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

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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).

Following Public Forum, President Lewis called the business meeting to order at 9:31am.

### 1. Committee Reports

**Transit Equity Advisory Committee (TEAC)** – Director Frisbee provided a summary of the March 22 TEAC meeting. TriMet provided a number of updates to the committee, including a recap of Rosa Parks Day, Community engagement outreach events and launch of the 82<sup>nd</sup> Avenue Transit Project and Community Advisory Committee. TriMet reinforced its commitment to safety, inclusivity, equity, community and teamwork. TriMet is committed to its mission, vision, and values, and will continue to monitor the Executive Orders, Federal funding directives, and updates from regional, state, and local partners closely. The next TEAC meeting is June 10.

**Metro Policy Advisory Committee (MPAC)** – Director Flowers provided a summary of both the February 26 and March 19 MPAC meetings. In February, Metro staff gave a comprehensive overview of the roles and responsibilities of MPAC, to orient new and returning members and provide an overview of the 2025 work program and topics anticipated for the year. Metro Staff also shared an update on the 82nd Avenue Transit Project and the Locally Preferred Alternative (LPA). In March, Metro staff provided a legislative session update for land use, transportation and infrastructure bills in discussion with the 2025 session. Metro staff also shared a Regional Supportive Housing Services: Reporting and Reform Update. Lastly, Metro staff outlined the scope of work and engagement plan for the Regional Housing Coordination Strategy. The next MPAC meeting takes place April 23.

**Finance and Audit Committee (F&A)** – Director Kim provided a summary of this morning's F&A meeting. Eide Bailly, our auditors, presented required communications and the audit approach for our fiscal year ended June 30, 2025 external audit. They have identified capital assets, receivables, inventory and revenues as areas of focus for this year's audit. Eide Bailly expects to complete the audit in October and come back to us in November with the results of the audit.

**American Public Transportation Association (APTA) Legal Affairs Seminar** – Director Kim provided a summary of his experience at the 2025 APTA Legal Affairs Seminar in Phoenix, Arizona. The conference provided an opportunity to better understanding the upcoming legal challenges and opportunities for TriMet. The conference also provided an opportunity to engage with leaders from other transportation agencies, giving a more robust perspective and greater appreciation for TriMet’s own Legal team. Director Kim’s favorite sessions were “Navigating Change in Washington”, “Buy America Compliance”, and “Legal Operations: Challenges and Strategies for Modern Legal Departments”.

**Committee on Accessible Transportation (CAT)** – Eileen Collins Turvey, TriMet Director of Accessible Transportation Program, provided a summary of the March 19 CAT meeting. The March CAT meeting opened with the Committee’s approval of the slate of new committee members, after a recruitment process that resulted in 27 applicants. The slate of members will now proceed to the General Manager and Board President for final approval. Eileen provided the committee with an update from the TriMet Board of Directors, highlighting the TriMet Business Plan, proposed budget and Portland Opportunities Industrialization Center (POIC) partnership. The committee also heard from the Operator and TriMet staff who were recognized at the March Board Meeting. TriMet’s Senior Community Engagement Coordinator from the Inclusion, Diversity, Equity & Access program provided a presentation to the committee on TriMet’s growing Employee Resource Groups. Dave Daley provided a Fixed Route Subcommittee update from their February 12 meeting. Skye McLeod provided a Wayfinding Ad Hoc Committee update. TriMet Staff provided updates on the 82nd Avenue Transit Project and CAT’s involvement in the Community Advisory Committee (CAC), as well as inviting additional participation in Transit Day at the Capitol on April 1, and a recap on Transit Driver Appreciation Day (TDAD). Staff also announced the date and location for the annual CAT Accessibility Luncheon on Wednesday June 18 at the Sentinel Hotel. The meeting concluded with a presentation on TriMet’s Proposed FY26 Budget from Michael Dohn, TriMet’s Director, Budget & Forecasting. The next CAT meeting is Wednesday, April 16.

