brief scope of the annual audit taking place from April through August, with their opinion being presented in November. The committee was also provided a review of the Investment Policy Resolution which will be brought before the board today.

Metro Policy Advisory Committee (MPAC) – General Counsel Shelley Devine provided a summary of the February 28 MPAC meeting on behalf of Director Kim. At the February meeting, Metro staff discussed project feedback gathered during their public engagement on the Garbage and Recycling Facilities Plan. The committee also discussed Metro’s draft regional population, household and employment forecast. The next MPAC meeting takes place tonight, March 27.

Transit Equity and Advisory Committee (TEAC) – Chief Equity Officer John Gardner provided highlights from the March 12 TEAC Meeting on behalf of Director Frisbee. Topics discussed included the Gateway North MAX Station opening, the arrival of the new electric buses, the upcoming MAX blue disruption, Senate Bill 1553-1 awaiting the governor’s signature, celebrating diversity with new bus wraps, Fare Relief grant applications now open, hiring updates and TriMet summer internships. The Inclusion Diversity Equity and Accessibility Division (IDEA) introduced the new Language Access Program Manager Christina Bonilla. The

committee was also provided an overview of the draft Business Plan and next steps and an update from the Fare Subsidy Workgroup. TEAC now meets quarterly and the next TEAC meeting takes place on June 11.

2. **General Manager Report**

February Ridership

Mr. Desue provided a review of January ridership statistics. TriMet provided 5.2 million rides in February. Average weekly ridership was about 1.25 million rides. That is an increase of 13.8% over February of last year. Overall, ridership for the month was about 66% of pre-pandemic levels. Keep in mind that we had a major MAX disruption for A Better Red project throughout the entire month. Among the bright spots in the data, weekend bus ridership in February reached 95% of pre-pandemic levels and weekend ridership on Frequent Service bus lines surpassed pre-pandemic levels by 5%. It's a fact: We are offering more Frequent Service, and with our Forward Together service concept, we're continuing to improve Frequent Service and weekend schedules, to bring even more riders on board.

Better Red

Mr. Desue provided an update on the work being done with Better Red. This project is rolling right along. It's already improving reliability across the entire MAX system and the extension of the MAX Red Line into Hillsboro has just reached a major milestone. On Sunday, we reopened a stretch of MAX Blue Line in Hillsboro, after a week-long disruption, the last planned disruption of the project. It was needed to prepare this section of track for the additional Red Line trains that will be running between Beaverton Transit Center and the Fair Complex/Hillsboro Airport station starting this August. Earlier this month, on March 4th, the New Gateway North MAX Station, our first new MAX station in nine years, opened. It is now serving riders heading from PDX toward Downtown Portland and the west side. And with that station opening, riders are already benefitting from the double track and other improvements that have been made with this project between the airport and Gateway Transit Center. While there is still work to do, we truly are on track toward A Better Red and the west side extension opening on Sunday, August 25th.

Business Plan Final Presentation

Mr. Desue introduced TriMet Senior Director of Planning, Alan Lehto, to provide a look at the final version of the plan for the 2025 fiscal year through 2029. A copy of the presentation can be found in the meeting archives at www.trimet.org.

2023 Security Overview

Mr. Desue introduced TriMet Executive Director of Safety and Security, Andrew Wilson, to provide an update on safety and security efforts and the outcomes from 2023. Our focus on continuous improvement in this area is helping make it better on board for our riders and our employees. A copy of the presentation can be found in the meeting archives at www.trimet.org.

