



Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	Date:	April 24, 2024
Board Members Present:	Keith Edwards Tyler Frisbee Ozzie Gonzalez 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.

President Gonzalez called the business meeting to order at 10:05am.

1. Committee Reports

Committee on Accessible Transportation (CAT) – Director Edwards provided a summary of the April 17 CAT meeting. At the meeting, Eileen Collins, TriMet Director of Accessible Programs and Dr. Amy Parker of Portland State University presented an update on their work evaluating wayfinding challenges for people with visual impairments at TriMet Transit Centers. Amparo Agosto, TriMet Community Engagement Programs Manager, presented additional background and information on the proposed Skidmore Fountain MAX station closure as well as updates on the upcoming MAX red line disruption. The next CAT meeting takes place May 15.

Metro Policy Advisory Committee (MPAC) – Director Kim provided a summary of the March 27 MPAC meeting. At the March meeting, the committee received an informational update on the recently concluded legislative efforts pertaining to housing and land use. Metro staff also continued MPAC engagement regarding regional growth management topics that will lead to a Metro Council recommendation from MPAC in the fall with a conversation on the draft forecast of regional population, household, and employment growth. Metro staff also provided an overview of the methods used to estimate regional housing capacity as part of the Buildable Lands Inventory that will be used to help inform our decision on the Urban Growth Boundary. The next MPAC meeting takes place tonight, April 24.

Finance and Audit Committee (F&A) – Director Lewis provided a summary of the Tax Supervising and Conservation Commission (TSCC) Hearing that took place this morning April 24, in place of the regular Finance and Audit Committee meeting. The TSCC review and TSCC-led hearing are mandatory parts of our budget process for districts in Multnomah County. Opening remarks were provided by the TSCC President, our General Manager, and Board President. There were no public comments during the public forum and the hearing consisted of 30 minutes of questions, answers and conversation, as well as accolades for our

budget of \$1.75 billion. The budget was certified unanimously. A recording of the 2024 TSCC hearing can be found in the meeting archives at www.trimet.org.

2. **General Manager Report**

CAT Letter

Before providing his report, General Manager Desue responded to Dave Daly and the letter he shared from the Committee on Accessible Transportation. Mr. Desue shared his appreciation for sharing the concerns about CAT's involvement with the proposal to close the Skidmore Fountain MAX station. The frustrations shared have spurred our Accessible Transportation Program and Community Engagement teams to double down on their coordination and that he will be following up with them to make sure this is happening. Mr. Desue emphasized that we value CAT's input and really thank them for the specific expertise they all bring to TriMet.

March Ridership

Mr. Desue provided a review of March ridership statistics. TriMet provided more than 5,458,000 rides in the month of March. While weekly ridership is still down about a third from pre-pandemic levels, it increased more than 10% year-to-year. Weekly ridership on bus led the way with a 15½ percent increase over March 2023. Another note of interest, specifically looking at peak hours — 7:00am through 9:00am and 2:00pm through 6:00pm — peak ridership on buses in March reached 95% of pre-pandemic levels.

Quarterly Performance Report

Mr. Desue introduced TriMet Manager of Service Performance and Analysis, Miles Crumley, to present the performance report for the 4th quarter of 2023. The report provides a snapshot of data around our transit system's performance over a period of about three months. A copy of the presentation and the report can be found in the meeting archives at www.trimet.org.

New Rail Operator Recruitment

Mr. Desue provided a summary of TriMet's current recruitment process. TriMet is about to open up a first-of-its kind opportunity to the public as we continue our efforts to increase our operator ranks and address the shortage of MAX operators that Miles mentioned is having an impact on our on-time performance. We've worked with ATU leadership to open up MAX Operator positions to the general public. In other words, people will not have to first become a TriMet bus operator before training to become a MAX Operator. The posting for this position will open this Friday at www.trimet.org/careers. It will list all of the requirements and prerequisites needed to apply, including a CDL. Candidates will be eligible for a \$7,500 hiring bonus and must complete a rigorous 12-week paid training program, with a focus on safety. We at TriMet have been considering this move for a while, but it took some time to fully develop and collaborate with the ATU about this. I do want to thank ATU 757 President Shirley Block and her team for their partnership on this. We also made a point of first offering up the rail operator positions to our current employees. I look forward to seeing how this change in longstanding TriMet policy will make it possible to recruit more operators and increase MAX operator staffing. As always, our focus will remain on safety and providing more and better transit service to connect people to opportunity throughout our region.