## **2. General Manager Report**

### **Monthly Operations Analysis**

Mr. Desue introduced Executive Director of the Transit System and Asset Support Division, Dan Blair to present the Monthly Operations Analysis. The new monthly report is evolving and now includes ridership analysis to eliminate duplication in reporting. A recording of the presentation is on YouTube at [www.youtube.com/@trimet](http://www.youtube.com/@trimet).

### **Safety and Security Monthly Update**

Mr. Desue shared a recent comment from a member of the public by the name of Joan who attended a gathering in Happy Valley where TriMet community engagement staff was doing outreach. Joan wrote in after the meeting and said, “I had stopped using MAX because of safety concerns. I used MAX yesterday, and it is a 180-degree difference. It is secure and clean.” She added that she was impressed and pleased with the changes. Mr. Desue gave kudos to our outreach team and to Andrew Wilson and his team. We have gained another rider, thanks to what we are doing here under your safety and security efforts. Mr. Desue then invited Andrew Wilson, Executive Director of Safety and Security, to come forward and present a monthly Safety and Security Update. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

### **East Burnside MAX Improvement Project**

Mr. Desue went into detail on upcoming state of good repair projects. Road construction is picking up and for TriMet, which means tackling some of our larger state of good repair projects. We are kicking work off this year with improvements to one of the oldest sections of our MAX Blue Line. The two-week-long East

Burnside MAX Improvements Project kicks off on April 27 and will go through May 10. Our crews will be working on and above the tracks to replace and upgrade equipment for extra reliability and a smoother ride. Crews will replace a heavily used rail crossing located on Eleven Mile Avenue, right outside of our Ruby Junction Rail Operations Facility. They will also replace about 8,000 feet of overhead wire that provides power for the trains. As part of this work, crews will install a new wire tensioning system to improve resiliency and help keep trains running at their normal speeds when we experience extreme heat. The extensive work will require a service disruption, with shuttle buses helping move riders around it. Our Communications teams will be sending out more information in the coming weeks and we will have our Customer Service, Transportation, Ride Guides, Security and other staff out during the disruption assisting riders and employees.

### **Transit Driver Appreciation Day**

Mr. Desue provided a recap and shared photos of the 2025 Transit Driver Appreciation Day, celebrated on March 18. He started with expressing his appreciation to all the TriMet operators, LIFT operators and WES engineers who move riders every day, as well as everyone who came out to help celebrate them on Transit Driver Appreciation Day. This year, TriMet turned out for the “Tunnel of Appreciation” on the Transit Mall. Employees, along with a few riders, lined blocks on the Transit Mall from before daylight until 5:00 in the evening. We heard from occupants of the Portland Building who listened to the cheers all day long. They loved to hear and see the positivity, and our outpouring of support for our outstanding operators warmed their hearts. We had some 200 employees, organized in shifts, lining the mall with signs, pompoms, big smiles and warm hearts. We also had banners at key locations that riders could sign with messages. Those banners will go up in our operations facilities. Other riders and members of the public posted messages of thanks on social media and our online “Kudo-board”. Among the kudos – “So so so so so grateful for y’all and how you support your community!” The mood was electric along the Tunnel of Appreciation with honks and waves and big smiles from the seat and the cab. Mr. Desue ended with expressing his gratitude again to all the bus operators and MAX operators, our contractor operators for our LIFT paratransit and WES service, and all the TriMet employees who operate Portland Streetcars: thank you, from the bottom of my heart, for all you do every day.

### **Consent Agenda**

- Approval of Board Meeting Minutes for February 26, 2025
- Resolution 25-03-08 – Authorizing the Modification of a Contract with JN Maintenance, LLC for Landscape and Bioswale Maintenance and On-Call Services

**Action:** Director Wai moved for approval of the Consent Agenda. Director Graham seconded the motion. Director Flowers was absent for the vote. The motion passed with unanimous approval.