HollywoodHUB Award

Mr. Desue took a moment to highlight how TriMet's Transit-Oriented Development (TOD) Program continues to make a difference and receive accolades. The HollywoodHUB project that will transform underutilized land at the Hollywood Transit Center into hundreds of new, affordable homes, has just received a special recognition. It was honored with the Portland Design Commission's 2024 award for Design Excellence. HollywoodHUB is made possible only through strong partnerships. We are incredibly grateful for the level of commitment and dedication by Holst Architecture, BRIDGE Housing and the City of Portland, in bringing this vision for affordable housing on the doorstep of transit to life. The Design Commission's award

celebrates good design and recognizes the project's role in "positively shaping the public realm." Driven by the Design Commission's expectation for high-quality design and community investment, the project set new standards that will have a lasting impact on the future of transit-oriented development in our community. In fact, one design commissioner called it "the most robust TOD project that the Portland region has ever taken on!" Congratulations to everyone involved in helping to create this inclusive, equitable transit-oriented community. I'd also like to recognize TriMet's Engineering & Construction employees heading up our transformation of the Hollywood Transit Center to make way for HollywoodHUB including project manager Scott Spears along with team members Alba Rodriguez Del Pozo and Tania Rueffer. I'd also like to recognize our TOD team for their work on this: Lance Erz, Guy Benn and Fiona Lyon. Bravo, to the entire team!

Transit Driver Appreciation Day

Mr. Desue provided a recap of the annual Transit Driver Appreciation Day that took place on Monday, March 18. While we hope everyone thanks their bus driver, MAX or Streetcar operator, WES engineer or LIFT driver every day, we had a great time with a special celebration of them on Transit Driver Appreciation Day on March 18! General Manager Desue then shared some of the photos from the human "tunnel of appreciation" on the Transit Mall. He went on to describe it as truly an agency-wide effort. Transit Driver Appreciation Day is an annual celebration that is now observed in some form by transit agencies throughout North America. It is probably no surprise that TriMet started the widespread recognition of transit drivers right here in Portland where riders are known for thanking their operators. Let me just once again say, we are so very grateful for our operators who are out there on the frontlines, day in and day out, connecting our community with opportunity. You're doing more than moving people from Point A to Point B. You're helping them make connections for a better life. That's powerful, and it's important work, and from the bottom of my heart, I say thank you.

3. Consent Agenda

- Approval of Board Meeting Minutes for February 28, 2024
- Resolution to Read Ordinances by Title Only
- Resolution 24-03-13 – Authorizing a Contract Modification with Robert Half International, Inc. for Temporary Staffing Services
- Resolution 24-03-14 – Authorizing a Contract Modification with Tait North America, Inc. (Tait) to Upgrade TriMet Radio Core Servers, Software and Digital Radio Tower Equipment
- Resolution 24-03-15 – Adopting a Revised Investment Policy

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

4. Resolutions

Action: President Gonzalez paused the Regular Business Meeting and convened the TriMet Budget Committee in order to consider Resolution 24-03-16.

Resolution 24-03-16 – Approving the Proposed Fiscal Year 2025 Annual Budget for Submission to the Multnomah County Tax Supervising and Conservation Commission

General Manager Desue discussed Resolution 24-03-16. We have entered the budgeting portion of our annual meeting cycle. TriMet released our proposed budget for fiscal year 2025 more than two weeks ago.

The budget will guide financial decisions and spending for our fiscal year, which starts on July 1, 2024. We are currently accepting public comment and feedback. With your approval of this resolution, the budget will move from “proposed” to “approved.” The “approved” version of the budget will then be sent to the Multnomah County Tax Supervising Conservation Commission, or TSCC, for review and consideration. This is an important step, and one which must be completed before the Board takes up the budget for final approval and adoption. The proposed, \$1.75 billion dollar budget is consistent with our Strategic Financial Plan. It includes about \$849 million dollars for operating costs. And nearly \$201 million dollars is identified for capital and operating projects. It also includes contingency and pass-through funds. The proposed budget assumes stable payroll tax revenue growth through FY25, estimated at about 5%. The budget provides the financial framework for TriMet to grow ridership, improve the customer experience and add service, as staffing allows. It further implements requirements of the Statewide Transportation Improvement Fund, or STIF, preserves and improves service and continues programs such as our income-based program for reduced fare. The proposed FY25 budget reflects TriMet’s commitment to a fiscally stable future, required to meet our obligations to riders, employees, retirees and taxpayers. And, it’s about \$180 million dollars less than the budget adopted for FY24. This was made possible, not by making cuts, but rather by imposing better controls and parameters on our capital program. The proposed FY25 budget is balanced and complies with Oregon Budget Law. Assuming the TSCC approves the Approved FY25 budget, it will be returned to the Board for final consideration and formal adoption at your May 22nd Board meeting. The budget must be adopted before the new fiscal year begins.