Earth Day

Mr. Desue provided an update on TriMet's commitment to be a leader in sustainability and marching toward a zero-emissions future. When we transitioned our entire fixed-route diesel bus fleet, WES trains and many

LIFT paratransit buses to renewable diesel, we dramatically reduced our carbon footprint. MAX has always been all-electric, but we made it even cleaner by switching to 100% renewable electricity for it and all our owned facilities. As a result of these actions already taken, we have reduced our greenhouse gas emissions by 71% since our peak in 2019. And that's even before we truly turn the corner to our zero-emissions future. This year, we are receiving 24 new, battery-electric buses, which will bring our zero-emissions bus fleet to 34, or about 5% of our overall bus fleet. There is a silver lining to a slower transition; the buses that are arriving now are better. They're next-generation, with increased charging capacity, power, and torque. Better performance will serve our riders better as they look to us for transportation options that are sustainable without sacrificing safety or reliability. And finally, I want to thank the employees and the members of the public who participated in the clean-ups that TriMet helped sponsor with our partners at SOLVE for Earth Day. As an integral part of this community, we are part of the solution, and we are leading the way with our actions, every single day.

APTA Roadeo and Mobility Conference

Mr. Desue provided a summary of what is ahead this month as TriMet and Portland play host to thousands of transit-industry employees and enthusiasts starting this week. The American Public Transportation Association's 2024 Mobility Conference starts Sunday. APTA's International Bus Roadeo returns for the first time since the pandemic. The "Roadeo" is also taking place here in Portland, on a closed course close to the airport. The Roadeo is an international competition for bus operators and mechanics to put their skills, knowledge and abilities to the test and determine the best of the best. We're expecting as many as 4,000 people from across the continent to visit Portland as part of these events. Travel Portland estimates the economic impact to exceed \$2.5 million. We are very, very excited to put our city, our region and our transit system on display.

Employee Recognition

Mr. Desue introduced and recognized two of TriMet's Customer Safety Supervisors to speak about a recent life and death situation they assisted with. Keeping riders safe on our system is a big part of what TriMet's Customer Safety Supervisors do. But sometimes, like so many, they are called to go above and beyond. Mr. Desue then introduced Scott King and Tim Maxcy. On March 24th, Scott and Tim spotted a woman on the Ross Island Bridge. She was clearly in distress and they quickly realized this was a life-and-death situation. The woman was contemplating suicide, but they stayed with her. Scott climbed up on the railing and held her hand as he talked with her until a City Crisis Intervention Specialist arrived. Such a simple, but brave and powerful act. That woman was rescued that day and taken for the medical care she so evidently needed. Scott and Tim, thank you for your empathy and caring. This story, even though it didn't happen on our system or even involve one of the riders, really struck me. It speaks to the commitment and service you provide to our riders and employees and countless others in our community. Mr. Desue then invited Scott and Tim to share their experience that day. If you or someone you know is experiencing suicidal thoughts or a crisis, please reach out immediately to the Suicide and Crisis Lifeline by calling 988.

3. Consent Agenda

- Approval of Board Meeting Minutes for March 27, 2024
- Resolution to Read Ordinances by Title Only
- Resolution 24-04-24 – Authorizing a Contract with Alight Holding Company DBA Reed Group Management LLC for Third-Party Administration Services

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

4. Resolutions

Resolution 24-04-25 – Adopting the Amendment to the FY 2024-2025 Statewide Transportation Improvement Fund (STIF) Plan