## **4. Resolutions**

### **Resolution 25-03-09 – Authorizing a Contract Modification with Portland Opportunities Industrialization Center dba Rosemary Anderson High School (POIC)**

General Manager Desue discussed Resolution 25-03-09. POIC is an organization that has been providing workforce training and career placement for people and communities of color in the Portland region, for more than 55 years. During the February meeting, the Board received a presentation by POIC, and they touched on their Community Safety Worker, or CSW, Program. The CSW program works like an apprenticeship. It allows POIC community outreach workers to attend classes at PSU while performing meaningful outreach in the community that draws on lived experience. Last year, TriMet executed a contract with POIC, for Community Safety Workers to provide outreach on our system to youth considered at-risk for negative influences. That contract, which grew out of a previous agreement that POIC had with

the City of Portland, expires next month. That brings me to the modification before you. TriMet and POIC would like to extend the contract for two additional terms. This would allow TriMet to bring on up to four Community Safety Workers and a Program Supervisor, to complement our ongoing emphasis on a multi-faceted Safety and Security approach. POIC's focus will include transit lines near high schools with a history of community violence, in line with POIC's mission. Mr. Desue then invited Andrew Wilson, Executive Director of Safety and Security, to come forward and highlight recent accomplishments of the program. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org). Mr. Desue continued, noting POIC is a non-profit organization and was selected through a sole-source procurement process. POIC's workforce includes 194 employees. 72% are minorities and 44% are women. Extending the current contract through two more years will bring the total value to \$1.95 million. Contract funds for the first year of the modification are included in the proposed FY2026 budget for the Safety & Security Division.

**Action:** Director Flowers moved for approval of Resolution 25-03-09. Director Graham seconded the motion. The motion passed with unanimous approval.

President Lewis paused the Regular Business Meeting and convened the TriMet Budget Committee to consider Resolution 25-03-10.

President Lewis opened the public hearing to receive comments on TriMet's Proposed FY2026 Budget. Hearing no comments, President Lewis closed the public hearing and asked the General Manager for his comments on Resolution 25-03-10.

**Resolution 25-03-10 – Approving the Proposed Fiscal Year 2026 Annual Budget for Submission to the Multnomah County Tax Supervising and Conservation Commission (TSCC)**

General Manager Desue discussed Resolution 25-03-10. Oregon Budget Law requires all local governments to follow a specific process to adopt budgets. Acting in your role as the TriMet Budget Committee, your adoption of this resolution will fulfill an important step in that process. After the committee approves the Proposed FY2026 Budget, it will be published as the Approved Version. The Approved Version is then submitted to the TSCC for its review and consideration in a public hearing next month. As a reminder, the TSCC is the Multnomah County Tax Supervising and Conservation Commission. That body will take up the budget and hold a public hearing on April 23. Assuming the TSCC approves the Approved Budget, our Finance Division will make final adjustments and come before the Board for final consideration and formal adoption at the May 26 Board Meeting. A final budget must be adopted before the start of the new fiscal year on July 1. The proposed FY2026 Budget sets a total funding amount of \$1.94 Billion. Mr. Desue introduced Chief Financial Officer Nancy Young-Oliver and Director of Budget and Forecasting, Michael Dohn, to present on the proposed budget. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

**Action:** Director Kim moved for approval of Resolution 25-03-10. Director Flowers seconded the motion. The motion passed with unanimous approval.

President Lewis adjourned the TriMet Budget Committee and reconvened the TriMet Board of Directors.

**Resolution 25-03-11 – Declaring Official Intent to Reimburse Prior Expenditures from the Proceeds of Senior Lien Payroll Tax Revenue Bonds**

General Manager Desue discussed Resolution 25-03-11. Oregon statute allows TriMet to issue and sell revenue bonds for a public purpose. At a future Board meeting, the Board will consider the issuance of up to \$150 million dollars in Senior Lien Payroll Tax Revenue Bonds. The Internal Revenue Code requires TriMet to declare our official intent to use future bond proceeds to reimburse project costs paid prior to a bond sale. Once approved, the resolution before you satisfies that requirement. Pursuant to this resolution, the Board

declares its official intent for TriMet to use future bond proceeds to pay for costs incurred on the following projects:

- light rail vehicle replacement
- alternative fuel infrastructure
- Tualatin Valley Highway Transit Improvements
- 82nd Avenue Transit Improvements
- bus purchases
- and the Columbia Operations Facility project

This resolution does not bind TriMet to make any expenditure, incur any indebtedness, or proceed with any Project. It provides TriMet the option to use future bond proceeds to reimburse costs incurred prior to a bond sale. However, absent the approval of this resolution project costs incurred prior to the bond sale would need to be financed by other means.