Action: Director Wai moved for approval of Resolution 24-03-16. Director Kellogg seconded the motion. The motion passed with unanimous approval. President Gonzalez reconvened the TriMet Board of Directors for the next five resolutions.

Resolution 24-03-17 – Authorizing the Establishment of the Other Post-Employment Benefits (OPEB) Trust for Eligible Union and Non-Union Participants

Mr. Desue discussed Resolution 24-03-17. TriMet provides comprehensive benefit and salary plans for employees as part of our “total compensation package.” In addition, eligible employees also qualify for something that is known as “other post-employment benefits,” or OPEB. OPEB includes health benefits for eligible retirees and their dependents. OPEB eligibility varies, depending on hire and retirement dates of the employee. Apart from the OPEB, TriMet also has defined benefit pension plans, one for union and one for non-union employees. These plans have been closed to new participants for many years, with newer employees participating in 475(b) and 401(a) plans. In 2014, the Board adopted a Strategic Financial Plan that directed TriMet to fund both pension plans, and once fully funded, begin direct funding to the OPEB. TriMet has been delivering OPEB benefits on a pay-as-you-go basis, but has authority to create an OPEB trust, and pay benefits to eligible union and non-union participants from that trust. TriMet has been advised by an independent firm that a single trust for both union and non-union participants would provide more flexibility with investment holdings and reduce costs, thereby maximizing returns. Establishing the OPEB trust would not change eligibility for benefits, or the amount or timing of payments for participants. The OPEB trust would simply create an additional payment stream for paying benefits, along with the pay-as-you-go method. The resolution would also appoint the OPEB trust Administration Committee. As for financial impact, potential future contributions would be consistent with funding policies adopted in resolutions approved by the Board in 2023.

Action: Director Edwards moved for approval of Resolution 24-03-17. Director Lewis seconded the motion. The motion passed with unanimous approval.

Resolution 24-03-18 – Authorizing a Contract with Omnigo Software, LLC for a Security Incident Management System

Mr. Desue discussed Resolution 24-03-18. A Security Incident Management System, or SIMS, will be a centralized system for all TriMet public safety reports, data and investigations. It's also essential for the implementation of a new Security Operations Center, which will operate on a 24-hour a day basis to handle both emergency and non-emergency security incidents. Historically, TriMet has relied on multiple overlapping systems to respond to various kinds of incidents. Without a centralized system, it makes data analysis more cumbersome. This is an important investment in our technology that will allow us to better and more efficiently address security incidents. The SIMS will also provide more support for investigations, including criminal investigations by our partners in the Transit Police Division and District Attorney's Offices in our tri-county service district. TriMet began soliciting bids in December 2023 and received three proposals. Staff evaluated all three proposals and concluded Omnigo's proposal was the most responsive to TriMet's needs and represented the best overall value to the agency. Omnigo's best and final offer of \$1,376,593 dollars also came in well below our independent cost estimate of over \$2.5 million dollars. Funding for this five-year contract is included in the Safety and Security operating budget for Fiscal Year 2024. Omnigo has 130 employees, of whom 26.5 percent are female and 12.5 percent are minorities.

Action: Director Edwards moved for approval of Resolution 24-03-18. Director Lewis seconded the motion. The motion passed with unanimous approval.