General Manager Desue discussed Resolution 24-04-25. This resolution seeks to amend the State Transportation Investment Fund, or STIF, Plan to include additional spending authority. The Board adopted the FY24-25 STIF plan in December of 2022. It provides for the distribution of \$206.2 million in STIF funds not only to TriMet but also to Multnomah, Washington and Clackamas counties, several small transportation districts within Clackamas County, the Portland Streetcar, and Ride Connection. When developing the STIF plan, TriMet relied on projections provided by ODOT. If ODOT under-projects STIF revenue, then ODOT holds on to the additional revenue. If TriMet under-projects its annual carryover, then left-over revenue is not included in the plan, which is what has happened here. As a result, ODOT is allowing TriMet to amend the FY24-25 STIF Plan to include \$38.9 million in spending authority. Mr. Desue then introduced Director of Mobility Planning and Policy, Tom Mills and Grants Director, Debbie Gregg, to walk us through what happened and what happens next. A copy of the presentation can be found in the meeting archives at www.trimet.org. The Amendment to the FY24-25 STIF Plan is attached as Exhibit A to the Resolution. It is due Monday, April 29 and requires Board approval.

Action: Director Frisbee moved for approval of Resolution 24-04-25. Director Wai seconded the motion. The motion passed with unanimous approval.

Resolution 24-04-26 – Authorizing a Contract with Schetky Northwest Sales, Inc. for the Purchase of Sixteen Replacement Vehicles for LIFT Service

Mr. Desue discussed Resolution 24-04-26. TriMet's current LIFT paratransit service fleet includes 268 gasoline and renewable diesel-powered mini-buses. We have a goal to replace LIFT vehicles every nine years or about 230,000 miles. Although that can fluctuate, we build a schedule for regular replacement of LIFT vehicles within each budget cycle. Ordinarily, LIFT plans to purchase 30 replacement vehicles per year; the vehicles that are replaced have reached the end of their useful life. LIFT has replaced 84 vehicles over the past two years and has tentative authority in the FY2025 budget to purchase ten additional replacements. The specialized mini-buses are manufactured for Schetky by Ford Motor Company. The price for these buses has more than doubled since 2018, from about \$80,000 each to more than \$170,000 each. I'd like to commend our team at LIFT for identifying a potentially cost-saving opportunity. Using a State of Oregon Price Agreement piggyback contract, LIFT can purchase 16 stock vehicles from Schetky for \$150,000 each, or a total of \$2.4 million. If approved, this contract would result in a cost savings estimated at approximately \$320,000. That aligns with Vision 2030 resource efficiencies. It also helps put TriMet ahead of the anticipated continuing rising costs of these vehicles. LIFT would use a current Transportation Division underspend in its FY24 budget for this purchase. Therefore, the amount is included within the current budget and will be paid with general funds. Schetky has 68 employees; of whom 27% are minorities and 12% are female.

Action: Director Edwards moved for approval of Resolution 24-04-26. Director Lewis seconded the motion. The motion passed with unanimous approval.

Resolution 24-04-27 – Authorizing a Contract with ASA Construction, LLC for the Columbia Operations Facility – 42nd Avenue Security Main Gate Project

Mr. Desue discussed Resolution 24-04-27. The Columbia Operations Facility plays an integral role in TriMet's transition to a zero-emissions bus fleet. The 42nd Avenue Security Main Gate Project is the first of many planned projects that will repurpose the Northeast Portland property into a fully operational bus and maintenance facility. TriMet is pursuing this project now to align with our partner agency, PBOT's construction of a new traffic signal at 42nd and Columbia. Their signal will control access to the facility. The new gate project, meanwhile, will improve site security, make it more efficient to access the property and apply TriMet-standard fencing, security cameras, lighting and access control features. After an Invitation to Bid, TriMet determined that ASA Construction's bid of \$1.32 million was the lowest responsive bid of two, although it did come in over our independent cost analysis. If approved, the resolution would authorize a contract with ASA for \$1.48 million; the amount includes a 12% change order authority. ASA has 14 employees and reports their diversity as 35.7% minority and 28.5% female. In addition, ASA plans to have an estimated 10% of the work performed by COBID-certified firms.

Action: Director Frisbee moved for approval of Resolution 24-04-27. 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 three resolutions.

Resolution 24-04-28 – Authorizing an Exemption from Low Bid Requirements to Allow a Best Value Solicitation for a Construction Contract for Improvements to the Beaverton, Oregon City and Gateway Transit Centers

Mr. Desue discussed Resolution 24-04-28. In 2022, TriMet received several federal grants for the improvement of the Beaverton, Oregon City, and Gateway transit centers. Those funds will be matched with STIF funds, and the combined amount will be used to make improvements to the three transit centers.