**Action:** Director Flowers moved for approval of Resolution 25-03-11. Director Wai seconded the motion. The motion passed with unanimous approval.

**Resolution 25-03-12 – Authorizing a Contract with KONE, Inc. (KONE) for Elevator and Lift Maintenance and Repair Services**

General Manager Desue discussed Resolution 25-03-12. TriMet currently contracts with KONE to perform preventative testing, maintenance and repair services on the 33 elevators and lifts in our transit system. That contract expires in just a few days, on March 31. A Request for Proposals was issued for this solicitation. Two vendors submitted proposals, but only KONE's was deemed to be in the competitive range and shortlisted for consideration. KONE's Best and Final Offer of \$2.55 million dollars for the five-year term of the contract was determined by the Source Evaluation Committee to be fair and reasonable. TriMet as an entity is not staffed, licensed or equipped to perform these services and requires the expertise of a contractor such as KONE. If approved, this contract would allow for an indefinite number of task orders, with actual costs based on TriMet's requirements for services over the contract term. The initial year of the contract amount is accounted for in the Maintenance Division's budget for FY2025 and in proposed budget for FY26. KONE has 95 employees, 8.4% are female and 2.1% are minorities. KONE intends to self-perform all of the services.

**Action:** Director Graham moved for approval of Resolution 25-03-12. Director Kim seconded the motion. The motion passed with unanimous approval.

**Resolution 25-03-13 – Authorizing a Contract Modification with Northwest Infrastructure, LLC (NWI) for Construction Manager/General Contractor (CM/GC) Services for the Columbia Operations Facility Site Preparation and Main Distribution Frame (MDF) Construction Project**

General Manager Desue discussed Resolution 25-03-13. At your October 23, 2024 meeting, the Board passed Resolution No. 24-10-61, which authorized preconstruction services and an early work package with possible change orders for this project. That approved contract with Northwest Infrastructure for preconstruction and early work was for an amount not to exceed \$969,100 dollars. As mentioned in October, TriMet is now returning for further authorization for the total contract price. The resolution before you this morning would authorize a modification of the CM/GC services contract to increase the amount by nearly \$5.25 million dollars, to incorporate the remaining site preparation and Main Distribution Frame scope of work at the Columbia site and provide additional funding for unanticipated issues. Due to uncertainties related to this property, including limited available records about the buildings on the property that must be demolished, as well as plans to rebuild on a former industrial site, the resolution includes change order authority of approximately \$1.75 million dollars. This would bring the total cost of

construction, including potential change orders, to an amount not to exceed about \$7.96 million dollars. The amount is included in the Engineering and Construction Division's FY2025 and proposed FY2026 budgets. Northwest Infrastructure was selected through a competitive Request for Proposals. It is a certified Disadvantaged Business and Minority Business Enterprise with a 13-person workforce, 77% of whom are minorities and 10% are women.

**Action:** Director Kim moved for approval of Resolution 25-03-13. Director Wai seconded the motion. The motion passed with unanimous approval.

**Resolution 25-03-14 – Authorizing a Contract with Mass. Electric Construction Company (MEC) for Construction Manager/General Contractor Services for the Type 1 Traction Power Substation Replacement Project**

General Manager Desue discussed Resolution 25-03-14. TriMet operates 11 Type 1 Traction Power Substations along what we refer to as the Banfield alignment of the original MAX line, now known as the MAX Blue Line. Installed back in 1983, the substations are more than 40 years old and nearing the end of their expected service lives. Last March, the Board adopted Resolution 24-03-21, establishing a single prime design contract for the substation replacement project. If approved, this resolution would apply to the first design group, which includes six substation sites with similar site conditions, between NE 60th Avenue Station and Gresham Central MAX Station. The work involves complexities that will require the contractor to manage multiple construction phases at different locations along the alignment. The company must minimize negative impacts on our riders and neighboring communities, as well as minimize planned disruptions, which are impactful to our operations. Last September, the Board exempted this contract from competitive bidding requirements. That exemption allowed TriMet to use an RFP to engage a CM/GC for this project. The RFP resulted in three proposals, which were evaluated and scored by a source evaluation committee, which selected Mass. Electric Construction. The resolution before you today authorizes initial, pre-construction services for about \$170,000 dollars. We will return to the Board at a later date for subsequent work, including the total contract price. Mass. Electric has 1,100 employees, nearly one-third are minorities and about 9% are women. TriMet will work with Mass. Electric to maximize subcontracting opportunities for certified small businesses. Funding for the pre-construction work is included in the proposed FY2026 Budget for the Engineering and Construction Division.