Resolution 24-03-19 – Authorizing a Contract with Universal Protective Service, LP, dba Allied Universal Security Services (Allied) to Provide Transit Security Services

Mr. Desue discussed Resolution 24-03-19. Keeping with Safety and Security, TriMet's current security services contract with Allied Universal expires late next month. We've used contracted security services to support the work of the Transit Police Division since 1988. To this day, we rely on Allied to provide uniformed, but unarmed, Transit Security Officers. They provide a visible presence to increase the public sense of security on our system, which helps deter crime and maintain order. They also help provide a customer-service focus on safety around our buses and trains. Allied Transit Security Officers make up our largest safety and security team. We've more than doubled their personnel on our system since 2022 and if approved, this resolution will support continued growth from 160 today to up to 240 officers. For this solicitation, we used a competitive Request for Proposals. Of the eight responsive proposals submitted, Allied Universal emerged as the highest proposer. Allied and TriMet have an excellent working relationship, and TriMet believes the Allied security team knows our system better than any other security contractor in the area. And over time, Allied has consistently demonstrated an ability to respond to TriMet's needs and effectively represent the agency's interests. Allied Universal's workforce includes more than 261,000 employees, of whom nearly 60% are members of a minority group and 32.4% are female. Allied will employ a local, COBID-certified security firm, ACE Private Security, to perform about 1.5% of the work. The proposed contract of \$127.5 million dollars would cover five years, with an initial three-year term and options for TriMet to extend the contract for two additional one-year terms. I should note that Allied Universal's Proposal came in about \$20 million less than TriMet's Independent Cost Estimate, and was well below the amount proposed by the next most competitive bid. This is a "pay-as-we-go" type of agreement, which means there's potential for some savings, depending on the amount of personnel and personnel time TriMet requires. The cost of these security services is included in the Safety & Security Division's projected annual budgets over the next five years.

Action: Director Kellogg moved for approval of Resolution 24-03-19. Director Edwards seconded the motion. The motion passed with unanimous approval.

Resolution 24-03-20 – Authorizing an Intergovernmental Agreement with Metro and an Intergovernmental Agreement with Oregon Department of Transportation (ODOT) and the City of Portland for the 82nd Avenue Transit Project

Mr. Desue discussed Resolution 24-03-20. TriMet’s Line 72-Killingsworth/82nd Avenue gets more riders than any other bus line in the state of Oregon and it’s among the busiest in all of the Northwest. Line 72 is currently tracking close to almost 10,000 rides per weekday. Pre-pandemic, that number was even higher with about 14,000 rides or more, each weekday. Weekend ridership is strong on Line 72; this bus line is truly a workhorse. And it helps so many people connect with opportunities in one of the most culturally and economically diverse corridors in our region. That’s why this vital corridor has been selected for the 82nd Avenue Transit Project. It’s a bus improvement project that will look similar to the Frequent Express – FX2 service on Division. This one, would provide faster and higher capacity bus service for the thousands of riders between Clackamas Town Center and north of Northeast Sandy Boulevard. The 82nd Avenue Transit Project is included in the 2024-2027 State Transportation Improvement program adopted by ODOT last July. Mr. Desue introduced Director of Major Projects Jamie Snook and Manager of Small Starts Projects Michael Kiser to provide a presentation on the project. A copy of the presentation can be found in the meeting archives at www.trimet.org. To date, ODOT, Metro, the City of Portland and TriMet have collaborated on Phase 1 of the project at the conceptual level. As TriMet looks to enter Phase 2, a number of pieces must come together, so that we can submit for FTA approval to enter into Project Development this spring. This involves securing about \$30 million dollars in funding commitments for this phase, and the sources of the funding reflect what has been a truly collaborative effort this far. It includes a \$6 million dollars commitment from Metro through its Carbon Reduction Program and federal Surface Transportation Block Grants program. Along with \$5 million dollars of ODOT Surface Transportation Block Grant funds that will go to the City of Portland, which, in turn, will commit to the project. TriMet has committed to covering the remaining \$19 million dollars in general funds and/or bond revenues in future years. Your approval of this resolution will do two significant things. First, authorize IGAs with Metro, ODOT and the city. And second, demonstrate to the FTA that TriMet can commit the \$30 million dollars required to advance the project, clearing the way for revenue service on this line in 2029.