Proposed improvements include:

- Added bus layover spaces
- New or enhanced operator facilities
- Additional areas for bus stops
- Realigned curbing and sidewalks
- More efficient bus pull-ins/pull-outs.

At the Beaverton Transit Center, work will include the addition of two fast chargers for our growing electric bus fleet, along with the infrastructure needed to support additional charging units in the future. The resolution before you this morning requests an "Exemption from Low Bid Requirements" that will allow TriMet to use a "Best Value Request for Proposals" solicitation. With the RFP process, TriMet will obtain an experienced contractor who can manage tight timelines and work within a strict budget on this unique, three-part project. Use of the competitive RFP will also allow TriMet to consider each contractor's qualifications under Oregon's Certification Office for Business Inclusion and Diversity. The public hearing on TriMet's draft findings was held on April 9, 2024. There was one attendee, but no comments on the findings. The cost of the project is included in the FY2024 Engineering and Construction Budget.

Action: Director Wai moved for approval of Resolution 24-04-28. Director Frisbee seconded the motion. The motion passed with unanimous approval.

Resolution 24-04-29 – Authorizing an Exemption from Low Bid Requirements to Allow a Best Value Solicitation for On-Call Services Contractors to Maintain Bridges and Structures

Mr. Desue discussed Resolution 24-04-29. Within TriMet's 533-square mile service district, the light rail system covers 60-square miles and includes about 50 bridges and dozens of retaining walls and minor structures that must be maintained. This Resolution seeks approval for TriMet to conduct a best-value RFP solicitation for a class of multiple, qualified, on-call services contractors. They would perform minor alteration and construction work needed to maintain these bridges and structures. TriMet staff believe there is a large pool of small business and COBID-certified firms likely to participate in this solicitation. Staff will conduct extensive outreach before releasing the RFP to encourage maximum participation by these firms. The public hearing to allow comment on the draft findings used to grant the exemption for this class of public contracts was held on April 19, 2024. There were no attendees, and no comments on the findings. A side note here, I would like to point out that the estimated range for each of the projects covered by these services is anticipated to be under \$300,000. The cost is included in the FY2024 Budget for Maintenance Operations.

Action: Director Frisbee moved for approval of Resolution 24-04-29. Director Lewis seconded the motion. The motion passed with unanimous approval.

Resolution 24-04-30 – Authorizing an Exemption from Low Bid Requirements to Allow a Best Value Solicitation for a Contract to Replace Vehicle Wash Building Equipment

Mr. Desue discussed Resolution 24-04-30. TriMet has several aging wash buildings and associated equipment for our buses and light rail vehicles that have reached the end of their useful life, and it's time to replace them. This Resolution seeks approval for TriMet to use a "Best Value RFP" solicitation rather than the "Low Bid Process" to select a contractor for this wash building equipment replacement work. Under the proposed contract, the maintenance facility connected to our Operations Headquarters at Southeast 17th and Center would be the first to be rehabilitated. That maintenance facility was built in 1978, 46 years ago. Most of the machinery, support equipment, and systems in the bus wash building are original, and as you can imagine, quite antiquated for modern-day work. As the project budget allows, TriMet also may engage the selected contractor to replace wash buildings and equipment at additional maintenance facilities including The Elmonica Light Rail Maintenance Facility, built in 1997, and The Merlo Bus Maintenance Facility, built in 1985. The contractor also may be engaged to install bus wash equipment at the new Columbia Operations Facility. The public hearing to allow comment on the draft Findings used to grant an exemption for this public contract was held on April 10, 2024. There were no attendees, and no comments on the findings. The cost of the work is included in the proposed FY2025 Facilities Management budget. The estimated cost for each facility is approximately \$5 million.