**Action:** Director Flowers moved for approval of Resolution 25-03-14. Director Graham seconded the motion. The motion passed with unanimous approval.

**Resolution 25-03-15 – Recommending to the Metro Council Adoption of the Locally Preferred Alternative for the 82nd Avenue Transit Project as Part of the Regional Transportation Plan**

General Manager Desue discussed Resolution 25-03-15. It is necessary for Metro to garner endorsements of the Locally Preferred Alternative (LPA) for the 82nd Avenue Transit Project by local jurisdictions, including TriMet, to demonstrate to the Federal Transit Administration that there is local consensus and support for the project. That public demonstration of local support is essential to advance the development and pursue federal funding for the project. The 82nd Avenue Transit Project will greatly improve transportation along the 82nd Avenue corridor, between Clackamas Town Center and the Cully Neighborhood in Northeast Portland. The project will bring a faster, higher-capacity transit options to what is currently TriMet's busiest line – the Line 72. As it serves 82nd Avenue, a legacy highway with high congestion, the Line 72 is currently also our most delayed bus line. The 82nd Avenue Transit Project would make way for our second TriMet FX, Frequent Express, line and includes innovative solutions to help our buses get around traffic and keep riders moving. This project, in coordination with other infrastructure improvements also being delivered by our partners, will make 82nd Avenue a safer and more accessible corridor for the community and those who use it. In July 2024, the Project received approval from the FTA to enter the project development phase.

Adopting an LPA would allow Metro to amend the Regional Transportation Plan to include the LPA. Metro, TriMet and other regional partners have been collaborating for the past two years to develop the LPA. The Project Steering Committee voted unanimously to approve it. Mr. Desue introduced Project Director Michael Kiser to present further details. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

**Action:** Director Wai moved for approval of Resolution 25-03-15. Director Kim seconded the motion. The motion passed with unanimous approval.

President Lewis paused the Regular Business Meeting and convened the TriMet Contract Review Board (TCRB) to consider the last resolution.

**Resolution 25-03-16 – Authorizing an Exemption from Competitive Bidding Requirements for Construction Manager/General Contractor Services for the 82nd Avenue Transit Project**

General Manager Desue discussed Resolution 25-03-16. If approved, the exemption from low-bid solicitation requirements would allow TriMet to use a competitive Request for Proposals to select the most highly qualified firm as Construction Manager/General Contractor for the 82nd Avenue Transit Project. To date, regional partners, including Metro, TriMet, the City of Portland, ODOT, and Clackamas and Multnomah counties, have collaborated on initial planning and design phases of the project. As the project moves into the 30% design phase, TriMet is prepared to post the RFP for the CM/GC. The selected contractor will establish design constructability and greater cost certainty between the 60% design stage and 100% of construction plans, and provide construction services for the project. The 82nd Avenue Transit Project is a complex corridor and requires a contractor that can manage strict budgets and schedules, while maintaining traffic operations during construction. As the competitive RFP processes allows for consideration of factors other than price when selecting this contractor, it will allow TriMet to select a CM/GC with the skill and experience necessary to address the complexities of this project. The cost of the CMGC delivery approach has been accounted for in the project budget for both project development and construction.

**Action:** Director Flowers moved for approval of Resolution 25-03-16. Director Graham seconded the motion. The motion passed with unanimous approval.

Hearing no further business, President Lewis adjourned the meeting at 12:31pm.

**5. Briefing**

**Final Business Plan**

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

Respectfully submitted,

*Falesha Thrash*

Falesha Thrash, Board Administrator and recording secretary