Action: Director Wai moved for approval of Resolution 24-03-20. Director Lewis seconded the motion. The motion passed with unanimous approval.

Resolution 24-03-21 – Authorizing a Contract with STV Incorporated (STV) for Traction Power Substation Design Services

Mr. Desue discussed Resolution 24-03-21. TriMet operates eleven “Type 1” traction power substations along the eastside MAX Blue Line. Those substations were installed in 1983, and as you would expect with just about any 41-year-old piece of electrical equipment – These components are at the end of their service life. Many of their components are obsolete. In short, these substations have given their all and need to be replaced as soon as possible. That will help increase reliability, equipment access and safety, reduce maintenance costs and reduce the potential for future service disruptions. This contract will provide civil and electrical design services for the replacement and reconstruction of all 11 substations. TriMet issued an RFP for this solicitation, and STV was ultimately determined to represent the best overall value to TriMet. As part of this “Qualifications-Based Selection,” the contract amount was negotiated at \$8.64 million dollars. The proposed contract covers an initial five-year term and allows for seven, one-year extensions. The cost is

accounted for in the Engineering, Construction and Planning Division operating budget. Taking a look at diversity, STV has a workforce of more than 2,000 employees. 44% are female and 34% are minority. The proposed design team will consist of 8 sub-consultants, of whom 6 are certified businesses. STV has proposed a DBE utilization goal of about 15%.

Action: Director Edwards moved for approval of Resolution 24-03-21. Director Lewis seconded the motion. The motion passed with unanimous approval. President Gonzalez paused the Regular Business Meeting and convened the TriMet Contract Review Board (TCRB) to consider the next two resolutions.

Resolution 24-03-22 – Authorizing an Exemption from Competitive Bidding Requirements to Procure Construction Manager General Contractor (CM/GC) Services for the Blue Line MAX Station Improvement Project

Mr. Desue discussed Resolution 24-03-22. The stations on the east side of the MAX Blue Line, our original light rail line between Gresham and Downtown Portland, have been in service for almost 40 years. In 2019, the Board approved a resolution to begin restoring those stations to meet TriMet’s current safety, security and aesthetic standards. While that restoration program has been successfully applied toward upgrades at several stations, it relied solely on TriMet funds. TriMet now is expecting \$3 million dollars in federal grant funds, which we will combine with \$1.7 million dollars in local match funds, to improve one of those stations, the 82nd Avenue MAX Station. The use of federal funds requires TriMet to enter new design and construction contracts that include required federal language. The resolution that’s before you this morning seeks an exemption from low bidding, which would enable TriMet to use a competitive, “best value” solicitation to select the CM/GC for this Project. Utilizing this process affords TriMet the opportunity to consider factors other than just “price” in selecting a contractor, which is of huge benefit, considering the skill required for the complexities of the project. If approved, TriMet will begin a competitive RFP process to select the contractor. The budget for these services is included in the Engineering, Construction and Planning Capital Improvement Plan (CIP) forecast.

Action: Director Wai moved for approval of Resolution 24-03-22. Director Edwards seconded the motion. The motion passed with unanimous approval.

Resolution 24-03-23 – Authorizing an Exemption from Competitive Bidding for a Contract for Construction Manager General Contractor (CM/GC) Services for the Columbia Operations Facility Project

Mr. Desue discussed Resolution 24-03-23. The Columbia Operations Facility is extremely significant to our commitment to sustainability. It is expected to one day be home to more than 250 zero-emissions buses. And as we complete this transition across our entire agency, Columbia will play a role in providing temporary or transitional space. For example, Columbia will absorb a great deal of the operations functionality when we take on the renovations that will be necessary to transition our Center Street Operations Headquarters, into a facility that supports and maintains zero-emissions vehicles. This work requires a regional, experienced and diverse building contractor. TriMet is seeking an exemption from low-bid requirements to select the CM/GC for the project. Using this process will once again allow TriMet to base the selection on many factors, such as experience, schedule, cost control, attention to safety, workforce diversity, instead of only price. The cost of work is allocated within the Engineering, Construction, and Planning Budget.