Action: Director Frisbee moved for approval of Resolution 24-04-30. Director Edwards 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 – Second Reading

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

Mr. Desue discussed Ordinance 377. The proposed service changes that are before you, for FY2025, put TriMet and our region at the precipice of transformation. The proposals are bold and they are grounded in our relentless commitment to provide transit service that is safe, convenient, reliable and as fast and efficient as possible. TriMet conducted extensive public outreach about our service plans with many

avenues for feedback. We held two public outreach processes: one, in late 2023 to share our initial proposals, and a second, early this year, to share revisions based on public input, additions and revised projections for operator staffing. Combined, we gathered some 2,700 comments. Feedback came through online, email, social media and traditional customer service channels, including phone and text. We also held direct conversations with riders. Our open house events, which included eight options for non-English translation depending on location, drew more than 200 participants. Included in the ambitious service package under Ordinance 377 are:

- Bus service and system improvements from our Forward Together Service Concept, designed to connect more people, especially those with low and limited incomes, to transit and opportunities beyond.
- It prioritizes ridership, equitable service, and student access to schools.
- It will promote three bus lines to frequent service with buses arriving every 15 minutes or more often, every day.
- A fourth bus line that has had frequent service on just a stretch of the line will have it expanded to the entire route.

Our FY2025 service plan also provides for the extension of the MAX Red Line to Hillsboro, the final piece to our major *A Better Red* MAX Improvements and Reliability Project. And the service plan will help a major initiative to increase our overnight maintenance window on the MAX system by expanding our network of MAX night buses to run in place of late night MAX trains. While included in our outreach process earlier this year, we also conducted in-person outreach on late night trains, contacting 518 riders over an eight-night period. As we heard many comments at the last Board meeting about Line 96, specifically concerns about added time, with the proposed route change, I've asked Tom Mills to provide an update, with further information about that. Mr. Desue introduced Director of Mobility Planning and Policy, Tom Mills to provide a presentation on Ordinance 377. A copy of the presentation can be found in the meeting archives at www.trimet.org. Ordinance 377 is supported by a Title VI report that shows no disparate impact or disproportionate burden on racial minorities and/or low income populations as a result of the service changes.

A roll call vote was conducted by General Counsel Devine.

Director Kim – yes

Director Kellogg – yes

Director Edwards – yes

Director Lewis – yes

Director Wai – yes

Director Frisbee – yes

President Gonzalez – yes

Ordinance 377 passed with seven votes in favor.

Ordinance 378 – Authorizing the closure of the Skidmore Fountain MAX Station – Second Reading

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

Mr. Desue discussed Ordinance 378. It is time to close the Skidmore Fountain MAX Station so that we can move people through Downtown Portland faster. Discussions around Skidmore have gone on for more than five years now. There was a time when we heard a tremendous amount of opposition to this proposal. But

as we all know, times have changed and that area has changed a lot as well. Businesses and big organizations like the University of Oregon have moved out. Ridership and development that were pitched as reasons to keep the station open did not materialize. Trips through Downtown Portland are up to a minute-and-a-half faster, thanks to the previous closures of the Kings Hill/SW Salmon, and Mall MAX Stations. Closing Skidmore will further reduce travel times through Downtown by about 45 seconds each way and that time adds up for riders. This Ordinance provides the next logical step in making the ride through downtown faster and more efficient. Under Ordinance 378, the closure would take effect in the fall of 2025.

A roll call vote was conducted by General Counsel Devine.

Director Frisbee – yes
Director Way – yes
Director Lewis – yes
Director Edwards – no
Director Kellogg – yes
Director Kim – yes
President Gonzalez – yes

Hearing no further business, President Gonzalez adjourned the meeting at 1:13 p.m.

6. **Briefing**

Forward Together 2.0

Mr. Desue reminded the board about our Forward Together service plan developed with the community. As we roll out those plans, we are seeing improvements in our ridership, and as we look to the future and our ambitious Vision 2030 goal, we are planning for a Forward Together 2.0. Mr. Desue then introduced Manager of Service Planning and Development, Kate Lyman, to outline the details of Forward Together 2.0. A copy of the presentation can be found in the meeting archives at www.trimet.org.

Frequent Express (FX) System Plan

Mr. Desue recalled that at last month's meeting, the board heard a bit about our plans for an FX line on 82nd Avenue. Today, we are going to share with you our plans to build an FX network. Mr. Desue introduced Jonathan Plowman, Senior Project Manager in the Engineering and Construction Division and Jamie Snook, Director of Major Projects to present on the plan. A copy of the presentation can be found in the meeting archives at www.trimet.org.

Respectfully submitted,

Falesha Thrash

Falesha Thrash, Board Administrator and recording secretary