Action: Director Edwards moved for approval of Resolution 24-03-23. Director Lewis seconded the motion. The motion passed with unanimous approval. President Gonzalez reconvened the TriMet Board of Directors for the remainder of the business meeting.

5. Ordinances

Ordinance 377 – Adopting FY2025 Service Changes and Revising Route Designations – First Reading and Public Hearing

General Counsel Devine read Ordinance No. 377 by Title Only.

Mr. Desue discussed Ordinance 377. This Ordinance outlines the service improvements that TriMet is proposing for FY25. Included in this proposal are all of the service improvements, route changes, schedule adjustments and in a handful of cases, discontinuing less used and less needed bus lines and line segments. This is a large package of transit services, and if approved and fully implemented, it will bring TriMet bus service back to within 5% of our pre-pandemic service levels. These significant proposed changes to bus service were guided by our Forward Together Service Concept created in close partnership with the community. Developing this required the most in-depth analysis of our transit network that we've ever taken. The service plan for the coming fiscal year also includes expanding on our Orange Line night bus to create a network of MAX night buses that will run in place of trains. We've talked about this in previous Board meetings. This effort is critical to creating an overnight maintenance window that allows for improving the overall customer experience by reducing disruptions due to planned and unplanned work. Mr. Desue introduced Director of Mobility Planning and Policy, Tom Mills and John Gardner, our Chief Officer of Inclusion, Diversity, Equity and Access to provide a presentation on Ordinance 377. A copy of the presentation can be found in the meeting archives at www.trimet.org.

President Gonzalez opened the public hearing. Earlier this morning during the Public Forum, there were 29 individuals who provided public testimony in regards to Ordinance 377. A record of the public testimony can be found in the meeting archives at www.trimet.org. There were no additional members of the public present to comment on Ordinance 377 at the time of the public hearing. President Gonzalez closed the public hearing.

Ordinance 378 – Authorizing the closure of the Skidmore Fountain MAX Station – First Reading and Public Hearing

General Counsel Devine read Ordinance No. 378 by Title Only.

Mr. Desue discussed Ordinance 378. This Ordinance continues a conversation that TriMet started with the community back in 2019. That's when we first proposed closing four MAX Stations, to help speed up train trips through downtown. While the community was generally supportive about closing the two Mall stations as well as Kings Hill, we heard a lot of feedback on the proposal to close the Skidmore Fountain MAX Station and we listened to those concerns. The result was a three-year moratorium on any decisions about Skidmore. And then the COVID-19 pandemic happened. Now, with almost five years passed, the proposal to permanently close the Skidmore Fountain MAX Station is back on the table as planned development near the station has not occurred and ridership has not increased. We believe it's time to deliver on what the community has been asking for, for years – and that's a quicker trip through Downtown. We've reduced travel time with our initial closures, but we can do more. Mr. Desue introduced Senior Planner Grant O'Connell and Director of Community Affairs and Engagement Jennifer Koozer to present an update on the station and our outreach. A copy of the presentation can be found in the meeting archives at www.trimet.org.

President Gonzalez opened the public hearing. There were no members of the public present to comment on Ordinance 378 at this time. There were also no comments heard during the public forum earlier this morning in regards to Ordinance 378. President Gonzalez closed the public hearing.

Hearing no further business, President Gonzalez adjourned the meeting at 2:49 p.m.

Respectfully submitted,

Falesha Thrash, Board Administrator and recording secretary